

Dear Madam/Sir

I am writing to express several concerns regarding the proposed density outlined in the Markville Mall area secondary plan.

Firstly, it appears there is an inconsistency with the recently approved Official Plan Amendment (OPA). The proposed density in this area seems significantly higher than what is indicated in the OPA. To ensure balanced growth across the city, I believe the final report should adjust areas with considerably higher density than the secondary plan.

Secondly, the targeted density of 400 people and jobs per hectare appears excessively high. For comparison, downtown Toronto, with its extensive subway infrastructure, has a density of 469/ha. I am concerned about whether the intention is to transform Markville into a similar high-density environment, and what impact this could have on its family-friendly character.

My third major concern involves the lack of a comprehensive traffic study to support the proposed density. It is unclear how the existing transit and road networks will accommodate 400 people/jobs per hectare. The Highway 7 Bus Rapid Transit (BRT) is projected to handle an average of only 374 daily trips per station by 2035. With only four BRT stations in the study area, it is difficult to see how this system alone can support the estimated 50,000 new residents and jobs. Furthermore, the absence of new north-south regional road crossings over Highway 7 or 16th Avenue, coupled with no plans for road widening in established neighborhoods, raises serious questions about the capacity of the current road network to handle increased traffic.

Another point of consideration is the impact on Markham's growing aging population. While the initiative to promote walking and cycling is valuable, it may not adequately address the needs of elderly residents. I would appreciate more information on specific measures being proposed to support this demographic.

Given these points, I strongly believe that the secondary plan's target density should be determined based on the actual capacity of our traffic and transit infrastructure. I urge the city to conduct a thorough traffic study and use its findings to adjust the density outlined in the secondary plan accordingly.

Finally, I have concerns regarding school planning. Based on standard pupil yield projections for Markham Centre West, the estimated 13,388 new housing units could generate approximately 1,420 new elementary students and 880 new secondary students, requiring at least four new schools in total. The current plan only accounts for two new schools. Considering the anticipated increase in families with children living in higher-density housing, the actual demand for school spaces may be even greater. I believe the planning should reflect these anticipated needs based on updated pupil yield projections.

Thank you for considering these important concerns. I look forward to further discussion and a revised plan that addresses these issues.

Sincerely,

Wilson zhang

To: The Mayor and Members of Council  
From: Dennis J. Condos on behalf of 610 Bullock Drive,  
25 and 55 Austin Drive condominiums

Kindly accept this submission regarding the Markville  
Secondary Plan Consultants' Report.

There are growing signs that C/F Markville will be approved and built with a continuing community and plan-killing lack of transportation that ignores the Markham bedroom community's north/south dependencies, our deliberate and huge residential growth of the complete 4-phase project (for which a target transportation plan needs to be created), and retains some potentially invalid assumptions.

This impression is sustained by observations stimulated by review of the subject Consultant's Report's treatment of transportation. There's more to come on this topic however, and one can only hope that some of our community's skepticism will be addressed:

- .The highest forms of mass transit referred to are "Centennial Go Station and/or Highway 7 and/or McGowan Road BRT."

- . There is no reference to subways or LRT, or to the illuminating extension of TTC Line 2 from Yorkdale to Highway 7 (Vaughan).
- . The first two transportation needs mentioned are, "the need to increase opportunities for walking and cycling." This may be prompted by the increase in population plus anticipated decrease of vehicles and parking, and perceptive planning perhaps for able-bodied recreational use, but ignorant of age, time of year, weather and "cargo" dependencies. Increased cycling (and scooters), also herald increased, apparently uncontrollable, safety issues for pedestrians on sidewalks in both busy and quiet areas throughout the city.
- . Markville's anticipated population is not mentioned ... but add to it the 26,500 people and 15,000 jobs targeted for the Secondary Plan's area east of McGowan, all to be served by only two seriously road-consumptive BRT lines and GO transit.
- . Little or no mention is made of GO Train enhancements or of the resultant requirement for over/underpasses necessary to support additional all-day passenger load and avoidance of

costly and wasteful vehicular (including BRT) delays.

- Mention of a *Highway 7 East Corridor* and *Highway 7 West Corridor* suggests no widening of Highway 7 between McGowan to points west of Bullock. (Can you imagine the grid-locked disaster confronting Markville residents and customers, with only Bullock and 16th Avenue offering vehicular diversion? Perhaps a Walden Pond ferry?)
- An emphasis upon walking and cycling? Of course, little else will be moving.
- No discussion of the aging of our population or the adequacy of BRT service for the mobility-impaired and the need to traverse two unsheltered potentially slippery vehicular traffic lanes to enter/exit the bus itself ... during traffic stops ... at major intersections only because of the need for traffic signals and crosswalk facilities. Long distances between stops are the infuriating norm for our mobility-impaired.
- "Recommendations and policy directions related to active transportation infrastructure, transit infrastructure and services and parking are

provided in the Draft Final Study Report." (The fourth quarter begins now!)

- There is no mention of any transit access or terminals to be integrated into Highway 7 or McGowan Avenue structures. (BRT operates either in the middle of widened roadways or commandeered's curb lanes. Casual diversion can become sterilized.)
- No mention of any accommodation on Highway 7 and McGowan Avenue for emergency vehicles, commercial traffic, taxi, Uber or *Mobility On-Request* passenger pickup/discharge/unloading.
- While Toronto and Region conservation authorities have been involved, apparently their transit wings have not.
- No strategies to minimize years of building noise and disruption with minimal road availability in this currently busy Markham central location.
- Financial considerations are "not applicable." Perhaps required GO underpasses/overpasses will be Trump 747-like gifts from Qatar.

I suggest that the riskiest variables in any modern community are safety/security and transportation. Inadequate roads and transit are

plainly enterprise and people killers ... and dramatically reduce values, sales and satisfaction with one's municipality.

Thank you for your consideration.

Dennis J. Condos BASC, LLB  
610 Bullock Drive, Suite 1114, Unionville, L3R 0G1

## **Deputation to Markham Development Services Committee**

### **Re: Opposition to the Proposed Markville Secondary Plan**

**Submitted by: Haiwei Wu**

**Date: June 9, 2025**

Dear Mayor Scarpitti and Members of the Development Services Committee,

I am writing to express my strong opposition to the proposed Markville Secondary Plan as currently drafted. While I support smart growth and intensification, the current proposal raises serious concerns regarding its consistency with recent planning decisions, its infrastructure assumptions, and its potential impacts on livability, traffic, and services.

