



64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

KLM File: P-2849

April 4, 2022

City of Markham
Development Planning Department
101 Town Centre Blvd
Markham, Ontario
L3R 9W3

Attention: Members of the Development Services Committee

**Re: Development Services Committee – April 5, 2022
Item 4.1: Markham Centre Secondary Plan Interim Update
Digram Developments (Helen) Inc.
55, 63, 83 Helen Ave and 7987 Kennedy Road
City of Markham
Regional Municipality of York**

Dear Members of Development Services Committee,

KLM Planning Partners Inc. is the land use planner on behalf of Digram Developments (Helen) Inc. with respect to the above noted lands. We are pleased to provide this letter to the Development Services Committee with respect to the on-going update to the Markham Centre Secondary Plan (the “MCSP”).

The Subject Lands are generally located east of Kennedy Road on the south side of Helen Ave. The Subject Lands are known municipally as 55, 63 and 83 Helen Ave and 7987 Kennedy Road. The Subject Lands are generally flat and devoid of vegetation except for some ornamental trees. The Subject Lands are currently vacant and were formerly used for single detached residential uses.

The Subject Lands are currently part of the South Unionville Planning District (the “SUPD”) within the Markham Official Plan. The Subject Lands represent some of the last remaining lands within the SUPD which have not yet been redeveloped. The Subject Lands are designated predominantly for residential uses. A 0.52 hectare park is located on a portion of the Subject Lands with frontage on the west side of Greenberg Gate and the south side of Peshawar Avenue.

As part of the ongoing Municipal Comprehensive Review (the “MCR”) that is required to update the York Region Official Plan, the Subject Lands have been included in the proposed Enterprise BRT Major Transit Station Area (the “MTSA”). The MTSA seeks to achieve densities and built form that encourage the use of existing and planned public transit. The Subject Lands are less than 800m from the proposed Enterprise BRT station and additionally are also within approximately 800m of the existing Unionville GO Station. Accordingly, the proposed development of the Subject Lands should provide a higher-density built form that provides a transition to the low density uses to the east.

At the same time, the City of Markham is currently undertaking an update to the Markham Centre Secondary Plan. In order to reflect the density targets of the of the proposed MTSA, the MCSP boundary is proposed to be expanded to include the Subject Lands. The latest concept of the MCSP proposes to designate the Subject Lands “Residential Low Rise” and “Park”.

Phase 1 Development

Applications for Draft Plan of Subdivision, Amendment to the Zoning By-law, and Amendment to the Official Plan have been filed and are currently under review for a portion of the Subject Lands (“**Phase 1 Lands**”; see the Draft Plan of Subdivision included as **Appendix A**) to create a park block with an area that would ultimately achieve the above noted 0.52Ha park block, mid-rise residential block and extension to the existing Peshawar Avenue. A pre-application consultation meeting has been requested for a site plan application to refine the details of the development of the residential block that will be created as a result of the draft plan of subdivision application.

The Phase 1 Lands generally correspond with the “Residential Low Rise” designation in the latest MCSP which contemplates a maximum density of 2.0 FSI and a maximum height of 2-4 storeys. This proposed land use is not consistent with the development applications which are currently under review by the City. We have previously made our concerns known and wish to once again note that it is our opinion that the proposed land use permissions included in the updated MCSP must reflect the proposed development of the Phase 1 Lands.

Phase 2 Development

The balance of the lands (“**Phase 2 Lands**”) is not currently subject to development applications and is intended to be developed in future for residential use. The Phase 2 Lands are located on the south side of the proposed Peshawar Avenue extension with Highway 407 and vacant lands located to the south.

The Phase 2 Lands are generally consistent with the “Parks/Open Space” designation in the latest MCSP. This size of the proposed park block is not consistent with the SUPD or the discussions that the landowner has had with City staff regarding the best and most efficient use of these lands. We acknowledge that a larger park is now being sought by City staff in order to reflect the increase in density that would result from the proposed development of the Phase 1 Lands and other proposed developments in the area; however, it should be noted that there are a number of existing parks within the SUPD and a number of existing and proposed parks and open space within the MCSP, as per **Appendix B**. Given the relatively small area of the Subject Lands, providing a park of the size illustrated in the latest MCSP will be detrimental to the landowner’s ability to develop in a feasible manner.

