



KLM File: P-3367

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3

T 905.669.4055
KLMPANNING.COM

April 17, 2024

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

**Attention: Kimberley Kitteringham
City Clerk**

**Re: Development Services Committee
April 23, 2024 - Item 9.1 Recommendation Report City Initiated Official Plan
Amendment For The Markham Road – Mount Joy Secondary Plan,
File No. PR 20 142832 (Wards 4, 5 And 6) (10.3)
9408 - 9426 Markham Road
City Of Markham, Region Of York**

Dear Ms. Kitteringham,

KLM Planning Partners Inc. is the land use planning consultant representing the owner of the lands located at 9408 - 9426 Markham Road in the City of Markham. On behalf of our client, we would like to submit our comments on the Markham Road – Mount Joy Secondary Plan.

The Subject Lands are located immediately at the southwest corner of the intersection of Markham Road and Edward Jeffreys Avenue. The site has an area of approximately +/- 0.78 hectares (1.93 acres) with a frontage of +/- 71 metres along Edward Jeffreys Avenue and +/- 118 metres along Markham Road. The lands are generally flat with no significant environmental features and are occupied by a commercial plaza.

The Subject Lands are approximately 260 metres south the Mount Joy GO Transit Station, directly north of Pottery Park, approximately 60 metres north of the Markham Museum and approximately 300 metres north of the Markham Village Heritage Conservation District.

[York Region Official Plan \(2022\)](#)

The Subject Lands are designated as 'Urban Area' and 'Community Area' by York Region Official Plan (2022) *Map 1 – Regional Structure and Map 1A – Land Use Designations* respectively. The 'Urban Area' and 'Community Area' designations are identified as locations for growth and development in the Region within the Urban System and permits a mix of uses. The Subject Lands are located within a 'Major Transit Station Area' specifically *PMTSA 18 – Mount Joy GO Station* which has a minimum density target of 200 people and jobs per hectare.

[City of Markham Official Plan \(2014\)](#)

The City of Markham Official Plan designates the Subject Lands as 'Mixed Use Neighbourhood Area' and 'Mixed Use Mid Rise' by *Map 1 – Markham Structure and Map 3 – Land Use* respectively. The 'Mixed Use Mid Rise' land use designation permits a mix of residential, retail, restaurant and service uses that contribute to the creation of complete communities while improving access to transit services. The

Official Plan further notes that the Subject lands are within the unapproved 'Markham Road Corridor – Mount Joy' Secondary Plan on *Appendix F – Secondary Plan Areas*.

Markham Road – Mount Joy Secondary Plan

The Markham Road – Mount Joy Secondary Plan Study was initiated in November 2019 in preparation of the new secondary plan. We have reviewed the Mount Joy Secondary Plan (the 'MRMJ') as drafted and released for public consultation prior to finalization and approval.

In keeping with the Official Plan designation, the Subject Lands are designated as 'Mixed Use Neighbourhood Area' by *Map SP1 Community Structure* which also identifies the intersection of Markham Road and Edward Jeffreys Avenue as a 'Gateway Landmark'. The Subject Lands are designated 'Mixed Use Mid Rise – Retail Priority' by *Map SP2 – Detailed Land Use* of the MRMJ which intends to maintain and expand the existing retail and service uses while integrating residential uses and providing a downward transition in height toward the Markham Village Heritage Conservation District. The Secondary Plan identifies permitted height and density on *Map SP3A – Height* and *Map SP3B Density* which identify a maximum permitted height of 8 storeys and density of 3.0 FSI for the Subject Lands and identifies the existing Pottery Park to the south as well as new Public Park on the lands opposite Markham Road. Markham Road is identified as a 'Major Collector Road' and Edward Jeffreys Avenue as a 'Minor Collector Road' on *Map SP6 Transportation Network*. Separated cycling facilities for both Markham Road and Edward Jeffreys Avenue are identified on *Map SP7 Transit and Active Transportation Network* in addition to Markham Road being identified as a 'Frequent Transit Network Route'.

