

Clause No. 1 in Report No. 1 of the Commissioner of Transportation and Community Planning was adopted by the Council of The Regional Municipality of York at its special meeting held on June 12, 2014 to consider the 2013 Markham Official Plan, Part 1, with the following amendments:

**1. Council received the presentation from Karen Whitney, Director, Community Planning.**

**2. Council received the following deputations:**

- Catherine Lyons, Goodmans LLP, on behalf of Kennedy McCowan Landowner Group (Minotar) regarding lands north of Major Mackenzie Drive, west of McCowan Road, City of Markham
- Dagmar Teubner, on behalf of Wemat One Limited regarding lands on the southwest corner of Highway 404 and Highway 7, City of Markham
- Dagmar Teubner, on behalf of Jolis Investments (Ontario) Limited regarding lands on the northeast side of Markland Street, City of Markham
- Manny Sousa, on behalf of Enbridge Gas Distribution Inc. regarding 101 Honda Boulevard, City of Markham
- Tom Farrar on behalf of Box Grove Community Association regarding lands on the north side of Copper Creek Drive between the Box Grove By-Pass and Donald Cousens Parkway
- Ben Quan, QX4 Investments Limited, on behalf of HS Nouvel Developments Inc. regarding 235 and 265 Hood Road, City of Markham
- Ben Quan, QX4 Investments Limited, on behalf of Power Education Corporation regarding 365 Hood Road, City of Markham
- John Alati, Davies Howe Partners LLP, on behalf of Condor Acquisitions Inc. regarding 360 John Street, City of Markham.

### **3. Council received the following communications:**

- Ali Ikram, Malone Given Parsons Ltd., on behalf of Dorsay Development Corporation, dated May 14, 2014
- Susan Rosenthal, Davies Howe Partners LLP, on behalf of Dorsay Developments Inc., dated May 14, 2014
- Lincoln Lo, Malone Given Parsons Ltd., on behalf of IBM Canada Limited, dated May 14, 2014
- Mark Yarranton, KLM Planning Partners Inc., on behalf of Condor Acquisition Inc., dated May 14, 2014
- Mark Yarranton, KLM Planning Partners Inc., on behalf of 2283288 Ontario Limited, dated May 14, 2014
- Ben Quan, QX4 Investments Limited, on behalf of Power Education Corporation, dated May 14, 2014
- Ben Quan, QX4 Investments Limited, on behalf of HS Nouvel Developments Inc., dated May 14, 2014
- Patricia Foran, Aird & Berlis, on behalf of Lindvest Properties (Cornell) Limited, dated May 14, 2014
- Maria Gatzios, Gatzios Planning and Development Consultants Inc., on behalf of Honda Canada Inc., dated May 14, 2014
- Michael Gagnon and Andrew Walker, Gagnon and Law Urban Planners Ltd., on behalf of Flato Developments Inc. / Auriga Developments Inc. (Flato/Auriga), dated May 15, 2014
- Michael Gagnon and Andrew Walker, Gagnon and Law Urban Planners Ltd., on behalf of 1659139 Ontario Inc. (Holborn) dated May 15, 2014
- Gerry Beelen, Shell Canada Products, Law Department, on behalf of Shell Canada Limited, dated May 15, 2014
- Eileen Costello, Aird & Berlis LLP, on behalf of Enbridge Gas Distribution Inc., dated May 15, 2014

- Kimberley Kitteringham, City Clerk, City of Markham, dated May 26, 2014
- Chris Tyrrell, MMM Group Limited, on behalf of First Elgin Mills Developments Limited, dated June 9, 2014
- Patricia Foran, Aird & Berlis LLP, on behalf of E. Manson Investments Limited, dated June 9, 2014
- Charles Sutherland, PDO Solutions Limited, on behalf of the owner of 9700 Ninth Line, City of Markham, dated June 9, 2014
- Tom Farrar on behalf of Box Grove Community Association, dated June 9, 2014 and requesting deputant status
- Stephen D'Agostino, Thomson Rogers, on behalf of Colebay Investments Inc., Highcove Investments Inc., Firwood Holdings Inc., Major McCowan Developments Limited, Summerlane Realty Corp., Brentwood Estates Inc., Markham MMM North Development Corp., and Markham MMM South Development Corp., dated June 9, 2014
- Jeffrey Streisfield, Land Law, on behalf of Scardred 7 Company Limited, dated June 9, 2014
- Caterina Facciolo, Brattys LLP, on behalf of Neamsby Investments Inc., Rosina Mauro and Fulton Homes Limited, dated June 11, 2014
- Patricia Foran, Aird & Berlis, on behalf of Lindvest Properties (Cornell) Limited, dated June 11, 2014
- Don Given, Malone Given Parsons Ltd., on behalf of Box Grove Hill Developments Inc., dated June 11, 2014
- Dagmar Teubner, on behalf of Wemat One Limited, dated June 11, 2014
- Dagmar Teubner, on behalf of Jolis Investments (Ontario) Limited, dated June 11, 2014
- Susan Rosenthal, Davies Howe Partners LLP, on behalf of 775377 Ontario Ltd. (Belmont), dated June 11, 2014
- Neil Smiley, Fasken Martineau DuMoulin LLP, on behalf of Seneca College of Applied Arts and Technology, dated June 11, 2014

- Rosemarie Humphries, Humphries Planning Group Inc., on behalf of Terra Gold (McCowan) Properties Inc., dated June 11, 2014
- Peter Chee, Mi-Ko Urban Consulting Inc., on behalf of Raymond Tang, dated June 12, 2014
- Jason Lewis, Davies Howe Partners LLP, on behalf of King David Inc., dated June 12, 2014
- Jason Lewis, Davies Howe Partners LLP, on behalf of Cathedral Town Ltd., dated June 12, 2014
- Jason Lewis, Davies Howe Partners LLP, on behalf of Romandale Farms Ltd., dated June 12, 2014
- John Alati, Davies Howe Partners LLP, on behalf of Condor Acquisition Inc., dated June 12, 2014
- Sarah Baldwin, Larkin and Land Use Planners, on behalf of Arbor Memorial Inc., dated June 10, 2014
- Eileen Costello, Aird & Berlis LLP, on behalf of Enbridge Gas Distribution Inc., dated June 9, 2014
- Ornella Richichi, SmartCentres, on behalf of Woodmills Development Inc., dated June 11, 2014.

**4. Council adopted the following three recommendations, as amended, in the memorandum from Daniel Kostopoulos, Commissioner of Transportation and Community Planning, dated June 12, 2014, amending Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014:**

1. The last sentence in proposed modifications #55, #63, #65, #67, #73, #76, #77, #78 and #94 in *Attachment 1* to Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014, be revised as follows:

Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through substantial completion of the forecasting and land budget component of the next Regional municipal comprehensive review by April 2015.

2. An additional modification #82A on page 25 of *Attachment 1* to Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014, be added as follows:

In response to Markham Council direction of April 8, 2014 and subject to Regional Council approval of Official Plan Amendment 216 to the Markham Official Plan (1987), as amended, for the lands at 11175 Kennedy Road, Section 9.8.3 of the 2013 City of Markham Official Plan, Part 1 be modified, without further need for an official plan amendment, to add a new 9.8.3 j) and show the lands on Figure 9.8.3 as follows:

9.8.3 The following site-specific provisions apply to the existing land uses on the 'Countryside' lands as shown in Figure 9.8.3:

j) a place of worship, with a maximum gross floor area of 860 square metres shall also be permitted at 11175 Kennedy Road.

3. Modification No. 72 on page 21 of *Attachment 1* to Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014, be deleted.

**5. Council adopted the following recommendations, as amended, in Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014:**

1. Council approve the 2013 City of Markham Official Plan, Part 1, subject to the modifications described in Attachment 1 to this report.
2. a) The Region withhold its decision to remove the Greenbelt Natural Heritage System on the Minotar lands, located north of Major Mackenzie Drive and west of McCowan Road, on Map 7 in the 2013 City of Markham Official Plan, Part 1, shown on Attachment 4 to this report, pending the outcome of the 10-year Provincial review of the Greenbelt Plan.

*b) WHEREAS staff is recommending that the Region withhold its decision on Map 7 as it relates to the Minotar lands until such time as the site can be revisited through the 10-year review of the Greenbelt Plan; and*

*WHEREAS the table land portion of these lands was included in the Greenbelt Plan without notice to the landowners;*

*Council directs that staff advise the Province that the inclusion of these table lands in the Greenbelt should be carefully reconsidered during the 10-year Greenbelt Plan Review scheduled for 2015.*

3. The Region withhold its decision of the proposed Special Policy Area policies contained in Section 3.4.1 and specific land use designations on Map 3 that apply to the Unionville Special Policy Area identified on Map 8 in the 2013 City of Markham Official Plan, Part 1, until they are approved by the Province.
4. The Director of Community Planning be authorized to issue notice of Council's decision to modify and approve the 2013 City of Markham Official Plan, Part 1.
5. Regional staff be authorized to appear before the Ontario Municipal Board in support of the Region's position, if required, and the Commissioner of Transportation and Community Planning, or designate, be authorized to execute Minutes of Settlement, if appropriate.
6. *Delete and replace modification #99 to read as follows:*

*As per Regional Council's approval, the wording in Section 9.18.20 be deleted and replaced with the following:*

*9.18.20 The lands shown in Figure 9.18.20 known municipally as 360 John Street be designated as Mixed Use Low Rise and Residential Low Rise.*

7. *The last sentence in proposed modifications #55, #63, #65, #67, #73, #76, #77, #78 and #94 in Attachment 1 to Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014, be revised as follows:*

*Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through substantial completion of the forecasting and land budget component of the next Regional municipal comprehensive review by April 2015.*

8. *An additional modification #82A on page 25 of Attachment 1 to Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014, be added as follows:*

*In response to Markham Council direction of April 8, 2014 and subject to Regional Council approval of Official Plan Amendment 216 to the Markham Official Plan (1987), as amended, for the lands at 11175 Kennedy Road, Section 9.8.3 of the 2013 City of Markham Official Plan, Part 1 be modified, without further need for an official plan amendment, to add a new 9.8.3 j) and show the lands on Figure 9.8.3 as follows:*

*9.8.3 The following site-specific provisions apply to the existing land uses on the 'Countryside' lands as shown in Figure 9.8.3:*

*j) a place of worship, with a maximum gross floor area of 860 square metres shall also be permitted at 11175 Kennedy Road.*

9. *Modification No. 72 on page 21 of Attachment 1 to Report No. 1 of the Commissioner of Transportation and Community Planning, dated May 12, 2014, be deleted.*

# 1

## 2013 CITY OF MARKHAM OFFICIAL PLAN, PART 1

**Committee of the Whole recommends deferral of the following recommendations contained in the report dated March 20, 2014 from the Executive Director, Corporate and Strategic Planning:**

### 1. RECOMMENDATIONS

It is recommended that:

1. Council approve the 2013 City of Markham Official Plan, Part 1, subject to the modifications described in *Attachment 1* to this report.
2. The Region withhold its decision to remove the Greenbelt Natural Heritage System on the Minotar lands, located north of Major Mackenzie Drive and west of McCowan Road, on Map 7 in the 2013 City of Markham Official Plan, Part 1, shown on *Attachment 4* to this report, pending the outcome of the 10-year Provincial review of the Greenbelt Plan.
3. The Region withhold its decision of the proposed Special Policy Area policies contained in Section 3.4.1 and specific land use designations on Map 3 that apply to the Unionville Special Policy Area identified on Map 8 in the 2013 City of Markham Official Plan, Part 1, until they are approved by the Province.
4. The Director of Community Planning be authorized to issue notice of Council's decision to modify and approve the 2013 City of Markham Official Plan, Part 1.
5. Regional staff be authorized to appear before the Ontario Municipal Board in support of the Region's position, if required, and the Commissioner of Transportation and Community Planning, or designate, be authorized to execute Minutes of Settlement, if appropriate.

### 2. PURPOSE

This report recommends approval of the 2013 City of Markham Official Plan, Part 1, (Markham OP) subject to modifications. Part 1 contains city-wide goals, objectives, area-wide and site-specific policies for guiding land use and development in Markham to 2031. The Markham OP will ultimately consist of two Parts. Part 2 will be comprised of 13 Secondary Plans that provide more detailed policies for specific areas within

Markham. Part 2 will be provided to the Region for approval upon adoption by Markham Council.

Regional staff is presenting a report and recommendations to Council on the Markham OP at this time in order to allow the Region to give notice of a decision within 180 days upon receiving the Plan (before June 19, 2014).

### 3. **BACKGROUND**

#### **The Province requires local municipalities to adopt Official Plans that conform to Provincial plans and policies and to the Regional Official Plan**

Over the last decade, the Ministry of Municipal Affairs and Housing (MMAH) has released a number of new Provincial Plans and updated policies, including the Provincial Policy Statement 2014, the Greenbelt Plan 2005, the Oak Ridges Moraine Conservation Plan, and the Growth Plan for the Greater Golden Horseshoe 2006.

A new Regional Official Plan was required to update the 1994 Regional Official Plan to better conform to Provincial policies. The new York Region Official Plan (YROP-2010) was adopted by Council on December 16, 2009, approved by Ministry of Municipal Affairs and Housing on September 7, 2010, and subsequently appealed to the Ontario Municipal Board (OMB). The YROP-2010 is now substantially approved by the OMB, with the latest OMB decision dated April 1, 2014.

#### **Markham adopted Part 1 of their new Official Plan, which requires Regional approval**

Markham has prepared a new Official Plan in accordance with the requirements for a five year official plan review under Section 26 of the *Planning Act*. The Markham OP was adopted by Markham Council on December 10, 2013, and sent to the Region on December 20, 2013 for approval. This Plan will replace Markham's long-standing Official Plan that was originally adopted in 1976 and approved in 1978.

#### **The new Official Plan is a key component of Markham's strategic direction**

In 2007, Markham Council identified a number of priorities with the goal of ensuring that Markham continues to be a vibrant, successful and sustainable community. The priorities confirmed Markham's strategic direction, collectively known as "Building Markham's Future Together".

The Markham OP relates primarily to the "Building Markham's Future Together" strategic priority of managing growth. Other priorities identified in Markham's strategic

direction, including improving transportation and transit, and protecting the natural environment, are also reflected in the new Official Plan.

### **Markham undertook an extensive public consultation process for a new Official Plan**

In May 2010, after more than two years of review, study and consultation, Markham Council endorsed a growth strategy to 2031 as the basis for a new Official Plan. This growth strategy provided for continued environmental protection and accommodation of the Regional population and employment forecasts, with an emphasis on intensification within the current urban area while limiting outward growth to the area shown as Future Urban Area, and consistent with Regional Official Plan Amendment 3 (ROPA 3).

In February 2011, Markham Council authorized the preparation of a new Official Plan. On April 12, 2011, Markham Council held a special meeting to formally commence Markham's Official Plan review. After the release of the Draft Markham Official Plan in September 2012, the Official Plan was circulated to various public bodies and agencies for review and comment. Markham staff also met with individual stakeholders on the Plan. The first public meeting was held in November 2012, followed by four Community Open House meetings. A second statutory public meeting was held on April 23, 2013.

The Markham OP has proceeded through the required Open House and Statutory Public Meetings, and prescribed public bodies were consulted on the preparation of the Plan, as required by the *Planning Act*.

### **York Region staff circulated the Markham Official Plan for review and comments**

The Region's Community Planning Branch circulated the adopted Official Plan to the Province, First Nations and Metis, neighbouring local and regional municipalities and various agencies, as prescribed by the *Planning Act*. Regional staff also facilitated a number of meetings with individual landowners and their representatives upon their request, together with staff from Markham and applicable agencies, to address landowner interests in the Markham OP. This collaborative approach has resulted in resolution of the issues presented.

As a result, Regional and agency modifications to the adopted Markham OP have been included in *Attachment 1* to this report.

### **Markham Council recently endorsed modifications to their adopted Official Plan for Regional approval**

In April 2014, Markham Council endorsed, and requested the Region to incorporate, modifications to the adopted Official Plan for approval. The modifications reflect minor

edits throughout the Plan, and general and site-specific policy and mapping revisions further resolving outstanding issues. These modifications are included in *Attachment 1* to this report.

#### **4. ANALYSIS AND OPTIONS**

The Markham OP provides the policy framework to guide land use planning and development over a 20-year time horizon. The Plan anticipates a population of approximately 421,600 and 240,400 jobs by 2031. This is approximately 100,000 more people and 75,000 more jobs than what exists today. The Markham OP, as modified, is consistent with the Provincial Policy Statement 2014, conforms to the Growth Plan for the Greater Golden Horseshoe 2006, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan 2005, and the YROP-2010.

##### **THE MARKHAM OFFICIAL PLAN**

##### **The new Markham Official Plan embodies a vision for sustainable growth to 2031, leading to a vibrant and livable city**

Markham's vision for managing sustainable growth to 2031 was established through extensive consultation and is based on a planning philosophy of building more complete communities that address environmental, economic and social needs of those communities. The vision for sustainable growth contained in the new Official Plan is based on four key themes:

- Protecting the natural environment and agricultural lands
- Building complete communities
- Increasing mobility options
- Maintaining a vibrant and competitive economy

The goals and strategic objectives associated with these four themes provide the basis for all policies in the Markham OP.

##### **Part 1 contains goals, objectives, area-wide and site-specific policies and maps for guiding land use and development in Markham to 2031**

Markham's OP will be organized into two parts. Part 1 contains the goals, objectives, policies and maps that pertain to Markham as a whole. Part 2 provides more detailed planning policies in the form of secondary plans for intensification and heritage areas in Markham.

Part 1 is comprised of 11 chapters and associated maps that address the following key policy areas:

- Protection of natural environment areas and features
- Elements of complete communities, including housing, infrastructure, parks and open space, cultural heritage and archaeological resources
- Markham's economy, including office, retail, industry, tourism and agriculture
- Urban design and sustainable development
- Transportation, services and utilities
- Land Use
- Area-wide and site-specific policies

These key policy components of the Markham OP provide the basis and framework for guiding land use and development and a planned urban structure.

### **Markham's planned urban structure is consistent with the Regional Official Plan**

Markham's OP identifies a physical structure for accommodating growth to 2031, as shown on Map 1 - Markham Structure (*Attachment 2*). The Plan includes policies on a greenway system that contains the Oak Ridges Moraine and Provincial Greenbelt, a countryside area for agriculture and areas for employment and neighbourhoods.

Areas of intensification are identified, consistent with the hierarchy of the Regional Official Plan. A majority of the forecast growth will be directed to Markham Centre and Langstaff Gateway Regional Centres, followed by Regional corridors Highway 7 and Yonge Street, key development areas, local centres and corridors, and to a lesser extent, heritage centres consistent with approved Heritage District Conservation Plans.

A future urban area is identified in northwest Markham and is required to accommodate the projected population and employment growth outside the built-up urban area, consistent with ROPA 3. The specific land use designations will be determined by further detailed planning exercises, including background studies, new conceptual master plans and secondary plans.

### **Part 2 will consist of secondary plans and will be provided to the Region for approval once adopted by Markham Council**

Secondary plans, which are detailed land-use plans for specific communities, have been used successfully in the past to guide development in Markham. Almost 50 secondary plans were established over the duration of Markham's previous Official Plan.

With the new Official Plan, secondary plans that are currently in place for substantially developed communities will be repealed. Any policies of those repealed plans that are required to guide development or re-development are carried forward as site-specific

policies in Chapter 9. Part 2 will consist of 13 secondary plans. Existing secondary plans such as Markham Centre and Cornell Centre, will need to be updated to be consistent with the policies of the new Official Plan. New secondary plans will also be prepared for areas, such as the Buttonville Airport Redevelopment lands and for the future urban area.

A program to develop the revised or new secondary plans is currently underway in Markham. The secondary plans will undergo an extensive consultation process and, when adopted by Markham Council, will be sent to the Region for approval.

## **CONFORMITY ANALYSIS**

### **Markham's new Official Plan, once modified, is consistent with Provincial Policy**

#### **The Markham OP, as modified, is consistent with the Provincial Policy Statement 2014.**

Provincial Policy Statement 2014 (PPS), which came into effect on April 30, 2014, provides policy direction on matters of provincial interest related to land use planning and development. Although the Markham OP was adopted by Markham Council prior to April 30, 2014, Regional Council's decision on the Markham OP must be consistent with the PPS. The PPS provides guidance for appropriate development while protecting resources of provincial interest, public health and safety and quality of the natural environment. In accordance with the *Planning Act*, decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The Markham OP contains policies that address the 2014 PPS's broad themes of building strong communities, the wise use and management of resources, and the protection of public health and safety. Markham and Regional staff have consulted with First Nations and Metis as required by the PPS.

The Markham OP sets out policies that are intended to meet the long-term needs of its residents by providing an appropriate mix and range of residential and employment uses and recreational and open space uses. Policies on infrastructure and public services are provided for in the Markham OP, including transportation, airports, waste management, energy, and air quality. Natural features and agricultural lands will be protected by the Greenway and Countryside designations and policies. The Markham OP also includes policies on cultural heritage, archaeology and natural hazards, which are of provincial interest.

**The Markham OP, as modified, is consistent with the Growth Plan for the Greater Golden Horseshoe 2006.**

The Growth Plan for the Greater Golden Horseshoe 2006 (Growth Plan) is a framework for implementing the Province's vision for building stronger, prosperous communities by better managing growth to a planning horizon to 2031. It is intended to guide decisions on a wide-range of issues related to growth management, and is premised on the following principles:

- Building compact, vibrant and complete communities
- Developing a strong and competitive economy
- Protecting natural resources
- Optimizing the use of infrastructure

The Growth Plan promotes intensification within the built-up areas with a focus on development within centres and corridors that are well-served by transit. It also provides for limited urban boundary expansions to accommodate the projected population and employment growth. York Region has, through consultation with all its municipalities, assigned the forecasts to its local municipalities. Markham's projected forecasts to 2031 are consistent with York Region's projected forecasts approved in the YROP-2010.

The Markham OP has policies that manage growth by directing future development to its designated settlement areas and by focussing appropriate intensification to a network of centres and corridors connected by public transit. A future urban area is identified in the northwest portion of Markham to accommodate additional growth. The Markham OP deals with the Growth Plan's designated "Urban Growth Centres" by planning for the continued transition of Markham Centre and Langstaff Gateway, into a compact, high-density and mixed-use downtown, served by rapid transit.

The Markham OP has policies that ensure infrastructure and community facilities, such as roads, water and wastewater, schools and parks, are integrated with the pace of development. Transportation policies place emphasis on providing a range of mobility choices and strengthen the co-ordination of land-use planning, transportation planning and urban design. There are policies for protecting natural systems, prime agricultural areas and conservation of water, energy, air quality, waste management and cultural heritage, in accordance with the Growth Plan.

**The Markham OP, as modified, conforms to the Oak Ridges Moraine Conservation Plan and Greenbelt Plan.**

The Oak Ridges Moraine Conservation Plan provides policies for protecting the ecological integrity of the Moraine. Municipalities are required to ensure that official plans and zoning by-laws conform to this Plan's area, which apply to lands in the northeast portion of Markham. Urban development is not permitted within the Moraine and permitted uses are strictly controlled. The Greenbelt Plan provides policies to provide

permanent protection to the agricultural land base and the ecological features and functions occurring on the landscape. The Greenbelt Plan incorporates lands within the Oak Ridges Moraine, and applies to lands in the north and east limits of Markham.

The Markham OP contains extensive policies devoted to the protection of the City's significant environmental features. A systems approach is used in protecting natural heritage, agricultural, and forests, and encourages water resource planning. The "Greenway System" encompasses approximately 33 per cent of the land base in Markham, comprised of natural heritage and hydrological features and their functions, vegetative protection zones, protected agricultural lands and enhancement lands. "Greenway" and "Countryside" designations and related policies regulate land use. There are also policies for natural environmental hazards, such as flooding and special policy areas, and on environmental reporting.

**The Markham OP includes policies that recognize these applicable Provincial policies and Federal regulations.**

The Parkway Belt West Plan, 1978, approved under the *Ontario Planning and Development Act*, and three Minister's Zoning Orders control the use of over 5,000 hectares of land in Markham. Most of the Parkway Belt lands are occupied by Highway 407, electrical transmission corridors, a hydro transformer facility, and the Milne Dam Conservation Park. The Zoning Orders protect the Pickering Airport flight paths and Parkway Belt West lands, and provide for an existing cemetery in south Markham.