#### **1. Inconsistency with Recently Approved Official Plan Amendment (OPA)**

The proposed Plan is not consistent with the recently approved Cadillac Fairview Official Plan Amendment for the Markville Mall area. The CF OPA permits significantly higher densities than the Secondary Plan currently reflects. This inconsistency undermines coordinated planning and risks overloading infrastructure. To maintain overall balance, the City should update the final Secondary Plan to reflect the approved OPA and reduce density in other areas accordingly.

#### **2. Unjustifiably High Density Target**

The target of 400 people and jobs per hectare is excessive. For comparison, downtown Toronto—served by multiple subway lines—has a density of 469/ha. Markville lacks the transit capacity and urban character to support such intensity. Is it the City's intention to turn Markville into a second downtown Toronto—one that is not family-friendly and disconnected from Markham's suburban context? This target is simply not appropriate for the location.

#### **3. Lack of Supporting Traffic and Transit Studies**

There is no detailed traffic study demonstrating how the existing and planned transportation network can support 50,000 new people and jobs. The Highway 7 BRT is projected to serve 10,100 daily person-trips across 27 stations in 2035, which equates to about 374 person-trips per station per day. The Secondary Plan study area contains only four BRT stations—how can this support the proposed growth?

Additionally, no new north-south road connections across Highway 7 or 16th Avenue can be built due to existing neighbourhood constraints, and no road widenings are proposed. Without clear transportation infrastructure improvements, the Plan risks significantly worsening traffic congestion for current and future residents.

#### **4. Lack of Consideration for Aging Population**

The Plan emphasizes walking and cycling as a key mode of travel. While these are important, they do not adequately address the needs of Markham's growing elderly population, many of whom have mobility challenges. The Plan should include measures such as accessible design, transit improvements for seniors, and support for aging in place. These considerations are currently lacking.

#### **5. Density Targets Must Reflect Infrastructure Capacity**

Target densities must be based on what the transportation, transit, and utility infrastructure can realistically support. We call on the City to complete a thorough and transparent transportation and infrastructure study and to adjust the Secondary Plan's density targets accordingly. It is premature and potentially harmful to approve these targets before understanding the true carrying capacity of the area.

#### **6. Underestimation of School Needs**



With an estimated 13,388 new residential units, and using the City's own pupil yield rates:

- At an elementary yield of 0.1061, approximately **1,420 new elementary students** will require **three elementary schools**.
- At a secondary yield of 0.0658, approximately **880 new secondary students** will require **one new secondary school**.

In total, the plan should accommodate **four new schools**, yet only two are identified. With fewer single-family homes being built and more families expected to live in high-density housing, actual school demand may exceed current estimates. This gap must be addressed to prevent future overcrowding and service shortfalls.

---

### **Conclusion**

In summary, the Markville Secondary Plan is not yet ready for approval. It is inconsistent with existing planning decisions, sets unrealistic density targets, lacks critical infrastructure planning, and underestimates community service needs—especially schools. I respectfully request that Council:

1. Align the Secondary Plan with the approved CF OPA;
2. Complete a comprehensive traffic and infrastructure study;
3. Adjust the density targets to match infrastructure capacity; and
4. Ensure sufficient school capacity based on updated and realistic assumptions.

Thank you for your consideration of these concerns. I urge the City to take the time to get this Plan right—for the benefit of current residents and future generations.

Sincerely,

**Haiwei Wu**

**14 Emerson Hill Drive**

*Via Email: [clerkspublic@markham.ca](mailto:clerkspublic@markham.ca)*

June 9, 2025

GSAI File: 997-008

Chairman & Members of the  
Development Services Committee  
c/o City Clerks/Legislative Department  
City of Markham  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

**RE: Request for Receipt of Comments Re: Item 9.1**  
**Markville Secondary Plan Study – Draft Final Report**

Glen Schnarr & Associates Inc. (GSAI) are the planning consultants to 1938587 Ontario Inc. (Dilawri Group of Companies), registered owners of the lands municipally known as 5201 Highway 7 East, in the City of Markham. The subject lands, as shown below, are located on the south side of Highway 7, west of McCowan Road and comprise an area of approximately 2.71 acres. The site is currently used as an Acura dealership.



Our clients only became aware of the ongoing Markville Secondary Plan Study during a meeting with Ward 3 Councillor Reid McAlpine on April 4, 2024 at which time conceptual redevelopment plans were being presented and discussed with the Councillor. Since becoming aware of this exercise, our client has registered as an interested stakeholder and was added to the mailing list to receive future study related notifications. On May 27, 2024, our client attended a Site Plan Pre-Application Consultation (PAC) meeting with Markham Planning staff to present and discuss the proposed forthcoming development of the site for a larger, multi-storey urban format combined Honda/Acura dealership with underground parking. The current Markham Honda is strategically located at 8220 Kennedy Road within Markham Centre, the City's primary designated Regional Centre. The proposal to combine the two dealerships into one larger facility, as depicted below, would free up prime future redevelopment lands on Kennedy Road within Markham Centre while still enabling both dealerships to maintain a strong presence in Markham at a central location.