Surrounding Development Applications

We have reviewed development proposals within the MRMJ to understand whether the contemplated height and density are in keeping with current redevelopment aspirations. A summary of these applications is provided in the table below with approximate statistics.

No.	Address	Secondary Plan Designation	Height		Density	
			Permitted	Proposed	Permitted	Proposed
1.	9331, 9351 and 9399 Markham Road	Mixed Use Neighbourhood Area	20-25 storeys	37 and 42 storeys	7.0 FSI	6.6 FSI
2.	77 Anderson Avenue	Mixed Use Employment Priority	30 storeys	45 storeys	7.0 FSI	8.6 FSI
3.	9781 Markham Road	Mixed Use Neighbourhood Area	25 storeys	32 and 27 storeys	7.0 FSI	5.2 FSI
4.	9900 Markham Road	Residential Neighbourhood Area and Greenway	15-20 storeys	21 storeys	3.0-7.0 FSI	3.32 FSI

The development applications submitted to the City within the MRMJ generally propose high-rise buildings ranging in heights from twenty-one (21) to forty-five (45) storeys with FSI that ranges from 3.3

to 8.6. Of particular relevance is the development application at 9331, 9351 and 9399 Markham Road which is located opposite of Markham Road to the east of the Subject Lands.

Generally speaking, the contemplated height and density permissions of the MRMJ are being exceeded by proposed development applications.

Land Use Comments and Requested Modifications

With respect to the identification of a 'Landmark Gateway' at the Markham Road and Edward Jeffreys Avenue, the MRMJ indicates that these areas are intended to make a significant contribution to the character and identity of the Secondary Plan while respecting immediate context and creating a district-built form, appearance or landmark feature. We feel this objective is best achieved by implementing relatively taller buildings and higher densities such that the built form is prominent and economies of scale can allow for higher quality built form and a significant architectural contribution. Providing for additional building height may also allow for more meaningful space to be provided at grade with more generous building setbacks and an opportunity to respond to the landmark designation at a pedestrian scale.

With respect to the 'Mixed Use Mid Rise – Retail Priority' designation and the desire to provide a downward transition in height toward the Markham Village Heritage Conservation District (the "Heritage District"), we reiterate that the Heritage District is approximately 300 metres away from the Subject Lands. Allowing a height of greater than 8 stories and a density of greater than 3 FSI is unlikely to have any material impact on the Heritage District. In addition, Pottery Park occupies 60 metres of frontage along Markham Road south of the Subject Lands and provides for a physical separation from the Markham Museum to the south and Heritage District beyond. In this regard, there is significant physical separation between the Subject Lands and the Heritage District. In addition, the Subject Lands, having more than 118 metres of frontage along Markham Road, allow for a meaningful opportunity to provide transition within the Subject Lands through the arrangement of heights and built form on future development applications. Lastly, given that Pottery Park and the Markham Museum are south of the Subject Lands, it is unlikely that redevelopment of the Subject Lands would result in any meaningful shadow impact on these lands.

With respect to the 'Mixed Use Mid Rise – Retail Priority' designation and the desire to maintain and expand existing retail and service uses to meet the needs of residents while integrating residential uses, we believe that viable and vibrant retail uses benefit from higher residential densities. In this regard, we do not believe it is appropriate to require that retail uses be maintained or expanded while limiting the residential uses that can benefit from convenient access to retail and service uses to meet daily needs.

With respect to both Markham Road and Edward Jeffreys Avenues being identified as collector roads with planned separated bicycling facilities, the Subject Lands will be at the immediate intersection of two cycling routes within the MRMJ. Furthermore, the MRMJ contemplates a new minor collector road connection, with separated bicycling facilities, from Markham Road and Edward Jeffreys Avenue directly to the GO Transit Station. In this regard, the Subject Lands will benefit from improvements to the transportation network and the redevelopment of the Subject Lands should consider this investment in infrastructure as well as investments to the GO Transit Station and rapid transit corridor.