The Federal Airport Zoning Regulations apply to two locations in Markham, being the Buttonville Airport and lands in northeast Markham in the vicinity of the Pickering Airport lands. These regulations are intended to prevent adjacent lands from being used or developed in a manner that is incompatible with the safe operation of an airport.

**Markham's new Official Plan, as modified, conforms to the York Region Official Plan 2010**

The YROP-2010 includes policies to guide land use planning at a Regional level, consistent with Provincial direction. The YROP-2010 places emphasis on sustainable development, including protection of the natural environment, promoting healthy communities and supporting economic vitality. It emphasizes growth management by providing direction on city building and complete communities, protecting agricultural areas and employment lands, and identifying servicing needs.

The Markham OP, as modified, reflects the major policy direction of the Province and the Region. The Markham OP protects the natural heritage system, plans for a compact urban structure of centres and corridors, and provides sustainable growth management through complete communities. The Plan places an emphasis on economic growth, and the timely provision of infrastructure delivery to meet projected growth forecasts.

## **MODIFICATIONS TO THE ADOPTED 2013 MARKHAM OFFICIAL PLAN**

The proposed modifications will ensure the Markham OP conforms to Provincial plans and the YROP-2010.

### **The Province recommends modifications to ensure conformity to Provincial plans**

York Region staff circulated the new Markham OP to the Ministry of Municipal Affairs and Housing, which provided comments on key areas of provincial interest (*Attachment 3*). The following summarizes the key comments and recommendations:

- Revise maps to accurately reflect the boundary of the Parkway Belt West Plan
- Remove the Minister Zoning Orders shown on Map 7 and address the Orders in a zoning by-law
- Prohibit non-agricultural uses (including public uses) in the “Countryside” designation
- Revise a policy to permit boundary adjustments to the Countryside Area lands outside of the Greenbelt Plan and Oak Ridges Moraine Conservation Plan only through a Regional municipal comprehensive review
- Modify a policy to indicate removal of prime agricultural areas must satisfy the requirements of the 2014 PPS
- Delete a policy that permits unserviced parks in prime agricultural areas
- Delete policies referencing agricultural uses in the Greenbelt Plan Area
- That the Region maintain the Greenbelt Natural Heritage System designation on the lands north of Major Mackenzie Drive, known as the “Minotar lands”, until such time as a review of the Greenbelt Plan is undertaken by the Province
- That a Regional decision on the employment land conversion requests be made comprehensively and in consideration of the Region’s land budget
- Modify Map 6 – Hydrologic Features, to change “Unevaluated Wetlands” to “Provincially Significant Wetlands”, to reflect current Provincial mapping
- That the Region withhold an approval decision on the Special Policy Area policies in Section 3.4 and specific land use designations applying to the Unionville Special Policy Area identified on Map 3 in the Markham OP, until such time as they have been approved by the Province.

Regional staff met with Provincial and Markham staff to resolve these issues, resulting in proposed modifications or clarifications.

**Mapping of the Minotar lands shown in the Greenbelt Plan Area was changed to refine the Natural Heritage System and requires further review prior to a decision recommendation**

Minotar lands consist of parcels located north of Major Mackenzie Drive and west of McCowan Road, as identified on *Attachment 4*. A representative for the Minotar lands provided a deputation at Markham Development Services Committee prior to the adoption of the Markham OP, outlining their concerns with the Greenbelt Natural Heritage System shown on Map 7 - Provincial and Federal Policy Areas. In the Applicant's opinion, the boundary of the Natural Heritage System on the Minotar lands should not extend beyond the existing natural features. Markham Council agreed and directed Markham staff to replace Map 7 of the Official Plan with a revised Map 7 submitted by Minotar that showed a refinement of the Natural Heritage System boundary on the lands. Subsequent to Markham Council's adoption, it was identified that the changes to Map 7 did not fully reflect Council's direction. A corrected Map 7 has been forwarded to the Region for approval. Concern has been raised by staff and the Province with making changes to the Greenbelt Natural Heritage System boundary at this time on an individual property basis.

While the Greenbelt Plan does permit the refinement of the Natural Heritage System at the time of municipal conformity, it needs to be done through a technical exercise that considers the broader system function and Greenbelt Plan policies. With the Greenbelt Plan review being undertaken by the Province in 2015, the revisiting of the Natural Heritage System on the Minotar lands would be more appropriately undertaken at the time of the Greenbelt Plan review. Provincial staff advises that the proposed refinement does not conform to the Greenbelt Plan. It is also staff's understanding from the Applicant that the table lands on these properties were originally included as part of the Greenbelt Plan without notice to the landowners. On that basis, it is recommended the Region withhold a decision on these lands until such time as the site can be revisited through the ten year review of the Greenbelt Plan. As a result, it is recommended that the Region's decision is withheld for their lands on Map 7 in the Official Plan.

**Provincial review of Special Policy Areas is ongoing, and requires their approval prior to Regional approval of Markham's new Official Plan**

The Markham OP identifies Special Policy Areas (SPA) on Map 8 as an overlay to the underlying land use designations. Associated policies are included in Section 3.4, Environmental Hazards. This is a change to the current Official Plan which reflects the SPA as an actual land use designation. Pursuant to Section 3.1 of the PPS, proposed changes to the SPA must be approved by the Minister of Municipal Affairs and Housing and the Minister of Natural Resources prior to the approval authority approving such changes.

Provincial staff advises that their technical review of Markham's SPA policies are on-going and request the Region to withhold its decision on the proposed SPA policies contained in Section 3.4.1, and the specific land use designations applying to the Unionville SPA identified in Map 3 in the Markham OP, until they have been approved by the Provincial Ministers.

### **The Toronto and Region Conservation Authority recommends modifications respecting Environmental policies**

The Toronto and Region Conservation Authority (TRCA) provided comments primarily related to the natural hazard policies of Chapter 3. These include modifications to policies under Natural Environmental Hazards, Special Policy Areas, Flood Vulnerable Areas, Appendix A respecting TRCA Regulatory Framework, and comments on the associated mapping. Regional staff met with TRCA and Markham staff to clarify the comments and modifications have been included accordingly, addressing the outstanding issues.

### **Regional modifications are proposed to ensure conformity with the York Region Official Plan 2010**

Regional staff reviewed Markham's new Official Plan and a number of modifications have been included to ensure its conformity with the YROP-2010.

One area of Provincial and Regional concern is with respect to 11 site-specific policies that allow consideration of alternative land uses (including residential) on employment lands through individual Official Plan amendments to follow at a later date. The general locations of the sites are shown on *Attachment 5*.

### **Modifications to site-specific employment conversion requests are required to ensure conformity**

In May 2013, Markham staff reported on a number of applications requesting to re-designate employment lands to a non-employment land use. The PPS and Growth Plan permits consideration of conversion of employment lands to other uses only at the time of a municipal comprehensive review. The Growth Plan requires six tests be met. Markham staff did not support the conversion requests as they did not meet the six tests, and would impact Markham's employment and population forecasts.

Markham Council received the staff report and set up a sub-committee to further review the applications. Seven sub-committee meetings were held between July and October 2013 to hear presentations from staff and the applicant. The sub-committee recommended proceeding with almost all of the applications. At its meeting on October 22, 2013, Markham's Development Services Committee directed staff to incorporate the direction received into the Markham OP.

Employment conversion requests must meet the following six tests in the Growth Plan:

1. There is a need for the conversion.
2. The municipality will meet the employment forecasts allocated to the municipality, pursuant to the Growth Plan.
3. The conversion will not adversely affect the overall viability of the employment areas, and achievement of the intensification target, density targets, and other policies of the Growth Plan.
4. There is existing and planned infrastructure to accommodate the proposed conversion.
5. The lands are not required over the long-term for employment purposes.
6. Cross-jurisdictional issues have been considered.

YROP-2010 policy 4.3.2 requires a sufficient supply of employment lands, based on the applicable municipal comprehensive review, be maintained to accommodate the employment growth forecasts in Table 1 (York Region Population and Employment Forecast by Local Municipality). If allowed to proceed, the proposed conversions would result in the following:

- Loss of approximately 94 to 162 hectares of employment lands
- Net loss of 4,500 to 5,600 of a particular type of employment jobs, being the “employment land employment” jobs
- An additional 4,500 to 5,500 residential units and 12,000 people

The reduction of employment jobs and increase in population would result in forecasts that are inconsistent with Table 1 for Markham.

All employment lands are needed to achieve Markham’s and the Region’s employment forecasts and economic development objectives. The loss of employment lands cannot be accommodated elsewhere within Markham’s existing urban boundary. The employment conversions could have an impact on ROPA 3, Markham’s future urban area, with respect to land use. The employment conversion requests do not meet the tests of the Growth Plan in terms of demonstrating a need and meeting employment targets, and that all employment lands in Markham are required over the long-term to provide a variety of economic activities, not just office and retail, to maintain and grow a strong and vibrant economy.

### **The Region’s modification defers site-specific employment conversion requests to the next Regional municipal comprehensive review**

The Region proposes to modify each of the site-specific policies related to conversion of employment lands by deferring them to the Region’s next Municipal Comprehensive Review (MCR). This would allow further consideration and determination of the cumulative impacts of the conversion requests on the Region’s employment and population forecasts to 2014, and is in keeping with the Province’s request to consider the

employment conversions in a comprehensive manner, and in consideration of the Region's land budget.

The Region's MCR process is underway. The forecasting component of the MCR is expected to be sufficiently progressed by mid-2015 to make a determination regarding the requested employment land conversion proposals. At that time, the Region will be in a position to reconsider the modified policies deferring each site, prior to completing the MCR in 2017.

### **The recent dismissal of Phase 1 appeals to the YROP-2010 and ROPA 3 confirms the integrity of the Region's land budget**

In its decision issued on April 1, 2014, the OMB dismissed Phase 1 appeals to the YROP-2010 and to ROPA 3 (Markham's future urban area) respecting the amount of land required to accommodate the population and employment forecasts within the Region to 2031. The OMB endorsed the Region's approach that determined the quantum of land needed for Markham's urban expansion, which is 1,010 hectares. The upcoming phase of the OMB hearing will address the appropriate location of Markham's future urban area.

This recent OMB decision provides strength and credibility to the Region's land budget methodology and comprehensive planning exercise. A Regional decision to allow employment land conversions without a land budget exercise would be contrary to the OMB's decision.

### **The inclusion of all the Highway 404 mid-block road crossings in the Region's Official Plan provide for a complete street network**

The Markham OP provides a number of policies for an integrated transportation system that supports urban growth by improving network connections. Part of this is the inclusion of mid-block collectors, including those crossings of Highway 404 that connect Markham and Richmond Hill. The YROP-2010 identifies a mid-block crossing for each concession block north of Highway 7. The Markham OP does not identify the potential Highway 404 crossing between Major Mackenzie Drive and Elgin Mills Road. Staff recommends a modification to include this crossing.

### **Markham Council modifications address landowner requests and add further clarity to general and site-specific policies and revisions to associated maps**

On April 8, 2014, Markham Council adopted further modifications to the adopted Plan, which have been included in *Attachment 1 - 2013 York Region, City of Markham and Other Agency and Modifications*. The modifications arose from matters that were not yet resolved at the time of the Plan's adoption in December of 2013.

### **Link to key Council-approved plans**

Markham has undertaken a five year official plan review in accordance with Section 26 of the Planning Act. The Markham OP, as modified in *Attachment 1*, conforms to the Ministry of Municipal Affairs and Housing's approved version of the YROP-2010.

The Markham OP further enhances the Region's goals established through Vision 2051 by promoting the growth of Markham as a "complete community", ensuring "a resilient natural environment and agricultural system", enabling "a place where everyone can thrive", accommodating "appropriate housing for all ages and stages", encouraging "an innovative economy", and providing policies for "living sustainably".

## **5. FINANCIAL IMPLICATIONS**

The Markham OP, as modified in *Attachment 1*, implements the policies of the YROP-2010. The Markham OP incorporates the Region's assigned population and employment growth to 2031. As such, the required Regional infrastructure costs have been identified in the Region's Transportation Master Plan and the Water and Wastewater Master Plan. Fiscal Impact Analysis will be required at the Secondary Plan stage (Part 2 of the Markham OP) as they proceed to approval, as required by YROP-2010 policy.

On September 23, 2010, Regional Council adopted Clause 4 of Report No. 7 of the Finance and Administration Committee, permitting the Regional Solicitor and Commissioner of Planning and Development Services to engage external legal and external planning services for matters associated with YROP-2010 and/or Amendment appeals through transfer funds from the Tax Stabilization Reserve. As some appeals against the YROP-2010 directly affect properties within the City of Markham and the Markham OP implements the YROP-2010 in Markham, the potential implications of defending the Regional position, including external legal and planning services, have been authorized through this previous Council resolution. If an appeal is made against the Markham OP, Regional staff would participate to protect Regional interests.

## **6. LOCAL MUNICIPAL IMPACT**

The Markham OP was adopted by Markham Council on December 10, 2013. Markham Council endorsed proposed modifications to the Plan in April 2014 and requests Regional approval. The approval of the Markham OP, subject to the proposed modifications found in *Attachment 1*, is consistent with Markham's position. The Markham OP is a key component for implementing Markham's strategic direction, and timely approval of this plan will assist the municipality in achieving their vision.

## 7. CONCLUSION

York Region Community Planning staff has circulated the Markham OP to the Province, First Nations and Metis, external agencies, adjacent municipalities, and to Regional departments for review, comment and proposed modifications, and have met with various landowners and their representatives upon their request. In April 2014, Markham Council endorsed modifications to their adopted Official Plan to address landowner requests and to provide clarity to area-wide and site-specific policies and revisions to associated maps.

The Markham OP contains many new and progressive policies, which place emphasis on sustainable growth with an 'environment first' approach. It comprehensively addresses many Provincial and Regional interests by providing key policies on city building, economic vitality, healthy communities, the natural environment, transportation, and the agricultural and rural areas.

Regional staff recommends modifications to 11 site-specific policies respecting employment land conversion requests that have the effect of deferring such requests to allow consideration of land budget impacts to the Region's municipal comprehensive review, which is currently underway. These modifications, in particular, will ensure conformity with Provincial Policy Statement 2014, the Growth Plan and YROP-2010. The balance of the proposed modifications to the Markham OP includes minor edits, and general and site-specific policy and mapping revisions. These modifications are included in *Attachment 1* to this report.

Having proceeded through a full and comprehensive public consultation process, the Markham OP, as modified, is consistent with Provincial Policy Statement 2014, and conforms to the Growth Plan for the Greater Golden Horseshoe 2006, the Oak Ridges Moraine Conservation Plan and the Green Belt Plan 2005. The modified Plan conforms to YROP-2010.

Regional staff recommends the Markham OP, be approved, subject to the modifications as described in *Attachment 1*, 2013 York Region, City of Markham and other Agency Modifications.

For more information on this report, please contact Duncan MacAskill, Senior Planner at ext. 71513.

The Senior Management Group has reviewed this report.

*Attachments (5)*

## **YORK REGION, CITY OF MARKHAM AND OTHER AGENCY MODIFICATIONS**

Note: Strikethrough text denotes deleted text.

Underlined text denotes added text, except where “Planning Act”, “Clean Water Act”, *chapters, appendices and map headings are shown.*

### **Chapter 1 – Planning Markham’s Future**

1. In response to Markham staff request, modify the second paragraph of Section 1.3.3 on Page 1-9 as follows:

#### **1.3.3 Federal Airport Zoning Regulations**

The Regulations are intended to prevent lands adjacent to or in the vicinity of an airport or airport site from being used or developed in a manner that is incompatible with the safe operation of an airport or aircraft, including the restriction of certain land uses and limits on building heights. The Toronto Buttonville Municipal Airport is expected to close by 2015, at which time the Regulation on the affected lands will be lifted. Once plans and runway designs are finalized for the proposed Pickering Airport Site, it is anticipated that the extent of the lands in Markham covered by the Regulation will be reduced. Markham will work with the Federal government to determine whether regulations on all or a portion of these lands can be lifted, as planning for the Rouge National Urban Park proceeds.

### **Chapter 2 – A Framework for Sustainable Growth**

2. In response to the Region’s comments, modify the note at the base of the photograph on Page 2-6 to replace “2013” with “2031”.
3. In response to the Region’s comments, modify Table 2.3 on Page 2-11 as follows:

#### **POPULATION AND EMPLOYMENT FORECASTS FOR MARKHAM**

	2006	<del>2011</del>	<u>2016</u>	2021	<u>2026</u>	2031
Population	273,000	<del>309,000</del>	<u>337,800</u>	370,300	<u>398,300</u>	421,600
Employment	144,800	<del>159,700</del>	<u>200,300</u>	221,500	<u>231,200</u>	240,400

Table 2.3 - Source: York Region Official Plan, 2010, and related forecasts

4. In response to Markham staff request, bold the numeric reference for Sections **2.6.1** and **2.6.2** on Pages 2-16 and 2-17

### **Chapter 3 – Environmental Systems**

5. In response to the Region’s comments, modify Section 3.1.1.1 on Page 3-7 as follows:

3.1.1.1 **To identify, protect and enhance** Markham’s Greenway System as shown on Map 1 – Markham Structure by:

- a) directing permitted development, *redevelopment* and *site alteration* away from natural heritage and hydrologic features within the Greenway System;
- b) protecting a network of natural heritage and hydrologic features and their functions, *vegetation protection zones*, protected agricultural lands and enhancement lands, to improve the *biodiversity* and connectivity of natural heritage features and their *ecological function*;
- c) protecting the *ecological integrity* of the Oak Ridges Moraine;
- d) providing protection for agricultural lands and *ecological features* and functions in the Greenbelt;
- e) providing public access to publicly owned natural areas for nature-based recreation uses, where appropriate, in a manner that respects ecological sensitivities in support of a healthy and active community; and
- f) encouraging public acquisition of the Natural Heritage Network lands where possible over the long term; and
- g) encouraging stewardship of privately owned natural areas by private landowners until the lands come into public ownership.

6. In response to Berczy Glen Landowners Group comments, modify Section 3.1.1.3 b) to delete last sentence on Page 3-8 as follows:

3.1.1.3 **That** the boundaries of the Natural Heritage Network as shown on Map 4 – Greenway System, the *woodlands* as shown on Map 5 – Natural Heritage Features and Landforms, and *valleylands* and *permanent and intermittent streams* and *wetlands* shown on Map 6 – Hydrologic Features reflect the most accurate information available and may be refined or modified as follows:

- b) major modifications to the boundaries of the Greenway System components, as determined by the City, shall only occur through an amendment to this Plan. ~~An amendment to this Plan shall not be required to add lands to the Greenway System where confirmed through an appropriate study;~~ and

7. In response to the North Markham Landowners Group (“NMLG”) comments, modify Section 3.1.2.2 on Page 3-9 to add the word “wilfully” before “damaged, destroyed or removed”, and add the word “removed” in the last sentence as follows:

3.1.2.2 That where natural heritage and hydrologic features and functions have been wilfully damaged, destroyed or removed without the approval of Council, appropriate compensation in the form of rehabilitation and enhancement to the impacted area shall be provided by the landowner at their cost. There shall be no adjustment to the Natural Heritage Network boundary or redesignation of lands where natural heritage and hydrologic features are wilfully damaged, destroyed or removed without required approvals.

8. In response to NMLG comments, modify Section 3.1.2.4 on Page 3-10 to replace “require” with “seek” as follows:

3.1.2.4 **To require seek** conveyance of lands within the Natural Heritage Network to a public authority as part of the *development approval* process at no cost to Markham. Conveyance of lands within the Natural Heritage Network shall not be considered as contributing towards the parkland dedication requirements under the Planning Act.

9. In response to NMLG comments, modify the third paragraph of the preamble of Section 3.1.2. on Page 3-11 as it relates to Key Natural Heritage Features, Key Hydrologic Features and Species at risk to replace “expanded” with “enhanced” as follows:

**Key Natural Heritage Features, Key Hydrologic Features and Species at Risk**

It is the intent of this Plan that *key natural heritage features* ~~features~~ and *key hydrologic features* shall be assessed, ~~expanded~~ enhanced and planned for in a comprehensive and integrated manner, which builds upon and supports the Natural Heritage Network.

10. In response to NMLG comments, modify Section 3.1.2.17 a)i and b)i on Page 3-14 to add “in accordance with Section 3.1.2.27” after “*vegetation protection zones*” as follows:

3.1.2.17 **To increase** the quantity and quality of *woodlands* in Markham by protecting and enhancing:

- a) *significant woodlands* as defined by the Region and Province and their *vegetation protection zones* by:
- i. prohibiting development, *redevelopment* and *site alteration* on *significant woodlands* and their *vegetation protection zones* in accordance with Section 3.1.2.27;
  - ii. integrating *significant woodlands* into new communities as amenity features which may include a woodlot management plan to the satisfaction of Markham;
  - iii. securing public ownership of *significant woodlands* through the *development approval* process; and
  - iv. securing conservation easements and other protection tools for the long-term protection of *significant woodlands* in private ownership; and
- b) other *woodlands* and their *vegetation protection zones* by:
- i. prohibiting development, *redevelopment* and *site alteration* on *woodlands* and their *vegetation protection zones* in accordance with Section 3.1.2.27, except where all the following requirements are met:
    - the *woodlands* are not connected to the Greenway System;
    - there is a significant net gain in *woodland* cover demonstrated through a woodland compensation plan as described in Section 3.1.2.18;
    - impact to the *woodlands* is unavoidable;
    - the *woodland* is determined through an environmental impact study, natural heritage evaluation or equivalent to be a *cultural or regenerating woodland* and not suitable for restoration and rehabilitation;

11. In response to Markham staff request, modify Section 3.1.2.18 b) on Page 3-14 to add “and outside the *vegetation protection zone*” at the end of the sentence as follows:

3.1.2.18 **That** a woodland compensation plan shall address *woodland* restoration in the following areas:

- a) Natural Heritage Network Enhancement Lands; and
- b) areas adjacent to existing *key natural heritage features* and *key hydrologic features* and outside the *vegetation protection zone*.

12. In response to NMLG comments, modify Section 3.1.2.20 on Page 3-15 to add “as appropriate for protection” after “evaluated” as follows:

3.1.2.20 **To protect** *wetlands and their functions where:*

- c) not shown on Map 6 – Hydrologic Features, but identified and evaluated as appropriate for protection by an environmental impact study or hydrologic evaluation using standard provincial procedures.

13. In response to Markham Council direction of April 8, 2014, modify Section 3.1.2 as it relates to the preamble for Vegetation Protection Zones on Page 3-15 as follows:

### **Vegetation Protection Zone**

A *vegetation protection zone* is a buffer area adjacent to a natural heritage feature or a hydrologic feature that is intended to protect the feature and its *ecological function* from adjacent land use impacts in order to maximize the long-term viability of the feature. *Vegetation protection zones* are established as lands are urbanized or land uses change. They are not intended to alter existing buffers and edge conditions in urban areas of Markham outside of large scale development or *redevelopment* applications, or prevent *agricultural uses* contiguous with farm operations on lands which could become a future *vegetation protection zone* within the ‘Countryside’ and ‘Greenway’ designations. *Vegetation protection zone* requirements vary depending on the feature and the relevant policy application (local, regional or provincial). Where development, *redevelopment* or *site alteration* is proposed on lands adjacent to a feature, the extent of a *vegetation protection zone* is determined by an environment impact study, natural heritage evaluation and/or hydrological evaluation, or equivalent as identified in Table 3.1.2.23.

14. In response to Markham Council direction of April 8, 2014 and in response to NMLG comments, modify Section 3.1.2.26 on Page 3-18 as follows:

3.1.2.26 **To consider** a reduced *vegetation protection zone* with the Urban Area, as shown on Map 12 – Urban Area and Built-Up Area<sup>2</sup>, only where:

- a) supported by an environmental impact study satisfactory to the City and in consultation with the Toronto and Region Conservation Authority; or
- b) site constraints such as existing lot size or physical site characteristics clearly limit the ability to achieve a minimum 10-metre *vegetation protection zone*; and or
- c) the *vegetation protection zone* was delineated through a previous *development approval* or secondary plan or area and site specific policy.”

15. In response to NMLG comments, modify Section 3.1.2.27 on Page 3-18 to replace “*Site grading*” with “*Site alteration*” as follows:
  - 3.1.2.27 **That** *vegetation protection zones* shall be managed as part of the feature and where required restored with native plantings. ~~Site grading~~ *Site alteration* inside of a *vegetation protection zone* shall only be permitted where it does not impact the feature or the restoration of the *vegetation protection zone* as determined in an environmental impact study.
  