The landowner has had discussions with respect to the development of the entirety of the Subject Lands. Numerous concept development plans were prepared to demonstrate how the Subject Lands could be developed in an efficient and appropriate manner as part of the larger SUPD. Each of these proposed concepts included increased density not only on the Phase 2 Lands, but also on the adjacent lands to the south and a park the size required by the SUPD. It is our opinion that the proposed concepts for increased density represent an efficient use of land and will better enable the City and Regin to achieve the prescribed densities of the MTSA.

It is our opinion that the SUPD and MCSP areas are well-served by existing parks and will be served further through newly-developed parks within the MCSP. Including a park block of the size illustrated in the concept MCSP is not conducive to achieving the density targets of the MTSA within the York Region Official Plan or of the Growth Plan for the Greater Golden Horseshoe. Residential development at higher densities

should be included on the Phase 2 Lands through the appropriate designation of those lands within the MCSP.

We trust the foregoing is in order. Should you have any questions, please do not hesitate to contact the undersigned.

Best regards,

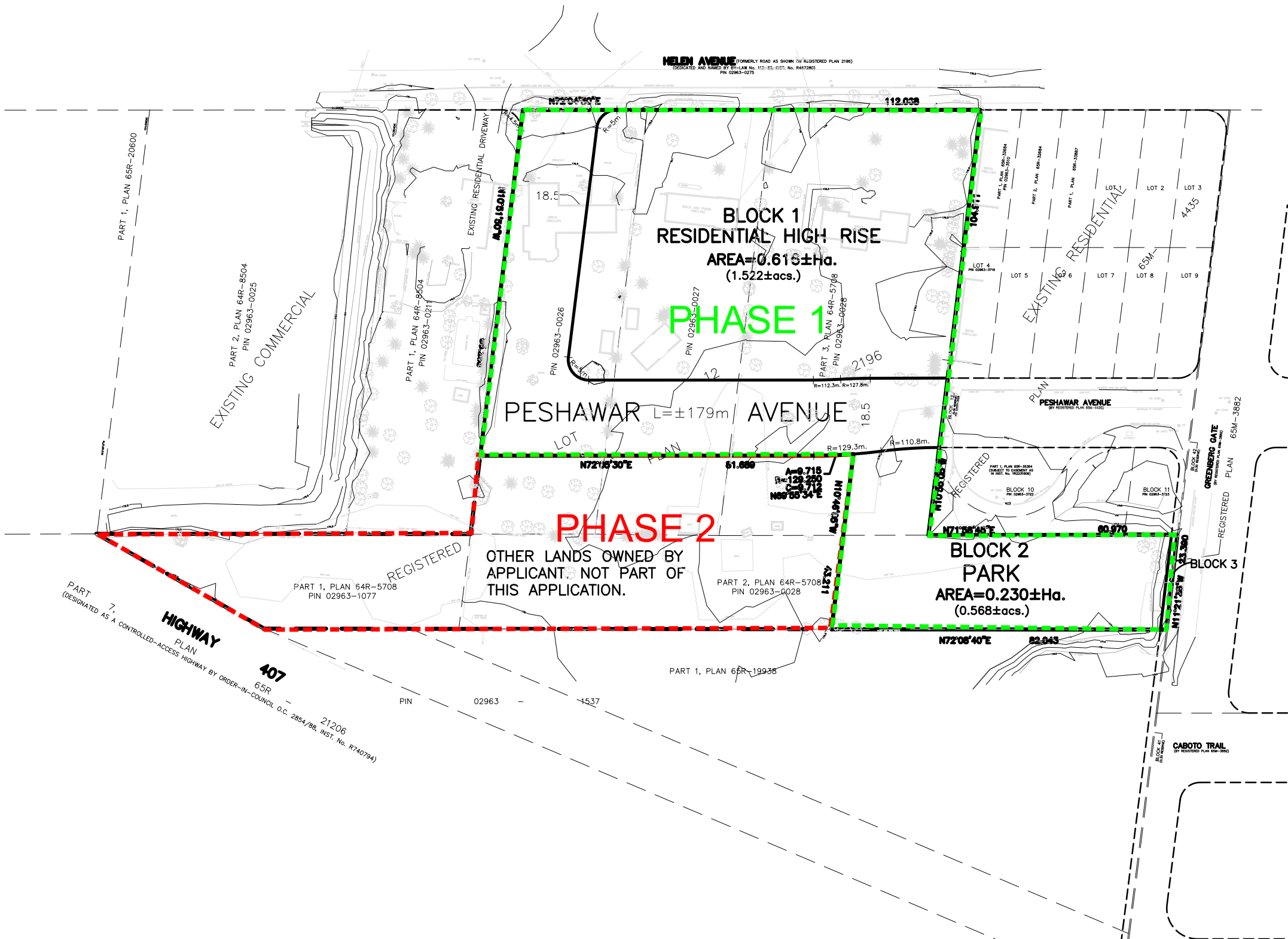
KLM PLANNING PARTNERS INC.

