



Subject: City of Markham Official Plan, Part 1

File No.: 2013 Markham Official Plan, Part 1

Date of this notice: June 17, 2014

Last date of appeal: July 7, 2014

NOTICE OF DECISION

The Regional Municipality of York is assigned as the approval authority for this Official Plan. This notice of decision is given in accordance with Section 17(35) of the *Planning Act* R.S.O 1990, cP.13, as amended (hereinafter referred to as the "*Planning Act*"), on behalf of Regional Council under authority of By-law No. 2011-67. The decision of The Regional Municipality of York is to **MODIFY and APPROVE, with two deferrals**, the City of Markham Official Plan, Part 1, for the City of Markham.

Purpose and effect of this Official Plan:

The City of Markham Official Plan, Part 1 applies to the entire City of Markham (see Key Map).

The Official Plan is a statutory document under the *Planning Act*, as amended, that sets-out land use policy to guide future development and to manage growth. It provides a policy framework for Markham Council decisions regarding the use of land, the provision of the municipal services required to support growth, and the phasing of development.

Markham's previous Official Plan was originally adopted in 1976 and approved in 1978. A partial update of the previous Official Plan was adopted in 1987 and approved in 1993, and numerous amendments to the Plan have been adopted since 1993. The City of Markham Official Plan, Part 1, in accordance with Sections 17 and 26 of the *Planning Act*, replaces the previous Plan, in accordance with City of Markham By-law 2013-221 (a by-law that adopted the City of Markham Official Plan, dated December 10, 2013), and provides direction for land use planning in Markham to 2031. The new Official Plan establishes a vision for sustainable growth in Markham, leading to a vibrant liveable city.

Regional Council amendments to proposed modifications and deferrals

On June 12, 2014, York Region Council adopted, with amendments, the recommendations contained in the memorandum dated June 12, 2014 and in Report No. 1, dated May 12, 2014, from the Commissioner of Transportation and Community Planning on the 2013 City of Markham Official Plan, Part 1, generally as follows:

1. Recommendation 1 in the memorandum be amended to remove the reference to modification #99 and replace the words "mid-2015" with "April 2015" for proposed modifications #55, #63, #65, #67, #73, #76, #77, #78, and #94.
2. In Attachment 1 to Report No. 1, delete and replace modification #99 as follows:
"99. As per Regional Council's approval, the wording in Section 9.18.20 be deleted and replaced with the following:

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"."

3. Recommendation 2 in Report No. 1 be amended as follows:

“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.”

Proposed Modifications to this Official Plan

The Region proposes to approve this Official Plan with modifications, as amended by Regional Council on June 12, 2014 as noted above, appended hereto as Attachment 1 (York Region, City of Markham and Other Agency Modifications).

Proposed Deferrals to this Official Plan

1. Removal of 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, and shown as “Area Subject to Deferral 1” on Attachment 2 appended hereto, is hereby deferred pending the outcome of the 10-year Provincial review of the Greenbelt Plan.
2. 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, and shown as “Area Subject to Deferral 2” on Attachment 3 appended hereto, are hereby deferred until they are approved by the Province.

For additional information:

A copy of this Official Plan Amendment as well as background information and the details of the decision will be available for inspection at the York Region Transportation and Community Planning Department (see address and telephone numbers at the end of this notice) from 8:30 am to 4:30 pm on regular business days. Please refer to the subject information and the File Number listed at the top of this notice. For further assistance, please contact Duncan MacAskill, Manager, Development Planning, at extension 71513 or Duncan.MacAskill@york.ca. A copy of the decision has also been supplied to the City of Markham Municipal Clerk and Planning Department.

When the decision will become final:

The decision of The Regional Municipality of York is final if a notice of appeal is not received before or on the last day for filing a notice of appeal.

Who may appeal:

As per Section 17(36) of the *Planning Act*, as amended, only the Minister, the applicant, and a person or public body who, before the plan was adopted, made oral submissions at a public meeting or written submissions to the council, may appeal the decision of the approval authority.

As per Section 8 of Ontario Regulation 543/06, only individuals, corporations, or public bodies may appeal a decision of the approval authority to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.


No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

When and how you may appeal:

If you have objections to the decision, you may appeal all or part of the decision to the Ontario Municipal Board within 20 days after the date of this notice. Your notice of appeal, referring to the Subject information and File Number at the top of this notice, must be received in writing at the address at the end of this notice no later than 4:30 pm on the last date of appeal shown at the top of this notice. The notice of appeal must:

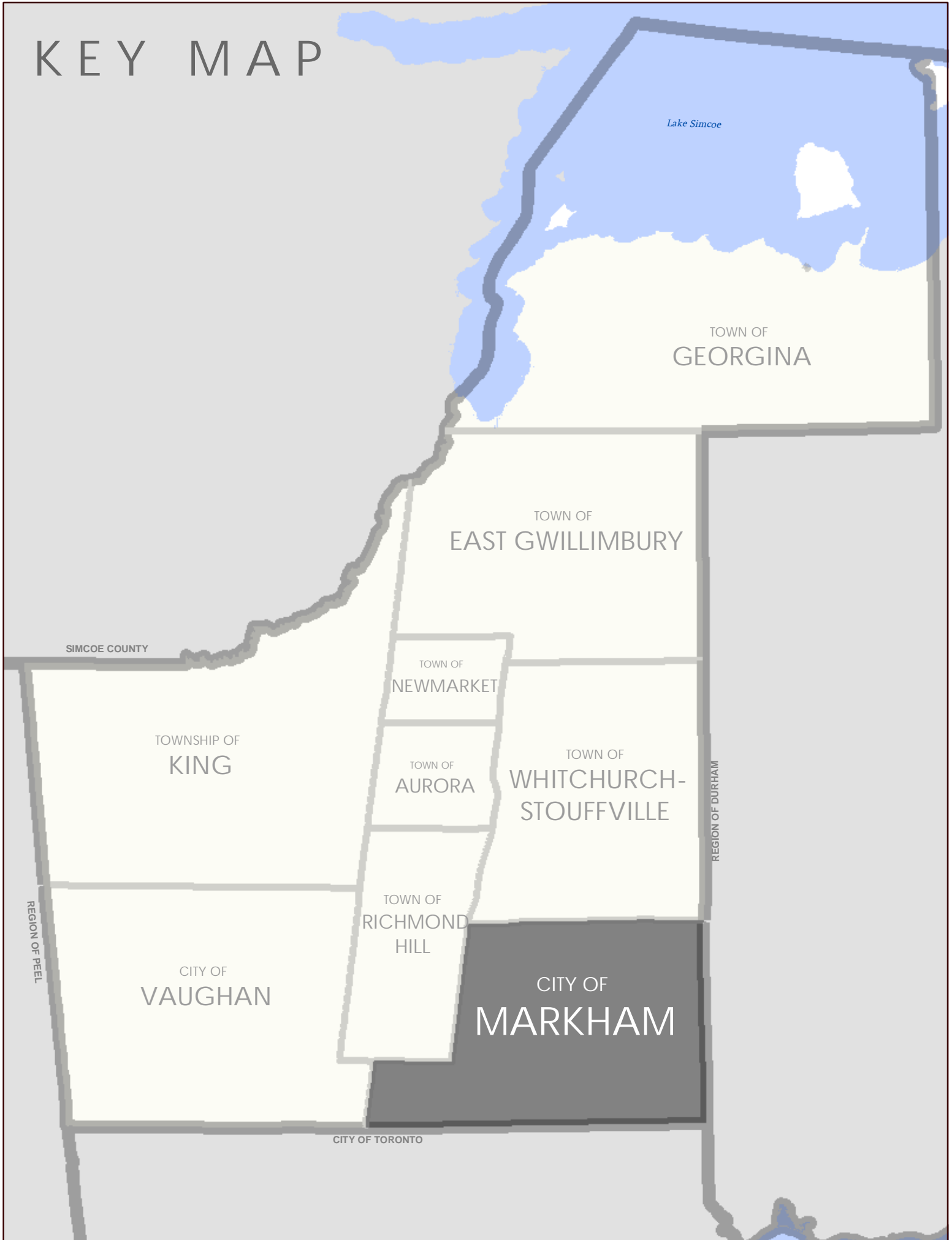
- 1) be filed with the approval authority,
- 2) set out the specific part of the proposed official plan or plan amendment to which the appeal applies,
- 3) set out the reasons for the appeal, and
- 4) be accompanied by the fee required by the Ontario Municipal Board (currently \$125.00 payable to the Minister of Finance for Ontario) and a fee of \$480.00 payable to The Regional Municipality of York for preparing the record to be submitted to the Board.