16. In response to Markham Staff request, modify Section 3.1.2.28 on Page 3-18 to remove upper case reference to provincial requirements as follows:
  - 3.1.2.28 **That** should areas of natural or scientific interest (life science or earth science) be identified in Markham, the feature and its *vegetation protection zone* shall be protected in accordance with ~~P~~provincial requirements.
  
17. In response to Markham Council direction of April 8, 2014, modify Section 3.3.1.4 on Page 3-25 as follows:
  - 3.3.1.4 **To require** the preparation of *subwatershed plans* prior to development in the ‘Future Urban Area’ lands north of Major Mackenzie Drive as shown on Map 3 – Land Use to guide land use options and identify mitigation and restoration strategies required to protect and enhance natural heritage and hydrologic features and their *ecological functions* and hydrologic functions.
  
18. In response to York Region’s comments, modify the second paragraph of the preamble in Section 3.3.2 on Page 3-26 to add reference to “wellhead protection areas” as follows:
  - 3.3.2. Land uses impacting drinking water supplies are managed through the Clean Water Act and local source protection plans that consider the sensitivity or specific features. In Markham, the sensitivity of local aquifers to potential contamination is limited. *Highly vulnerable aquifers* identified in the local source protection plan are low and moderate risk areas and are subject to salt management practices. From a drinking water quantity perspective, *significant groundwater recharge areas*, wellhead protection areas and intake protection zones lie beyond Markham boundaries and will be managed by adjacent municipalities through implementation of source protection plan policies.
  
19. In response to Markham staff request and the Region’s comments, modify Section 3.3.2.4 on Page 3-27 as follows:
  - 3.3.2.4 **That** applications for development approval within *highly vulnerable aquifers* identified on Appendix J – ~~Toronto and Region Source Protection Area~~ Clean Water Act Highly Vulnerable Aquifers involving the manufacturing, handling and/or storage of bulk fuel or hazardous chemicals ~~defined under Ontario~~

~~Regulation 347, (activities prescribed under the Clean Water Act), shall be accompanied by a *contaminant management plan*, as deemed necessary by Markham.~~

20. In response to Markham Council direction of April 8, 2014 and in response to the Toronto and Region Conservation Authority (“TRCA”) comments, modify Section 3.3.2.7 on Page 3-27 as follows:

3.3.2.7 **That** where development, *redevelopment* or *site alteration* is proposed on lands containing small drainage features as identified on Appendix B – ~~Small Streams and Headwater~~ Drainage Features, the features shall be evaluated and protected where required using ~~Markham’s Small Streams Classification System and Management Protocol. The Protocol shall be updated periodically to address updated standards and Ontario Regulation 166-06~~ the Toronto and Region Conservation Authority’s Evaluation, Classification and Management of Headwater Drainage Features Guidelines.

21. In response to NMLG and TRCA comments, modify Section 3.3.3.10 on Page 3-29 to add “where feasible” after the 25 year floodline as follows:

3.3.3.10 **That** infrastructure associated with stormwater management facilities, including outfalls channels, shall generally:

- a) be placed close to the base of the slope above the 25 year floodline, where feasible, and located outside of the meander belt of a stream, wherever possible; and
- b) avoid disturbance to natural heritage features.

22. In response to NMLG comments, modify Section 3.3.3.12 on Page 3-30 to add “in consultation with” in front of the TRCA as follows:

3.3.3.12 **That** construction practices and sediment control measures during construction shall be implemented, monitored and maintained to the satisfaction of Markham ~~and~~ in consultation with the Toronto and Region Conservation Authority in accordance with best management practices.

23. In response to TRCA comments, modify the preamble of Section 3.4.1 on Page 3-30 to add reference to erosion management as follows:

#### **3.4.1 Natural Environmental Hazards**

Natural environmental hazards such as flooding and erosion can present an inherent risk to life and property damage. Policies respecting restrictions on *hazardous lands* and *floodplain* management in *Special Policy Areas* and *flood vulnerable areas* can reduce this risk and enhance public health and safety. Appendix A – Toronto and Region Conservation Authority Regulatory Framework outlines the key components of the Toronto and Region Conservation Authority Regulatory Framework related to floodplain and erosion management and *flood vulnerable areas* including:

24. In response to TRCA comments, modify Section 3.4.1.4 on Page 3-31 to delete reference to floodplain as follows:
- 3.4.1.4 **That** *hazardous lands* and *hazardous sites* located within the areas as generally shown ~~as floodplain~~ in Appendix A – Toronto and Region Conservation Authority Regulatory Framework, with the exception of *Special Policy Areas* and certain *flood vulnerable areas*, shall be generally designated as ‘Greenway’ lands on Map 3 – Land Use. The limits of *hazardous lands* and/or *hazardous sites* and the boundary of the corresponding ‘Greenway’ designation will be confirmed through the *development approval* process.
25. In response to the Region’s comments, modify Section 3.4.1.16 on Page 3-33 as follows:
- 3.4.1.16 **That** modifications to the *Special Policy Area* boundary, new *Special Policy Areas* or modifications to *Special Policy Area* policies shall be approved by the Ministers of Natural Resources and Municipal Affairs and Housing prior to the adoption and approval by Markham and York Region. ~~except where the zoning by-law is in keeping with the original intent of the use as of the date of the approval of the Special Policy Area, in which case York Region is the approval authority.~~
26. In response to NMLG comments, modify Section 3.4.1.18 on Page 3-34 to add “or do not increase” after “decrease” as follows:
- 3.4.1.18 **To work** with the Toronto and Region Conservation Authority and upstream municipalities to ensure development, *redevelopment* or *site alteration* upstream of *flood vulnerable areas* provide for stormwater management controls that decrease or do not increase existing flooding levels on properties within Markham for storms up to and including the Regulatory Storm event.
27. In response to the Region’s comments, modify Section 3.4.2.2 on Page 3-35 to delete the word “other” in front of “public health agencies” and insert before “stakeholders”:
- 3.4.2.2 **To work** in consultation with ~~other~~ public health agencies and other stakeholders to develop outreach and programs to raise awareness of air quality issues and encourage behavioral change in order to reduce air pollution and improve air quality.
28. In response to the Region’s comments, modify Section 10.2.6.1 on Page 10-15 as follows:
- 3.4.2.4 **That certain** *sensitive land uses* such as *day care centres*, *private schools* and *public schools* not be located near significant known air emission sources including the provincial 400 series highways.
29. In response to TRCA comments, modify Section 3.5.2 on Page 3-38 to add reference to consult with TRCA as follows:
- 3.5.2 **To require**, where appropriate, in consultation with the Toronto and Region

Conservation Authority, the preparation of a scoped master environmental servicing plan for intensification areas to address issues related to municipal servicing, stormwater management, protection of natural heritage and *hydrologic features* and sustainability requirements.

## **Chapter 4 – Healthy Neighbourhoods and Communities**

30. In response to the Region’s comments, modify the first sentence of Section 4.1.3 preamble on Page 4-7 as follows:

### **4.1.3 Affordable and Shared Housing Strategy**

One of the ~~implications~~ benefits of further diversification of the housing stock is a broader range of *affordable* and *shared housing* options. *Affordable housing* is aimed at households in the lowest 60 percent of the income distribution in Markham who are likely experiencing affordability challenges because they are having to spend more than 30 percent of their income on ownership or rental housing. In particular, households in the lowest 30 percent of the income distribution in Markham, whose needs are not being met by the private market, require publicly financed social or assisted housing.

31. In response to York Catholic District School Board (“YCDSB”) comments, modify Section 4.2.3.2 on Page 4-14 as follows:

4.2.3.2 **That** in the event that all or part of a *public school* site and/or building or a *public school* site referred to in Section 4.2.3.1 d) is not required by the School Boards or other educational institutions, one or more of the following alternate uses shall be considered in order of priority prior to any consideration of development or *redevelopment* of the site:

- a) publicly owned parkland and/or community facilities; or
- b) compatible community infrastructure provided by York Region or other government and non-profit community infrastructure providers and *affordable* and *shared housing* where permitted by this Plan.

32. In response to Markham Staff request, modify Section reference in 3<sup>rd</sup> paragraph of Section 4.3.5 preamble on Page 4-22 as follows:

### **4.3.5 Parks and Open Space Acquisition, Design and Improvement**

The acquisition of parks and open space will take full advantage of the provisions of the Planning Act, ensuring that the appropriate amount of public parkland is conveyed to Markham, or in the absence of land, cash-in-lieu of parkland. The acquisition of new public parkland shall be prioritized in accordance with the parkland dedication policies in Section ~~9~~10.8.2 of this Plan. In addition to parkland dedication, Open Space Lands will continue to be required through the development process, but outside of the parkland dedication process.

33. In response to the Region's comments, modify the third paragraph of Section 4.5 preamble on Page 4-25 as follows:

#### **4.5 CULTURAL HERITAGE RESOURCES**

Markham has a wealth of *cultural heritage resources* within its boundaries. ~~While Markham has~~ Markham is one of the oldest communities in Ontario, having been inhabited for over 1100 years by Aboriginal peoples, ~~it has~~ and having over 200 years of colonial history dating from the arrival in 1794 of William Moll Berczy and his group of 64 German families. ~~Markham is one of the oldest communities in Ontario.~~ The most tangible remnants of Markham's early development are our heritage buildings: stately homes, worker's cottages and commercial stores in our villages and the solitary farmhouses and outbuildings situated along once-rural concession roads. These resources provide us with a link to our past as well as a sense of continuity in our rapidly changing world.

### **Chapter 5 – A Strong and Diverse Economy**

34. In response to the Region's comments, modify Section 5.1.1.3 on Page 5-4 to make reference to jobs to residents ratio as follows:

5.1.1.3 **To promote** economic growth and diverse employment opportunities in order to:

- a) maintain Markham's tax base;
- b) achieve an appropriate balance between population and employment ~~growth~~ with the goal of 1 job for every 2 residents;  
and
- c) foster and sustain stable and accessible employment opportunities for Markham residents.

35. In response to Markham staff request, modify Section 5.1.7.9 on Page 5-13 as follows:

5.1.7.9 **To require** a ~~r~~Regional impact analysis in accordance with the York Region Official Plan, for new retail development in excess of 30,000 square metres of gross leasable floor area, to the satisfaction of Markham and York Region. Council may require a retail impact ~~analysis~~ study addressing similar criteria where new retail development is less than 30,000 square metres, or where new retail development in the vicinity collectively exceeds 30,000 square metres.

36. In response to the Region's comments, modify Section 5.2.1 on Page 5-14 to add reference to secondary uses as follows:

#### **5.2.1 Countryside Agriculture**

Lands within the Countryside Area, Oak Ridges Moraine Countryside (and Natural Linkage Area) and Greenbelt Protected Countryside comprise *prime*

*agricultural lands*, which are the best suited lands for agricultural purposes. These *prime agricultural lands* complement the Natural Heritage Network by providing additional environmental benefits while at the same time supporting a viable and sustainable agricultural presence. It is important that these lands continue to be reserved and supported for sustainable agricultural activities and local food production to, among other things, reduce food kilometers traveled and increase food security and nutrition. The land use policies for protecting *prime agricultural lands* within the Countryside Area are contained in Section 8.8 and for the Oak Ridges Moraine Countryside (and Natural Linkage Area), and the Greenbelt Protected Countryside in Section 8.6. These include provision for a range of uses and restrictions that may be placed on certain *agricultural-related* and secondary uses to ensure compatibility with agricultural operations.

37. In response to the Region's and Provincial comments, modify Section 5.2.1.3 on Page 5-15 to correct Section No. reference and add Regional municipal comprehensive review as follows:

5.4-2.1.3 **To only permit** the reclassification of prime agricultural lands through a Regional municipal comprehensive review and/or a Local Evaluation and Area Review (LEAR) prepared for the Countryside Area lands shown on Map 9 - Countryside Agriculture Area, in consultation with York Region and the Ministry of Agriculture and Food.

38. In response to Provincial comments and Markham staff request, modify Section 5.2.1 to add a new Section 5.2.1.13 as follows:

**5.2.1.13 In considering** an application for *development approval* for non agricultural uses not permitted in the 'Countryside' designation or major public use facilities identified in Sections 8.1.1 and 8.8.1.2 f), Council shall ensure the non agricultural use has demonstrated:

- a) the proposed use complies with the *minimum distance separation formulae*;
- b) there is an identified need for additional lands to be designated to accommodate the proposed use; and,
- c) alternative locations have been evaluated, and,
  - i) there are no reasonable alternative locations which avoid *prime agricultural areas*; and,
  - ii) there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands

## **Chapter 6 – Urban Design and Sustainable Development**

39. In response to Markham staff request, modify 6.2.3.2 on Page 6-23 to bold reference “To consider” as follows:

- 6.2.3.2 **To consider** the sustainable design practices and technologies referred to in Section 6.2.3.1 through the application of a sustainable development assessment checklist as part of the site plan control application process.

## **Chapter 7 – Transportation, Services and Utilities**

40. In response to Markham Development Services direction of May 6, 2014, modify Section 7.1.8 Airports, on Page 7-19, by revising the preamble and policy 7.1.8.4, and adding a new policy 7.1.8.5 as follows:

### **7.1.8 Airports**

~~There are two privately owned airports operating in Markham: the Toronto Buttonville Municipal Airport and the Markham Airport shown in Appendix E – Transportation, Services and Utilities. Aviation has long been a component of Markham’s transportation infrastructure and Markham has worked cooperatively with the Federal and Provincial aviation authorities in the planning, development and operation of these two airports.~~

~~The Toronto Buttonville Municipal Airport site comprises approximately 70 hectares adjoining Highway 404 south of 16th Avenue. Buttonville Airport serves a range of aviation activities, including commercial cargo operations, air ambulance and police services, corporate flights, charters, and flight training schools. In 2010, the airport lands were sold with the expectation that the site will eventually be redeveloped for other urban uses to accommodate primarily employment-generating activities.~~

~~Markham Airport is sited on a 16-hectare property east of Highway 48 and north of Elgin Mills Road. Operations at Markham Airport are limited by its 2,000-foot runway and the fact it is surrounded by protected agricultural lands that restrict further expansion of the airport. The airport is partially located on lands owned by the federal government for the development of the proposed Pickering Airport. The establishment of the Pickering Airport would likely lead to the closure of Markham Airport. Until this happens, Markham Airport is expected to continue functioning much as it does today.~~

Aviation has long been a component of Markham’s transportation infrastructure and the Toronto Buttonville Municipal Airport and the Pickering Airport Site lands have both influenced development in Markham. Aeronautics and airports are regulated by the federal government.

The Toronto Buttonville Municipal Airport site, shown in Appendix E – Transportation, Services and Utilities, comprises approximately 70 hectares adjoining Highway 404 south of 16th Avenue. Development in the vicinity of the Buttonville Airport is subject to federal Airport Zoning Regulations. In 2010, the airport lands were sold with the expectation that the site will eventually be redeveloped for other urban uses to

accommodate primarily employment-generating activities.

The Toronto Markham Airport, also shown in Appendix E – Transportation, Services and Utilities, is located on the east side of Highway 48 and north of Elgin Mills Road. Operations at the airport are currently limited by its 614 metre runway, part of which is located on federally owned lands. The Toronto Markham Airport is expected to continue to function into the foreseeable future.

The Pickering Airport Site was formally established on lands owned by the federal government in August 2001. The portion of the site within Markham includes approximately 1,800 hectares, generally located east of Highway 48 and north of 16th Avenue as shown on Appendix E – Transportation, Service and Utilities. The portion of the Pickering Airport Site in Markham is identified as Greenbelt within the Provincial Greenbelt Plan. A portion of these lands is also subject to the Oak Ridges Moraine Conservation Plan. The federal government has announced that most of these lands in Markham will be transferred to the proposed Rouge National Urban Park.

Airport Zoning Regulations applying to the lands in the vicinity of the site were approved by the federal government in 2004. These regulations apply to a substantial area of land within Markham and Noise Exposure Forecasts have also been established for the site. In addition, an area of land in northern Markham, remains subject to a Provincial Minister's Zoning Order dating from 1972, that controls the use of land within the Order area. Policies respecting the Airport Zoning Regulations and the Minister's Zoning Order are contained in Sections ~~9.10~~ 3.4.2.8 and 10.10 of this Plan.

~~7.1.8.4 **To permit** the continued operation of the Markham Airport until such time as the Federal Government is able to confirm the function of the airport relative to the operation of the proposed Pickering Airport, and to prohibit the expansion of Markham Airport onto adjacent agricultural lands.~~

**To recognize** the continued operation of the Toronto Markham Airport as a registered aerodrome, but not support expansion of the aerodrome.

7.1.8.5 **To seek** to be consulted in decisions regarding any proposal to expand or alter any airports impacting Markham.

41. In response to York Region comments, modify Section 7.2.2.2 to reference York Region Integrated Waste Management Master Plan on Page 7-22 as follows:

7.2.2.2 **To work** cooperatively with the Region in the preparation and implementation of the York Region Integrated Waste Management Master Plan and coordinate compliance with the Region's processing facility requirements.

42. In response to Infrastructure Ontario comments, modify Section 7.2.3.4 on Page 7-23 as follows:

7.2.3.4 **To work** cooperatively with Hydro One and the Province to ~~encourage~~ provide for appropriate secondary uses for transmission corridors including, but not limited to, stormwater management facilities, district heating and cooling facilities, trails and linear parks, community gardens and agricultural uses, appropriate naturalized low-maintenance landscaping and transportation. Secondary uses on transmission corridors will be compatible with surrounding land uses and approved by the appropriate utility provider.

## **Chapter 8 – Land Use**

43. In response to Markham Staff request, modify the Table of Contents on Page 8-2 to show the correct Section number reference for Residential High Rise as follows:

~~8.2.4~~ **8.2.5 Residential High Rise.**

44. In response to Provincial comments, modify Section 8.1.1 c) on Page 8-8 to reference Section 5.2.1.13 and electrical, gas and oil transmission distribution facilities as follows:

**8.1.1 To provide** for the following uses in all designations, except in the ‘Greenway’ designation unless stipulated in Section 8.6.1.2, and in accordance with Section 5.2.1.13:

c) electrical, gas and oil transmission/distribution facilities;

45. In response to MHBC comments on behalf of Home Depot and Markham Staff request, modify Section 8.3.1.3 on Page 8-21 as follows:

### **Minor Additions or Renovations to Developed Commercial Sites**

8.3.1.3 **To not apply** the minimum height and mixed use requirements, and the gross floor area restrictions (as they apply to the ‘Mixed Use Mid Rise’ and ‘Mixed Use High Rise’ designations only). for minor additions and/or renovations to developed commercial sites.

46. In response to Markham Council direction of April 8, 2014 and in response to Infrastructure Ontario comments and Markham Staff request, modify Section 8.6.1.2 on Page 8-50 to provide for countryside uses in the Greenway designation as follows:

8.6.1.2 **To provide** for the following uses on lands designated ‘Greenway’:

a) ~~agricultural use~~ countryside uses, identified in Section 8.8.12 provided they are outside of natural heritage and hydrologic features and their *vegetation protection zones*;

- j) transportation, ~~or~~ servicing or utility infrastructure in accordance with sections 3.1.2.10 and 7.1.1.7 which receives environmental approval under provincial or federal authority, subject to the ~~specific~~ requirements of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan where applicable;
- k) communications/telecommunications infrastructure, subject to the requirements of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan where applicable;

47. In response to Provincial comments and Markham Staff request, modify Section 8.6.1.3 on Pages 8-50 and 8-51 to provide further clarification as follows:

8.6.1.3 **To provide** for the following uses, in addition to the uses permitted in section 8.6.1.2, on lands designated 'Greenway' in the Oak Ridges Moraine Natural Linkage Area, Oak Ridges Moraine Countryside and Greenbelt Protected Countryside as shown on Map 7 – Provincial and Federal Policy Areas:

- a) activities related to non-renewable resources may be provided for within the 'Oak Ridges Moraine Conservation Plan Area and the Greenbelt Plan Area subject to the specific policies in the relevant Provincial Plan and the Regional Official Plan;
- b) *home business*;
- c) *home industry*;
- d) *bed and breakfast establishment*;
- e) a second dwelling where permitted in accordance with ~~the requirements of the~~ Oak Ridges Moraine Conservation Plan;
- f) *farm vacation home*;
- g) unserviced parks where permitted in accordance with the Oak Ridges Moraine Conservation Plan; and
- h) uses provided for in section 8.8.1.2.

48. In response to Provincial comments and Markham Staff request, modify Section 8.6.1.8 on Page 8-52 to delete reference, and further clarify, where additional development criteria apply, as follows:

8.6.1.8 **In considering** an application for *development approval or site alteration* on lands designated 'Greenway' within the Greenbelt Plan Area shown on Map 7 – Provincial and Federal Policy Areas, Council shall ensure that development, *redevelopment* or *site alteration* adheres to the following development criteria in addition those listed above in Section 8.6.1.6:

- ~~a) for agricultural uses, agricultural-related uses, and secondary agricultural uses within the Greenbelt Natural Heritage System of the Greenbelt Protected Countryside:~~
  - ~~i. a) negative effects on natural features and their functions will be minimized;~~
  - ~~ii. b) connectivity between *key natural heritage features* and *key hydrologic features* is maintained or if possible enhanced for the movement of native plants and animals across the landscape;~~
  - ~~iii. c) the removal of features not defined as *key natural heritage features* or *key hydrologic features* should be avoided;~~
  - ~~iv. d) the disturbed area of the total developable area of any site does not exceed~~

- 25 percent; and
- ~~v~~e) the *impervious surface* of the total developable area of any site does not exceed 10 percent of all uses except recreational uses that are exempt and golf courses that shall not exceed 40 percent;
- b)f) for existing non *agricultural uses* within the Greenbelt Natural Heritage System of the Greenbelt Protected Countryside:
  - i. 30 percent of the total developable area will remain in *natural self-sustaining vegetation*;
  - ii. connectivity between *key natural heritage features* and *key hydrologic features* located within 240 metres of each is maintained or enhanced; and
  - iii. building or structures do not occupy more than 25 percent of the total developable area and are planned to optimize the compatibility of the project with the natural surroundings; and
- e)g) expansion or reconstruction of an existing legal non-conforming building or structure or conversion of an existing non-permitted use to a more compatible use may be permitted, subject to the Greenbelt Plan where applicable. Expansions, reconstruction and conversions must demonstrate that they will not adversely affect the *ecological integrity* of the Greenway System and that the use or expansion was lawfully used for that purpose on or before December 15, 2004.

49. In response to Infrastructure Ontario comments, modify Section 8.10.1.2 on Page 8-59 to replace “**To encourage**” with “**To provide for**” as follows:

8.10.1.2 ~~To encourage~~ **provide for** appropriate secondary uses for in hydroelectric transmission corridors in accordance with Section 7.2.3.4.

50. In response to Markham Council direction of April 8, 2014, modify Section 8.12.1.4 on Page 8-62 as follows:

8.12.1.4 That the Conceptual Master Plan for the ‘Future Urban Area’ lands north of Major Mackenzie Drive as shown on Map 3 – Land Use include, but not be limited to, the following:

- j) identification of the general phasing of development within these ‘Future Urban Area’ lands based on the infrastructure and services network, the transportation system and Markham’s priority for the sequencing of new development in these ‘Future Urban Area’ lands. The Conceptual Master Plan will take into account the principles of *complete communities*, both within these ‘Future Urban Area’ lands and also within the context of existing adjoining areas to augment service with adjoining lands ~~and will recommend triggers/thresholds that will provide for the secondary plan process to commence and in what sequence.~~ The phasing strategy will allow the first phase of development to include lands within each of the four concession blocks within the ‘Future Urban Area’, with the program for phasing within each concession block to be confirmed to the satisfaction of Council through secondary plans, phasing plans, and conditions of approval.