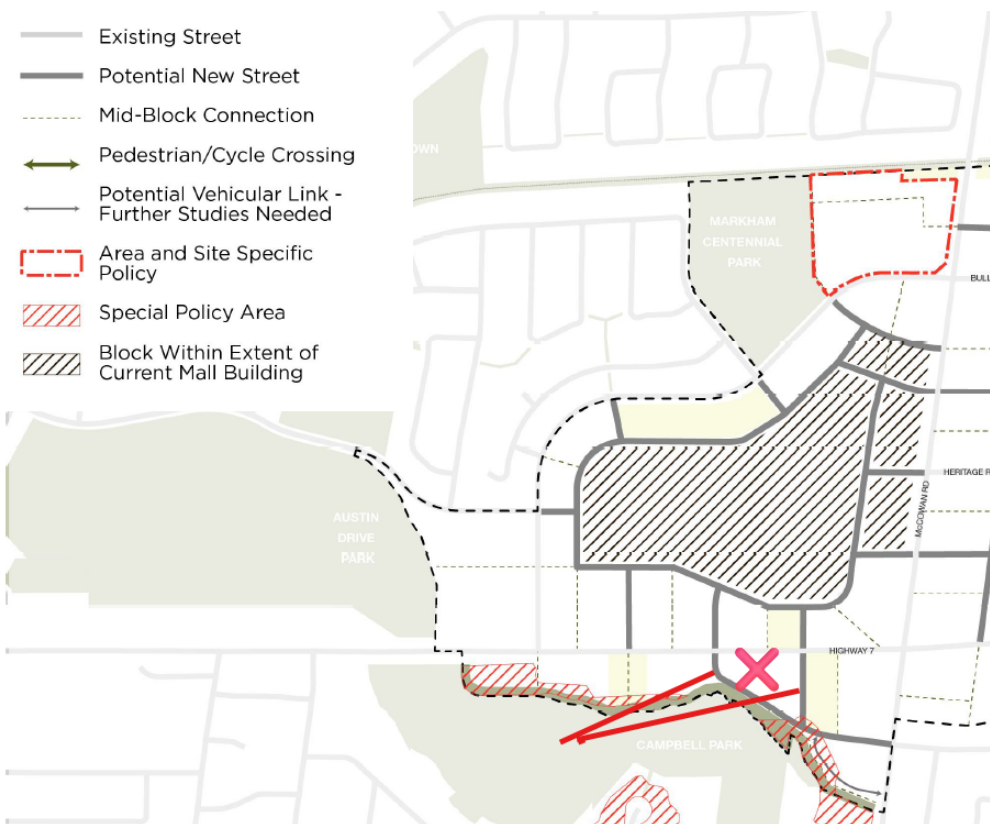


Our clients lands at 5201 Highway 7 are currently zoned “CCA” (Commercial Corridor) and “03” (Open Space Three) under the previous consolidated Zoning Bylaw and were not zoned under the new Consolidated Zoning Bylaw 2024-19. The subject lands were designated “Mixed Use Mid Rise” in the 2014 Markham Official Plan, however Section 8.3.3.2.d of the Official Plan’s Mixed Use Mid Rise policies contains provisions the recognize existing uses, specifically a “motor vehicle sales facility wholly contained within a building.”

In reviewing the Draft Markville Secondary Plan Study, there are two key areas of concern to our clients. Firstly, as shown below, there are two new “Potential New Streets” identified along the southwest boundary and easterly boundary of the site that, if constructed as public rights-of-way, will significantly reduce the net developable area of our client’s lands. Neither of these proposed new



streets have been identified on Map 11: Minor Collector Road Network of the 2014 Official Plan as future designated roads. As such, their future planned function within the City's road hierarchy seemingly initiated from the ongoing Secondary Plan study. The subject lands are within an area of the study identified as the "Highway 7 West Corridor". We can only surmise that future growth within the "Centennial Neighbourhood" which consists primarily of the CF Markville Mall to the immediate north has prompted the need to look at new offsite public road construction to absorb and circulate traffic to and from the mall location in order to provide more options to direct local traffic to McCowan Road and down to Highway 407 or further south. We do not support this at the expense of the constraints it would put on our client's lands and their future planned redevelopment potential. CF Markville Mall currently has both an internal private ring road network and a external peripheral public ring road network which provide necessary signalized connections to McCowan Road and Highway 7 and the City should look to ways to improve their level of service first before proposing new offsite public road extensions that could have negative impacts on long time existing businesses outside of the mall area.



Secondly, Section 8.6: Land Use of the Markville Secondary Plan Study – Draft Final Report proposes a Mixed Use Mid Rise designation on our client's lands having maximum heights of 15 storeys and a maximum density of 5.0 FSI. This similarly reflects the current Mixed Use Mid Rise designation in the 2014 Official Plan. Unlike the current Official Plan, the Secondary Plan Study does not propose

or recommend the inclusion of any transitional or acknowledgement policies to be included in the Secondary Plan that protect and allow existing business and allow them to remain and expand. We request that similar policy as found in Section 8.3.3.2.d of the Official Plan Mixed Use Mid Rise be incorporated into the Mixed Us Mid Rise Policies of the forthcoming Markville Secondary Plan. In addition, we request the use of Special Site Policies, similarly used in other jurisdictions within Secondary Plans, which recognize existing established uses as permitted uses. While new designations or road extensions may be planned, there should be clear wording that any proposed new land use or road designation polices only apply once those existing uses no longer exist.

On behalf of our clients, we appreciate the opportunity to provide input on this important policy initiative and trust that our comments will be considered and addressed. In the interim, our clients would be happy to engage in any future dialogue with City staff leading up the release of the actual Markville Secondary Plan and any planned statutory public meetings related thereto. Please do not hesitate to contact me at (905) 580-2854 if City staff wish to have any future discussions. Thank you.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Jim Levac, MCIP, RPP

**Partner**

Copy: David Boots/Jacky Tung, Dilawri Group of Companies  
Mayor Frank Scarpitti  
Reid McAlpine, Councillor, Ward 3  
Lily-Ann D'Souza, Planning & Urban Design

Project No. 23284

**Via Digital Delivery:**

[mayorandcouncillors@markham.ca](mailto:mayorandcouncillors@markham.ca)

[notifications@markham.ca](mailto:notifications@markham.ca)

[clerkspublic@markham.ca](mailto:clerkspublic@markham.ca)

June 9, 2025

Development Services Committee  
Markham City Hall  
101 Town Centre Boulevard  
Markham L3R 9W3

Dear Mayor Scarpitti and Members of the Development Services Committee

**Re: *Markville Secondary Plan Study - Draft Final Study Report  
200 Bullock Drive***

---

We are the planning consultants to CP REIT ONTARIO PROPERTIES LIMITED ("Choice"), the owners of a site located at the northeast corner of McCowan Road and Bullock Drive, municipally known as 200 Bullock Drive (the "subject site"). The subject site is approximately 6.29 hectares in size and is currently occupied by a Loblaws Food Store, Goodlife Fitness, an LCBO retail store and associated surface parking.

On behalf of our client, we are pleased to submit this letter with respect to the Draft Final Study Report for the Markville Secondary Plan Study (the "MSP"), which will be before the Development Services Committee at its meeting of June 10, 2025.