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Karen Whitney, M.C.I.P., R.P.P.
Director, Community Planning

Dated June 17, 2014

KEY MAP



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	2011	<u>2016</u>	2021	<u>2026</u>	2031
Population	273,000	309,000	<u>337,800</u>	370,300	<u>398,300</u>	421,600
Employment	144,800	159,700	<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 Area², 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 3rd 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:

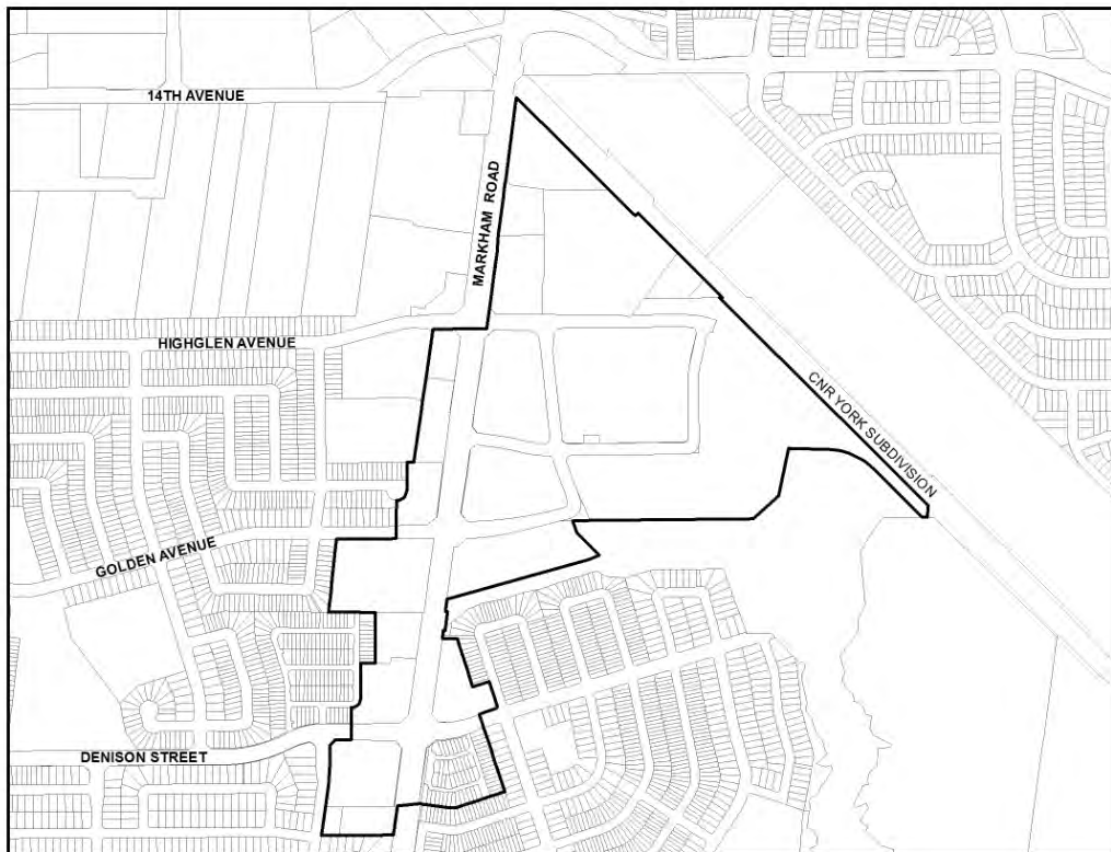


Figure 9.2.5

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 14th 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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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.

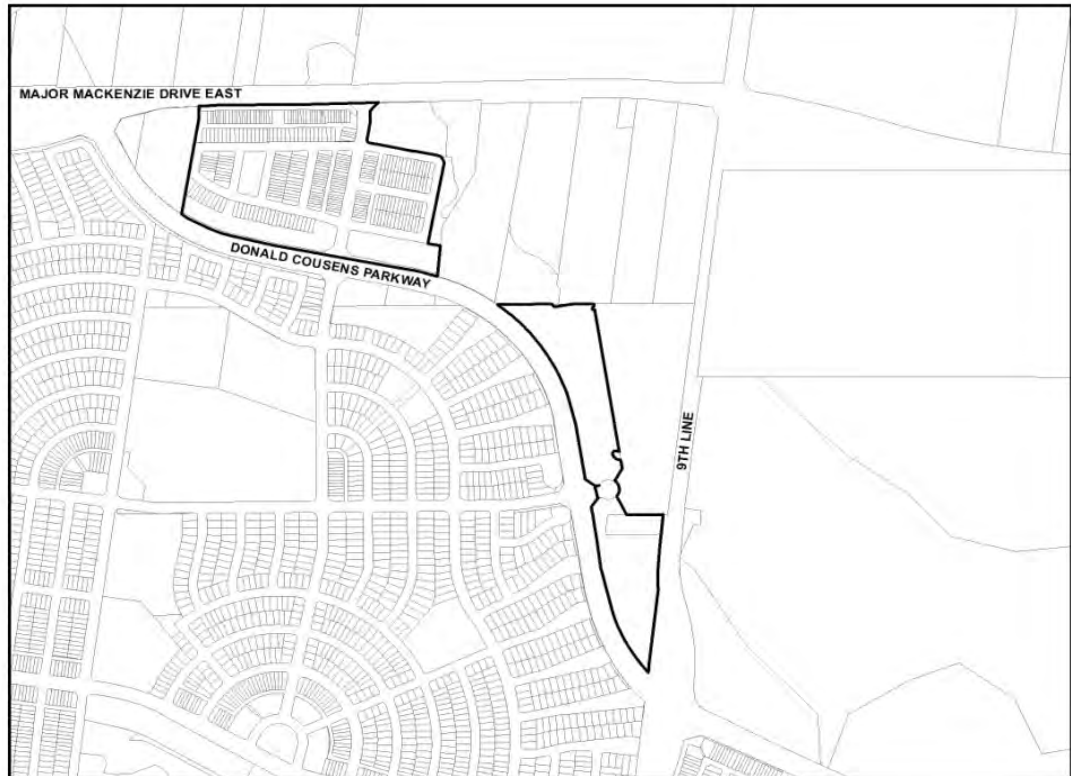


Figure 9.3.13

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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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 9.6.4 9.6.3.

