



# Development Services Committee Revised Agenda

## Revised Items are Italicized.

Meeting Number 7  
April 1, 2019, 9:30 AM - 3:00 PM  
Council Chamber

Please bring this Development Services Committee agenda to Council on April 16, 2019.

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	Pages
1. CALL TO ORDER	
2. DISCLOSURE OF PECUNIARY INTEREST	
3. APPROVAL OF PREVIOUS MINUTES	
3.1 DEVELOPMENT SERVICES COMMITTEE MINUTES – MARCH 18, 2019 (10.0)	9
1. That the minutes of the Development Services Committee meeting held March 18, 2019, be confirmed.	
3.2 DEVELOPMENT SERVICES PUBLIC MEETING MINUTES MARCH 5, 2019 (10.0)	24
1. That the minutes of the Development Services Public Meeting held March 5, 2019, be confirmed.	
4. DEPUTATIONS	
5. COMMUNICATIONS	
6. PETITIONS	
7. CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES	
7.1 RECOMMENDATION REPORT INTENTION TO DESIGNATE A PROPERTY UNDER PART IV OF THE ONTARIO HERITAGE ACT JAMES CAMPBELL HOUSE 2 WISMER PLACE, WARD 4 (16.11.3)	30
G. Duncan, ext. 2296	
1. That the staff report entitled “Intention to Designate a Property Under	

Part IV of the Ontario Heritage Act, James Campbell House, 2 Wismer Place,” dated April 1, 2019, be received; and,

2. That as recommended by Heritage Markham, the James Campbell House at 2 Wismer Place be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest; and,
3. That the Clerk’s Department be authorized to publish and serve Council’s Notice of Intention to Designate as per the requirements of the Ontario Heritage Act; and,
4. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption; and,
5. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**7.2 RECOMMENDATION REPORT INTENTION TO DESIGNATE A  
PROPERTY UNDER PART IV OF THE ONTARIO HERITAGE ACT  
BROWN’S CORNERS UNITED CHURCH 2830 HIGHWAY 7 EAST, WARD  
2 (16.11.3)**

38

G. Duncan, ext. 2296

1. That the staff report entitled “Intention to Designate a Property Under Part IV of the Ontario Heritage Act, Brown’s Corners United Church, 2830 Highway 7 East,” dated April 1, 2019, be received; and,
2. That as recommended by Heritage Markham, the Brown’s Corners United Church at 2830 Highway 7 be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest; and,
3. That the Clerk’s Department be authorized to publish and serve Council’s Notice of Intention to Designate as per the requirements of the Ontario Heritage Act; and,
4. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption; and,
5. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed

designation to the Ontario Conservation Review Board; and further,

6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**7.3 RECOMMENDATION REPORT INTENTION TO DESIGNATE A PROPERTY UNDER PART IV OF THE ONTARIO HERITAGE ACT ELIAS HAMILTON HOUSE 6 HERITAGE CORNERS LANE, WARD 4 (16.11.3)**

45

G. Duncan, ext. 2296

1. That the staff report entitled “Intention to Designate a Property Under Part IV of the Ontario Heritage Act, Elias Hamilton House, 6 Heritage Corners Lane,” dated April 1, 2019, be received; and,
2. That as recommended by Heritage Markham, the Elias Hamilton House at 6 Heritage Corners Lane be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest; and,
3. That the Clerk’s Department be authorized to publish and serve Council’s Notice of Intention to Designate as per the requirements of the Ontario Heritage Act; and,
4. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption; and,
5. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**8. REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES**

**8.1 RECOMMENDATION REPORT APPLICATIONS FOR OFFICIAL PLAN AMENDMENT, DRAFT PLAN OF SUBDIVISION, ZONING BY-LAW AMENDMENT, AND SITE PLAN APPROVAL**

53

**BY GEMTERRA (WOODBINE) INC. TO PERMIT TOWNHOUSES AT 9064 TO 9110 WOODBINE AVENUE (WARD 2) FILE NOS. OP/SU/ZA/SC 17 153653 (10.3, 10.7, 10.5 & 10.6)**