51. In response to Markham Staff request, modify Section 8.13.7.1 on Page 8-68 to cross reference Section 4.2.4 as follows:

8.13.7.1 **That** in considering an application for a plan of subdivision, or amendment to the zoning by-law to permit a new *place of worship* or an addition to an existing *place of worship* where provided for in this Plan in accordance with Section 4.2.4, Council shall be satisfied that the following requirements, will be fulfilled:

### **Chapter 9 – Area and Site Specific Policies**

52. In response to Markham Staff request, modify Section 9.2.1 to include two additional properties in Figure 9.2.1 on Page 9-9 at the south west corner of Denison Street and Markham Road, and insert new Figure 9.2.1 accordingly.
53. In response to Markham Staff request, modify Section 9.2.5 to include two additional properties in Figure 9.2.5 on Page 9-10 at the south west corner of Denison Street and Markham Road as follows:

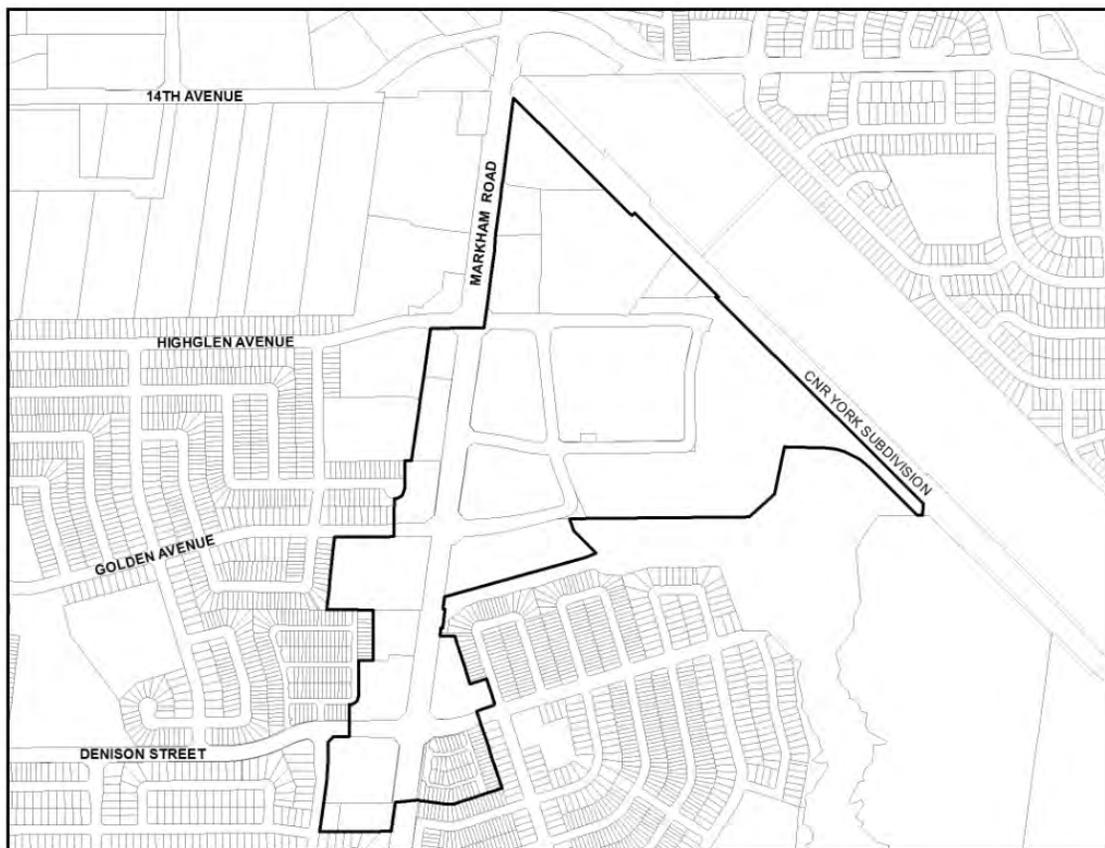


Figure 9.2.5

54. In response to Markham Staff request, modify Section 9.2.5.3 on Page 9-11 to clarify the requirements for a comprehensive block plan as follows:

9.2.5.1 In considering an application for *development approval* on the Local Corridor – Markham Road Armadale lands, the requirements of a comprehensive block plan shall be required-addressed in accordance with Section 10.1.4 of this Plan.

55. In response to Regional staff review, modify the last paragraph in Section 9.2.10, on Page 9-17, for the lands on the south of 14<sup>th</sup> Avenue between Middlefield Road and Markham Road, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the ‘General Employment’ designation on the lands shown in hatching as ‘Deferral Area’ on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this Plan, including Sections 9.4.7c), 9.4.14, 9.5.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.6, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region’s consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the ‘Deferral Area’ hatching shall no longer apply and the ‘General Employment’ designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

56. In response to Markham Staff request, modify Section 9.3.7.4 on Page 9-23 to clarify the requirements for a comprehensive block plan as follows:

9.3.7.4 In considering an application for *development approval* on the Local Corridor – Markham Road Mount Joy lands, the requirements of a comprehensive block plan shall be required-addressed in accordance with Section 10.1.4 of this Plan.

57. In response to MHBC comments for Home Depot Holdings Inc., modify Section 9.3.7.5 on Page 9-23 to replace the reference to ‘Mixed Use High Rise’ and ‘Residential Mid Rise’ designations with a reference to ‘Mixed Use Mid Rise’ designation for the lands at 1201 Castlemore Avenue.

58. In response to Markham Council direction of April 8, 2014, modify Section 9.3 to add a new Section 9.3.12 as follows:

9.3.12 The minimum *vegetation protection zone* for the *woodland* features within the Berczy Village/Wismer Commons/Greensborough/Swan Lake district as

shown in Figure 9.3.1 shall be determined through an environmental impact study.

59. In response to Digram and Humboldt landowners and Markham staff request, modify Section 9.3 to add a new Section 9.3.13 as follows:

9.3.13 Townhouses without direct frontage on a public street shall also be permitted on the 'Residential Low Rise' lands shown in Figure 9.3.13.

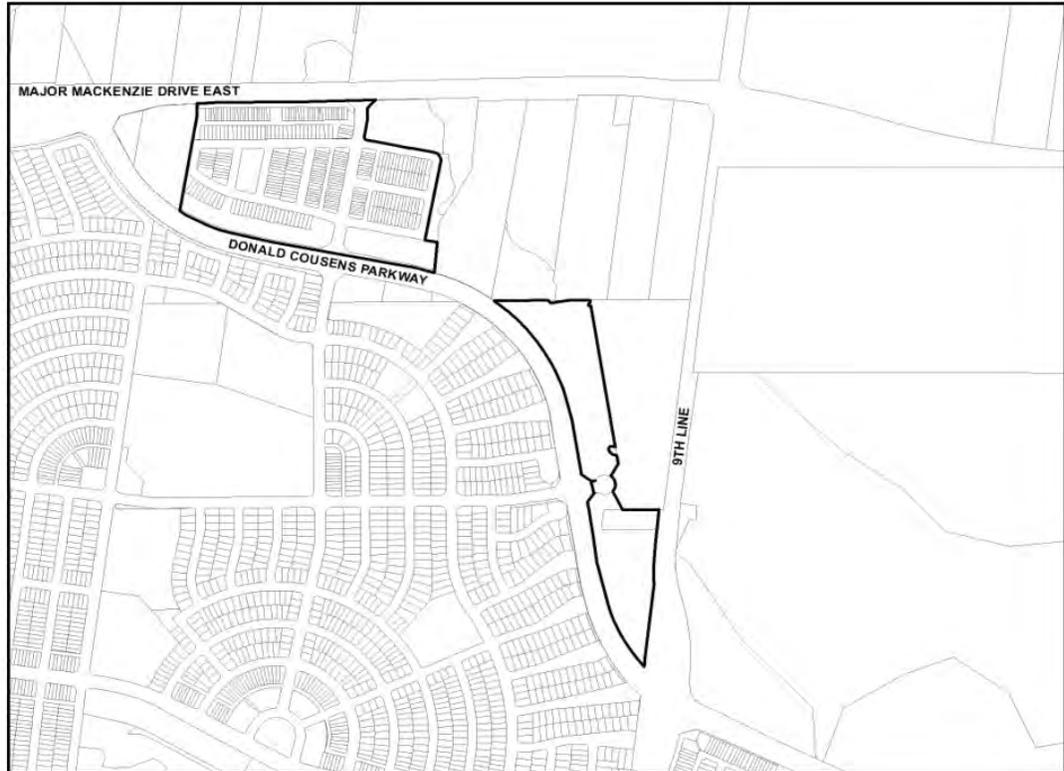


Figure 9.3.13

60. In response to Digram and Humboldt landowners and Markham staff request, modify Section 9.3.1 to add a reference to Section 9.3.13 in Figure 9.3.1 and revise Figure 9.3.1 accordingly.
61. In response to MHBC Planning comments for Home Depot Inc, modify Section 9.3.7.5 on Page 9-23 to replace the reference to 'Mixed Use High Rise' and 'Residential Mid Rise' designations with a reference to 'Mixed Use Mid Rise' designation for the lands at 1201 Castlemore Avenue.
62. In response to Markham Staff request, modify Section 9.4.5 on Page 9-30 by deleting "Section 7.2.89", and replacing it with "Section 7.2.90" as follows:

Buttonville West Secondary Plan

9.4.5 A new secondary plan shall be approved for the 'Business Park Employment' lands in the vicinity of the Toronto Buttonville Municipal Airport or the Buttonville West area as shown on Appendix F – Secondary Plan Areas and in Figure 9.4.5, including lands within the Buttonville Airport Redevelopment Area (shown in outline with an asterisk on Map 3 – Land Use), that will incorporate policies for future land use in accordance with Section 7.2.89 90 of the Regional Official Plan.

63. In response to Regional staff review, modify the last paragraph in Section 9.4.7 c), on Page 9-35, for lands at 9390 Woodbine Avenue, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Commercial' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.14, 9.5.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.6, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Commercial' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

64. In response to Markham Council direction of April 8, 2014, modify Section 9.4.12 on Page 9-37 as follows:

9.4.12 ~~A day care centre, and private school and a *place of worship* accessory to a *private school* shall also be permitted on the 'Business Park Employment' lands at 245 Renfrew Drive shown in Figure 9.4.12. provided they are located within the existing building and the maximum number of all classrooms is 12.~~

65. In response to Regional staff review, modify the last paragraph in Section 9.4.14 on Page 9-39, for lands on the northeast side of Markland Street, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10,

9.4.7c), 9.5.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.6, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

66. In response to Markham Staff request, modify Section 9.5.7.4 on Page 9-44 to all provisions apply as follows:

9.5.7.4 The following height and density provisions shall apply:

- a) building heights shall generally range from 4 to 6 storeys;
- b) single use residential or non-residential buildings shall generally not exceed a *floor space index* of 1.75; and
- c) mixed-use buildings which provide street related, ground floor area for retail, service, community or institutional uses shall be permitted to have a maximum *floor space index* of 2.0.

67. In response to Regional staff review, modify the last paragraph in Section 9.5.14 on Page 9-51, for lands on Lord Melbourne Street west of the Woodbine By-Pass, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Employment' and 'Service Employment' designations on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.7c), 9.4.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.6, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Employment' and 'Service Employment' designations shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

68. In response to Markham Staff request, modify Section 9.6 on Page 9-53 to correct the spelling of "Leitchcroft" in the Section title as follows:

## 9.6 COMMERCE VALLEY/LEITCHCROFT

69. In response to Markham Council direction of April 8, 2014, modify Section 9.6.3 on Page 9-53 as follows:

9.6.3 A maximum number of ~~2,920~~ 3,050 dwelling units shall be permitted on the lands shown in Figure ~~9.6.1~~ 9.6.3.

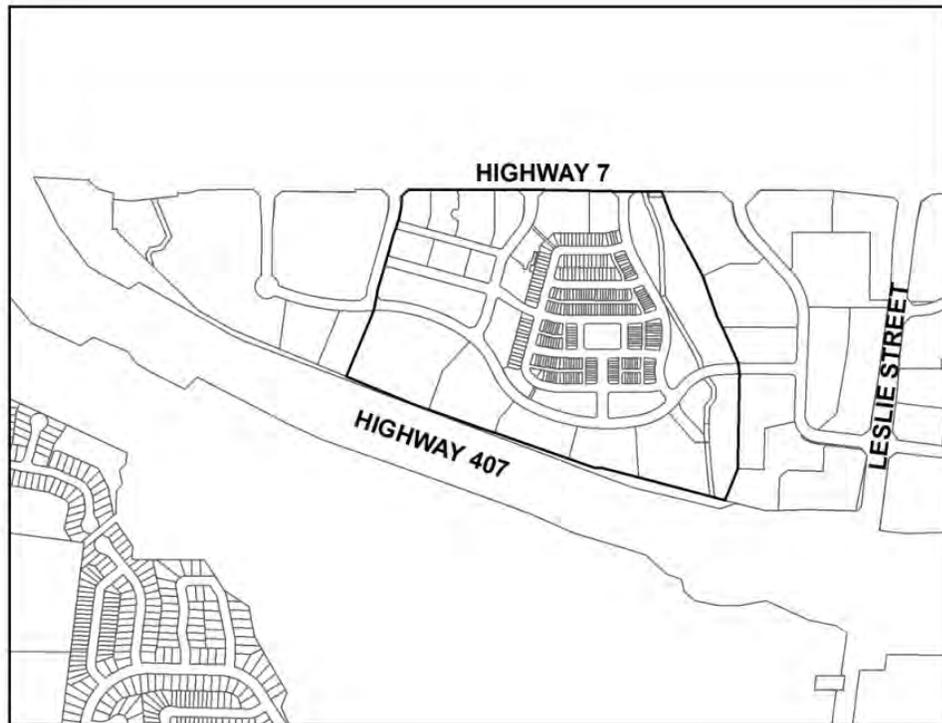


Figure 9.6.3

70. In response to Markham Staff request, modify Section 9.6.1 on Page 9-53 by adding a new Policy number 9.6.3 on Figure 9.6.1.
71. In response to Markham Staff request, modify Section 9.6.4 on Page 9-54, by deleting the back-slash symbol “\” at the end of the sentence in 9.6.4 a) i).
72. In response to Regional staff review, modify the last paragraph in Section 9.6.5 on Page 9-55, for the Commerce Valley/Leitchcroft lands, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the ‘Business Park Office Priority Employment’ designation on the lands shown in hatching as ‘Deferral Area’ on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.7c), 9.4.14, 9.5.14, 9.6.6, 9.7.8.5, 9.7.8.6, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Office Priority Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

73. In response to Regional staff review, modify the last paragraph in Section 9.6.6 on Page 9-56, for lands on the southwest corner of Highway 404 and Highway 7, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Office Priority Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.7c), 9.4.14, 9.5.14, 9.6.5, 9.7.8.5, 9.7.8.6, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Office Priority Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

74. In response to Markham Council direction of April 8, 2014, modify Section 9.7.8.3 on Page 9-62 as follows:

9.7.8.3 The land use designations for the Cornell Centre *key development area* lands, shown outlined in purple on Map 3 – Land Use, and the related policies in this Plan, shall be used to inform the update of the Cornell Secondary Plan. The lands designated 'Future Employment Area' east of Donald Cousens Parkway are intended to be assigned employment designations and site specific policies consistent with the Cornell Secondary Plan, as amended, and Council's further direction of May 31, 2011. Until an updated secondary plan is approved for the Cornell Centre *key development area*, the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 29-1, as amended, and as further modified by York Region in accordance with

Council's direction of May 31, 2011, shall apply to the lands shown in Figure 9.7.8.

75. In response to Markham Staff request, modify Section 9.7.8.4 on Page 9-62 to clarify the requirements for a comprehensive block plan as follows:

9.7.8.4 An application for *development approval* ~~on~~ within the Cornell Centre *key development area* lands shall ~~require a~~ address the requirements of a comprehensive block plan in accordance with Section 10.1.4 of this Plan.

76. In response to Regional staff review, modify the last paragraph in Section 9.7.8.5 on Page 9-63, for lands on the south side of Highway 7, west of Don Cousens Parkway, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Employment' and 'Business Park Office Priority Employment' designations on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.7c), 9.4.14, 9.5.14, 9.6.5, 9.6.6, 9.7.8.6, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Employment' and Business Park Office Priority Employment' designations shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

77. In response to Regional staff review, modify the last paragraph in Section 9.7.8.6 on Page 9-64, for lands on the northwest of Highway 7 and Don Cousens Parkway, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Office Priority Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.7c), 9.4.14, 9.5.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.7, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's

consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Office Priority Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

78. In response to Regional staff review, modify the last paragraph in Section 9.7.8.7 on Page 9-65, for lands on the north side of Highway 7 and west of Don Cousens Parkway, as follows:

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Office Priority Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.7c), 9.4.14, 9.5.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.6, 9.16.14, and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Office Priority Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

79. In response to Markham Staff request, modify Section 9.7.9.2 on Page 9-66 to clarify the requirements for a comprehensive block plan as follows:

9.7.9.2 In considering an application for development approval ~~on~~ within the Local Centre – Cornell North Centre lands, the requirements of a *comprehensive block plan* shall be required addressed in accordance with Section 10.1.4 of this Plan.

80. In response to Markham Staff request, modify Section 9.7.9.4 on Page 9-66 to add Avenue after "16<sup>th</sup>" as follows:

9.7.9.4 The maximum building height shall be 6 storeys, except for the lands on the south side of 16<sup>th</sup> Avenue where the maximum building height shall be 3 storeys.

81. In response to Markham Council direction of April 8, 2014, modify Section 9.7.10 on Page 9-67 as follows:

9.7.10 ~~A convenience retail and personal service use shall be required~~ may be provided for in a detached dwelling, semi-detached dwelling, townhouse or small multiplex building containing 3 to 6 units, with a maximum building height of 4 storeys, on the 'Residential Low Rise' lands at 474 White's Hill Avenue and 498 Cornell Rouge Boulevard as shown in Figure 9.7.10.

82. In response to Markham Development Services direction of May 6, 2014, that Section 9.8.3 d) be deleted from Section 9.8.3 and from Figure 9.8.3 as follows and that the subsequent subsections e) through j) be renumbered accordingly:

9.8.3 The following site specific provisions apply to the existing land uses on the 'Countryside' lands as shown in Figure 9.8.3:

~~a) the existing Markham Airport shall also be permitted at 10953 Highway 48 provided there is no further expansion of the existing aerodrome facility;"~~

83. In response to NMLG comments and Markham Staff request, modify Section 9.9.3 on Page 9-73 as follows:

9.9.3 The *woodlands* forming part of the 'Greenway' lands ~~within the parcels~~ shown in Figure 9.8.9.3 and more specifically on Map 5 – Natural Heritage Features and Landforms may contain ornamental plantings and plantation growth and shall be further delineated upon completion of an Environmental Impact Study, Natural Heritage Evaluation or equivalent, to confirm *woodland* composition in accordance with the policies and definitions of this Plan.

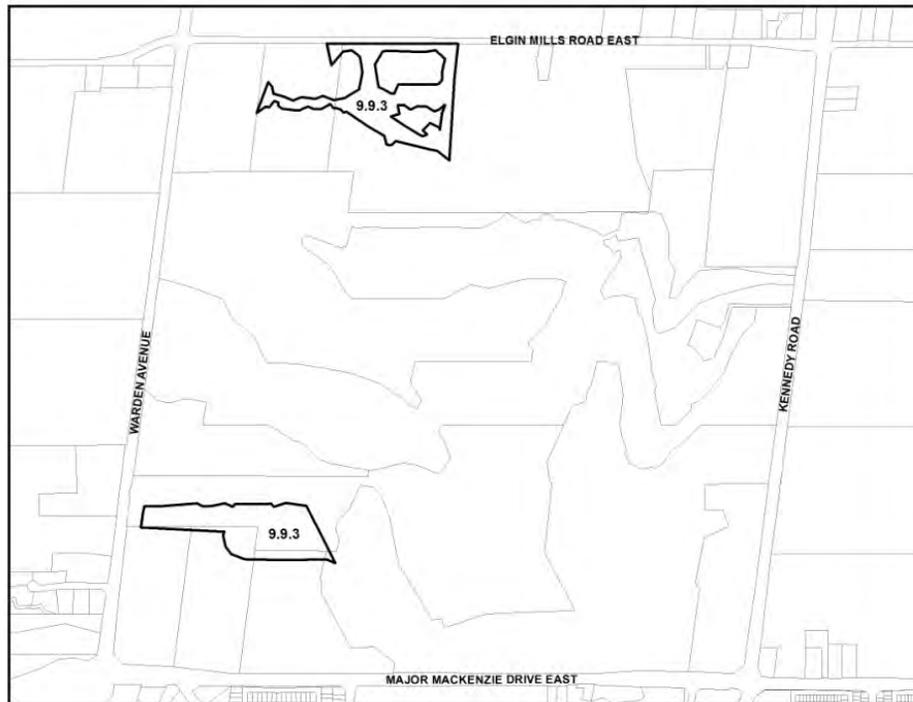


Figure 9.9.3

84. In response to Markham Staff request, modify Section 9.9.1 on Page 9-73 to replace Figure 9.9.1 with revised Figure 9.9.3 boundaries as shown below:

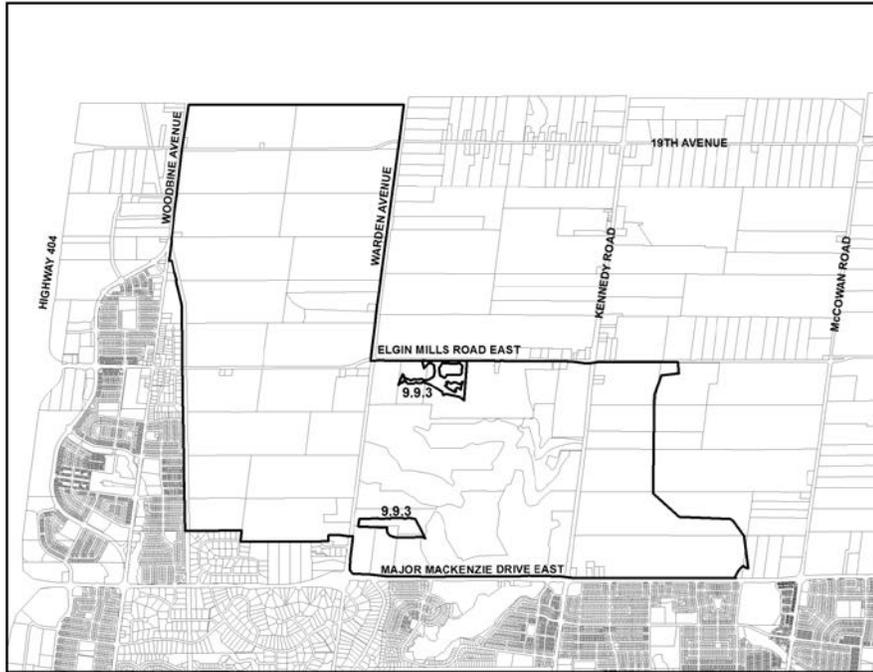


Figure 9.9.1

85. In response to Markham Council direction of December 10, 2013, modify Section 9.9 on Page 9-74 to add the following:
- 9.9.4 That consideration of the employment land redesignation application by Catholic Cemeteries, Archdiocese of Toronto for their lands at 3010 and 3196 19<sup>th</sup> Avenue shown in Figure 9.9.4 be deferred, and that Markham staff will work with the landowner to find a mutually agreeable solution to the Catholic Cemeteries requirements on/or before two (2) years from December 10, 2103; and, in the event that staff and Catholic Cemeteries do not arrive at a mutually agreeable solution within said time frame, Markham staff will process the current application OPA/13/116842.

