

## **Memorandum to the City of Markham Committee of Adjustment**

**March 14, 2018**

**File:** A/188/17  
**Address:** 15 and 25 Water Walk Drive  
**Applicant:** 1826919 Ontario Inc. (Times Group Inc.)  
**Agent:** Lincoln Lo, Malone Given Parsons Ltd.  
**Hearing Date:** Wednesday March 14, 2018

The following comments are provided on behalf of the Central Team:

The applicant is requesting relief from the following requirements of By-law 2004-196, as amended:

- a) To permit a maximum of 1.059 parking spaces per dwelling unit, whereas the by-law permits a maximum of 1 residential parking space per unit.
- b) To require a minimum of 0.1 parking spaces per dwelling unit for visitors; whereas the By-law requires a minimum of 0.2 visitor parking spaces per dwelling unit.

### **BACKGROUND**

#### **Property Description**

The subject property, which is located on the south side of Highway 7, east of Warden Avenue, is owned by the Times Group Inc. and is part of their Uptown Markham development. It is occupied by a condominium apartment development, currently under construction.

#### **Proposal**

The applicant is requesting a minor variance to reallocate a portion of the visitor parking to resident parking as outlined above.

### **COMMENTS**

The applicant's Transportation Engineer submitted a parking study (Appendix 'A') in support of the subject application. The Transportation Section of the City's Engineering Department advise that they have reviewed the study and have no further concerns (memorandum attached as Appendix 'B'). The Engineering Department is recommending two conditions of approval, as follows:

- 1) Monitor visitor parking demand for Block 4, six (6) months and one (1) year following full occupancy. All costs associated with the monitoring program will be the Applicant's responsibility. The survey method is to be proposed by the Applicant's Consultant and agreed to by City Transportation staff prior to the first survey. The purpose of the survey is to anticipate any issues with the deficit of visitor parking and to plan for any remedial action.

- 2) The findings of the revised Parking Study dated March 12, 2018 demonstrates the need for a visitor parking rate of 0.12 parking spaces per unit or 73 visitor spaces. The Applicant is proposing to provide a visitor parking rate of 0.10 spaces per unit or 61 visitor parking spaces. The difference of the unmet 12 visitor parking spaces shall be provided as additional surface parking within the Block 3 Site Plan.

Staff recommend that the applicant be required to provide a written undertaking to the City committing to implement the above conditions.

The Planning Act states that four tests must be met in order for a variance to be granted by the Committee of Adjustment:

- a) The variance must be minor in nature;
- b) The variance must be desirable, in the opinion of the Committee of Adjustment, for the appropriate development or use of land, building or structure;
- c) The general intent and purpose of the Zoning By-law must be maintained;
- d) The general intent and purpose of the Official Plan must be maintained.

#### **PUBLIC INPUT SUMMARY**

Staff have received one email (Appendix 'C') objecting to the request variance.

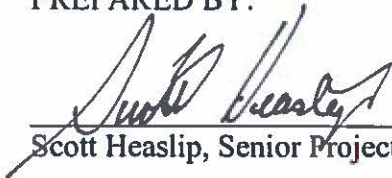
#### **CONCLUSION**

Planning staff have no objection to the approval of the subject application subject to the conditions outlined below.

The onus is ultimately on the applicant to demonstrate why they should be granted relief from the requirements of the zoning by-law, and how they satisfy the tests of the Planning Act required for the granting of minor variances.

Please see Appendix "C" for conditions to be attached to any approval of this application.

PREPARED BY:



Scott Heaslip, Senior Project Coordinator, Central District



March 13, 2018

JDE Project 1780

**City of Markham**  
Markham Civic Centre,  
101 Town Centre Boulevard,  
Markham, Ontario, L3R 9W3

Attn: Mark Siu, Transportation Engineer

**RE: Riverside Development  
Parking Study – Supplemental Analysis**

This letter was prepared by JD Northcote Engineering Inc. [JD Engineering] for the account of 1826919 Ontario Inc. [Developer]. This letter is intended as a supplemental analysis in support of the Parking Study for 1826919 Ontario Inc. dated July 2017 by JD Engineering [Parking Study].

#### **1.0 PROJECT BACKGROUND**

The subject site is located on the south side of Highway 7, bounded by Warden Avenue and east of Verdale Crossing.

The Parking Study was submitted as documentation to support a variance to the maximum residential parking space per dwelling unit to 1.059 parking spaces per dwelling unit and a minimum of 0.093 visitor parking spaces per dwelling unit.

The Parking Study included a review of the visitor parking data for the Riverwalk and Riverpark Developments.