R. Cefaratti, ext. 3675

1. That the Staff report titled “Recommendation Report – Applications for Official Plan Amendment, Draft Plan of Subdivision, Zoning By-law

Amendment, and Site Plan Approval by Gemterra (Woodbine) Inc. to permit townhouses at 9064 to 9110 Woodbine Avenue (Ward 2) File Nos. OP/SU/ZA/ /SC 17 153653” be received; and,

2. That the proposed amendment to the 2014 Markham Official Plan, attached as Appendix ‘A’, be finalized and approved; and,
3. That Draft Plan of Subdivision 19TM-17004 submitted by Gemterra (Woodbine) Inc., be finalized and approved subject to the conditions outlined in Appendix ‘B’; and,
4. That the draft plan approval for Plan of Subdivision 19TM-17004 will lapse after a period of three (3) years from the date of issuance in the event that a subdivision agreement is not executed within that period; and,
5. That the Director of Planning and Urban Design, or his designate be delegated authority to issue draft approval, subject to the conditions set out in Appendix ‘B’ as may be amended by the Director of Planning and Urban Design; and,
6. That the amendments to Zoning By-laws 19-94 and 177-96, as amended be approved and the draft implementing Zoning By-law, attached as Appendix ‘C’, be finalized and enacted without further notice; and,
7. That the Site Plan application by Gemterra (Woodbine) Inc. be endorsed, in principle, and that staff continue to work with the applicant to refine the site plan, prior to site plan endorsement by the Director of Planning and Urban Design; and,
8. That site plan endorsement shall lapse after a period of three (3) years from the date of Staff endorsement in the event that the site plan agreement is not executed within that period; and,
9. That in accordance with the provisions of subsection 45(1.4) of the Planning Act, R.S.O. 1990, c.P.13, as amended, the owner shall, through this Resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the zoning by-law attached as Appendix “B” to this report, before the second anniversary of the day on which the by-law was approved by Council; and,
10. That servicing allocation for thirty-three (33) townhouse units be assigned to the subject development; and,
11. That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner; and further,

12. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

## **8.2 BILL CROTHERS ARTIFICIAL TURF FIELD REPLACEMENT (6.0)**

98

D. Plant, ext. 4893

1. That the report entitled “Bill Crothers Artificial Turf Field Replacement” be received; and,
2. That Staff be authorized to issue a purchase order to York Region District School Board (YRDSB) in the amount of \$1,339,365.00, inclusive of HST for the City’s portion (50%) of the Bill Crothers Secondary School artificial turf replacements; and,
3. That the purchase order in the amount of \$1,339,365.00, inclusive of HST be funded from project 18220 Replacement of Artificial Turf Fields with available budget of \$814,100.00; and,
4. That shortfall in the amount of (\$525,265.00) (\$814,100.00 - \$1,339,365.00) be funded from the Life Cycle Replacement and Capital Reserve Fund; and,
5. That staff be directed to execute the Shared Use and Maintenance Agreement prior to proceeding with the project; and further,
6. That staff be authorized and directed to do all things necessary to give effect to this resolution.

## **9. REGULAR REPORTS - TRANSPORTATION AND INFRASTRUCTURE ISSUES**

### **9.1 YONGE SUBWAY EXTENSION AND ROYAL ORCHARD STATION (WARD 1) (5.10)**

117

R. Blake, ext. 2600 and L. Cheah, ext. 4838

1. That the report entitled “Yonge Subway Extension and Royal Orchard Station (Ward 1)”, be received; and,
2. That Council endorse the findings by StrategyCorp and Sajecki Planning that the Royal Orchard Station can be justified by the station ridership forecasts, and warrant further studies to confirm the need of the station; and,
3. That Council confirm its preference that the Royal Orchard Station be included in the Yonge Subway Extension (YSE) project as identified in the Yonge Subway Extension – Finch Station to Richmond Hill Centre Transit Project Assessment – January 30, 2009; and,
4. That Council request the YSE Executive Committee not to eliminate

the Royal Orchard Station from the YSE Preliminary Design and Engineering work until the conclusion of further technical studies recommended in the StrategyCorp and Sajecki Planning; and,