We have reviewed the City Staff Report and the Draft Final Study Report for the MSP and while we are generally pleased with the direction that the Secondary Plan is taking, we would like to provide the following preliminary comments as it relates to the subject site, in addition to a number of general comments:

- We recognize the subject site's location in proximity to the Centennial GO Station, which is located to the immediate west of the subject site, on the opposite side of McCowan Road. The presence of the subject site within a 500 metre radius of the Centennial GO Station, would categorize it as a strategic growth area, which includes major transit station areas ("MTSA") as per the 2024 Provincial Planning Statement, and are areas where growth and development are promoted.
- We note that a large Park is depicted, as per Figure 10, and further refined in Figures 12 and 13, located generally in the northeast quadrant of the subject

site. It is not our expectation that the City achieve this park through an expropriation, on the contrary, we expect and understand that there are requirements under the *Planning Act* for future parkland as part of a development application under the *Act*. In this respect, however, we respectfully request that the MSP include flexible language in terms of the location, size and configuration of future public parks, as well as language with respect to potential over dedication of parkland.

- Figure 10 also shows the location of potential new streets, which is further detailed in Figure 18. Given there are existing non-residential land uses and buildings with long term leases on the subject site, we request that the MSP include language as it relates to new roads for interim uses. Moreover, the exact location of future public roads, their classification and corresponding cross section(s) should be determined in consultation with landowners and through a development approvals process.
- We note that the Land Use Concept shown on Figure 13 depicts the whole of the site Mixed-Use, with the exception of area identified as Parkland and Other Open Space. Consideration should be given for flexibility in the land use and the ability to provide residential-only development subject to context, appropriate market conditions and other qualifications.
- As it relates to the preliminary Building Heights and Densities as shown on Figures 14 and 15, respectfully, it is our opinion that consideration should be given to language in the future MSP that allows for heights and densities greater than those identified based on context, built form considerations and other site-specific qualifications, as deemed appropriate.
- While it is our preliminary opinion that the location of the Other Open Space shown on Figures 10 and 13 and the Multi-Use Path (MUP) shown on Figure 16 are beneficial as they relate to the site's proximity to the existing stable low-rise community to the north, the precise size, location and configuration of the open space areas and MUP should be determined in consultation with landowners and through a development approvals process.
- Similarly, with respect to mid-block connections, as shown on Figure 16, consideration to the location and configuration of mid-block connections should be determined in consultation with landowners and through a development approvals process.
- Section 7.4.2 provides for District Phasing, noting that development for the Centennial Node, in which the subject site is located, is within Phase 2. While we do not disagree that phasing should generally be based on first principles,

it is our opinion that the phasing of development should be predicated on the ability of a site or block to demonstrate that there is available infrastructure to services a proposed development, including but not limited to servicing capacity and transportation infrastructure, market and economic conditions, etc. The policies of the MSP should take into account that some lands may be available sooner than others.

We appreciate the opportunity to participate in the Marville Secondary Plan process and respectfully request that City Staff and the Secondary Plan Update Team keep Choice apprised of the process as the work on the Secondary Plan Update continues to advance.

Thank you for your consideration. Should you have any questions, please do not hesitate to contact the undersigned or Melissa Greco of this office.

Yours truly,  
**Bousfields Inc.**



Kate Cooper, MCIP, RPP

cc. *Development Services Committee*  
*Fernando Valenzuela, CP REIT ONTARIO PROPERTIES LIMITED*



June 9, 2025

To: City of Markham  
Development Services Committee  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

From: Leigh McGrath, MCIP, RPP, PMP  
Partner, Urban Strategies Inc.  
197 Spadina Avenue, Suite 600  
lmcgrath@urbanstrategies.com

Re: **Development Services Committee Meeting June 10, 2025**  
**Response to Markville Secondary Plan Study Final Draft Study Report (Item 9.1)**  
**8651 McCowan Road, Markham**

---

Urban Strategies Inc. are the land use planners for LBS Group with respect to their lands at 8651 McCowan Road ("the **site**"), a 1.39 ha site approximately 150 meters south of the intersection of Bullock Drive and McCowan Road in the Markville Secondary Plan area. LBS Group's lands are currently improved with a RONA home improvement store and associated surface parking lot.

Urban Strategies and LBS Group have been following the Markville Secondary Planning process since its inception. We have participated in the City's previous engagement events related to the Secondary Plan and have had discussions with City Staff related to LBS Group's development ambitions. We have previously met with staff and submitted comments in response to the City's Markville Secondary Plan Study Interim Study Report on November 2, 2023 and December 11, 2023; attended a workshop and provided follow-up commentary on June 27, 2024 and July 23, 2024; and have met with Staff on April 25, 2025 and May 8, 2025 to receive an update on the Markville Secondary Plan and to discuss a development concept with Planning and Urban Design staff.

We appreciate the opportunity to provide comments on the City's Markville Secondary Plan Study Final Report ("**the Final Report**"). We continue to have significant concerns about some of the emerging directions in the Final Report that will impact the development potential of our client's lands. We have recently been working with Staff to review a conceptual redevelopment scheme for the site, and feel that the proposed Secondary Plan policies could potentially frustrate the outcomes of that process through overly-prescriptive and premature policy direction.

#### **Public infrastructure on the lands**

The site is a prime redevelopment location. LBS intends to redevelop the lands and in so doing, will contribute to Markville's long-term evolution into a complete, mixed use, high-density community. However, as set out below, the current Markville Secondary Plan mapping indicates that large sections of the site will be sterilized by areas designated for open space and other public uses. LBS supports the integration of public infrastructure throughout the Secondary Plan, but views the current distribution of public uses on the site to be excessive. The Secondary Plan would have the site dedicate three new public roads, on top of the Community Hub, reducing the developable area from 1.39 hectares to approximately 0.67 hectares. The 3,000 square metre footprint of the Community Hub alone is double the size of the parkland dedication otherwise contemplated by the *Planning Act*.

Further, it is unclear when in the development horizon of Markville would a school or community hub be necessary. To account for the uncertain need of this resource we would recommend that the policies in this section allow for flexibility for schools and Community Hubs to be provided elsewhere, in a mixed-use form, or not at all, informed by additional study as the Secondary Plan Area is fully built out. This is consistent with other Secondary Plans across the Greater Toronto Area, including the Vaughan Metropolitan Centre Secondary Plan (Vaughan), the Richmond Hill Centre Secondary Plan (Richmond Hill), and the Morningside Heights Community Secondary Plan (Toronto). This provision ensures that no landowner is unduly burdened with providing land for a school that is not, in fact, required.

