

8312 McCowan Road & 5221
Highway 7
Memorandum Submission
Accompanying
Comprehensive Block
Plan
March 2024

BrookMcIlroy



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Comprehensive Block Plan

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1.0 Introduction

A Comprehensive Block Plan (“the Block Plan”) has been prepared by Brook McIlroy Inc. on behalf of John Hurlburt Holdings Limited & 2048833 Ontario Inc (“the client”) to examine the development potential for the client-owned lands located in the City of Markham, at 8312 McCowan Road and 5221 Highway 7 (the “Subject Site”).

The Block Plan Memorandum (“the Memo”) is intended to be read in conjunction with the Block Plan. The intent of these two documents is to compliment the submission as part of the proposed Markville Secondary Plan, currently under active consideration by Markham. Unless circumstances change, development within the Block Plan Area

is not anticipated to begin for a minimum of 8-10 years, as 5221 Highway 7 is subject to a land lease and will not be a candidate for redevelopment until 2032. The Memo offers an analysis of the existing conditions and the future build-out of the southwest quadrant of Highway 7 and McCowan Road (the “Block Plan Area”), and highlights relevant planning policies and discusses how the Block Plan meets the general intent of urban design policies.

The Block Plan provides a comprehensive vision for the Block Plan Area and conceptualizes the built form and massing, open space, pedestrian and cycling networks, and streets, consistent with the level of planning analysis.

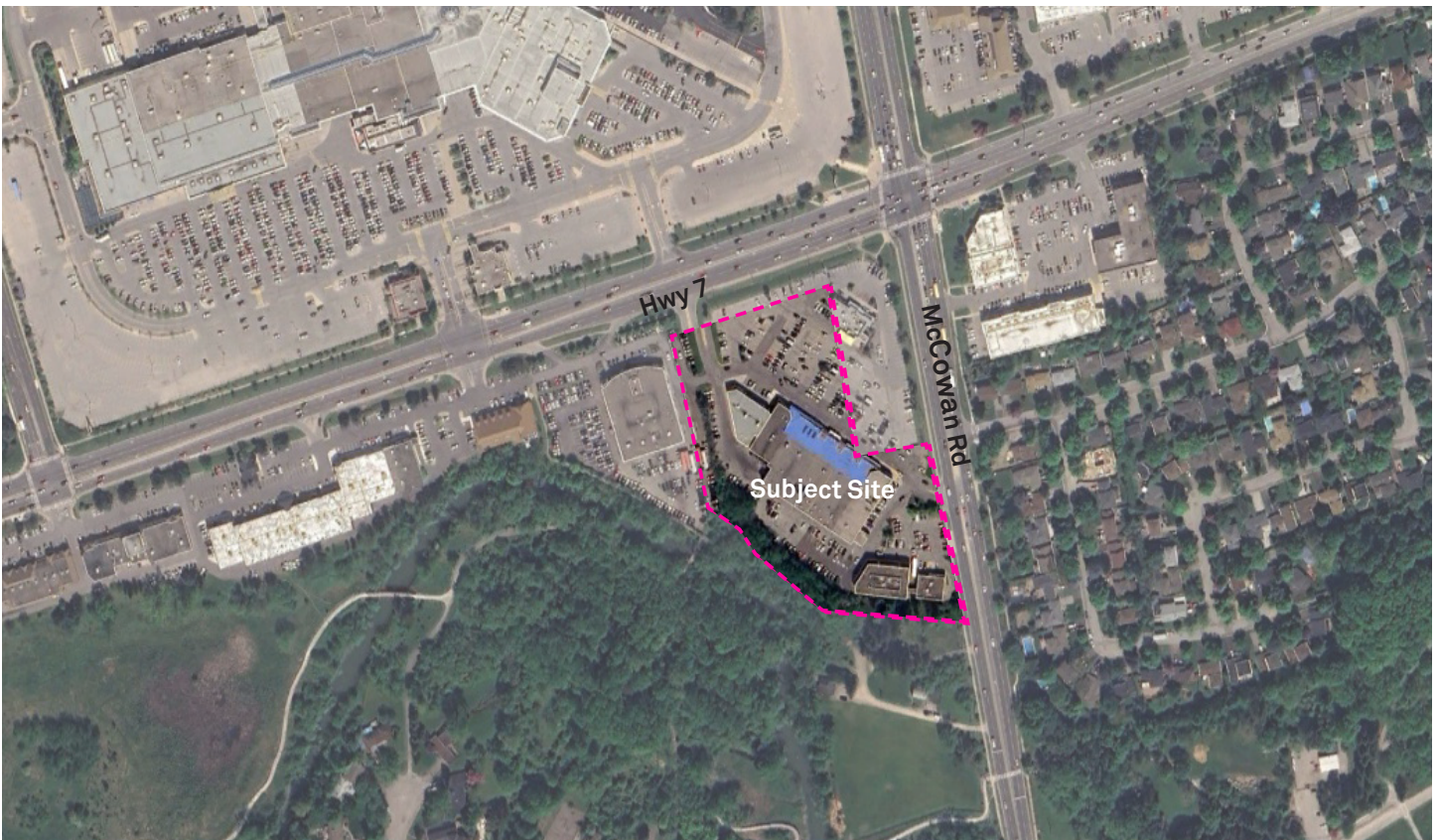


Figure 1 Subject Site (Brook McIlroy)



Further details on items including, but not limited to, parking, loading and servicing, location for signalized intersections, detailed landscaping etc. will be addressed during rezoning and site plan application once the emerging policies for the Markville Secondary Plan area evolve. Section 10.1.4 of Markham's Official Plan states that a Comprehensive Block Plan is a non-statutory document considered by Council in the context of a development approval of a secondary plan or area and site specific policy.

The Block Plan has been prepared in accordance with the policies set out in Section 10.1.4 of Markham's Official Plan (2014) and provides a Framework and Guiding Principles for the distribution of development, proposing a concise street network plan, block configuration plan, built form and height plan, green network plan and phasing plan.

The Block Plan recognizes the significant size and depth of the site and its location within a Protected Major Transit Station Area (PMTSA), as an opportunity to intensify the lands, while providing an appropriate built form transition to adjacent existing properties, including the low-rise neighbourhoods to the east. The Block Plan introduces the opportunity to create a new mixed-use complete community in Markham, providing new jobs, housing units and commercial and retail uses in a transitioning urban environment, that will contribute positively to the continued transformation of the area and set a precedent for compact, transit-oriented development.



Figure 4 Bus stop on east side of McCowan Road (Brook McIlroy)



Figure 3 Looking south towards the Subject Site (Brook McIlroy)

1.1 Urban Context

The Block Plan considers the existing and emerging context of the surrounding area, which is presently characterized by diverse land uses including residential and employment areas and an abundance of public parks and green spaces. A variety of built form typologies exist in the vicinity of the Block Plan Area, including low-rise, midrise and tall residential dwellings, retail plazas, standalone retail and commercial buildings and the Cadillac Fairview Markville Mall.

The Block Plan Area is currently occupied by a car dealership, FoodyMart Supermarket, Tim Hortons attached to a two-storey retail plaza, and a McDonalds. In addition, the area contains a large amount of surface parking, consistent with the era of built form (1980s and 1990s). While the site currently serves as a popular destination for retail and commercial uses, its hardscaped urban form, focus on automobile access, low density, and lack of diverse uses, positions the Block Plan Area as an ideal location for community building with increased density in proximity to Campbell Park and the Rouge Valley.

The Block Plan Area is in close proximity to existing surface bus routes along McCowan Road, which contains a right-of-way of width 49 metres, and Highway 7, which contains a right-of-way width of 46 metres, and is also located approximately 800 metres from the Centennial GO Station, situating the Subject Site within PMTSA 15- McCowan BRT Station.

The Subject Site is located within a Key Development Area, where opportunities exist for redevelopment of large land parcels that support new public streets and mixed-use development. In addition, the Subject Site is located within a Regional Corridor, which is intended to be a prime location for redevelopment and intensification with the most intensive being directed to Regional Centres and Key Development Areas along the Highway 7 and Yonge Street Regional Corridors.

A portion of the southern extents of the Block Plan Area falls within the Unionville Special Policy area, which is intended to manage historic development within the flood plain of the Rouge River and its tributaries. The Unionville Special Policy Area boundary was updated in 2006 through By-laws 2006-150, 2006-151, 2006-152, 2006-253, 2006-154 and 2006-155. In 2023, the boundary was updated again through By-law 2023-95, shifting the boundary to reflect flood plain changes identified by the TRCA in 2019, mostly in the form of deductions.



Figure 5 Transportation Network Plan (Brook McIlroy)

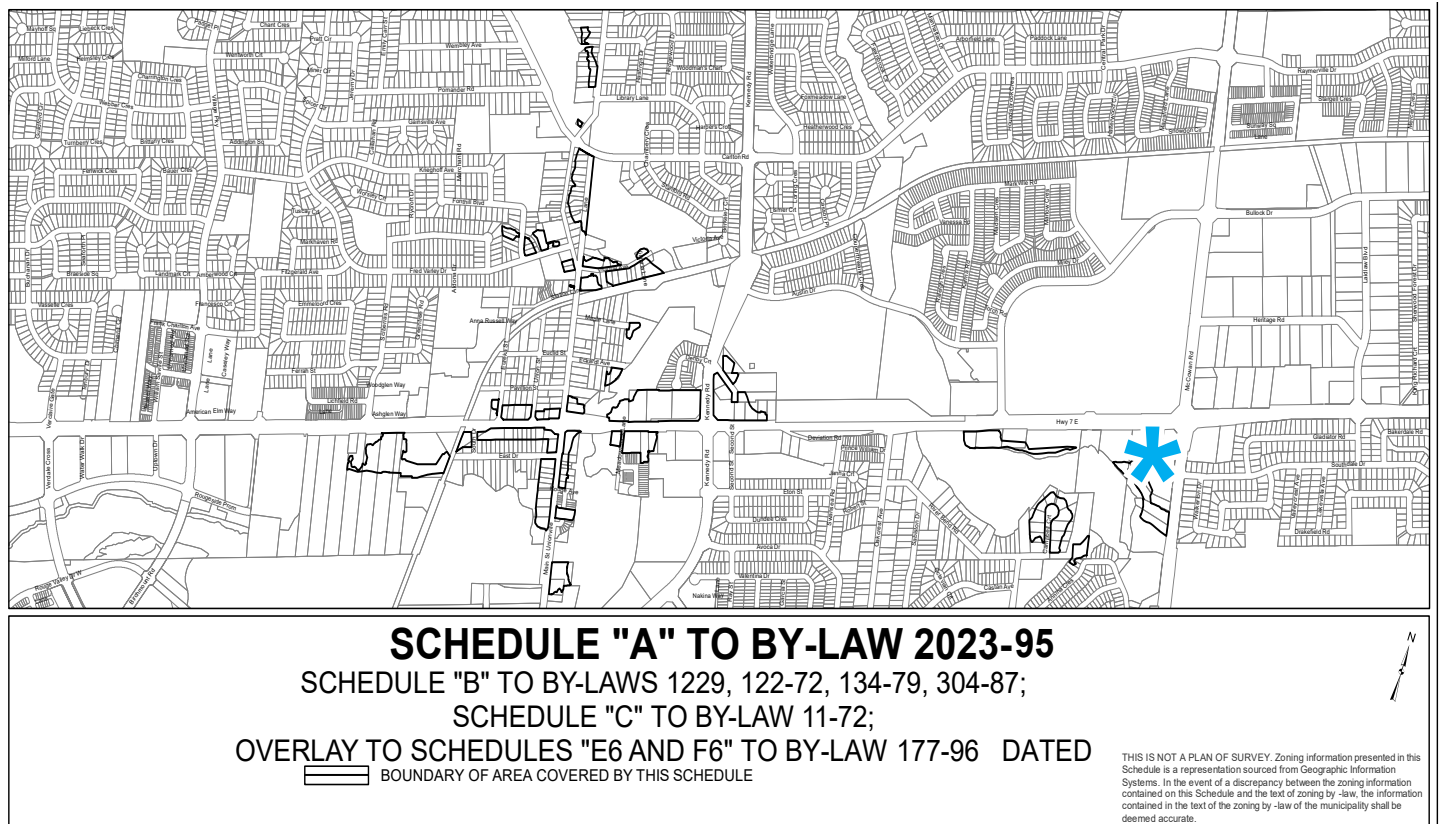


Figure 6 Schedule A Zoning By-law Amendment

1.2 Neighbourhood Vision- A New Community at Campbell Park

The Block Plan envisions a development that will establish a new mixed-use community at the southwest intersection of Highway 7 and McCowan Road, forming a new gateway point at this intersection. The redevelopment of the site presents an opportunity to transform an underutilized commercial area into revitalized mixed use community, in proximity to major public open space, GO transit and surface bus routes.

The Block Plan Area leverages the existing green network and provides a series of open/green spaces and pathways, contributing to the existing green fabric. An enhanced pedestrian and vehicular network is recommended, proposing the establishment of new and improved connections that provide linkages to and throughout the Block Plan Area, encouraging cycling and walking. The Block Plan vision proposes residential, retail and office use, establishing a new community that offers residents, visitors and the community at large with ease of access to a variety of services and amenities.

The Vision for the new mixed-use Campbell Park community focuses on establishing a new public realm that weaves together parks and open spaces, pedestrian pathways, two way streets and multipurpose streets, while also providing connections into an existing green network, south of the Block Plan Area.



Figure 7 Highway 7 and McCowan Road Intersection (Brook McIlroy)



Figure 8 View looking to the east side of McCowan Road (Brook McIlroy)

The Vision for the New Community at Campbell Park also focuses on providing appropriate intensification in the Block Plan Area at an appropriate scale that respects the existing and emerging development context. Proposed Block Plan Buildings are designed to positively frame and contribute to the public realm, and contain a mix of retail, office and residential uses in a variety of building forms varying from 6 to- 55- storeys

in height. By strategically locating lower scaled buildings along McCowan Road adjacent to the residential neighbourhood to the east, the Block Plan provides an appropriate built form transition to the established residential neighbourhood, as well as adequately limiting shadow impacts.



Figure 9 Quadrant Area (Google Maps; annotated by Brook McIlroy)

1.3 Guiding Principles

The following five Guiding Principles inform the design direction for the Block Plan Area and the Subject Site. The Guiding Principles coincide with the Transportation Network Plan, Street Network Plan, Block Configuration Plan, Built Form & Height Plan and Green Network Plan proposed for the Block Plan Area, and provided as part of this report.

1. Active & Transit-Oriented Development

The Block Plan Area fronts onto Highway 7, a Regional Rapid Transit Corridor and McCowan Road, a Special Study Area Rapid Transit Corridor, as seen in Markham's Official Plan (2014), indicating its current and future use as a transit corridor. The Block Plan contributes to the existing and evolving transportation context by:

- Introducing a mixed-use development in proximity to high-order transit, including the Centennial GO Station and surface bus routes, as well as existing off-road multi-use trails at Campbell Park, Milne Dam Conservation Park, Austin Drive Park, etc., and proposed cycling facilities along Highway 7 and McCowan Road;
- Supporting sustainability by limiting underground parking on site, providing bicycle lanes and parking and encouraging use of transit; and
- Promoting walkability and connectivity to nearby bus stops through pedestrian connections.

2. Street & Block Configuration

The Block Plan breaks up the site to allow for porosity at its edges and a system of fine-grained streets, open spaces and pathways by:

- Creating a four part block structure, subdividing the larger parcel into defined development areas and enhancing pedestrian vehicular connections through the site;
- Providing permeability throughout the site by employing continuous walkways, vehicular streets and pedestrian focused streets that can provide connections through the grade level of buildings, further connecting the individual site areas; and
- Proposing a hierarchy of streets.

3. Built Form & Transition

The Block Plan introduces a phased plan for redevelopment that prioritizes well-designed built form that is appropriately located within the block, massed, and oriented, with particular consideration to local context:

- Locating the highest density and tallest built form at the intersection of Highway 7 and McCowan Road, creating a defined 4-corner area gateway;

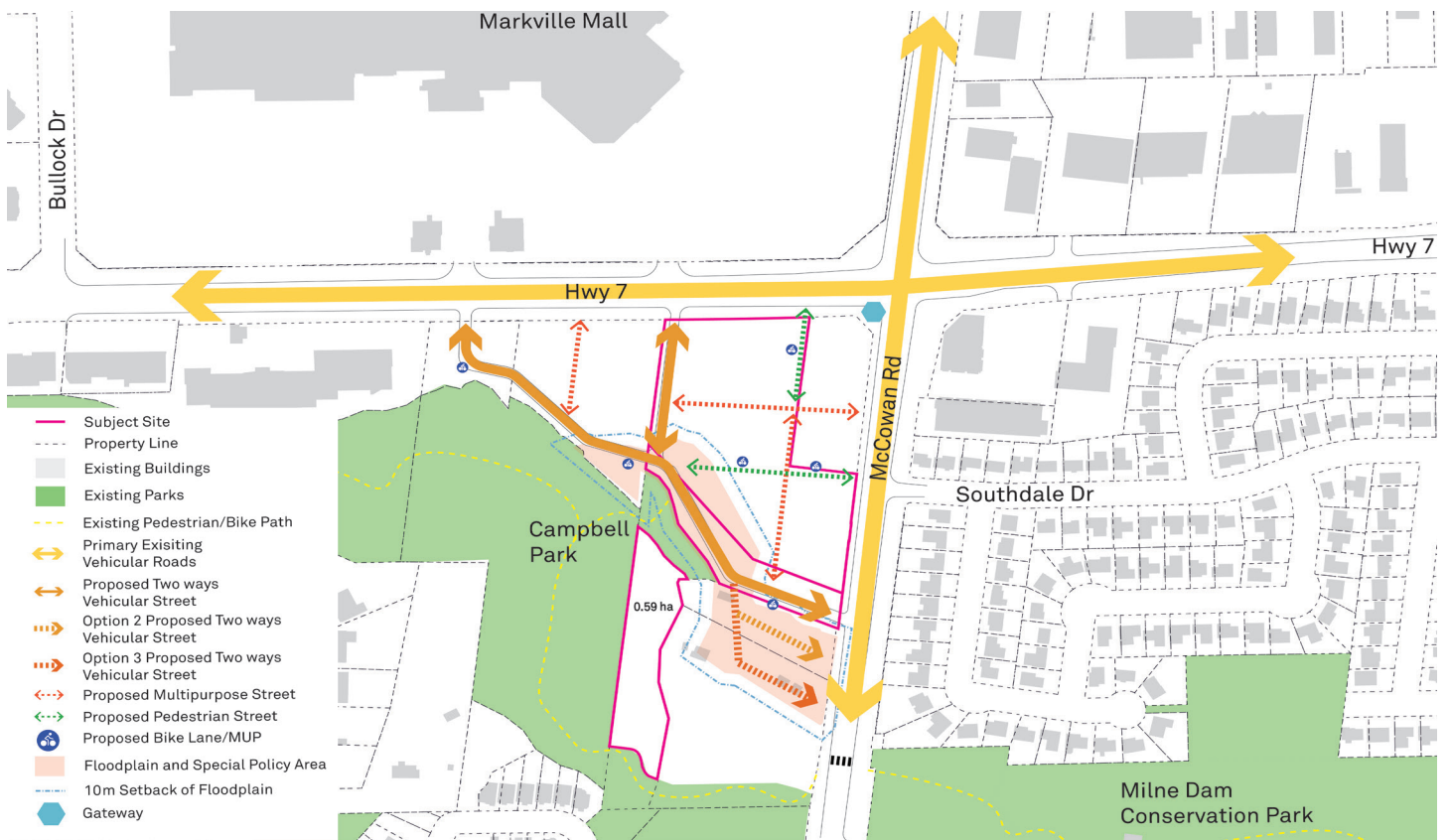


Figure 11 Street Network Plan (Brook McIlroy)

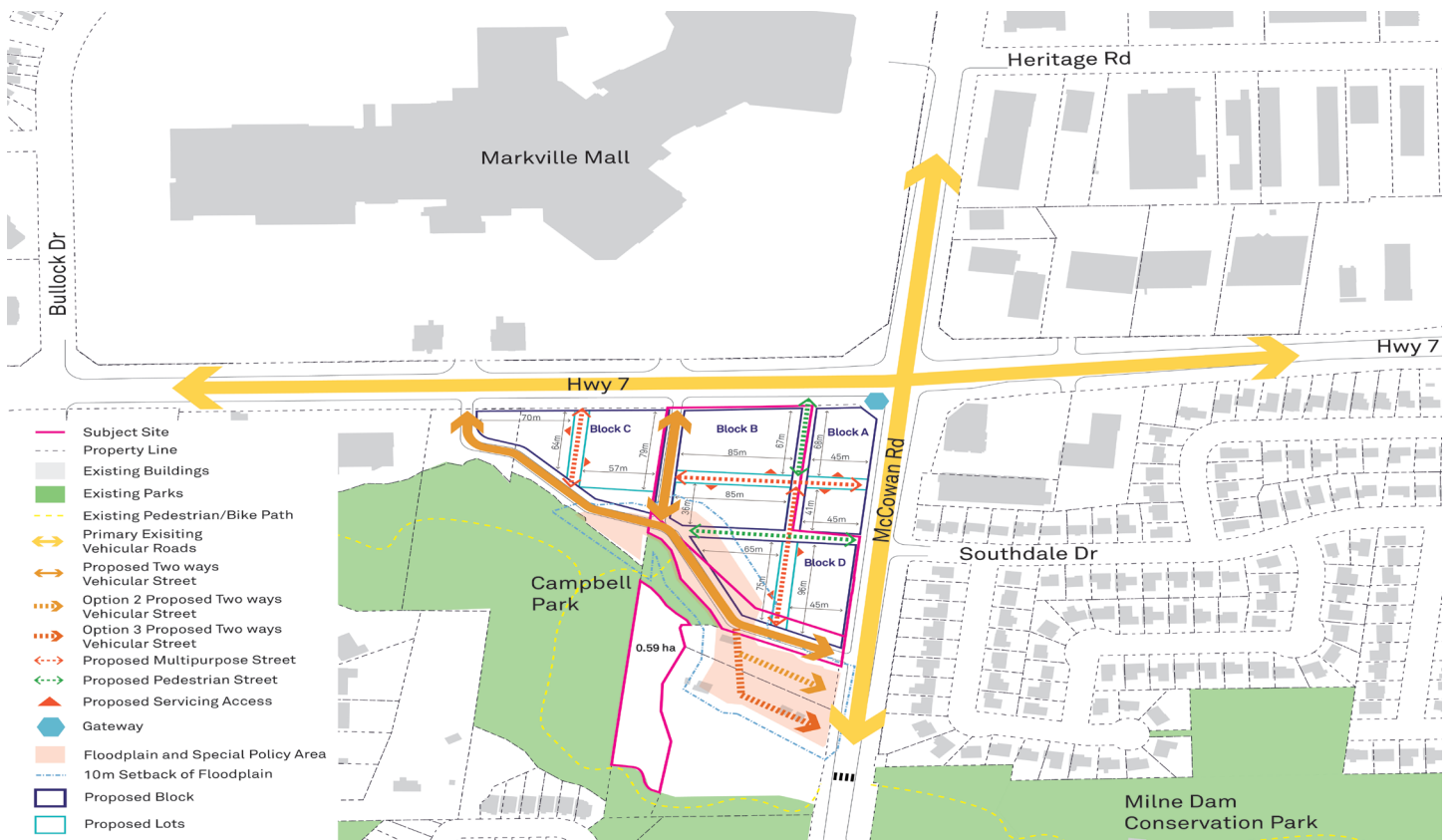


Figure 10 Block Configuration Plan (Brook McIlroy)

- Proposing mixed-use development with retail at-grade, office uses within the upper podium levels, and residential use within the tower above, contributing to a complete community; and
- Providing a transition in height from the northeast corner of the Block Plan Area towards the west and south. Height transitions are directed down towards Campbell Park, existing residential neighborhoods, and the flood plain.

4. Height and Massing

The Block Plan creates a pedestrian-friendly and human-scaled site through defined podiums that address the street and maintain a proportionate height by:

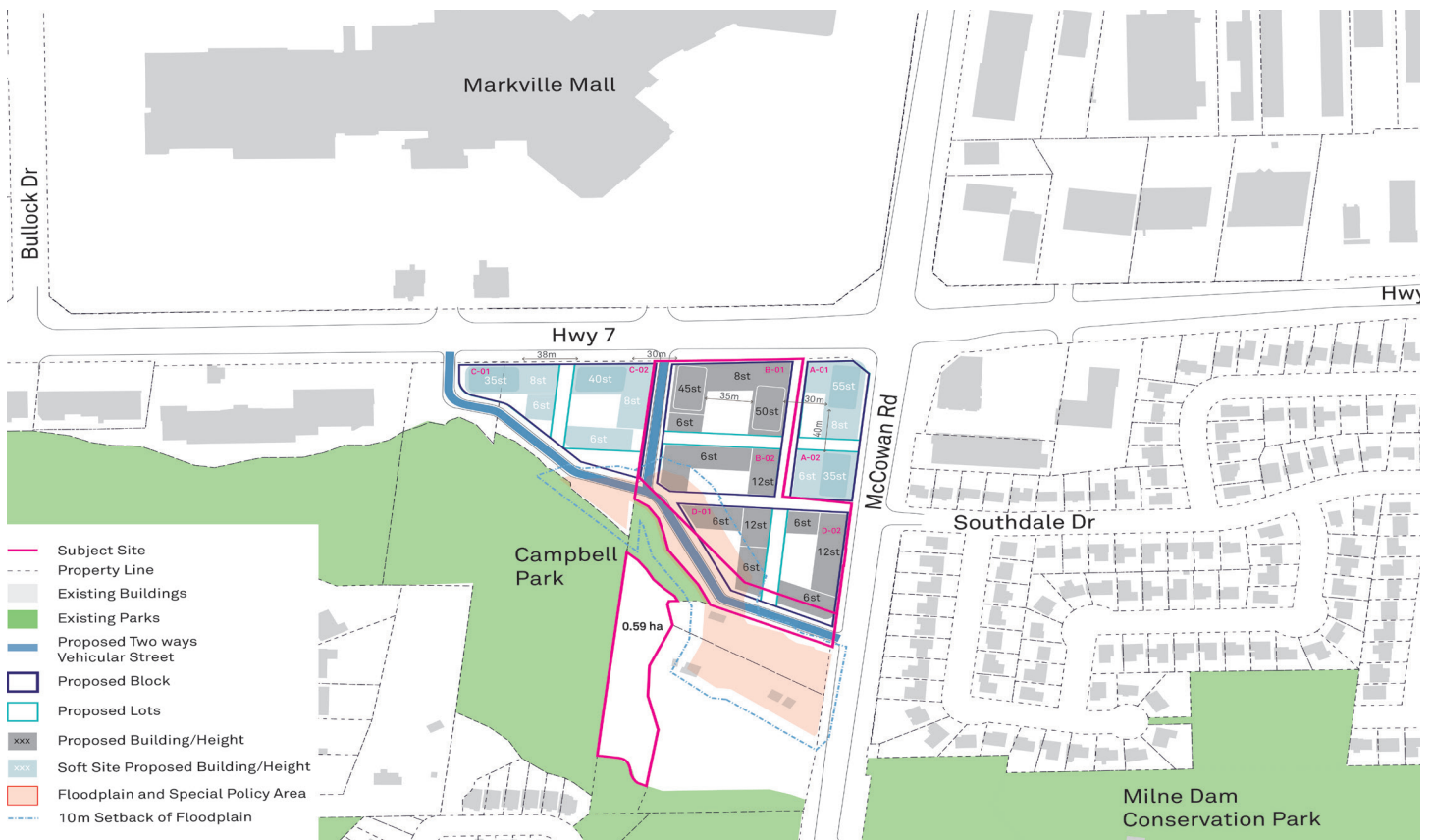
- Addressing the street through podium heights of 6-storeys along McCowan Road and 8-storeys along Highway 7, providing through additional podium articulation at the 3rd or 4th level, a human-scaled street wall condition;
- Maintaining tower separation distances of a minimum of 30 metres and tower floor plates of 800-850 square metres; and
- Designing the towers to promote

architectural interest and variety and to reduce bulk as they rise, and minimize shadow impacts on adjacent properties including parkland, open space, low-rise neighbourhoods and the public realm.

5. Interconnected Green Network

The plan introduces a green street and pathway network throughout the Block Plan Area and along the site perimeter, enhancing connections within the Block and into the existing surrounding green network by:

- Locating open spaces internal to the site, in proximity to the interior street network and away from major roads, promoting public access, safety and security;
- Expanding the open space network through the strategic placement of outdoor plazas, green roofs, forecourts, green buffers and landscaped entry points; and
- Establishing a continuous, green connected network throughout the site and towards Campbell Park.





2.0 The Vision

The Block Plan introduces:

- A walkable, pedestrian-oriented and distinct mixed-use community;
- A fine-grained network of complete streets for cycling, pedestrian and public transit connections;
- A diverse and connected network of green and open spaces;
- Appropriately sized urban blocks that will form a consistent and complete future development site;
- Built form design and transitions, separation distances and floor plates that minimize adverse impacts to adjacent properties; and
- A phasing plan that ensures appropriate and timely development of the Block Plan Area, achieving incremental growth over time.



Figure 14 Site Plan for Block Plan Area (Brook McIlroy)

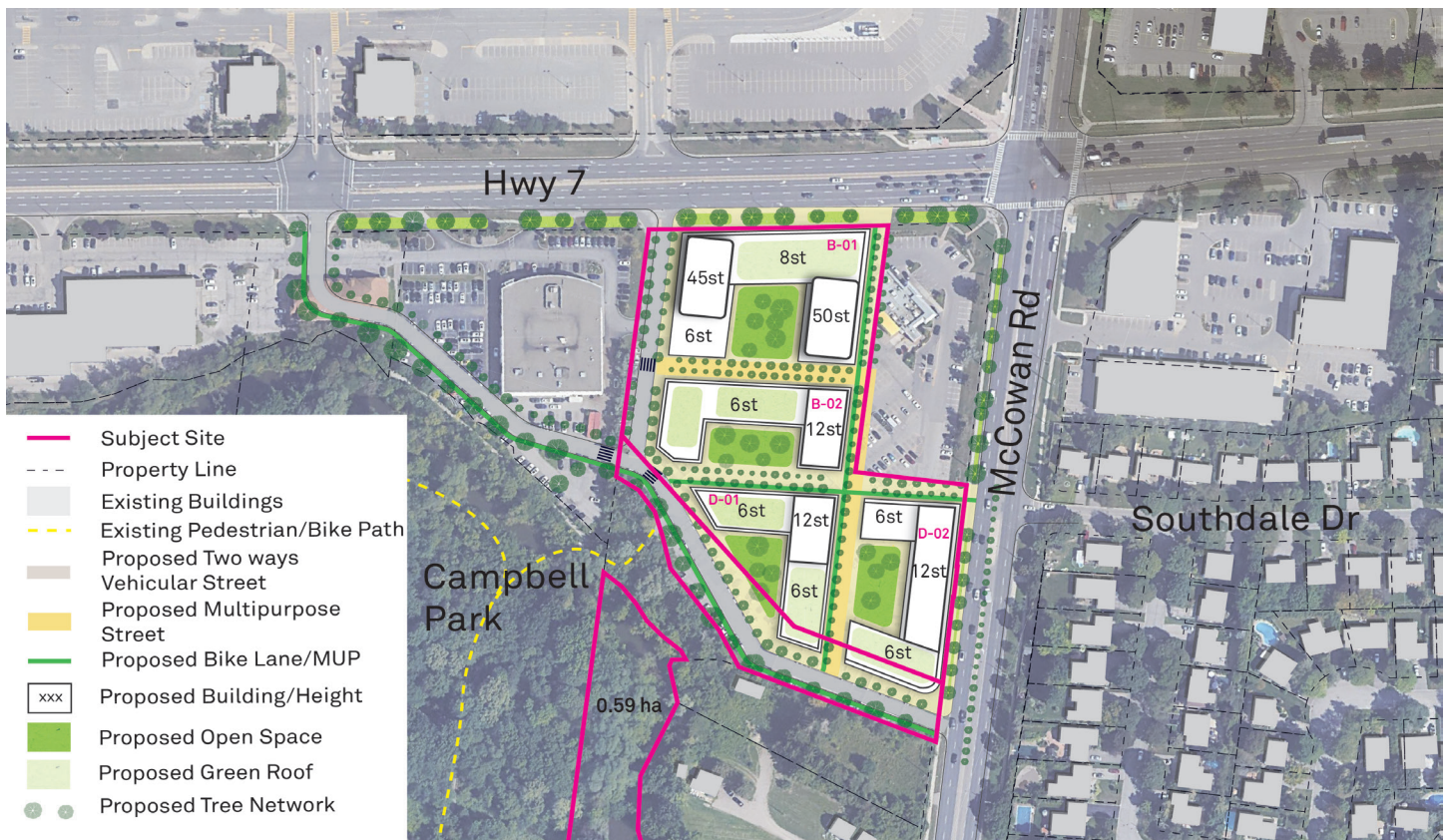


Figure 15 Site Plan for Subject Site (Brook McIlroy)

2.1 Transportation Network Plan

The Block Plan area is located in proximity to an established transportation network with the Centennial Go Station located approximately 800 metres north of the Subject Site and surface bus routes operating in the north-south and east-west direction along Highway 7 and McCowan Road. The Markham Official Plan (2014) and the York Region Official Plan (2022) identify Highway 7 as a Regional/Rapid Transit Corridor and McCowan Road as a Rapid Transit Corridor subject to further study. The Block Plan encourages active transportation and provides enhanced connections to existing transportation networks through the

proposed green network, pedestrian and cycle pathways, gateways and green/open spaces.

Pedestrian entry points into the Block Plan Area are located along the perimeter of the site, in proximity to bus stops along Highway 7 and McCowan Road. The paths and entry points provide convenient site access as well as to public transit and encourage active forms of transportation throughout the site.



Figure 16 Transportation Network Plan (Brook McIlroy)

2.2 Street Network Plan

The Block Plan proposes new multi-modal connections providing future buildings with vehicular access to parking, loading and servicing areas, as well as pick-up/drop off (PUDO) and layby areas. Parking in the urban blocks is to be located primarily below grade and loading and servicing areas internally screened from the public realm. Some street parking will be provided for accessibility and short-term convenience. The Block Plan separates pedestrian and vehicular activity, enhancing safety and enabling a variety of modes of travel to enter and exit the area.

Along Highway 7, the Street Network Plan maintains the two existing access locations. The first is the existing signalized access which connects with the Markville Shopping Centre access to the north, and the second is the existing right-in/right-out (RIRO) access approximately 150 metres east of the existing signalized westerly access. Additionally, a third potential RIRO (or right-out (RO) only) access is being considered at the midpoint between the two existing accesses. This third access currently exists via a wide traffic diverging island, whereas the plans intend to better design this RIRO access.

Along McCowan Road, the Street Network Plan proposes to close the existing access and introduce two new access locations. The first is proposed as a RIRO access approximately 100 metres south of the Highway 7 and McCowan Road intersection, and the second is proposed as a signalized access at the southerly limit of the block (3 potential locations are identified).

The Block Plan proposes a hierarchy of streets networks which include two-way vehicular streets, multipurpose streets and pedestrian streets.

- Two Way Vehicular Streets: Intended to accommodate the majority of vehicular traffic, as well as sidewalks / bike lanes / multi-use paths (MUP) for active forms of transportation. Both vehicular streets will provide access to the external vehicular and pedestrian / cycling networks. The proposed vehicular street (three variations at the eastern edge) along the southern extents of the Block Plan Area contains a right-of-way width of 18 metres. The vehicular street located central to the site, operating in the north-south direction, contains a right-of-way width of 12 metres.

