

To: City Council  
The City of Markham  
101 Town Centre Boulevard  
Markham, Ontario, L3R 9W3

February 20, 2022

We oppose the application for a zoning by-law amendment to file no.: Plan 21 136184.

As residents in near the proposed site at Russell Dawson (Plan 21 136184), we have some serious concerns regarding the proposed development of 115 residential units on the land original reserved for an elementary school.

### **Density of the Development:**

Green City Development Group Inc's application to amend Zoning By-law 177-96 to permit a total of 115 residential units, including 106 townhouse units, 8 semi-detached dwellings, and 1 single-detached dwelling is far too dense in our neighbourhood. Our community is a delicate balance of townhomes, semi's and singles. Nowhere else in the neighbourhood do we have a grouping of homes so densely populated. Many of the residents in the area are original home owners, like ourselves, have put countless time and effort to develop and maintain the landscape aesthetics and increase the value of our property. However, the proposed design plan is contrary to the established area design style. The look and feel of the community would be put at risk with so many tightly packed units added to the area which will reduce the property value of our homes and the quality of life of residents in the neighbourhood.

In our immediate neighbourhood (between Russell Dawson, Woodbine ByPass and Markland) there are currently 169 homes. The plan would add 68% more homes into the neighbourhood, into a site that approximately 1/3 the size of the existing neighbourhood. The proposal does not fit the character of the neighbourhood and the lot coverage being proposed is simply too dense.

### **Increased Traffic, Safety Concerns and Noise:**

The proposal of 230 additional parking spaces, allowing for 230 vehicles will result in major traffic and safety concerns. The proposed vehicular access connection to Staglin Court will result in extra vehicles travelling through the Staglin Court Cul-de-Sac continuing on towards Laneway 6 and/or dispersed down Staglin Court or Robert Opsrey Drive. Laneway 6 is utilized not only by the 33 of homes with garages facing the laneway (up to 3 cars each), but as a pass through for other current residents in the existing neighbourhood. Additionally, there is often traffic congestion coming through the area from Woodbine By-Pass and Markland Street. Furthermore, the "Highway 404 Mid-block Crossing, North of 16<sup>th</sup> Avenue and Cachet Woods Court Extension, Markland Street and Orlando Avenue (Ward 2") will exacerbate the traffic congestion on Markland / Laneway 6 in the future, as drivers will be funneling into our existing neighbourhood for alternatives off the Woodbine Bypass to get to the 404 causing severe traffic congestion.

As a resident that is rear facing onto Laneway 6, there have been numerous occasions when the volume of traffic and speed of the cars coming through the laneway and

Staglin Crt has made it dangerous for us and our young children. Adding 115 units, with limited entrance and exits would only exacerbate this problem. Essentially, we're adding upwards of 200+ cars to the community but providing only 1 additional entrance/ exit to Woodbine ByPass or Russell Dawson.

The Markham's snow removal standard for snow clearing in Laneways (local roads) dictates that it's acceptable to be snow packed. The garages and parking spaces at the rear of homes backing into Laneway 6 often have short driveways or limited areas to shovel snow onto which narrows the driving width of the Laneway. Adding more vehicles from the proposal will cause additional safety concerns. During winter maintenance, the Staglin Court Cul-de-sac is plowed by pushing the snow into as enormous hill in the middle of the Cul-de-sac. The visibility from the vehicular connection of the proposed site to Staglin Court will be low due to this snow plowed roads causing additional safety concerns.

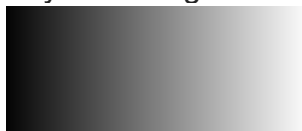
With parking only allowed on the north side of Staglin Court and the west side of Robert Opsrey and no parking allowed at the T-intersection at Staglin Court and Robert Opsrey, parking in the area is already very limited. Adding 115 more houses, with only 2 parking spacing allotted to each would push visitor parking to Staglin Court and Russell Dawson, where parking is already challenging.

The neighbourhood is predominately comprised of young families with many of the children attending the newly renamed local public school, Nokiidaa Public School. The noise and air pollution of development will impact the quality of life of current residents. Children already have to cross the major intersection at Woodbine Bypass / Russell Dawson Road to get to school but will also have to contend with more vehicles on the streets/Laneway and construction vehicles trying to exit the neighbourhood to get to school.