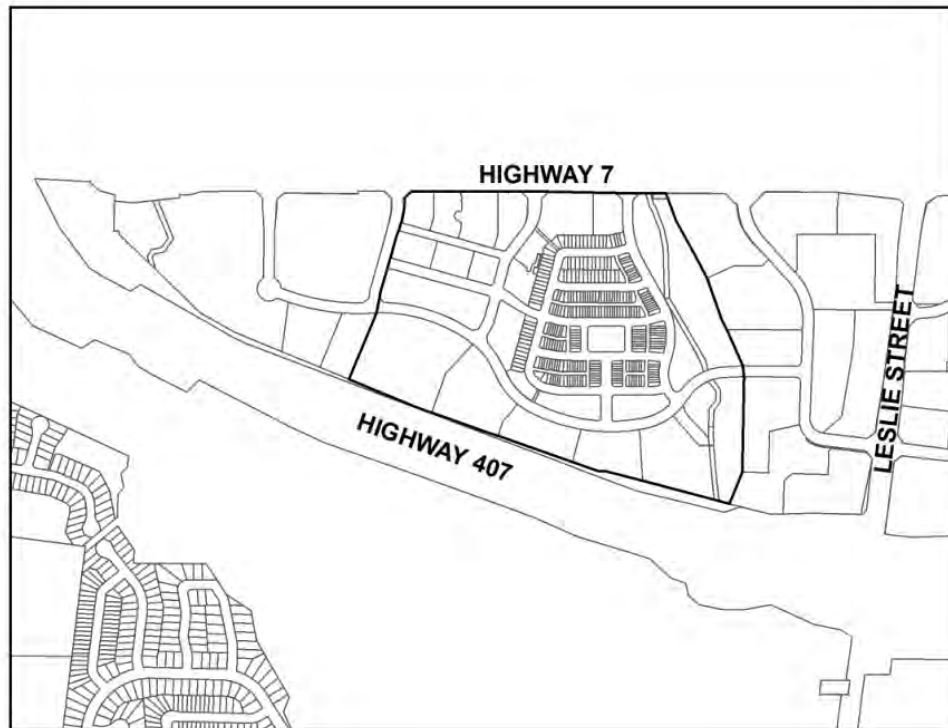


Figure 9.6.3

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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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 substantial completion of the forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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 "16th" as follows:

9.7.9.4 The maximum building height shall be 6 storeys, except for the lands on the south side of 16th 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;"~~

- 82A. 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.

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.

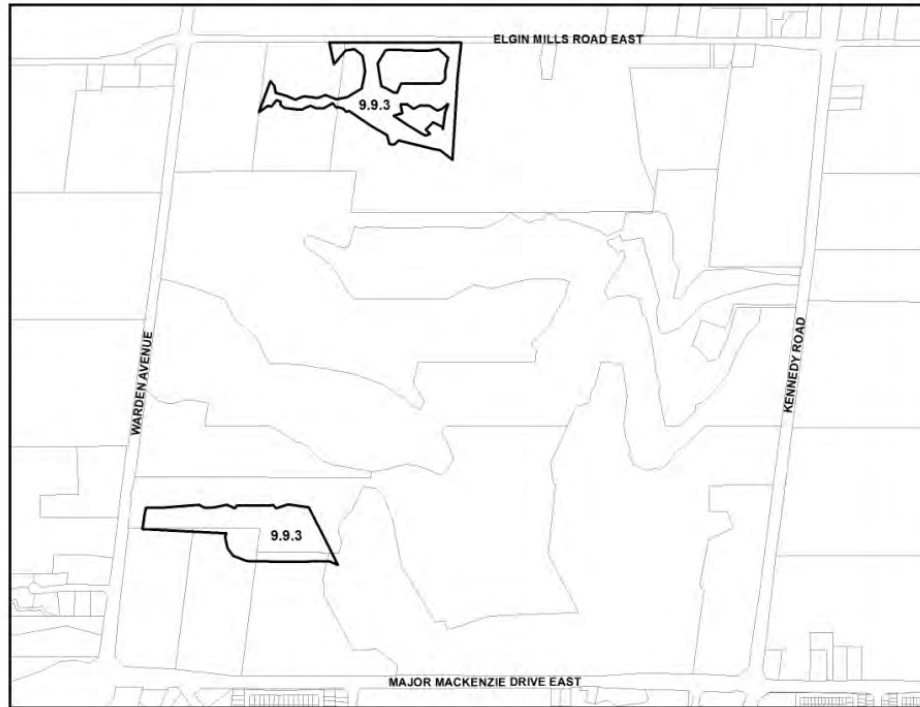


Figure 9.9.3

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:

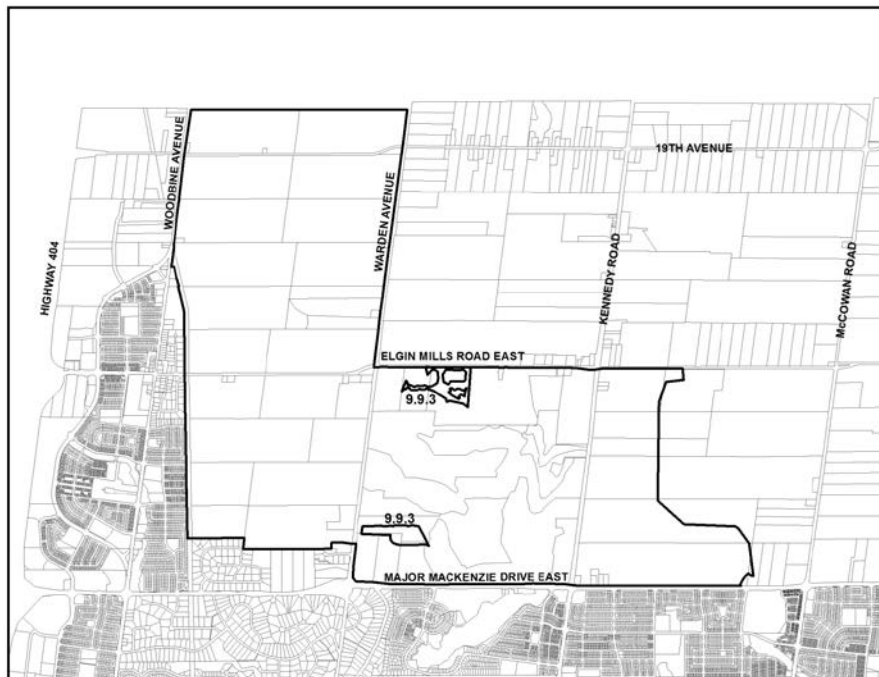


Figure 9.9.1

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 19th 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.

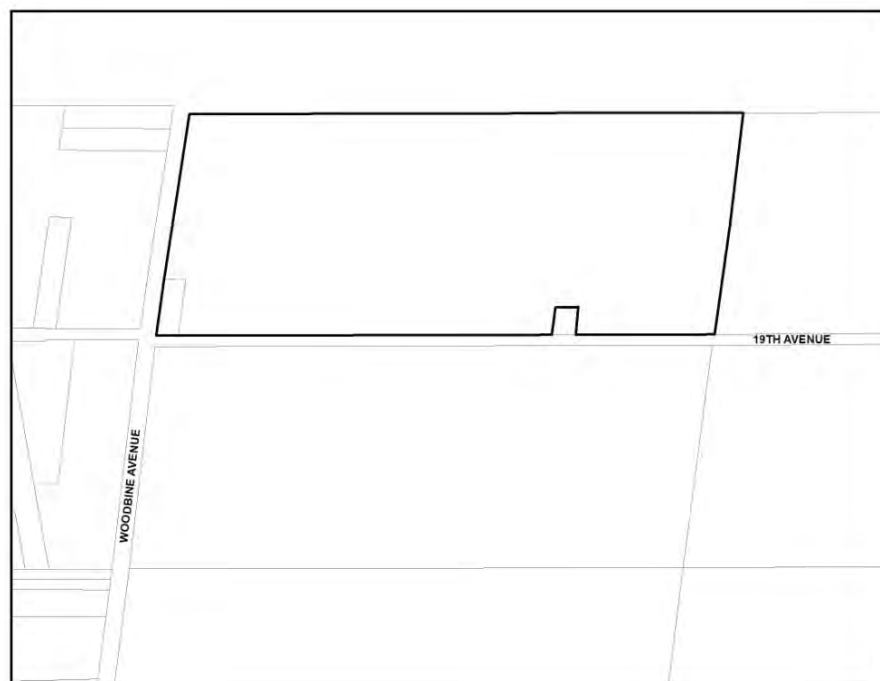


Figure 9.9.4

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 forecasting and land budget component of the next Regional *municipal comprehensive review* by April 2015.

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:

- 9.17.4 8050 Woodbine Avenue
~~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;~~

- e) restaurant;
- d) financial institution; and
- e) manufacturing, processing and warehousing.