The City of Markham [City] provided comments dated March 2018 related to the Parking Study, which identified the following two issues:

- 1) The visitor parking data used does not capture all visitor parking demand, as at-grade and on-street parking was not captured.
- 2) The resident parking calculation is based on buyers' demand and not the true parking demand for the sites.

In order to address the above-noted comments, the following actions have been taken:

- 1) The resident and visitor parking supply has been adjusted to provide more visitor parking spaces and fewer resident parking spaces;



JD Engineering  
Phone: 705.725.4035  
Email: Info@JDEngineering.ca

- 2) Additional visitor parking proxy counts have been collected to support the proposed parking supply; and
- 3) Additional justification has been provided related to the residential parking supply.

## 2.0 PROPOSED PARKING SUPPLY

The Riverside Development includes 613 residential units with no commercial space in the building. There are currently 712 parking spaces constructed. The revised proposed parking breakdown provides 61 parking spaces for visitors (0.10 parking spaces per unit) and 651 parking spaces for the residential units (1.06 parking spaces per unit), within the subject site. An additional 12 parking spaces for visitors (0.02 parking spaces per unit) will be provided off-site.

According to the City's By-law, the required parking supply would include a minimum 123 visitor parking spaces (0.2 parking spaces per unit) and a maximum of 613 residential parking spaces (1.0 parking spaces per unit).

## 3.0 ADDITIONAL VISITOR PROXY SURVEY SITES

As part of this Supplemental Parking Study Analysis, additional visitor parking proxy surveys were completed. A number of proxy sites were considered in the immediate study area (Highway 7 / Warden Avenue) and also at another area, west of the study area (Highway 7 / Leslie Street), which was identified as having similar transportation characteristics and amenities for residents.

The following proxy sites were selected:

- 1) 23 & 33 Cox Boulevard [Circa Condo];
- 2) 33 Clegg Road [Fontana Square Condo]; and
- 3) 130 Pond Drive [Pond Drive Condo].

The proxy surveys were completed at the following times:

- 1) Friday March 9<sup>th</sup>, 2018 from 17:00 to 21:00; and
- 2) Saturday March 10<sup>th</sup>, 2018 from 11:00 to 21:00.

The proxy parking counts were completed at 30 minute intervals during the above-noted periods.

On-street parking is prohibited on the majority of the streets surrounding the Circa Condo. There is a small area of on-street parking adjacent to the park on the north side of Cox Boulevard, however, based on the distance from this area to the visitor entrance, visitors would not elect to park in this area in lieu of the designated visitor parking area.

On-street parking is prohibited on all streets surrounding the Fontana Square Condo.

On-street parking is prohibited on the street to the north and east of the Pond Drive Condo. On-street parking is permitted on some streets to the south; however, based on the distance from this area to the visitor entrance, visitors would not elect to park in this area in lieu of the designated visitor parking area.

Table 1 summarizes the building and parking statistics at each of the proxy sites.

**Table 1 – Proxy Survey Site Statistics**

Proxy Site	Number of Units	Visitor Parking Supply	
		At-Grade	Underground
Circa Condo	784	14	104
Fontana Square Condo	700	4	89
Pond Drive Condo	118	27	-

#### 4.0 ADDITIONAL VISITOR PROXY SURVEY DATA

Table 2 summarizes the visitor parking survey data at each of the proxy sites.

**Table 2 – Proxy Survey Site Data**

Proxy Site	Number of Units	Visitor Parking			
		Peak Period	Supply (spaces)	Demand (spaces)	Demand Rate (spaces/unit)
Circa Condo	784	Saturday 19:30	118	72	0.092
Fontana Square Condo	700	Saturday 19:30	93	84	0.12
Pond Drive Condo	118	Saturday 16:00	27	11	0.093
<b>MAX</b>					<b>0.12</b>

#### 5.0 MARCH BREAK PARKING DEMAND ADJUSTMENT

In order to have this Supplemental Parking Study Analysis completed prior to the Committee of Adjustment meeting on March 14<sup>th</sup>, 2018, the proxy parking counts needed to be completed on March 9<sup>th</sup> and 10<sup>th</sup>, 2018, which is the weekend before March Break for elementary and secondary schools within York Region.

In order to account for any variation in the visitor parking demand, caused by March Break, we have completed a review of the visitor parking logs for the Riverpark and Riverwalk developments, in order to identify any variation in the visitor parking demand as a result of

March Break. It is acknowledged that the visitor parking logs don't capture the entire visitor parking demand; however, it is consistent in the portion of the visitor parking demand that is tracked. Consequently, the variation in demand as identified in the visitor parking logs is expected to provide a good representation of the variation in the total visitor parking demand.

