

**1 Steelcase Road West, City of Markham
Official Plan and Zoning By-law Amendment Application**

Date:	August 20, 2012
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	n/a
Reference Number:	12 135090 NPS 00 TM

SUMMARY

This report provides information on an Official Plan and Zoning By-law Amendment application in the City of Markham to permit a commercial development comprised of office buildings, a retail shopping centre, restaurants and a hotel. The total gross floor area for the proposal is 125,660 m². The City of Markham has circulated the application to the City of Toronto for comments as the site is within 1 km of the municipal boundary.

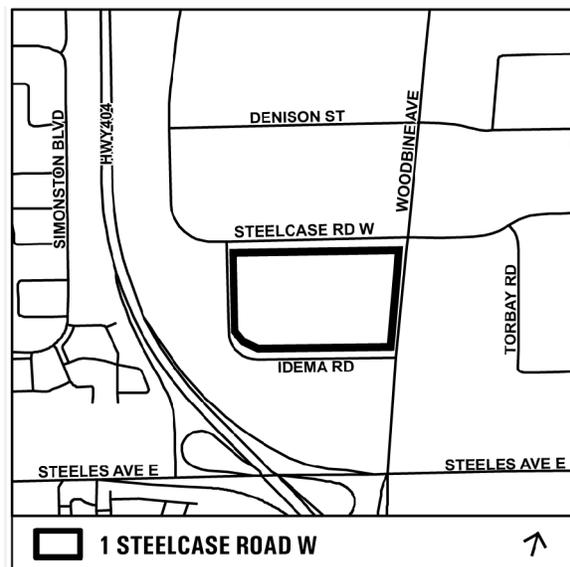
RECOMMENDATIONS

The City Planning Division recommends that:

1. This report be received for information.
2. The report be forwarded to the City of Markham Development Services Commission.

Financial Impact

The recommendations in this report have no financial impact.



BACKGROUND

The City protocol for the review of planning and development applications in neighbouring municipalities provides that Official Plan and Zoning By-law Amendment applications for sites located within 1 km of the municipal boundary will be circulated for comments. Development applications which will add more than 10,000 m² of GFA or 100 dwelling units are to be reported to North York Community Council. Staff are reporting on this application to Community Council as this site is located within 1 km of the municipal boundary and the proposal exceeds 10,000 m² of gross floor area.

Proposal

The 12.14 hectares site is located on Woodbine Avenue one block north of Steeles Avenue and east of Highway 404. The site is occupied by a 66,799 m² industrial building which has been vacant for several years. Recently a portion of the building was renovated and is used by Liberty Development Corporation as their head office. The applicant is requesting an amendment to the Official Plan and Zoning By-law for a multi-phased commercial development with a total gross floor area of 125,660 m². The draft Official Plan amendment submitted with the proposal is for a total gross floor area of 182,080 m² with an overall site density of 1.5FSI.

Phase 1 comprising 83,313 m² of space is to reuse the existing industrial building for a 60,816 m² retail shopping centre and a new 16 storey office building (22,497 m²). Other phases include 15 and 17 storey office buildings, a 17 storey hotel and restaurants. A total of 2,123 parking spaces are to be provided in below grade and surface parking and a three level parking structure.

An amendment to the City of Markham Official Plan is required to redesignate the western portion of the site from General Industrial Area to Business Corridor Area permitting a wider range of commercial/retail uses. A Zoning By-law Amendment is required to broaden the range of permitted uses to reflect those permitted by the Business Corridor Area designation. The application proposes a Holding (H) provision as part of the Zoning By-law which will require additional servicing and traffic studies after the Phase 1 development.

COMMENTS

Markham Planning and Development staff have prepared a Preliminary Report on the application which was received by the Development Services Committee at its meeting of May 8, 2012. Markham's Development Services Committee held a Public Meeting on the application on June 19, 2012 and directed staff to further review and evaluate the proposal and report back to the Development Services Committee.

City Planning staff have not identified planning concerns with the proposal. Technical Services staff advise that water and sanitary sewage services to the site are provided by Markham and are not part of the City of Toronto system. Transportation Services staff

have reviewed the traffic study submitted by the applicant and they note clarifications and revisions are required to a number of factors used in the traffic study. The traffic study recommends a number of road improvements at the Woodbine Avenue/Steeles Avenue intersection including dual eastbound left-turn lanes and an exclusive westbound right-turn lane. Transportation Services staff advise they have no objection to the westbound right-turn lane and southbound right-turn arrow phase as possible improvements at the Woodbine Avenue / Steeles Avenue East intersection.