5. That the YSE Executive Committee be requested to carry out any further technical studies as recommended by StrategyCorp and Sajecki Planning, in consultation with the City of Vaughan and the City of Markham, to support the Royal Orchard Station; and,
6. That Council's resolution be forwarded to YSE Executive Committee, and the City of Vaughan; and further,
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

## **9.2 UPDATE ON ACTIVE TRANSPORTATION MASTER PLAN STUDY (ALL WARDS) (5.10)**

124

F. Ho, ext. 2160

1. That the staff report titled "Update on Active Transportation Master Plan Study (All Wards)", dated April 1, 2019, be received; and,
2. That staff be directed to proceed with the public engagement and stakeholder consultation as outlined in this report; and further,
3. That staff be authorized and directed to do all things necessary to give effect to this resolution.

## **10. REGULAR REPORTS - CULTURE AND ECONOMIC DEVELOPMENT ISSUES**

### **10.1 RECOMMENDATION REPORT 30TH WORLD HAKKA CONFERENCE, KUALA LUMPUR, MALAYSIA, OCTOBER 16 – 21, 2019 (10.16)**

150

S. Tam, ext. 3883

1. That the report titled, "30th World Hakka Conference, Kuala Lumpur, Malaysia, October 16 – 21, 2019", dated April 1, 2019, be received; and,
2. That Council approve business travel for Mayor Scarpitti, Regional Councillor Joe Li, and Sr. Business Devt. Officer Sandra Tam to attend the 30th World Hakka Conference in Kuala Lumpur Malaysia from October 16 - 21; and,
3. That the total cost of the business trip to attend the 30th World Hakka Conference in Kuala Lumpur Malaysia not exceed \$19,500.00 and be expensed from within International Investment Attraction account 610-9985811; and further,

4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

11. **MOTIONS**

12. **NOTICES OF MOTION**

13. **NEW/OTHER BUSINESS**

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

14. **ANNOUNCEMENTS**

15. **CONFIDENTIAL ITEMS**

That, in accordance with Section 239 (2) of the Municipal Act, Development Services Committee resolve into a confidential session to discuss the following matters:

15.1 **DEVELOPMENT AND POLICY ISSUES**

15.1.1 **DEVELOPMENT SERVICES COMMITTEE CONFIDENTIAL MINUTES – MARCH 18, 2019 (10.0) [Section 239 (2) (f)]**

15.1.2 **LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD [Section 239 (2) (e)]**

**FIRST MARKHAM PLACE PROPERTIES INC., 3265 HIGHWAY 7 EAST (WARD 8) (8.0)**

16. **ADJOURNMENT**

**Information Page**

**Development Services Committee Members:** All Members of Council

**Development and Policy Issues**

Chair: Regional Councillor Jim Jones

Vice-Chair: Councillor Keith Irish

**Transportation and Infrastructure Issues**

Chair: Deputy Mayor Don Hamilton

Vice-Chair: Councillor Reid McAlpine

**Culture and Economic Development Issues**

Chair: Councillor Alan Ho

Vice-Chair: Councillor Khalid Usman

Development Services meetings are live video and audio streamed on the City's website.

Alternate formats for this document are available upon request.

**Consent Items:** All matters listed under the consent agenda are considered to be routine and are recommended for approval by the department. They may be enacted on one motion, or any item may be discussed if a member so requests.

**Please Note:** The times listed on this agenda are approximate and may vary; Council may, at its discretion, alter the order of the agenda items.

**Development Services Committee is scheduled to recess for  
lunch from approximately 12:00 PM to 1:00 PM**

**Note: As per the Council Procedural By-Law, Section 7.1 (h)  
Development Services Committee will take a 10 minute recess after  
two hours have passed since the last break.**