Table 3 illustrates the number of visitor parking passes issued on Friday, Saturday and Sunday for the noted weekends at the Riverpark and Riverwalk sites.

**Table 3 – Visitor Parking Log Data**

Period	Number of Parking Passes Issued	Average	% of Average
February 2 – 4, 2018	83	91.6	91%
February 9 – 11, 2018	88		96%
February 16 – 18, 2018	74		81%
February 23 – 25, 2018	107		117%
March 2 – 4, 2018	106		116%
March 9 – 11, 2018*	111	64	121%

\*Proxy Count Date

Based on this data, although the March Break proxy counts are notably higher than the average weekend parking demand in February, it is assumed to be reflective of a typical weekend parking condition.

## 6.0 RESIDENT PARKING ANALYSIS

The proposed development includes a larger mix of two and three bedroom units (137 units or 22% of the total units) and no bachelor units, consequently the additional 26 parking spaces (over the by-law maximum 613 parking spaces), are provided to address the anticipated demand for these larger units.

Based on our review, the proposed resident parking supply will achieve the intended Transportation Demand Management objectives.

## 7.0 SUMMARY AND CONCLUSIONS

Based on this Supplemental Parking Study Analysis the following conclusions have been reached:

- 1) A total of 73 visitor parking spaces (0.12 spaces per unit) will accommodate the maximum anticipated visitor parking demand for the Riverside Development. The Riverside Development includes 61 parking spaces for visitors (0.10 parking spaces per unit) within the subject site and the remaining 12 parking spaces for visitors (0.02 spaces per unit) will be provided off-site;
- 2) The proposed 651 parking spaces for the residential units (1.06 parking spaces per unit) will achieve the intended TDM objectives and still provide adequate parking supply to accommodate the anticipated resident parking demand for the Riverside Development.

We trust you will find this submission acceptable. Should you have any questions or concerns or require any additional information in this regard, please contact the undersigned.

Yours truly,  
JD Northcote Engineering Inc.



John Northcote, P.Eng.  
President

## Appendix

## VISITOR PARKING COUNTS

Friday March 9, 2018

Area	33 Clegg Road, Fontana Square Condo	23 Cox Boulevard, Circa Condo	130 Pond Drive
<b>Supply</b>	<b>89</b>	<b>117</b>	<b>27</b>
<b>Units</b>	<b>700</b>	<b>784</b>	<b>118</b>
<b>Time</b>	<b>Visitors</b>	<b>Visitors</b>	<b>Visitors</b>
<b>04:30 PM</b>	54	46	3
<b>05:00 PM</b>	54	47	4
<b>05:30 PM</b>	52	46	5
<b>06:00 PM</b>	51	45	5
<b>06:30 PM</b>	49	45	6
<b>07:00 PM</b>	47	47	7
<b>07:30 PM</b>	53	49	6
<b>08:00 PM</b>	58	48	7
<b>08:30 PM</b>	62	46	8
<b>09:00 PM</b>	61	43	7

## VISITOR PARKING COUNTS

Saturday, March 10, 2018

Area	33 Clegg Road, Fontana Square Condo	23 Cox Boulevard, Circa Condo	130 Pond Drive
<b>Supply</b>	<b>89</b>	<b>117</b>	<b>27</b>
<b>Units</b>	<b>700</b>	<b>784</b>	<b>118</b>
<b>Time</b>	<b>Visitors</b>	<b>Visitors</b>	<b>Visitors</b>
<b>11:00 AM</b>	47	42	8
<b>11:30 AM</b>	49	46	9
<b>12:00 PM</b>	48	48	8
<b>12:30 PM</b>	48	46	10
<b>01:00 PM</b>	50	42	7
<b>01:30 PM</b>	49	43	8
<b>02:00 PM</b>	53	44	10
<b>02:30 PM</b>	60	45	10
<b>03:00 PM</b>	67	47	10
<b>03:30 PM</b>	71	49	9
<b>04:00 PM</b>	73	48	11
<b>04:30 PM</b>	72	50	8
<b>05:00 PM</b>	71	60	10
<b>05:30 PM</b>	70	58	9
<b>06:00 PM</b>	72	59	9
<b>06:30 PM</b>	75	61	8
<b>07:00 PM</b>	80	67	7
<b>07:30 PM</b>	84	72	8
<b>08:00 PM</b>	82	70	10
<b>08:30 PM</b>	82	68	9
<b>09:00 PM</b>	80	65	7

**Heaslip, Scott**

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**From:** Siu, Mark  
**Sent:** March 13, 2018 4:14 PM  
**To:** Heaslip, Scott  
**Cc:** Palmisano, Joseph; Cheah, Loy  
**Subject:** FW: A/188/17 - Transportation Comments  
**Attachments:** Final Letter (1780) - Riverside Second Submission Letter - (03 12 18) )(R2).pdf

Hi Scott,

Transportation Planning has reviewed the revised Block 4 parking justification study and have no further concerns. The proxy survey results demonstrate a peak visitor parking demand of 0.12 spaces / unit. In consideration of this, we request the following conditions be part of the minor variance resolution.