Similarly, we would encourage the Secondary Plan policies to adopt a flexible approach to the configuration of the final street network, provided that the overall objective of increasing mobility and permeability is achieved. The objective of creating a fine-grained, pedestrian-oriented network of streets and blocks can be achieved through fewer public thoroughfares. We strongly encourage the City to only identify the critical area-wide streets at the Secondary Plan level, and allow for the flexible location of local streets to connect into the broader network as it develops. Similarly, we request that the Green Street on our site (shown as “Street A” on our conceptual designs) can be flexible in its ultimate location.

### **Height and density**

We have significant concerns with the building heights identified on **Figure 14**. The current concept adopts a node-based intensity structure with tall buildings concentrated solely at three nodes (at the intersection of McCowan and Bullock; at the intersection of McCowan and Highway 7; and on Highway 7, west of CF Markville), while the remainder of the Secondary Plan, including our client’s lands, is proposed to consist of a mid-rise built form. This structure is arbitrary and does not have appropriate regard for the locational attributes of our client’s lands which have strong access to existing and planned higher order transit.

The site is within the McCowan BRT Station Protected Major Transit Station Area (“**PMTSA**”), approximately 500 metres to the Centennial GO station, and adjacent to the proposed extension of the VIVA BRT line (awaiting further study). The Provincial Planning Statement 2024 (“**PPS 2024**”) directs that planning authorities are encouraged to promote development and intensification within Major Transit Station Areas such as this. Given the site’s location within a PMTSA and proximity to existing and planned higher-order transit, including the existing Centennial GO station, the site is an appropriate location for greater levels of intensification and density than contemplated in the Final Report.

The impact of the arbitrary approach to the node-based urban structure is the exclusion of 8651 McCowan Road from consideration for higher density development, despite it having appropriate locational qualities for intensification and no sensitive land use adjacencies that would otherwise constrain development. The McCowan corridor, including our client’s lands and unlike the edges of the study area, are not constrained by the presence of existing communities and can accommodate additional height and density with less impact to the existing context.

Should the proposed urban structure be maintained going forward, we suggest expanding the contemplated Centennial Node south, together with the recommended FSI and height permissions, to capture our client’s lands. It is appropriate to consider 8651 McCowan and the identified community hub in one higher density “character area” where the added obligation for

community uses such as a school and community hub can be offset through greater intensification potential.

We are also concerned about the new **Figure 15** in section 7.3.3 that introduces maximum FSI to the Secondary Plan Area. Figure 15 would prescribe an FSI of 4.5 on the western half of the site and an FSI of 2 on the eastern half of the site. Generally, we feel that the densities proposed are too low for the Secondary Plan Area, and will have the effect of constraining development in an area close to higher-order transit that is a key location for intensification. As stated above related to urban structure, 8651 McCowan should be folded into the highest density category contemplated in the Plan.

In addition, we recommend that FSI should be explicitly contemplated over the gross site area given that calculations using the gross site area would give credit for public conveyances such as new streets and parkland, whereas net FSI requirements penalize developments that reduce their own site area through conveyances, creating a disincentive to providing critical public goods. The Final Report suggests a highly granular approach to FSI. We recommend a more generalized approach to FSI over Secondary Plan as a whole with fewer distinctions across development blocs. We acknowledge that the policy direction in section 8.6 recommends that the policy language should encourage, rather than require, alignment with the maximum FSI shown. We recommend that this flexibility is carried forward into the policy drafting for the Secondary Plan.

#### **Built form and land use**

We suggest removing the requirements that Mixed Use High Rise buildings must include at least two permitted uses. Stand-alone residential buildings, such as those that we see in mature urban centres like Yonge-Eglinton or Downtown Toronto, can be an appropriate component of a complete community. We suggest the Secondary Plan allows Markville to permit single-use buildings where appropriate.

Based on the policy direction in **section 8.6**, buildings in the Mixed Use Mid Rise and Mixed Use High Rise designations would be required to provide active uses at grade. We recommend that, when the policy text is drafted, it should provide appropriate flexibility and encouragement for active at grade uses rather than a fixed requirement.

#### **Parks**

We agree that new open spaces are critical to support the planned growth of the Markville Secondary Plan area. However, as we have indicated to City staff in previous commentary, we believe that the City should pursue a more flexible approach to parkland dedication. Rather than identifying specific park locations, which affects certain lands to a greater extent than others and may not represent the reality of when or if these lands may redevelop, we urge a more flexible approach to parkland that occurs through the development approvals processes. In addition to introducing more fairness and predictability for the respective landowners, this approach is also likely to be more effective in securing parkland in a manner that keeps up with development.

We are concerned with the emerging Policy Directions in **section 8.3.2**, with respect to the minimum park sizes outlined in **table 5** and the park development standards that follow. There is a disconnect between the minimum park sizes and where the parks are proposed in **Figure 12**: parks in table 5 are numbered 1 to 9. However, the parks shown on Figure 12 are not numbered, or given any indication of their size on the map. Further, we believe that the park development standards are overly specific and would be more appropriate in a zoning by-law or park dedication by-law, rather than the Secondary Plan.

The Final Report introduces the “Other Open Spaces” designation onto a portion of our client’s lands. In **section 8.3.2**, when describing the policy direction for Other Open Spaces, the text says that Other Open Spaces “should be located” as shown on Figure 12. We would request that the ultimate policy language allow for more flexibility in the location of “Other Open Spaces” similar to what is being contemplated with respect to the location of parkland. Additionally, more information is required about what falls into the category of “Other Open Spaces” and if these areas are not parkland, how they will be secured in the development approvals process. The concept as articulated to date is not sufficiently clear.

### **Phasing**

**Table 4** presents a proposed phasing approach to the Secondary Plan Area. The McCowan Corridor is intended to be developed in Phase 2, once the McCowan BRT, Stouffville GO service increase, and McCowan/Stouffville GO corridor grade separation are in place. The proposed phasing strategy runs contrary to conventional practice where allocation of transportation or servicing capacity is provided on a ‘first come first served’ basis. Network capacity is being effectively being held back under the proposed approach and allocated to certain lands, with no consideration for if or when that landowner may be ready to redevelop. It is also unclear what existing capacity there is in the area and if any redevelopment can take place prior to the infrastructure improvements identified to enable Phase 1.