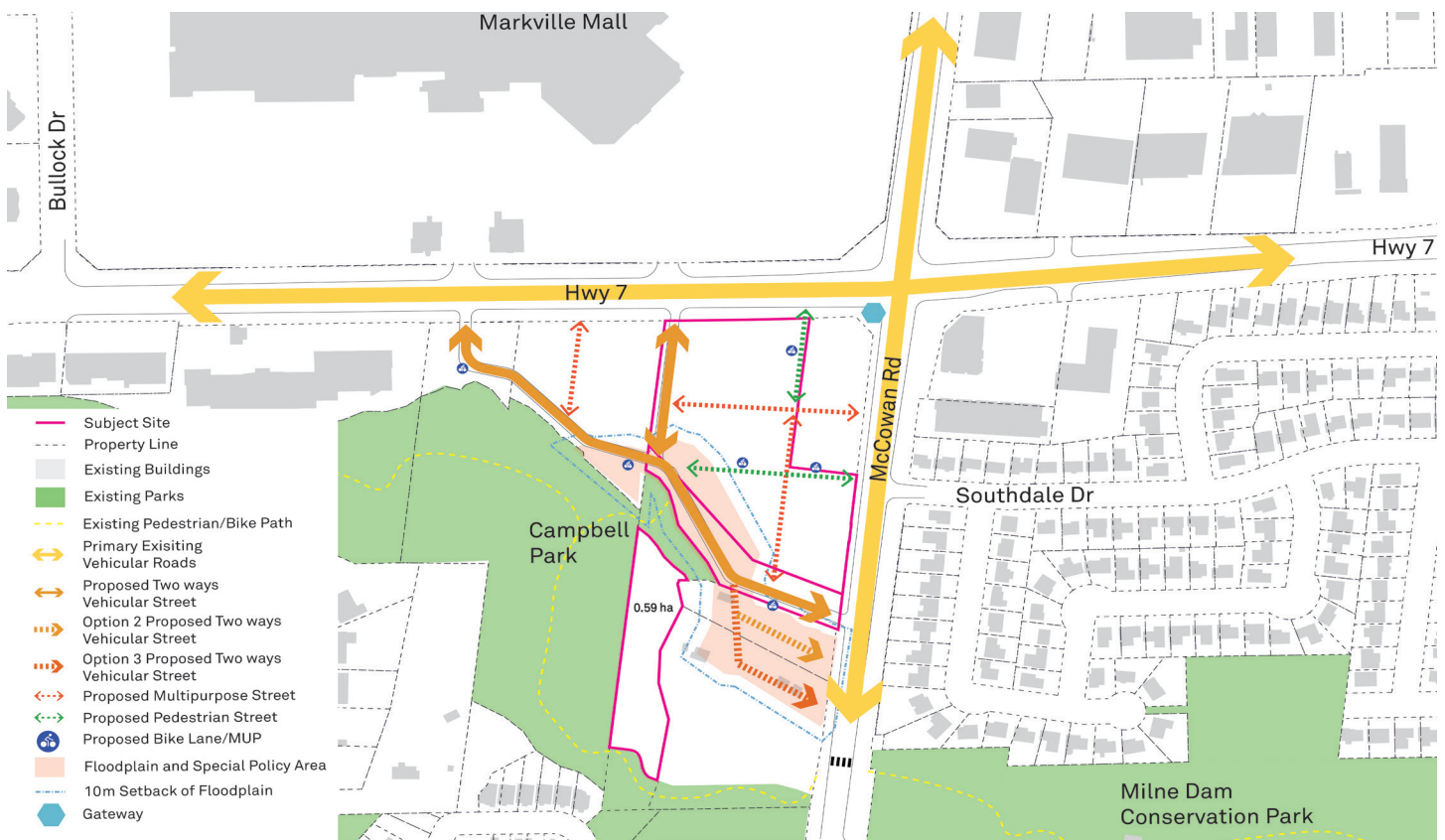


Figure 17 Street Network Plan (Brook McIlroy)

Two Way Vehicle Streets:

1. Intends to provide a signalized vehicular connection from the northwest corner of the block to the southeast corner of the block. A bike lane / MUP will also be provided on this street to provide direct connections to the neighbouring Campbell Park trail. This street is planned to be a public street.
2. Intends to provide a RIRO unsignalized vehicular connection from Highway 7 to the proposed public two-way vehicular street Street 1 as seen on LEA's Street Network Figure 18. This street is planned to be a public street.

- Multipurpose Streets: Intended to accommodate mostly development related vehicular traffic and provides access to loading spaces and parking spaces / garages, as well as sidewalks to accommodate active forms of transportation. These streets are planned to be private streets. The proposed multipurpose streets contain a right-of-way width of 11 metres.

Multipurpose Streets:

3. Intends to connect the potential RIRO access between the Highway 7 to the proposed public two-way vehicular street (Street 1). This will ensure direct pedestrian / vehicular access is provided between Highway 7 and the internal site for Block C. This street is planned to be a private street.
 4. Intends to be a part of an internal T-intersection that connects Street 2 to McCowan Road. This will ensure direct pedestrian / vehicular access is provided between McCowan Road and the internal site for Blocks A and B. This street is planned to be a private street.
 5. Intends to be a part of an internal T-intersection that connects Street 4 to Street 1. This will ensure direct pedestrian / vehicular access is provided between the public street and the internal site for Block D. This street is planned to be a private street.
- Pedestrian Streets: Intended to accommodate most development related pedestrian and cycling traffic and provides sidewalks / bike lanes to accommodate active forms of transportation. These streets are planned to be private streets. The proposed pedestrian streets contain a right-of-way width of 11 metres.

Pedestrian Streets:

6. Intends to provide a pedestrian and cycling connection between McCowan Road the proposed public two-way vehicular street (Street 1) above. This will ensure additional direct active transportation only connections to McCowan Road. This street is planned to be a private street.
7. Intends to provide a pedestrian and cycling connection between Highway 7 and the proposed multipurpose street (Street 4) above. This will ensure additional direct active transportation only connections to Highway 7. This street is planned to be a private street.

The street network will establish vehicular and pedestrian connections throughout the Block Plan Area and into the surrounding community, providing linkages to existing pedestrian sidewalks and vehicular streets, transit infrastructure and green/open spaces. The full building out of the street and pedestrian network will aid in establishing a complete and connected community that is walkable and pedestrian-oriented.

Further details on location for laybys, PUDO and underground parking are to be addressed during rezoning and site plan application.

A high-level review of potential signalized intersection locations was conducted by LEA Consulting Ltd. which will require a full traffic analysis during rezoning and site plan application.

The existing centreline to centreline spacing between the two existing signalized intersections of McCowan/Highway 7 and McCowan/South Unionville is approximately 715 metres. In accordance with the York Region Road Design Guidelines, Public Works – January 2023, new intersections shall be spaced at least 400 metres from the next nearest intersection as measured from the centreline of the intersecting road. However, based on discussions with City staff, it is our understanding that an intersection spacing of 250 metres is being considered in this segment of the road. In addition, several other existing Regional signalized intersections within the vicinity have shorter spacing.

The two future/proposed signalized intersections (i.e. the first as one of the 3 options for the southeast block access, and the second as the Milne Dam Access), as seen on Figure 18 and 19 can be accommodated within this available spacing (i.e. average of 240 metres spacing). Please note that the existing unsignalized Milne Dam Conservation Park Access (considered for signalization in the future) mainly serves recreational trips in the non-winter months and will likely have minimal turn traffic during the typical peak periods. The cross-section details will be provided later, and lane configurations will need to be reviewed and supported through a traffic analysis in the future.

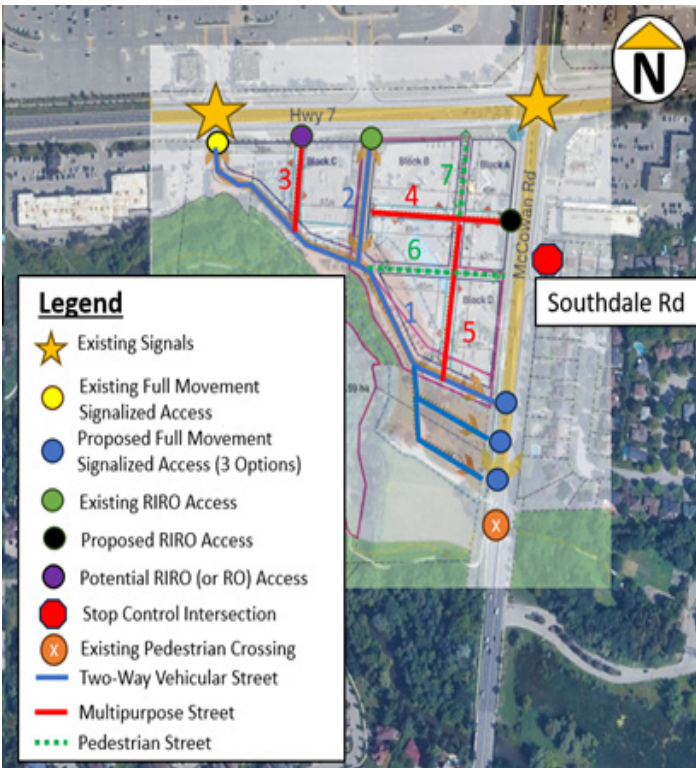


Figure 18 Street Network (LEA Consulting Ltd.)



Figure 19 Potential Intersection Crossing (LEA Consulting Ltd.)

2.3 Block Configuration Plan

The Block Plan proposes new internal urban blocks of sufficient development size which are framed by open spaces, buildings and pedestrian and vehicular connections, activating uses within the urban Blocks and welcoming visitors and residents into the area through pedestrian, cyclist and vehicular entry points . Specifically, the Block Plan proposes a four part urban Block structure (Block A-D), breaking up the larger urban block into refined future development parcels.

The Block Configuration plan displays the depth and length of each urban Block, identifies the new gateway at the intersection of Highway 7 and McCowan Road and shows locations for servicing access points for future developments along the proposed multi-purpose streets.

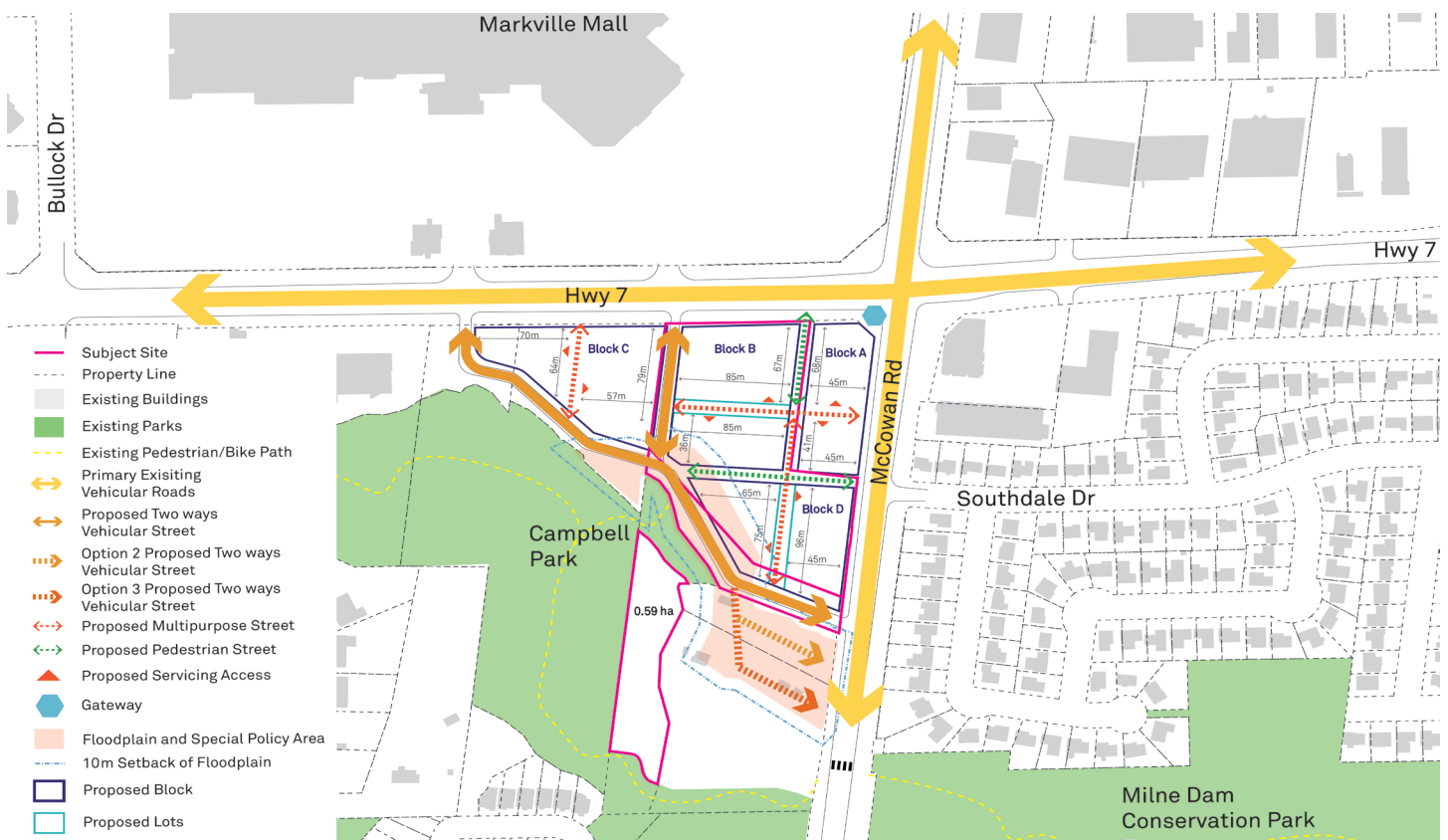


Figure 20 Block Configuration Plan (Brook McIlroy)

2.4 Built Form & Height Plan

The Block Plan prioritizes built form that is appropriately massed, articulated, located and oriented, and to respond to the surrounding context, minimizing adverse shadow impacts, particularly to the existing residential neighborhood to the east. The tallest building is located at the intersection of Highway 7 and McCowan Road, establishing a defined four corner gateway to the Subject Site, with a 55-storey landmark tower located in Block D, anchoring the development. The remaining tall and mid-rise buildings vary in height, ranging from 6 to 50 storeys. The built-form height transitions downwards from the northeast corner of the site to the west and south, towards Campbell Park, the existing residential neighbourhood and the flood plain. The

Block Plan considers the 10 metre setback from the flood plain boundaries as indicated in Sections 8.5 through to 8.12 of the TRCA Living City Policies (2014), with part of the southern extents of building A-02 and B-01 extending into the flood plain limits. The podiums are designed to frame adjacent streets with contextually appropriate streetwall heights and active street-facing uses to help animate the public realm. The building podiums facing Highway 7 and McCowan Road are intended to incorporate grade-related retail uses, with flex spaces that accommodate office or residential above. The built form creates a comfortable urban environment that compliments the public realm.

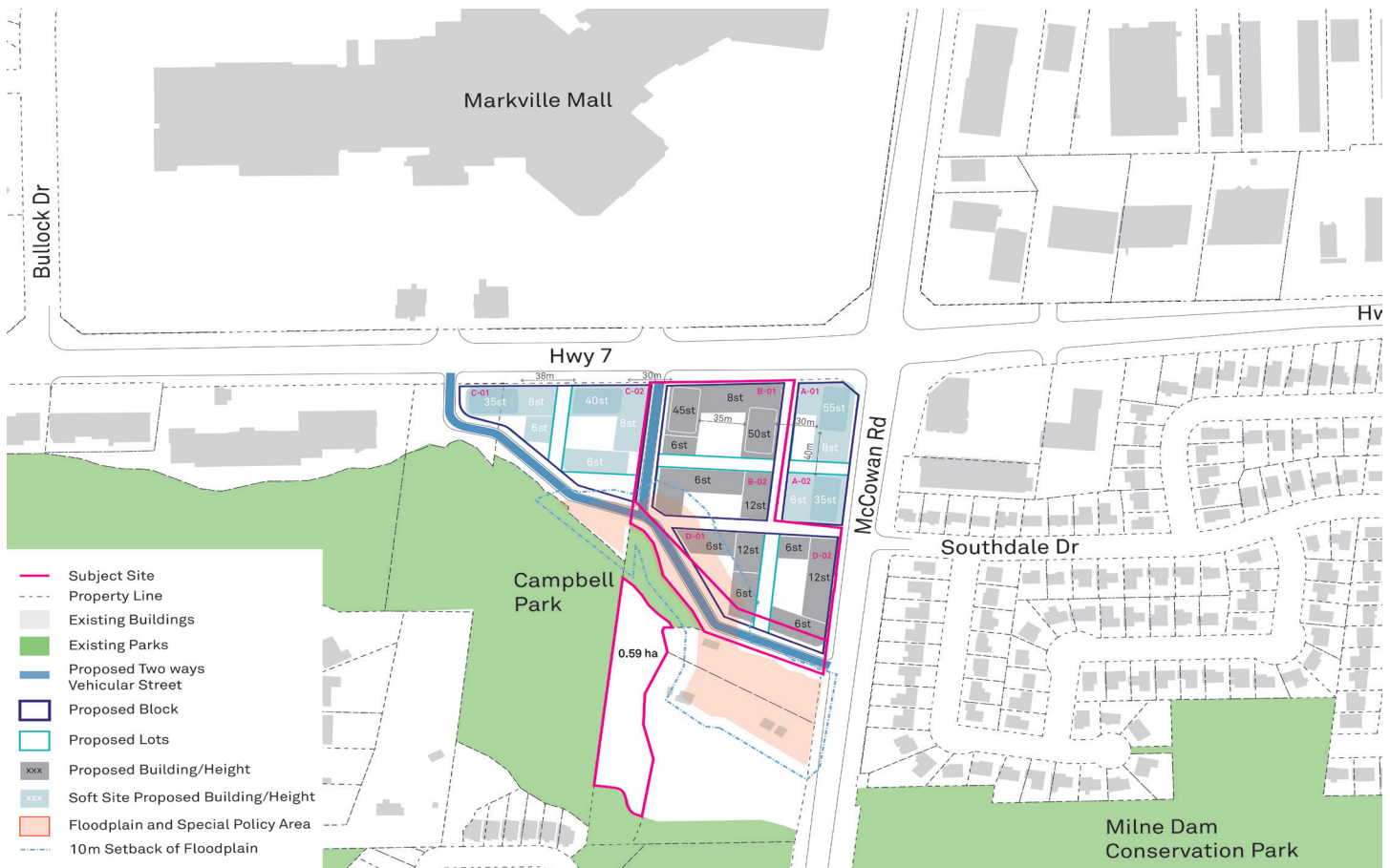


Figure 21 Built Form & Height Map for Block Plan Area (Brook McIlroy)

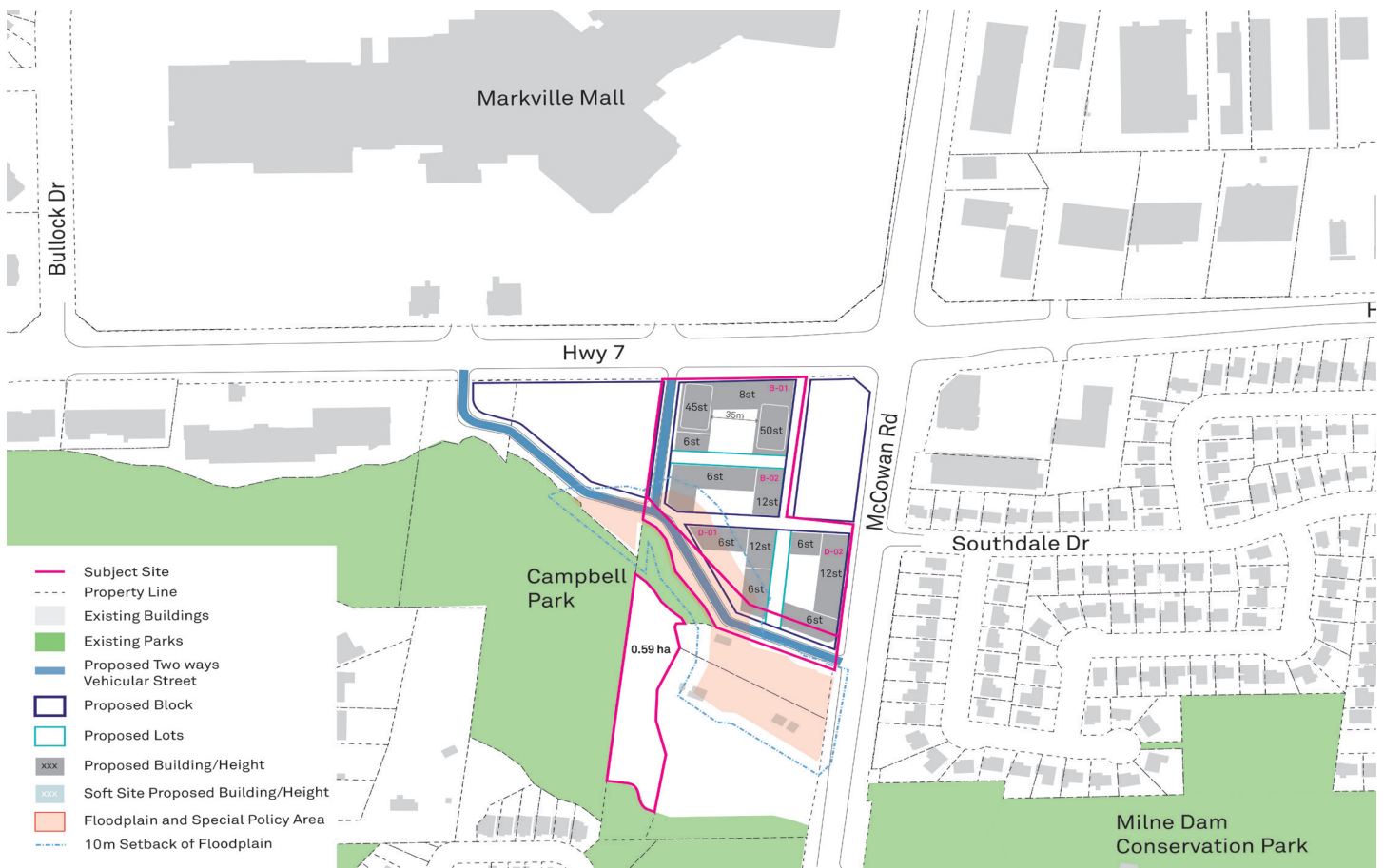


Figure 22 Built Form & Height Map for Subject Site (Brook McIlroy)

2.5 Green Network Plan

The Block Plan introduces an internal green network that will weave throughout the Subject Site and its perimeter, enhancing the connection between the Block Plan Area and the existing natural area to the south and west. A system of landscaped courtyards/open spaces and pedestrian streets will form an interconnected green network within the proposed new mixed-use Cambell Park community, providing residents and visitors with open space amenities and views to natural areas.

The design of the open spaces encourages a comfortable microclimate conditions and along with active building frontages, will frame and animate streets both within and around the Subject Sites perimeters.



Figure 23 Green Network Plan for Block Plan Area (Brook McIlroy)



Figure 24 Green Network Plan for the Subject site (Brook McIlroy)

2.7 Phasing Plan

The Block Plan proposes a high level phasing strategy that ensures appropriate and timely development over a period of time to accommodate incremental growth and ensure an appropriate level of coordination with available services.

Phase 1 includes urban Blocks A and B which contain buildings A-01, A-02, B-01 and B-02, proposed pedestrian and multipurpose streets, servicing access, a vehicular street and open spaces.

Phase 2 includes urban Block C which contains buildings C-01 and C-02, a proposed multipurpose street, a portion of the southern vehicular street, servicing access and open spaces.

Phase 3 includes urban Block D which contains buildings D-01 and D-02, a proposed multipurpose street, servicing access and a portion of the southern vehicular street. The Block Plan proposes three variations for the eastern portion of the southern vehicular street. As noted in Section 4.0 – Policy Recommendations of this report, we propose that the City extend the limits of the Secondary Plan boundary farther south to enable alternative street network options in advance of Phase 3, as the lands at 5221 Highway 7 are proposed to be developed in Phase 3, due to land leasing restrictions. Exploring the potential of extending the Secondary Plan boundary farther south would enable for earlier development of this portion of the road network.

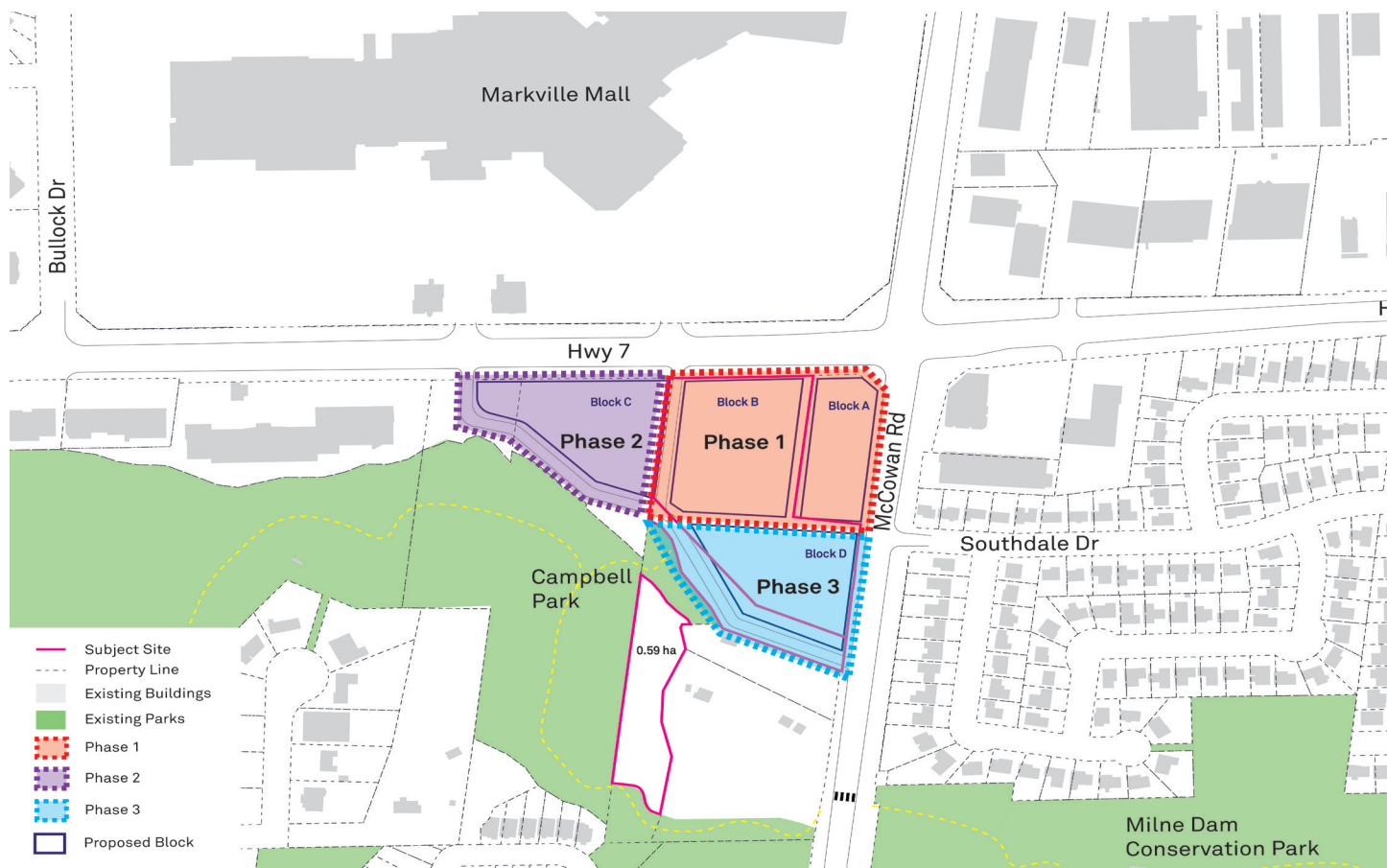


Figure 25 Phasing Plan for Block Plan Area (Brook McIlroy)

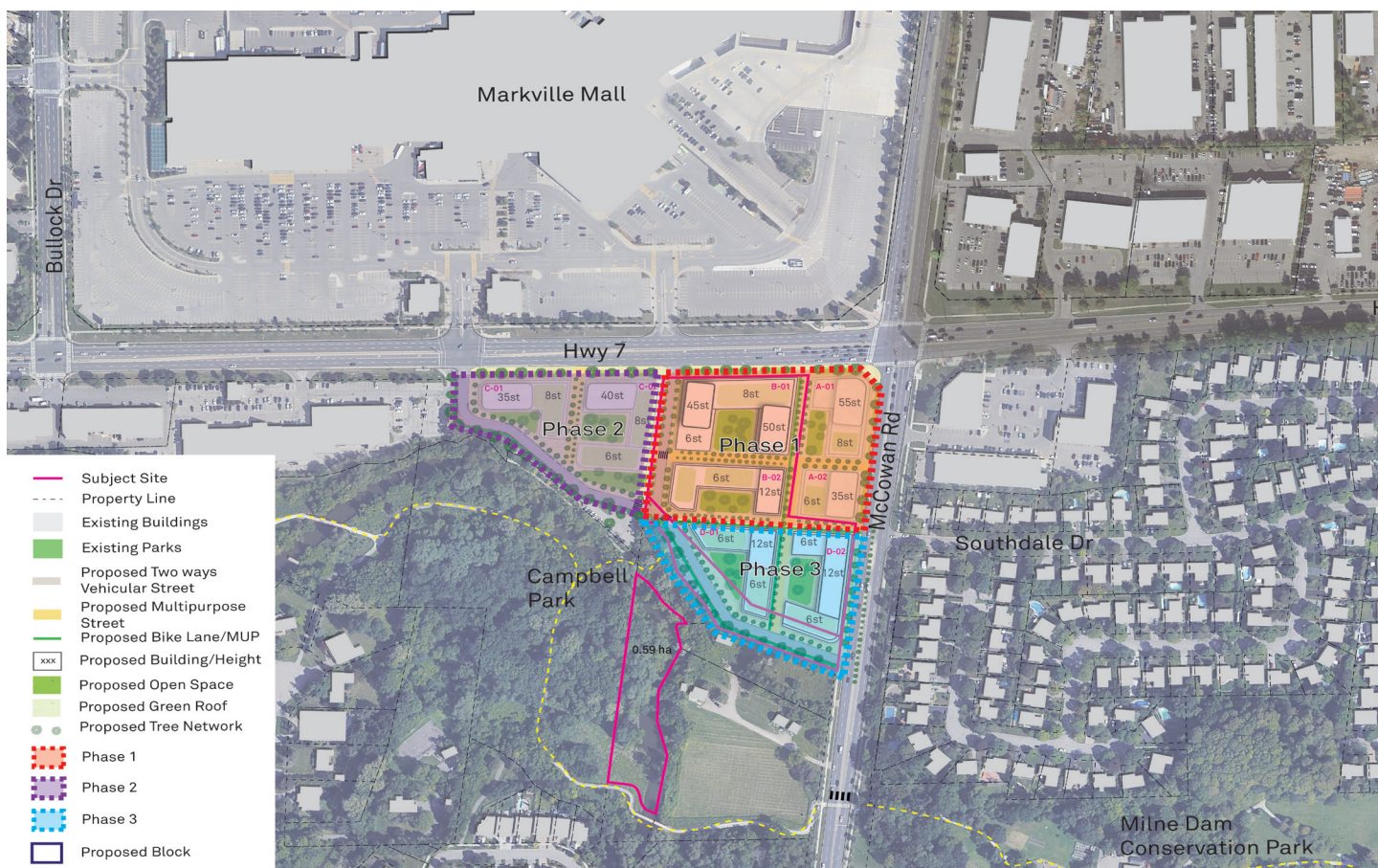


Figure 26 Phasing Plan with underlay of Built Form and Open Space(Brook McIlroy)

3.0 Planning Policies and Design Guidelines

The following section will identify and discuss key planning policies at a high level as they relate to the Comprehensive Block Plan.

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land.

The PPS focuses growth and development within urban and rural settlement areas, in which the Subject Site is located within, while supporting the viability of rural areas.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns indicates policies on how to sustain healthy, livable and safe communities. Policy 1.1.1 (e) states to promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 1.1.3- Settlement Areas provides policy direction on the growth and development of Settlement Areas, including density, population and intensity of land uses. Policy 1.1.3.2 states

that land use patterns within settlement areas shall be based on densities and a mix of land uses which: a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; e) support active transportation; and f) are transit-supportive, where transit is planned, exists or may be developed.

3.2 A Place to Grow: Growth Plan for the Greater Horseshoe (2019)

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to “optimize” the use of the land supply and infrastructure. The Growth Plan includes details about the objectives of a “complete community” and promoting transit-supportive development adjacent to existing and planned “frequent transit”.

Similar to the PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit, as noted in Section 2.1.

Section 2.2 of the Growth Plan provides policy direction for where and how to grow within the Greater Golden Horseshoe area. The Subject Site, in the City of Markham, has been identified as a growth centre in the Growth Plan and is within the delineated built-up area. One of the guiding

principles of the Growth Plan is to prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.

Policy 2.2.1(2)(c) states that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts and contribute towards environmental sustainability. Policy 2.2.4 (9) states that, among other things, within all major transit station area, development will be supported, where appropriate, by planning for a diverse mix of uses, and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. Policy 2.2.4(10) states that lands adjacent to or near to existing and planned “frequent transit” should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

3.3 Metrolinx 2041 Regional Transportation Plan (2018)

The 2041 Regional Transportation Plan (2041 RTP) for the Greater Toronto Hamilton Area (GTHA) is a blueprint for creating an integrated, multimodal regional transportation system that will serve the needs of residents, businesses and institutions. The 2041 RTP builds on the first RTP - The Big Move (2008), which was the catalyst for a \$30 billion investment in rapid transit that has led to the completion of nine major transit projects, including Highway 7 bus rapid transit (Yonge – Unionville GO). Highway 7 East BRT Extension: Extension of the Highway 7 Viva Rapidway eastward; linking Unionville and Cornell was identified in the 2018 RTP identified for the next rapid transit project.

Implementation Response

The Block Plan Area fronts onto Highway 7, a corridor identified in the 2041 RTP to support transportation in the GTHA. The transportation network surrounding the Subject Site, along Highway 7 and McCowan Road, supports the increased density and intensification, as proposed in the Block Plan. The Subject Site and Block Plan Areas proximity to transit presents a unique opportunity for a new mixed-use Campbell Park community, supporting the Provinces objectives for land use intensification and complete communities.