With respect to the maximum permitted height of 8 storeys and FSI of 3.0, we do not believe that this is appropriate in the context of the goals and objectives of the Secondary Plan or in the physical context of the Subject Lands as is substantiated through proposed applications for redevelopment in the Secondary Plan area.

The Subject Lands are within a roughly 3 minute walk to a Major Transit Station with a future separated bicycle facility enabling a roughly 1 minute commute to the station by bicycle. The Subject Lands are bound by open space to the west and south with future parkland to the east and high rise development to the north. It is not practical or appropriate to limit height and density for lands with physical separation from low rise uses and proximity to parkland and existing high density development.

We believe that the expanded retail uses sought through the Secondary Plan policies are best suited to high density development and that a greater height and density will allow for a more meaningful response to the Landmark Gateway objectives both through architecture and the arrangement of the pedestrian realm. Given that the lands have 118 metres of frontage on Markham Road, and that the typical residential floor plate is roughly 30 metres across, there is roughly 88 metres on the Subject Lands where transition could be provided. This on-site transition, together with the 60 metres of frontage of Pottery Park, provides for a potential tower setback of 148 metres to the Markham Museum. In this regard, a 148 metre or 50 storey building would result in a roughly 1:1 relationship in tower height and setback with the Markham Museum and allows for transition. We believe that with a mid rise component on the southerly portion of the Subject Lands and a high rise component on the northerly portion, an FSI of 5.5 can be achieved and is appropriate.

It is relevant to note that the building height and floor space index permissions that have been applied by the City are not mutually implementable. The table below provides a summary of the resultant height and density when implementing either the maximum height or floor space index.

9408 - 9426 MARKHAM ROAD REDEVELOPMENT SCENARIOS		
	MAXIMUM HEIGHT SCENARIO	MAXIMUM FSI SCENARIO
Site Area	78,000 m ²	78,000 m ²
Lot Coverage	65%	65%
Building Floor Area	50,700 m ²	50,700 m ²
Building Height	8 storeys	4.5 storeys
Total Gross Floor Area	405,600 m ²	228,150 m ²
Floor Space Index	5.2	2.9

As is demonstrated above, if we assume a building coverage of 65 percent, an 8 storey building would result in a floor space index of 5.2 times lot coverage and a floor space index of 3.0 times lot coverage would result in a building that is approximately 4.5 storeys. Therefore, it is not possible to achieve an 8 storey built form and maintain a maximum floor space index of 3.0 times lot coverage and it is not possible to limit space index to 3.0 times lot coverage and achieve a maximum building height of 8 storeys as permitted. In this regard, we believe that the City’s density and height permissions may be flawed and require further review and assessment.

Allowing a greater height and density on the Subject Lands contributes to complete communities and the coordination of land use planning with transportation and infrastructure planning. Allowing ‘Mixed Use High Rise’ with consideration of the continuation of retail uses on the Subject lands will support the efficient use of land and resources and maximize housing options with convenient access to retail uses as well as active and public transportation infrastructure.

Conclusion

It is our opinion that the request for a maximum height of 50 storeys and an FSI of 5.5 for the Subject Lands is consistent with and conforms to Provincial Plans and policy, conforms to the Region of Peel Official Plan and City of Markham Official Plan and will contribute to implementing the goals and

objectives of the Markham Road - Mount Joy Secondary Plan. We respectfully request that Development Services Committee refer this matter back to staff allowing for further consultation and an opportunity to amend the MRMJ in a manner that addresses our client's concerns related to the permitted height and density contemplated for the Subject Lands.

We trust the above information is sufficient for the City of Markham Development Services Committee to consider the request for the Subject Lands. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.



Rob Lavecchia, BURPI, MCIP, RPP
Associate