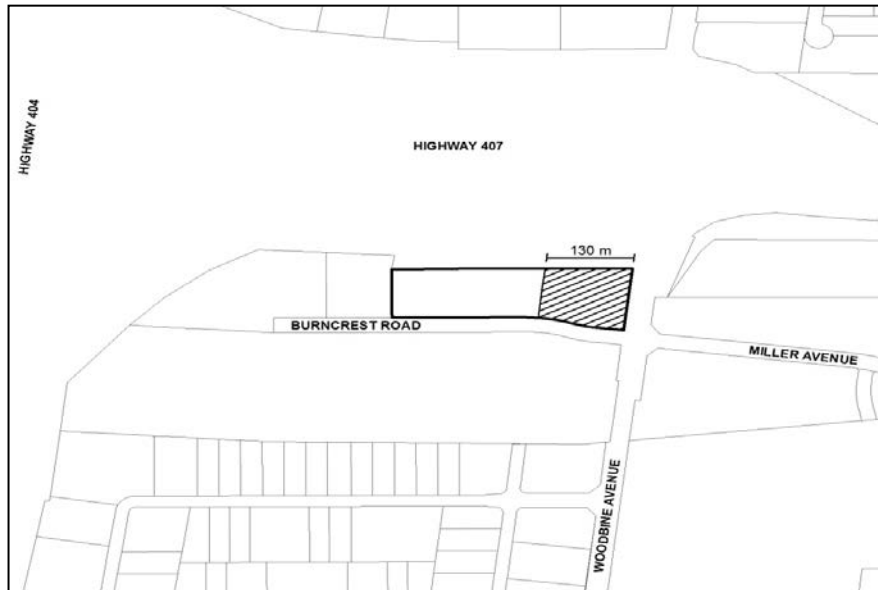


Figure 9.17.4

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. 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.

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.

Chapter 11 – Interpretation

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.

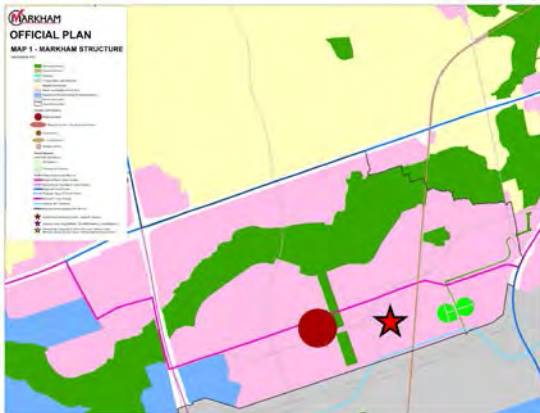
116. In response to the Region's comments, modify Map 1 to include a notation under "Future Urban Area" in the legend as follows:

"*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:



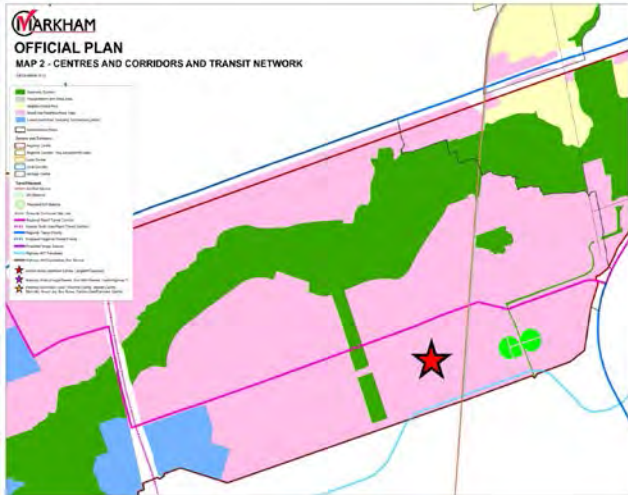
Map 2 – Centres and Corridors and Transit Network

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:



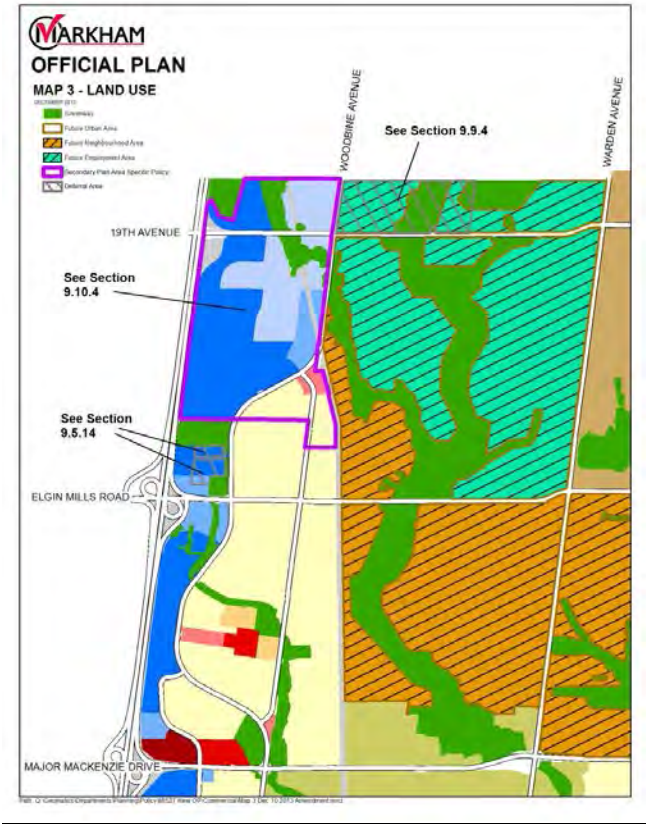
125. In response to the Region’s comments, modify Map 3 to include a notation under “Future Urban Area” in the legend as follows:

“*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)

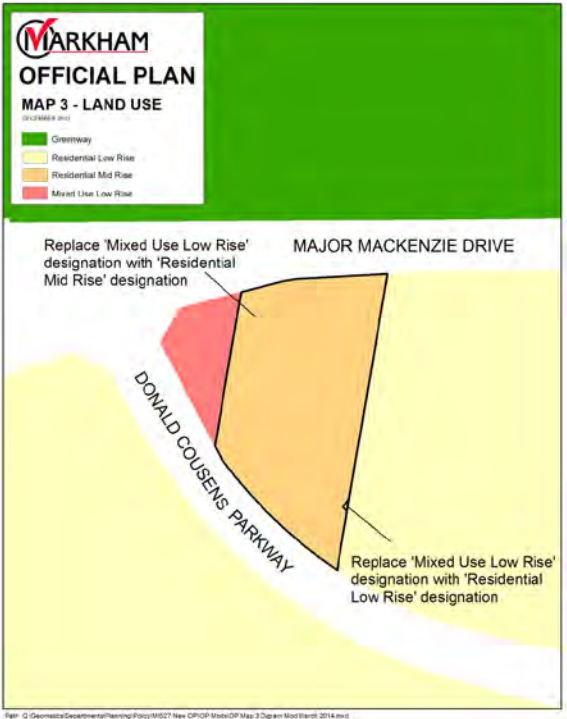
127. In response to Markham Council direction of December 10, 2013, modify Map 3 to add a deferral area hatching and “See Section 9.9.4” reference to the Catholic Cemeteries, Archdiocese of Toronto lands at 3010 and 3196 19th Avenue, as shown below:



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 16th 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:



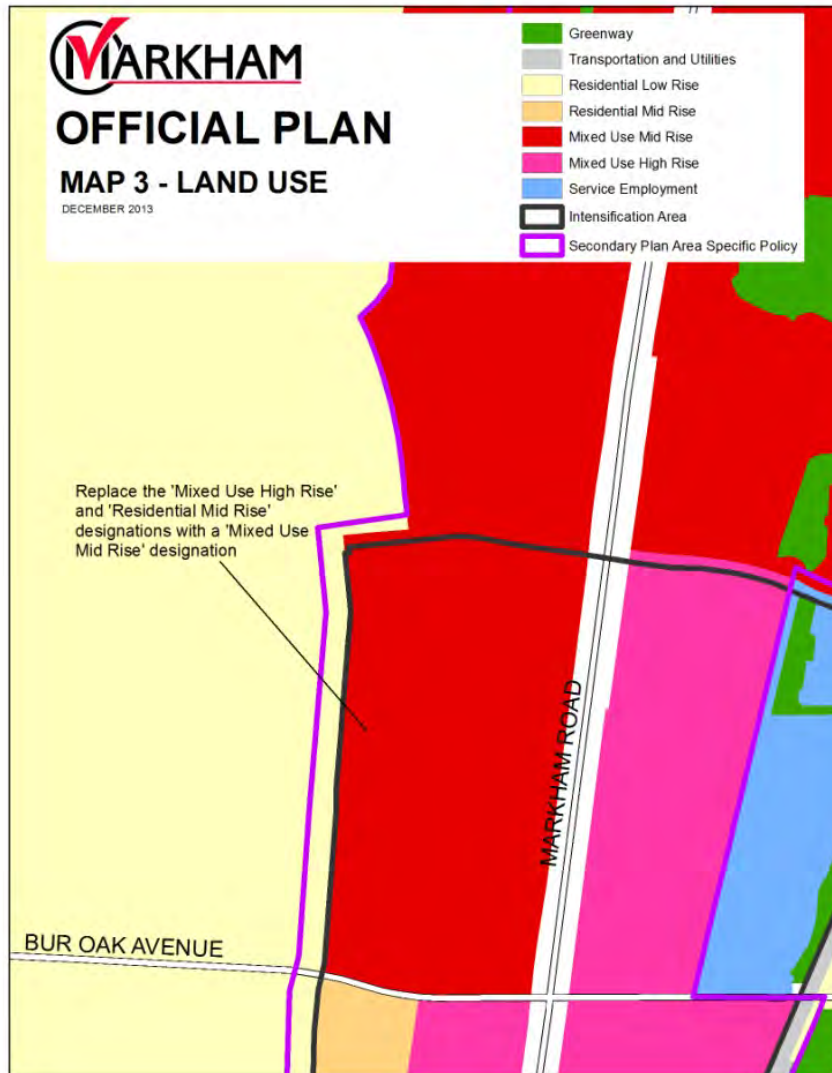
130. In response to Markham Council direction of April 8, 2014, modify Map 3 to remove the 'Greenway' designation as it applies to lands at 11207 Kennedy Road as shown below:



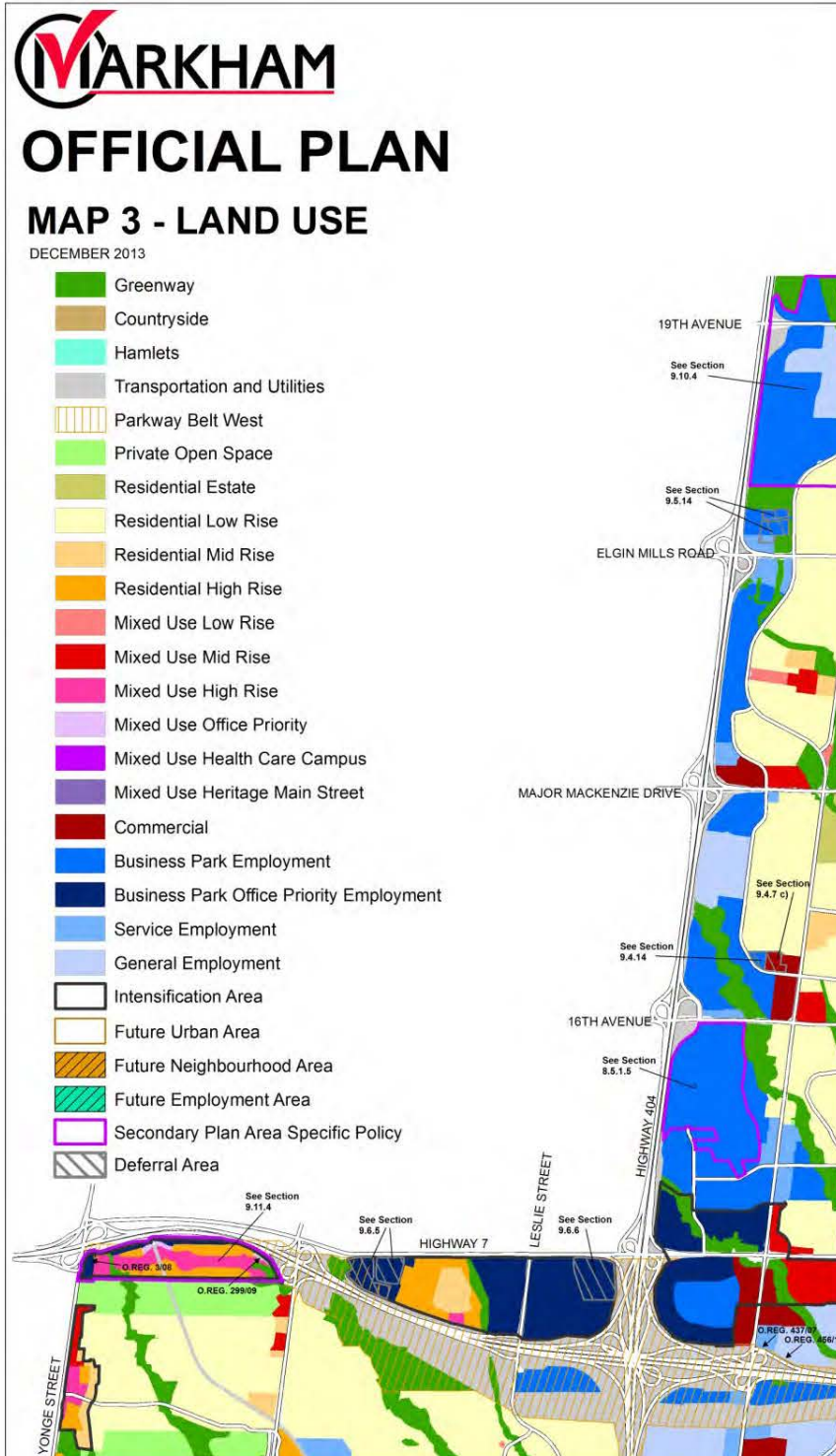
131. In response to Markham Council direction of April 8, 2014, modify Map 3 to remove the 'Greenway' designation as it applies to lands at 359 Elson Street as shown below:



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:

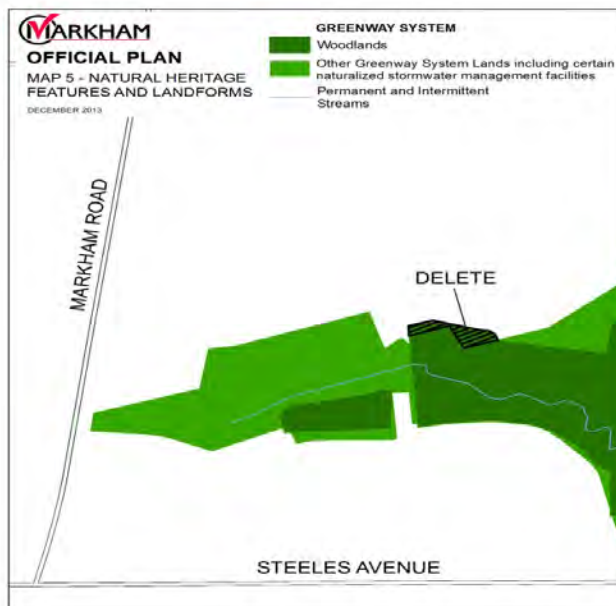


Map 5 – Natural Heritage Features and Landforms

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:

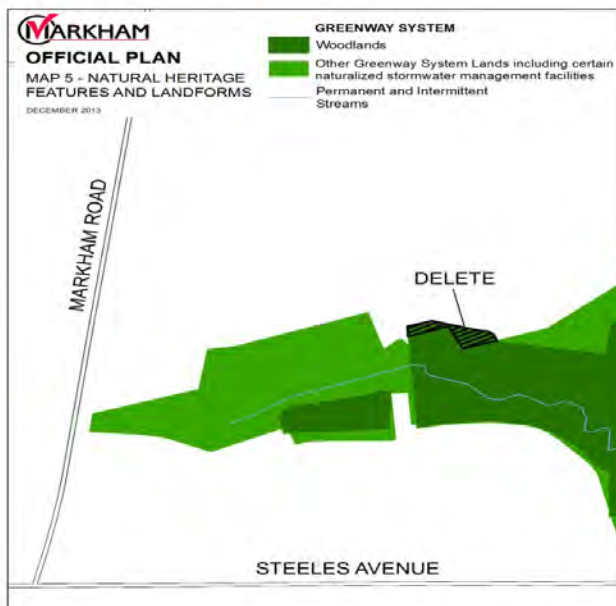


Map 6 – Hydrologic Features

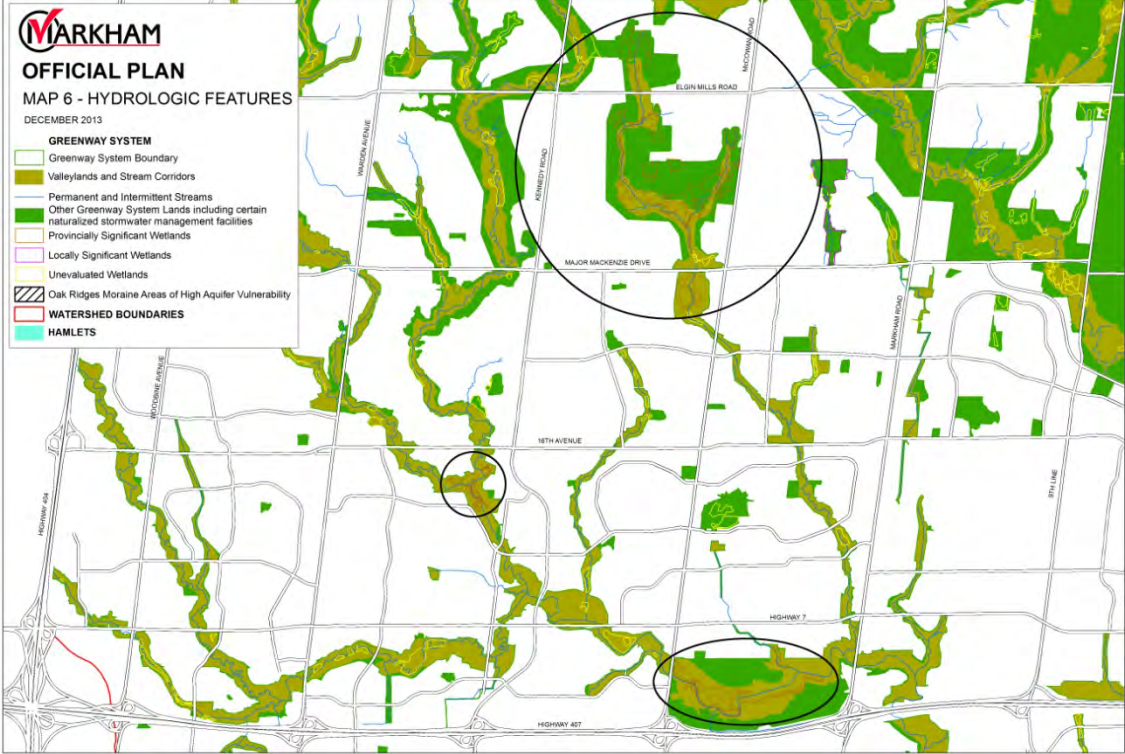
139. In response to Markham Council direction of April 8, 2014, modify Map 6 to remove the Greenway System designation as it applies to lands at 11207 Kennedy Road as shown below:



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:

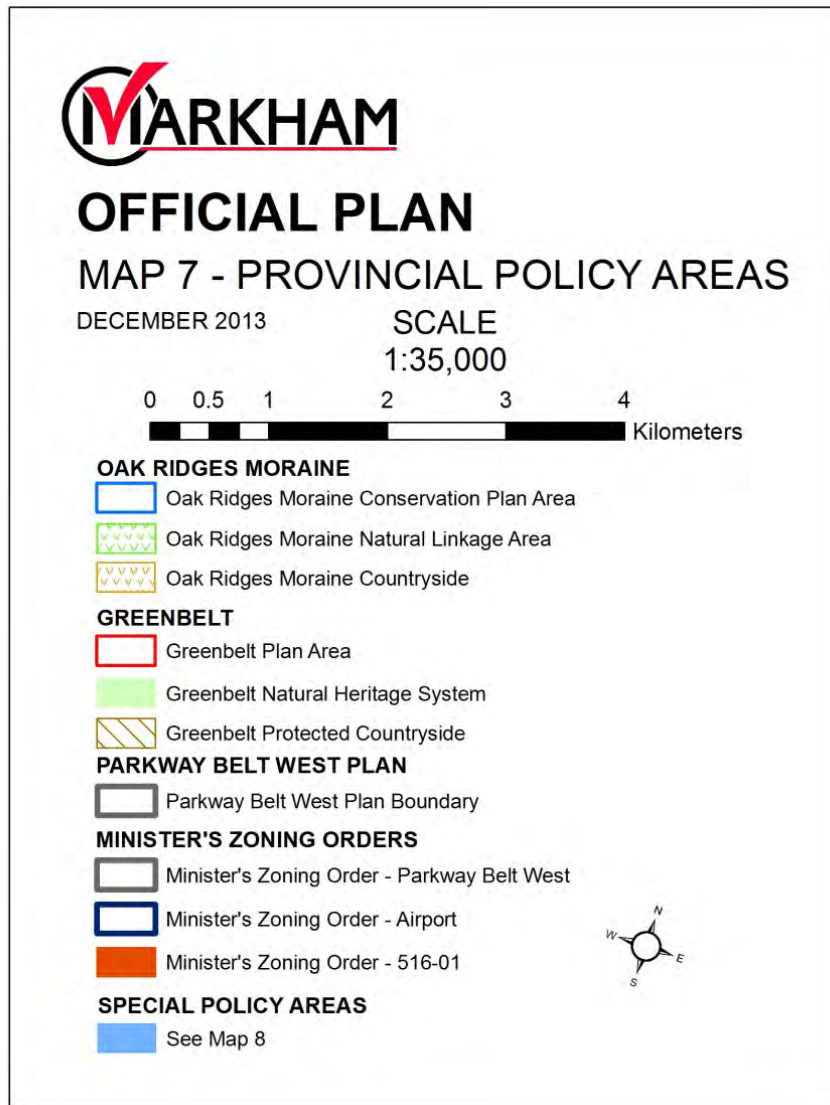


Map 7 – Provincial and Federal Policy Areas

- 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:



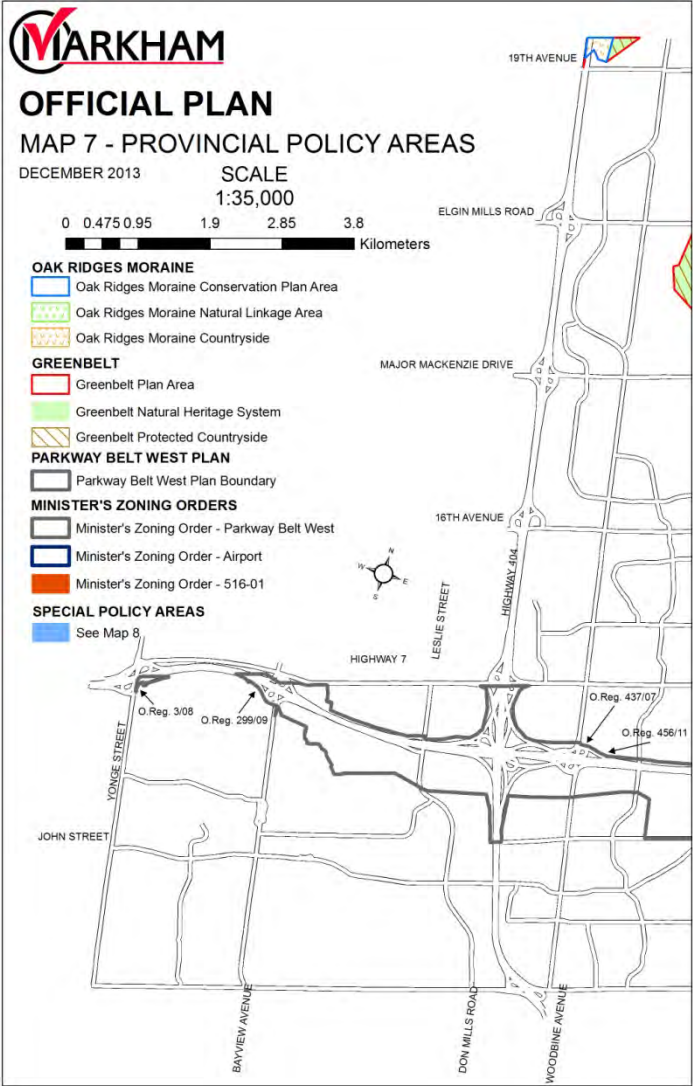
144. In response to Provincial comments, modify the legend of Map 7 to include the following after “Parkway Belt West Plan Boundary”:

(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:

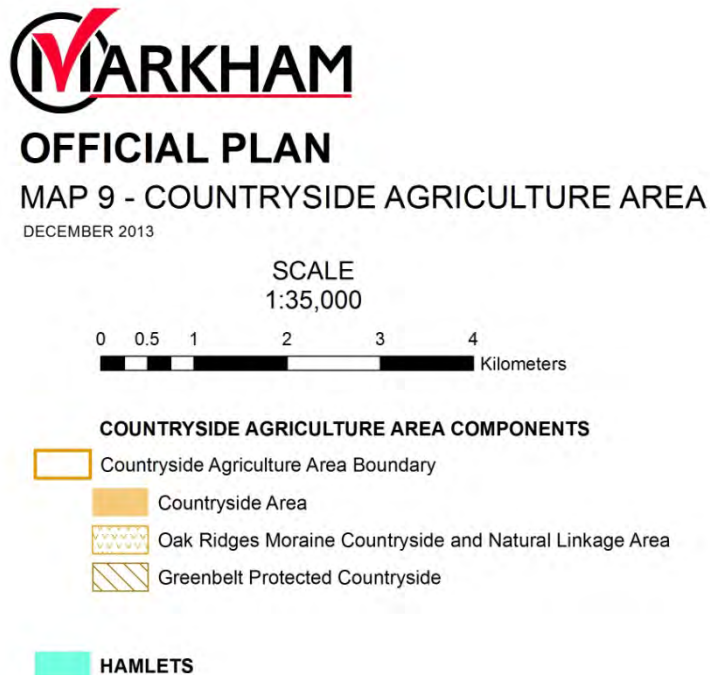


147. In response to Provincial comments, modify the legend of Map 7 to include the following after “Parkway Belt West Plan Boundary”:

(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:

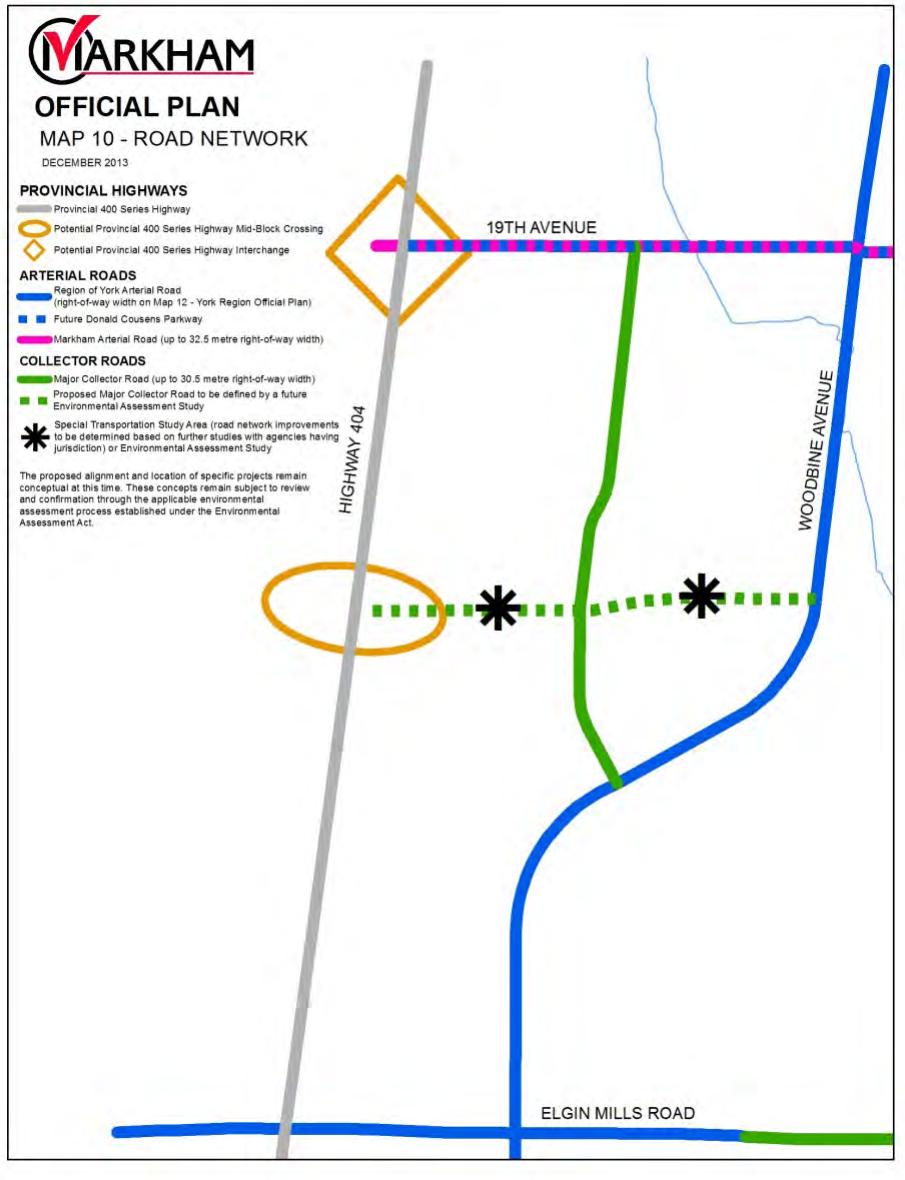
The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

- 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 Road 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:

