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June 12, 2022

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City of Markham
Development Services Committee
Markham Civic Centre

Att: Chair and Members of DSC & Mayor and Members of Markham City Council

**Re 10.1 YONGE CORRIDOR LAND USE AND BUILT FORM STUDY
(PRELIMINARY STEP TO SECONDARY PLAN) FINAL REPORT (10.4)**

1. [Yonge Corridor Land Use and Built Form Study-Final Presentation \(June 13\).pdf](#)
2. [Yonge Corridor Land Use and Built Form Study \(Preliminary Step to Secondary Plan\) Final Report.pdf](#)
3. [Appendix A-Yonge Corridor Land Use and Built Form Study Final Report.pdf](#)
4. [Appendix B-Yonge North Subway Extension Funding Transit Invest](#)

I represent the owner of 7951 Yonge Street (the “**Property**”).

Below are my comments and concerns in connection with the above agenda items.

These comments make clear that the Appendix A report – stated to be final – is far from complete, and that the Appendix B report is problematic.

7951’s interest in the agenda items

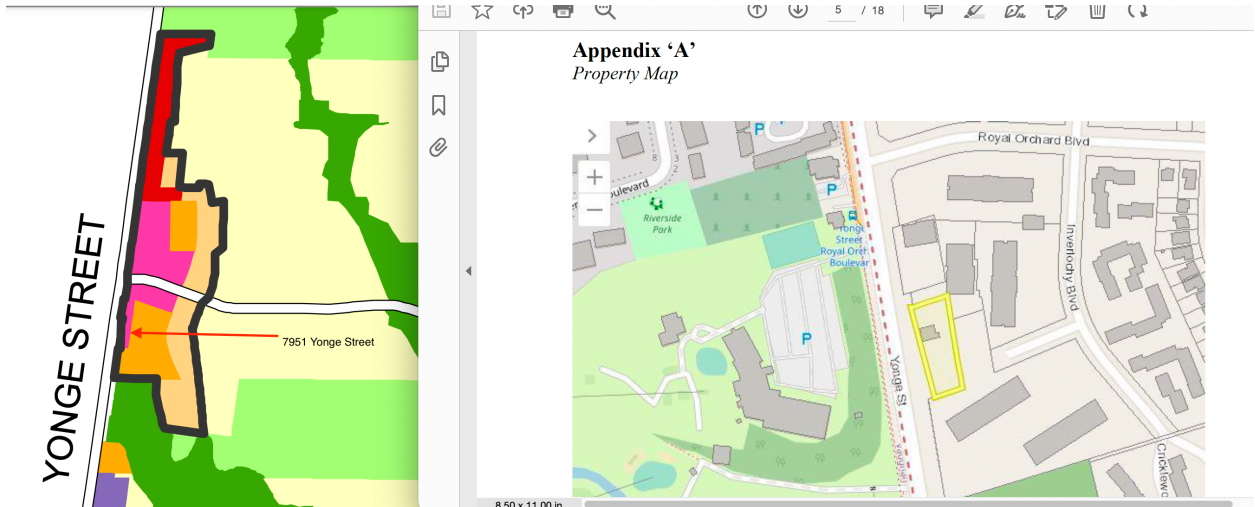
The Property is outlined in yellow below and is designated ***Mixed Use High Rise*** under Markham’s Official Plan (2014).

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The Property is also located within the Thornhill District (OP, s. 9.18), and more importantly within the Yonge North Corridor – Key Development Area (KDA).

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9.18.9

Key Development Area – Yonge North Corridor

The Yonge North corridor comprises the 'Mixed Use High Rise', 'Mixed Use Mid Rise', 'Residential High Rise' and 'Residential Mid Rise' lands along the east side of Yonge Street north and south of Royal Orchard Boulevard as shown in Figure 9.18.9.

Markham Official Plan LPAT File Number PL140743 – April 9, 2018 Office Consolidation

REGION APPROVED | June 2014

9-134

Area and Site Specific Policies



Figure 9.18.9

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Specific Land Use Objectives for this KDA and therefore the Property include:

Land Use Objective

- 9.18.9.1 The land use objective for the Yonge North Corridor is to provide for a mixed-use *key development area* that:
- a) functions as a portion of a Regional Corridor; and
 - b) integrates a balance and diversity of residential, retail, office and public uses, at transit-supportive densities along the Yonge Street Subway.
- 9.18.9.2 A local area study, as referenced in Section 10.1, may be prepared for the Yonge North Corridor.
- 9.18.9.3 In considering an application for *development approval* within the Yonge North Corridor *key development area* lands, the requirements of a *comprehensive block plan* shall be addressed in accordance with Section 10.1.4 of this Plan.

