

**From:** Romfield Residents Association

**Sent:** Monday, March 17, 2025 3:51 PM

**To:** Clerks Public <[clerkspublic@markham.ca](mailto:clerkspublic@markham.ca)>

**Cc:** Councillor, Keith Irish - Markham <[KIrish@markham.ca](mailto:KIrish@markham.ca)>; Patton, Lauren

**Subject:** Submission to City of Markham - Development Services Committee meeting on March 18, 2025

- File Number PLAN 23 125307 (Zoning By-law Amendment by 8180-8220 Bayview)

**RE: Item # 9.2 - RECOMMENDATION REPORT, 8180 - 8220 BAYVIEW LIMITED PARTNERSHIP, APPLICATIONS FOR OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT TO PERMIT A MIXED-USE MID-RISE BUILDING AT 8190 TO 8200 BAYVIEW AVENUE (WARD 1), FILE PLAN 23 125307 (10.3, 10.5)**

**City of Markham Development Services Committee meeting on March 18, 2025**

**RRA SUBMISSION TO CITY OF MARKHAM**

Dear Mayor Scarpitti and Councillors,

We write on behalf of the Romfield Residents Association regarding the proposed condominium development at Bayview Lane Plaza at 8190-8200 Bayview Avenue ("**Subject Property**").

We understand that the Applicant has made some changes to address residents' concerns regarding the proposed development, but there are several important concerns that remain unaddressed. These issues, if left unaddressed, would greatly impact the livability of the Romfield Circuit neighbourhood and Thornhill for many generations to come.

This is our last chance to address these important issues that would affect the livelihood of both existing and future residents living in this neighbourhood.

We urge the Council to consider these important issues before approving this development application.

1) Severely Reduced and Inadequate Retail and Commercial Space

Bayview Lane Plaza currently has ~4,000 square meters of retail and commercial space. The proposed Zoning By-law Amendment only requires a minimum of 2,800 square meters of retail and commercial space, which is a **30% decrease in retail and commercial space** from what exists at the Bayview Lane Plaza.

Further, it is unclear why the Applicant chose to substantially reduce its retail and commercial space from the original proposal in 2023 and revised proposal 2024. The original proposal in 2023 proposed 4,200 square metres of retail and commercial space. The revised proposal in 2024 proposed 4,512 square metres. Now, the proposal being put forward for approval contains substantially less retail and commercial space than what was presented to our resident's association in 2024.

The Applicant's own Addendum Retail and Service Needs Assessment dated April 30, 2024 from Ward Land Economics Inc. states that "approximately 4,300-4,600 square metres of retail commercial space is an appropriate amount of space for the mixed use redevelopment of the site."

**Why is City staff only requiring 2,800 square metres of retail and commercial space, when the Applicant's own Addendum Retail and Service Needs Assessment requires 4,300-4,600 square metres, and when the existing commercial space at Bayview Lane Plaza is 4,000 square metres?**

Bayview Lane Plaza is a busy and thriving retail and commercial plaza. We must not only protect what space is existing, but also provide the higher range of retail and commercial space as recommended in the Applicant's assessment (i.e. 4,600 square metres or greater) to serve the Thornhill neighbourhood and the additional 512 residential units brought by this condo development.

2) Proposed Density Exceeds the both the Original Proposal in 2023 and Revised Proposal in 2024, and is Much Higher than What is Even Permitted under the "High Rise" Designation

The Applicant reduced the height from 15 storeys to 12 storeys, reduced the unit count from 631 to 512 units, reduced the retail and commercial space from 4,200 square metres to 2,800 square metres from the original proposal in 2023. However, the proposed density being put forward for approval is **even greater** than both what was originally proposed in 2023 and the revised proposal in 2024.