Transportation staff indicate that the transportation consultant has identified a partial Highway 404 interchange at Denison Street as a potential road improvement for Phase 2 of the development. Staff note that if these road improvements were to be implemented, the dual eastbound left-turn lanes at the Woodbine Avenue / Steeles Avenue East intersection may not be required. Transportation Services encourages this improvement to be implemented as part of Phase 1 which may eliminate the need for the dual left-turn lanes. Transportation Services advises that at this time it is not prepared to accept dual eastbound left-turns and the consultant must explore the feasibility of implementing the Highway 404 interchange as part of the road improvements required for Phase 1. In the event that the interchange improvement does not go forward, Transportation Services staff advise that implementation of the eastbound dual left-turn lanes at the Woodbine Avenue / Steeles Avenue East intersection must then be further investigated.

Transportation Services staff will continue to follow up with the applicant and Markham staff on the traffic issues.

CONTACT

Nimrod Salamon, Senior Planner

Tel. No. (416) 395-7095

Fax No. (416) 395-7155

SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

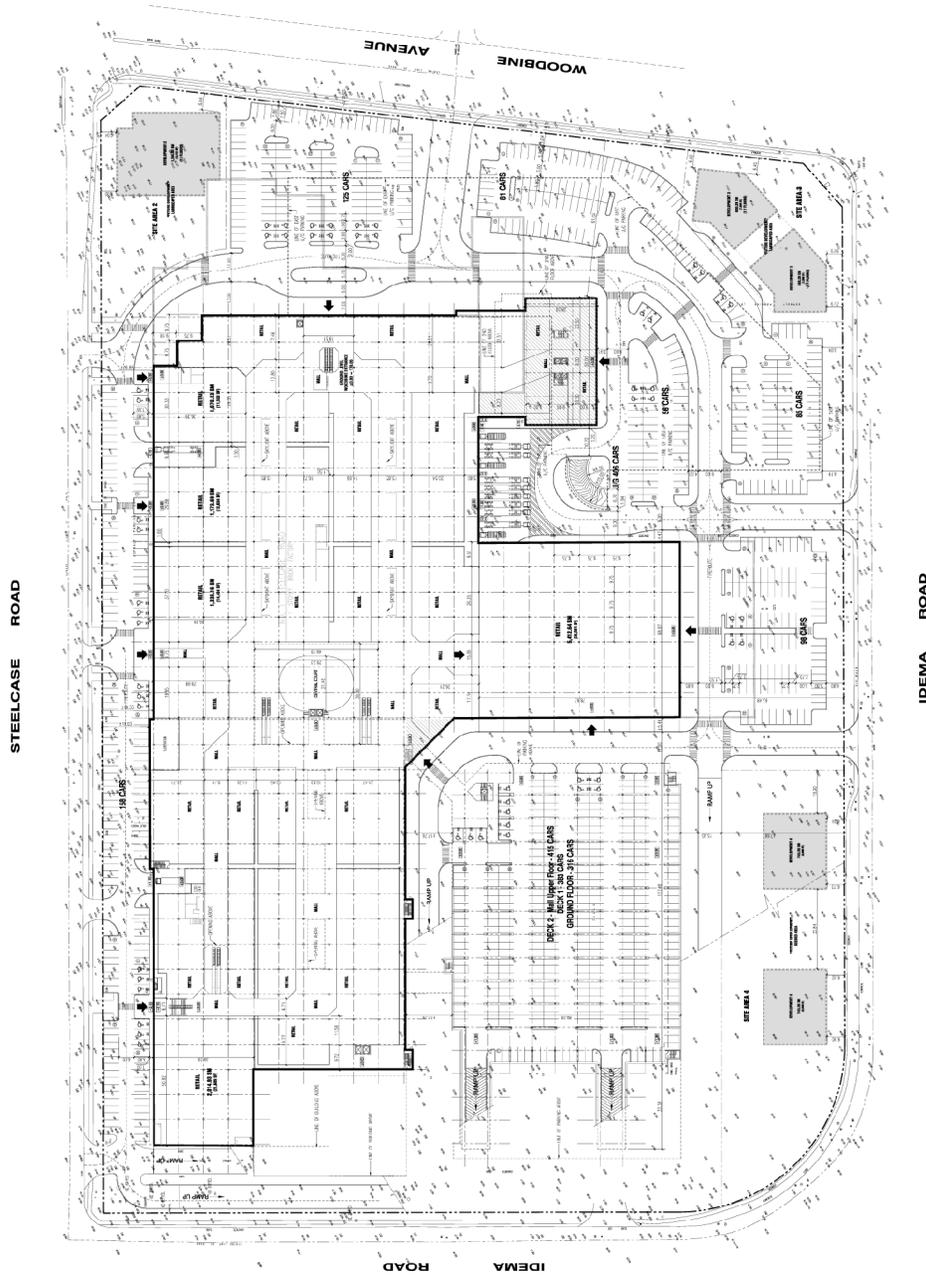
Attachment 1: Site Plan

Attachment 2: Elevations

Attachment 3: Proposal Data

Attachment 4: Comments from Technical Services Division

Attachment 1: Site Plan



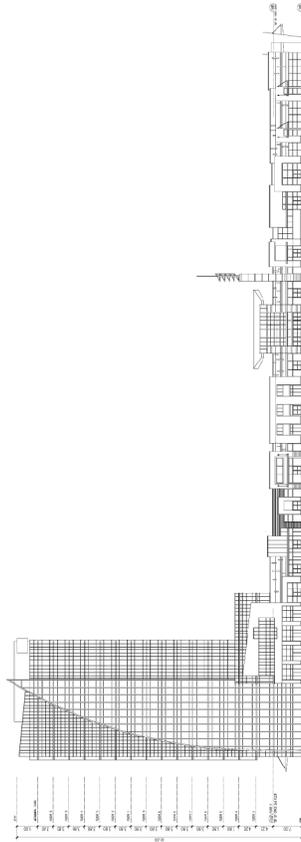
1 Steelcase Road (City of Markham)

Site Plan - Ground Floor
Applicant's Submitted Drawing

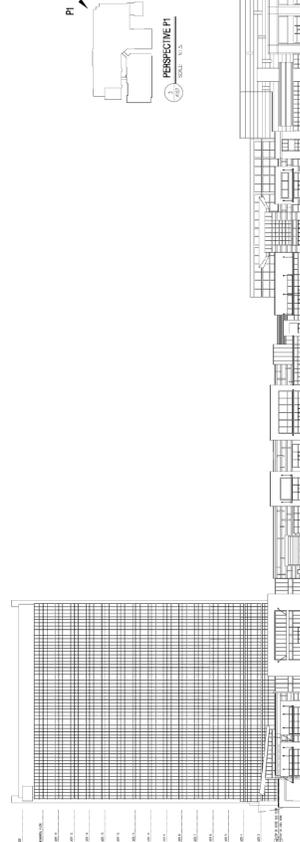
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04/13/2012

Attachment 2: Elevations



EAST ELEVATION - WOODBINE AVENUE



EAST ELEVATION - STEELCASE ROAD

1 Steelcase Road (City of Markham)

Elevations

Applicant's Submitted Drawing

Not to Scale
04/13/2012

File # 12 135090 NPS 00 TM

Attachment 3: Proposal Data

Municipal Address: 1 Steelcase Road West
Location Description: City of Markham
Project Description: Official Plan and zoning by-law amendment application to permit a mixed-use development comprised of office buildings, a retail shopping centre, restaurants and a hotel. The total gross floor area for the proposal is 125,660 m².

Applicant: 2145312 Ontario Inc.
Architect: Petroff Partnership Architects
Owner: 2145312 Ontario Inc.