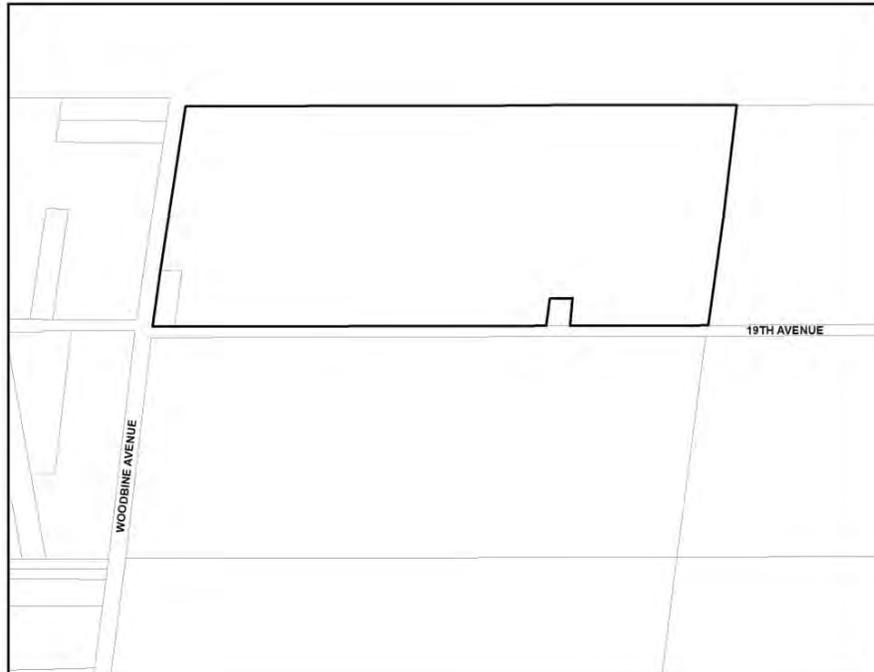


Figure 9.9.4

86. In response to Markham Staff request, modify Sections 9.10.3 and 9.10.4 on Pages 9-75 and 9-76 as follows:

9.10.3 ~~The land use designations and policies in the Highway 404 North current sSecondary pPlan document for the Highway 404 North (Employment) lands shall be revised updated to conform generally with the land use designations and policies identified in of this Plan. Major changes in land use are not contemplated through this conformity process.~~

9.10.4 The land use designations for the Highway 404 North (Employment) lands, shown outlined in purple on Map 3 – Land Use, and the related policies of this Plan shall be used to inform the update of the secondary plan for the Highway 404 North (Employment) lands. ~~Until an revised updated secondary plan is approved for the Highway 404 North (Employment) lands, the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 42-1, as amended, shall apply to the lands shown in the Figure 9.10.1 and outlined in purple on Map 3 – Land Use.~~

87. In response to Markham Staff request, modify Section 9.11.5 on Page 9-78 to clarify the requirements for a comprehensive block plan as follows:

9.11.5 An application for *development approval* ~~on~~ within the Regional Centre – Langstaff Gateway lands shall ~~require~~ address the requirements of a comprehensive block plan in accordance with Section 10.1.4 of this Plan.

88. In response to Markham Staff request, modify Section 9.12.5 on Page 9-80 to clarify the requirements for a comprehensive block plan as follows:

9.12.5 An application for *development approval* ~~on~~ within the Regional Centre – Markham Centre lands shall ~~require~~ address the requirements of a comprehensive block plan in accordance with Section 10.1.4 of this Plan.

89. In response to Markham Staff request, modify Section 9.13.4.4 on Page 9-85 to replace Figure 9.13.4.4 with correct Section 9.13.4.4 subsection references.

90. In response to Markham Staff request, modify Section 9.14.4.4 on Page 9-94 to clarify the requirements for a comprehensive block plan as follows:

9.14.4.4 An application for *development approval* ~~on~~ within the Markville *key development area* lands shall ~~require~~ address the requirements of a comprehensive block plan in accordance with Section 10.1.4 of this Plan.

91. In response to Markham Council direction of April 8, 2014, modify Section 9.14.4 on Page 9-94 to add a new Section 9.14.4.5 as follows:

9.14.4.5 The new secondary plan shall incorporate a provision for the existing single storey retail warehouse building with outdoor storage and display of merchandise on the 'Mixed Use Mid Rise' lands at 8651 McCowan Road as shown in Figure 9.14.4.5.



Figure 9.14.4.5

92. In response to Markham Staff request, modify Section 9.14.1 on Page 9-91 to replace Figure 9.14.1 with added reference to Section 9.14.4.5.

93. In response to Markham Staff request, modify Section 9.15.3.4 on Page 9-99 to clarify the requirements for a comprehensive block plan as follows:

9.15.3.4 An application for *development approval* ~~on~~ within the Local Centre – Milliken Centre lands shall require address the requirements of a comprehensive block plan in accordance with Section 10.1.4 of this Plan.

94. In response to Markham Staff request and in response to Regional staff review, modify Section 9.16.14 on Page 9-109 as follows:

9.16.14 A land use designation other than an ‘Employment Lands’ designation may be considered for the lands on the north side of Copper Creek Drive between the Box Grove By-Pass and Donald Cousens Parkway as shown in Figure 9.6.14 by amendment to this Plan. Consideration of a designation other than an ‘Employment Lands’ designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan, and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;
- Achieving an increase in the number of jobs that would otherwise be provided under the ‘Employment Lands’ designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the ‘Service Business Park Employment’ designation on the lands shown in hatching as ‘Deferral Area’ on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.

This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this Plan including Section 9.2.10, 9.4.7, 9.5.14, 9.6.5, 9.6.6, 9.7.8.6, 9.7.8.7 and 9.18.20. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region’s consideration of the potential

collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the '~~Service~~ Business Park Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

95. In response to Belfield Investments comments and Markham staff request, modify Section 9.17.4 on Page 9-115 as follows:

8050 Woodbine Avenue

- 9.17.4 ~~On~~ The 'Service Employment' designation shall only apply to the lands at 8050 Woodbine Avenue shown in hatching in Figure 9.17.4. ~~only the following uses shall be permitted:~~
- ~~a) ancillary use to a primary industrial use located within an industrial building on the lands such as a showroom, office and retail sales provided:
    - ~~i) the gross floor area of ancillary retail sales use does not exceed 10 percent of the total gross floor area of the building;~~
    - ~~ii) the gross floor area devoted to ancillary retail sales use shall be physically separated from the balance of the gross floor area devoted to the primary industrial use;~~~~
  - ~~b) motor vehicle service station;~~
  - ~~c) restaurant;~~
  - ~~d) financial institution; and~~
  - ~~e) manufacturing, processing and warehousing.~~

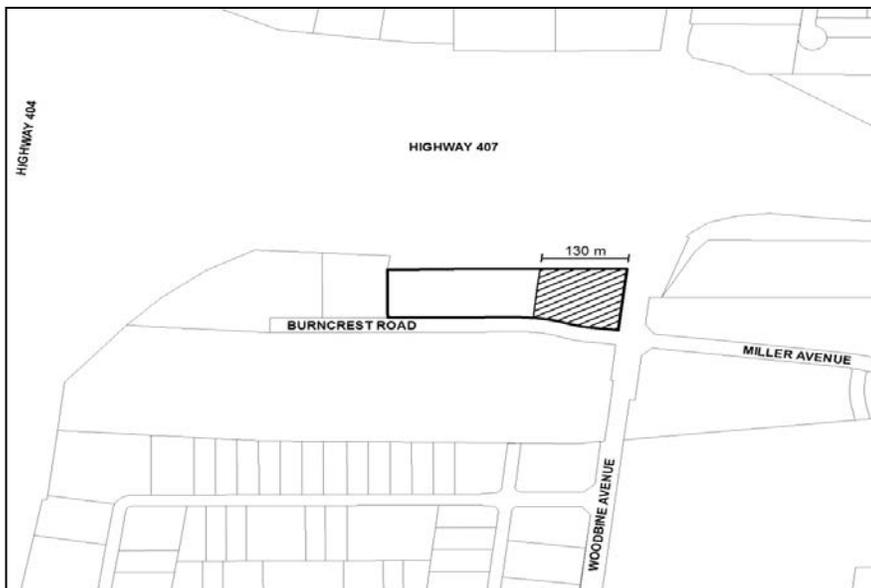


Figure 9.17.4

96. In response to Markham Council direction of April 8, 2014, modify Section 9.17.5 on Page 9-116 as follows:

100 Steelcase Road East

- 9.17.5 The following uses shall also be permitted on the 'General Employment' lands at 100 Steelcase Road East as shown in Figure 9.17.5:
- a) office;
  - b) financial institution;
  - c) commercial school;
  - d) commercial fitness centre;
  - e) private club; and
  - f) retail and/or service use accessory to office, provided the area subject to the accessory use does not exceed 100 square metres of gross floor area, or a maximum of 5 percent of the gross floor area devoted to the office use, whichever is less.
97. In response to Markham Staff request, modify Section 9.18.8.4 on Page 9-125 to clarify the requirements for a comprehensive block plan as follows:
- 9.18.8.4 An application for *development approval* ~~on~~ within the Yonge Steeles Corridor *key development area* lands shall ~~require~~ address the requirements of a comprehensive block plan in accordance with Section 10.1.4 of this Plan.
98. In response to Markham Staff request, modify Section 9.18.9.3 on Page 9-130 to clarify the requirements for a comprehensive block plan as follows:
- 9.18.9.3 In considering an application for *development approval* ~~on~~ within the ~~Key Development Area~~– Yonge North Corridor *key development area* lands the requirements of a comprehensive block plan shall be required addressed in accordance with Section 10.1.4 of this Plan.
99. In response to Regional staff review, modify the last paragraph in Section 9.18.20 on Page 9-147, for lands at 360 John Street, as follows:
- Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Service Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands.
- This deferral cannot be released on its own but must be assessed in conjunction with all employment land use deferrals in this plan, including Sections 9.2.10, 9.4.7c), 9.4.14, 9.5.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.6, 9.7.8.7 and 9.16.14. The collective consideration of these deferral requests requires further study by the Region. Determination of the removal of the deferral must await the Region's consideration of the potential collective impact of all employment land use deferrals through completion of the next Regional *municipal comprehensive review*.

Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Service Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

100. In response to Markham staff request, modify Section 9.19.5 on Page 9-150 to correct the figure reference as follows:

Public School, Place of Worship and Park Sites

9.19.5 *Public school, place of worship* and park sites for the Unionville district as generally identified in Figure 9.19.4 5 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the *development approval* process, including the establishment, where appropriate, of area specific parkland agreements.

101. In response to Markham Council direction of April 8, 2014, modify Section 9.19.6 on Page 9-152, as follows:

- 9.19.6.1 b) encourage the continued commercial viability of the 'Mixed Use Heritage Main Street' area, while:
- i. providing a pedestrian oriented, shopping/dining/cultural experience serving both the local neighbourhood and the wider Markham community in the form of a historic village commercial area;
  - ii. preserving and enhancing its distinctive and historic character;
  - iii. protecting the traditional shopping experience by not permitting an expansion of the 'Mixed Use Heritage Main Street' lands and by:
    - encouraging small, independent commercial establishments to remain or locate in the area; and
    - providing for predominantly retail uses at-grade to maintain animation and pedestrian activity and interest at the street level;
  - iv. ensuring adequate on-site parking is provided and pursuing opportunities for additional public parking as identified in Section 9.19.6.10; and
  - v. permitting limited expansion and intensification of permitted uses.
- 9.19.6.6 The following use provisions shall apply to the 'Mixed Use Heritage Main Street' lands shown in hatching in Figure 9.19.6:
- ~~a) more than 50 percent of the combined total ground floor area of all buildings on the lands shall be in retail use;~~
  - ~~b) a restaurant or an expansion to an existing restaurant, and a hotel may only be permitted by zoning by-law amendment subject to satisfying the requirements of Section 9.19.6.6 a) and the availability of sufficient parking;~~
  - a) business and professional offices, commercial schools, and health centres situated on the ground floor of properties fronting onto Main Street shall be required to be located a minimum of 10 metres back of the front wall of the building, and have a clearly defined separation between uses; and
  - b) the following uses are not permitted:

- i. *place of worship*;
- ~~ii. private and commercial school;~~
- ii. tavern/bar;
- iii. *day care centre*;
- iv. financial institution; and
- v. fast food restaurant; ~~and~~
- vi. ~~an office on the ground floor of properties on Main Street Unionville, except for buildings located at 141, 143 and 145 Main Street Unionville.~~

9.19.6.11 ~~A reduction of parking standards for restaurant uses shall only be considered where it can be demonstrated that:~~ In considering a reduction of parking standards for restaurant uses, it is recognized that parking standards for restaurant uses in the Unionville 'Mixed Use Heritage Main Street' lands are reduced when compared to other areas of the City, and that any further reduction shall be given careful consideration only where it is demonstrated that:

- a) it is necessary for the appropriate use and development of the land; and
- b) there will be additional community benefits such as the integration of adjacent parking areas or additional landscaping; ~~and~~
- c) ~~in no case shall the reduction be greater than 10 percent of the parking requirement.~~

9.19.6.12 An acceptable balance between parking demand and parking space capacity shall be maintained for the Unionville 'Mixed Use Heritage Main Street' lands.

#### Stiver Mill Complex

9.19.6.12~~3~~The City, in consultation with Heritage Markham, will encourage initiatives for retaining and restoring the former grain mill and elevator (Stiver Mill Complex) that has been identified as a structure of considerable historical merit. In addition to a preferred community use of the building, Markham may consider limited commercial uses provided:

- a) the proposed use is compatible with the existing commercial character and will not generate excessive vehicular traffic;
- b) the historically significant portions of the grain mill and elevator are retained; and
- c) adequate on-site parking is made available and impacts on the residential neighbourhood to the north and south are minimized.

102. In response to Markham Staff request, modify Section 9.20.4 on Page 9-161 to clarify the requirements for a comprehensive block plan as follows:

9.20.4 In considering an application for *development approval* ~~on~~ within the Woodbine/404 ~~key development area~~ Key Development Area lands ~~the requirements of a comprehensive block plan shall be required~~ addressed in accordance with Section 10.1.4 of this Plan.

## **Chapter 10 – Implementation**

103. In response to Markham Staff request, modify Section 10.1.4 on Page 10-9 to clarify the requirements for a comprehensive block plan as follows:

### **10.1.4 Comprehensive Block Plans**

*Comprehensive block plans* will be prepared, in cooperation with landowners, and used within the context of a secondary plan area, *intensification area* or *redevelopment area*. They are used to demonstrate how the pattern of development and built form will implement the requirements and provisions of this Plan. *Comprehensive block plans* provide a framework for development potential and establish guidelines to direct such things as building heights, setbacks, public realm, servicing and parking access, landscape, streetscape and open space treatments and pedestrian connections. Where such a framework has been provided through other planning approvals, a comprehensive block plan may not be required.

**It is the policy of Council:**

- 10.1.4.1 **To prepare and approve** *comprehensive block plan* prior to *development approval* for sites within secondary plan areas, *intensification areas*, *redevelopment areas* or for sites where one or more of the following apply:
- a) that are generally larger than one hectare;
  - b) that contain multiple buildings, parcels and/or landowners involved in the development proposal;
  - c) that contain more than one land use designation, applying to the development parcel(s);
  - d) that are bounded by major streets or open space features;
  - e) where gradations in building height and density are required within the development parcels;
  - f) where density transfers are proposed within the development parcels.
- 10.1.4.4 **To require a development proponent to prepare a** the preparation of a comprehensive block plan to the satisfaction of Markham for certain sites that do not meet the criteria outlined in Section 10.1.4.1, but where the development of the site may impact the future orderly development of adjacent development sites. In these instances the scope of the *comprehensive block plan* as outlined in Section 10.1.4.2 may be focused on addressing compatibility, integration, and the impact on development rights on adjacent lands.
- 10.1.4.5 **That** where a *comprehensive block plans* has previously been submitted to Markham's satisfaction, development proponents may be required to update the plan prior to any *development approval*.

104. In response to the Region's comments, modify Section 10.2.7.3 e) on Page 10-15 as follows:

- e) the characteristics of the existing non-conforming use and the proposed

extension or enlargement shall be examined with regard to noise, vibration  
vibration, air emissions ~~fumes, smoke, dust~~, odour, lighting and traffic generating  
capacity;

105. In response to Markham Staff request and the Region's comments, modify Section 10.6.2.3 on Page 10-23 by adding "the development proponent" in the first sentence, so that it reads "**To require the development proponent...**", and by replacing the incorrect spelling of "study" in a bullet sentence under the heading of "Services and Utility Requirements", so that it reads "noise and vibration study", and by adding "contaminant management plan" as one of the technical studies, plans and/or other items listed in bullet point under "Environmental Requirements:".

106. In response to NMLG comments, modify Section 10.8.2 on Page 10-27 as follows:

### **10.8.2 Parkland Dedication**

#### **It is the policy of Council:**

- 10.8.2.1 **That** as a condition of *development approval* of land, Markham may, through the implementing parkland dedication by-law, require that land be conveyed for parks and other recreational purposes in an amount not exceeding:
- a) for lands proposed for industrial or commercial purposes, 2 percent of the ~~gross land area~~ proposed for development or redevelopment,
  - b) for lands proposed for all other land uses, except for residential purposes, 5 percent of the ~~gross land area~~ proposed for development or redevelopment; and
  - c) for lands proposed for residential purposes:
    - i. where the residential development is comprised of detached and semi-detached dwellings, 1 hectare per 300 dwelling units, provided that in no case shall the conveyance be less than 5 percent of the ~~gross land area~~ proposed for development or redevelopment,
    - ii. where the residential development is comprised of townhouse, stacked townhouse or small multiplex buildings containing 3 to 6 units, 1 hectare per 300 dwelling units or 1.2 hectares per 1000 persons, whichever is the lesser, provided that in no case shall the conveyance be less than 5 percent of the ~~gross land area~~ proposed for development or redevelopment; and
    - iii. where the residential development is comprised of apartment buildings containing more than 6 units, 1.2 hectares per 1000 persons, subject to any dedication adjustment permitted by an implementing parkland dedication by-law, provided that in no case shall the conveyance be less than 5 percent of the ~~gross land area~~ proposed for development or redevelopment.

107. In response to Markham staff request modify Section 11.1.3 on Page 11-3 as follows:

11.1.3 **To recognize** that legally existing development and land uses shall be deemed to conform to this Plan as they exist at the time this Plan is ~~adopted~~ approved.

108. In response to York Region's comments, modify Section 11.2 on Page 11-7 to modify the definition of "Contaminant Management Plan" as follows:

**Contaminant Management Plan** is a report that demonstrates how development proposals involving the manufacturing, handling and/or storage of bulk fuels or hazardous chemicals as defined in O/Reg.347 (activities prescribed under the Clean Water Act) that demonstrates safety measures will be implemented in order to help prevent contamination of groundwater or surface water supplies. The *contaminant management plan* must include a list of all chemicals used on the subject lands and within any structures and demonstrates how the risk of release to the environment will be mitigated and managed.

109. In response to Provincial comments, modify the definition of "**Cultural or regenerating woodland**", in Section 11.2 on Page 11-8 by replacing the words "White Poplar" with "White Poplar", in paragraph a).

110. In response to York Region's comments, modify Section 11.2 on Page 11-11 to modify the definition of "highly vulnerable aquifer" as follows:

**Highly vulnerable aquifer** under the Clean Water Act, is ~~a vulnerable area above~~ an aquifer that can be easily changed or affected by contamination from both human activities and natural processes as a result of (a) its intrinsic susceptibility, as a function of the thickness and permeability of overlaying layers, or (b) by preferential pathways to the aquifer.

111. In response to the Region's comments, modify the definition of "Municipal comprehensive review" in Section 11.2 on Page 11-13 as follows:

**Municipal comprehensive review** means an official plan review or an official plan amendment, ~~initiated by~~ undertaken by Markham in consultation with, and approved by, York Region, that comprehensively applies the policies ~~and schedules~~ of this Plan, the York Region Official Plan, and the provincial Growth Plan for the Greater Golden Horseshoe, and includes a land budget analysis as determined by the City and the Region.

112. In response to Markham staff request, modify the definition of **Place of Worship** in Section 11.2 on Page 11-13 by deleting the word "or" between the words "Place" and "worship" in the last sentence and replacing it with the word "of", so that the last

sentence reads “A Place of worship does not include a cemetery, *day care centre*, or private school.”.

113. In response to Markham Council direction of April 8, 2014, modify the definition of Sensitive surface water features in Section 11.2 on Page 11-15 as follows:

**Sensitive surface water features** means water-related features on the earth’s surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics, that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants. Within Markham, these features include *key hydrologic features* defined in the Greenbelt Plan, hydrologically sensitive features defined in the Oak Ridges Moraine Conservation Plan, *key hydrologic features* defined in the York Region Official Plan and that may lie outside of the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area and ~~Class 1 features defined using Markham’s Small Streams Classification System~~ identified for protection using the Toronto and Region Conservation Authority’s Evaluation, Classification and Management of Headwater Drainage Features Guidelines.

114. In response to Markham staff request, modify the definition of *significant groundwater recharge area* on Page 11-16 as follows:

**Significant groundwater recharge area** means an area where an ~~within~~ which it is desirable to regulate or monitor drinking water threats that may affect the recharge of an aquifer. ~~is replenished from:~~

- a) natural processes, such as the infiltration of rainfall and snowmelt and the seepage of surface water from lakes, streams and wetlands; and
- b) human interventions, such as the use of storm water management systems, and;
- c) whose recharge rate exceeds a threshold specified in the Clean Water Act.

### **Map 1 – Markham Structure**

115. In response to the Region’s comments, modify Map 1 to show “Potential Commuter Rail Service” in same tone (Brown) as GO Rail Service.

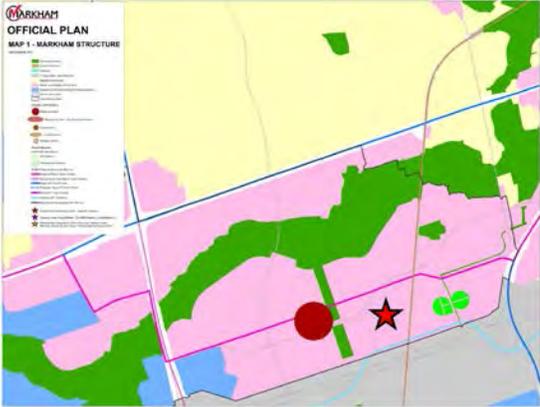
116. In response to the Region’s comments, modify Map 1 to include a notation under “Future Urban Area” in the legend as follows:

“\*This area is approved, subject to the outcome of appeals to the Regional Official Plan. Any changes to the area, as a result of the outcome of the appeals can be done without amendment to this Plan.”

- 117. In response to the Region’s comments, modify Map 1 to add a general note at the bottom of the legend as follows:

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

- 118. In response to Markham staff request, modify Map 1 to show correct alignment of Regional Rapid Transit Corridor between Warden Avenue and Enterprise Drive as shown below:



- 119. In response to Markham Council direction of April 8, 2014, modify Map 1 to remove the Greenway System as it applies to lands at 11207 Kennedy Road as shown below:



- 120. In response to Markham Council direction of April 8, 2014, modify Map 1 to remove the Greenway System designation as it applies to lands at 359 Elson Street as shown below:

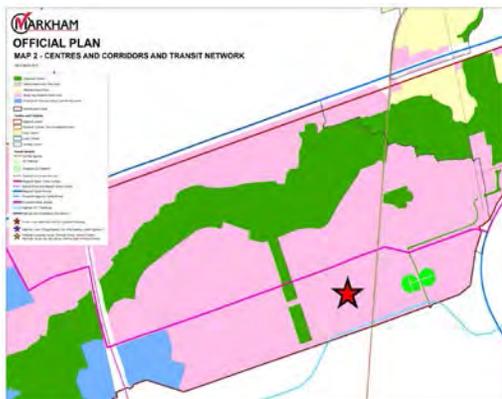


**Map 2 – Centres and Corridors and Transit Network**

- 121. In response to the Region’s comments, modify Map 2 to show “Potential Commuter Rail Service” in same tone (Brown) as GO Rail Service
- 122. In response to the Region’s comments, modify Map 2 to add general note at bottom of legend as follows:

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

- 123. In response to Markham staff request, modify Map 2 to show correct alignment of Regional Rapid Transit Corridor between Warden Avenue and Enterprise Drive as shown below:



**Map 3 – Land Use**

124. In response to Markham Council direction of April 8, 2014, modify Map 3 – Land Use to replace the ‘General Employment’ designation with a ‘Service Employment’ designation for the lands at 2801 John Street as shown below:



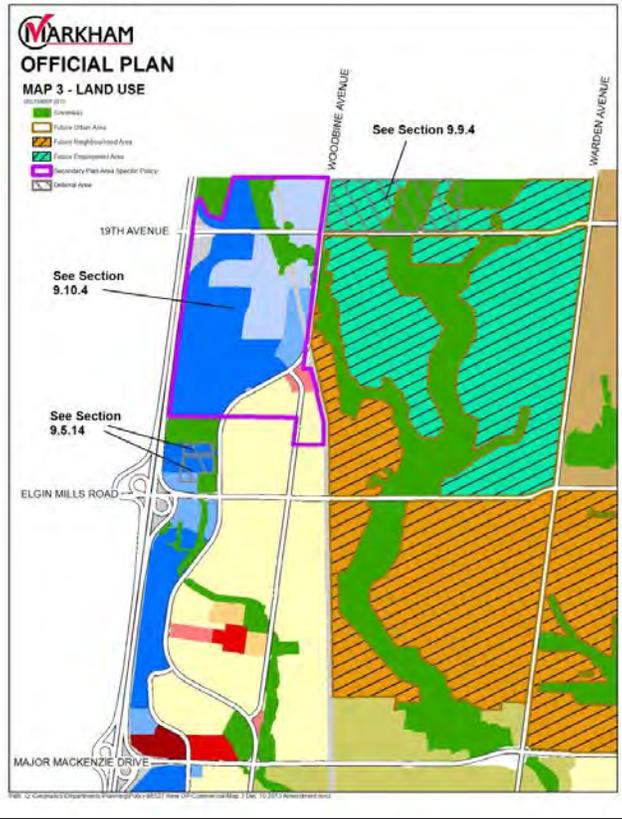
125. In response to the Region’s comments, modify Map 3 to include a notation under “Future Urban Area” in the legend as follows:

“\*This area is approved, subject to the outcome of appeals to the Regional Official Plan. Any changes to the area, as a result of the outcome of the appeals can be done without amendment to this Plan.”