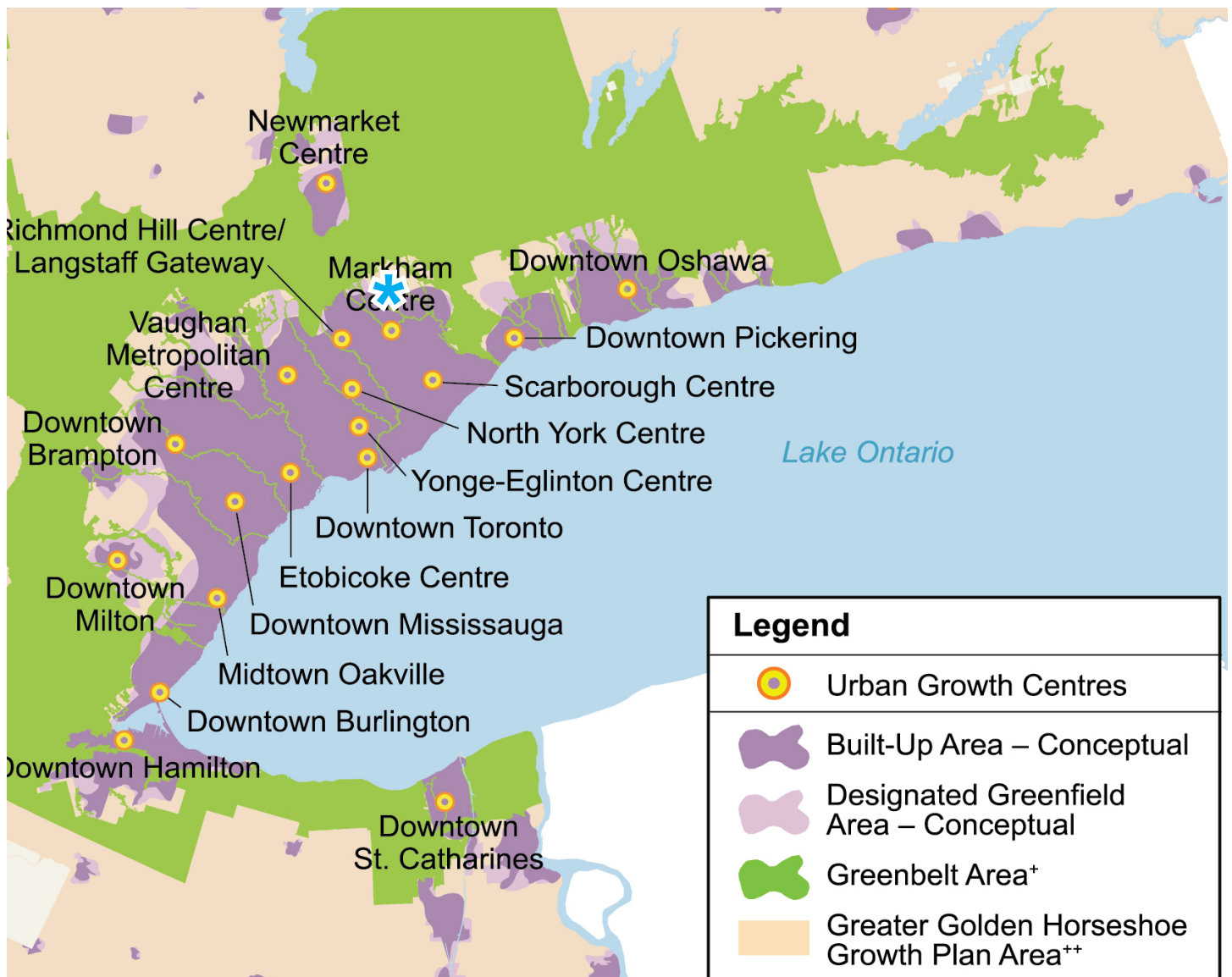


Figure 27 Growth Plan Schedule 4- Urban Growth Centres. Subject Site indicated with blue asterisk

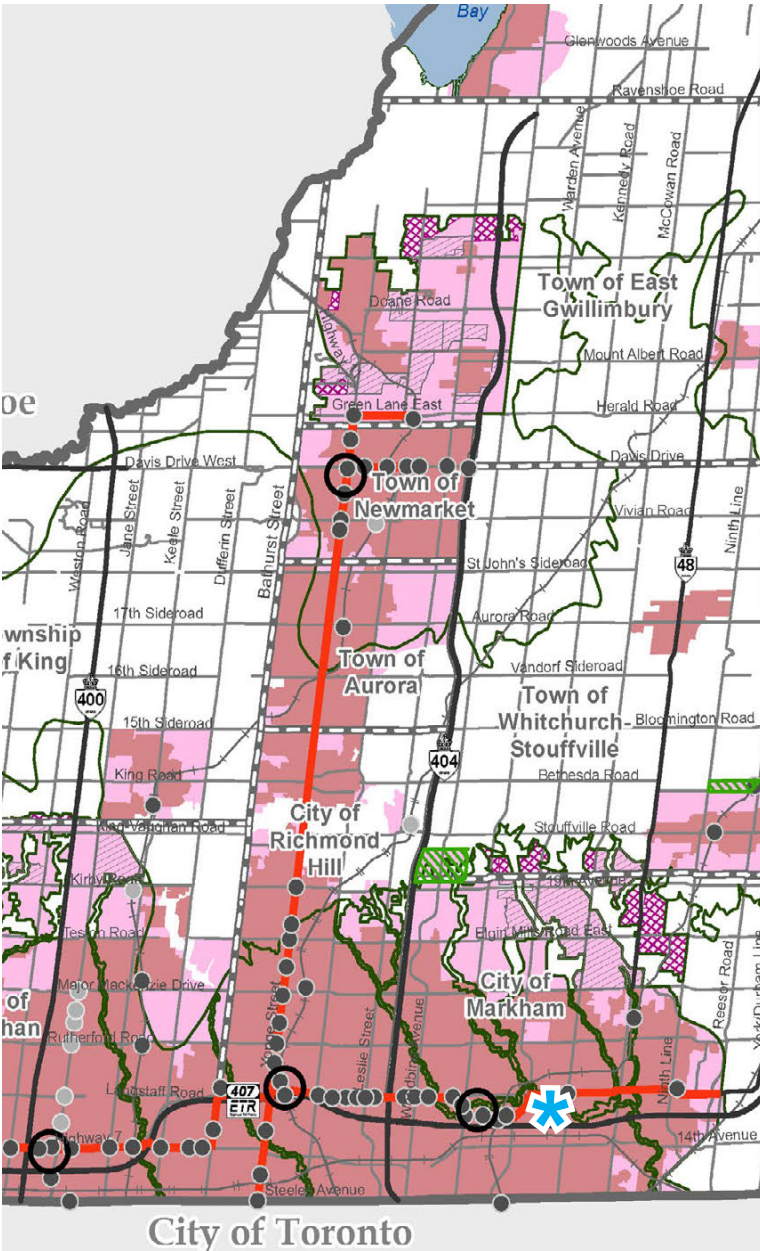
3.4 York Regional Official Plan (2022;Office Consolidation 2023)

The Regional Official Plan sets the direction for growth and development across nine local municipalities and addresses provincially mandated growth for York Region being sensitive to important priorities, key opportunities, and challenges facing communities and residents.

The Plan focuses on sustainability, protection of the natural environment, economic growth, and success, while working to meet the needs of and deliver important human services to residents. It does this through policies that set out planning goals which meet the vision and direction set through Provincial and Regional planning documents.

Section 4.0 – An Urbanizing Region

Strategic growth areas will accommodate a significant portion of the planned intensification in York Region. Regional Centres and major transit station areas along Regional Corridors will be prominent locations for the highest levels of intensification balanced by more gentle



MAP 1B

URBAN SYSTEM OVERLAYS

- Regional Centre
- Regional Corridor
- Protected Major Transit Station Area
- Major Transit Station Area
- Built Up Area
- Future Urban Area
- Greenbelt Plan**
 - Greenbelt Plan Boundary
- Designated Greenfield Area**
 - Designated Greenfield Area
 - New Community Area
- Provincial Highways**
 - Existing
- Municipal Boundaries**
 - Regional Municipal Boundary
 - Local Municipal Boundary
 - Area within ORMCP conditional upon amendments to Ontario Regulation 140/02¹

¹Urban designations are conditional upon amendments to the ORM designations prior to adoption of the ROP.

Figure 28 York Regional Official Plan Map 1B. Subject Site indicated with blue asterisk.

intensification in local centres and local corridors. The following policies relate to the Block Plan Area:

Policy 4.1.3 states that the forecasts in Table 1 be used as the basis for planning and development primarily within the Urban System in accordance with the following per Section 2.2 of the Plan:

a. Strategic growth areas will attract the majority of development and contain a mix of uses, with densities (highest to lowest) based on the following hierarchy:

- i. Regional Centres
- ii. Subway station major transit station areas
- iii. Other major transit station areas
- iv. Regional Corridors outside of major transit station areas
- v. Local centres and corridors;

b. The built-up area, outside of strategic growth areas, with small scale intensification and infill based on the local context;

Implementation Response

The Block Plan considers key policies outlined in Section 4.0 of the Regional Official Plan. Its location within an PMTSA, as seen on Map 1B of the Regional Official Plan, makes the Study Area suitable for intensification and to accommodate new growth for both residents and jobs.

4.2 Community Areas

An important objective for York Region's Community Areas is to ensure they are walkable, pedestrian-oriented, and amenity rich locations which provide residents with a range of services and open spaces within a 15-minute walk or cycle of their home.

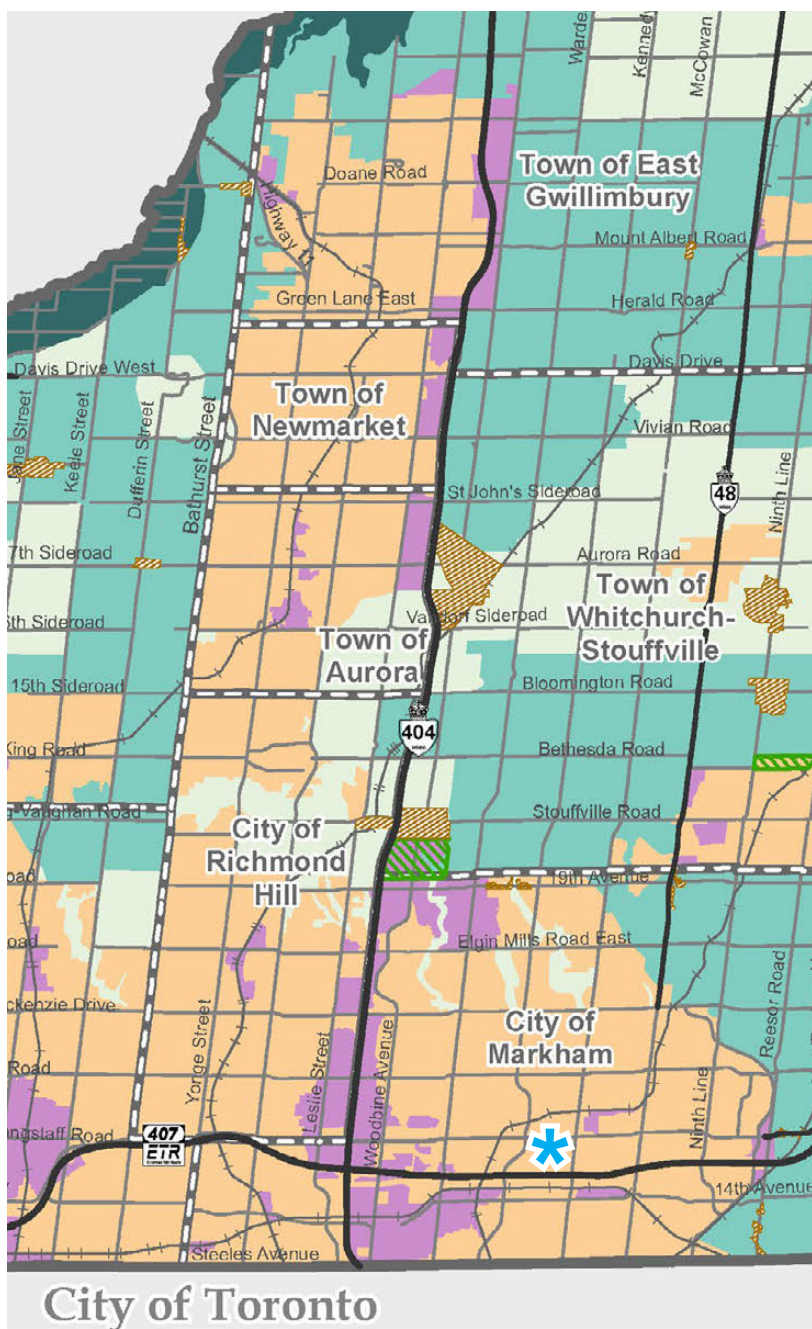
The following policies relate to the Block Plan Area:

Policy 4.2.1 states that Community Areas, identified on Map 1A, are where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs, will be located. Employment opportunities shall also be encouraged within Community Areas. Policy 4.2.2 states that Community Areas shall contain a wide range and mix of housing types, sizes, tenures that include options that are affordable to residents at all stages of life. To require that local municipal official plans implement this mix and range of housing consistent with other Regional forecasts, intensification and density targets and the objectives of the Plan.

Policy 4.2.17 states that major transit station areas and transit corridors identified on Map 10 shall be the focus for higher densities and intensification.

Implementation Response

The Block Plans location within a Community Area, as seen on Map 1A of the Regional Official Plan and its proximity to high-order transit make it an appropriate location for higher densities and intensification. The Block Plan proposes a New Community at Campbell Park, integrating an



MAP 1A

LAND USE DESIGNATION

Urban System

- Community Area
- Employment Area

Agricultural System

- Holland Marsh Specialty Crop Area
- Agricultural Area
- Rural Area
- Hamlet

Provincial Highways

- Existing

Municipal Boundaries

- Regional Municipal Boundary
- Local Municipal Boundary
- Area within ORMCP conditional upon amendment to Ontario Regulation 140/02¹

¹Urban designations are conditional upon amendments to ORM designations prior to adoption of the ROP.

Figure 29 York Regional Official Plan Map 1A. Subject Site indicated with blue asterisk.

elaborate green network with pedestrian dedicated streets, encouraging active transportation and outdoor recreational use. The Block Plan establishes a vibrant, mixed-use, walkable community in proximity to high-order transit, supporting a mix of residential, retail and office uses and incorporating elements that promote a sense of place.

4.4 Intensification

York Region's urban structure is evolving as intensification continues to support sustainable and quality compact communities with a focus on York Region's Centres, Regional Corridors including existing and proposed subways as well as other major transit station areas. These areas provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

The following policies relate to the Block Plan Area: Policy 4.4.8 states that intensification shall include a variety of medium and high density dwelling unit types and sizes to provide housing choice. Larger family type units shall be encouraged to accommodate York Region's forecast.

Policy 4.4.9 states to direct a significant amount of mixed-uses, including street-related commercial, to strategic growth areas.

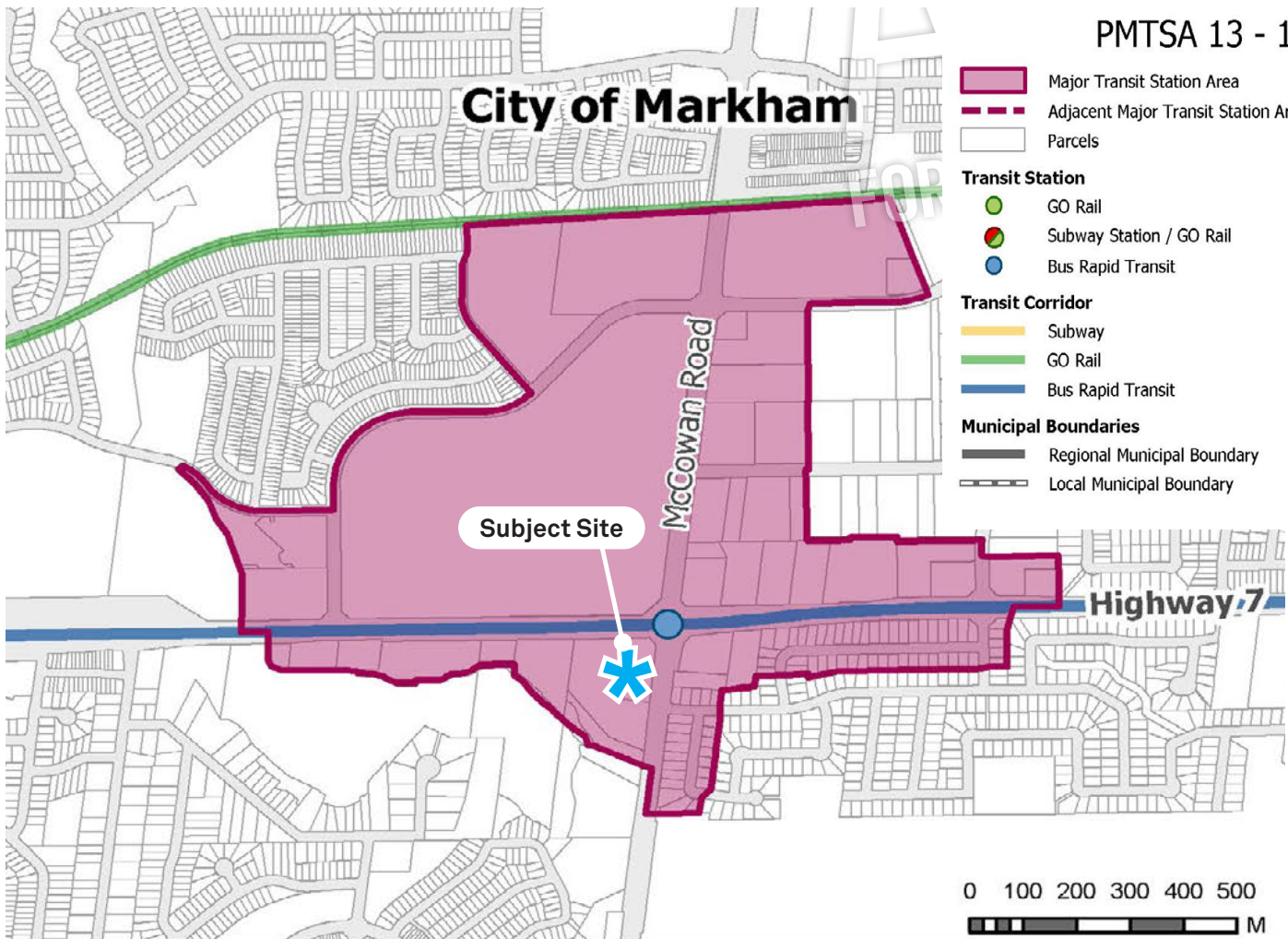
Policy 4.4.14 states that rapid transit corridors identified in Map 10 be planned to support higher density development and improve access to multi-modal transit facilities over the long-term. Policy 4.4.17 states that development within strategic growth areas be of an urban form and design that is compact, accessible, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.

Implementation Response

The Block Plan is located within PMTSA 15- McCowan BRT station. Development within a PMTSA are anticipated to accommodate increased growth and intensification. The Block Plan proposes a compact mixed-use and pedestrian-oriented development that accommodates a variety of uses including retail, office, residential and outdoor spaces. The Block Plan proposes a series of new vehicular and pedestrian connections that provide linkages into the surrounding community. The proposed street network promotes a transit and pedestrian-oriented development by incorporating pedestrian and cycling streets that link to existing connections and bus stops along McCowan Road and Highway 7.

York Region Major Transit Station Areas

PMTSA 13 - 16



PMTSA 15 - McCowan BRT Station

**Density Target: 200
People and Jobs Per Hectare**

Figure 30 York Regional Official Plan Appendix 2- PMTSA 15(Brook McIlroy)

3.5 Markham Official Plan (2014)

Markham's Official Plan sets out policies related to sustainable growth, healthy neighbourhoods and communities, urban design, transportation and land use.

Section 6.1 of the Official Plan outlines the role of urban design within city building, placemaking, and community design through the integration of land use, built form and the public realm.

Policy 6.1.1.1 states that leadership and excellence in the design of Markham's communities will achieve:

- a) compact, walkable neighbourhoods;
- b) pedestrian-friendly streets;
- c) high-quality building design and compatible built form;
- d) a clearly organized and well-designed public realm; and
- e) vibrant people places that create a sense of identity through placemaking.

Policy 6.1.1.2 states that the urban form of Markham's communities, particularly new neighbourhoods and mixed-use neighbourhoods, and intensification areas (to which the Proposed Development is a part of), is shaped through the innovative planning and design of:

- a) The public realm, including:
 - i. Streets and blocks;
 - ii. Streetscapes;

- iii. Landmarks and views;
- iv. Parks and open spaces;
- v. Public art; and
- b) Built form and site development.

The Public Realm

Policy 6.1.2.2 addresses the public realm and states it is to be designed and organized to:

- a) Define streets and public spaces as places of shared use;
- b) Place priority on pedestrians, cycling and transit;
- c) Contribute to placemaking; and
- d) Ensure consistency in quality and design.

Policy 6.1.2.3 addresses the design of streets and blocks, stating the definition of streets and blocks, buildings and structures, and public spaces should support the public realm based on their functional requirements and be located and configured to enhance the safety, accessibility and attractiveness of Markham's communities.

Policy 6.1.2.5 states the requirement of high-quality, attractive and sustainable developments that contribute to a successful public realm and to include the following elements:

- a) linkages to the street network that are accessible to people of all ages and abilities;
- b) streetscapes that are safe and attractive;
- c) enhanced views and vistas of identified landmarks;

- d) well-designed public and private open spaces;
- e) enhanced landscaping and tree planting; and
- f) sustainable development practices.

Streets and Blocks

Policy 6.1.3.1 addresses the creation of a compact, well-defined urban fabric that is attractive, safe, accessible, pedestrian-oriented and transit-supportive.

Policy 6.1.3.2 notes the design and arrangement of streets and blocks should create a sense of identity through the treatment of natural heritage and architectural features, cultural heritage resources, built form, massing, scale, site layout and orientation, and by incorporating diverse streetscape elements.

To improve the connectivity of Markham's neighbourhoods, mixed-use and employment areas, Policy 6.1.3.3 states street networks and the public realm must be more conducive to transit, cycling and pedestrian use, and focus on the needs and comfort of pedestrians, cyclists, and persons of all ages and abilities.

Policy 6.1.3.4 states that a well-defined pattern of street and blocks for Markham's communities, particularly new mixed-use neighbourhoods and intensifications areas should:

- a) delineate a street hierarchy and block typology accommodating:
 - i. multiple routing options for pedestrians, cyclists and vehicles;
 - iii. changes in land use and development

intensities as the community evolves;

v. appropriate pavement, sidewalk and boulevard widths including traffic calming, on-street parking, street tree planting, street furniture and green infrastructure, where appropriate; and

vi. the physical needs of people of all ages and abilities including pedestrians, cyclists, transit riders and automobile users;

c) encourage connectivity and walkability by:

iv. minimizing the impact of vehicular access and egress from blocks;

v. providing a better balance of mobility and safety needs of all street users; and

vi. avoiding street closures and minimizing cul-de-sac and dead end streets;

d) improves access to transit facilities, community facilities and public open spaces; and

e) supports active transportation and promotes the principle of "complete streets" in accordance with Section 7.1.

Streetscapes

Policy 6.1.4.1 notes that streetscapes should be designed to reinforce the urban form of Markham's communities, particularly new neighbourhoods and mixed-use neighbourhoods, and intensification areas.

Further, as per policy 6.1.4.2 streetscapes should be designed to support the functional requirements of streets and blocks and create a suitable

interface and compatibility with the use, height and density of abutting development by promoting:

- a) activity on the street, where appropriate;
- b) pedestrian comfort and safety;
- c) pedestrian and cycling amenities;
- d) street planting and landscaping; and
- e) traffic calming and on-street parking where required.

Policy 6.1.4.3 states streetscapes should be designed to help characterize Markham communities, including existing heritage conservation districts, and help to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

Built Form and Site Development

Policy 6.1.8.2 states that the placement of buildings should correspond to the context, character, and use and the ability to enhance existing site conditions and contribute to the quality of the public realm.

Policy 6.1.8.3 states that density should be organized and distributed through site planning by considering:

- a) building height and massing;
- b) transition between areas of different intensities and uses; and
- c) relationships between buildings, streets and open space.

Policy 6.1.8.4 states buildings should be designed and placed on a site to be compatible with abutting development and adjacent lands, streetscapes and parks by addressing:

- a) Transitions in height and massing, including the relationship to the width of the public right-of-way, and adequate setbacks between buildings, the public realm and adjacent abutting development;
- b) Safe connections to pedestrian and cycling routes and convenient access to public transit;
- e) comfortable microclimatic conditions including sunlight access and wind conditions, public safety, and adequate privacy conditions for residential buildings and their outdoor amenity areas;
- f) adequacy of sky views;
- h) building design that:
 - i) incorporates architectural detailing and features to increase comfort, add interest and achieve a good relationship with neighbouring development;
 - ii) orients primary facades and locates pedestrian entrances on public street frontages;
 - iii. encourages human interaction and activity at the street level and avoids blank facades along public streets and spaces;
 - iv. allows space for activities such as vending and outdoor seating along commercial frontages;

- v. provides security and privacy for residential units at street level while creating opportunities for informal interaction between residents and neighbourhoods;
- vi) minimizes the appearance of garage entrances and provides screening of parking along public streets;
- vii. provides screening of service areas, service building elements and utilities; and
- viii) minimizes the appearance of rooftop mechanical equipment.

Policy 6.1.8.5 states the design and placement of buildings on a site should achieve:

- a) adequate private open space and amenity areas;
- b) common landscaped amenity areas that are suitable for the intended users;
- c) preservation and enhancement of significant vegetation; and
- d) public access to and routes through private open space and amenity areas, where appropriate;

Policy 6.1.8.6 states site access should minimize impacts on:

- a) pedestrian safety and comfort;
- b) cycling routes;
- c) opportunities for on-street parking and placement of street trees;

- d) the attractiveness of the streetscape;
- e) the continuity of the built form; and
- f) the character of the public realm.

With regards to parking and loading, policy 6.1.8.7 states these facilities should be located underground, internal to the building or at the rear of the building while also:

- c). Buffering service and parking areas from other site components, screened from public view and incorporating landscaping.

Sustainable Communities

The Official Plan emphasizes the importance of providing an appropriate mix of jobs and range of housing and community infrastructure in close proximity and improving pedestrian, cycling and transit access to reduce automobile use.

Policy 6.2.2.1 states that in order to support the sustainable development of Markham's communities, development should:

- a) Create compact, complete communities that incorporate a mix of uses and improve accessibility for all users regardless of age and physical ability;
- b) Increase mobility options for all uses, with particular emphasis on pedestrians, cyclists and transit riders;
- d) Maximize energy conservation and reduce the production of greenhouse gases and local air pollutants; and

e) Apply best practice approaches to water conservation and storm water management.

To achieve sustainable design and development, the following must be considered, as per Policy 6.2.2.2

- a) the scale, layout, proximity to a mix of uses, quality of place, and availability of infrastructure, site context and conditions that make sites walkable, bicycle-friendly, and easily served by transit, be a primary consideration to reduce dependence on automobiles;
- b) the orientation and alignment of streets, sites and buildings create optimum conditions for the use of passive and active solar energy; and
- c) the use of materials and plantings (i.e., green or white roofs, the use of light-coloured paving materials and planting to provide shade) to reduce local heat-island effects.

Land Use

Chapter 8 of the Official Plan focuses on Land Use. The Proposed Development is designated as Mixed Use Mid Rise and Mixed Use Low Rise as identified on Map 3 – Land Use.

Lands designated Mixed Use are located primarily within areas identified as Centres and Corridors on Map 2-Centres and Corridors, as well as in areas with transit connections. Mixed Use Lands are also located within intensification areas as shown on Map 1 – Markham Structure and Map 3 – Land Use and are intended to become the main focus for intensification in Markham, while retaining their current function as retail and service centres serving nearby populations.

Mixed Use designated lands are to be transformed into mixed use neighbourhoods where existing commercial functions required by residents are combined with housing and employment, as integrated elements of new, attractive, street-related, complete communities where people have the option and are encouraged to use non-automobile modes of transportation to move around and access services.

As per Section 8.3.1, general policies pertaining to Mixed Use-designated lands involve:

- a) Provide for a mix of residential, retail, restaurant and service uses that contribute to the creation of complete communities;
- b) Create attractive multi-storey street related building environments;
- c) Ensure that new development is compatible with the character and pattern of adjacent and surrounding development;
- d) Ensure that adequate park space and community services exist or will be provided to serve residents;
- e) Encourage a high quality of urban design;
- f) Promote sustainable development practices;
- g) Improve the pedestrian experience; and
- h) Improve access to transit services.

Implementation Response

The Block Plan adheres to the identified policies in Section 6.1 (Urban Design) and Section 8 (Land Use) of Markham's Official Plan. The Block Plan includes a compact and pedestrian-oriented development with a built form, height and density that is appropriate for its surrounding context. The Block Plan establishes a new mixed-use community at Campbell Park that is vibrant, well-designed and organizes the public realm. The design and placement of buildings helps to create the character and identity of the community and provides architectural diversity and best practices in sustainable development.

The Block Plan establishes streetscapes that are safe, accessible and attractive, creating an environment that can support a range of social, business and recreational activities and encourages walking, cycling, and gathering in public streets and open spaces.

The Block Plan Area responds to Policy 8.3.1 in Markham's Official Plan and supports the formation of a complete community where people have the option and are encouraged to use non-automobile modes of transportation to move around and access services.

In addition, the Block Plan Area is within a Regional Corridor/Key Development Area, where opportunities exist for redevelopment of large land parcels that support new public streets and mixed-use development. The Study Area's location within a Regional Corridor/Key Development Area situates it as an ideal location for infill and intensification.

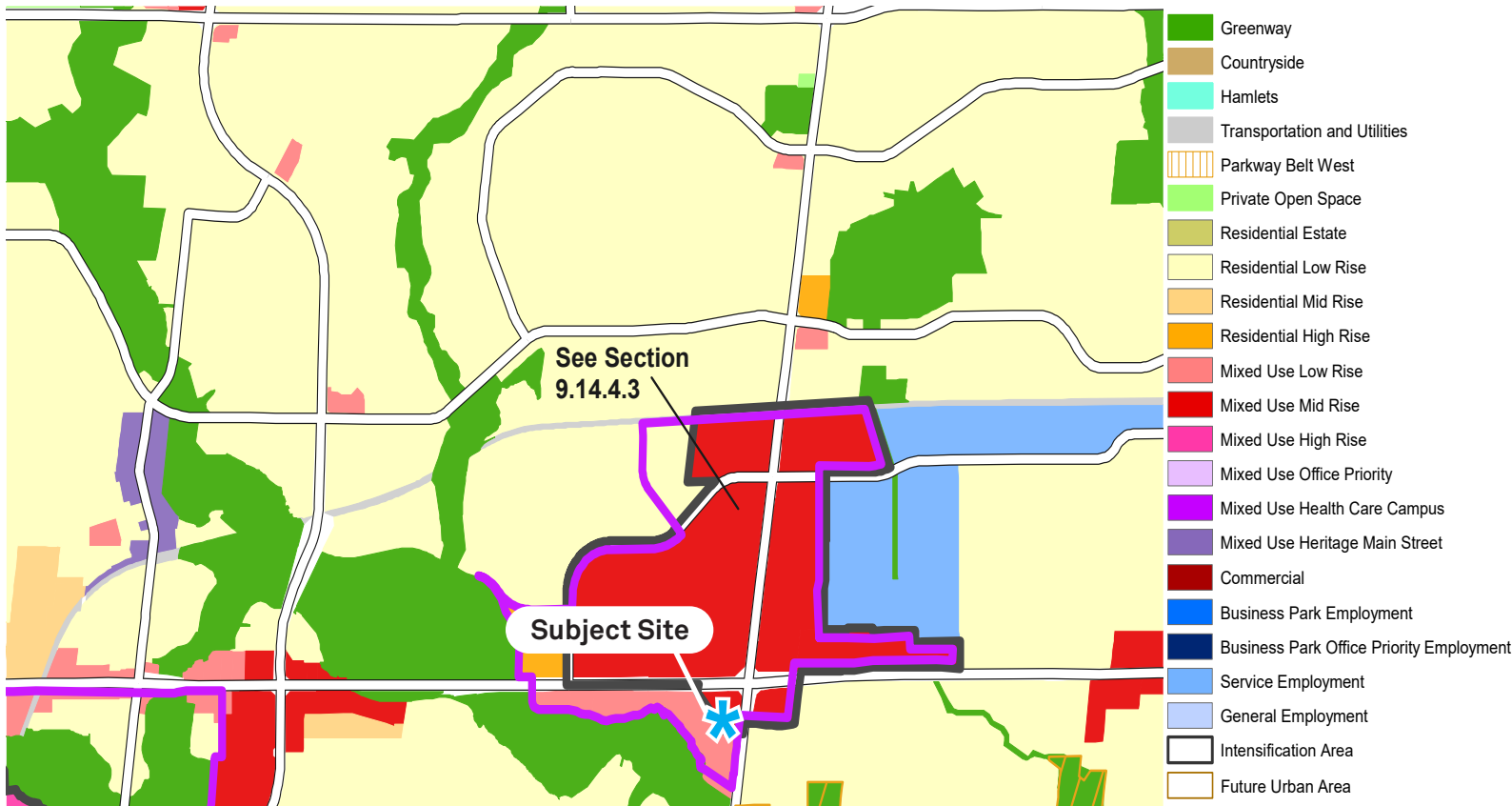


Figure 31 Map 3 - Land Use from Markhams Official Plan. Subject Site indicated with blue asterisk.