The density from the original proposal in 2023 was 4.76 FSI, and the density from the revised proposal presented to our resident's association in 2024 was 4.2 FSI. Now this proposal being put forward for approval is proposing a density of 4.8 FSI. **Why is the City allowing the Applicant to add more density, inconsistent with the City's Official Plan and beyond what the Applicant previously proposed in 2023 and 2024?**

The maximum overall density for a property designated "Mixed-Use Mid Rise" is 2.0 FSI, and for a property designated "Mixed-Use High Rise" is 3.0 FSI. The Applicant is proposing a Mixed-Use Mid Rise but is requesting a density of 4.8 FSI, which is much higher than what is even permitted under the "high rise" designation. Effectively, the Applicant wants to increase its density from 2.0 FSI (max "mid rise" density) to 4.8 FSI – a 140% increase in density, beyond what is permitted under the "high rise" designation.

We do not believe this level of density is appropriate for the site. The Subject Property is NOT a "priority location...where the greatest levels of intensification are intended to take place within Markham" (Policy 8.3.4). It is NOT within an "intensification area". It is NOT located along Highway 7, Yonge Street, Langstaff Gateway, nor Markham Centre. It is NOT designated as a centre or corridor. It is NOT a primary focus of growth in Markham for redevelopment. There is NO secondary plan nor site specific policy that would allow for this level of density on the Subject Property.

3) Podium Should be Left at 6-Storeys, as Proposed in the Applicant's Revised Proposal in 2024, and not Increased to 8 Storeys.

It appears that some of this additional density in this proposal comes from the addition of two extra storeys for the podium. The revised proposal presented to our resident's association in 2024 proposed a 6-storey podium, with two tower buildings on top. However, this proposal before Council today now proposes an 8-storey podium, with two tower buildings on top.

We strongly believe that the Applicant should leave the podium as a 6-storey podium to achieve a real "break" between the two tower buildings. A "break" above 8-storeys, at more than half the height of the building, would not make much of a difference in providing adequate separation to provide sky views, sunlight penetration to the sidewalk and internal to the block, as well as pedestrian interest, as required by the City's own design guidelines.

Leaving the podium as 6-storeys as the Applicant had previously proposed would also provide a mid-rise “slab” that is less large and dominating, compared to the now proposed 8-storey podium.

#### 4) No Right Turn Lane at Proposed at Romfield Circuit Turning onto Bayview Road

We strongly believe that there should be a right turn lane at Romfield Circuit turning onto Bayview Road.

Currently, there is only one lane on Romfield Circuit to serve left turns and right turns onto Bayview Road, as well as forward traffic onto Sycamore Drive. Cars turning right from Romfield Circuit to Bayview Road are often stuck and queuing behind cars that are waiting to turn left, when this could be avoided by having a right turn lane.

As residents, we often find ourselves driving down to the south end of Romfield Circuit, where there is a right turning lane onto Bayview Avenue, to avoid the queue at the north end of Romfield Circuit where there is no right turning lane onto Bayview Avenue.

The car queue turning from Romfield Circuit onto Bayview Avenue would just get worse with an additional 512 residential units.

We understand that City staff has accepted the Applicant's traffic studies and that “there will be minimal impact from the Proposed Development on existing road network...Consequently, the City and the Region do not require any road widening conveyance from the Subject Lands for additional turning lanes...”

However, City staff likely do not live in this neighbourhood, and do not understand how residents would use the south end of Romfield Circuit where there is a right turning lane to turn onto Bayview Avenue, in order to avoid the traffic and queue at the north end of Romfield Circuit.

This is our chance to improve the traffic situation at the Romfield Circuit and Bayview Avenue intersection by adding a right turning lane for existing and future residents in this neighbourhood. Signalization optimization will not solve the problem.

#### 5) Intrusion into 45 Degree Angular Plane Impacting the Adjacent Low Rise Neighbourhood

The proposed development appears to intrude into the 45-degree angular plane from the rear property line abutting the low-rise residential neighbourhood, despite the staff report stating that the proposed building “respects” the Official Plan angular plane policies.

The 45 angular plane is intended to provide privacy and transition to the adjacent low-rise neighbourhood on Hester Court. The proposed building appears to be within the 45 angular plane, and therefore, does not respect the angular plane policies in the Official Plan.

Thank you for your time and consideration on these important issues. We sincerely hope that Council would consider these issues before approving this development application.

Best regards,

Romfield Residents Association