126. In response to Provincial comments, modify the legend of Map 3 to include the following after “Parkway Belt West”:

(This boundary is illustrative of the Parkway Belt West Plan overlay. The exact boundary of the Parkway Belt West Plan should be confirmed with the Ministry of Municipal Affairs and Housing)

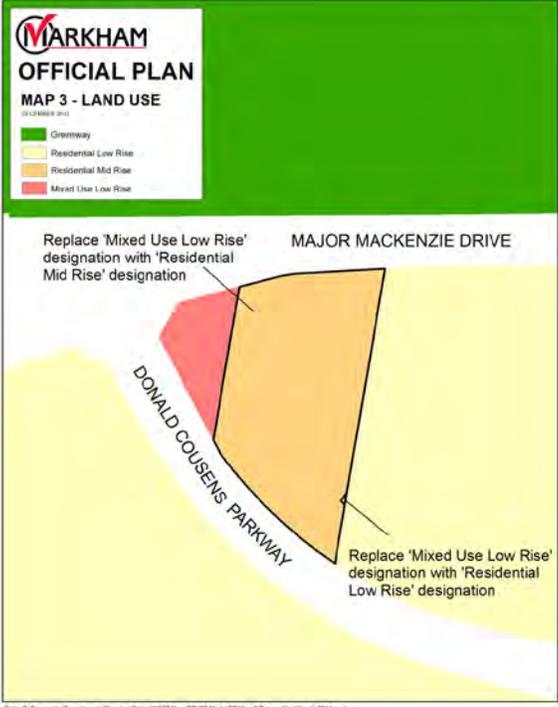
127. In response to Markham Council direction of December 10, 2013, modify Map 3 to add a deferral area hatching and “See Section 9.9.4” reference to the Catholic Cemeteries, Archdiocese of Toronto lands at 3010 and 3196 19<sup>th</sup> Avenue, as shown below:



128. In response to Markham Council direction of April 8, 2014, modify Map 3 – Land Use to replace the ‘Residential Low Rise’ designation with a ‘Mixed Use Low Rise’ designation for the lands at north of 16<sup>th</sup> Avenue and east of Kennedy Road as shown below:



129. In response to Markham Council direction of April 8, 2014, modify Map 3 – Land Use to replace the ‘Mixed Low Rise’ designation with ‘Residential Mid Rise’ and ‘Residential Low Rise’ designations for the lands on the south side of Major Mackenzie Drive East just east of Donald Cousens Parkway as shown below:



130. In response to Markham Council direction of April 8, 2014, modify Map 3 to remove the ‘Greenway’ designation as it applies to lands at 11207 Kennedy Road as shown below:



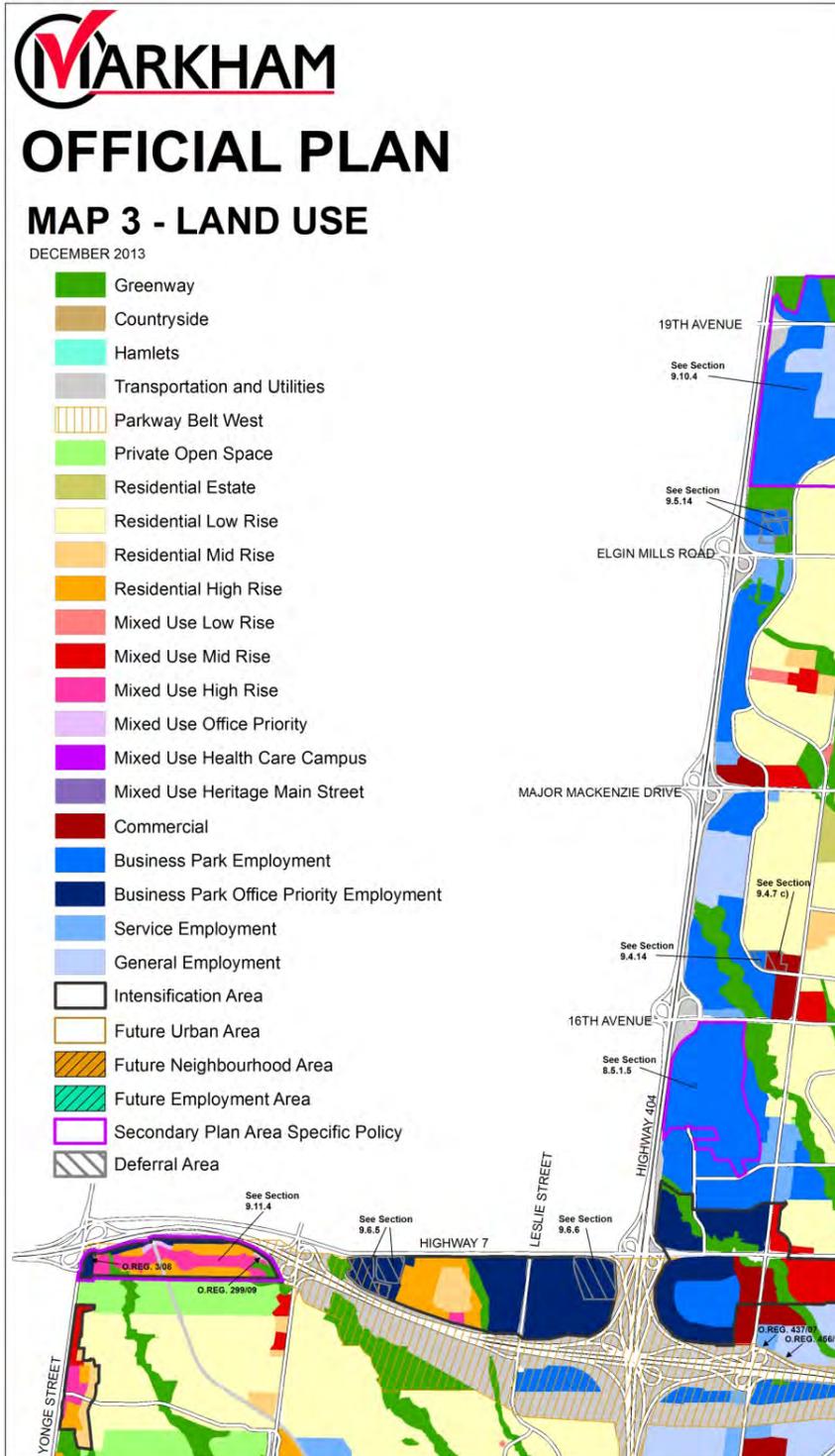
131. In response to Markham Council direction of April 8, 2014, modify Map 3 to remove the 'Greenway' designation as it applies to lands at 359 Elson Street as shown below:



132. In response to MHBC comments for Home Depot Holdings Inc., modify Map 3 to replace the 'Mixed Use High Rise' and 'Residential Mid Rise' designations with a 'Mixed Use Mid Rise' designation for the lands at 1201 Castlemore Avenue as shown below:



133. In response to Provincial comments, modify the lands shown as 'Parkway Belt West' on Map 3 to delete lands in accordance with Ontario Regulations 437/07, 3/08, 299/09 and 456/11 as shown below:



**Map 4 – Greenway System**

- 134. In response to the Region’s comments, modify the legend on Map 4 to ensure Core Area Enhancements and Core Linkage Enhancements are indented to show as a subset of the Natural Heritage Network Enhancement Lands.
- 135. In response to Markham Council direction of April 8, 2014, modify Map 4 to remove the Greenway System designation as it applies to lands at 11207 Kennedy Road as shown below:



- 136. In response to Markham Council direction of April 8, 2014, modify Map 4 to remove the Greenway System designation as it applies to lands at 359 Elson Street as shown below:

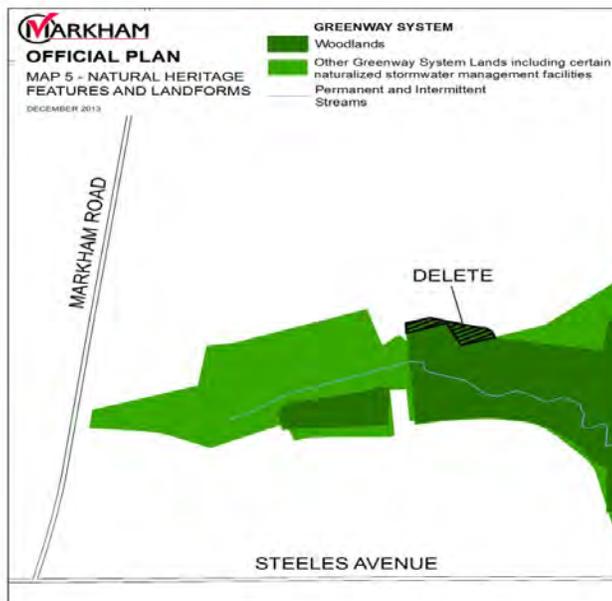


**Map 5 – Natural Heritage Features and Landforms**

137. In response to Markham Council direction of April 8, 2014, modify Map 5 to remove the Greenway System designation as it applies to lands at 11207 Kennedy Road as shown below:



138. In response to Markham Council direction of April 8, 2014, modify Map 5 to remove the Greenway System designation as it applies to lands at 359 Elson Street as shown below:



**Map 6 – Hydrologic Features**

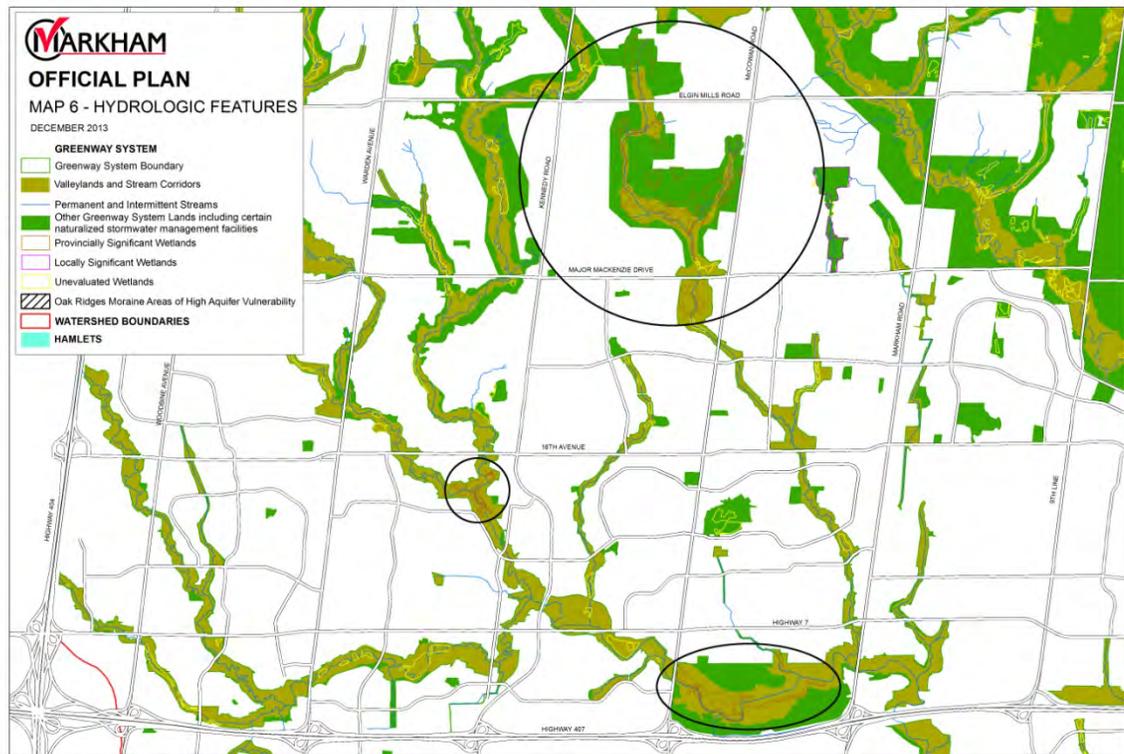
139. In response to Markham Council direction of April 8, 2014, modify Map 6 to remove the Greenway System designation as it applies to lands at 11207 Kennedy Road as shown below:



140. In response to Markham Council direction of April 8, 2014, modify Map 6 to remove the Greenway System designation as it applies to lands at 359 Elson Street as shown below:



141. In response to Provincial comments, modify Map 6 to change the status of three wetlands from “Unevaluated Wetlands” to “Provincially Significant Wetlands” to reflect the most current MNR wetland mapping as shown below:

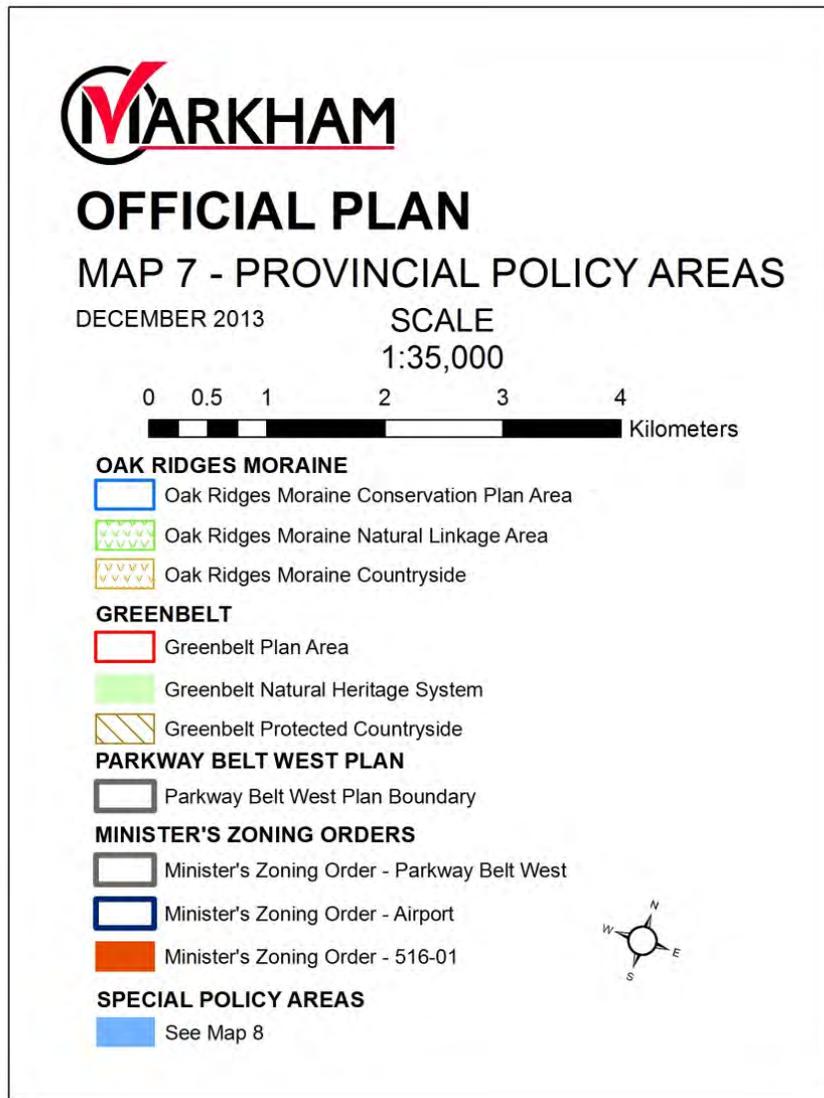


**Map 7 – Provincial and Federal Policy Areas**

142. In response to Markham Staff request, modify the title of Map 7 to delete reference to Federal Policy Areas as follows, and similarly modify this title where used throughout the Table of Contents and the Plan:

Map 7 – Provincial ~~and Federal~~ Policy Areas

143. In response to Provincial comments, modify the legend of Map 7 to add “Parkway Belt West Plan” after “Greenbelt” as follows:



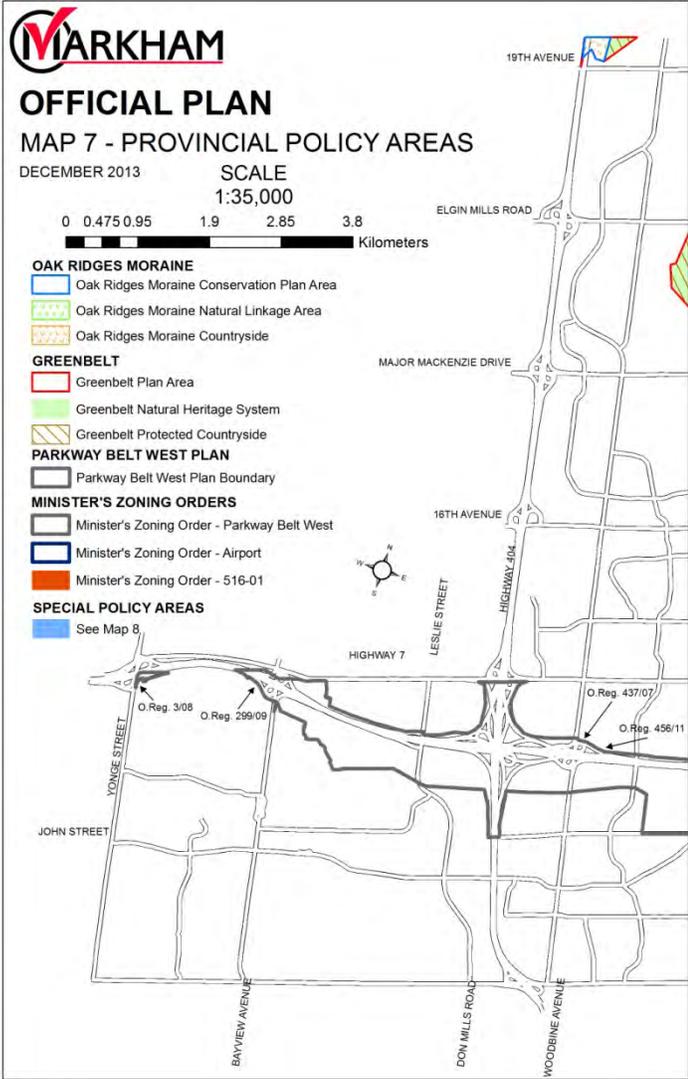
144. In response to Provincial comments, modify the legend of Map 7 to include the following after “Parkway Belt West Plan Boundary”:

(This boundary is illustrative of the Parkway Belt West Plan boundary. The exact boundary of the Parkway Belt West Plan should be confirmed with the Ministry of Municipal Affairs and Housing)

145. In response to Provincial comments, modify the legend of Map 7 to include the following after “Minister’s Zoning Order – Parkway Belt West” as follows:

(This boundary is illustrative of the Minister’s Zoning Order – Parkway Belt West. The exact boundary of the Minister’s Zoning Order – Parkway Belt West should be confirmed with the Ministry of Municipal Affairs and Housing)

146. In response to Provincial comments, modify the Parkway Belt West Plan boundary and Minister's Zoning Order – Parkway Belt West on Map 7 to delete lands in accordance with Ontario Regulations 437/07, 3/08, 299/09 and 456/11 as shown below:

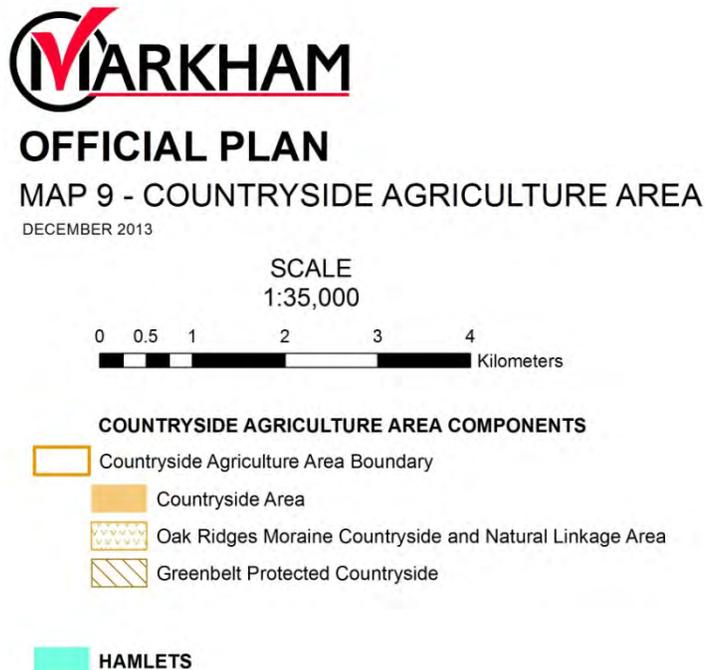


147. In response to Provincial comments, modify the legend of Map 7 to include the following after “Parkway Belt West Plan Boundary”:

(This boundary is illustrative of the Parkway Belt West Plan overlay. The exact boundary of the Parkway Belt West Plan should be confirmed with the Ministry of Municipal Affairs and Housing)

## **Map 9 – Countryside Agriculture Area**

148. In response to Provincial comments, modify the legend in Map 9 to indent the Countryside Agriculture Area components under the “Countryside Agriculture Area Boundary” as follows:



## **Map 10 – Road Network**

149. In response to Markham Council direction of April 8, 2014 and the Region’s comments, modify Map 10 to replace “\*Special Transportation Study Area” in the legend with the following under “Collector Roads”:

\* Special Transportation Study Area (road network improvements to be ~~confirmed~~ determined based on further studies with agencies having jurisdiction) or Environmental Assessment Study

150. In response to the Region’s comments, modify Map 10 to add the following notation at the bottom of the legend:

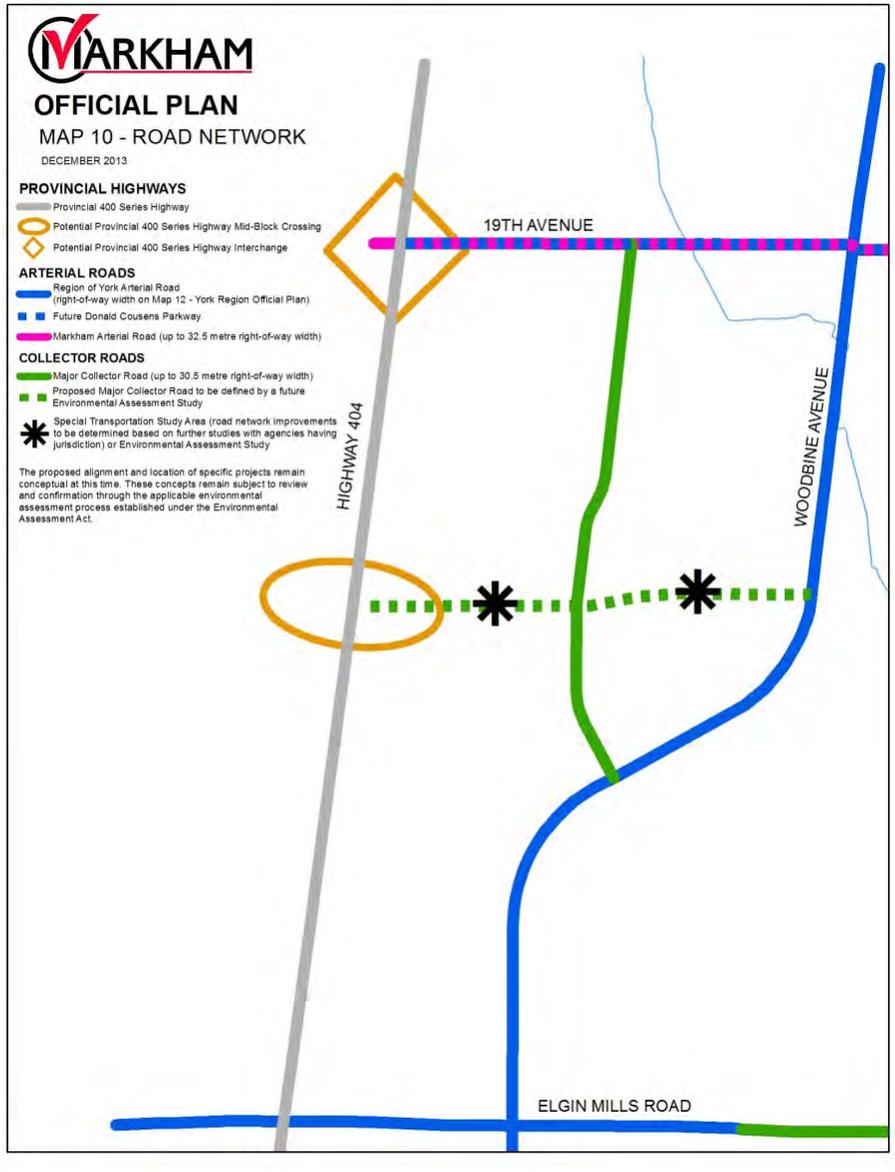
The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