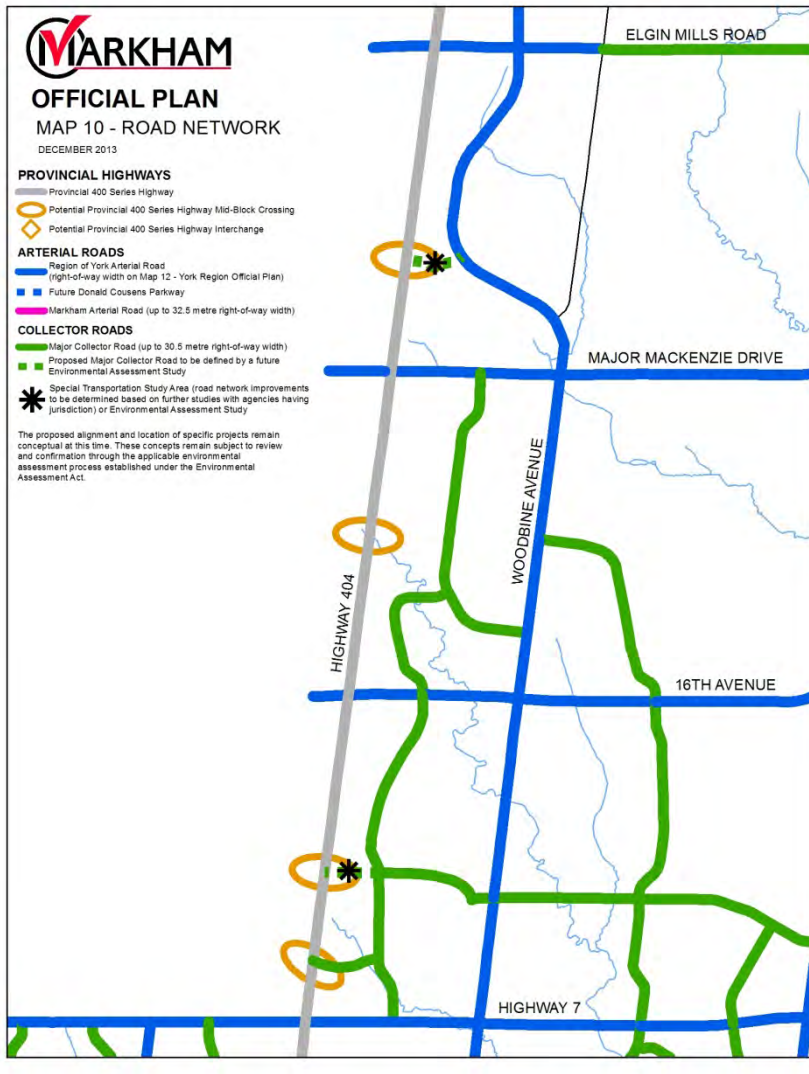


- 154. In response to the Region's comments, modify Map 10 to show a Proposed Major Collector Road, subject to a *Special Transportation Study Area, extending east from the

Potential Highway 404 mid-block crossing between Elgin Mills Road and 19th 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 16th 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.

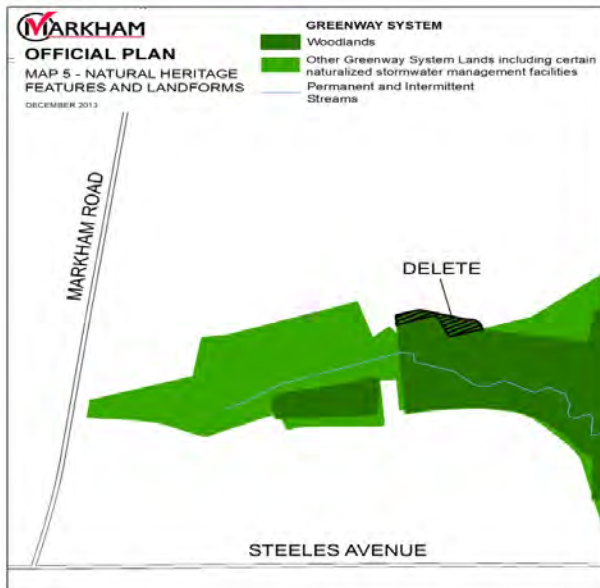
Appendix B – Small Streams and Drainage Features

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:

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 19th 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






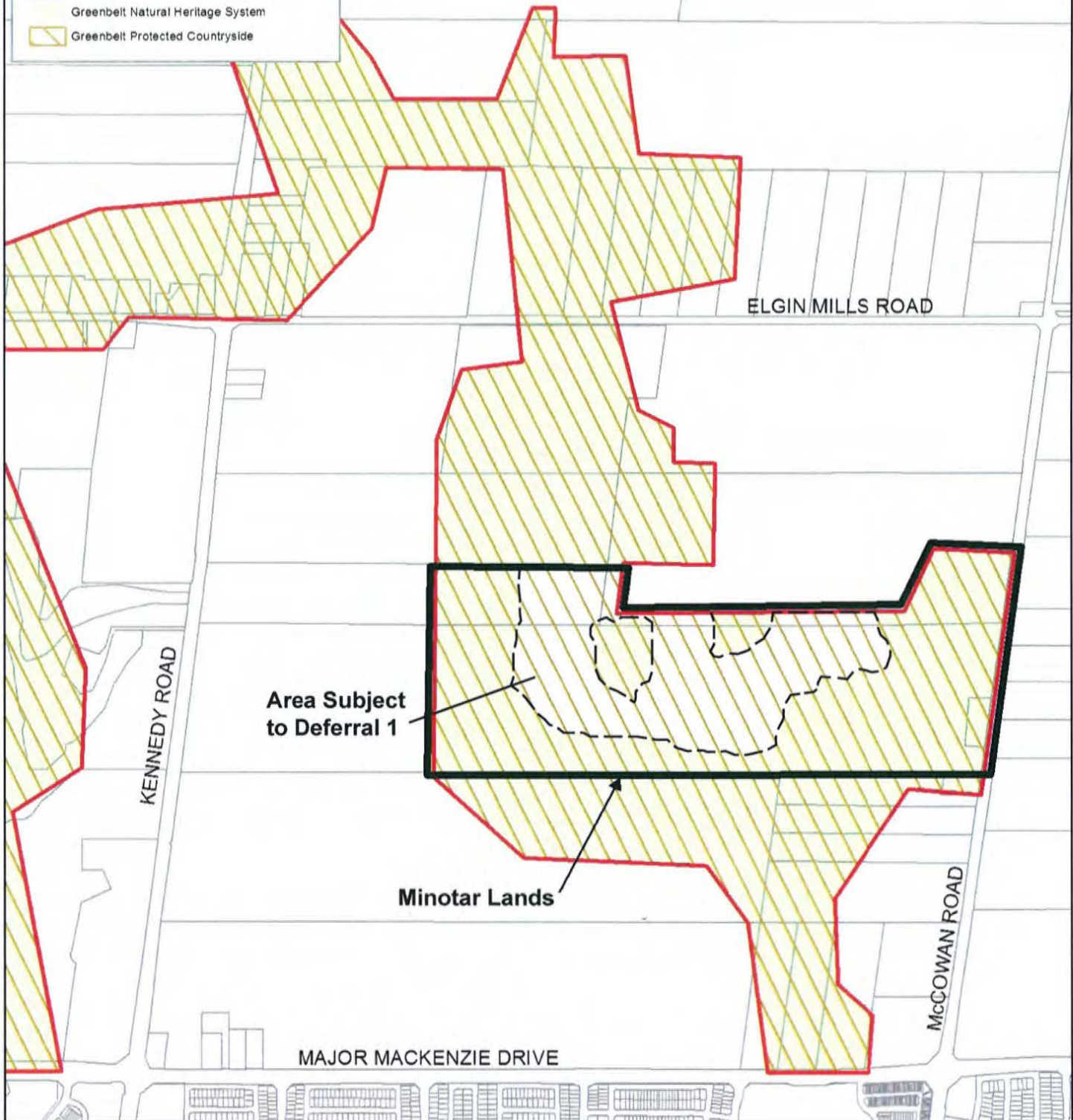
OFFICIAL PLAN

MAP 7 - PROVINCIAL AND FEDERAL POLICY AREAS

DECEMBER 2013

GREENBELT

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



Area Subject to Deferral 1

Minotar Lands

ELGIN MILLS ROAD

KENNEDY ROAD

MAJOR MACKENZIE DRIVE

McCOWAN ROAD

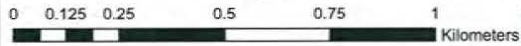


OFFICIAL PLAN

MAP 8 - SPECIAL POLICY AREAS

DECEMBER 2013

SCALE
1:7,000



Area Subject to Deferral 2
Special Policy Area