We recommend that more clarity be provided as to what existing capacity there may be in the system to accommodate shorter term redevelopment and that the phasing strategy be updated to but decouple unit thresholds from the identification of what nodes or corridors are associated to those units. The strategy as it stands today does not reflect the flexibility required to be responsive to site specific opportunities for redevelopment which are likely to occur outside of the prescribed phasing Districts.

### **Conclusion**

We strongly urge the City to reconsider these matters in order to safeguard for the continued growth and economic vitality of this important corridor and consider this feedback in the drafting of the policies of the Secondary Plan. The City’s housing pledge has targeted Markham to realize 44,000 units by 2031. Greater flexibility in new policy frameworks, such as the Markville Secondary Plan, where there is potential to deliver larger numbers of units can help the City achieve its housing goals while still establishing appropriate long term planning frameworks for complete, healthy communities. We recommend additional consultation and discussion with landowners including LBS Group as an input into the drafting of the Secondary Plan policies.

Thank you for your consideration of our comments and we look forward to continuing to work with you on planning for sustainable growth in this exciting part of the City.

Sincerely,



Leigh McGrath, MCIP, RPP, PMP  
Partner

**URBAN STRATEGIES INC.**

June 9, 2025

MGP File: 22-3104

Development Services Committee  
City of Markham  
Planning and Urban Design Department  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

via email: [clerkspublic@markham.ca](mailto:clerkspublic@markham.ca)

Dear Development Services Committee:

**RE: Markville Secondary Plan Study – Draft Final Study Report  
Comments on behalf of CF Markville Nominee Inc.**

Malone Given Parsons Ltd (“MGP”) are the land use planners for CF Markville Nominee Inc. (“CF”), the owner of the lands currently occupied by CF Markville at 5000 Highway 7 East (the “CF Markville Lands”) in the City of Markham (the “City”).

On behalf of CF, we have reviewed the Markville Secondary Plan Study – Draft Final Report, which includes a Refined Plan, and provide this letter with our comments as it relates to the CF Markville lands.

On May 6, 2025, Official Plan Amendment (“OPA”) #272 was adopted at Council to facilitate the redevelopment of the CF Markville lands. Based on our review of the Draft Final Report, we recognize that the approved OPA 272 aligns with the guiding principles of the Markville Secondary Plan, however, has not yet been incorporated into the Refined Plan. We request that the policies of OPA 272 as approved be incorporated into the Draft Secondary Plan. Further, we request that the Draft Secondary Plan implement the appropriate changes to the schedules, including but not limited to, the development block boundaries within the CF Markville Lands, phasing of the development within the CF Markville Lands, approved FSI within each development block, and size and location of parkland.

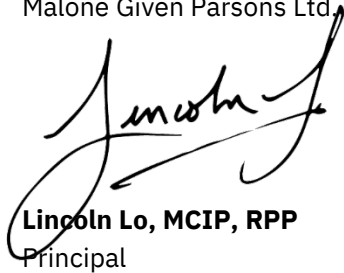
With respect to parkland, Table 5 of the Draft Final Report references a specific quantum and size of parks within the Markville Secondary Plan area, with no figure reference to identify the location of these proposed parks. We anticipate that the size and quantity of parks in the Draft Secondary Plan will align with our approved OPA but request clarity on the location of the referenced parks.

Given the scope of the final report and the substantial amount of information provided, CF’s consultant team may have additional comments and questions for the City, which we look forward to discussing with City staff and their consultants in due time. We also reserve the

right to provide further comments on the Draft Secondary Plan policies, as well as any further iterations of the Refined Plan or policy directions, to ensure alignment with our approved OPA.

We thank you for the work prepared to date and the opportunity to actively participate in the planning of this key development area for the City. We look forward to continuing to work with you through the Secondary Plan process. Should you wish to discuss any aspects of our letter further, we would be happy to arrange a meeting with staff and the Markville Secondary Plan consultant team.

Yours very truly,  
Malone Given Parsons Ltd.



**Lincoln Lo, MCIP, RPP**  
Principal

cc. Client

Lily-Ann D'Souza, City of Markham

Duran Wedderburn, City of Markham

To:  
Members of the Development Services Committee  
City of Markham  
Markham Civic Centre  
101 Town Centre Blvd  
Markham, ON L3R 9W3

## **Deputation Regarding Agenda Item 9.1 – Markville Secondary Plan Draft Final Report**

Dear Members of Council and City Staff,

On behalf of the Markville Community Association (MCA), we are submitting this deputation to express serious concerns and recommendations regarding the draft final report of the Markville Secondary Plan ("the Report"). We reviewed the Report against the Open Letter (the "Letter") that was sent to the Markham City Council and the Planning Staff by seven community associations, including MCA, on Oct. 3, 2024. While we acknowledge and appreciate that some of the community concerns and requests were addressed and incorporated in the Report, we would like to comment on the following aspects and request city staff to revise the Report according to community requests.

### **1. Inconsistency with CF Markville OPA**

The proposed secondary plan is **not aligned with the Official Plan Amendment (OPA) for CF Markville Mall**, which was just approved by City Council. The OPA includes areas with **much higher density and building heights** than currently reflected in the secondary plan. We request the report be updated:

- Reflect the densities in the approved OPA; and
  - **Reduce densities in other areas** to balance the overall land use intensity and avoid compounding the population growth with the OPA.
- 

### **2. Unrealistic Target Density**

The plan targets **400 people and jobs per hectare**, approaching the combined density of **Downtown Toronto (416/ha)**—an area served by **multiple subway lines, GO service, and other ground transportation networks**. Unlike Downtown Toronto, Markville is a **suburban, family-oriented community** with limited infrastructure and cannot support this level of intensity, even with the future enhancements proposed by the Report.

We request city staff to reassess and lower the **target density from 400/HA to 200/HA**.