- 151. In response to the Region's comments, modify Map 10 to delete the Potential Provincial Series 400 Series Highway Mid-Block Crossing at Rodick Road.
- 152. In response to YR Transportation System Planning comments, modify Map 10 to show Highway 7 as a Region of York Arterial up to 185 m east of Donald Cousens Parkway with the remainder shown as a Provincial Highway.
- 153. In response to Dimilta landowner comments and Markham staff request, modify Map 10 to delete the Major Collector Road shown with an asterisk from Steeles Avenue to Denison Street and add Old Kennedy Road as a Major Collector Road as shown below:

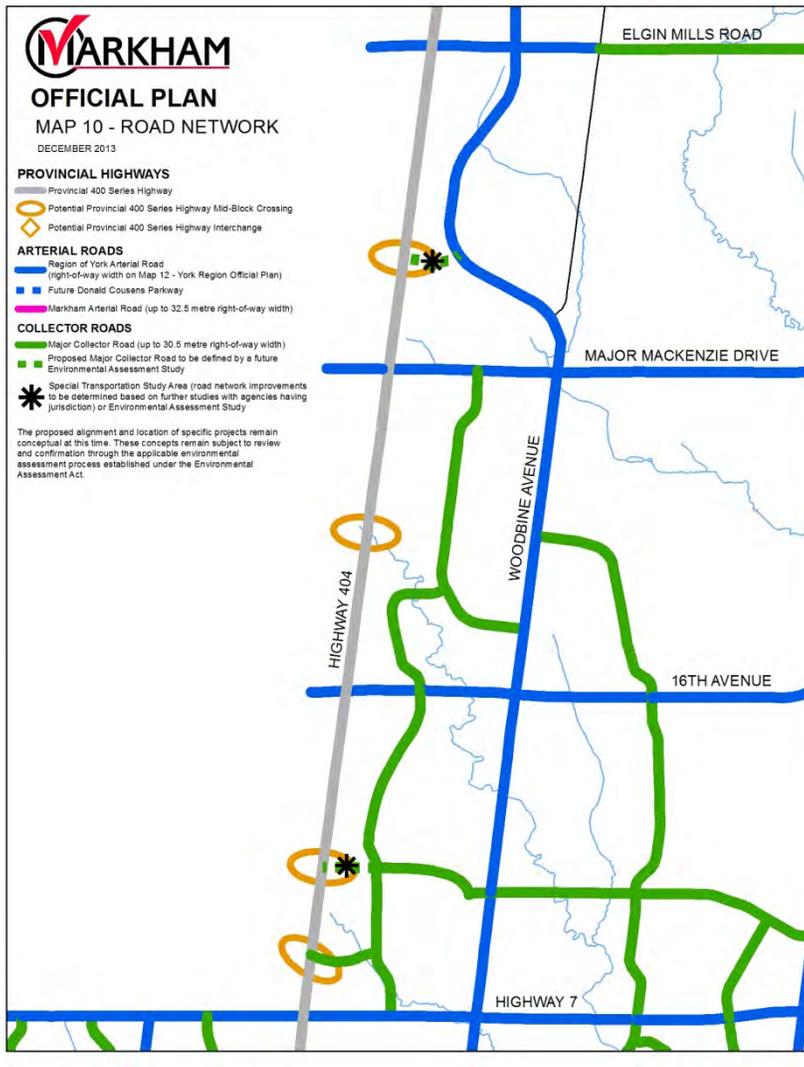


- 154. In response to the Region's comments, modify Map 10 to show a Proposed Major Collector Road, subject to a \*Special Transportation Study Area, extending east from the

Potential Highway 404 mid-block crossing between Elgin Mills Road and 19<sup>th</sup> Avenue to Woodbine Avenue as shown below:



155. In response to the Region's comments, modify Map 10 to add a Potential Highway 404 Mid-Block Crossing between Major Mackenzie Drive and Elgin Mills Road and show Proposed Major Collector Roads east of the Potential Highway 404 Mid-Block Crossings between Major Mackenzie Drive and Elgin Mills Road and Highway 7 and 16<sup>th</sup> Avenue as shown below:



**Map 11 – Minor Collector Road Network**

- 156. In response to Markham Council direction of April 8, 2014 and the Region’s comments, modify Map 11 to replace \*Special Transportation Study Area in the legend with the following:
  - \* Special Transportation Study Area (road network improvements to be ~~confirmed~~ determined based on further studies with agencies having jurisdiction) or Environmental Assessment Study
- 157. In response to Markham Staff request, modify Map 11 to replace the Major Collector Road reference at bottom of the legend with the following:
  - \* Note: Major Collector Road (See Map 10 – Road Network)
- 158. In response to the Region’s comments, modify Map 11 to add the following notation at the bottom of the legend:

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

159. In response to Dimilta landowner comments and Markham staff request, modify Map 11 to add Minor Collector Roads shown with an asterisk from Steeles Avenue to Denison Street as shown below:



### **Map 12 – Urban Area and Built-up Area**

160. In response to the Region’s comments, modify Map 12 to include a notation under “Future Urban Area” in the legend as follows:

“\*This area is approved, subject to the outcome of appeals to the Regional Official Plan. Any changes to the area, as a result of the outcome of the appeals can be done without amendment to this Plan.”

## **Appendix A – Toronto and Region Conservation Authority Regulatory Framework**

161. In response to the TRCA comments, modify Appendix A notation under the Appendix title as follows:

The text of the ~~Conservation Authority Act~~ Toronto and Region Conservation Authority's Regulation prevails.

162. In response to the TRCA comments, modify Appendix A legend under Ontario Regulation 166/06 as follows:

(Areas subject to ~~Toronto and Region Conservation Authority~~ review)

163. In response to the TRCA comments, modify Appendix A legend under Floodplain as follows:

Floodplain (~~including hazard lands and hazard sites~~ consult with Toronto and Region Conservation Authority to obtain most current floodplain information)

164. In response to TRCA comments, modify Appendix A to add a notation as follows:

Note: The legal basis for delineating regulated areas is defined in the text of Toronto and Region Conservation Authority's Regulation. This illustrative map serves as a screening tool and may be updated as new information becomes available. Some regulated features may not appear on this screening map. Site investigations and detailed studies requested at the time an application may further refine or delineate the regulated area.

## **Appendix B – Small Streams and Drainage Features**

165. In response to Markham Council direction of April 8, 2014, modify Appendix B to replace the title of the appendix as follows, and similarly modify this title where used throughout the Table of Contents and the Plan:

Appendix B – ~~Small Streams and~~ Headwater Drainage Features

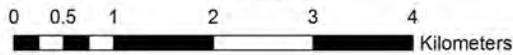
166. In response to Markham Council direction of April 8, 2014 and Markham staff request, modify the title and legend of Appendix B and wherever Appendix B is referred to throughout the Plan, as follows:



**OFFICIAL PLAN**  
**APPENDIX B - HEADWATER**  
**DRAINAGE FEATURES**

DECEMBER 2013

SCALE  
 1:35,000

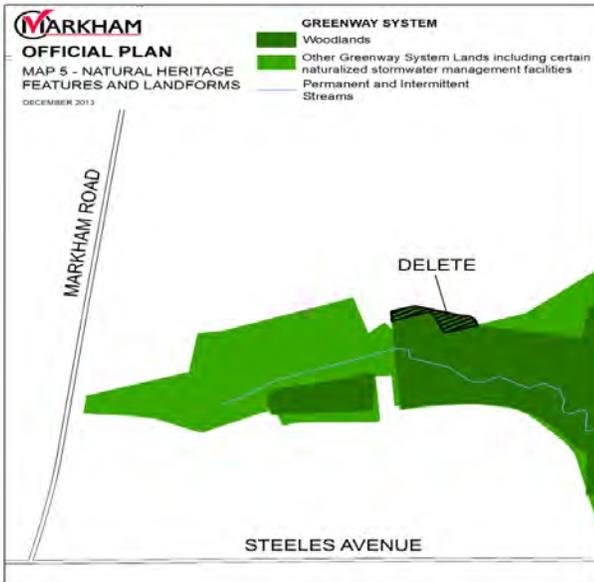


- Headwater Drainage Features**  
 (For illustrative purposes based on 2006 interpretation)
-  Headwater Drainage Features
  -  Ditches
  -  Greenway System

167. In response to Markham Council direction of April 8, 2014, modify Appendix B to remove the Greenway System designation as it applies to lands at 11207 Kennedy Road as shown below:



168. In response to Markham Council direction of April 8, 2014, modify Appendix B to remove the Greenway System designation as it applies to lands at 359 Elson Street as shown below:



169. In response to the TRCA comments, modify Appendix B to add a notation as follows:

Note: This illustrative map serves as a screening tool and may be updated as new information becomes available. Not all Headwater Drainage Features may appear on this screening map. Headwater Drainage Features shall be identified through field investigation and managed in accordance with Toronto and Region Conservation Authority's Evaluation, Classification and Management of Headwater Drainage Features Guidelines and the policies of the Official Plan.

#### **Appendix D – Cycling Facilities**

170. In response to the Region's comments, modify Appendix D to show Proposed Cycling Facilities extending east from the Potential Highway 404 mid-block crossing between Elgin Mills Road and 19<sup>th</sup> Avenue to Woodbine Avenue as shown below:



**Appendix E – Transportation, Services and Utilities**

- 171. In response to Markham Development Services Committee direction of May 6, 2014, modify Appendix E to replace the reference to ‘Markham Airport’ with ‘Toronto Markham Airport’.

**Appendix J – Toronto and Region Source Protection Area**

- 172. In response to the Region’s comments, modify Appendix J to replace the title of the appendix as follows, and similarly modify this title where used throughout the Table of Contents and the Plan:

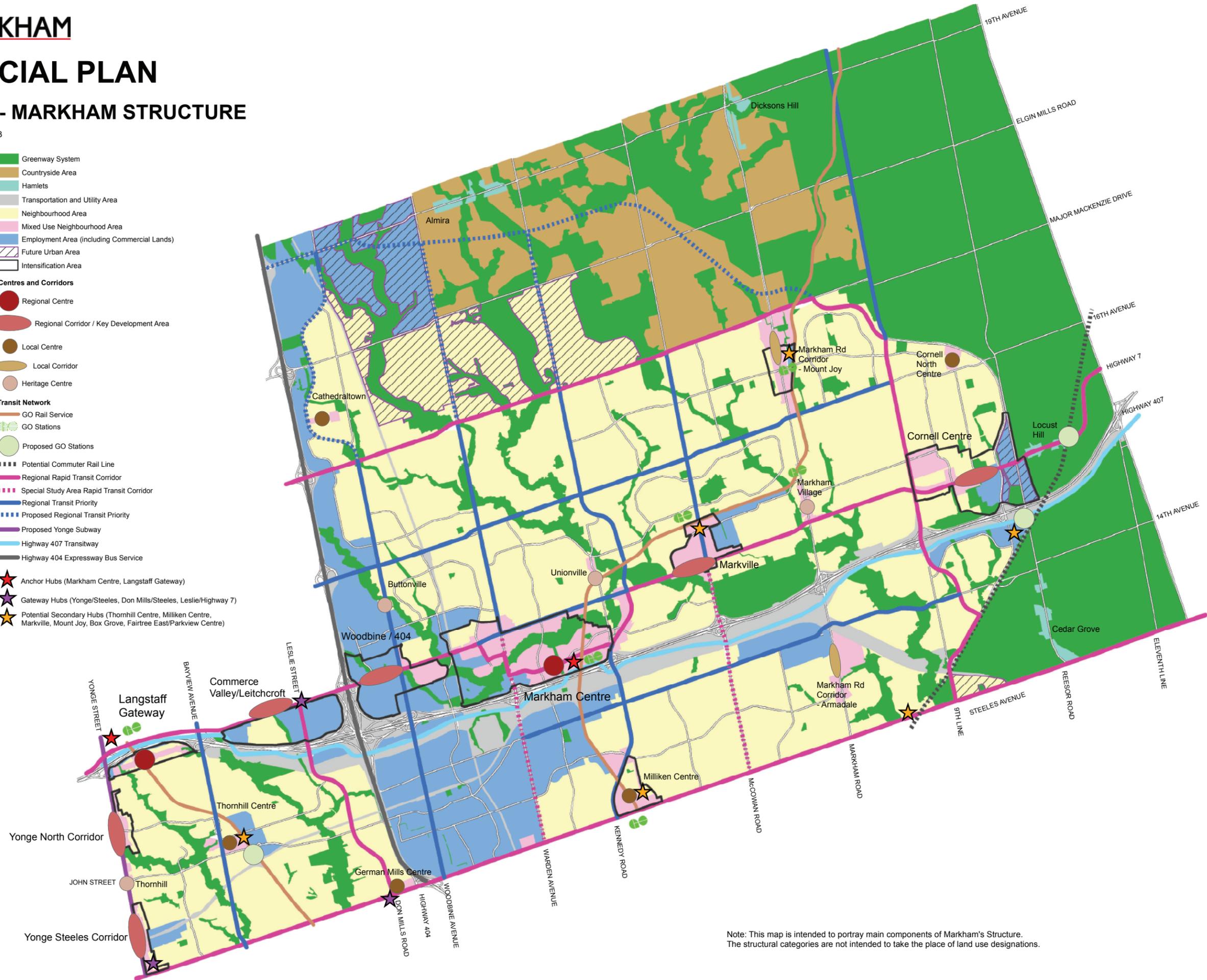
Appendix J – ~~Toronto and Region Source Protection Plan~~ Clean Water Act Highly Vulnerable Area

# OFFICIAL PLAN

## MAP 1 - MARKHAM STRUCTURE

DECEMBER 2013

- Greenway System
  - Countryside Area
  - Hamlets
  - Transportation and Utility Area
  - Neighbourhood Area
  - Mixed Use Neighbourhood Area
  - Employment Area (including Commercial Lands)
  - Future Urban Area
  - Intensification Area
- Centres and Corridors**
- Regional Centre
  - Regional Corridor / Key Development Area
  - Local Centre
  - Local Corridor
  - Heritage Centre
- Transit Network**
- GO Rail Service
  - GO Stations
  - Proposed GO Stations
  - Potential Commuter Rail Line
  - Regional Rapid Transit Corridor
  - Special Study Area Rapid Transit Corridor
  - Regional Transit Priority
  - Proposed Regional Transit Priority
  - Proposed Yonge Subway
  - Highway 407 Transitway
  - Highway 404 Expressway Bus Service
- Anchor Hubs**
- Anchor Hubs (Markham Centre, Langstaff Gateway)
  - Gateway Hubs (Yonge/Steeles, Don Mills/Steeles, Leslie/Highway 7)
  - Potential Secondary Hubs (Thornhill Centre, Milliken Centre, Markville, Mount Joy, Box Grove, Fairtree East/Parkview Centre)



Note: This map is intended to portray main components of Markham's Structure. The structural categories are not intended to take the place of land use designations.

**Ministry of  
Municipal Affairs  
and Housing**

Municipal Services Office  
Central Ontario  
777 Bay Street, 2<sup>nd</sup> Floor  
Toronto ON M5G 2E5  
Phone: 416 585-6226  
Fax: 416 585-6882  
Toll-Free: 1 800 668-0230

**Ministère des  
Affaires municipales  
et du Logement**

Bureau des services aux municipalités  
du Centre de l'Ontario  
777, rue Bay, 2<sup>e</sup> étage  
Toronto ON M5G 2E5  
Téléphone : 416 585-6226  
Télécopieur : 416 585-6882  
Sans frais : 1 800-668-0230



March 28, 2014

Karen Whitney, M.C.I.P., R.P.P.  
Director of Community Planning  
The Regional Municipality of York  
17250 Yonge Street, P.O. Box 147  
Newmarket ON L3Y 6Z1

Dear Ms. Whitney,

**RE: City of Markham New Official Plan (Part 1)  
Council adopted December 2013**

This letter is in response to the Region of York's letter dated January 17, 2014 to the Ministry of Municipal Affairs and Housing (MMAH) requesting One-Window Provincial Planning Service comments on Part 1 of the Council adopted Markham Official (OP).

As you are aware, the Ministry previously provided comments by letter dated January 8, 2013 on Part 1 of the Draft Markham OP.

Through the One-Window Provincial Planning Service, the adopted Markham OP was circulated to the Ministries of Transportation (MTO), Agriculture and Food (OMAF), and Natural Resources (MNR). The Province has undertaken a focused review of Part 1 of the adopted Markham OP based on the sections identified in the Region's letter and our prior comments.

The One-Window comments are intended to assist the Region with its decision-making process as the approval authority for the Markham OP and to provide recommendations for key outstanding matters of provincial interest.

Overall, the Ministry is supportive of the Markham OP as it provides a positive framework to create more sustainable and complete communities. However, there are still a few outstanding matters that have not been addressed by the City in response to the Province's earlier comments.

The following comments and recommendations relate to key areas of provincial interest which should be addressed by the Region in its approval. **Appendix A** to this letter provides comments for the Region's consideration which may improve certain policies, and **Appendix B** includes mapping of a provincially

significant wetland which was not identified on Map 6.

### **Parkway Belt West Plan**

The identification of lands that are subject to the PBWP is provided on Maps 3 and 7. The boundary shown on these schedules does not conform to the boundary of the Plan nor the boundary shown in the York ROP. The boundary shown on Maps 3 and 7 appears to reflect Minister's Zoning Order O. Reg. 473/73. There is a difference between the PBWP Area and MZO, wherein in some instances lands subject to the MZO may be located outside the PBWP.

#### **Recommendation:**

- **Map 3:** Modify the PBWP Area boundary mapping on Map 3 to conform with the York ROP and PBWP.
- **Map 7:** Create a new legend category "Parkway Belt West Plan" and a new legend item "Parkway Belt West Plan Area" and modify the boundary to conform with the York ROP and PBWP.

### **Minister's Zoning Orders**

Map 7 also shows the PBWP MZO (O. Reg. 473/73) and Airport MZO (Order O. Reg. 104/72) and Cemetery Park and Conservation Area MZO (O. Reg. 516/01). These are more appropriately located in the City's Zoning By-law where zoning enforcement and the Chief Building Official are responsible for their implementation. By inclusion in the OP, it may trigger the need for an OPA should there be a need for any changes to the MZOs.

- **Map 7:** Modify Map 7 to remove the MZO - PBWP, MZO – Airport and MZO 516/01.

### **Non-Agricultural Uses (Uses Permitted in all Land Use Designations)**

Section 8.1.1 provides for certain permitted uses in all land use designations except in the 'Greenway' designation. The non-agricultural uses listed in this section are not permitted within prime agricultural areas as designated in municipal official plans in accordance with Provincial policy. Section 2.3.3 of the PPS identifies permitted uses in prime agricultural areas and Section 3.1.3 of the Greenbelt Plan identifies permitted uses in prime agricultural areas contained within the Greenbelt Protected Countryside. Outside of the Greenbelt, municipalities may only permit non-agricultural land uses in prime agricultural areas in accordance with Section 2.3.6.1 of the PPS 2014. For prime agricultural lands contained within the Greenbelt Protected Countryside, prime agricultural lands shall not be redesignated for non-agricultural uses in accordance with Greenbelt Section 3.1.3.2.

**Recommendation:**

- Modify Section 8.1.1 to add the words, "and 'Countryside'" after 'Greenway' so that it reads:

**"8.1.1 To provide for the following in all designations, except in the 'Greenway and 'Countryside' designation."**

- Modify Section 8.8.1.3 to delete the reference to Section 8.1.1 (non-agricultural uses).

**Greenbelt Plan Conformity**

The following comments relate specifically to conformity with the policies of the Greenbelt Plan:

**Section 5.2.1.2**

For lands contained within the Protected Countryside of the Greenbelt, prime agricultural areas shall not be redesignated in municipal official plans for non-agricultural uses. Section 5.2.1.2 permits "boundary adjustments" to the Countryside Area lands through a Regional *municipal comprehensive review*; however, boundary adjustments cannot occur to lands within the Greenbelt as no re-designations in OP's of prime agricultural areas are permitted once municipal official plan conformity with the Greenbelt Plan has concluded.

**Recommendation:**

Modify Section 5.2.1.2 as follows:

**"5.2.1.2 To only permit boundary adjustments to the Countryside Area lands outside of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan shown on Map 9 – Countryside Agriculture Area through a Regional *municipal comprehensive review*."**

**Section 5.2.1.3 (incorrectly numbered as 5.1.2.3)**

A new policy has been added to the adopted OP to permit the classification of prime agricultural lands through a municipal comprehensive review and/or Local Evaluation and Area Review (LEAR) prepared in consultation with York Region and the Ministry of Agriculture and Food. However, in light of the comment above regarding boundary adjustments this cannot occur for lands contained within the Greenbelt as no re-designations are permitted now that the Region has undertaken its conformity exercise to identify prime agricultural areas within the Protected Countryside.

As you are aware, York Region undertook a LEAR Study to assist in informing

the designations of its prime agricultural and rural areas on Map 8 to the York ROP as part of its Regional municipal comprehensive review and one-time refinement for prime agricultural areas and rural areas as part of its Greenbelt conformity exercise. The exercise was also required to be led by the upper-tier municipality.

The Markham OP needs to conform to Map 8 of the York ROP for its prime agricultural areas; therefore this policy is not permitted in the Greenbelt Protected Countryside. For lands outside the Greenbelt, the PPS criteria needs to be provided for the removal of prime agricultural lands for non-agricultural uses (Policy 2.3.5 in PPS 2005 and Policy 2.3.6 in PPS 2014).

**Recommendation:** Modify the Markham OP by clarifying Section 5.2.1.3 applies outside of the Greenbelt Protected Countryside and that the removal of prime agricultural areas must satisfy the requirements provided in Policy 2.3.6 of the PPS 2014.

**Section 8.6.1.3 g)**

Section 8.6.1.3 lists additional permitted uses on lands designated 'Greenway' located in the Oak Ridges Moraine and Greenbelt Protected Countryside as shown on Map 7. The 'Greenway' designation includes lands designated as prime agricultural lands. Unserviced parks are not a permitted use within a prime agricultural designation in accordance with the policies of the PPS, Oak Ridges Moraine Conservation Plan and Greenbelt Plan, as parks are considered to be a non-agricultural use.

**Recommendation:** Modify Markham OP to delete Section 8.6.1.3 g), given that the permission for unserviced parks in prime agricultural areas is in conflict with Provincial policy (Section 2.3.3 of the PPS 2014 which identifies permitted uses in prime agricultural areas).

**Section 8.6.1.8 a) and b)**

These natural heritage system policies (from section 3.2.2.3 of the Greenbelt Plan) identified in Section 8.6.1.8 a) do not apply for agricultural uses, agriculture-related uses and secondary uses. Please refer to Policy 3.2.2.1 of the Greenbelt Plan and definitions of "development" and "site alteration". The policy as written is more restrictive than the Greenbelt Plan for agricultural uses, which is not permitted by the Greenbelt Plan. Also, the policies in Section 8.6.1.8 b) for non-agricultural uses within the Natural Heritage System of the Greenbelt Protected Countryside do not apply as all of Markham's Greenbelt Area consists of prime agricultural areas.

