

From: Mike McIntyre  
Sent: Tuesday, April 15, 2025 6:02 PM  
To: Martelluzzi, Elizabeth  
Subject: Feedback on recommendation report for meeting Apr 22, 2025, Special Development Services Committee Meeting: Item 4.1- CF Markville, Official Plan Amendment Application

Hi Elizabeth:

My last email correspondence with you was on 02/13/25 and I talked to you on the telephone in October.

I read the recommendation report at bottom of file Merged Agenda Package - Special Development Services Committee Meeting\_Apr22\_2025.pdf for meeting Apr 22, 2025, Special Development Services Committee Meeting: Item 4.1- CF Markville, Official Plan Amendment Application.

Page 6 of the recommendation report under heading b) Concerns with transportation and traffic contains the following.

"Improvements required to accommodate these needs include the anticipated widening of regional roads (e.g., McCowan Road) and transit network improvements (e.g., Highway 7 Rapidway extension to Cornell, all-day frequent GO Rail services)."

I agree that the above transportation improvements are needed. I think that additional transportation infrastructure improvements below should be documented.

- Grade separation is required for GO train tracks north of Bullock on McCowan. Currently the vehicle traffic is backed up north of Bullock on McCowan and this problem will get worse in future when population density increases with more frequent GO train service.

City of Markham, York Region planning should continually work with Metrolinx to have this and other recommended grade separations planned and documented in future at <https://www.metrolinx.com/en/projects-and-programs/stouffville-line-go-expansion/what-were-building/corridor-work>

There could be other GO train and road crossings in Markham with this problem that would require grade separation.

- Condo building setbacks need to allow 45 m ROW corridor width along Highway 7 and McCowan Rd.

45 m ROW corridor along Highway 7 will have a possible final configuration of

- Bus rapid transit (BRT) lanes.
- 3 lanes of vehicular traffic in each direction of east and west.

Above from email on 12/13/24 with the following, the Applicant Cadillac Fairview, will need greater set back of condo buildings and parking structure from Highway 7 before approval of the subdivision and/or site plan.

"I reached out to York Region staff who provided me with this response, and the attached materials. In essence, the Region has notified the Applicant of the requirements at this time, and they will have to adjust their current concept plans, and, future Site Plan applications to reflect the future road widening they will be expected to convey.

"They confirmed with their Transportation Planning staff that as per Map 11 of the York Region Official Plan (2022), the Region requires 45 m ROW (right of way, including boulevard and sidewalks) on Highway 7 and McCowan Road. Therefore, this requirement will be imposed on any new development along these two corridors, including the Markville Secondary Plan."

I agree with the following statement. I think City of Markham, York Region planning should also look collectively at all projects in Markham to determine timing of transportation infrastructure programs since it can take years to get financial approval and build of transportation infrastructure.

"The timing of these improvements would impact the schedule of development phases. Staff will require detailed phasing assessments as a condition of future Zoning By-law Amendment applications, to fully inform the timing and sequencing of transportation infrastructure programs."

Mike McIntyre