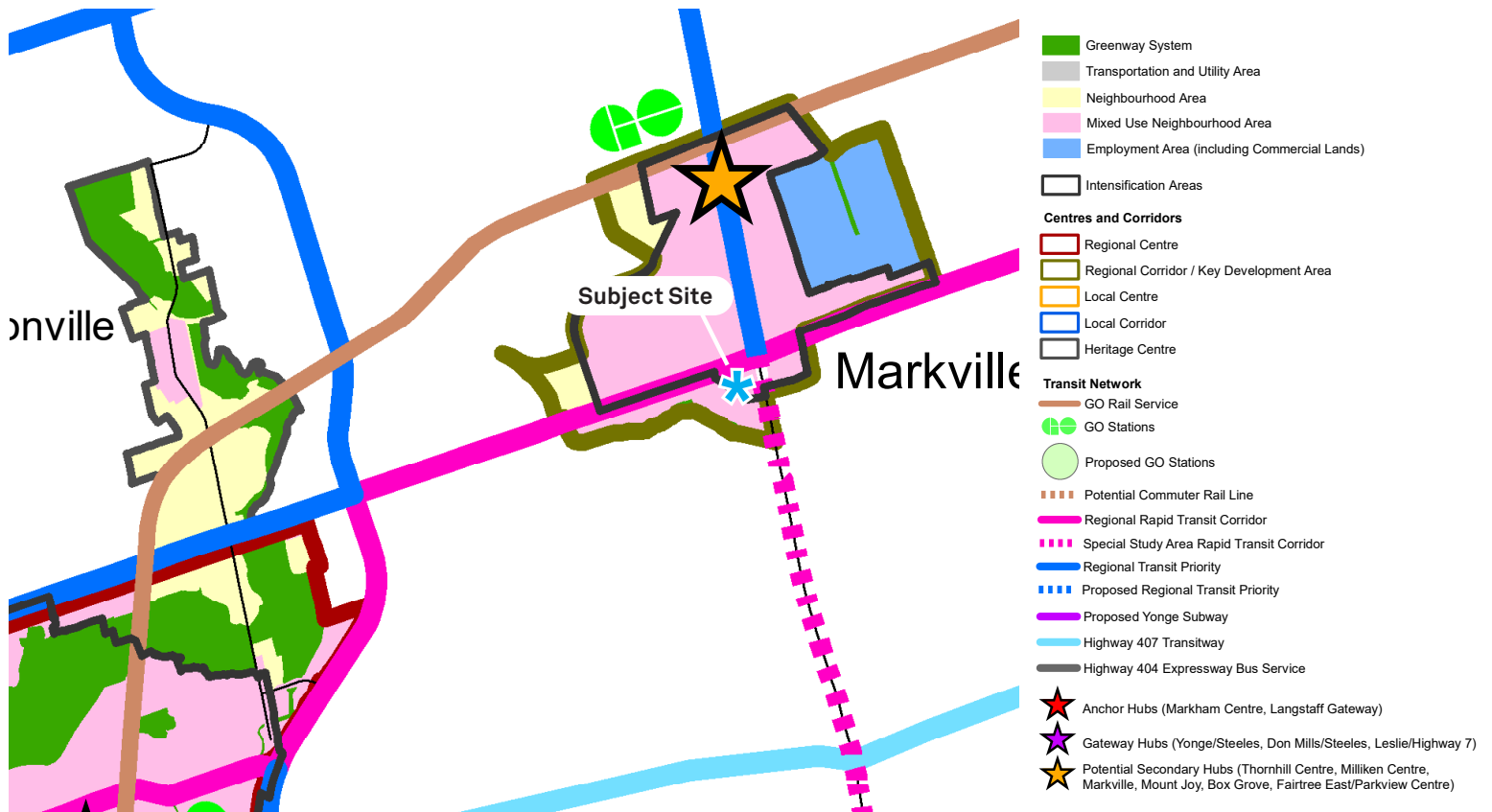
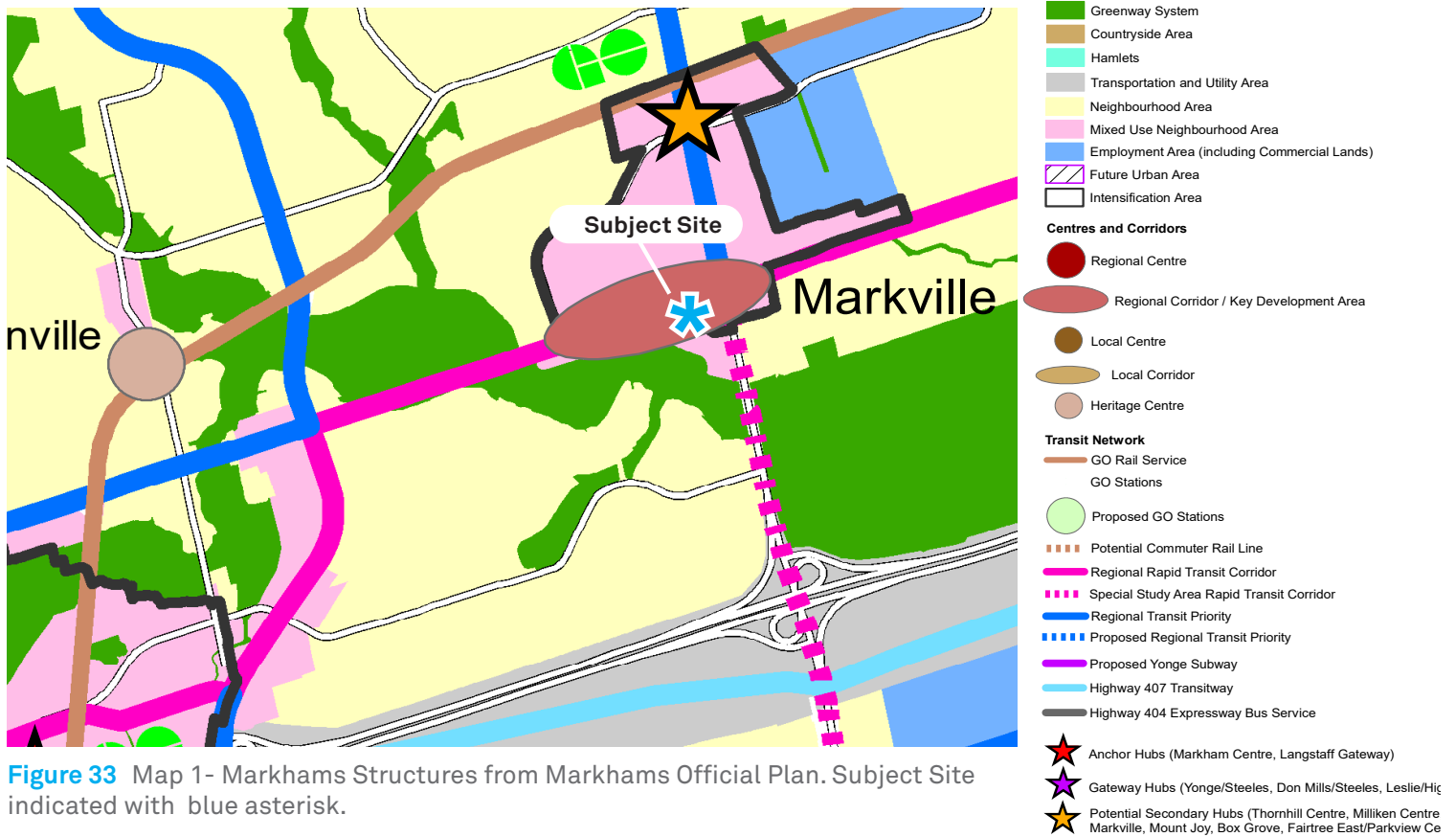


Figure 32 Map 2- Centres and Corridors and Transit Network from Markham's Official Plan. Subject Site indicated with blue asterisk.



3.6 Markham Built Form, Height and Massing Study: Built Form Principles (2010)

The Markham Built Form, Height and Massing Study assembles a number of “best practices” that can be employed in creating walkable, connected, and transit-supportive neighbourhoods and communities. The following guidelines related to the public realm, streets and blocks, building location, built form, tall buildings and transition, are relevant to the Proposed Development.

Public Realm

Guideline PR.01 – Protect Microclimate: New development can affect microclimate and impact human comfort in the public realm. To ensure favourable shade and/or wind conditions, locate tall buildings a minimum of 40m apart, and avoid tall slab buildings.

Guideline PR.02 – Connect to Open Space: Connect new open space to existing natural resources such as existing park systems, trails, and natural systems (ravines, wetlands, and the Rouge River). Create a network of parks, pathways, and gathering spaces to promote active transport (walk, cycle, etc.) and healthy living.

Guideline PR.03 – Open Space Hierarchy: Create different types and sizes of parks and open spaces to support district, neighbourhood,

and local activities that contribute to place-making and a legible public realm.

Guideline PR.04 – Focal Points: Create neighbourhood focal points with open and public spaces.

Guideline PR.07 – Open Space Variety: Design new open spaces to provide a variety of options for residents and visitors: passive and active space; planted and paved areas; pathways and seating.

Guideline PR.13 – Mid-block Connections: Create a connected series of mid-block pathways or shared lanes where appropriate to facilitate pedestrian movement through the community. It is desirable for mid-block connections on blocks over 150 metres in length.

Guideline PR.15 – Park Edge Enhancements: Provide for enhanced planting, wider sidewalks, and bicycle lanes along streets that connect to and surround major parks and open spaces. This emphasizes the relationship of the park to the surrounding neighbourhood.

Guideline PR.23 – Wider Sidewalk Widths: Provide sidewalk widths wider than 1.5 metres on main streets, grade-related commercial areas and in high density areas, which allows for greater volumes of pedestrian movement.

Streets and Blocks

Guideline SB.02 – Create a Fine Grain Grid: Develop a fine-grain street grid, which offers choices for pedestrian and vehicular movements, and creates more intersections for passive traffic control.

Guideline SB.03 - Define Open Spaces: Define parks and public open space with public streets. This stimulates public access and promotes security within the park.

Guideline SB.05 - Bike Lanes in Streets: Dedicate ROW for vehicles, bicycles, and pedestrians. Strongly consider the provision of bicycle lanes on arterial and collector roads.

Guideline SB.13 - Mid-Block Connection: Provide a high quality mid-block pedestrian connection, street, or lane for blocks over 150m in length.

Guideline SB.14 - Park Edges: Surround new parks with streets to facilitate public access and surveillance. Avoid creating parks adjacent to the rear yards of existing or proposed development.

Building Location

Guideline BL.01 - Uniform Street Edge: Coordinate building setback with adjacent properties. Consistent setbacks will help create a uniform street edge. "Build to" lines can be incorporated to ensure the desired proportion of the street frontage is created with building(s). Variety can still be incorporated into buildings to create interest and identity.

Guideline BL.03 - Corner Frontages: Design corner lot buildings with entries and articulation on both streets to maximize views and maintain an animated street edge.

Guideline BL.05 - Ground Floor Height: Design multi-unit, multi-storey buildings on collector and arterial streets with a ground level floor-to-ceiling height to accommodate various uses, including

grade related retail (which might not be immediately viable). A minimum height of 4.5m is recommended.

Built Form

Guideline BF.02 - Intensify Major Streets: Locate higher levels of intensity and height along major arterial roads and highways. Beyond transit hubs, these should be the recipients of major intensification efforts.

Guideline BF.05 - Mid-Rise Street Scale: As defined in "mid-rise". This scale creates a comfortable pedestrian environment in an urban neighbourhood, and allows for sunlight on the opposite sidewalk. In special conditions and subject to a specific public realm approach, other ratios may be appropriate.

Tall Buildings

Guideline TB.01 - Lower Street Edges: In residential developments, set back tall buildings from the street edge. Locate low-rise building edges and/or podiums along streets.

Guideline TB.03 - Minimize Shadows: Minimize shadows cast by tall buildings on public open spaces and private amenities. Applications involving tall buildings should include shadow studies and analysis by the applicant.

Guideline TB.04 - Minimum Tower Spacing: Tall buildings should be spaced sufficiently far apart to prevent overcrowding of skyviews and skylines. The separation distance between towers should be a minimum of 40m. This distance should also be considered where towers are located on adjacent blocks.

Guideline TB.05 - Maximum Floorplate: Design tall residential buildings above any podium with a maximum floorplate of 800 square metres to minimize shadow impacts on surrounding streets, sidewalks neighbouring buildings and private amenities.

Transition

Guideline TR.03 - One-block Transitions: On sites near intensification areas, buildings should incorporate low-rise elements up to 4 storeys adjacent to existing low-rise buildings to provide immediate transitions. Any taller elements deeper in the development site should not exceed a 45 degree angular plane projected at 10m in height at the shared property line. For tall building proposals occupying the entire block depth, the maximum tower height should be governed by the application of a 45-degree angular plane from the front property line. Guidelines TR.01 and TR.02 continue to apply to lots adjacent to existing properties. Height exceptions may be made at blocks directly at higher order transit stops and/or based on an evaluation and identification of appropriate intensification areas through Secondary Plans and Precinct Plans.

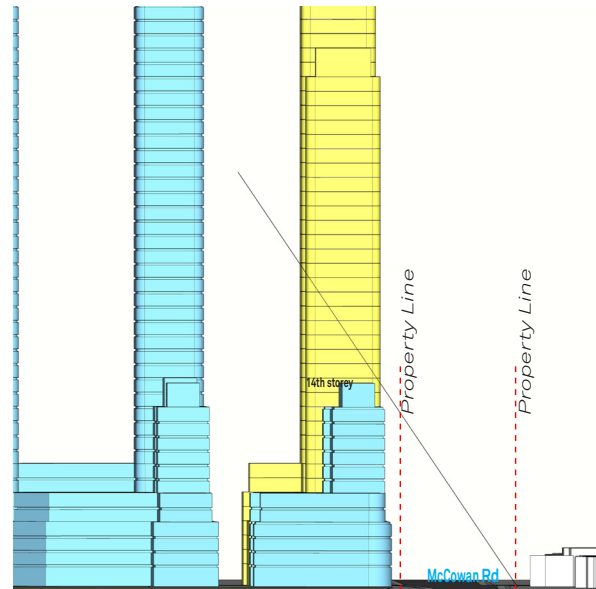


Figure 35 Block Plan Area 45degree Angular Plane (Brook McIlroy)

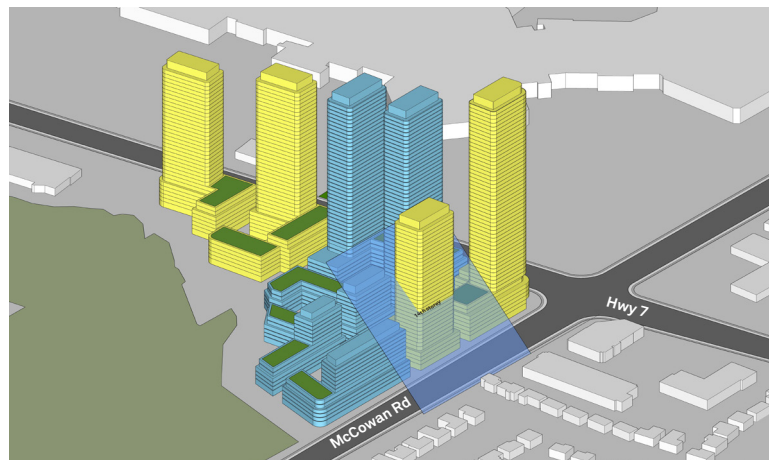


Figure 34 Block Plan Area 45 degree Angular Plane (Brook McIlroy)

Implementation Response

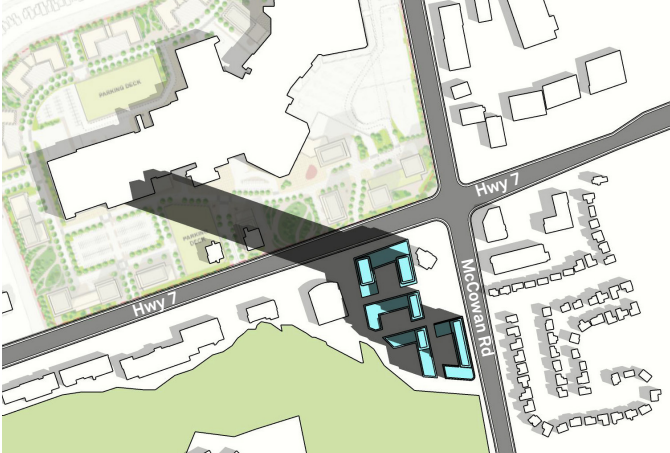
The Block Plan adheres to relevant policies outlined in the Built Form, Height and Massing Study. Towers within the Block Plan are separated by a minimum of 30 metres and contain floor plates ranging from 800-850 square metres. The Block Plan incorporates a built form that provides an appropriate transition to the residential neighbourhood to the east, and positions tower podium forms along Highway 7 and McCowan Road, with lower scale buildings located in more sensitive's areas i.e., flood plain and across residential neighborhoods. The Block Plan proposes a series of open spaces, providing future residents and visitors with open space variety and encouraging public access, while promoting safety and security by strategically locating open spaces near public streets and adjacent to developments. The Block Plan establishes a fine-grain street network, which provides opportunities for pedestrian, cyclist and vehicular movement and

incorporates several pedestrian, cyclist and vehicular entry points, providing appropriate connections into the Block and to the surrounding areas. Generally, all buildings within the Block Plan fall under the 45-degree angular plane as measured from the nearest extents of the residential neighbourhood to the east, with the exception of Tower A-02 in which the building penetrates into the angular plane above the 14th storey. Brook McIlroy conducted a preliminary Shadow Analysis, which displayed fast moving and incremental shadows, minimally impacting the surrounding public realm. Shadows do not impact Campbell Park to the south. Further, the residential neighbourhood to the east experiences shadows late in the day at 5:18pm in March and September. The buildings in the Block Plan cast onto the northern frontage of the CF Markville Mall Master Plan application (USI, 2022) but begin to shorten and lift by 11:18am in March and September. Refer to Section 4.0 of this report for a preliminary Shadow Study completed by Brook McIlroy (2024).

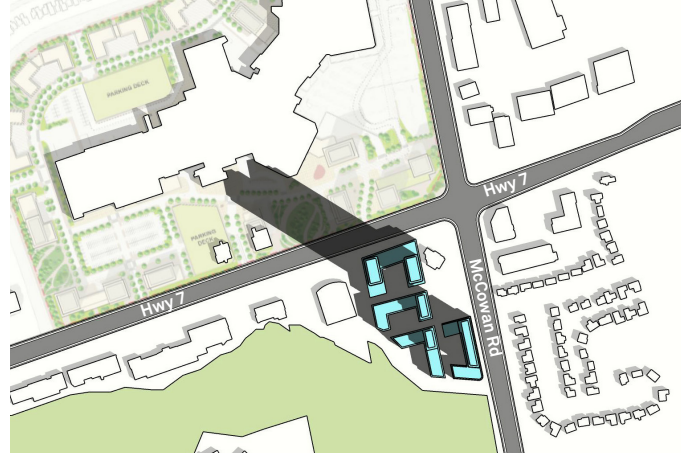
4.0 Shadow Study

March 21st Shadows for Subject Site
Based in Eastern Time Zone with Daylight Saving Time

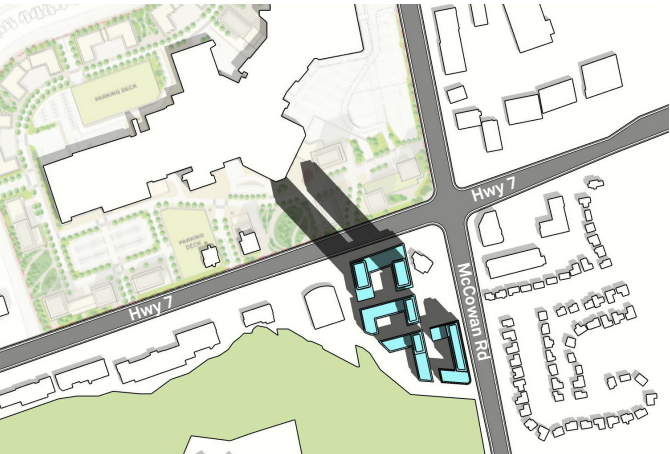
0 20 100 200m



March 9:18am - Subject Site and Existing Buildings



10:18am - Subject Site and Existing Buildings



11:18am - Subject Site and Existing Buildings



12:18pm - Subject Site and Existing Buildings

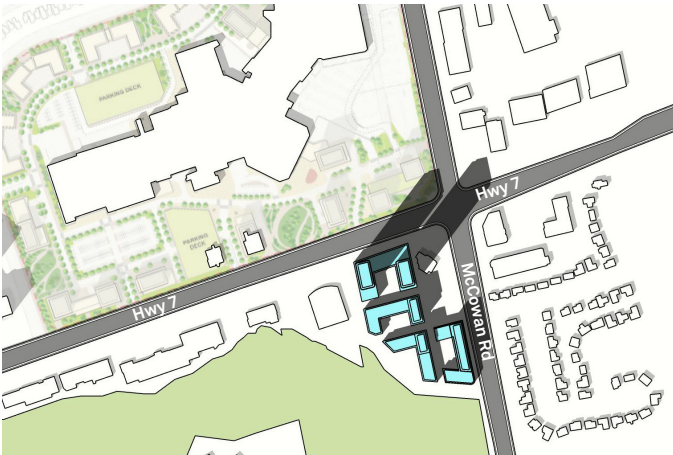


1:18pm - Subject Site and Existing Buildings



2:18pm - Subject Site and Existing Buildings

March Shadows for Subject Site Based in Eastern Time Zone with Daylight Saving Time



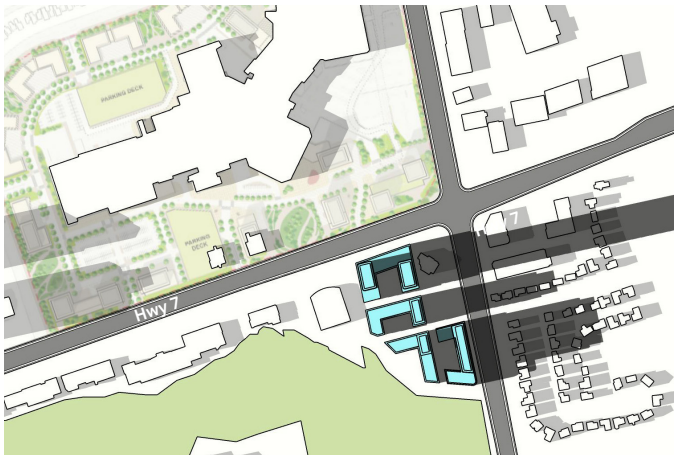
3:18pm - Subject Site and Existing Buildings



4:18pm - Subject Site and Existing Buildings



5:18pm - Subject Site and Existing Buildings



6:18pm - Subject Site and Existing Buildings

- Subject Site
- Soft Sites
- Shadows Cast by Buildings on Subject Site
- Open Space
- Existing Buildings



Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)

September Shadows for Subject Site
Based in Eastern Time Zone with Daylight Saving Time

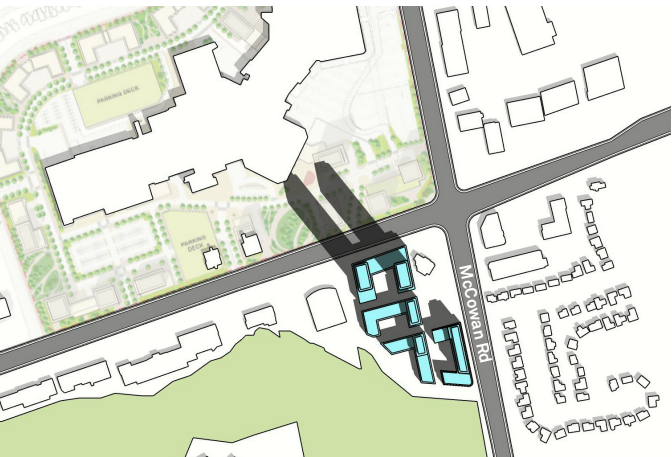
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9:18am - Subject Site and Existing Buildings



10:18am - Subject Site and Existing Buildings



11:18am - Subject Site and Existing Buildings



12:18pm - Subject Site and Existing Buildings



1:18pm - Subject Site and Existing Buildings

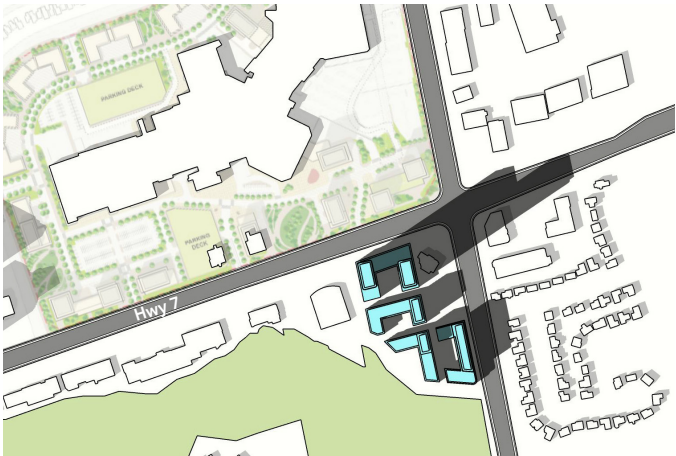


2:18pm - Subject Site and Existing Buildings

September Shadows for Subject Site Based in Eastern Time Zone with Daylight Saving Time



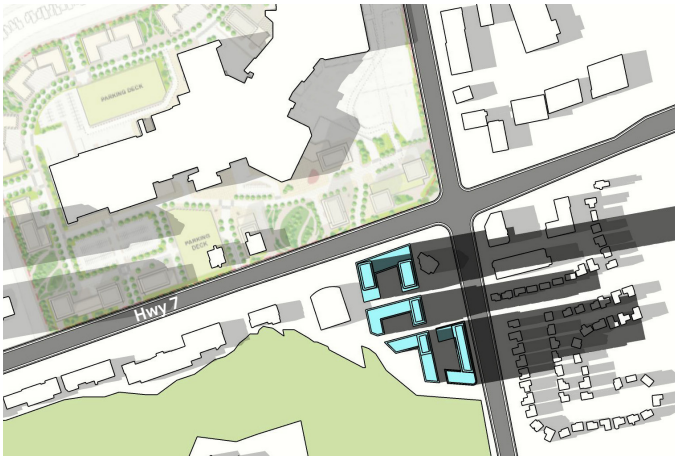
3:18pm - Subject Site and Existing Buildings



4:18pm - Subject Site and Existing Buildings



5:18pm - Subject Site and Existing Buildings



6:18pm - Subject Site and Existing Buildings

- Subject Site
- Shadows Cast by Buildings on Subject Site
- Existing Buildings
- Soft Sites
- Open Space



Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)

March Shadows for Block Plan Area
Based in Eastern Time Zone with Daylight Saving Time

0 20 100 200m



9:18am - Subject Site and Soft Sites



10:18am - Subject Site and Soft Sites



11:18am - Subject Site and Soft Sites



12:18pm - Subject Site and Soft Sites



1:18pm - Subject Site and Soft Sites



2:18pm - Subject Site and Soft Sites

March Shadows for Block Plan Area
Based in Eastern Time Zone with Daylight Saving Time



3:18pm - Subject Site and Soft Sites








4:18pm - Subject Site and Soft Sites



5:18pm - Subject Site and Soft Sites



6:18pm - Subject Site and Soft Sites

-  Subject Site
-  Soft Sites
-  Shadows Cast by Buildings on Subject Site
-  Open Space
-  Existing Buildings



Note: Underlay represents
CF Markville Mall Master Plan
Application (USI, 2022)

September Shadows for Block Plan Area
Based in Eastern Time Zone with Daylight Saving Time

0 20 100 200m



9:18am - Subject Site and Soft Sites



10:18am - Subject Site and Soft Sites



11:18am - Subject Site and Soft Sites



12:18pm - Subject Site and Soft Sites

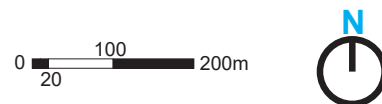


1:18pm - Subject Site and Soft Sites



2:18pm - Subject Site and Soft Sites

September Shadows for Block Plan Area Based in Eastern Time Zone with Daylight Saving Time



3:18pm - Subject Site and Soft Sites








4:18pm - Subject Site and Soft Sites



5:18pm - Subject Site and Soft Sites



6:18pm - Subject Site and Soft Sites

- | | | | |
|---|--|---|-------------------|
|  | Subject Site |  | Soft Sites |
|  | Shadows Cast by Buildings on Subject Site |  | Open Space |
|  | Existing Buildings | | |



Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)

4.0 Policy Recommendation

The Block Plan and Memo are intended to complement the submission as part of the Markville Secondary Plan. As part of our submission two policy considerations have emerged for Markham's coordination of the Secondary Plan review: Markham Official Plan policy 9.14.6 Special Policy Areas states that "the maximum building height shall be 3-storeys for the Mixed Use Low Rise lands shown on Figure 9.14.6 that are located within a Special Policy Area shown on Map 8- Special Policy Areas, and the policies of Sections 3.4.1.9 to 3.4.1.16 of this Plan shall apply":

1. It is recommended that this policy be reconsidered in light of current circumstances as part of the Markville Secondary Plan, supporting more efficient and optimal use of the land, and providing contemporary intensification on the urban Block. The Unionville Special Policy Area boundary was updated in 2006 through by-laws 2006-150, 2006-151, 2006-152, 2006-253, 2006-154 and 2006-155. In 2023, the boundary was updated again through by-Law 2023-95, to amend By-law 1229, 11-72, 122-72, 134-79, 304-87, and 177-96, shifting and minimizing the boundary to reflect flood plain changes identified by the TRCA in 2019. This policy has not been modified or reconsidered following the adjustments to the flood plain boundary, which now warrants more intensification in areas previously limited by the flood plain. Moreover, the Markville Interim Secondary Plan Report is considering implementing a road along the southern boundary of the Block

Plan Area within the flood plain, signaling that opportunities exist for development/alterations within this area. Within this emerging context, it is recommended, for the most efficient use of land, to permit mid-rise buildings up to 10-12 storeys in this area, subject to satisfying the technical requirements and adhering to other relevant provincial and municipal policies. Restricting development to 3-storeys within this area is not supported by provincial and municipal direction, which is subject to growth and intensification.

2. It is also recommended that the boundaries of the Markville Secondary Plan be considered for a southerly expansion, incorporating the remaining two parcels south of the Subject Site (otherwise remaining orphaned). While these lands are shown to be designated Greenway Systems on Map 1- Markham Structures of Markham's Official Plan, from a land use planning perspective, extending the boundary comprehensively rounds out the community and provides opportunities for enhanced transportation infrastructure options, as well as improved access to the existing trails system and bike route, all outlined in this Block Plan Memorandum (2023) and shown on Figure 36. In our opinion, the recommended minor boundary adjustment for infrastructure purposes would not require a Regional Official Plan Amendment.

3. Lastly, as seen on Figure 36 below, is 0.59 ha of green lands, south of the Block Plan Area. The 0.59 ha of green lands are owned by John Hurlburt Holdings Limited & 2048833 Ontario Inc., which are landlocked due to a prior conveyance to Markham for pedestrian access. This parcel presents a potential opportunity to remedy the land locked nature, but to also add additional open space in the future, during the rezoning process, potentially as a parkland dedication. The Markville Secondary Plan can make policy reference to this parcel by noting the benefits of its proximity, or alternatively, the parcel can be included within the Markville Secondary

Plan boundary. The inclusion of the 0.59 ha of land locked open space into the Secondary Plan would not require a Regional Official Plan Amendment as those lands are identified in Map 2 as part of the Regional Greenland's System and within the Urban River Valley.

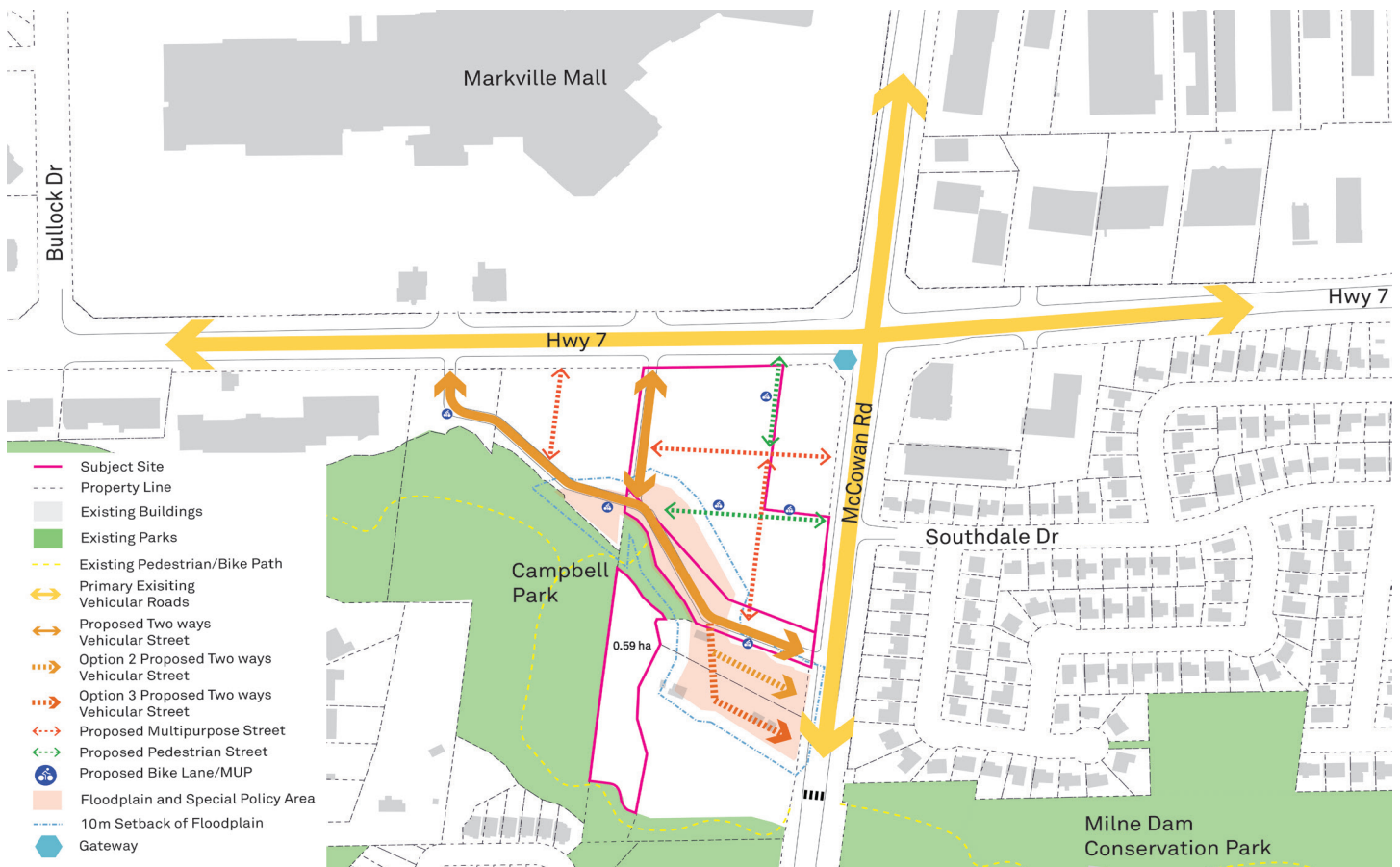


Figure 36 Street Network Map (Brook McIlroy)

5.0 Conclusion

The Block Plan for the southwest quadrant of Highway 7 and McCowan Road brings together contemporary land use planning and urban design, along with transportation considerations. The Block Plan proposes enhanced urban blocks and street networks, an improved green system connecting to the surrounding existing natural environment, and an appropriate built form that respects the surrounding areas, while intensifying an underutilized block within a Key Development Area/ Regional Corridor and within the PMTSA 15- McCowan BRT Station.

The Block Plan adheres to and is consistent with relevant planning policies in the Provincial Policy Statement, the Growth Plan, Metrolinx 2041 Regional Transportation Plan, Markham's Official Plan and the York Regional Official Plan, as well as follows key design directions contained in Markham's Built Form, Height and Massing Study. As demonstrated by the soft site analysis, the Subject Site and anticipated future built-out scenarios will activate the public realm, provide a mix of uses, and create minimal impacts to the surrounding neighbourhood, parks and open spaces. The Subject Site will positively contribute to the creation of a complete and vibrant community.