Additionally, the immediate families in the Staglin Cul-de-Sac use the court through the year to meet and have the children play outside. It's brought a sense of community to be able to play a friendly game of basketball or have a neighbour down the street drop by riding their bike to catch up. There is a strong sense of community on Staglin Court and we cherish our neighbourhood. We hope our kids can continue to play outside without the constant stress of increased dangers from increased traffic and to enjoy the outdoors without having to contend with increase noise and air pollution from development.

We hope you truly take the time to understand how such a densely packed development would negatively impact our community. Please vote to dismiss the application to amend the zoning by-law. Thank you for your time and consideration.

Bryan Kwong & Colleen Kuan



Dear City Council,

I am writing to express my strong opposition to (OS2) 177-96 Rezoning / amendment which is known as PLAN 65M4031 BLK 81, RUSSELL DAWSON ROAD.

Per NOC, this open space two (OS2) is under zoning **by-law 177-96** which permits **public schools, public parks and community centers**. GREEN CITY DEVELOPMENT GROUP INC's plan to add a total of 115 residential units and to open up / connect to Staglin court is unacceptable.

The development will be highly detrimental to the area - nearly all residents in the Staglin court and Russell Dawson neighborhoods are completely opposed to the addition of TH housing that will introduce traffic and safety problems, create even more problems within schools and parks that are already over-capacity, destroy the local wildlife habitat, and potentially lower the property values of the existing community. In addition, the Rezoning / amendment should NOT open Staglin Court as it would destroy the existing neighbours' sites while increasing noise pollution, traffic and safety risks.

1. **Traffic & Safety:** Traffic and safety of pedestrians are major areas of concern. Traffic jams north of Russell Dawson Road to Hwy 404 already spans the distance between the Staglin court deceleration lanes and the Lane way 6 intersection, and the intersection is routinely blocked by traffic turning onto HWY 404 during rush hour. While the traffic may become lighter on average, the local neighborhood traffic will disproportionately surge during morning and evening rush hours, causing traffic issues during critical times for the existing neighborhoods. The traffic surge during morning rush hours will also negatively impact safety for children, since students walk to school in the mornings. Staglin court's opening to Lane way 6 already has lots of traffic coming through with cars going at speeds higher than comfortable - especially with children outside playing. With the current growing volume of traffic in the neighborhood, developments like 177-96 Rezoning / amendment that increase traffic will create many new safety risks to all residents and pedestrians in the area.
2. **Education:** Public schools in the area are also already at maximum capacity, with daycares at over-capacity during this difficult COVID time. The council should not approve multi-family dwellings that creates or exacerbates a situation that will cause school concurrency to fail - for this proposal and / or other approved plans.
3. **Environment:** Wildlife has been observed in the area and any new development will likely cause irreversible damage to, if not completely destroy, the habitats of these animals. Any planned development of the property should carefully consider the initial and long-term impact to the local wildlife habitat. During the planning commission meeting, a speaker indicated that the proposed planning area has several endangered species, which should be investigated by the appropriate agency prior to approving development.

I urge you to disapprove the proposed rezoning. From recent meetings and discussions with my neighbors, I know my opinions are shared by many who have not managed to attend meetings or write letters and emails.

Thank you for your continued service and support of our communities.

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4. **Current Resident Properties:** Property values are likely to go down in the area if TH are built in the fashion of New Design styles which do not compliment our established area designs style. TH designs are inconsistent with the neighborhoods developed in the area. There was no indication of where the notifications were sent, but I suspect none were delivered into our neighborhood.

I urge you to disapprove the proposed rezoning. From recent meetings and discussions with my neighbors, I know my opinions are shared by many who have not managed to attend meetings or write letters and emails.

We understand that this land was reserved for School purposes, and an amendment to a different purpose as a residential area will result in the loss of amenities, green spaces, and recreational grounds.

Thank you for your continued service and support of our communities.

Best regards,



Katy Poon





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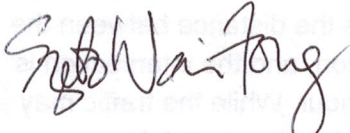
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YEUNG WAI FONG.

