

File: P-3114a

July 9, 2022

Corporation of the City of Markham
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

Attention: Mayor and Members of Council

**Re: Markham Road – Mount Joy Secondary Plan Study
9781 Markham Road Limited Partnership
9781 Markham Road (SE corner of Markham Road & Castlemore Avenue)
City of Markham, Ontario**

KLM Planning Partners Inc. is the planning consultant acting on behalf of 9781 Markham Road Limited Partnership (c/o Liberty Development Corporation) with respect to their lands of the same address. We have been actively involved in the Markham Road Mount Joy Secondary Plan process from the outset, having made both written and verbal deputations to Development Services Committee (“DSC”), as well as contributions to dialogue at the various public and stakeholder sessions. Upon reviewing the July 2022 demonstration plan, our client has advised that they are not content with how buildings and heights are depicted on their lands

Our client’s site is approximately 2.07 hectares (5.11 acres) in size, being situated at the southeast corner of Markham Road and Castlemore Avenue – it is possible the site will be exceptionally well served by transit being less than 400m from the existing Mt. Joy GO train station to the south, and approximately 600m from the contemplated (but not yet confirmed) GO train station to the north at Major Mackenzie Drive. The site is also situated at an important intersection for the Secondary Plan, as Castlemore Avenue is a central pedestrian and vehicular link connecting the Secondary Plan area to the community east of the GO Rail line.

Up until this latest rendition of the Demonstration Plan, the proposed development for our clients lands has been represented as proposed - the south Phase 1 component of the development having existing site-specific zoning was endorsed by DSC in January of 2021 and includes two (2) mixed use towers of 22-storeys in height and two blocks of townhouses, while the north Phase 2 portion of the lands is presently undergoing a Zoning By-law Amendment application process to permit two (2) mixed use towers of 32-storeys and 27-storeys in height. This is a longstanding proposed configuration for the site, as Phase 1 materials were in review by the City since 2019 and technical assessment of that site plan application required study of the overall site to a degree. At the time of pre-consultation in 2019, staff requested that

submission of the Phase 2 applications be held-off in anticipation of the Markham Road Mount Joy Secondary Plan, which our client agreed to notwithstanding conformity with the applicable 1987 City of Markham Official Plan.

A brief but more specific chronology of the application history is provided below:

- August 2019 – Preliminary meeting with staff to discuss the overall vision for the site, including two (2) towers of 24 and 26-storeys for Phase 1, and two (2) towers of 29 and 26-storeys for Phase 2. At this time a request was made by staff to redistribute density from Phase 1 to Phase 2, as the Secondary Plan was forthcoming and support for up to 22-storey forms on the Phase 1 lands could be provided with existing zoning;
- October 2019 – Formal pre-consultation meeting for Phase 1, which indicated two (2) 22-storey towers for Phase 1, and conceptually two (2) towers of 32 and 27-storeys for Phase 2;
- January 2021 – DSC endorsement of the Phase 1 Site Plan which included conceptual tower heights for Phase 2 as reviewed for pre-consultation in October 2019;
- Up to April 2021 – Draft Secondary Plan concepts/demonstration plans publicly discussed reflected Phase 1 & 2 as shown on phase 1 application materials since October 2019. These plans depicted 32 and 27-storey towers on the Phase 2 lands, and through this component of the process no substantive feedback on these heights was received;
- September 2021 – On the basis of Secondary Plan demonstration plan that showed 32 and 27-storey towers on the Phase 2 lands, a Zoning By-law Amendment application for the Phase 2 development was submitted demonstrating that the same heights and arrangement were representative of good planning. At the related statutory public meeting and community information meeting that took place to follow, concern with respect to these proposed heights was not expressed.
- June 2022 – staff advise that lesser heights will be included in the demonstration plan due to urban design preference, initially suggesting two (2) 20-storey towers for the phase 2 lands and subsequently suggesting three (3) towers of 22, 20, and 18-storeys.

The Phase 2 Zoning By-law Amendment application was submitted after the April 2021 demonstration plan was presented to the public, is reflective of that demonstration plan, and is reflective of communication with staff since 2019. Staff comments on the Phase 2 Zoning By-law Amendment application received to follow did not identify proposed height as an issue, nor was this raised at the statutory public meeting or community information meeting. The first indication that height might require further discussion came only in June 2022 prior to this latest rendition of the demonstration plan being brought to DSC.

To date our client and staff have worked cooperatively to resolve issues and to make tremendous progress where planning for the development of the subject lands is concerned, however the most recent proposed

height modifications indicated in the latest demonstration plan are not acceptable to our client and require further discussion.

In assessing the various potential forms from the perspective of urban design principles, at the site level, it is our opinion that heights for Phase 2 at the immediate corner of Castlemore Ave. and Markham Rd. should exceed those of the DSC endorsed mid-block heights of Phase 1 at 22-storeys. In the same vein, the proposed organization of density in two towers allows for podium street wall that is not overly long or monotonous, and which makes the block more permeable from a pedestrian standpoint, when compared to the three-tower arrangement illustrated in the demonstration plan. Furthermore, the three-tower arrangement would result in a heavier building mass which again would be less desirable than a two-tower arrangement when the pedestrian realm is considered along with potential shadowing to the north. At the context level, we are also of the opinion that a two-tower arrangement as proposed in 32 and 27-storey towers is appropriate. This would achieve undulating heights from the pinnacle at the GO station and peaking at important corners such as this, resulting in an interesting skyline and urban realm, while achieving suitable relationships with surrounding heights contemplated in the demonstration plan in the immediate context.

Considering all of the abovementioned, and noting that the demonstration plan presently being considered by DSC is still in a conceptual state and subject to change through further dialogue, we look forward to further dialogue with staff to refine the demonstration plan in order to achieve optimal outcomes for the subject lands and the Secondary Plan area as a whole.

Thank you for your consideration and ongoing work to advance the Secondary Plan. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.



Marshall Smith, BES, PMP, MCIP, RPP
Associate

CC: 9781 Markham Road Limited Partnership