Southwest Quadrant **McCowan Road & Hwy 7** **Comprehensive Block Plan**

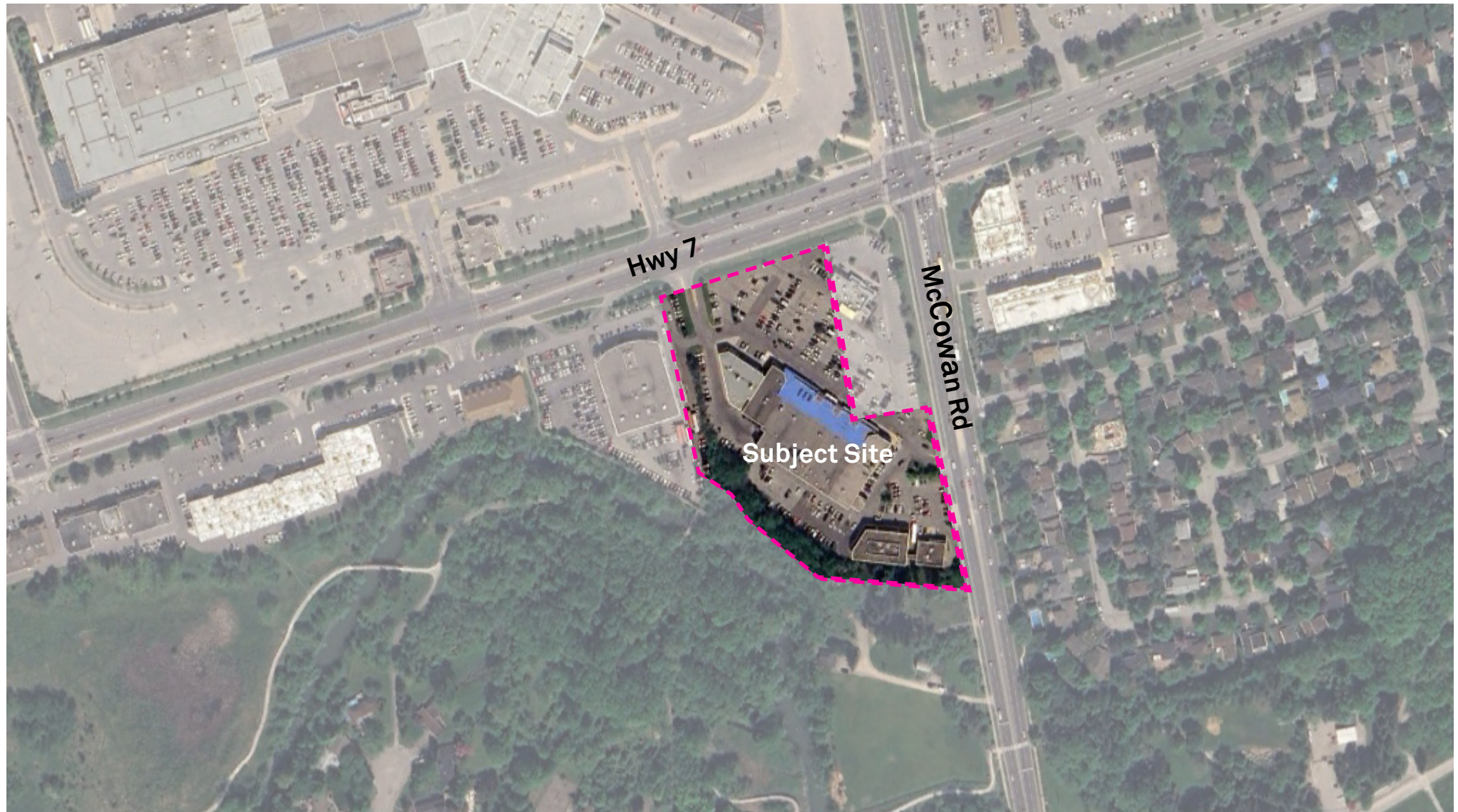
Planning, Urban Design, Landscape and Transportation Analysis

March 2024

To Compliment the Memorandum Submission as Part of the Markville Secondary Plan

Subject Site

McCowan Road & Hwy 7 - Markham



Area Context

McCowan Road & Hwy 7 - Markham



View looking towards south towards Subject Site



View looking north towards existing 15-story buildings, northwest of Subject Site



View looking south towards plaza, west of Subject Site



Existing vehicular entry from McCowan Road



View looking south towards McDonalds



View of bridge in Campbell Park



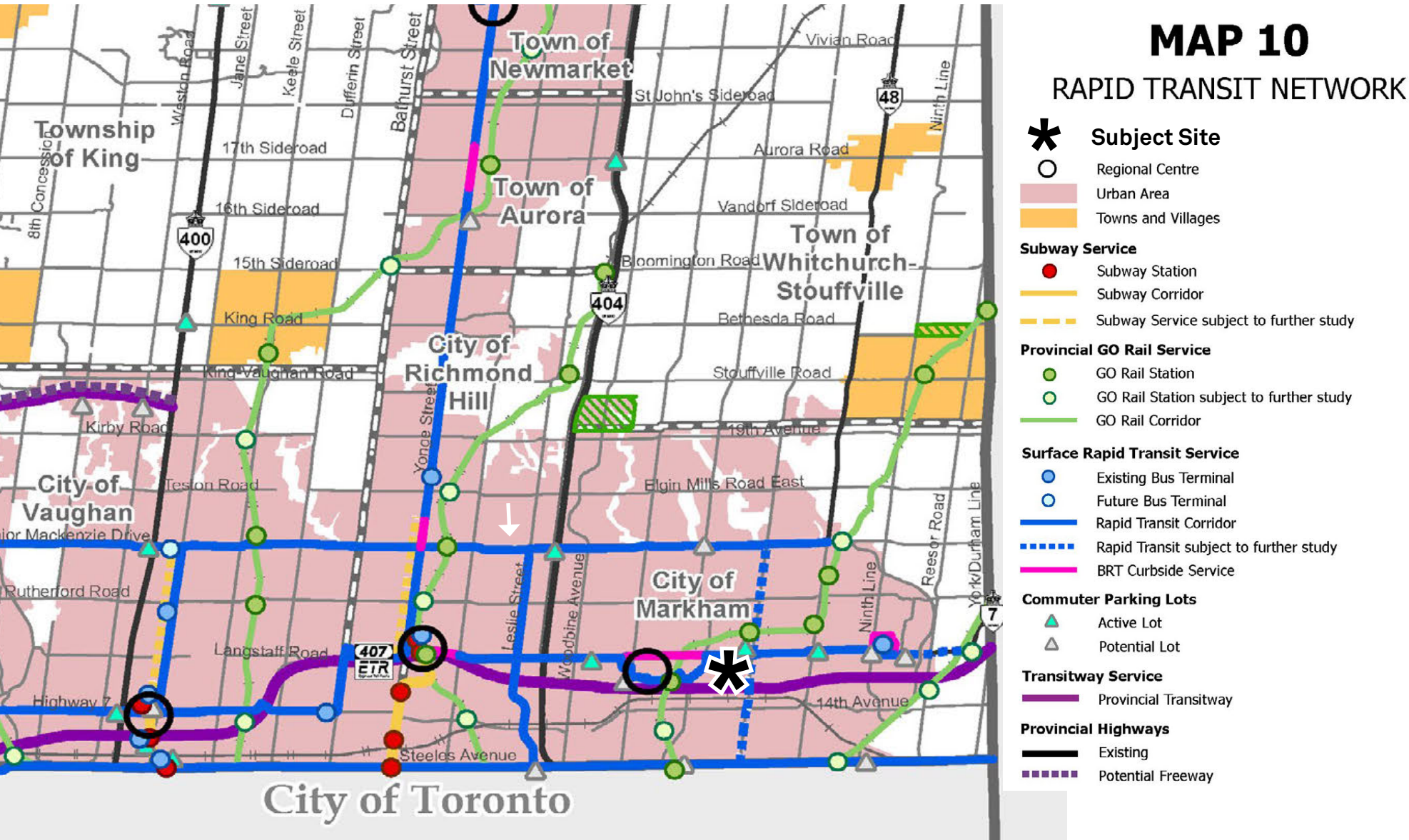
View inside Campbell Park



View looking south of Subject Site towards existing dwellings

Background Analysis

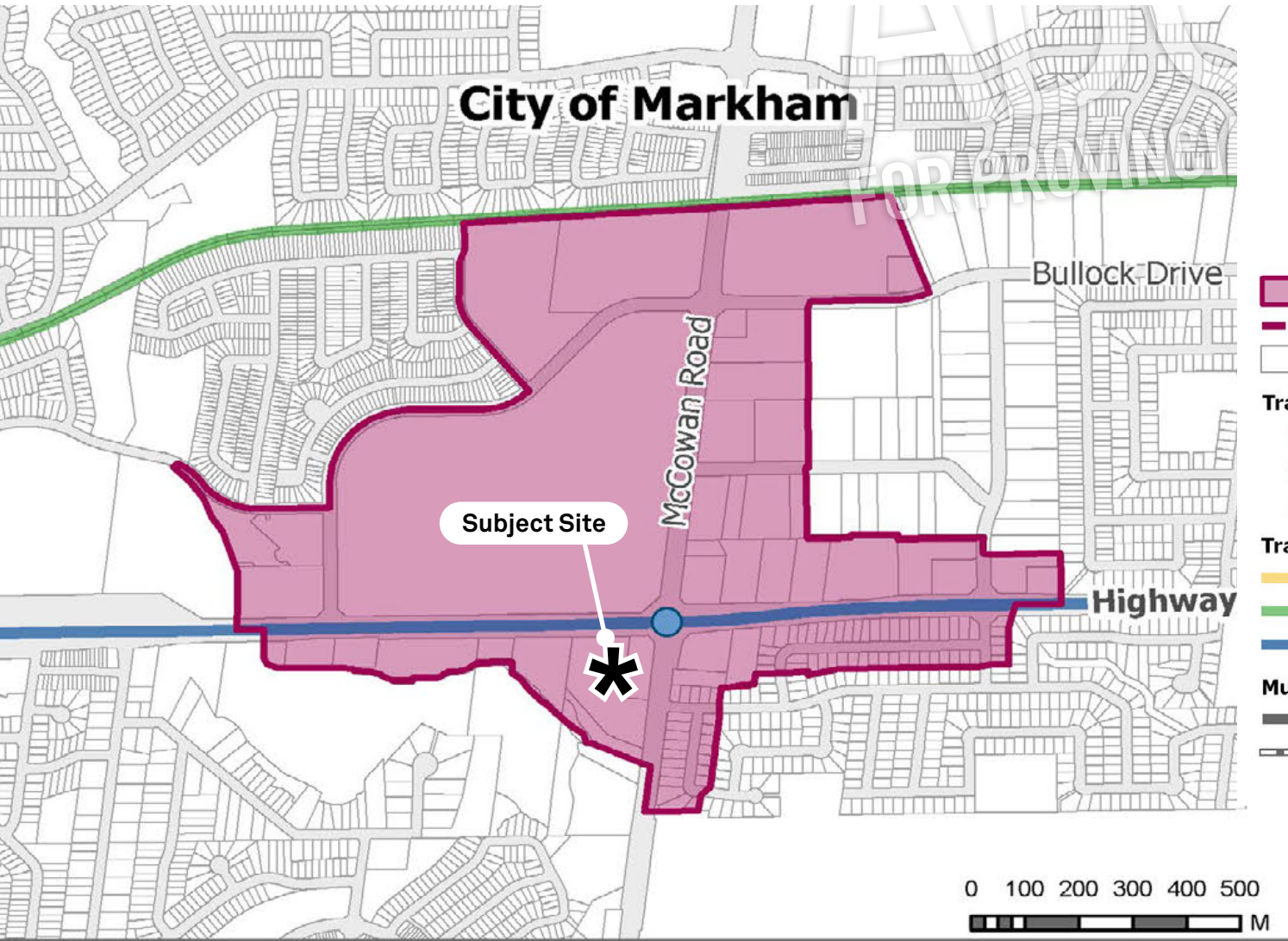
McCowan Road & Hwy 7 - Markham



Source: York Region Official Plan, 2022

Background Analysis

McCowan Road & Hwy 7 - Markham



York Region Major Transit Station Areas

PMTSA 13 - 16

- Major Transit Station Area
- Adjacent Major Transit Station Area
- Parcels
- Transit Station**
 - GO Rail
 - Subway Station / GO Rail
 - Bus Rapid Transit
- Transit Corridor**
 - Subway
 - GO Rail
 - Bus Rapid Transit
- Municipal Boundaries**
 - Regional Municipal Boundary
 - Local Municipal Boundary

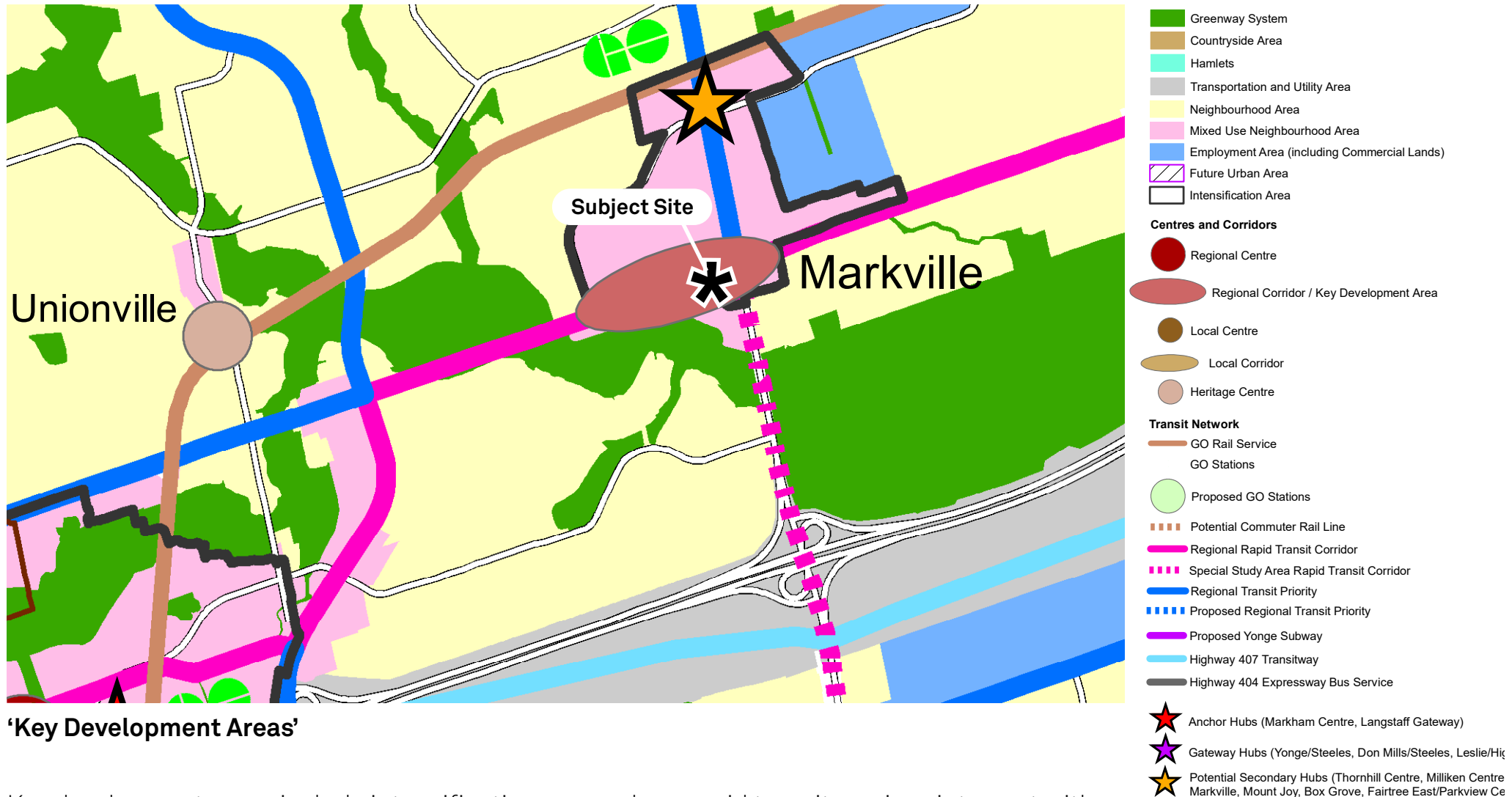
PMTSA 15 - McCowan BRT Station

**Density Target: 200
People and Jobs Per Hectare**

Source: York Region Official Plan, Appendix 2, Office Consolidation 2023

Background Analysis

McCowan Road & Hwy 7 - Markham



'Key Development Areas'

Key development areas include intensification areas where rapid transit services intersect with major nodes of retail and commercial development and where opportunities exist for redevelopment of large land parcels that support new public streets and mixed-use development.

Source: Map 1- Markham Structures from Markham's Official Plan, 2014

Background Analysis

McCowan Road & Hwy 7 - Markham



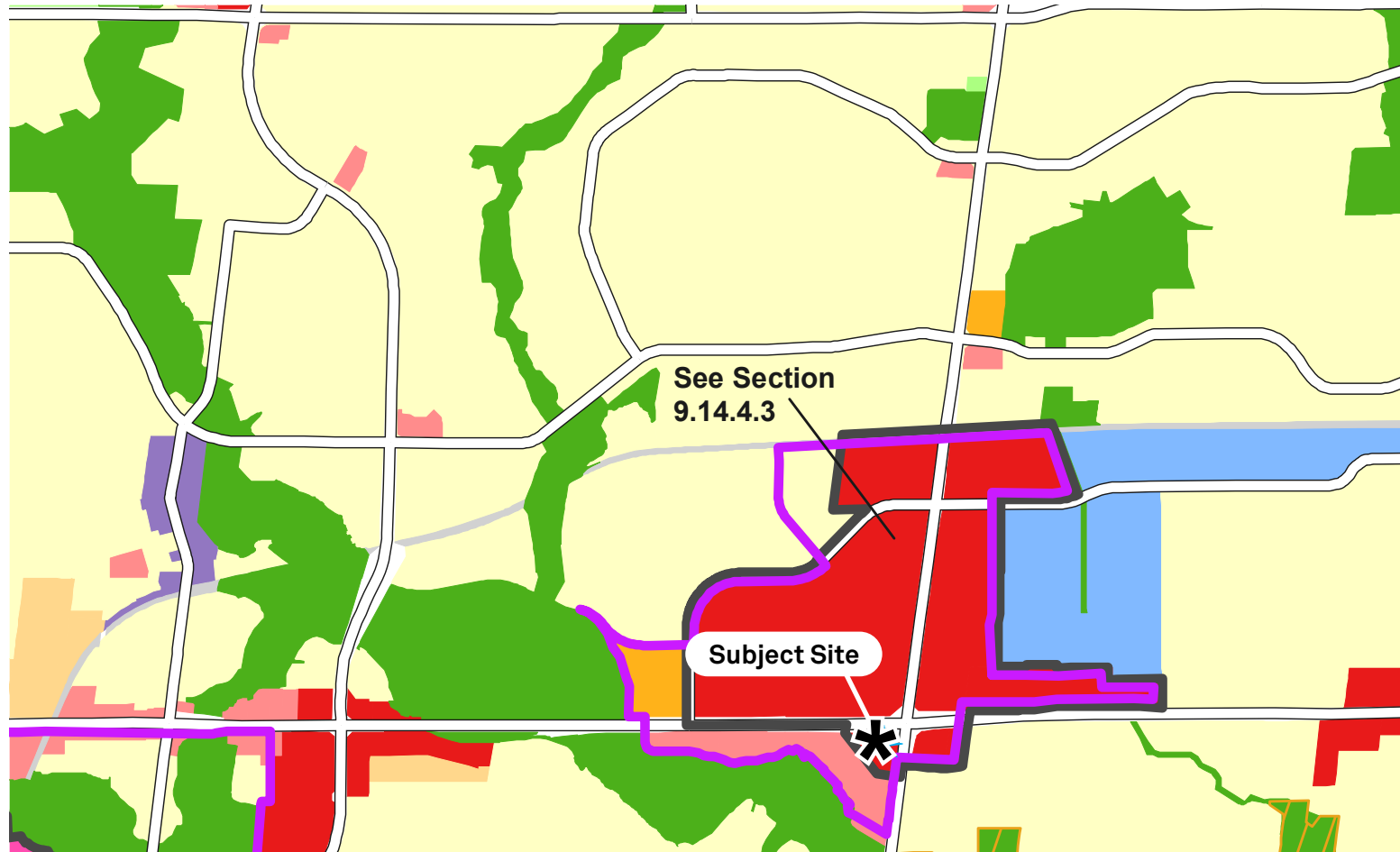
‘Corridors’

The Regional Centres and Regional Corridors/key development areas will be the prime locations for infill and intensification; the most intensive of which being directed to Regional Centres and key development areas along the Highway 7 and Yonge Street Regional Corridors

Source: Map 2- Centres and Corridors and Transit Network from Markham's Official Plan, 2014

Background Analysis

McCowan Road & Hwy 7 - Markham



- Greenway
- Countryside
- Hamlets
- Transportation and Utilities
- Parkway Belt West
- Private Open Space
- Residential Estate
- Residential Low Rise
- Residential Mid Rise
- Residential High Rise
- Mixed Use Low Rise
- Mixed Use Mid Rise
- Mixed Use High Rise
- Mixed Use Office Priority
- Mixed Use Health Care Campus
- Mixed Use Heritage Main Street
- Commercial
- Business Park Employment
- Business Park Office Priority Employment
- Service Employment
- General Employment
- Intensification Area
- Future Urban Area
- Future Neighbourhood Area
- Future Employment Area
- Secondary Plan Area Specific Policy
- Deferral Area

'Mixed Use Mid Rise'

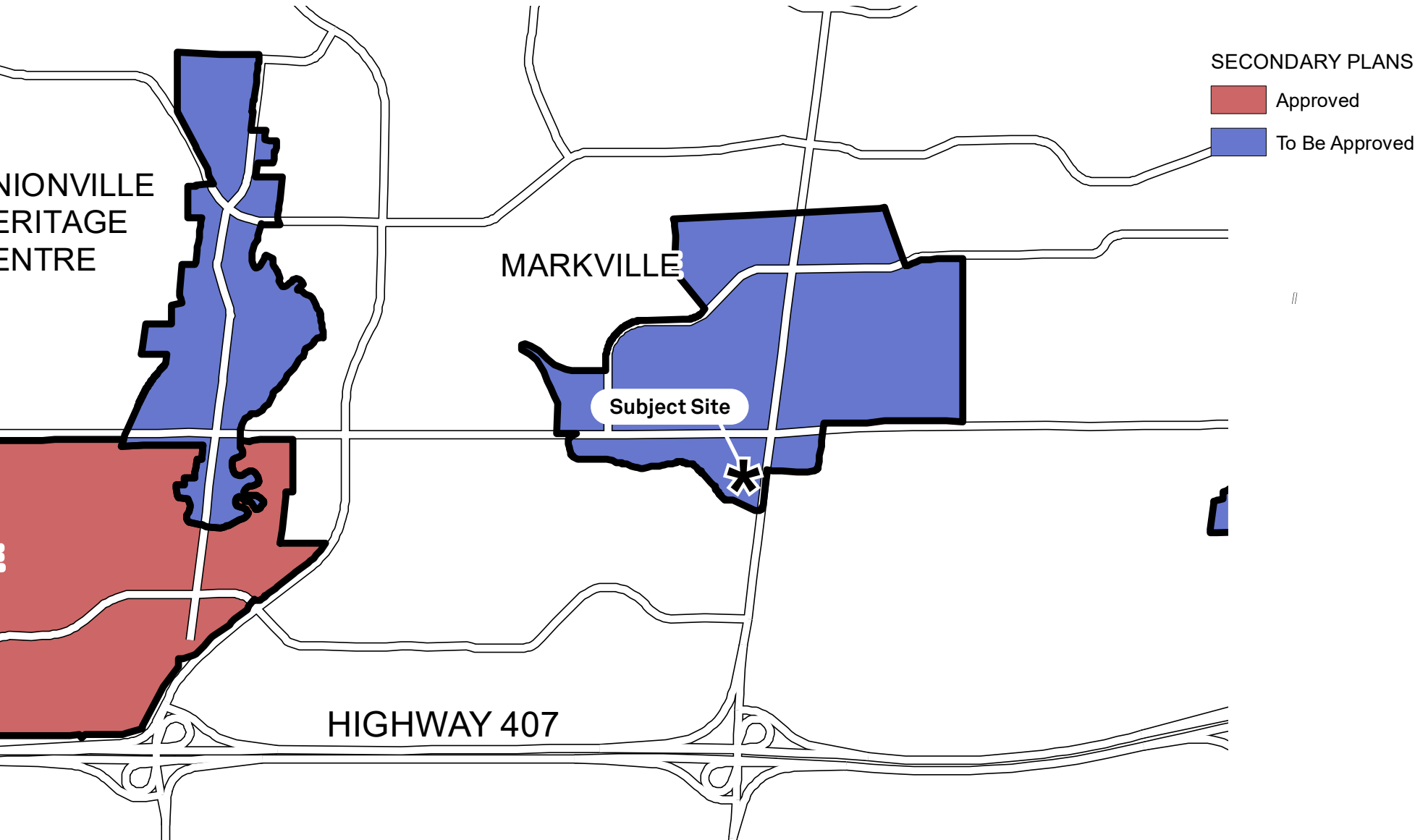
Located primarily along arterial and major collector roads, some of which are intensification areas.

Over time, the intent is to encourage intensification in these areas, that supports existing and planned transit services adjacent to these lands and transform these lands to mixed-use neighbourhoods.

Source: Map 3-Land Use from Markham's Official Plan, 2014

Background Analysis

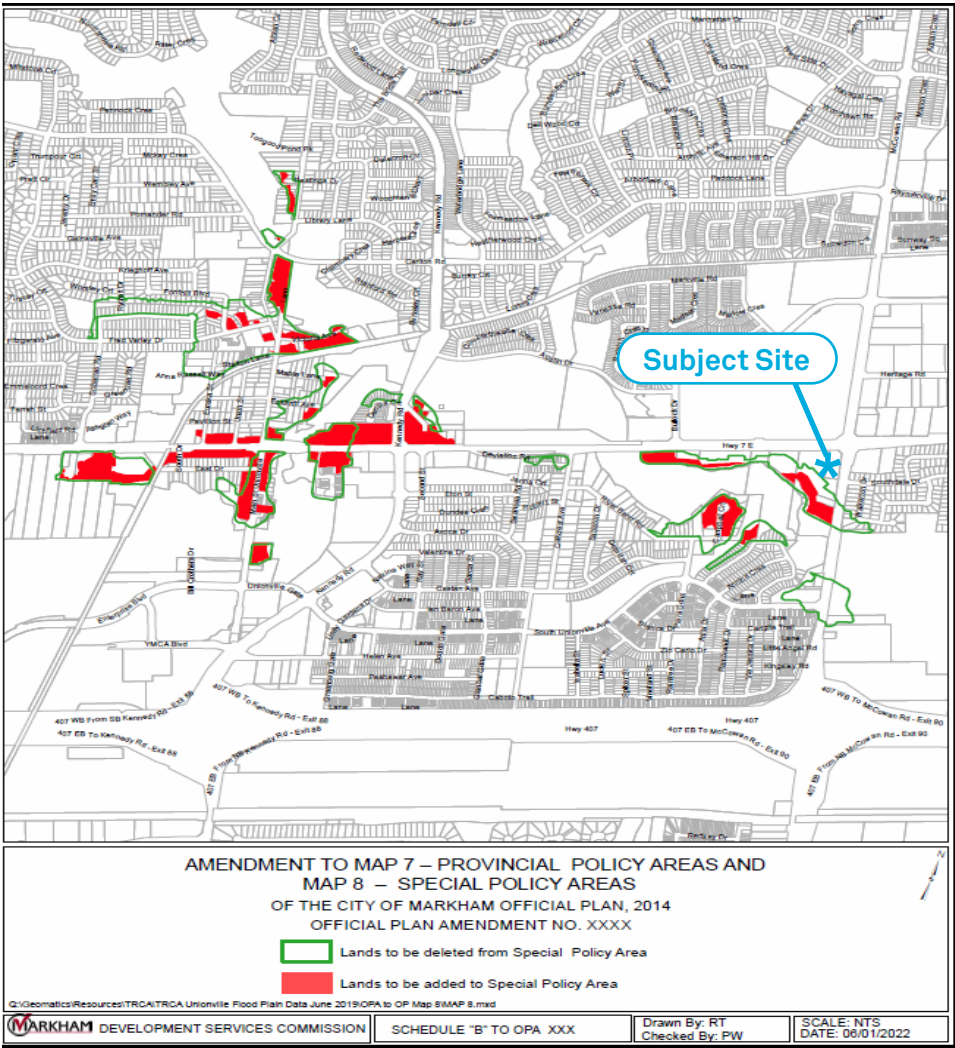
McCowan Road & Hwy 7 - Markham



Source: Secondary Plan Area Map from Markham's Official Plan, 2014

Background Analysis

McCowan Road & Hwy 7 - Markham



EXPLANATORY NOTE

BY-LAW 2023-95

A By-law to amend By-law 1229, 11-72, 122-72, 134-79, 304-87, and 177-96, as amended

UNIONVILLE SPECIAL POLICY AREA BOUNDARY UPDATE

Background

The City of Markham has one Special Policy Area in Unionville to manage historic development within the flood plain of the Rouge River and its tributaries. The Unionville Special Policy Area was established in 1990 through Official Plan Amendment No. 100 to the 1976 Official Plan and implemented through by-laws 162-90, 163-90, 164-90, 165-90 and 203-92. The Unionville Special Policy Area boundary was updated in 2006 through by-laws 2006-150, 2006-151, 2006-152, 2006-253, 2006-154 and 2006-155. This amendment will update the Special Policy Area boundary to reflect flood plain changes identified by the TRCA in 2019.

Lands Affected

The proposed by-law amendment applies to lands within the flood plain of the Rouge River and its tributaries generally bounded by Birchmount Ave to the west, Highway 407 to the south, Carlton Road to the north and McCowan Road to the east.

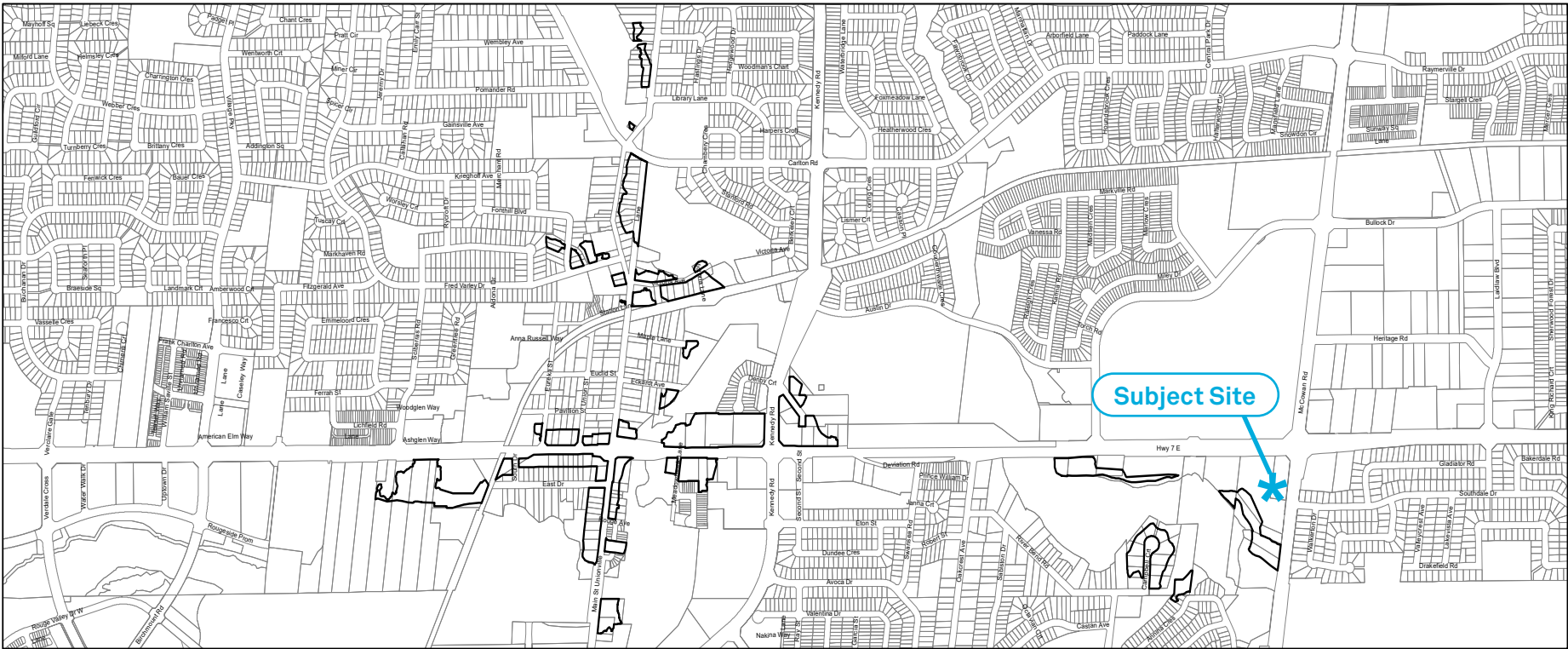
Purpose and Effect

The purpose and effect of this By-law is to delete the current Special Policy Area schedules and to replace it with a new schedule to show the updated Special Policy Area boundary.

Amendment to Official Plan Map 8

Background Analysis

McCowan Road & Hwy 7 - Markham



SCHEDULE "A" TO BY-LAW 2023-95

SCHEDULE "B" TO BY-LAWS 1229, 122-72, 134-79, 304-87;

SCHEDULE "C" TO BY-LAW 11-72;

OVERLAY TO SCHEDULES "E6 AND F6" TO BY-LAW 177-96 DATED

BOUNDARY OF AREA COVERED BY THIS SCHEDULE



THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by-law, the information contained in the text of the zoning by-law of the municipality shall be deemed accurate.

MARKHAM DEVELOPMENT SERVICES COMMISSION

240 120 0 240
Meters

Drawn By: RT

Checked By: PW

DATE: 06/01/2022

NOTE: This Schedule should be read in conjunction with the signed original By-Law filed with the City of Markham Clerk's Office

Q:\Geomatics\New Operation\By-Laws\SPA Update\Schedule A.mxd

Amendment to Official Plan Map 8

Principles Informing Block Plan

McCowan Road & Hwy 7 - Markham



Markham Built Form, Height and Massing Study Built Form Principles

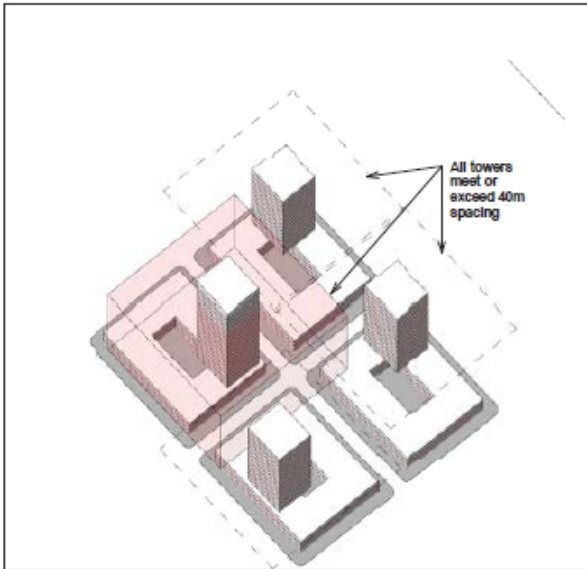
MARCH 2010

Principles Informing Block Plan

McCowan Road & Hwy 7 - Markham

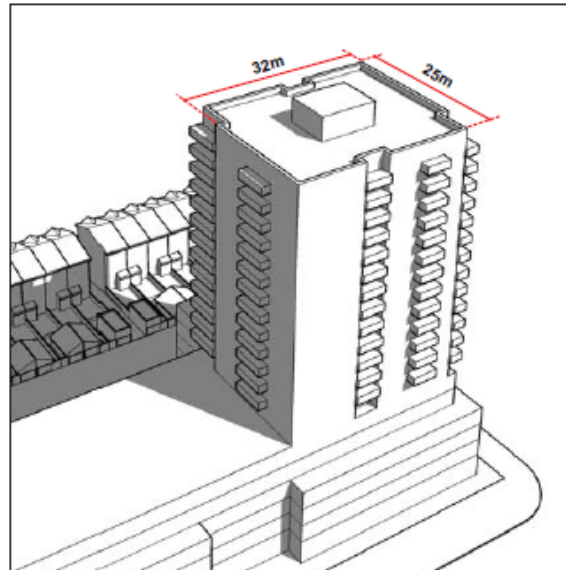
Guideline TB.04 - Minimum Tower Spacing

Tall buildings should be spaced sufficiently far apart to prevent overcrowding of skyviews and skylines. The separation distance between towers should be a minimum of 40m. This distance should also be considered where towers are located on adjacent blocks.



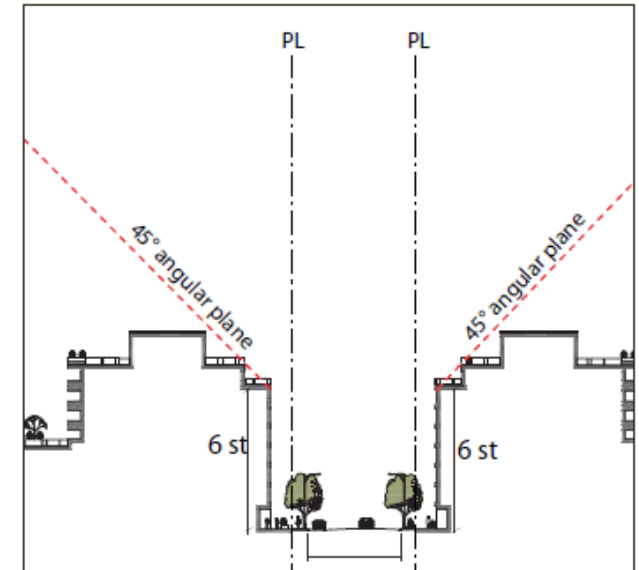
Guideline TB.05 - Maximum Floorplate

Design tall residential buildings above any podium with a maximum floorplate of 800 m² to minimize shadow impacts on surrounding streets, sidewalks neighbouring buildings and private amenities.