## Development Services Committee Minutes

**Meeting Number 6**

**March 18, 2019, 9:30 AM - 3:00 PM**

**Council Chamber**

Roll Call	Mayor Frank Scarpitti	Councillor Reid McAlpine
	Deputy Mayor Don Hamilton (left at 4:32 p.m.)	Councillor Karen Rea
	Regional Councillor Jack Heath (left at 2:00 p.m. and returned at 3:48 p.m.)	Councillor Andrew Keyes
	Regional Councillor Joe Li (left at 4:00 p.m.)	Councillor Amanda Collucci
	Regional Councillor Jim Jones	Councillor Khalid Usman (left at 4:23 p.m.)
	Councillor Keith Irish	Councillor Isa Lee (left at 4:15 p.m.)
	Councillor Alan Ho (left at 4:19 p.m.)	
Staff	Andy Taylor, Chief Administrative Officer	Biju Karumanchery, Director, Planning & Urban Design
	Arvin Prasad, Commissioner Development Services	Stephen Chait, Director, Economic Growth, Culture & Entrepreneurship
	Catherine Conrad, City Solicitor & Acting Director, Human Resources	Mary Creighton, Director, Recreation Services
	Bryan Frois, Chief of Staff	Alida Tari, Manager, Access & Privacy
	Brian Lee, Director Engineering	Scott Chapman, Election & Council/Committee Coordinator

**Alternate formats for this document are available upon request**

### 1. CALL TO ORDER

The Development Services Committee convened at the hour of 9:32 a.m. in the Council Chamber with Regional Councillor Jim Jones in the Chair.

Development Services Committee and everyone in the Council Chamber observed a moment of silence for the families of the victims of the Christchurch mosque shootings in New Zealand. A moment of silence was also observed for the families of the victims of the Ethiopian Airlines plane crash.

The Development Services Committee recessed at 11:57 a.m.

The Development Services Committee reconvened at 1:01 p.m.

**2. DISCLOSURE OF PECUNIARY INTEREST**

None disclosed.

**3. APPROVAL OF PREVIOUS MINUTES**

**3.1 SPECIAL DEVELOPMENT SERVICES COMMITTEE MINUTES -  
FEBRUARY 19, 2019 (10.0)**

Moved by Councillor Khalid Usman

Seconded by Councillor Andrew Keyes

1. That the minutes of the Special Development Services Committee meeting held February 19, 2019, be confirmed.

**Carried**

**3.2 DEVELOPMENT SERVICES COMMITTEE MINUTES - FEBRUARY 25,  
2019 (10.0)**

Moved by Councillor Khalid Usman

Seconded by Councillor Andrew Keyes

1. That the minutes of the Development Services Committee meeting held February 25, 2019, be confirmed.

**Carried**

**3.3 DEVELOPMENT SERVICES PUBLIC MEETING MINUTES -  
FEBRUARY 19, 2019 (10.0)**

Moved by Councillor Khalid Usman

Seconded by Councillor Andrew Keyes

1. That the minutes of the Development Services Public meeting held February 19, 2019, be confirmed.

**Carried**

**4. PRESENTATIONS**

**5. DEPUTATIONS**

Deputations were made on the following agenda items:

- #8.8 Road Safety in Markham (City-Wide)
- #9.1 Recommendations for an Age-Friendly Community
- #10.1 John Street Multi-Use Pathway
- #11.2 FJ Homes Limited

Refer to the individual items for the deputation details.

## **6. COMMUNICATIONS**

Communications were received for the following agenda items:

- #8.8 Road Safety in Markham (City-Wide)
- #10.1 John Street Multi-Use Pathway
- #11.1 Douglas-Heise House 15 Wales Avenue

## **7. PETITIONS**

There were no petitions.

## **8. CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES**

### **8.1 HERITAGE MARKHAM COMMITTEE MINUTES – FEBRUARY 13, 2019 (16.11)**

Moved by Councillor Alan Ho  
Seconded by Councillor Isa Lee

1. That the minutes of the Heritage Markham Committee meeting held February 13, 2019, be received for information purposes.

**Carried**

### **8.2 VARLEY-MCKAY ART FOUNDATION OF MARKHAM MINUTES – JANUARY 14, 2019 (16.0)**

Moved by Councillor Alan Ho  
Seconded by Councillor Isa Lee

1. That the minutes of the Varley-McKay Art Foundation of Markham meeting held January 14, 2019, be received for information purposes.

