To: Members of the Markham City Council and City of Markham Planning Staff

From: The undersigned Markham rate payer associations

Date: October 3, 2024

Subject: Markham City Markville Secondary Plan – Key Policy Requests from Impacted Communities

We, the undersigned, are seven community associations covering areas impacted by the Markville Secondary Development Plan. Our collective goal is to ensure that the concerns and priorities of Markham residents are considered in the development of the Markville Secondary Plan, as well as the City's review of the Cadillac Fairview Mall redevelopment applications.

KEY POLICY REQUESTS FOR MARKVILLE SECONDARY PLAN

Hundreds of residents attended the Markville Secondary Plan (the Plan) community information meeting (CIM #3) held on June 27, 2024, and provided significant amounts of feedback. We appreciate both the City Council's and the Planning Staff's commitment to involving the community in this process, and we would like to summarize the feedback and respectfully request that the following key policy demands be included in the next version of the Markville Secondary Plan:

1. **Control Population Density**
    a. The targeted population density **should not exceed 200 people per hectare.**
    b. **Establish Population Density Phasing Policy** to ensure phasing of development to align with provision of hard and soft infrastructure are needed in the Secondary Plan This is in addition to putting Hold provisions in the zoning bylaw.
    c. **Establish clearly defined "stage gates" in the Plan and link them to infrastructure readiness, including but not limited to** the completion of a **Bus Rapid Transit (BRT)** system along Highway 7 and on McCowan Rd, **grade separation** of rail tracks on McCowan, **frequent GO train service,** as well as other **essential infrastructures**. The intersection at Highway 7 and McCowan is currently over capacity and the traffic along McCowan is getting heavier by the day. The City's upcoming Transportation Modelling Study should inform us what density targets and "stage gates" are appropriate. **The study should consider additional**

traffic generated by the developments in the Markville Secondary Plan, the approved Mount Joy Secondary Plan, and the planned residential areas north of Major Mackenzie. The study should look at two cases involving the presence or the absence of the following rapid transit improvements: (a) Bus Rapid Transit in rapid ways along Highway 7 between Cornell and Kennedy Rd and on McCowan Rd from Steeles to Major Mackenzie (b) a minimum of 30-minute all-day two-way GO service from Mt Joy to Union Station.

d. **Policy to Guide Dealing with Future Applications exceeding approved Secondary Plan**: The approved Secondary Plan should contain a policy as to how the City should respond if a future developer applies for more density than is in the Plan. An example would be policy 10.8.8 in the draft Secondary Plan for Markham Centre. It says, in essence, if a developer proposes a FSI that is x% above the Secondary Plan, he must model all future developments in the plan area at x% above plan and see if the infrastructure can support the density increase.

2. Control Building Heights

a. **No High-Rise Buildings near the Intersection of Bullock Drive and McCowan Road. No High-Rise Buildings Along and North of Bullock Drive** to preserve the character and privacy of the existing low-rise households and to avoid creating sun shadows and wind tunnels.

b. **Limit Building Heights to No More than 20 Stories, including the corner of Highway 7 and McCowan**: We request that building heights **across the entire study area of the Secondary Plan** be limited to no more than 20 stories to maintain a balanced and sustainable skyline.

3. **Plan for Strategic Land Use**

a. **Mixed-Use Development**: We request that business and residential uses be mixed along Highway 7, McCowan Road, and within the Markville Mall area to create sufficient employment opportunities, reserve adequate commercial spaces for essential services (e.g. personal services, medical offices), and support the economic vitality of the community and reduce the needs for car travels. CF Markville Mall must be retained.

b. **Reserve Land for Schools**: Adequate land should be reserved for the construction of at least one high school and two elementary schools, sufficient to accommodate the educational needs of the growing population in the study area. **Enrollment rate** to be used in the calculation should **be**

aligned to the one used for Markham Center or Markham East, as opposed to that of the entire York Region.

c. **Parkland Allocation**: We request that parklands be allocated at a ratio of **no less than 1.2 hectare per 1000 residents** to ensure sufficient green space for residents. Markham's 2014 Official Plan uses this service level as its parkland target, and the City has been achieving about 1.33 ha/1000 residents. New residents should not be shortchanged versus existing residents to maintain the quality of life for all residents. In addition, **property owners with lands over 5 hectares should be held accountable to 15% parkland over development area ratio**, despite of phased development on partial lands. **Parks must be built at the same time when an area is being developed** to ensure greenspace is ready to use when residents move in**.**

d. **Expand Centennial Community Center and Build New Community Facilities:** The Plan must include the **expansion of Centennial Community Center,** and **adequate land / space for new community centres and libraries** to service new residents.

e. **A solid traffic improvement plan must be developed to address existing and future traffic issues along Highway 7 and McCowan Rd.** We look forward to the results from the upcoming **Multi-Mode Transportation and Servicing Modelling study** the City plans to do this October. Should road widening be considered based on the study, the Markville Secondary Plan should **define the road widening criteria** of Highway 7 and McCowan Rd to accommodate the future Rapid Transit System/BRT. The Regional Transit Corridor **right-of-way is up to 45 metres**. It should also define suitable widths to **promote Active Transportation** along all arterial, collector and local roads. Consideration should be given to allow for future transportation improvements. *We wish to note that the Milne Dam Conservation Park Ratepayers Association does not support road widening, rather prefers public transit options such as subway be considered in the Secondary Plan to address traffic issues.*

f. No More Than 0.2 per Unit Residential Parking – We need to strictly limit new cars given the anticipated gridlocks, and to preserve commercial parking space to ensure businesses remain viable in the area.

g. **Increase Purpose-Build Residential and Rental Units for Seniors and Families.** The City should guide development to serve families and seniors who opt to live in condos. 2 to 3-bedroom units should be encouraged to bring in families, similar to surrounding communities.

h. **Markham Urban Design Guidelines** should be followed especially in terms of building setbacks etc.

In conclusion, the community acknowledges the housing challenges as well as the rules and regulations the City's planners must follow. However, as you have seen and heard from thousands of petition signatures, deputations and feedback during public meetings, the community are very concerned about current challenges in Markville and how excessive population density will impact our everyday lives. These requests reflect the collective priorities of the residents and are aimed at ensuring that the **Markville Secondary Plan promotes sustainable, community-oriented sensible development**. **We urge the City of Markham to incorporate these requests into the next version of the Plan and look forward to ongoing collaboration with both the City Council and the Planning Staff.**

The community is equally concerned about over capacity issues at our schools and the wait time at Markham Stouffville Hospital. While we acknowledge these are not in the City's jurisdiction, **we urge the City planners and the City Council to active engage** the York Region District School Board, Province of Ontario, and other related agency **to plan, fund, and build new facilities keeping in pace with the population growth in the Plan.**

Thank you very much for your attention to this matter and we truly appreciate your continued efforts to engage the community in shaping the future of Markham.

Sincerely yours,

Markville Community Association
Markham Community Connect Association
Milne Dam Conservation Park Ratepayers Association
South Unionville Residents Forum
Unionville Community Association
Unionville Residents Association
Unionville Volunteer Association