Guideline BF.05 - Mid-Rise Street Scale

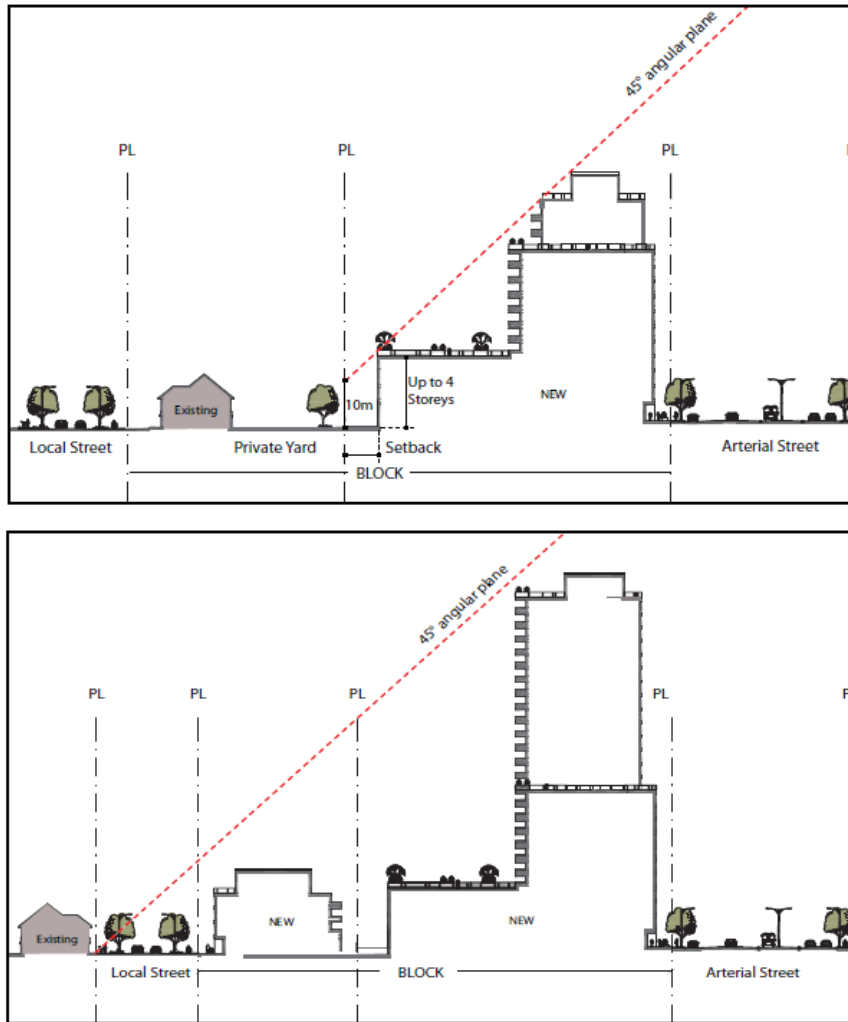
As defined in "mid-rise". This scale creates a comfortable pedestrian environment in an urban neighbourhood, and allows for sunlight on the opposite sidewalk. In special conditions and subject to a specific public realm approach, other ratios may be appropriate.



Source: Markham Built Form , Height and Massing Study Built Form Principles (2010)

Principles Informing Block Plan

McCowan Road & Hwy 7 - Markham



Source: Markham Built Form , Height and Massing Study Built Form Principles (2010)

Transition Existing Low-Rise Residential

Guideline TR.03 - *One-block Transitions*

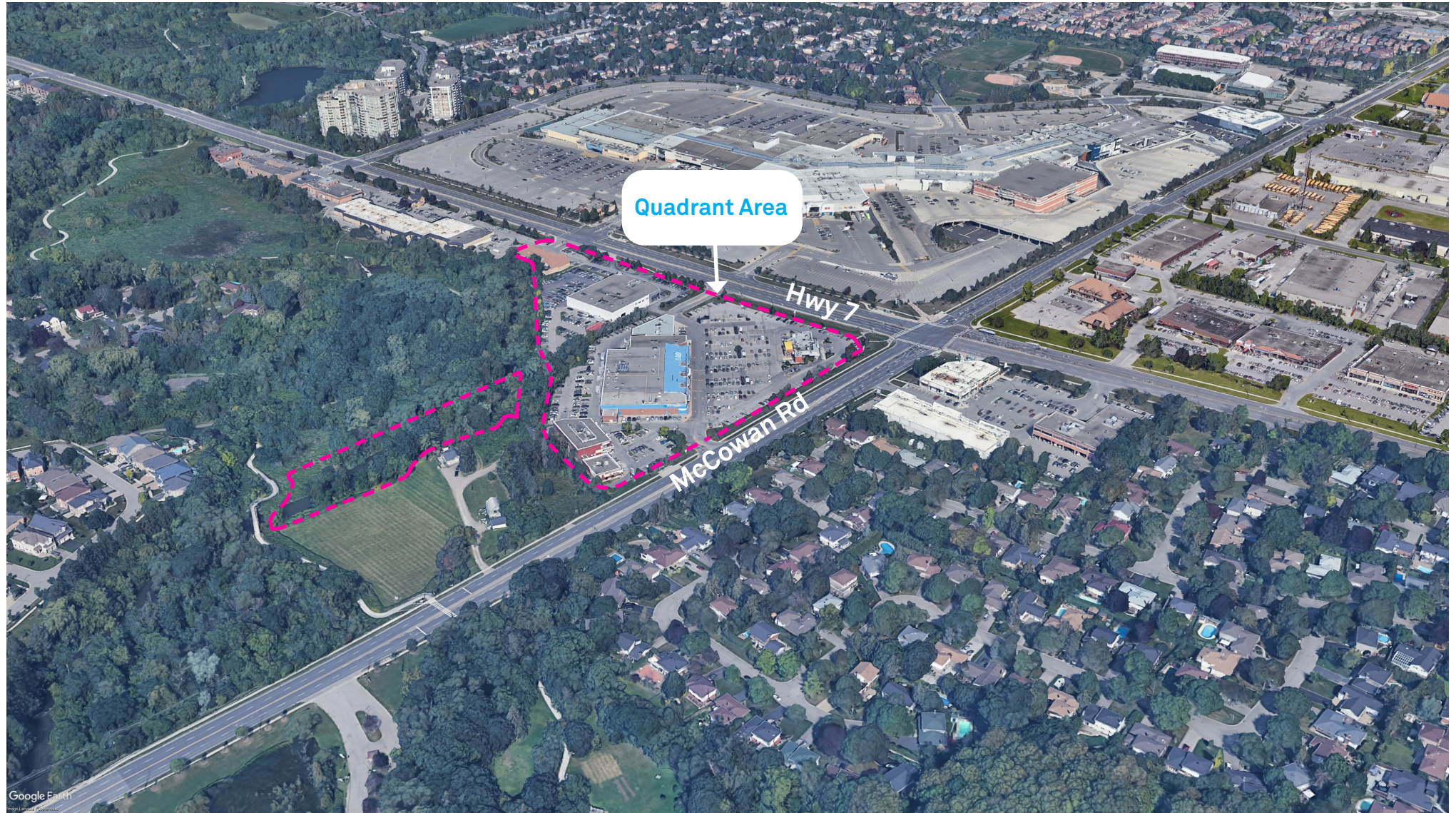
On sites near intensification areas, buildings should incorporate low-rise elements up to 4 storeys adjacent to existing low-rise buildings to provide immediate transitions. Any taller elements deeper in the development site should not exceed a 45 degree angular plane projected at 10m in height at the shared property line.

For tall building proposals occupying the entire block depth, the maximum tower height should be governed by the application of a 45-degree angular plane from the front property line.

Guidelines TR.01 and TR.02 continue to apply to lots adjacent to existing properties. Height exceptions may be made at blocks directly at higher order transit stops and/or based on an evaluation and identification of appropriate intensification areas through Secondary Plans and Precinct Plans.

A New Community at Campbell Park

Community Vision



Guiding Principles

McCowan Road & Hwy 7 - Markham

1. Active & Transit-Oriented Development

- Introducing a mixed-use development in proximity to high-order transit, including GO Stations and surface bus routes, as well as proposed cycling facilities along Hwy 7 and McCowan Road.
- Supporting sustainability by limiting underground parking on site, providing bicycle parking and encouraging use of transit.
- Promoting walkability and connectivity to nearby bus stops through pedestrian connections.

2. Street & Block Configuration

- Creating a four part block structure , subdividing the larger parcel into defined development sites and enhancing pedestrian vehicular connections through the site.
- Providing permeability for the overall site, through continuous walkways, shared streets and connections through the grade level building that knit together the individual site areas.
- Proposing a hierarchy of streets.

3. Built Form & Transition

- Locating the highest density and tallest built form at the intersection of Highway 7 and McCowan Road, creating a defined 4 corner area gateway.
- Proposing a mixed-use development with retail at-grade , office use along the middle and upper levels of the podium and residential use above, forming a complete community.
- Providing a transition in height from the northeast corner of the Subject Site towards the west and south. Height transitions are directed down towards Campbell Park, existing residential neighborhoods and the flood plain.

Guiding Principles

McCowan Road & Hwy 7 - Markham

4. Height & Massing

- The form of the towers and podiums, and the tower orientations are designed to reduce bulk as they rise, and to minimize shadow impact on adjacent parkland, open spaces, neighbourhoods and public realm.
- Addressing the street through podium heights of 6-storeys along McCowan Road and 8-storeys along Hwy 7, providing a human scaled street wall condition.
- Maintaining tower separation distances of minimum 30 metres and tower floor plates of 800-850 square metres

5. Interconnected Green Network

- Locating open spaces internal to the site, in proximity to the interior street network and away from major roads, promoting public access, safety and security.
- Expanding the open space network through the strategic placement of outdoor plazas, green roofs, forecourts, green buffers and landscape entry points.
- Establishing a continuous, green connected network throughout the site and towards Campbell Park.