- 1) Monitor visitor parking demand for Block 4, six (6) months and one (1) year following full occupancy. All costs associated with the monitoring program will be the Applicant's responsibility. The survey method is to be proposed by the Applicant's Consultant and agreed to by City Transportation staff prior to the first survey. The purpose of the survey is to anticipate any issues with the deficit of visitor parking and to plan for any remedial action.
- 2) The findings of the revised Parking Study dated March 12, 2018 demonstrates the need for a visitor parking rate of 0.12 parking spaces per unit or 73 visitor spaces. The Applicant is proposing to provide a visitor parking rate of 0.10 spaces per unit or 61 visitor parking spaces. The difference of the unmet 12 visitor parking spaces shall be provided as additional surface parking within the Block 3 Site Plan.

Regards,

**Mark Siu, M.Eng., P.Eng. | Senior Transportation Engineer | Engineering Department**  
City of Markham  
101 Town Centre Boulevard, Markham, ON L3R 9W3  
T: 905.477.7000 Ext. 2625  
E: [MSiu@markham.ca](mailto:MSiu@markham.ca)

**From:** David Chung  
**To:** Committee of Adjustment  
**Subject:** Committee of Adjustment - File Number-A/188/17 - 15/25 Water Walk Drive  
**Date:** Tuesday, February 20, 2018 8:59:39 PM

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To whom it may concern,

I am e-mailing in regards to the application made by **Malone Given Parsons Ltd.** to request relief from the requirements of By-law 2004-196. The applicant is requesting to amend the by-law **2010-184, Section 6.11.3 a** in regards to proposed condominium apartment building parking.

The application is seeking to have a maximum of 1.053 parking spaces per dwelling unit and a minimum of 0.1 parking spaces per dwelling unit for visitors.

Currently, the by-law allows a maximum of 1 parking space per dwelling unit and a minimum of 0.2 parking spaces per dwelling unit for visitors.

I believe that this request should be denied by the Committee of Adjustment due to the lack of visitor parking proposed by the applicant. Or, the applicant should be required to have the minimum number of visitor parking spaces as outlined in the bylaw without adjustment. As a resident of the immediate area, there is currently a lack of visitor parking in the existing buildings. This has resulted in an influx of vehicles being parking on **Rougeside Promenade**; with some being parked illegally, causing a safety hazard. There are constantly vehicles being parked in front of fire hydrants, blocking crosswalks or within an intersection which contravenes current by-laws.

As the applicant has previously applied to **increase** the number of dwelling units in the building, I believe the onus should be on them to provide more visitor parking for those additional units at their building. The applicant has increased the number of residents/ visitors in their building with their previous application as stated above, and they are currently trying to avoid providing appropriate parking accommodations. This will result in vehicles being parked illegally, and thus causing a safety hazard to area residents.

Thank you for your time.

Best regards,

David Chung

## **APPENDIX "D"**

### **CONDITIONS TO BE ATTACHED TO ANY APPROVAL OF FILE A/188/17**

1. That the applicant provide a written undertaking to the City committing to implement the following:
  - i. To monitor visitor parking demand for Block 4, six (6) months and one (1) year following full occupancy. All costs associated with the monitoring program shall be the Applicant's responsibility. The survey method shall be proposed by the Applicant's Consultant and agreed to by City Transportation staff prior to the first survey. The purpose of the survey is to anticipate any issues with the deficit of visitor parking and to plan for any remedial action.
  - ii. To provide 12 surface visitor parking spaces on the adjacent property to the west (Block 3, Registered Plan 65M-4395) in addition to the visitor parking spaces required for the development on Block 3. This is to address the findings of the revised Parking Study dated March 12, 2018, which demonstrate the need for a visitor parking rate of 0.12 parking spaces per unit or 73 visitor spaces. The Applicant is proposing to provide a visitor parking rate of 0.10 spaces per unit or 61 visitor parking spaces. The difference of the unmet 12 visitor parking spaces shall be provided as additional surface parking within the Block 3 Site Plan.
  
2. That the variances apply only to the proposed development as long as it remains.