Project Information

Site Area: 12.14 hectares
Total GFA: 125,660 m² (OPA is for 182,080 m²)
Lot Coverage: 37% Phase 1
Height: 2, 15, 16, 17 storeys

Attachment 4: Comments from Technical Services Division



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CITY OF TORONTO PLANNING
NORTH YORK CIVIC CENTRE

Development Engineering
Technical Services Division
North York District
North York Civic Centre
5100 Yonge Street, 4th Floor
North York, Ontario M2N 5V7

Reply Attention:
Robert Fazio, P. Eng.
Senior Development Engineer
Tel. 416-395-6306, Fax. 416-395-6328
Email: rfazio2@toronto.ca

MEMORANDUM

TO: ✓ Allen Appleby, Director
Community Planning, North York District
Attention: Nimrod Salamon

FROM: Frank Clarizio, P. Eng.
Manager, Development Engineering, North York District

DATE: August 8, 2012 (Revisions to Memorandum dated July 3, 2012)

SUBJECT: Application No: OP 12 115839
Your Circulation Memorandum Dated: February 27, 2012
Location: City of Markham – 1 Steelcase Road West
(n.w. of Steeles E and Woodbine Avenue)

APPLICATION DESCRIPTION

This is in reference to an Official Plan Amendment and Zoning By-law Amendment to permit a proposed office tower and large shopping centre in the Town of Markham. The development is divided into two substantive Phases. The first phase will occur in two supplementary phases and include the following uses and approximate gross floor areas (GFA):

- Phase 1a – Office, 22,497 m² GFA;
- Phase 1b – Retail, 60,816 m² GFA.

This application only pertains to Phase 1. A Holding Provision will be placed on Phase 2 lands.

The subject site is located in the block bounded by Woodbine Avenue to the east, Steelcase Road West to the north and Idema Road to the west and south.

The following drawings were submitted in support of the subject application:

- Site Plan, Dwg. No. A-101, prepared by Petroff Partnership Architects, dated January 4, 2011, revised January 10, 2012
- Site Plan (Second Floor), Dwg. No. A-102, prepared by Petroff Partnership Architects, dated January 4, 2011, revised January 10, 2012
- Roof Plan, Dwg. No. A-103, Petroff Partnership Architects, dated December 21, 2011, revised January 10, 2012
- Parking Deck Plans, Dwg. No. A-104, Petroff Partnership Architects, dated October 19, 2011, revised January 10, 2012
- North-South Building Sections, Dwg. No. A-105, Petroff Partnership Architects, dated October 19, 2012, revised January 10, 2012
- East-West Building Sections, Dwg. No. A-106, Petroff Partnership Architects, dated January 4, 2011, revised January 10, 2012
- Building Elevations, Dwg. No. A-107, Petroff Partnership Architects, dated September 20, 2011, revised January 10, 2012
- Urban Transportation Considerations, prepared by BA Group, dated January 2012
- Functional Servicing Report, prepared by Masongsong Associates Engineering Limited, dated January 2012

We have reviewed the proposal, from a City of Toronto perspective and provide the following comments:

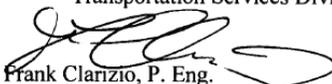
Transportation Services

The following comments pertain to the Urban Transportation Considerations Report, dated January 2012, by BA Group

1. Provide a source/reference for the auto occupancy rate, absenteeism/vacancy rate, arrival factor for employees during the morning peak hour, off-peak direction factor and afternoon peak hour arrival factor assumptions in connection to the first principles trip generation for the data processing centre;
2. Provide a source/reference for the employee density per unit floor area for the corporate office trip generation;
3. The pass-by rates used by the Consultant for the retail use were 35% and 20% during the afternoon and Saturday peak hours, respectively. The Consultant referenced these rates from the ITE. However, based on calculations by City staff, pass-by rates of approximately 25% and 30% during the afternoon and Saturday peak hours, respectively were derived. The Consultant must clarify the pass-by rate calculations;
4. The trip distribution for the Office use is 15% and 5% for Steeles Avenue East – to/from the east and west, respectively. It should be noted that the Consultant for the Shops on Steeles development used a trip distribution of 10% and 15% for Steeles Avenue East – to/from the east and west, respectively and this was also based on Transportation Tomorrow Survey (TTS) data. The trip distribution used for the subject site must be further justified;