---

### **3. Lack of Traffic Study and Transit Justification**

There is **no detailed traffic study data** in the report that demonstrates how the current or planned infrastructure can support this level of intensification. Specific concerns include:

- The **Highway 7 BRT** is expected to serve **10,100 people trips/day by 2035** across **27 stations**, which equals **only 374 trips per station per day**.
- The Markville Secondary Plan area includes **4 BRT stations**, which cannot reasonably support **50,000 people and jobs** projected under this plan.
- With **no new north-south arterial roads** or widening options through established neighborhoods, the existing road network will be **overwhelmed** by increased traffic.
- The traffic report submitted by CF Markville in the OPA shows the intersection of Highway 7 and McCowan Road is at capacity. There is no doubt that there will be a **gridlock** with three times the population as planned in the Report.

We request city staff to perform a **comprehensive traffic and infrastructure impact study** and adjust the Secondary Plan and targeted density according to the result of the study.

---

#### 4. Neglect of Aging Population Needs

The plan emphasizes active transportation (walking and cycling), but **this does not meet the needs of an aging population**, which is steadily growing in Markham. What specific infrastructure or service planning has been included to support **senior residents who rely on vehicles or accessible transit**, not bikes?

We request city staff to enhance the Report with consideration to the needs of senior residents.

---

#### 5. Infrastructure Capacity Must Guide Density

The city must commit to a **comprehensive traffic and infrastructure capacity study**, and **adjust the density targets accordingly**. Planning density first and evaluating infrastructure later is a **backward and dangerous approach**. A rational and sustainable density target should reflect what our roads, transit, utilities, and public services can reasonably support.

---

#### 6. Underestimated School Needs

The plan estimates **13,388 new residential units**. Using York Region District School Board pupil yield data:

- **Elementary students** (0.1061 per unit at Markham Center ):  $\approx 1,420 \rightarrow$  **3 new elementary schools needed**
- **Secondary students** (0.0658 per unit at Markham Center):  $\approx 880 \rightarrow$  **1 new secondary school needed**

**Only 2 school sites are included in the current plan**, which is clearly insufficient. Furthermore, as fewer single-family homes are being built, **more families will live in high density buildings**, increasing pupil yield per unit beyond current averages. **A minimum of 4 school sites must be secured.**



We request city staff to adjust the school site allocations and include at least 4 school blocks in the Report

---

**7. 40 story building heights south of Bullock Drive at the McCowan intersection has significant impact to the low rise residential community on the north**

The Report planned 40 story building height in these two corners. We ask the staff to lower them to no more than 20 to mitigate the negative impact on existing homes and Centennial Park. Building height along McCowan should be reduced to 8 from 15, consistent with the 2023 draft.

---

**8. Parkland deficiency of 50% even under the reduced standard is concerning.**

The staff report stated that in the current Report, the area has a 50% deficiency in parkland. We request this be addressed and parkland space be sufficiently included in the plan area.

---

**9. Adding traffic lights on McCowan Rd will make traffic congestion worse**

The plan addis 3 traffic lights on McCowan Rd from Bullock Drive to south of Highway 7, making a total of 6 traffic lights in just 800 meters, This will further slow down the traffic and make the traffic congestion even worse.

We request to widen both McCowan Road and Highway 7 from 4 lanes to 6 lanes to support future traffic growth.

---

Thank you for the opportunity to present our concerns. We hope you will listen to residents and make the necessary changes to ensure this plan serves the community.

Sincerely,  
**Markville Community Association**

**From:** Michelle Cai  
**Sent:** Sunday, June 8, 2025 11:23 PM  
**To:** Clerks Public <clerkspublic@markham.ca>  
**Subject:** For Jun 10 DSC meeting, item 9.1。

Hello, About Markville Mall area is not consistent with the CF Official Plan Amendment just approved by city council. For those areas in approved OPA with high and density much higher than the secondary plan, the final report should be updated and reduce the density in other area accordingly.

2, The target density of 400/hectare people and jobs is too high, comparing to 469/ha in downtown Toronto which has multiple subway lines. Are you planning to make Markville another downtown Toronto that is not family friendly?

3, There is no detailed traffic study data to elaborate how the transit and road network can support the density of 400/hectare. The Highway 7 BRT is expected to support 10,100 people trips per day in 2035 with 27 stations, which is 374 people trips per stations daily. How can the plan depend on BRT to support the total 50k people and jobs brought in by the plan with 4 BRT stations in the study area? With no new south-north regional road crossing highway 7 and 16th avenue can be built on established neighborhood, no road widening, how the existing road network can support the increased traffic demand brought by the increased population?

4, With the increasing of aging population in city of Markham, the purpose 'increase opportunities of walking and cycling' does not help the elderly people. What is the plan to help the aging population?

5, The targeted density of the secondary plan should be decided base on the infrastructure capacity especially traffic and transit system can support. We demand the city to complete a through traffic study and adjust the target density of the secondary plan according to the traffic study result.

6, According to estimate 13,388 new units, with the elementary pupil yield of 0.1061 (Markham center west) , there will be 1420 new elementary students, with average 500 students per elementary school, it will need 3 elementary school. With secondary pupil yield of 0.0658 (Markham Center), there will be 880 new secondary students, which need a new secondary school. In total, we need 4 schools in the secondary plan study area, but there are only 2 included in the plan. With less single-family housing to be built in the future, more families with kids will live in the high-density buildings in the area, school demand will be much high than above, which was calculated with current pupil yield.



**“TOGETHER OUR VOICE IS STRONGER”**

<http://unionvilleresidents.com>

**Written Submission regarding Markville Secondary Plan (MSP) Study**  
**Draft Final Study Report**

*Sent via Email to Markham Development Services Committee Agenda Item 9.1 - June 10<sup>th</sup>, 2025*

This is an official communication of the Unionville Residents Association (URA). We wish to comment on the Draft Final Study Report of the Markville Secondary Plan (the “Report”) for the DSC and Markham City planning staff to incorporate into the final MSP.

We reviewed the Report against the Key Policy Requests from Impacted Communities in the Open Letter (the “Letter”) that was sent to Markham City Council and Planning Staff by the seven community associations, including URA, on Oct. 3, 2024. We acknowledge and appreciate that some of our suggestions and concerns raised in the Letter were addressed and incorporated in the Report. These include increasing the proportion of larger residential units (2+ bedrooms) and increasing the ratio of jobs/residents from 8/28 in the 2023 Emerging Concept to 15/26.5 now.

However, we would like to comment on the following aspects that have not been properly dealt with or need improvement in the Report.

