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KLM File: P-2849

June 15, 2022

Region of York 17250 Yonge Street, Newmarket, ON, L3Y 6Z1

Attention:

Regional Clerk and Council

Re:

Item H.2.1 – 2022 York Region Official Plan Adoption

Digram Developments (Helen) Inc.

55, 63, 83 Helen Ave and 7987 Kennedy Road

City of Markham

Regional Municipality of York

KLM Planning Partners Inc. is the land use planner on behalf of Digram Developments (Helen) Inc. with respect to the above noted lands (the "Subject Lands"). KLM Planning Partners Inc. is pleased to provide this letter to discuss concerns with the proposed York Region Official Plan (the "YROP") update.

The Subject Lands are generally located east of Kennedy Road on the south side of Helen Ave. The Subject Lands are known municipally as 55, 63 and 83 Helen Ave and 7987 Kennedy Road. The Subject Lands are generally flat and devoid of vegetation except for some ornamental trees. The Subject Lands are currently vacant and were formerly used for single detached residential uses.

Applications for Draft Plan of Subdivision, Amendment to the Zoning By-law, and Amendment to the Official Plan have been filed and are currently under review for a portion of the Subject Lands ("**Phase 1 Lands**"; see the Draft Plan of Subdivision, included as **Figure 1**). Additionally, a pre-application consultation meeting has been requested for a site plan application to refine the details of the development of the residential block that will be created as a result of the draft plan of subdivision application.

The applications for Draft Plan of Subdivision, Amendment to the Zoning By-law, and Amendment to the Official Plan were officially appealed to the Ontario Land Tribunal on May 27, 2022 due to a failure by Markham City Council to adopt the requested Official Plan Amendment within 120 days after the day the request was received by the City of Markham (the "City"); failure by Markham Council to make a decision regarding the Zoning By-law Amendment application within 120 days of the date upon which a complete application was submitted to the City; failure by Markham Council to make a decision regarding the Plan of Subdivision application within 120 days of the date upon which the City received the complete application. It is our opinion that the Applications are consistent with the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe and the York Region Official Plan, all as set out in the Planning Justification Report and Urban Design Brief prepared by KLM Planning Partners Inc., dated November 2019 (revised December 2020), which was submitted to the City in support of the

applications. Among other things, the proposed development would appropriately intensify the Subject Lands in a manner that would implement provincial and municipal planning policies, including those facilitating the efficient use of land and infrastructure, and promoting intensification in areas having convenient access to public transit and other amenities. The approval of the applications would permit the proposed development of the Lands, which is appropriate, in the public interest, and constitutes good planning.

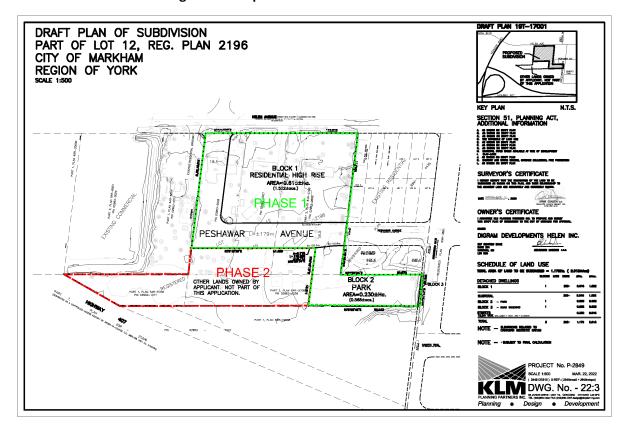
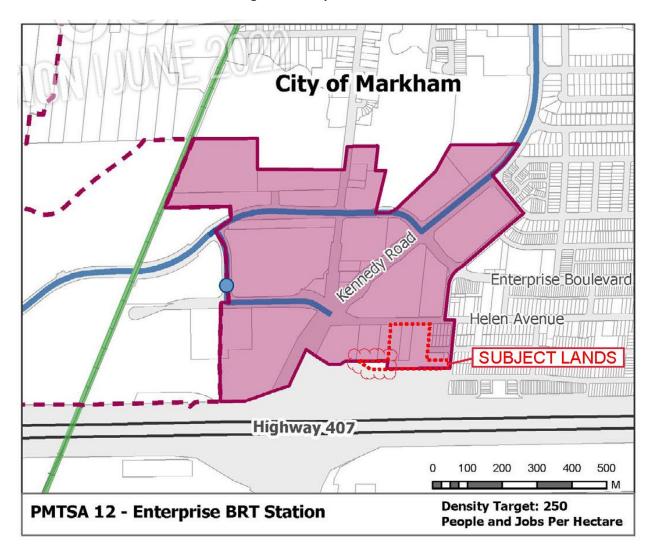


Figure 1 – Proposed Draft Plan of Subdivision

The balance of the lands ("**Phase 2 Lands**") is not currently subject to development applications and is intended to be developed in future for residential use. The Phase 2 Lands are located on the south side of the proposed Peshawar Avenue extension with Highway 407 and vacant lands located to the south. The portion of the Subject Lands that is proposed to be excluded from the proposed MTSA is within the Phase 2 Lands.

As shown in Figure 2 below, the majority of the Subject Lands is proposed to be included within Major Transit Station Area 12 (the "MTSA"). However, a small portion of the lands is proposed to be excluded from the MTSA. The MTSA seeks to achieve densities and built form that encourage the use of existing and planned public transit. The inclusion of the entirety of the Subject Lands will facilitate the development in a coordinated manner. Further, the portion of the Subject Lands which is proposed to be excluded is located closest to the transit station and the lands to the north and east are included. It is unclear why this portion is proposed to be left out when it will ultimately develop along with the adjacent lands. It is our opinion that the boundary of the Major Transit Station Area should be expanded to include the entirety of the Subject Lands.

Figure 2 – Proposed MTSA 12



Based on the above, it is our opinion that the proposed MTSA 12 should be expanded to include the entirety of the Subject Lands to facilitate future development.

We trust the foregoing is in order. Should you have any questions, please do not hesitate to contact the undersigned.

Best regards,

KLM PLANNING PARTNERS INC.

Alistair Shields Senior Planner