5. The Inbound and Outbound columns in Table 8 should read to/from "Retail" rather than to/from "Office";
6. The volumes for the Highway 404 Southbound Off-ramp / Steeles Avenue East intersection are missing from all traffic volume figures;
7. The Consultant has used a saturation flow rate of 2152 pcphgpl for the westbound movement at the Woodbine Avenue / Steeles Avenue East intersection. To justify this rate, the Consultant undertook several local studies. Although rates above the City's stipulated values are possible, they are not recommended for use in planning or operational design. Traffic patterns and characteristics may change over time so typical or conservative values should be used to account for this possible variability. Regardless of any field studies, the City will not accept values in excess of the following:
 - 7.1 Through movement: 2005 pcphgpl;
 - 7.2 Flashing Advance Green: 2100 pcphgpl;
 - 7.3 Left Turn Green Arrow: 2050 pcphgpl;
 - 7.4 Double Left Turn Green Arrow: 2000 pcphgpl; and
 - 7.5 High Occupancy Vehicle (HOV) lane: 1680 pcphgpl.
8. The intersection capacity analyses uses various Peak Hour Factor (PHF) values. In order to ensure that "worst case" conditions are analyzed, one of the following options must be used when entering PHF values:
 - 8.1 The "Peak Hour Factor Calculations Report" obtained from the City, if available;
 - 8.2 The average PHF is applied to the whole intersection, unless an individual movement or approach has sharp peaking characteristics, in which case a PHF should be calculated and applied for each movement or approach;
 - 8.3 If a turning movement count was conducted in 15 minute intervals the highest 15 minute count can be multiplied by four and entered in the "Traffic Volume" field and a value of 1.00 is entered in the PHF field;
 - 8.4 If hourly volumes are entered and the PHF data is unknown, as a default use a PHF value of 0.90 for the morning, off-peak periods and all left-turn phases and 0.95 for the afternoon peak period for through movements;
 - 8.5 At signalized intersections near stadiums, arenas, transit facilities, major tourist attractions and large industrial areas where there may be a heavy surge in traffic volume, the PHF must be reduced to reflect the traffic flow rate during the peak demand period or use peak 15-minute flow rates
9. The southbound left-turn at the Woodbine Avenue / Steeles Avenue East intersection was analyzed as a protected and permitted phase under all future conditions. This movement must remain as a protected phase due to safety reasons. All analysis under future conditions must be revised accordingly;
10. The intersection of Woodbine Avenue / Steeles Avenue East was analyzed with the recommended road improvements under the "Future Total Phase 1a & 1b" Scenario. The analysis for this Scenario must be completed without the recommended road improvements;

11. At the Woodbine Avenue / Steeles Avenue East intersection, the Consultant has recommended the following road improvements:
- 11.1 Dual eastbound left-turn lanes;
 - 11.2 Permit southbound left-turns to operate on both protected and permissive phases of the signal;
 - 11.3 Ensure that the southbound right-turn arrow phase is called during each eastbound dual left turn phase; and
 - 11.4 Exclusive westbound right-turn lane.
- As previously stated, the southbound left-turn must remain as a protected phase due to safety reason. The exclusive westbound right-turn lane was not explicitly stated in the report, however it was shown in the analysis and Figure 12. Transportation Services has no objections to the westbound right-turn lane and southbound right-turn arrow phase as possible improvements at the Woodbine Avenue / Steeles Avenue East intersection. However, approvals from the Ministry of Transportation Ontario (MTO) and York Region will also be required. Comments on the dual eastbound left-turn lanes are provided below;
12. The Consultant has identified a partial Highway 404 interchange at Denison Street as a potential road improvement for Phase 2 of the development. This improvement will be subject to MTO, York Region and Town of Markham's approvals. It should be noted that if this road improvement were to be implemented, the dual eastbound left-turn lanes at the Woodbine Avenue / Steeles Avenue East intersection may not be required. Hence, Transportation Services encourages this improvement to be implemented as part of Phase 1 which may eliminate the need for the aforementioned dual left-turn lanes. At this time the City of Toronto is not prepared to accept dual eastbound left-turns and the Consultant must explore the feasibility of the implementing the partial interchange as part of the road improvements required for Phase 1. In the event that this road improvement does not go forward, then implementation of the eastbound dual left-turn lanes at the Woodbine Avenue / Steeles Avenue East intersection must be further investigated;
13. Provide a digital copy of the Synchro analysis for our review. Additional comments pertaining to the Synchro analysis may be provided;
14. The applicant must be advised that any proposed road improvements and traffic signal modifications on Steeles Avenue West must be completed to the satisfaction of Transportation Services Division and at no cost to the City of Toronto.


 Frank Clarizio, P. Eng.
 Manager, Development Engineering, North York District

 RF/

Copy: Director, Transportation Services, North York District

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