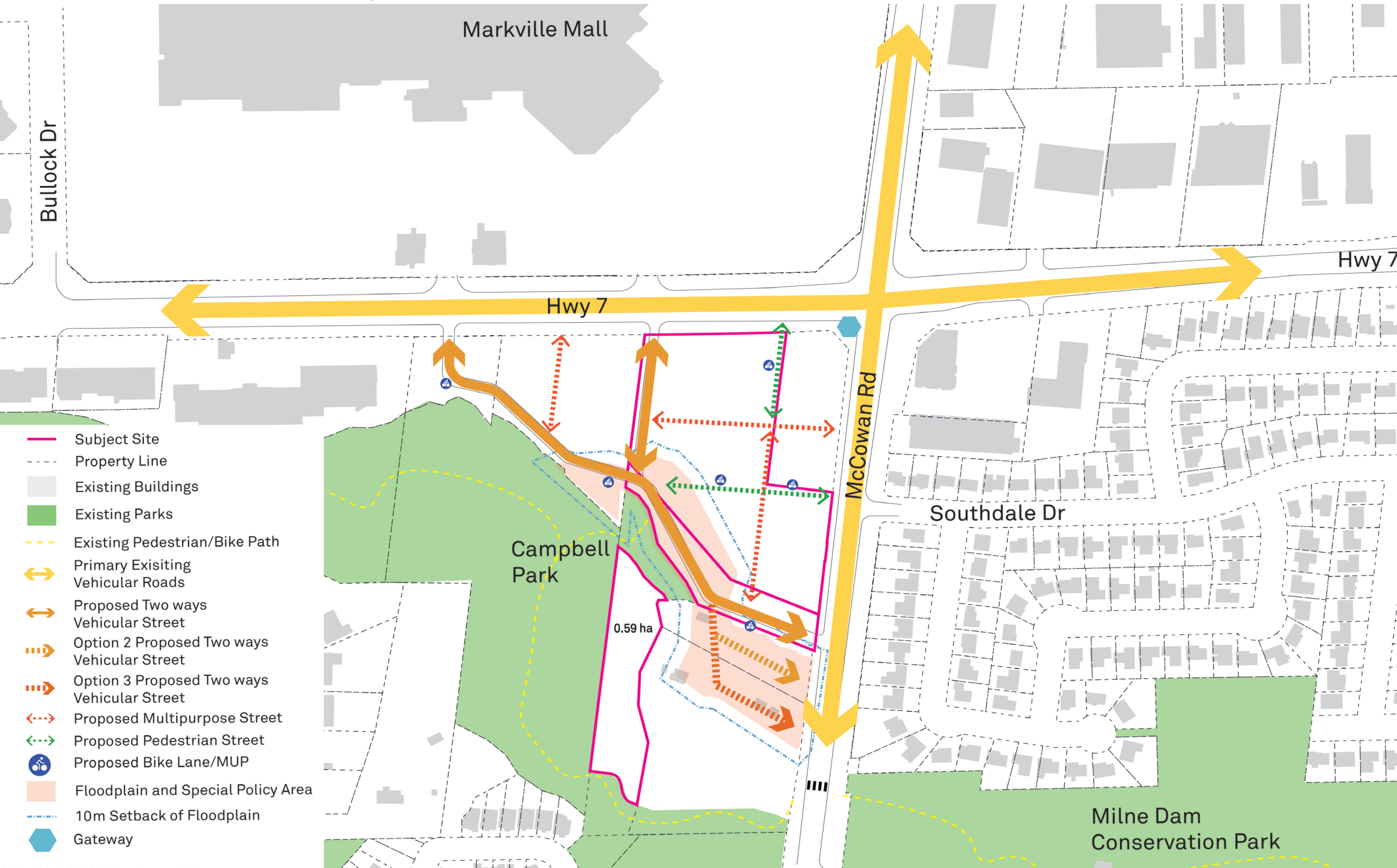
Transportation Network

McCowan Road & Hwy 7 - Markham



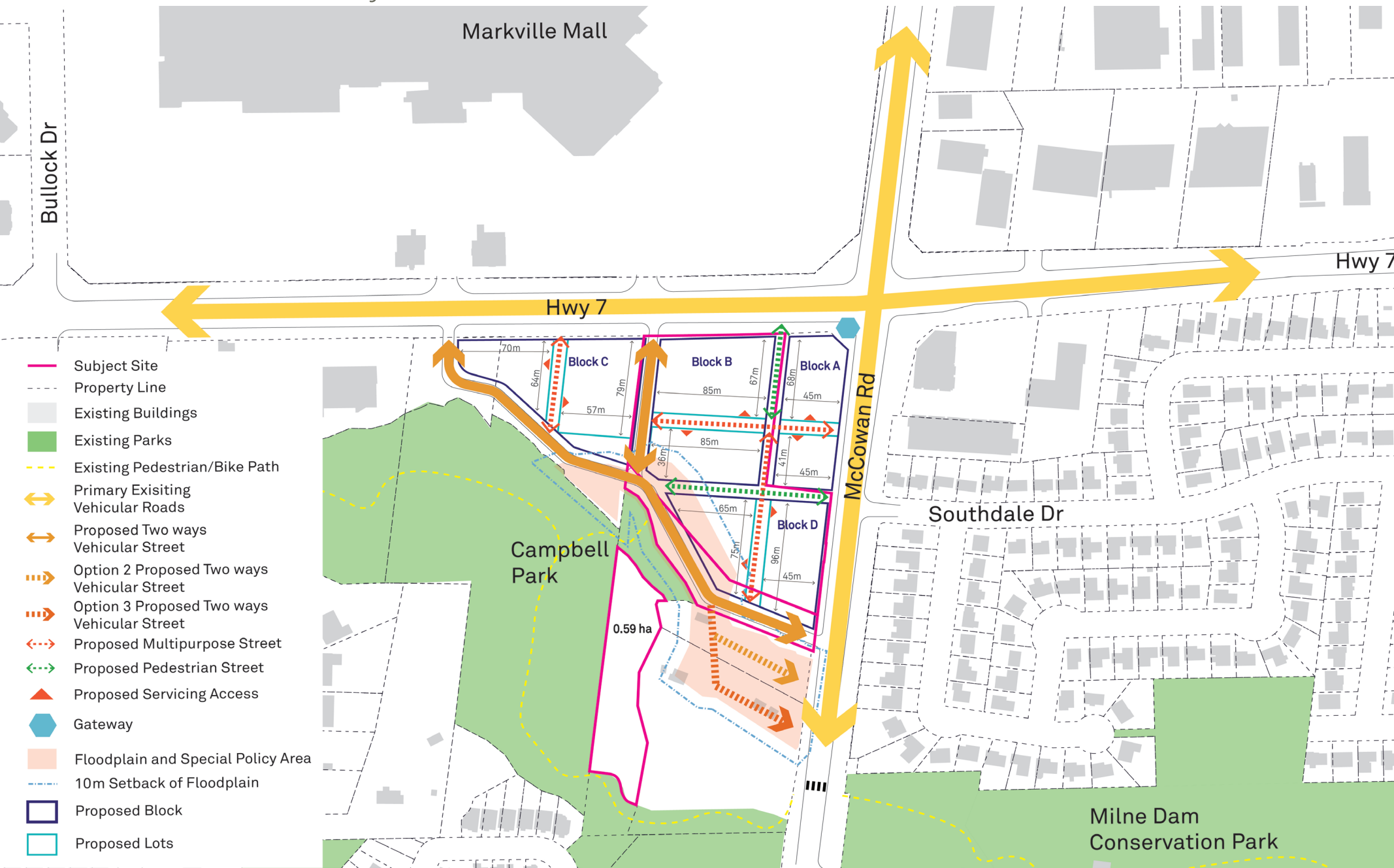
Street Network

McCowan Road & Hwy 7 - Markham



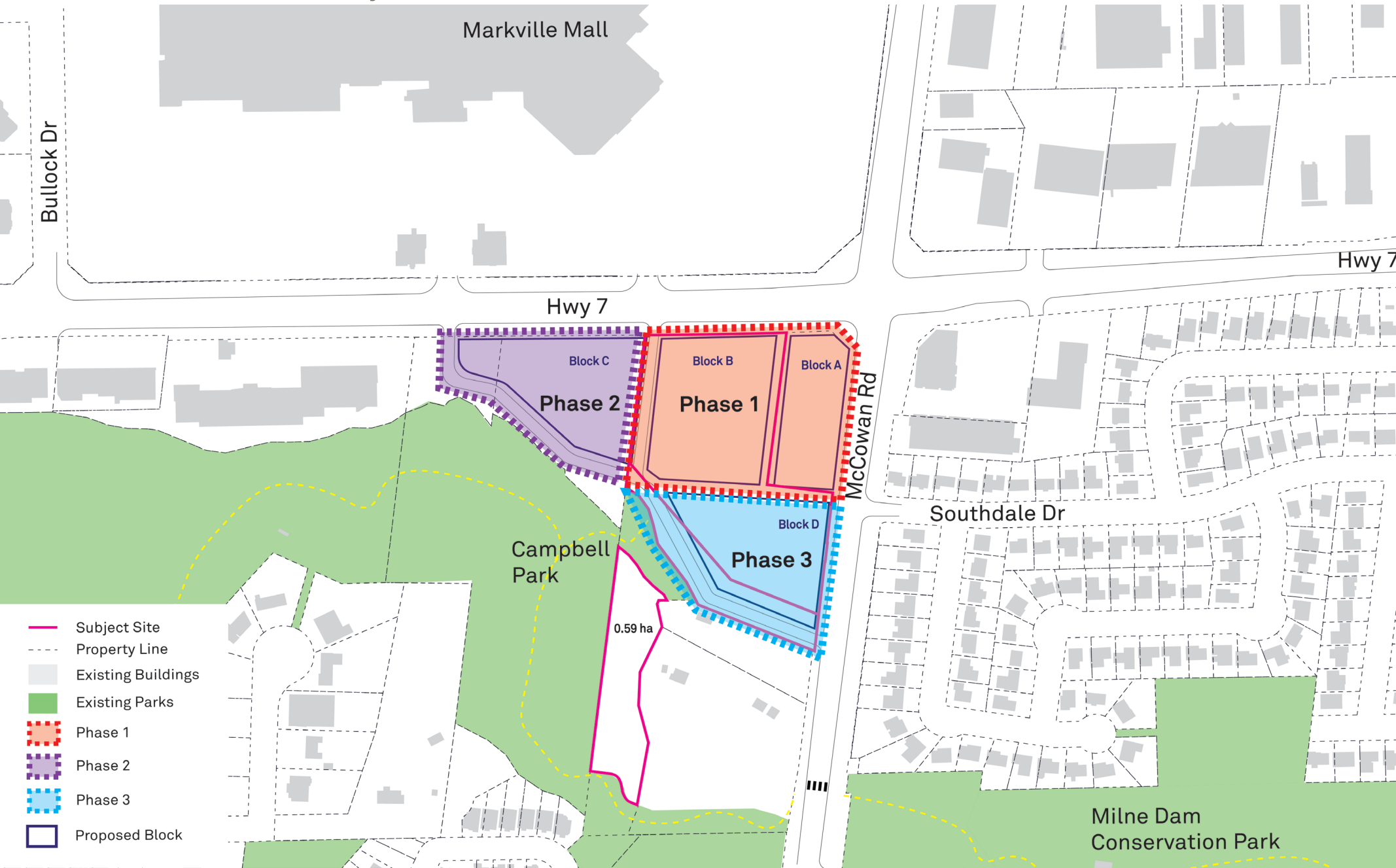
Block Configuration

McCowan Road & Hwy 7 - Markham



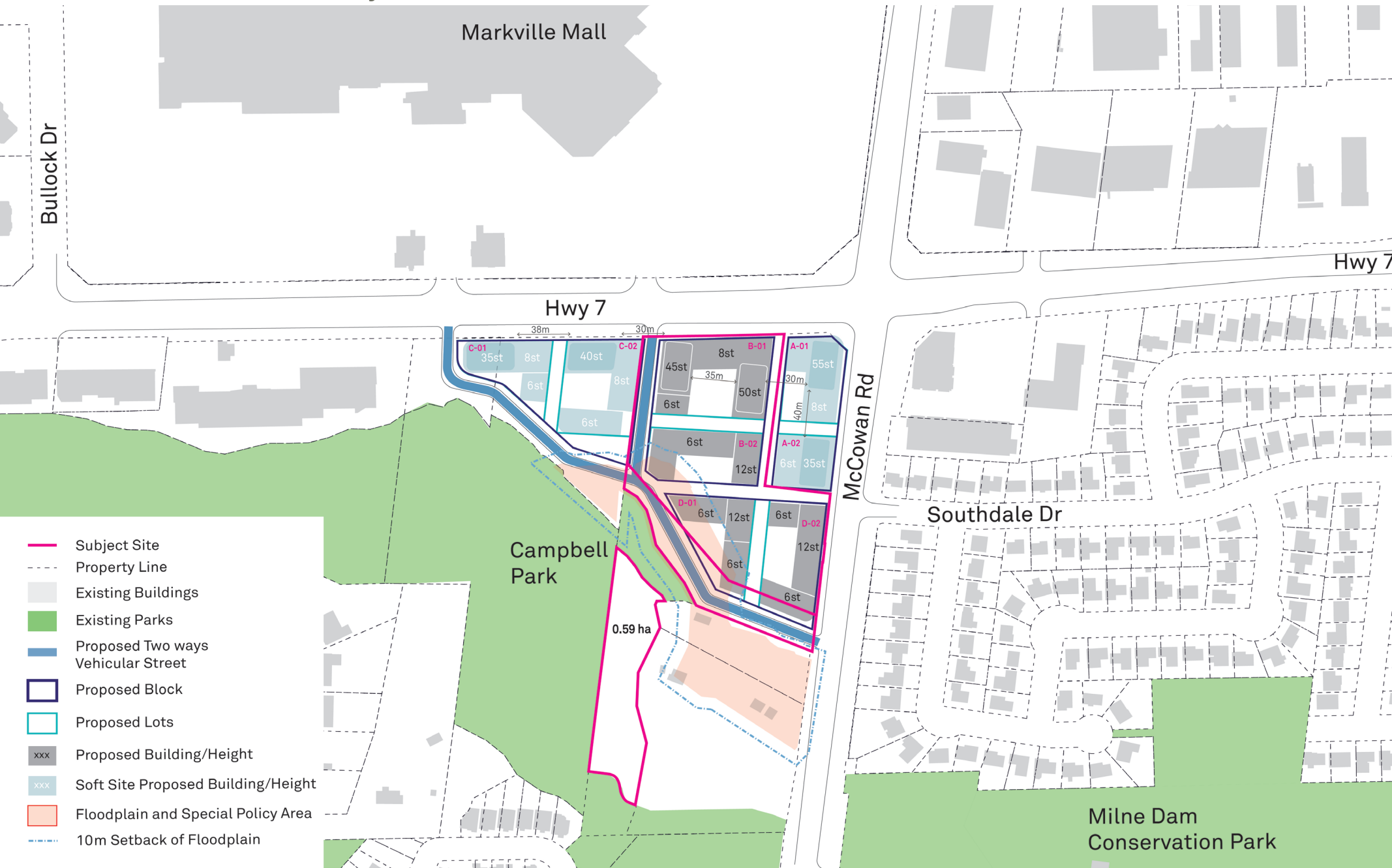
Phasing

McCowan Road & Hwy 7 - Markham



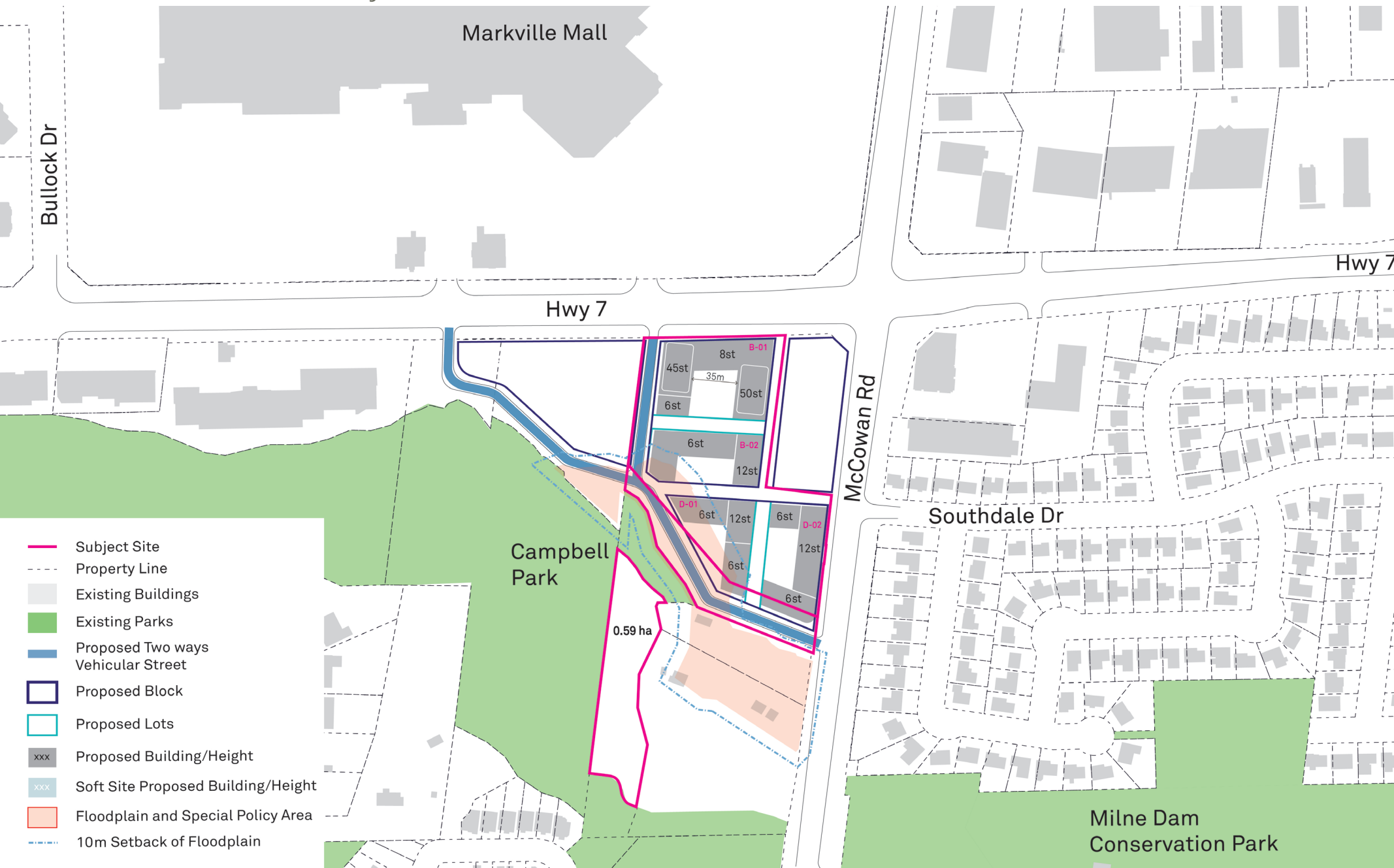
Built Form & Height

McCowan Road & Hwy 7 - Markham



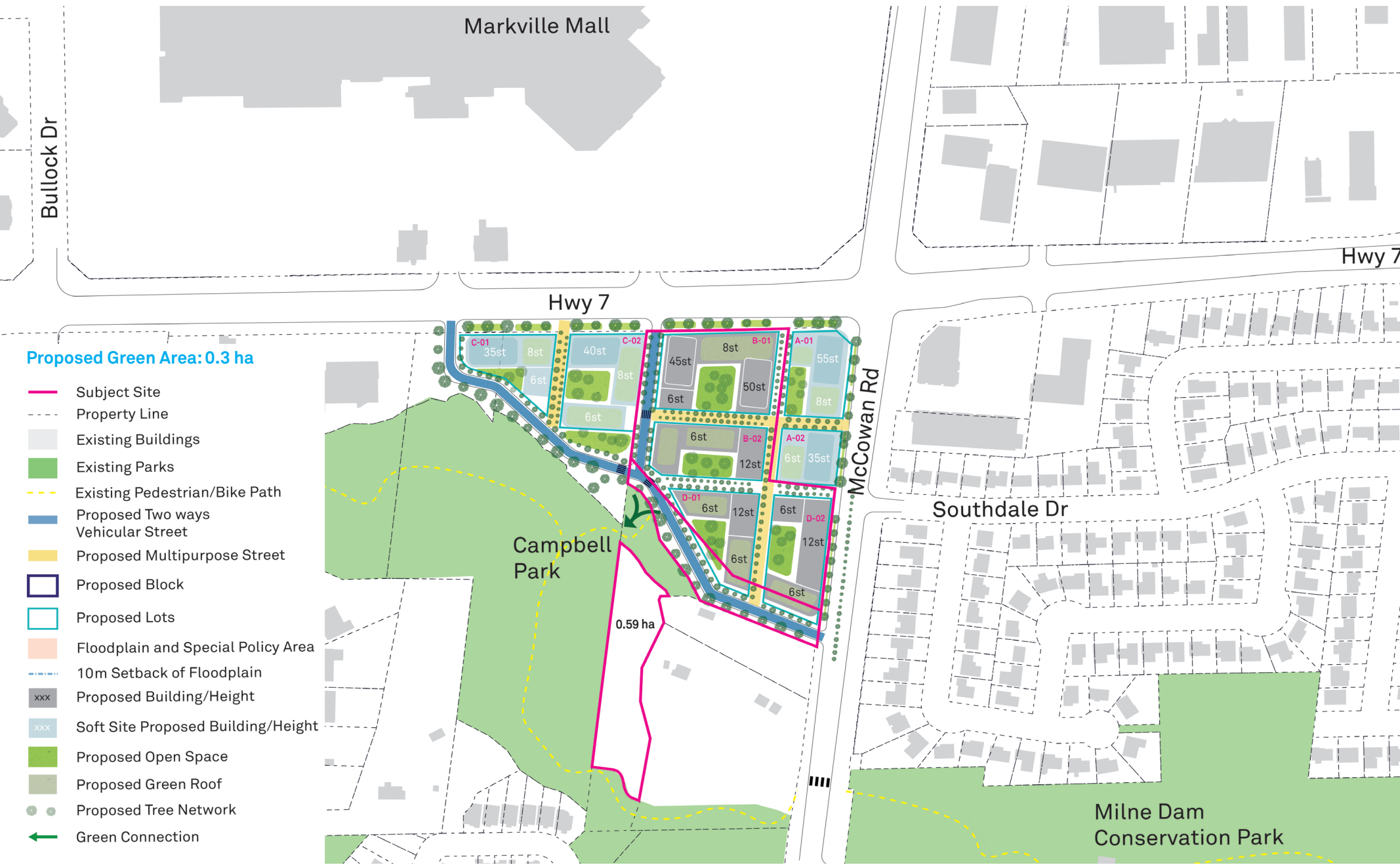
Built Form & Height

McCowan Road & Hwy 7 - Markham



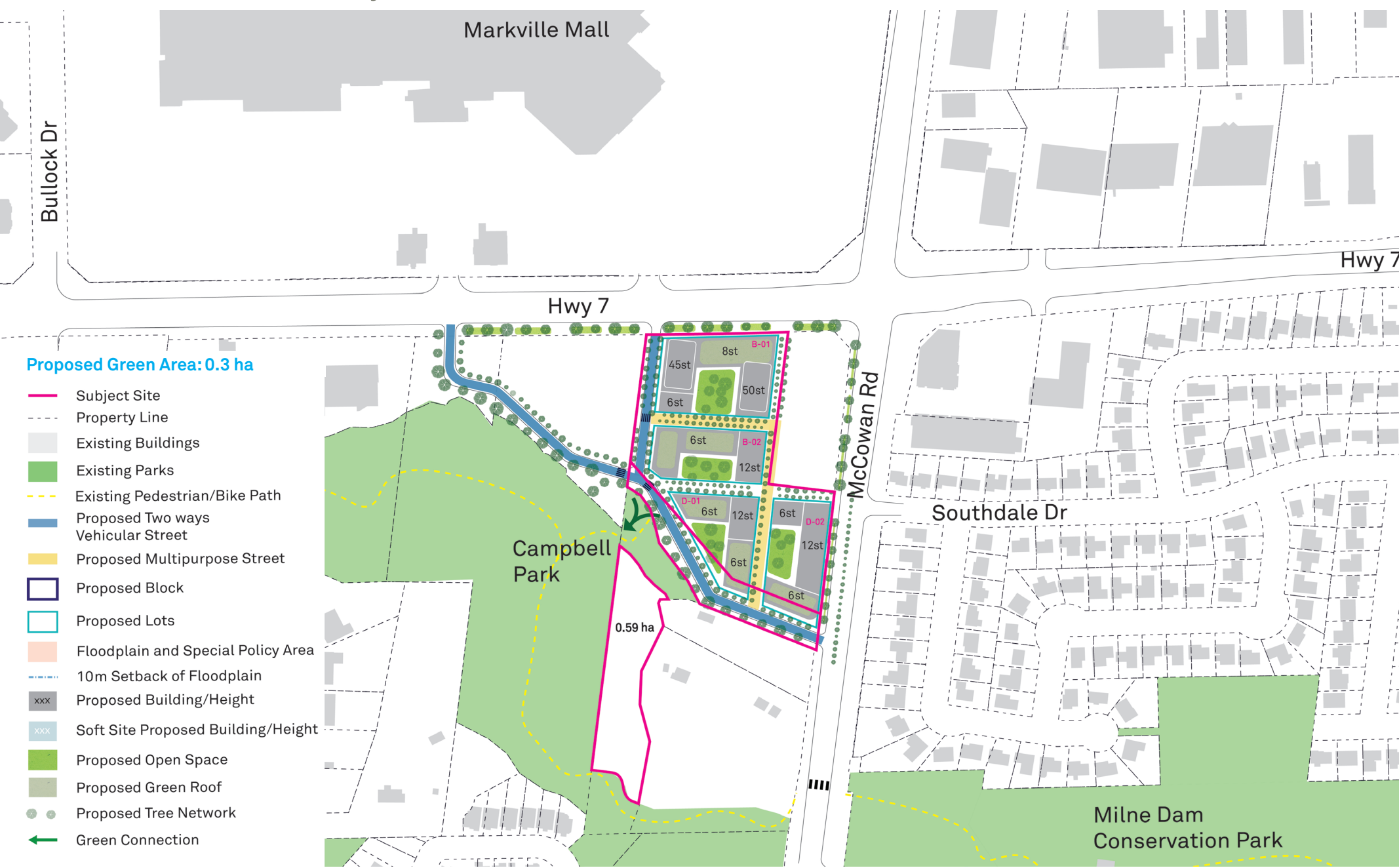
Green Network

McCowan Road & Hwy 7 - Markham



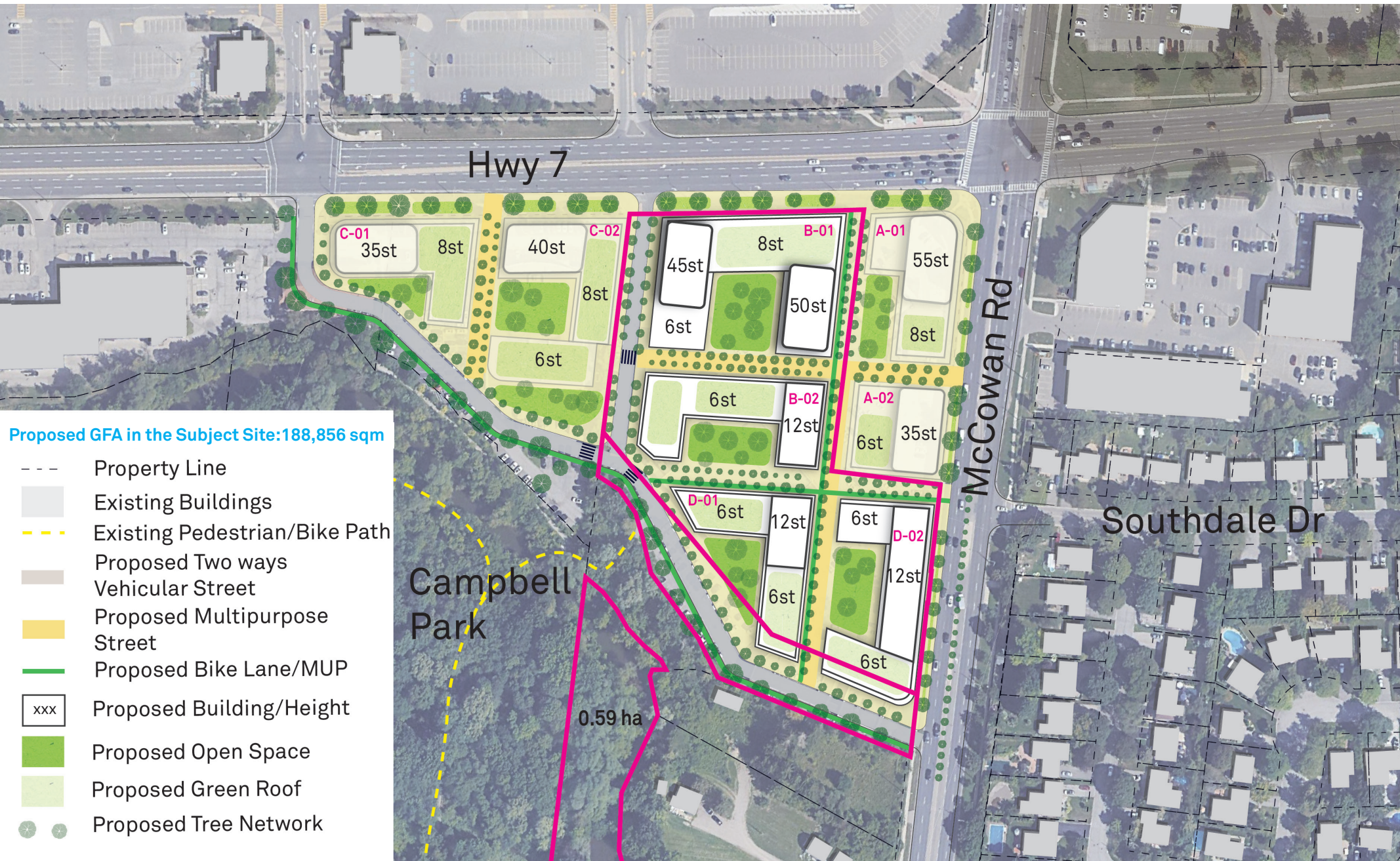
Green Network

McCowan Road & Hwy 7 - Markham



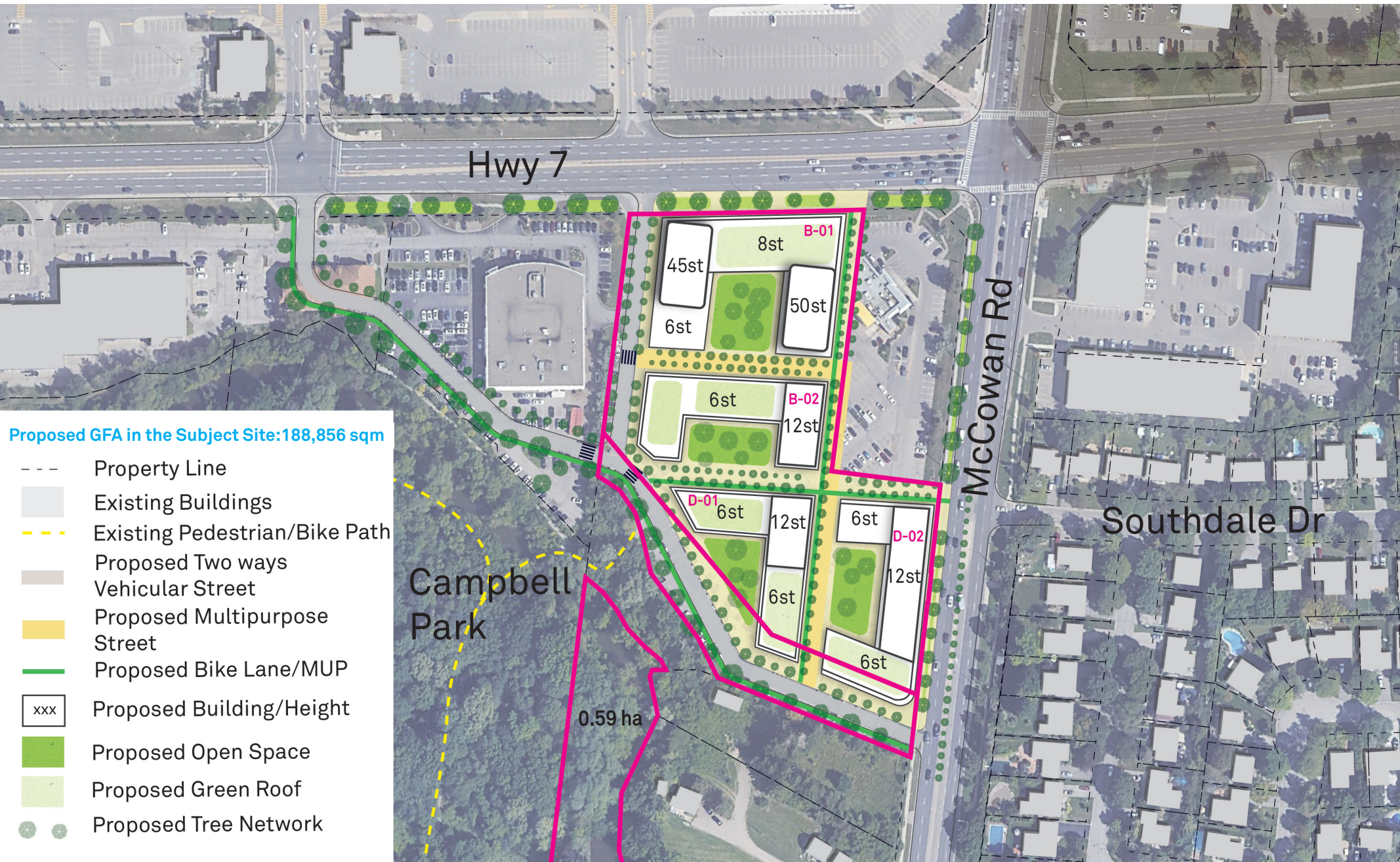
Site Plan

McCowan Road & Hwy 7 - Markham



Site Plan

McCowan Road & Hwy 7 - Markham



View Looking North-East of the Subject Site

McCowan Road & Hwy 7 - Markham



View Looking North-West of the Subject Site

McCowan Road & Hwy 7 - Markham



View Looking South-West of the Subject Site

McCowan Road & Hwy 7 - Markham



Development Statistics

McCowan Road & Hwy 7 - Markham

Southwest Quadrant McCowan Rd & Hwy 7					
SUMMARY	Site area				
	hectares	sq.m	sq.ft.	%	
	Subject Site	2.6	25,507	274,555	100%
	West Land	1.5	14,607	157,229	100%
	East Land (McDonalds)	0.6	5,930	63,830	100%
	Total	4.6	46,044	495,614	
	Vehicular Roads				
		sq.m	sq.ft.	%	
	Subject Site	2,395	25,780	9%	
	West Land	1,544	16,619	11%	
	Total	3,939	42,399	9%	
	Open Space (Inclusive pedestrian streets)				
	hectares	sq.m	sq.ft.	%	
	Subject Site	1.2	11,746	126,433	46%
	West Land	0.8	7,980	85,896	55%
	East Land (McDonalds)	0.2	1,918	20,645	32%
	Total	2.2	21,644	232,974	47%
Green Areas (Exclusive open space)					
hectares	sq.m	sq.ft.	%		
Subject Site	0.3	2,843	30,602	11%	
West Land	0.2	1,594	17,158	11%	
East Land (McDonalds)	0.04	436	4,693	7%	
Total	0.5	4,873	52,453	11%	
Proposed GFA					
	sq.m	sq.ft.	Units (950 sqft)		
Subject Site	188,856	2,032,830	2140		
West Land	82,722	890,413	937		
East Land (McDonalds)	91,046	980,011	1032		
Total	362,624	3,903,254	4109		
Proposed Density					
	Units (950 sqft)	people/unit	Total people	min 200 residents/ha	residents / ha
Subject Site	2,140	3	6,419		2,517
West Land	937	3	2,812		1,925
East Land (McDonalds)	1,032	3	3,095		5,219
Total	4,109		12,326		2,677
Proposed Floor Space Index (FSI)					
	sq.m	sq.ft.	FSI		
Subject Site	188,856	2,032,830	7.4		
West Land	82,722	890,413	5.7		
East Land (McDonalds)	91,046	980,011	15.4		
Total	362,624	3,903,254	7.9		

Green Areas (Exclusive open space)				
	hectares	sq.m	sq.ft.	%
Subject Site	0.3	2,843	30,602	11%

Proposed GFA			
	sq.m	sq.ft.	Units (950 sqft)
Subject Site	188,856	2,032,830	2140

Proposed Density			
	Units (950 sqft)	people/unit	min 200 residents/ha
Subject Site	2,140	3	6,419
			residents / ha
			2,517

East Lands (McDonalds)					
BLOCK A	Proposed GFA Building A1				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	2,273	24,466	4%
	From 2-4	3	6,819	73,399	12%
	From 5-8	4	7,424	79,911	13%
	From 9-55	47	39,950	430,018	71%
	Total		56,466	607,795	100%
	Proposed GFA Building A2				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	1,763	18,977	5%
	From 2-4	3	5,289	56,930	15%
	From 5-6	2	2,878	30,979	8%
	From 7-35	29	24,650	265,331	71%
	Total		34,580	372,216	100%

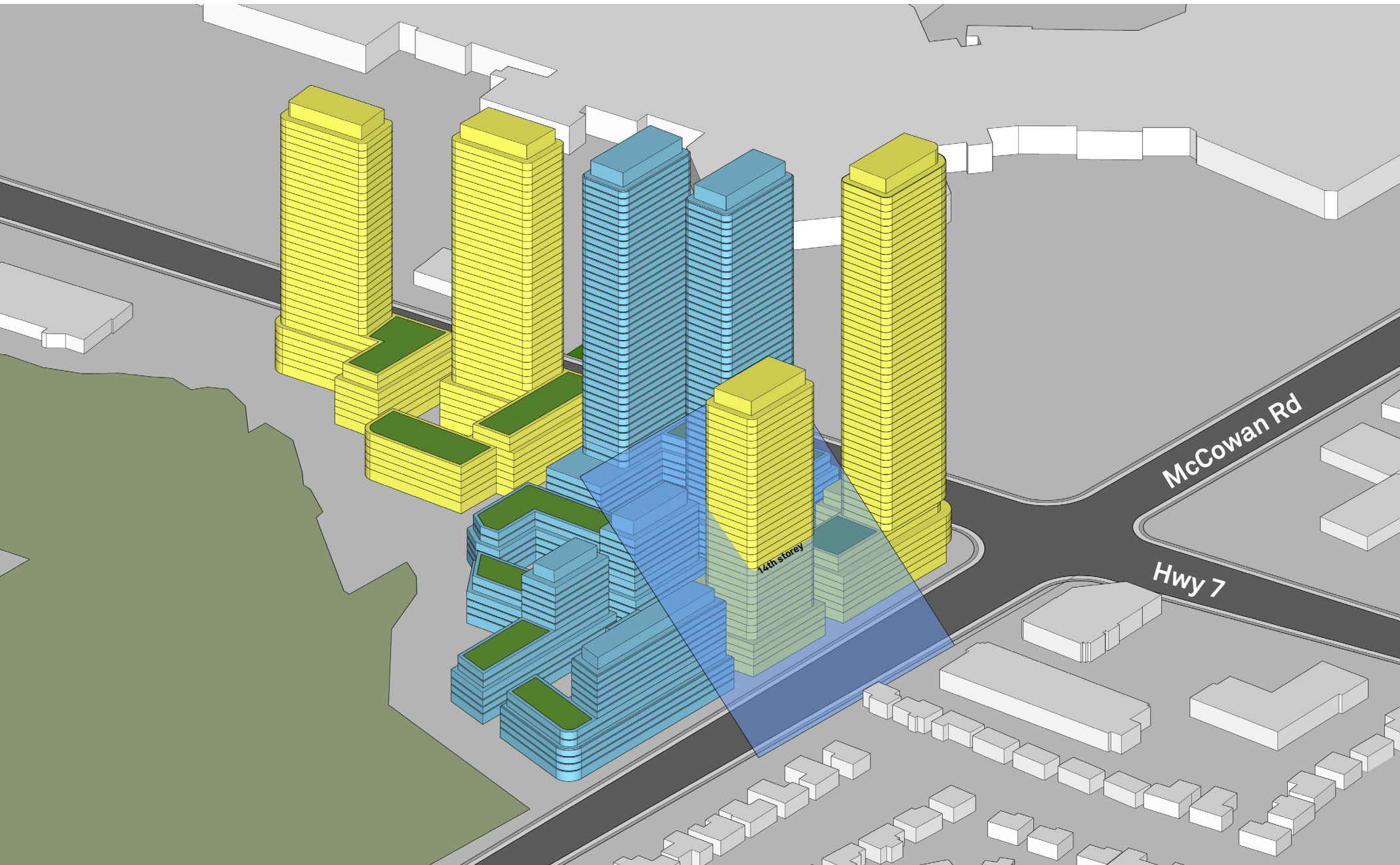
Subject Site					
BLOCK B	Proposed GFA Building B1				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	3,888	41,850	4%
	From 2-4	3	11,664	125,550	12%
	From 5-8	4	11,396	122,666	12%
	From 9-45	37	62,900	677,050	67%
	From 46-50	5	4,250	45,747	5%
	Total		94,098	1,012,863	100%
	Proposed GFA Building B2				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	2,454	26,415	14%
	From 2-4	3	7,362	79,244	43%
	From 5-6	2	3,810	41,011	22%
	From 7-12	6	3,480	37,458	20%
	Total		17,106	184,128	100%

West Lands					
BLOCK C	Proposed GFA Building C1				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	2,060	22,174	6%
	From 2-4	3	6,180	66,521	17%
	From 5-8	4	6,544	70,439	18%
	From 9-35	27	21,600	232,501	59%
	Total		36,384	391,634	100%
	Proposed GFA Building C2				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	3,031	32,625	7%
	From 2-4	3	9,093	97,876	20%
	From 5-6	2	5,242	56,424	11%
	From 7-8	2	3,372	36,296	7%
	From 9-40	32	25,600	275,556	55%
	Total		46,338	498,778	100%

Subject Site					
BLOCK D	Proposed GFA Building D1				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	2,257	24,294	15%
	From 2-4	3	6,771	72,882	44%
	From 5-6	2	3,470	37,351	22%
	From 7-12	6	2,940	31,646	19%
	Total		15,438	166,173	100%
	Proposed GFA Building D2				
	Levels	Stories	sq.m	sq.ft.	%
	1	1	2,760	29,708	4%
	From 2-4	3	8,280	89,125	13%
	From 5-6	2	4,464	48,050	7%
	From 7-12	6	46,710	502,782	75%
	Total		62,214	669,666	100%

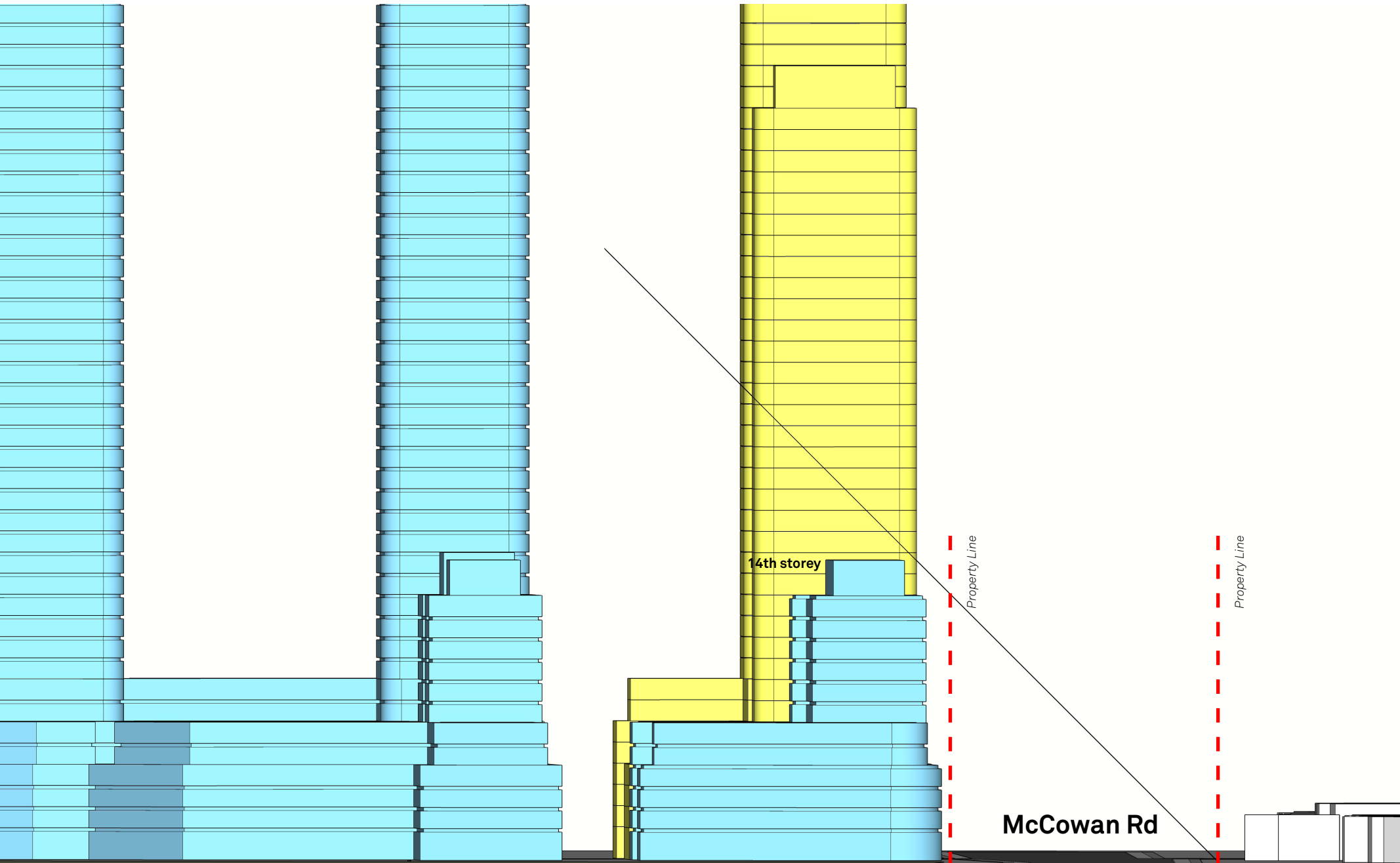
Angular Plane

McCowan Road & Hwy 7 - Markham



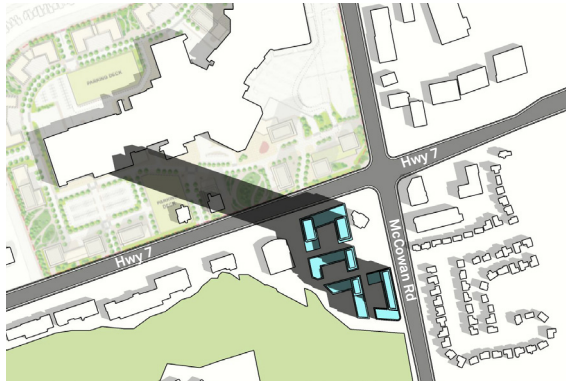
Angular Plane

McCowan Road & Hwy 7 - Markham

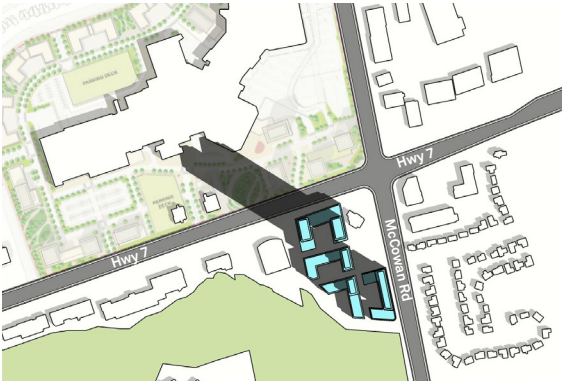


March 21st Sun/Shadow for Subject Site & Soft Sites

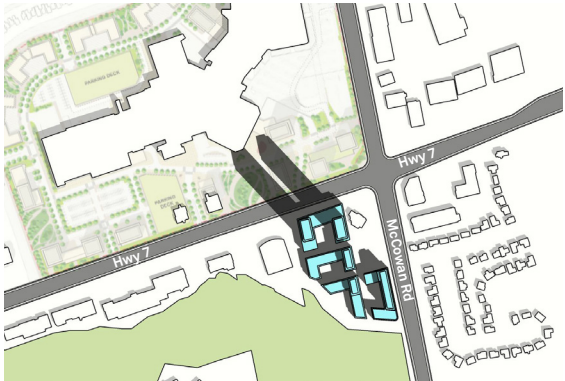
All times are based in Eastern Time Zone with Daylight Saving Time



9:18am - Subject Site and Existing Buildings



10:18am - Subject Site and Existing Buildings



11:18am - Subject Site and Existing Buildings



12:18pm - Subject Site and Existing Buildings



9:18am - Subject Site and Soft Sites






10:18am - Subject Site and Soft Sites





11:18am - Subject Site and Soft Sites



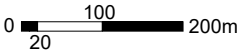
12:18pm - Subject Site and Soft Sites

-  Subject Site
-  Shadows Cast by Buildings on Subject Site
-  Existing Buildings

-  Soft Sites
-  Open Space



Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)



March 21st Sun/Shadow for Subject Site & Soft Sites

All times are based in Eastern Time Zone with Daylight Saving Time



1:18pm - Subject Site and Existing Buildings



2:18pm - Subject Site and Existing Buildings



3:18pm - Subject Site and Existing Buildings



4:18pm - Subject Site and Existing Buildings



1:18pm - Subject Site and Soft Sites



2:18pm - Subject Site and Soft Sites



3:18pm - Subject Site and Soft Sites



4:18pm - Subject Site and Soft Sites

Subject Site

Shadows Cast by Buildings on Subject Site

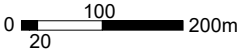
Existing Buildings

Soft Sites

Open Space



Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)

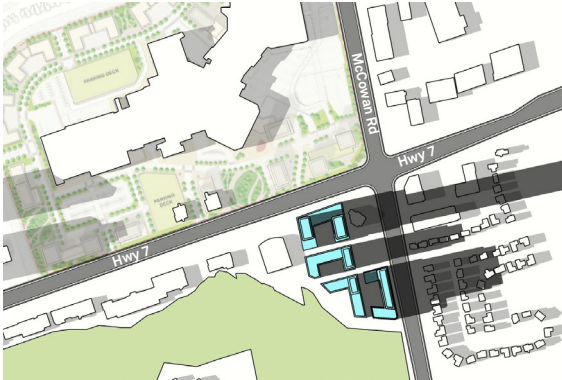


March 21st Sun/Shadow for Subject Site & Soft Sites

All times are based in Eastern Time Zone with Daylight Saving Time



5:18pm - Subject Site and Existing Buildings






6:18pm - Subject Site and Existing Buildings





5:18pm - Subject Site and Soft Sites



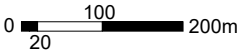
6:18pm - Subject Site and Soft Sites

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-  Shadows Cast by Buildings on Subject Site
-  Existing Buildings

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Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)

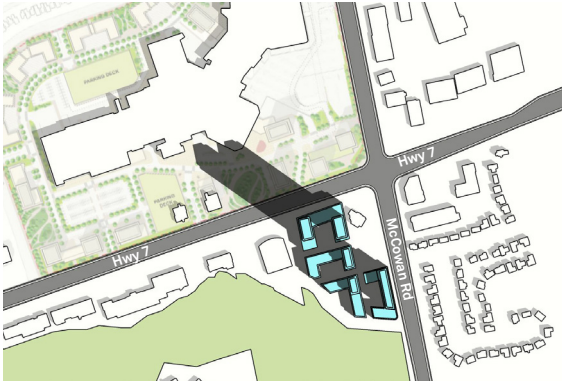


September 21st Sun/Shadow for Subject Site & Soft Sites

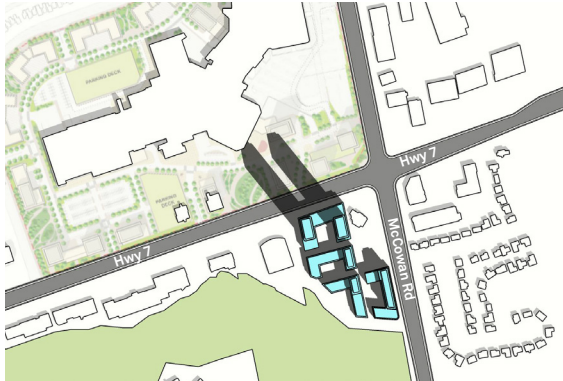
All times are based in Eastern Time Zone with Daylight Saving Time



9:18am - Subject Site and Existing Buildings



10:18am - Subject Site and Existing Buildings



11:18am - Subject Site and Existing Buildings



12:18pm - Subject Site and Existing Buildings



9:18am - Subject Site and Soft Sites



10:18am - Subject Site and Soft Sites



11:18am - Subject Site and Soft Sites



12:18pm - Subject Site and Soft Sites

 Subject Site

 Shadows Cast by Buildings on Subject Site

 Existing Buildings

 Soft Sites

 Open Space



Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)

0 100 200m
20



September 21st Sun/Shadow for Subject Site & Soft Sites

All times are based in Eastern Time Zone with Daylight Saving Time



1:18pm - Subject Site and Existing Buildings



2:18pm - Subject Site and Existing Buildings



3:18pm - Subject Site and Existing Buildings



4:18pm - Subject Site and Existing Buildings



1:18pm - Subject Site and Soft Sites



2:18pm - Subject Site and Soft Sites



3:18pm - Subject Site and Soft Sites



4:18pm - Subject Site and Soft Sites

 Subject Site

 Shadows Cast by Buildings on Subject Site

 Existing Buildings

 Soft Sites

 Open Space



Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)

0 100 200m
20

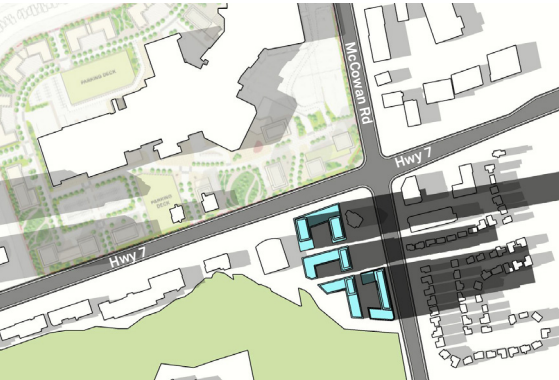


September 21st Sun/Shadow for Subject Site & Soft Sites

All times are based in Eastern Time Zone with Daylight Saving Time



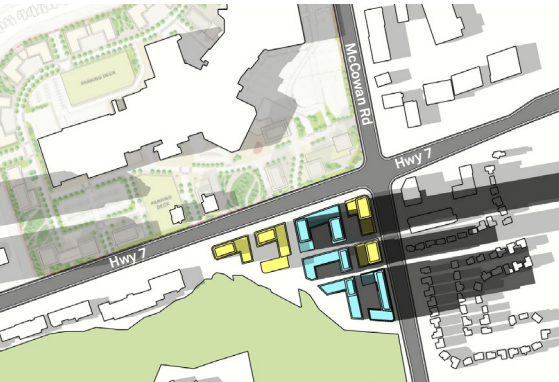
5:18pm - Subject Site and Existing Buildings






6:18pm - Subject Site and Existing Buildings





5:18pm - Subject Site and Soft Sites



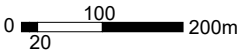
6:18pm - Subject Site and Soft Sites

-  Subject Site
-  Shadows Cast by Buildings on Subject Site
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Note: Underlay represents CF Markville Mall Master Plan Application (USI, 2022)



Southwest Quadrant McCowan Road & Hwy 7 – Stakeholder Engagement Response Letter

7/29/2024

**Southwest Quadrant McCowan Road & Hwy 7
Stakeholder Engagement Response Letter**

7/29/2024

Prepared For:

John Hurlburt Holdings Limited & 2048833 Ontario Inc

Prepared By:

Brook McIlroy Inc.

161 Spadina Avenue, 2nd Floor
Toronto, ON M5V 2L6

416 504 5997

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1. Introduction

1.1 Cover Letter

On behalf of John Hurlburt Holdings Limited & 2048833 Ontario Inc (“the clients”) we thank the City of Markham for engaging and collaborating with our team as part of the Markville Secondary Planning process (Markville Secondary Plan). This Stakeholder Engagement Response Letter (“the Letter”) is intended to provide a response to discussion and information shared at the June 27th Markville Secondary Plan Stakeholder Engagement Session. The session was led by the City of Markham and attended by Brook McIlroy Inc. and LEA Consulting Ltd. on behalf of the clients.

The engagement session provided stakeholders with an opportunity to hear from WSP, the consultant team leading the Markville Secondary Plan process, as well as the City of Markham on the emerging concepts and newly proposed Design Principles. In addition, the session provided an opportunity for stakeholders to provide feedback on the emerging concepts via sticky notes and verbally to the team leading the Secondary Plan process. Brook McIlroy and LEA Consulting Ltd. provided input on several of the emerging concepts and shared key recommendations and design considerations for the Markville Secondary Plan, as presented in Brook McIlroy’s Comprehensive Block Plan (“the Block Plan”) and Memorandum (“the Memo”). These documents were provided to the City in March of 2024 as a formal submission for 8312 McCowan Road & 5221 Highway 7 (“the Site”), which is within the delineated study area of the Markville Secondary Plan. The purpose of these two documents was to compliment the submission as part of the proposed Markville Secondary Plan, currently under active consideration by Markham.

This Letter addresses concepts and recommendations within the Block Plan and Memo and provides commentary on the proposed Design Principles prepared for the Markville Secondary Plan. Our team has examined the proposed Design Principles and concludes that they are consistent with the proposed directions within our Block Plan and Memo for the Site.

1.2 The Vision for the New Community at Campbell Park

The vision for the southwest quadrant of McCowan Road and Highway 7, also referred to as the “New Community at Campbell Park” within the submitted Memo, is consistent with the vision for the Markville Secondary Plan, which is envisioned as a revitalized community with a mix of uses and access to transit and active transportation options. The following outlines the vision for the southwest quadrant of McCowan Road and Highway 7:

- A walkable, pedestrian-oriented and distinct mixed-use community;
- A fine-grained network of complete streets for cycling, pedestrian and public transit connections, with direct connections to Highway 7 and McCowan Road frontages;
- A diverse and connected network of green and open spaces;
- Appropriately sized urban blocks that will form a consistent and complete future development site, that is within proximity of the Centennial GO Station;
- Built form design and transitions, separation distances and floor plates that promotes sunlight view and privacy between adjacent sites, and minimizes adverse impacts to adjacent properties; and
- A phasing plan that ensures appropriate and timely development of the Block Plan Area, achieving incremental growth over time.

2. Design Principles

2.1 Design Principles

As noted in Section 1.1 of this Letter, the City of Markham presented a series of Design Principles to stakeholders at the Secondary Plan Engagement Session. The following six Design Principles are intended to help guide and inform future growth and development for the Markville Secondary Plan. Brook McIlroy has reviewed these principles and observe consistency between them and the five established Guiding Principles prepared as part of the formal Block Plan and Memo submission.

The City developed Design Principles are as follows:



Design Principles

1 Creating a Great Urban Realm

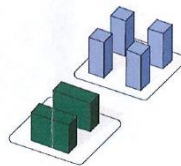
- Make the pedestrian experience comfortable, safe and inviting
- Creating views to the mall by:
 - Framing pathways and internal streets with buildings; and
 - Inclusion of open space (parks and plazas) to punctuate, provide green amenity, and 'relief' between built form



Retail Quarter, Sheffield, London, EN

2 Expressing Building Height(s) in Different Ways

- Built-form can be shaped to achieve either compact lower height buildings or taller, slender buildings;
- Arrange heights around the mall to create orderly progression of built-form (i.e. lower along Bullock, gradually higher towards Highway 7 and highest at McCowan Rd and Highway 7); and
- Integration with community character



3 Integrate Retail in New Development to Animate Key Areas

- Recognize importance of mall as retail destination
- Explore potential opportunities at key points along Highway 7 frontages; and
- Inclusion of retail internal to the site in proximity to mall entrances



Washington, D.C.



Design Principles

4 Importance of Place

- Signal the mall and its immediate environs as a destination;
- Using built-form to emphasize corners through height and special massing;
- Intersection at Highway 7 and McCowan Road, and Highway 7 East and Bullock Drive.