As noted in Section 9.18.9.2 of Markham's OP – a local area study – as referenced in Section 10.1.4 of the OP may be prepared for the Yonge North Corridor **but there is no requirement for a Secondary Plan.**

Since there is no requirement for a Secondary Plan in the Yonge North Corridor, any study to be prepared is to be undertaken in accordance with Section 10.1.4 of Markham's OP.

Staff should confirm whether this study has in fact been undertaken in accordance with Section 10.1.4 of Markham's OP. If not, then why?

It is acknowledged that the study was prepared in anticipation of the Yonge North Subway extension and future Royal Orchard subway station.

When the 1st draft of the study was released earlier this year (by Staff and its external consultant), it failed to account for the development potential of the lands comprising 7951 Yonge Street.

The current version of this study – Appendix A - is no better.

The taxpayers of Markham are not well served by studies that omit lands – designated Mixed Use Highrise - such as the subject Property, and which are available for development now.

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If the goal of the study was to locate short-and-long term development opportunities to support the subway, a new Royal Orchard Subway Station, and address the housing crisis, then the study has failed to do this in the Yonge North Corridor. The concept plan for the properties to the north of 7951 Yonge (see below) – makes little sense and is not achievable.



Why bother showing the above to the Province - Markham can do better and we are here to help.

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The following summarizes the key findings from the review of provincial, regional and municipal policy, the existing conditions, and the emerging context. These findings have influenced the development of the land use and built form concepts presented in the report.

- Provincial and regional policy supports intensification along Yonge Street within the Study Area.
- Provincial and regional policy supports transit-supportive development at subway stations, including those within the Study Area.
- Regional and municipal policy encourage investments within the Study Area that result in an increased number of people and jobs.
- Provincial, regional, and municipal policy acknowledges a need to plan for additional parks, open spaces and community services to address growth.
- The Study Area is automobile-focused. However, there is the potential for improved active mobility and pedestrian connectivity by integrating the existing sidewalk network with open space and natural systems that pass through the Study Area.
- Local and regional bus transit services integrate well with proposed stations, creating opportunities for mobility hubs. In addition, the potential for Bus Rapid Transit (BRT) or Light Rail Transit (LRT) along Steeles may contribute to making this an important regional hub.
- There are a limited number of large-scale soft sites readily available for redevelopment within the Study Area: the majority of the larger sites on the Markham side are already subject to advancing proposals, have been redeveloped, or are incumbered by existing mid-century apartment buildings. High density development along the corridor will likely require site consolidation strategies, or innovative redevelopment of apartment lots.
- Established neighbourhoods east of Yonge Street will shape the location and height of new high-density development to ensure an appropriate transition to the existing low-rise built-form.
- The built form and site typology varies significantly across the Study Area: while some larger parcels may accommodate significant intensification around a new street and block network, the majority are shallower retail parcels or neighbourhood lots that may require site consolidation.
- There may be opportunities to increase density with careful planning by developing portions of the open spaces surrounding older "towers in the park" style apartments within the Study Area.

The landowner engagement strategy referred to in Markham's study omitted references to our work and 7951's concept plan. This concept plan has been on file with the City, Region and Province (including Metrolinx) for quite some time, and is attached hereto.

The development concept tested for 7951 Yonge Street meets all urban design criteria and assumptions set out in Appendix A (agenda item 3 above). The site is also of sufficient size to accommodate redevelopment – at just over 0.625 acres.

It should be noted that **the Property (7951 Yonge) is not located within a heritage conservation district** and the house located on the Property would never warrant designation under the *Ontario Heritage Act*. The house should be relocated if Markham wants the structure.

The continued reference in the study to the potential for the Property to redevelop with heritage integration is misplaced.

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The owner of 7951 seeks to demolish the building on the Property and was recently before Heritage Committee on May 11th.

It is clear from Markham Heritage Staff's report to the May 11th HC that there is no basis to designate the building on the Property for preservation. The owner has agreed to give the local councillor time to find a new home for the building on the Property, if Markham wants it.

Given Markham OP Housing policies 4.1.2 – and the existing Housing Crisis declared in York Region, **Markham Staff should be directed to include 7951 Yonge Street's concept plan in any final built form study** in order to diversify the housing stock along the future subway corridor and Royal Orchard Station.

4.1.2 Diversifying the Housing Stock

A greater diversity of housing types and sizes will address the changing composition of Markham households over time. The addition of more mid-rise and high-rise building types with a greater mix of dwelling unit sizes, will accommodate an increasing number of smaller households, senior led households, immigrant households and lone parent households, as well as a significant number of households with children requiring dwelling units of sufficient size to accommodate families. A greater diversity of housing tenure will assist residents and workers with a preference for rental and shared accommodation given their household size and composition, their stage of life and level of ability, or their economic status.