**1. Density is too high and should not exceed 200 people + jobs per hectare.**

In the Report, the planned population density is close to 400 people + jobs / hectare, with the majority (260 /hectare) being people (residents). For comparison, downtown Toronto is at about 416 people / hectare. However, downtown Toronto is supported by subway lines, multiple GO Train lines, other ground transportation networks and a very large number of jobs accessible by walking and cycling. No report / study we have seen so far can support this level of density in MSP area, even with the assumed future infrastructure improvements mentioned in the report. As discussed in items below, we expect gridlock and a massive parkland deficiency. We urge the DSC to request staff to provide a rationale/reason why they are trying to squeeze such a large population and jobs into this location.

**2. Where is the Multi-Mode Transportation Study? Gridlock is the one of the key concerns of the community.** We have yet to see this study, however, as per our deputation regarding the CF Markville OPA (April 22, 2025), we have a good idea what it will say because CF Markville submitted a study as part of their application. The CF study assumed a similar rapid transit network as contained in the MSP Report, and also assumed a very optimistic transit mode share (e.g. 44% outbound morning peak - even the recent Yonge Corridor Secondary Plan, with 3

subway stops and BRT on Steeles, only assumes 39% transit share!) The CF modeling then showed that, for 9,000 people, the intersections would operate under “busy but acceptable conditions”. Now, let’s triple the population to 26,000. **It’s not hard to predict gridlock with three times more population.** The transportation study is key to determine what density can be realistically planned in the MSP. We have been waiting for the study report a year now. Where is the report? **Without it, the City must not finalize the MSP.**

**3. Mismatch of MSP and the approved CF Markville Official Plan Amendment (OPA). Density in other MSP areas must be reduced to offset the higher density in CF Markville OPA.**

The Report has much lower density and building heights for the CF Markville area than what have been approved in the CF Markville OPA (page 52 and 53). **Staff must reduce the density and building heights in other areas, otherwise the overall MSP density would be even higher than 400 people + jobs per hectare!**

**4. Phase 1 stage-gate thresholds are not enough to ensure the infrastructure can support the population growth. We ask the staff to include the readiness of Bus Rapid Transit on McCowan road to Phase 1 thresholds.** As mentioned in previous deputations, the intersection of McCowan and Highway 7 Road is already near capacity. Having BRT on Highway 7 alone will not provide sufficient public transportation to accommodate the new population in Phase 1. The City should consider splitting Phase 1 into 2 Phases and set more appropriate stage gates for each, including McCowan BRT. It will also help reduce the impact of constructions to existing communities and chaotic traffic conditions in the area.

**5. Use Jobs/Residents ratio as part of the stage-gate thresholds.** As stated above, we are supportive of the increased jobs in the current MSP. We recognize that other developments in Markham have often found it difficult to attract jobs, meaning that constructing the required office facilities is often deferred well into the future. We do not want Markville to become a bedroom community. We recommend that a jobs/residents ratio be included in the Phase 1 and 2 stage-gate thresholds.

**6. Building heights south of Bullock Drive at the McCowan intersection should be no more 20 stories.** The Report plans 40 story buildings in these two corners. We ask the staff to lower them to no more than 20 to mitigate the negative impact on existing homes and Centennial Park. Building heights along McCowan should be reduced to 8 from 15, consistent with 2023 draft.

**7. Parkland deficiency of 50% even under the reduced standard is concerning.** The staff report stated that in the current Report, the area has a 50% deficiency in parkland. We request this be addressed and parkland space be sufficiently included in the plan area.

**8. Parking details are not provided. We need to understand more on how the MSP will achieve 0.4 parking spots/unit.**

**9. We recommend the City consider building another pedestrian crossing over the tracks to the west of McCowan, in addition to the crossing east of McCowan.** This will help encourage more residents to walk or bike to the Centennial Go Station by shortening distance.

Thank you very much for your attention to these matters. We look forward to any feedback.

Unionville Residents Association

**From:** shunyan Cai  
**Sent:** Monday, June 9, 2025 10:05 AM  
**To:** Clerks Public <clerkspublic@markham.ca>  
**Subject:** For Jun 10 DSC meeting, item 9.1。

Dear Madam/Sir

I am writing to express several concerns regarding the proposed density outlined in the Markville Mall area secondary plan.

Firstly, it appears there is an inconsistency with the recently approved Official Plan Amendment (OPA). The proposed density in this area seems significantly higher than what is indicated in the OPA. To ensure balanced growth across the city, I believe the final report should adjust areas with considerably higher density than the secondary plan.

Secondly, the targeted density of 400 people and jobs per hectare appears excessively high. For comparison, downtown Toronto, with its extensive subway infrastructure, has a density of 469/ha. I am concerned about whether the intention is to transform Markville into a similar high-density environment, and what impact this could have on its family-friendly character.

My third major concern involves the lack of a comprehensive traffic study to support the proposed density. It is unclear how the existing transit and road networks will accommodate 400 people/jobs per hectare. The Highway 7 Bus Rapid Transit (BRT) is projected to handle an average of only 374 daily trips per station by 2035. With only four BRT stations in the study area, it is difficult to see how this system alone can support the estimated 50,000 new residents and jobs. Furthermore, the absence of new north-south regional road crossings over Highway 7 or 16th Avenue, coupled with no plans for road widening in established neighborhoods, raises serious questions about the capacity of the current road network to handle increased traffic.

Another point of consideration is the impact on Markham's growing aging population. While the initiative to promote walking and cycling is valuable, it may not adequately address the needs of elderly residents. I would appreciate more information on specific measures being proposed to support this demographic.

Given these points, I strongly believe that the secondary plan's target density should be determined based on the actual capacity of our traffic and transit infrastructure. I urge the city to conduct a thorough traffic study and use its findings to adjust the density outlined in the secondary plan accordingly.

Finally, I have concerns regarding school planning. Based on standard pupil yield projections for Markham Centre West, the estimated 13,388 new housing units could generate approximately 1,420 new elementary students and 880 new secondary students, requiring at least four new schools in total. The current plan only accounts for two new schools. Considering the anticipated increase in families with children living in higher-density housing, the actual demand for school spaces may be even greater. I believe the planning should reflect these anticipated needs based on updated pupil yield projections.

Thank you for considering these important concerns. I look forward to further discussion and a revised plan that addresses these issues.

Sincerely,