Victoria, BC

5 Incorporating Community Needs

- Schools and community centres incorporated into the base of taller buildings (i.e. urban approach);
- Northeast area of the site along Bullock Drive.



55 Lakeshore, Toronto
(TDSB -Proposal for School)

6 Creating Transit-Supportive Development

- Bringing more people and jobs closer to transit;
- More intensity (height) of built-form in proximity to major transit stations, i.e. Centennial GO Station



Marine Gateway (Station), Vancouver



2.2 Site Guiding Principles & Mapping

The following discusses the established five Guiding Principles that informed the design and development concepts for the southwest quadrant of Highway 7 and McCowan Road. The Guiding Principles are as follows:

1. Active & Transit-Oriented Development

- Introducing a mixed-use development in proximity to high-order transit, including GO Stations and surface bus routes, as well as proposed cycling facilities along Hwy 7 and McCowan Road.
- Supporting sustainability by limiting underground parking on site, providing bicycle parking and encouraging use of transit.
- Promoting walkability and connectivity to nearby bus stops through pedestrian connections.

2. Street & Block Configuration

- Creating a four part block structure, subdividing the larger parcel into defined development sites and enhancing pedestrian vehicular connections through the site.
- Providing permeability for the overall site, through continuous walkways, shared streets and connections through the grade level building that knit together the individual site areas.
- Proposing a hierarchy of streets.

3. Built Form & Transition

- Locating the highest density and tallest built form at the intersection of Highway 7 and McCowan Road, creating a defined 4 corner area gateway.
- Proposing a mixed-use development with retail at-grade, office use along the middle and upper levels of the podium and residential use above, forming a complete community.
- Providing a transition in height from the northeast corner of the Subject Site towards the west and south. Height transitions are directed down towards Campbell Park, existing residential neighborhoods and the flood plain.

4. Height & Massing

- The form of the towers and podiums, and the tower orientations are designed to reduce bulk as they rise, and to minimize shadow impact on adjacent parkland, open spaces, neighbourhoods and public realm.
- Addressing the street through podium heights of 6-storeys along McCowan Road and 8-storeys along Hwy 7, providing a human scaled street wall condition.
- Maintaining tower separation distances of minimum 30 metres and tower floor plates of 800-850 square metres

5. Interconnected Green Network

- Locating open spaces internal to the site, in proximity to the interior street network and away from major roads, promoting public access, safety and security.
- Expanding the open space network through the strategic placement of outdoor plazas, green roofs, forecourts, green buffers and landscape entry points.
- Establishing a continuous, green connected network throughout the site and towards Campbell Park.

These Design Principles are supported by mapping that illustrates the future potential of the Block Plan Area and cover topics including transportation, street network, block configuration, built form and height, green network and phasing:

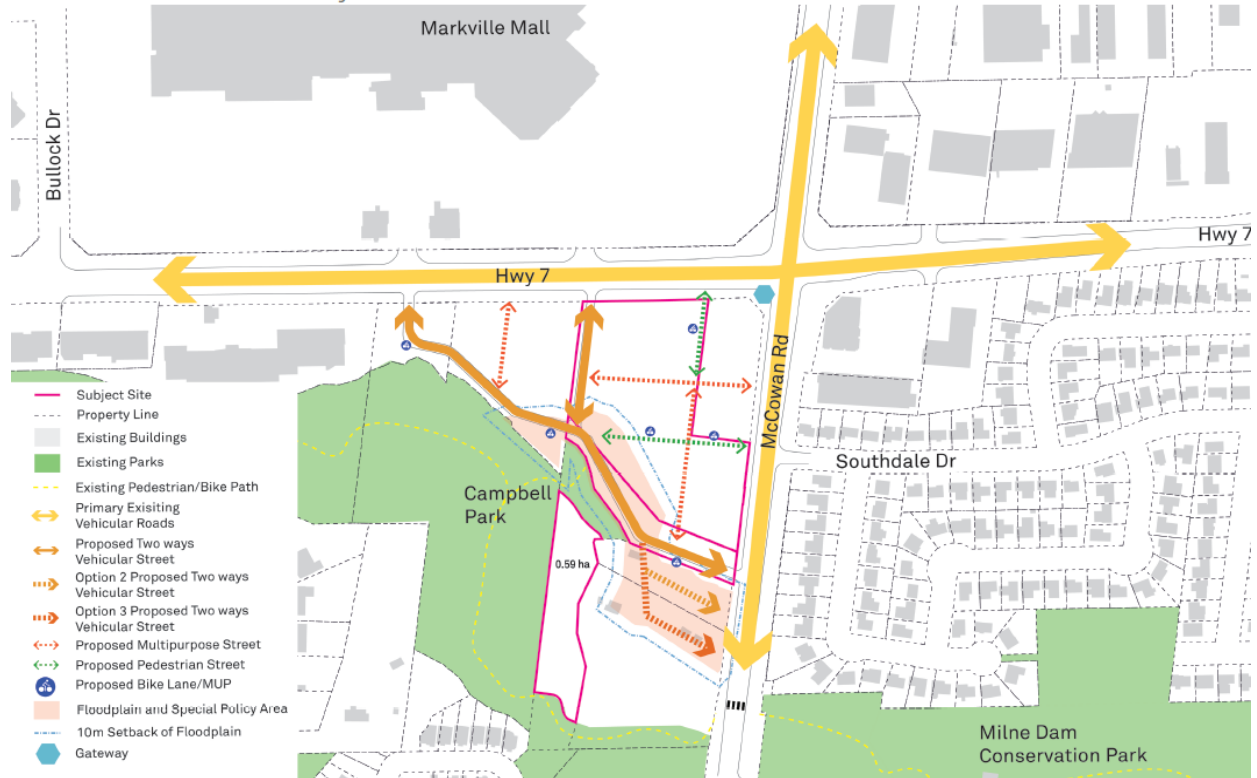
Transportation Network

McCowan Road & Hwy 7 - Markham



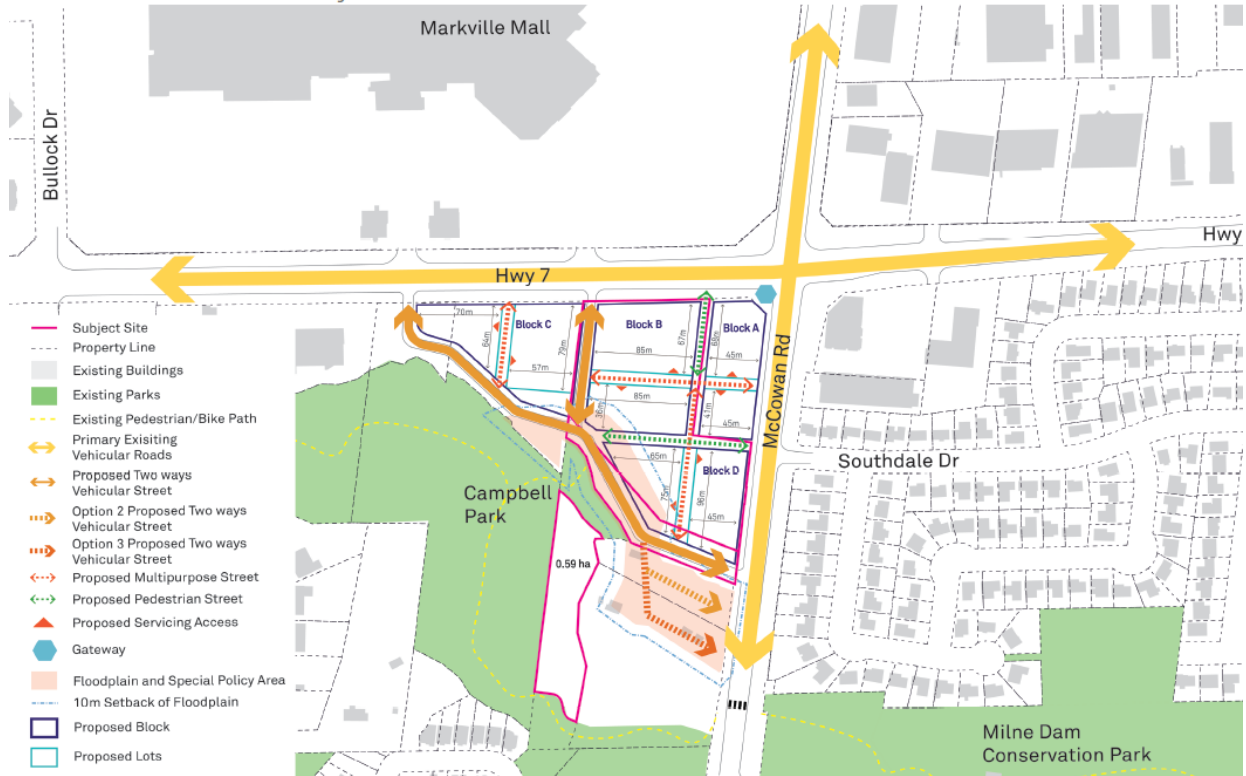
Street Network

McCowan Road & Hwy 7 - Markham



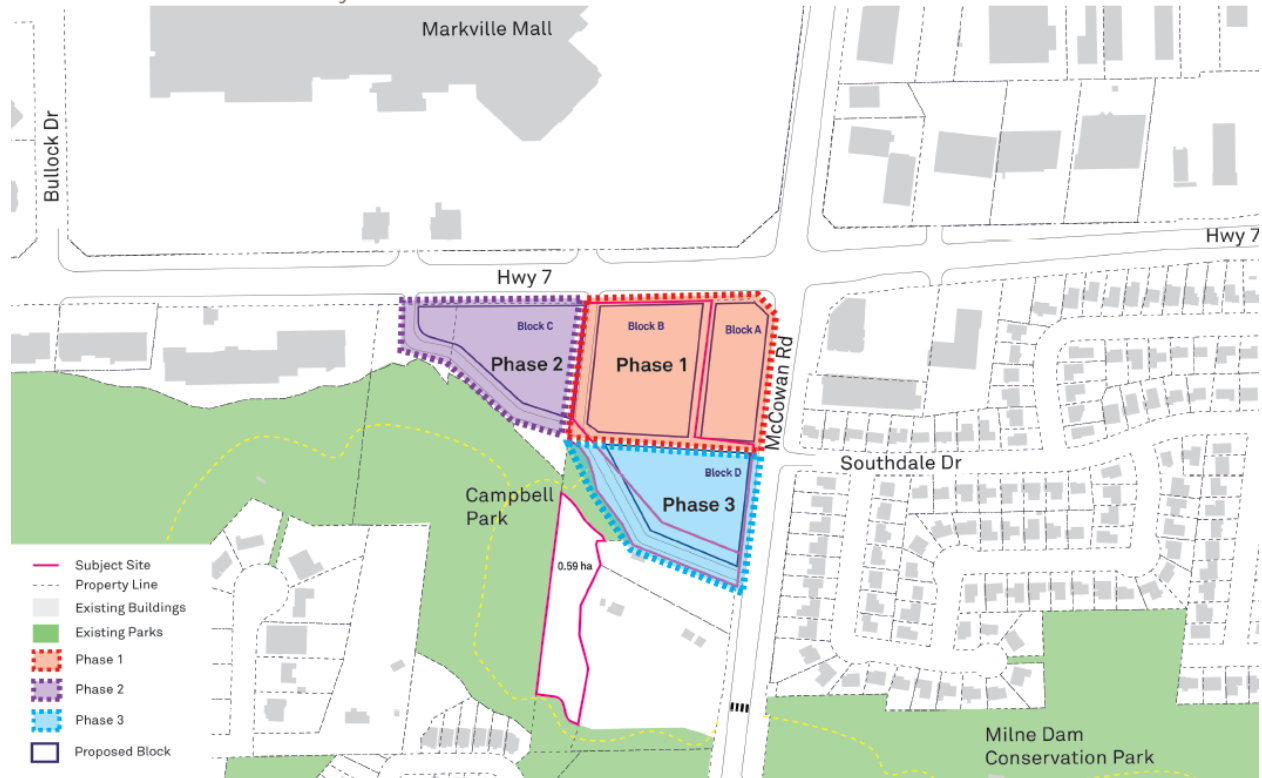
Block Configuration

McCowan Road & Hwy 7 - Markham



Phasing

McCowan Road & Hwy 7 - Markham



McCowan Road & Hwy 7 - Markham



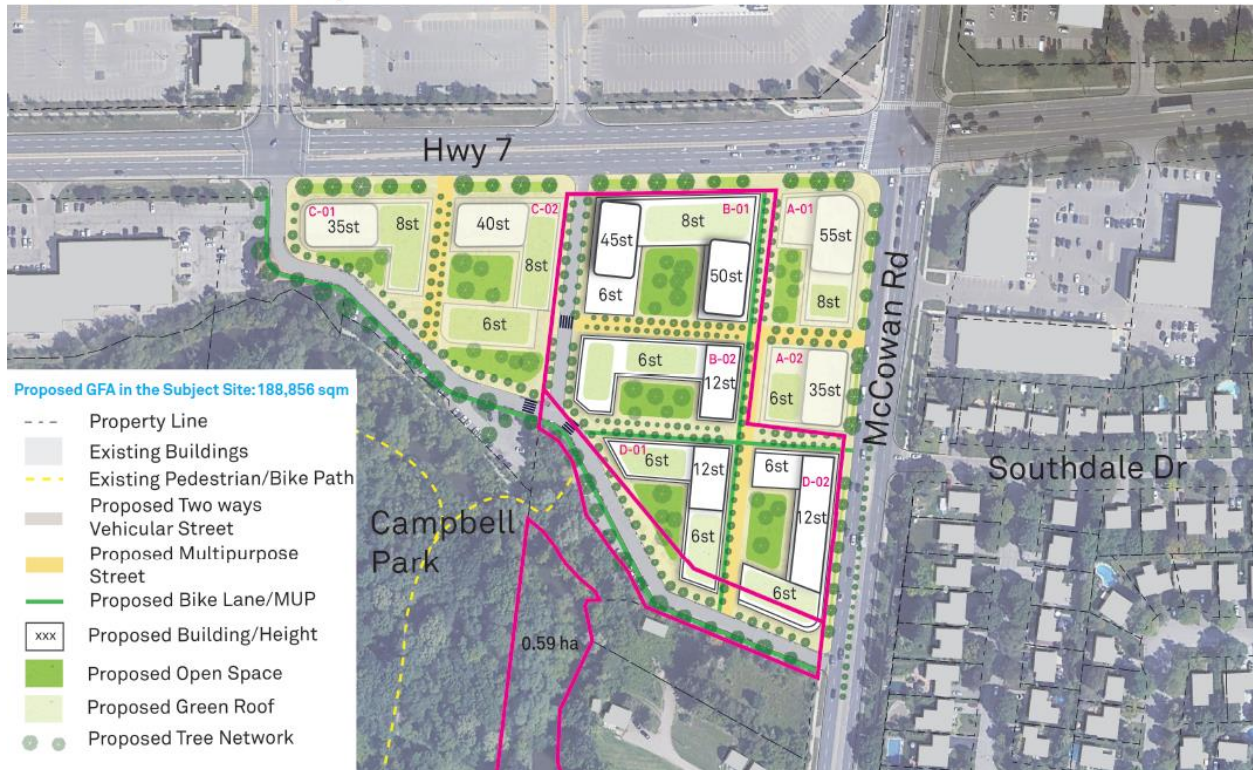
Green Network

McCowan Road & Hwy 7 - Markham



Site Plan

McCowan Road & Hwy 7 - Markham



2.3 Analysis

The following paragraphs identify the overlap between the Design Principles (DP) prepared by the City of Markham and the Guiding Principles (GP) prepared for the southwest quadrant of McCowan Road and Highway 7. This section identifies the similarity between both established principles, demonstrating that the Block Plan and Memo hold similar values to the emerging ideas for the Markville Secondary Plan.

The following list includes Markham's DP. The corresponding bullets list the GP that overlap with the DP:

1. **(DP, Markham) Creating a Great Urban Realm**
 - (GP) Street & Block Configuration
 - (GP) Interconnected Green Network
 - (GP) Active & Transit-Oriented Development
2. **(DP, Markham) Expressing Building Height(s) in Different Ways**
 - (GP) Built Form Transition
 - (GP) Height & Massing
3. **(DP, Markham) Integrate Retail in New Development to Animate Key Areas**
 - Built Form & Transition
4. **(DP, Markham) Importance of Place**
 - (GP) Built Form & Transition
 - (GP) Height & Massing

- 5. **(DP, Markham) Incorporating Community Needs**
 - (GP) Interconnected Green Network
 - (GP) Built Form Transition
- 6. **(DP, Markham) Creating Transit- Supportive Development**
 - (GP) Active & Transit-Oriented Development
 - (GP) Built Form & Transition

Please refer to Section 2 for details on the outlined Design Principles and Guiding Principles.

3. Markville Secondary Plan Recommendations

3.1 Proposed Recommendations

The list below provides a summary of key recommendations provided at the engagement session, as well as identified within the Block Plan and Memo for the Site. We hope the City of Markham will consider these recommendations in the continued advancement of the Markville Secondary Plan:

- Relocate and break up the identified 0.3 hectares of park area which is currently located on the southerly boundary of the clients' lands, as seen within the Markville Secondary Plan emerging Parks and Open Space concept.
- Consider including the 0.59 hectares of green lands, owned by the clients and seen in the Green Network Map prepared by Brook McIlroy within the Secondary Plan Boundary for additional open space, or refer to this parcel within the Markville Secondary Plan as a green asset to the area.
- Expand the southern boundary of the Markville Secondary Plan to include the remaining parcel south of the Block Plan boundary. This would comprehensively expand and round out the community and provide opportunities for enhanced transportation infrastructure options (i.e. existing PXO relocation and future signalization options).
- Reconsider Official Plan policy 9.14.6 Special Policy Areas "*maximum building height shall be 3-storesys for the Mixed Use Low Rise lands shown on Figure 9.14.6 that are located within a Special Policy Area shown on Map 8- Special Policy Areas*" within in the Markville Secondary Plan review, supporting more efficient and optimal use of the land, and providing contemporary intensification on the urban Block. As well as to reflect updates made to the Unionville Special Policy Area boundary which shifts and minimizes the boundary to reflect flood plain changes identified by the TRCA.
- Encourage further discussion with the TRCA regarding flood plain boundaries and development restrictions pertaining to height outlined in Official Plan policy 9.14.6.
- Consider a more integrated and connected green network, with additional paths, landscaped courtyards, green connection points and open spaces for the Green Loop Approach concept within the Markville Secondary Plan. The Green Network map on page 14 of this Letter details an

integrated green network that draws together a series of green and open spaces for the southwest quadrant of McCowan Road and Highway 7.

- Reconsider increased height and density at the southwest corner of Highway 7 and McCowan Road, to be consistent with the proposed built form condition for the McCowan Road and Bullock Drive intersection, as seen in the Markville Secondary Plan emerging Built Form concept.
- Establish a street network hierarchy which includes two-way vehicle streets, multi-purpose streets and pedestrian streets, as seen in the street network map in Section 2.2 of this Letter.

4. Conclusion

In conclusion, we believe that the Design Guidelines prepared as part of the formal submission to the City of Markham in March 2024 strongly align with the Design Principles presented at the Markville Secondary Plan Stakeholder Engagement session. We hope that comments shared at the Stakeholder Engagement session and recommendations shared within our Block Plan/Memo and discussed within this Letter continue to be considered by the City of Markham in the review of the Markville Secondary Plan.

June 9, 2025

VIA EMAIL: clerkspublic@markham.ca

Raj Kehar
Partner
t. 416-947-5051
rkehar@weirfoulds.com

File 00819.00006

Development Services Committee
City of Markham
Markham Civic Centre
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3

Dear Chair & Members of the Committee:

Re: 9.1 MARKVILLE SECONDARY PLAN STUDY – DRAFT FINAL STUDY REPORT (10.8)
Written Submission from the owners of certain lands at the southwest corner of McCowan Road and Highway 7

We are solicitors for the owner of three parcels of land located at the southwest corner of McCowan Road and Highway 7. More particularly, our clients own the following properties (collectively referred to as the “**Subject Site**”):

- (i) **5221 Highway 7:** Owned by **John Hurlburt Holdings Limited** and is comprised of 2.092 hectares and is improved with a retail commercial centre with approximately 5,620 square meters of gross floor area developed circa 1981;
- (ii) **8310-8312 McCowan Road:** Owned by **2048833 Ontario Inc.** and is comprised of 0.461 hectares and is improved with a restaurant (Tim Hortons) along with a two-storey commercial/office building with approximately 1,721 square meters of gross floor area developed circa 2001; and,
- (iii) **Valley/Open Space** parcel to the south of 8310-8312 McCowan Road: Owned by **John Hurlburt Holdings Limited** was originally approximately 0.959 hectares in area. A portion of the original property was sold to the City to integrate with the pathway system approximately 10 years ago. The remnant parcel (slightly less than 0.959 hectares) is now landlocked and is outside the Markville Secondary Plan Study area.

Our clients are long-standing corporate citizens of the City of Markham (“**Markham**”), having participated in advancing many initiatives, including most recently the dedication of land/easement on the south end of the Subject Site to provide a pedestrian connection.

On behalf of the Applicant, we have reviewed the City Staff Recommendation Report (the “**Report**”) in respect of the above-noted matter and wish to express our disappointment that City

Staff have ignored the significant work our client has done to establish a vision for the Subject Site and its immediate surrounding area.

REQUEST: For the reasons detailed below, we request the Development Services Committee (the “DSC”) and Council not adopt Staff’s current recommendations related to the southwest corner of the intersection of McCowan Road and Highway 7 contained in the Report and resolve to direct Staff to continue dialogue with our client on this major intersection.

The Subject Site is located at a prominent intersection in the City that functions as a gateway. The Subject Site is well served by existing and future public transit infrastructure, which warrants consideration for future high density mixed-use development. Specifically, the Subject Site has frontage along Highway 7 approaching +/-90 meters and similar frontage along McCowan Road. The Subject Site is also within the designated and protected McCowan Road BRT MTSA. This MTSA is intended to support higher-density development and mixed-use projects to promote transit-oriented communities.

Through the Markville Secondary Plan process, with the urging of City Staff, our client undertook their own detailed secondary plan exercise for the Subject Site and its immediate surroundings to complement the City’s initiative. We are pleased to attach the full written record consisting of the following:

- (i) Correspondence dated November 3, 2023;
- (ii) Correspondence dated March 14, 2024, submitting our client’s recommended Comprehensive Block Plan along with Summary Memorandum; and,
- (iii) Correspondence dated July 29, 2024 (Stakeholder Engagement Response);

Some of the highlights of our client’s planning proposal include:

- (i) Heights limits of 45-storeys along Highway 7 and 50-storeys along the McCowan Road, with contemporary urban design transitioning provisions.
- (ii) A holistic view of the transportation network that incorporates orphaned lands to the south and improving connectivity of roads, bicycle and pedestrian connections, including possible connections to Milne Park;
- (iii) An update of the outdated 3-storey height limit within the Special Policy Area;

- (iv) Expansion of the Markville Secondary Plan Study Area to include land to the south that could include a significant physical park contribution from lands owned by our client;
- (v) Appropriately sized development blocks with park allocation enhancing the public realm; and
- (vi) Phasing policies to ensure timely and orderly development.

Given the planning work our client has completed to date with respect to the Subject Site and immediate surrounding area, our client does not support City Staff's recommendations for reasons that include the following:

1. Of the four quadrants in the geographical heart of the Markville Secondary Plan (the Subject Site is now shown to be within the proposed McCowan Node), the southwest corner will have the least amount of shadowing impacts on the existing low-rise neighbourhood to the east. This urban design and planning principle was well documented in our client's submissions. We fail to understand why Staff have not included this in their assessment. The Subject Site's locational attributes warrant the highest heights because it will have the least impact on the nearby low rise residential community to the east.
2. Given our dialogue with Staff, we had anticipated detailed response to our submissions, including the block planning work we provided to the City. To date we have received no meaningful response to this significant body of original work. The City Staff Report and the accompanying consultant's Final Recommendation Report consolidate all comments in a cursory manner and provide no analysis or planning rationale as to why the planning work our client has completed through its land use, urban design and transportation consultants is not an appropriate vision for the Subject Site. It appears that Staff and the consulting team had pre-determined the outcome and were empowered by the Council committing to process any future Official Plan Amendment related to the Markville Secondary Plan through Section 26 of the Planning Act, a process that does not provide an interested party an opportunity to appeal a decision of the approval authority. It is for this purpose that we are ensuring that our entire written efforts are on the public record to signal our displeasure with the recommendations and desire to modify any Markville Secondary Plan that may be adopted in the future so that it's consistent with the

visioning exercise our client has completed for the Subject Site and its immediate surroundings.

3. The provincial government has made significant strides in upgrading the planning process to unlock and unravel its ability to fast track the delivery of much needed housing. Every unit counts and this development represents a direct response to the identified provincial housing initiative. Locating a park on the Highway 7 frontage is in direct violation of the provincial direction to optimize persons and jobs on higher transit corridors. A better location for the park can be found as identified in our client's visioning exercise for the Subject Site and surrounding area (lands to the south that are currently outside the Study Area which offers a much more cohesive integration of Campbell Park, Milne Park and the Rouge Valley system or on the western edge of the southwest quadrant as originally identified in the December 2023 Interim Report. City staff's proposal to locate a park on Highway 7 represents obsolete planning and has the potential to create several conflicts.
4. For the above reasons, it is our opinion that the secondary plan framework proposed by our client for the southwest quadrant is in keeping with the planning and urban design framework established by the applicable planning documents, including the Provincial Planning Statement 2024, the Region of York Official Plan (2022), and the City of Markham Official Plan (2014), all of which support residential intensification in built-up areas, particularly in locations that are well served by existing municipal infrastructure and higher order public transit. We encourage the Chair and the Members of this Committee to review the client's detailed submissions.

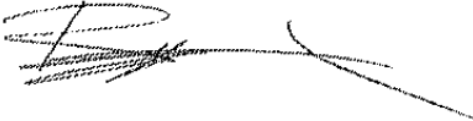
Moreover, the client's vision fully supports, compliments and implements the City's six design principles developed to help guide the Markville Secondary Plan process (please refer to the July 14, 2024 correspondence for a full discussion).

We thank you for the opportunity to provide comments and look forward to a resolution directing City Staff to continue to work with our client to advance a mutually beneficial planning framework to direct growth in this quadrant.

Should you have any questions or wish to discuss our comments, please do not hesitate to contact the undersigned or Paul Chronis, Senior Planner in our firm at 416.460.0038.

Yours truly,

WeirFoulds LLP

A handwritten signature in black ink, appearing to be 'Raj Kehar', with a long horizontal stroke extending to the right.

Raj Kehar
Partner

RK

Attachments

Cc: Client

March 14, 2024

VIA EMAIL: DWedderburn@markham.ca

City of Markham
Planning and Urban Design Department
Development Services Commission
Anthony Roman Centre
101 Town Centre Blvd
Markham, ON L3R 9W3

Paul Chronis
Land Use Planner
t. 416-947-5069
pchronis@weirfoulds.com

File 18807.00003

Dear: Mr. Wedderburn:

Re: Markville Secondary Plan, City of Markham

We are solicitors for the owner of two parcels of land located at the intersection of the southwest corner of McCowan Road and Highway 7. More particular, the clients own the following three parcels of land (collectively referred to as the “**subject site**”):

- (i) **5221 Highway 7:** Owned by **John Hurlburt Holdings Limited** and is comprised of 2.092 hectares and is improved with a retail commercial centre with approximately 5,620 square metres of gross floor area developed circa 1981. This parcel is subject to a land lease with Cadogan Corporation, which extends to 2027 with further rights of renewal extending to 2032;
- (ii) **8310-8312 McCowan Road:** Owned by **2048833 Ontario Inc.** and is comprised of 0.461 hectares and is improved with a restaurant (Tim Hortons) along with a two storey commercial/office building with approximately 1,721 square metres of gross floor area developed circa 2001; and,
- (iii) **Valley/Open Space** parcel to the south of 8310-8312 McCowan Road: Owned by **John Hurlburt Holdings Limited** is approximately 0.59 hectares in area.

As you recall, we made a written submission in November 2023 in response to the Markville Secondary Plan and held an in-person meeting soon after. This correspondence provided an interim submission based on the preliminary documentation that we were able to access and review through the City's on-line portal related to the Markville Secondary Plan Study. This was followed by Staff presenting the Markville Secondary Plan Study Interim Report dated December 11, 2023. We again met in early January 2024 to discuss the concerns arising from the vision, guiding principles and the emerging concept as discussed and described in the Interim Report. We advised that we were in the process of assembling a team to particulate more fulsome in the Markville Secondary Plan process and make a further formal submission in respect of the emerging concept.

In this regard, during our virtual meeting held on Thursday, February 22, 2024, we presented a draft Block Concept Plan (the “**BCP**”) related to the subject site. We undertook to revise the BCP to incorporate the feedback received and make a formal written submission related to the ongoing Markville Secondary Plan.

We are pleased to attach herewith the updated BCP, along with the accompanying supporting Memorandum which elaborates extensively on the vision for the subject site providing comprehensive planning, urban design, landscape and transportation analysis. You will note we have included the elements requested by Staff during our meeting, namely a phasing plan, the inclusion of the Markville Mall proposal and the consideration of bicycle paths.

The abutting lands within this quadrant have been included as “soft” site considerations, which is a normal practice in such an exercise. While we reached out to those abutting owners, they have not responded to our invitation to meet.

We are excited about the emerging opportunities the subject site presents in this particular location, without any undue offsite impacts. The subject site is ideally suited to accept higher forms of density, as and when the current uses become obsolete.

The BCP and the Memorandum present future transportation options that are intended to complement and improve the vehicular, bicycle and pedestrian access opportunities. In this regard, the submission makes recommendations on adding additional lands, to the extent necessary to the Markville Secondary Plan area to advance what we truly believe will be the future buildout of a complete community.

We ask that the BCP and the Memorandum be accepted as the client’s formal written submission and be included in any future reports and community meetings.

As always, we thank Staff for their continued dialogue with us as we jointly attempt to reach a harmonious recommendation on the future land use related to the subject site as part of a final Official Plan document that we can implement through a rezoning and site plan application at the appropriate time.

Please do not hesitate to contact the undersigned should any questions arise. We are always available to meet and discuss this submission in detail as necessary.

Yours truly,
WeirFoulds LLP



Per: Paul Chronis
Land Use Planner

Cc: Client
Darryl Lyons (dlyons@markham.ca)
PC/rm

November 3, 2023

Paul Chronis
Land Use Planner
t. 416-947-5069
pchronis@weirfoulds.com

VIA EMAIL: DWedderburn@markham.ca and LDaSilva@markham.ca

File 18807.00003

Attention: Duran Wedderburn and Liliana Da Silva

Planning and Urban Design Department
Development Services Commission
City of Markham

Anthony Roman Centre
101 Town Centre Blvd
Markham, ON L3R 9W3

Dear: Mr. Wedderburn and Ms. Da Silva

Re: Markville Secondary Plan Study, City of Markham

We are solicitors for the owner of two parcels of land located at the intersection of the southwest corner of McCowan Road and Highway 7. More particular, the clients own the following three parcels of land (collectively referred to as the “**subject site**”):

- (i) **5221 Highway 7:** Owned by **John Hurlburt Holdings Limited** and is comprised of 2.092 hectares and is improved with a retail commercial centre with approximately 5,620 square meters of gross floor area developed circa 1981. This parcel is subject to a land lease with Cadogan Corporation, which extends to 2027, with further rights of renewal extending to 2032;
- (ii) **8310-8312 McCowan Road:** Owned by **2048833 Ontario Inc.** and is comprised of 0.461 hectares and is improved with a restaurant (Tim Hortons) along with a two-storey commercial/office building with approximately 1,721 square meters of gross floor area developed circa 2001; and,
- (iii) **Valley/Open Space** parcel to the south of 8310-8312 McCowan Road: Owned by **John Hurlburt Holdings Limited** was originally approximately 0.959 hectares in area. A portion of the original property was sold to the City to integrate with the pathway system approximately 10 years ago. The remnant parcel (slightly less than 0.959 hectares) is now landlocked and is outside the Markville Secondary Plan Study area.

For proper parcel identification, please find enclosed the three parcel abstracts along with the relevant PIN maps. Please note that the McDonald's restaurant at the immediate corner is not owned by either client.

The clients recently became aware of the City of Markham's (the "**City**") interest in developing a new Markville Secondary Plan. Accordingly, the purpose of this correspondence is to provide an interim written submission based on the preliminary documentation that we were able to access and review through the City's on-line portal related to the Markville Secondary Plan Study, in which the subject site falls within the limits of the study area.

The subject site is located at a very prominent intersection gateway into the City and is well served by public transit, which warrants consideration for future high density mixed-use development. Specifically, the subject site has frontage along Highway 7 approaching +/-90 meters. On this basis, the clients are more sympathetic to Option 3 (Nodes and Corridors) as presented in the Community Information Meeting #2 on May 24, 2023. However, the documentation reviewed currently locates one tower on the subject site along the Highway 7 frontage. We suggest, through proper application of contemporary urban design best practices, including appropriate tower separation distances, a further tower(s) is(are) quite possible and should not be excluded from consideration at this juncture in the planning process on the subject site either along the Highway 7 or a potential tower along the McCown Road frontage.

As indicated above, 5221 Highway 7 is subject to a land lease and will likely be a candidate redevelopment site soon after 2032. The emerging planning framework for this intersection should not preclude further intensification possibilities in the next decade. At the same time, the planning framework should recognize and protect the existing built form.

With respect to the transportation network and connection, the mid-range and full built out scenarios (Option 2) show a future westerly extension of Southdale Drive (the "**future connection**"). The alignment of this road extension appears to bisect the subject site bifurcating the existing built form from its parking layout. This alignment represents challenges and issues for the owners. As the City is aware, their subject site has two access points: one on the most westerly portion of the subject site off Highway 7 (right-in-right-out only) and the second towards the south end of the subject site off McCowan Road (full turn movement). Both access points have been the subject of multiple reviews and are necessary for the proper functioning of the subject site.

For this reason, the transportation network and connection shown on Option 3 is preferred if it does not impact the built form environment of the 8310-8312 McCowan Road site. It would be very important to have better mapping that depicts the proposed road alignments for demonstration of its built form impacts, if any. We also suggest that there should be co-ordination with the Region of York as they have completed an Environmental Assessment and will soon be constructing the approved improvements related to the widening of McCowan Road.

Based on the above, we strongly recommend that a meeting be scheduled to discuss the suggested future connection so the clients can better understand the alignment (please provide any further documentation possible so our transportation advisor can review), the timing and how this is intended to be secured. The existing access points need to be protected to service the existing built form.

In conclusion, while the clients understand change will occur to intensify sites, this needs to occur in a phased manner that protects existing rights and permits redevelopment at the appropriate cycle. There is extensive merit in identifying the subject site as a high-density tower location, but more can be achieved that is sympathetic to the surrounding built form. The future connection is of particular concern that will involve further dialogue. We are available and invite a meeting to discuss the above in advance of any other stakeholder meetings the City may wish to hold.

Thank you in advance for the opportunity to provide this interim written submission. Please ensure that any future notices of meetings, community information meetings, or statutory public meetings along with any notices of adoption/enactment of an Official Plan or Zoning By-law related to the Markville Secondary Plan Study be provide to the undersigned and to the registered owners at the following address:

2 Campbell Street
Suite 200
Whitby (Brooklin) ON L1M 1A2

Telephone: (905) 479-1956

ronhurlburt@jhl.ca

admin@jhl.ca

Yours truly,

WeirFoulds LLP



Per: Paul Chronis
Land Use Planner

PC/rm

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