It is the policy of Council:

- 4.1.2.1 **To work** in cooperation with the Region and the development industry to manage the future housing stock to accommodate the 2031 forecast population for Markham, including identifying targets by unit types, and monitoring housing market performance and adjust the targets as required.

7951 Yonge Street – Concept Plan – attached as a separate pdf

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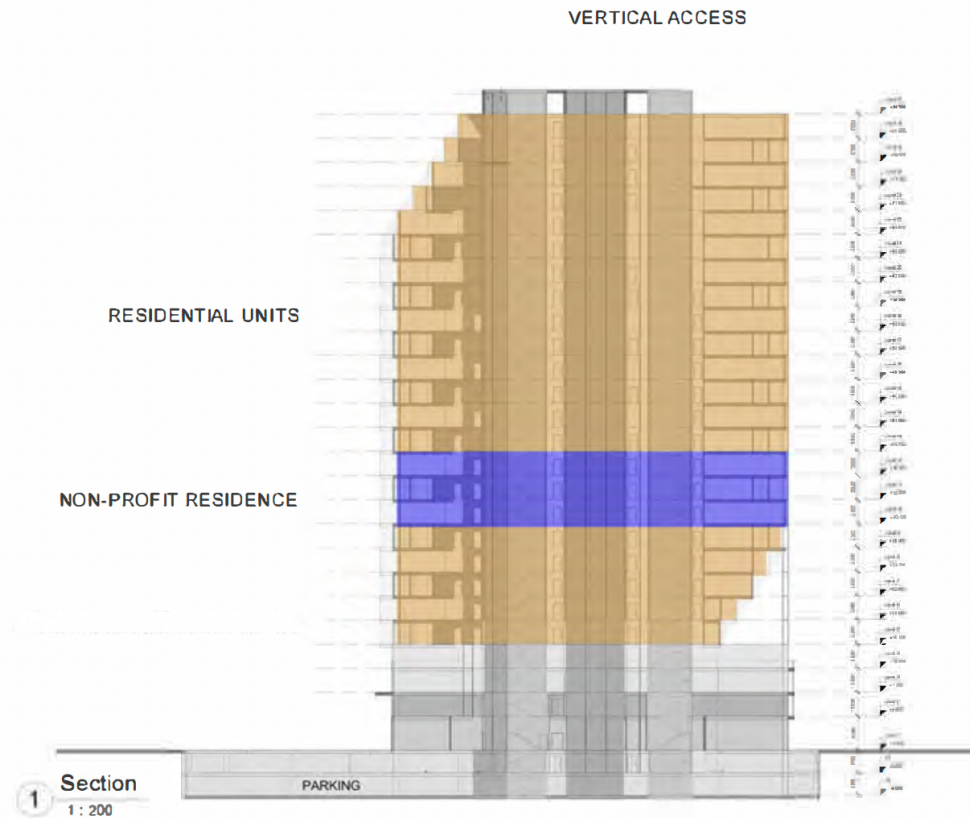
A tower in the park at 7951 Yonge Street.

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4. [Appendix B-Yonge North Subway Extension Funding Transit Invest](#)

The Appendix B report is problematic.

Both the Region of York and its local municipalities have retained external consultants to prepare reports such as the one found in Appendix B.

The title of the Appendix B report does not accurately reflect the agenda item as noted above.

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Proper title of Report - below

City of Markham

Yonge North Subway Extension: Funding Transit Investment and Land Value Capture

December 2021

nblc
N. Barry Lyon Consultants Ltd.

The title of the report includes reference to the concept of *Land Value Capture* (LVC). The Appendix B report introduces the concept of LVC in a very general way, but like most other reports of this type (and many are floating around York Region's municipalities), **the report contains little details on how to solve the problem, except to recommend more study.**

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It is not clear how LVC could be used to fund the Royal Orchard Station

given increased costs to produce apartment units along Yonge Street and owing to higher Regional and Local Development charges and other fees to be imposed on development.

I have requested the opportunity to address Committee on June 13th in order to communicate the above. I hope to be available on June 13, but if not, I will seek to address Markham Council at its next Council meeting.

On behalf of the owner of 7951 Yonge Street, I look forward to discussing the above reports and items with Markham Council and Staff.

Yours truly,

Jeffrey

Jeffrey Streisfield
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Encl. 7951 Yonge Street – Development Concept Plans.

cc. client

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