A handwritten signature in black ink, appearing to read "A Shields". The signature is written in a cursive, slightly stylized font.

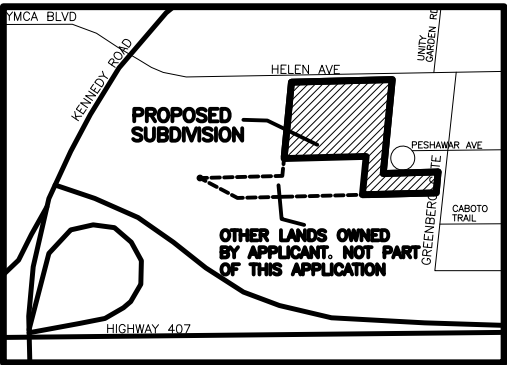
Alistair Shields
Senior Planner

Appendix A – Draft Plan of Subdivision

DRAFT PLAN OF SUBDIVISION
PART OF LOT 12, REG. PLAN 2196
CITY OF MARKHAM
REGION OF YORK
SCALE 1:500



DRAFT PLAN 19T-17001



KEY PLAN

N.T.S.

SECTION 51, PLANNING ACT,
ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE NOVEMBER 11, 2020

OPHIR OZALDOV OLS
SCHREFFER OZALDOV BENNETT LTD.
(416) 987-0101

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MARKHAM FOR APPROVAL.

OWNER

DIGRAM DEVELOPMENTS HELEN INC.

327 KENNEDY DRIVE
SUITE 201
MARKHAM, ON
L3R 9S8

ASUBHAR MASOOD A.S.O.

SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 1.178Ha. (2.913±Ac.)

	BLOCKS	LOTS	UNITS	±Ha.	±Ac.
DETACHED DWELLINGS					
BLOCK 1	1		295*	0.616	1.522
SUBTOTAL				295*	0.616 1.522
BLOCK 2 - PARK	1			0.230	0.568
BLOCK 3 - ROAD WIDENING	1			0.003	0.008
STREETS				0.330	0.816
18.5m WIDE, TOTAL LENGTH = 179.6m AREA = 0.0332±Ha.					
TOTAL	3		295*	1.178	2.913

NOTE - ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM

NOTE - *SUBJECT TO FINAL CALCULATION



PROJECT No. P-2849

SCALE 1:500 MAR. 22, 2022

(2849-DES18) X-REF: (2849mas5 + 2849mtopo)

DWG. No. - 22:3

64 JARDIN DRIVE - UNIT 1B, CONCORD ONTARIO L4K 3P3
TEL: (905)669-4055 FAX: (905)669-0097 design@klmplanning.com

Planning • Design • Development

Appendix B – Context Plan

LEGEND

- Subject Lands
- South Unionville Planning District
- Existing Markham Centre SP area
- Proposed MCSP Area Expansion
- 800m radius (10 min walk)
- Proposed Enterprise BRT Station

- NHS/Open Space/Parks
- Markham Pan Am Centre
- YMCA
- Future York Markham Campus
- Unionville GO Station
- School