**Recommendation:** Delete Section 8.6.1.8 a) and Section 8.6.1.8 b) in their entirety as these policies are in conflict with the Greenbelt Plan.

### **Proposed Greenbelt Natural Heritage System Refinement**

The City is proposing a refinement to the Greenbelt Natural Heritage System (NHS) on a specific property located north of Major Mackenzie Drive and west of McCowan Road shown on Map 7 – Provincial and Federal Policy Areas. This removal of lands from the Greenbelt Natural Heritage System appears not to be in conformity with the Greenbelt Plan. There has been no consultation with the Province, with respect to this proposed refinement.

Policy 5.5.2 of the Greenbelt Plan permits the refinement of the Natural Heritage System at the time of municipal conformity "in accordance with the Natural Heritage System policies of section 3.2.2.6" of the Greenbelt Plan.

Policy 3.2.2.6 permits refinement of the Greenbelt Natural Heritage System, "with greater precision, in a manner that is consistent with [the Greenbelt Plan] and the system shown on Schedule 4" of the Greenbelt Plan. The Province expects that the implementation of this policy would be undertaken through a technical exercise that considers all the Greenbelt policies and ensures that the function of the system is upheld (e.g. ensuring that natural and hydrologic features and functions are protected), that all *key natural heritage features* (KNHF) and *key hydrologic features* (KHF) within the System identified on Schedule 4 and their associated *vegetation protection zone* are included and that these areas function as a connected natural heritage system.

It appears that the proposed refinement only maintains identified KNHF and KHF features; it does not appear to include any *vegetative protection zone* (buffers), is a site-specific refinement and not a comprehensive assessment of the system and appears to be contrary to the Plan's policy regarding these protection areas.

Based on the foregoing, the proposed refinement does not appear to conform with the Greenbelt Plan.

**Recommendation:** Maintain the subject lands as Greenbelt Natural Heritage System on Map 7, to be potentially revisited after the review of the 10-year review of the Greenbelt Plan that will be undertaken by the Province.

### **Proposed 'Deferral Areas' and Employment Conversion Requests (Map 3 and Chapter 9)**

The adopted OP includes a new Chapter 9 containing Area and Site Specific Policies with a corresponding reference on Map 3 – Land Use. Some of these area/site specific policies are identified as 'Deferral Area' on Map 3 with a notation referencing Sections 9.2.10, 9.4.7 c), 9.4.14, 9.5.14, 9.6.5, 9.6.6, 9.7.8.5, 9.7.8.6, 9.7.8.7, and 9.18.20.

It appears these all relate to requests/applications for employment land

conversion that the City has received through their municipal comprehensive review. The City is identifying these areas as 'deferral', maintaining the employment designations but providing a policy which may permit a future conversion. Moreover, the policy framework that is applicable to these lands in the interim continues to be the old Markham OP land use designations and policies.

The Growth Plan states that municipalities may permit the conversion of lands within employment areas, to non-employment uses, only through a municipal comprehensive review where certain criteria are met (Policy 2.2.6.5). A municipal comprehensive review is defined by the Growth Plan as, "an official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan." The preparation of the new Markham Official Plan constitutes the City's Growth Plan conformity exercise and should also be sufficient to address the requirements of a municipal comprehensive review.

It appears that the City believes that it has not completed its municipal comprehensive review as it relates to employment lands. Incremental decision-making on these 'deferral' areas departs from the policy direction to consider them comprehensively. Consequently, the Region will need to make a decision through its approval of the Markham OP. This decision must conform with the York ROP and take into consideration the Region's growth forecasts and land budget to 2031.

**Recommendation:** Review the conversion/application requests, in consultation with the City of Markham, apply the Growth Plan policies and land budget work. Make a decision on the conversion requests comprehensively.

#### **Hydrologic Features (Provincially Significant Wetlands)**

Based on a review of Map 6 – Hydrologic Features, it appears that the status of one of the Provincially Significant Wetlands (PSW) does not reflect the most current and accurate information available as it is identified as "Unevaluated Wetland". Please see **Appendix B** for the location of the wetland in question. This wetland was evaluated and confirmed as PSW in April 2013.

**Recommendation:** Modify Map 6 – Hydrologic Features to change the status of the wetland highlighted on **Appendix B** from "Unevaluated Wetlands" to "Provincially Significant Wetlands" to reflect the most current MNR wetland mapping.

#### **Markham Floodplain Special Policy Area (Unionville)**

The new Markham OP identifies Markham's Special Policy Areas (SPA) on Map 8 – Special Policy Areas as an overlay to the underlying land use designations

shown on Map 3 – Land Use. Associated policies are included in Section 3.4, Environmental Hazards. This is a change from the current OP which reflects the SPA as an actual land use designation. The new OP is proposing to make modifications to the SPA policies and land uses to provide the appropriate land use designation. No changes are proposed to the SPA boundaries.

Pursuant to Section 3.1 of the Provincial Policy Statement, 2005 (PPS), proposed changes or modifications to the boundary, land uses and policies within a SPA must be approved by the Minister of MMAH and the Minister of MNR prior to the approval authority approving such changes or modifications. By letter dated October 31, 2012, the Ministry advised the City of Markham of the approval process and information requirements that the City is required to provide to the Province in support of proposed modifications to the SPA policies. The City responded by letter dated June 12, 2013 with supporting material.

It is the Province's intent to coordinate the provincial SPA approval process with York Region's approval of the Markham OP, Part 1. As such, we will continue to advise the Region on the progress of our review of the specific SPA policies and proposed new land uses. While our technical review of Markham's submission is on-going, we intend to provide comments on the proposed SPA policies for the Region's consideration and discussion with the City of Markham in the near future. We continue to work with the City and TRCA to better understand the implications of the proposed new land uses.

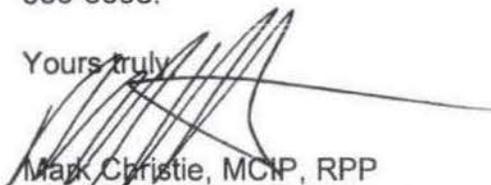
**Recommendation:** The Region is requested to withhold approval on the proposed SPA Official Plan policies contained in Section 3.4 and specific land use designations applying to the Unionville SPA identified on Map 3 – Land Use until such time as they have been approved by the Ministers of MMAH and MNR.

### **Next Steps**

We request a meeting with the Region and City staff to discuss the comments in this letter prior to the Region making a decision. Further, the Ministry requests to be notified of York Region's decision regarding the City of Markham Official Plan, Part 1.

If you have any questions, please contact Louis Bitonti, Senior Planner at 416-585-6563.

Yours truly,



Mark Christie, MCIP, RPP  
Manager, Community Planning and Development

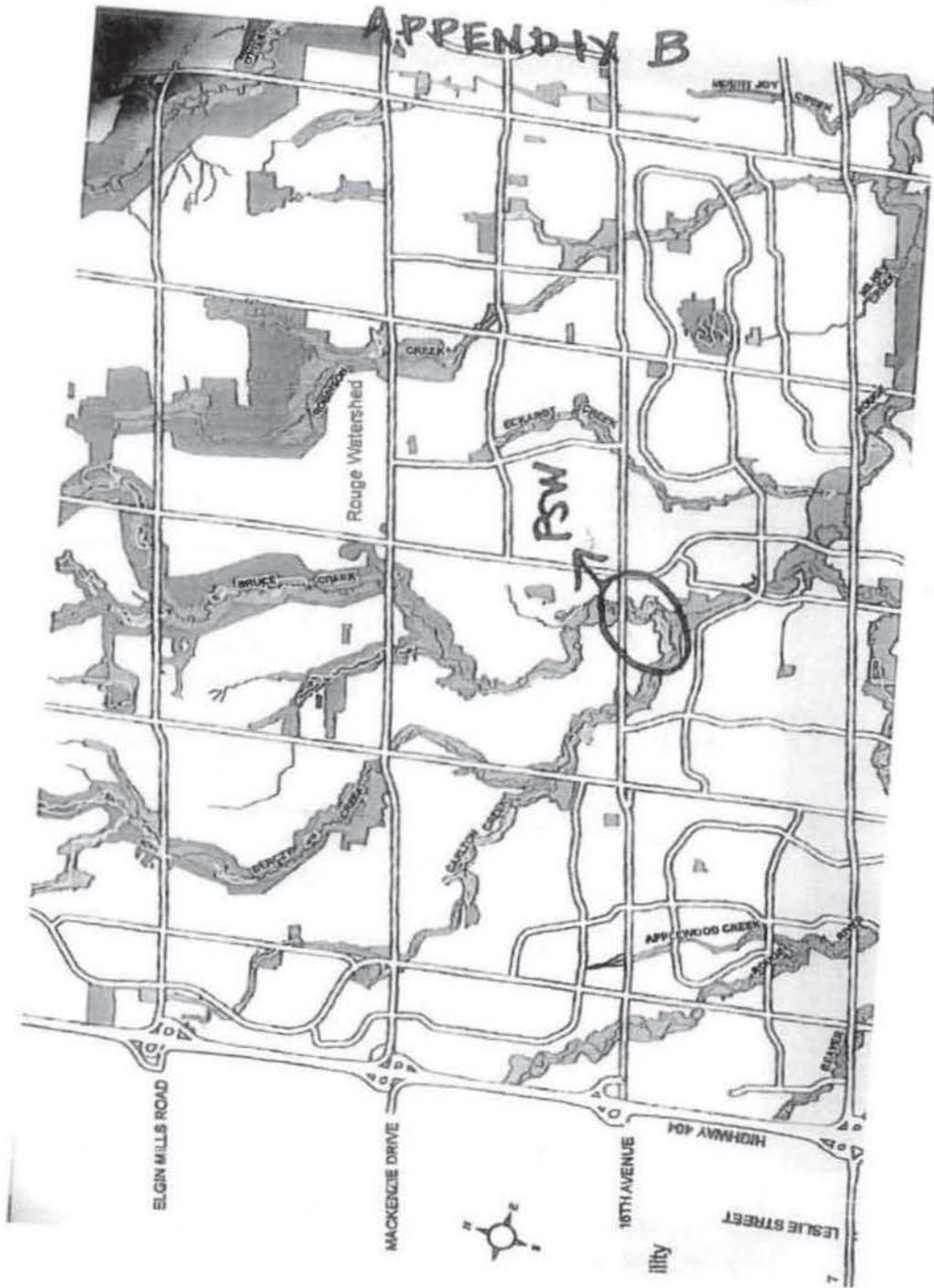
cc. Margaret Wouters, City of Markham  
Lilli Duoba, City of Markham

## Appendix A: Additional Comments

OP Policy	Additional Comments
Chapter 7 General Comments or Section 5.0	<ul style="list-style-type: none"> <li>- In accordance with Growth Plan policy 2.2.6.9, "Municipalities are encouraged to designate and preserve lands within settlement areas in the vicinity of existing major highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail office and ancillary facilities, where appropriate". The Region should consider including a policy by modification to address this Growth Plan policy. The Region of York ROP includes such a policy.</li> <li>- The City may also consider inserting a general policy in this chapter requiring developments over a specific area/unit to prepare a travel demand management plan, and/or traffic impact study, especially if it is within MTO's permit control area in the vicinity of provincial highways.</li> </ul>
7.1 and 7.1.3	<ul style="list-style-type: none"> <li>- Specific reference is made in these two sections to the "Complete Streets" design philosophy. A suggestion is to clarify and explain to the reader of the OP what this design philosophy in the policy text, a sidebar and/or or a general definition.</li> </ul>
7.1.2.6	<ul style="list-style-type: none"> <li>- The introduction to 7.1.2 correctly identifies the "last mile" as a critical element to mode choice. Transportation studies indicate that people are willing to use transit regularly if a transit stop or station is within a 5 to 10 minute walk or about 400 to 800 metres – with shorter distances for accessing local bus stops and longer distances of 800 metres for higher-order transit. <ul style="list-style-type: none"> <li>▪ This policy could be strengthened by including or promoting a target for maximum walking distance to transit stops in the development of new communities and in the retrofit of existing communities (see pg. 16, Section 1.1.3 and p. 28, Section 1.2.1. Transit-Supportive Guidelines).</li> </ul> </li> </ul>
7.1.3.1	<ul style="list-style-type: none"> <li>- Any proposed mid-block crossing of provincial highways is subject to review and approval from MTO. It is suggested that this be noted in the sidebar.</li> </ul>
Definitions	<ul style="list-style-type: none"> <li>- Cultural or regenerating woodland: the listing of species in the definition should make reference to "White Poplar", not "White Popular".</li> <li>- Significant woodlands: the definition should be consistent with the York ROP definition. Based on a review of the significant woodlands criteria in Policy 2.2.45 of the York ROP then part a) ii. Should include the addition of the words, ", with the exception of specimens deemed not requiring protection by the Province (e.g.</li> </ul>

	as is sometimes the case with Butternut)".
8.11 PBWP	<p>- The first sentence is recommended to be deleted and replaced with the following:  "The Parkway Belt West Plan is deemed to be a development plan under the <i>Ontario Planning and Development Act, 1994</i>." This is because on January 1, 1995 the former <i>Parkway Belt Planning and Development Act</i> was repealed when this Act was transitioned under the <i>Ontario Planning and Development Act, 1994</i> and the PBWP was deemed to be a development plan under the OPDA, 1994.</p> <p>- Remove reference to PBWP MZO (O. Reg. 473/73) boundary on Map 7 as per the comments on page 2 of this letter.</p>
8.11.1.1 a) PBWP	- It is recommended that the "Region of York Official Plan" also be added at the end of the sentence as the Regional Plan also shows PBWP mapping and related policies.
8.11.1.2 PBWP	- The words, "made under the Parkway Belt Planning and Development Act, as amended" should be deleted and replaced with the words, "transitioned under the Ontario Planning and Development Act, 1994". This is because Section 22 of the OPDA provided for the transition of the PBWP in 1994 and the former <i>Parkway Belt Planning and Development Act</i> was repealed on January 1, 1995.
Map 9	<p><b>Prime Agricultural Lands (Countryside Agricultural Area)</b></p> <p>- Map 9 of the adopted OP identifies prime agricultural areas within the Countryside Area, Oak Ridges Moraine Conservation Plan and Greenbelt Protected Countryside. However, Map 9 does not identify lands within Markham's 'Greenway' designation which lands should also be included within the 'Countryside Agriculture Area Boundary' to be in conformity with York ROP, Map 8 as these are prime agricultural lands.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• Revise the 'Countryside Agriculture Area Boundary' to include the lands within Markham's 'Greenway' designation.</li> <li>• Add a notation to Map 3 – Land Use should refer to Map 9 for all prime agricultural areas.</li> <li>• Add a notation to Map 9 which confirms lands contained within the Countryside Agriculture Area constitute prime agricultural lands for the purposes of Regional and Provincial Policy in accordance with Section 5.2.1.1.</li> </ul>

Appendix B: Provincially Significant Wetland





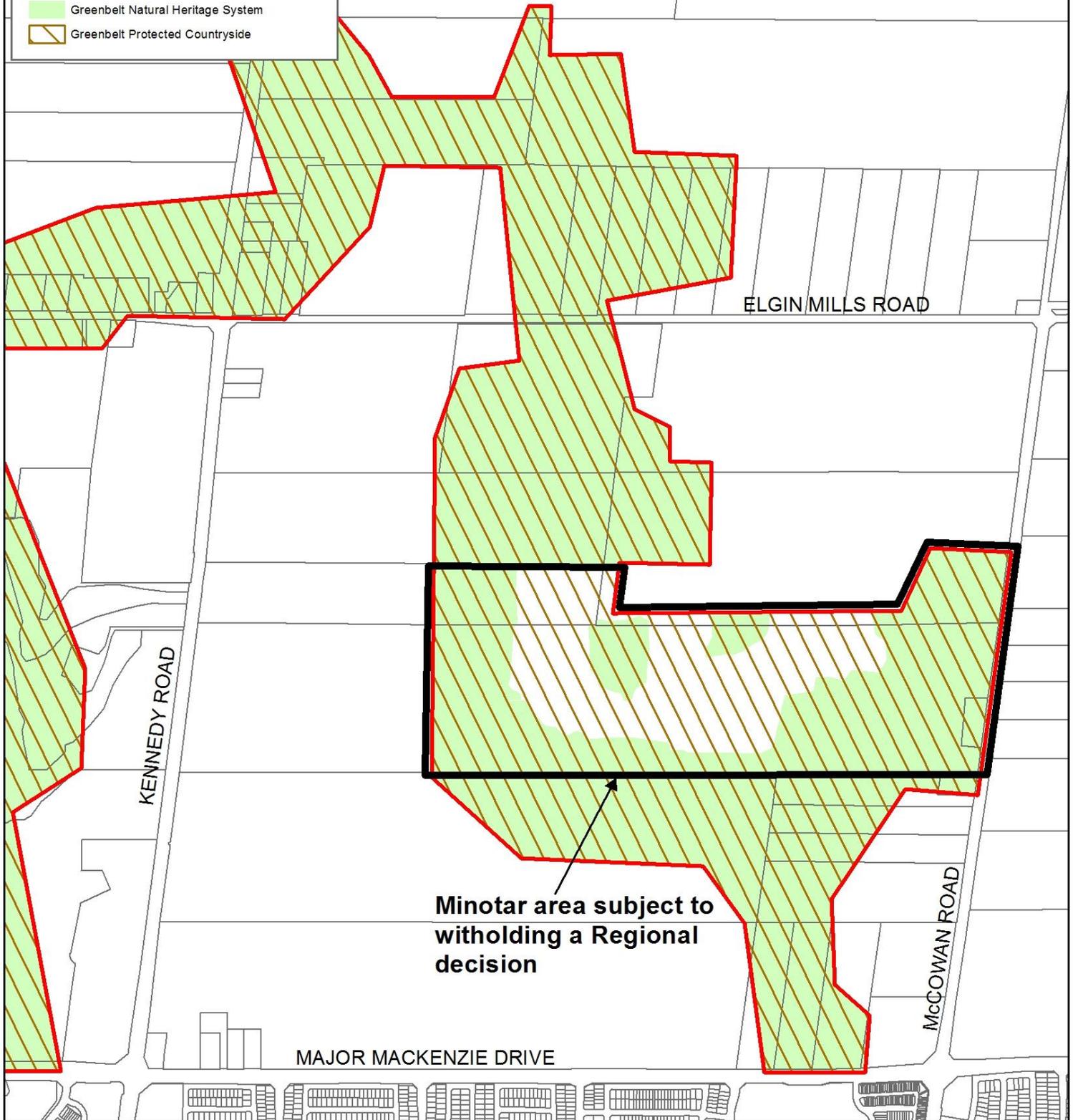
# OFFICIAL PLAN

## MAP 7 - PROVINCIAL AND FEDERAL POLICY AREAS

DECEMBER 2013

### GREENBELT

-  Greenbelt Plan Area
-  Greenbelt Natural Heritage System
-  Greenbelt Protected Countryside



**Minotar area subject to withholding a Regional decision**

MAJOR MACKENZIE DRIVE

ELGIN MILLS ROAD

KENNEDY ROAD

McCOWAN ROAD

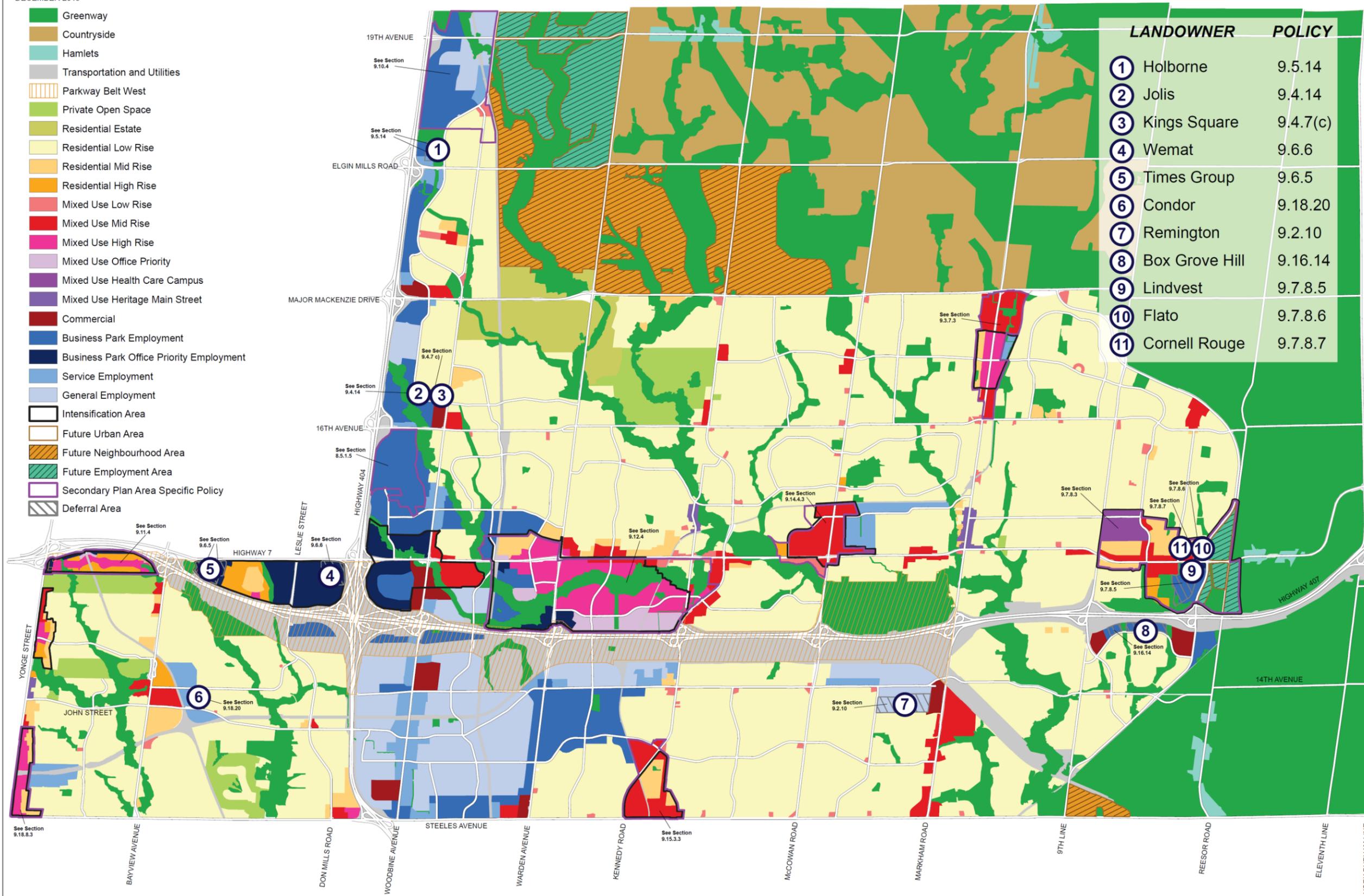
# OFFICIAL PLAN

## Applications for Employment Land Conversion/Redesignation

### MAP 3 - LAND USE

DECEMBER 2013

- Greenway
- Countryside
- Hamlets
- Transportation and Utilities
- Parkway Belt West
- Private Open Space
- Residential Estate
- Residential Low Rise
- Residential Mid Rise
- Residential High Rise
- Mixed Use Low Rise
- Mixed Use Mid Rise
- Mixed Use High Rise
- Mixed Use Office Priority
- Mixed Use Health Care Campus
- Mixed Use Heritage Main Street
- Commercial
- Business Park Employment
- Business Park Office Priority Employment
- Service Employment
- General Employment
- Intensification Area
- Future Urban Area
- Future Neighbourhood Area
- Future Employment Area
- Secondary Plan Area Specific Policy
- Deferral Area



	LANDOWNER	POLICY
①	Holborne	9.5.14
②	Jolis	9.4.14
③	Kings Square	9.4.7(c)
④	Wemat	9.6.6
⑤	Times Group	9.6.5
⑥	Condor	9.18.20
⑦	Remington	9.2.10
⑧	Box Grove Hill	9.16.14
⑨	Linvest	9.7.8.5
⑩	Flato	9.7.8.6
⑪	Cornell Rouge	9.7.8.7