**Carried**

### **8.3 PRELIMINARY REPORT 2585231 ONTARIO INC. APPLICATIONS FOR ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION TO PERMIT MEDIUM-RISE RESIDENTIAL AND**

**MIXED USE DEVELOPMENT AT 9999 MARKHAM ROAD, (WARD 5)  
FILE NOS: ZA/SU 18 180621 (10.5, 10.7)**

Moved by Councillor Alan Ho

Seconded by Councillor Isa Lee

1. That the report titled “PRELIMINARY REPORT, 2585231 Ontario Inc., Applications for Zoning By-law Amendment and Draft Plan of Subdivision to permit medium-rise residential and mixed use development at 9999 Markham Road, (Ward 5), File Nos: ZA/SU 18 180621”, be received.

**Carried**

**8.4 PRELIMINARY REPORT NEW WORLD CENTRE (MARKHAM)  
DEVELOPMENT CORPORATION 100-110 CLEGG ROAD (SOUTH  
SIDE OF HIGHWAY 7, WEST OF SOUTH TOWN CENTRE  
BOULEVARD) APPLICATIONS FOR ZONING BY-LAW AMENDMENT  
AND DRAFT PLAN OF SUBDIVISION TO PERMIT A MIXED-USE  
HIGH DENSITY DEVELOPMENT MARKHAM CENTRE (WARD 8)  
FILE NO. ZA/SU 18 180462 (10.5, 10.7)**

Moved by Regional Councillor Jack Heath

Seconded by Deputy Mayor Don Hamilton

1. That the report titled “PRELIMINARY REPORT, New World Centre (Markham) Development Corporation, 100-110 Clegg Road (south side of Highway 7, west of South Town Centre Boulevard) Applications for zoning by-law amendment and draft plan of subdivision to permit a mixed-use high density development, Markham Centre (Ward 8), File No. ZA/SU 18 180462;” be received.

**Carried**

**8.5 RECOMMENDATION REPORT AMENDMENT TO DESIGNATION BY-  
LAW 4-78 ECKARDT-STIVER HOUSE, 206 MAIN STREET  
UNIONVILLE, WARD 3 (16.11.3)**

Moved by Councillor Alan Ho

Seconded by Councillor Isa Lee

1. That the staff report titled “Amendment to Designation By-law 4-78, Eckardt-Stiver House, 206 Main Street Unionville”, dated March 18, 2019, be received; and,

2. That By-law 4-78 designating the Eckardt-Stiver House at 206 Main Street, Unionville under Part IV of the Ontario Heritage Act be amended as per Appendix “A” to this report, to update the Statement of Significance to include both exterior and interior architectural features; and,
3. That the Clerks Department serve upon the owner Council’s Notice of Intention to Amend the Designation By-law as per the requirements of the Ontario Heritage Act; and,
4. That if there is no objection to the amendment by the owner in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place an amending by-law before Council for adoption; and,
5. That if there is an objection to the amendment by the owner in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed amendment to the Ontario Conservation Review Board; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

**8.6 RECOMMENDATION REPORT AMENDMENT TO DESIGNATION BY-LAW 211-79 BRIARWOOD FARM – JAMES MCLEAN HOUSE, 4031 SIXTEENTH AVENUE, WARD 3 (16.11.3)**

Moved by Councillor Alan Ho  
Seconded by Councillor Isa Lee

1. That the staff report titled “Amendment to Designation By-law 211-79, Briarwood Farm – James McLean House, 4031 Sixteenth Avenue”, dated March 18, 2019, be received; and,
2. That By-law 211-79 designating Briarwood Farm – James McLean House at 4031 Sixteenth Avenue under Part IV of the Ontario Heritage Act be amended as per Appendix “A” to this report, as the building will be relocated within the subject property and will have a new legal description, and to update the Statement of Significance to include interior architectural features; and,
3. That the Clerks Department serve upon the owner Council’s Notice of Intention to Amend the Designation By-law as per the requirements of the Ontario Heritage Act; and,
4. That if there is no objection to the amendment by the owner in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place an amending by-law before Council for adoption; and,

5. That if there is an objection to the amendment by the owner in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed amendment to the Ontario Conservation Review Board; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

**8.7 RECOMMENDATION REPORT INTENTION TO DESIGNATE A PROPERTY UNDER PART IV OF THE ONTARIO HERITAGE ACT THOMAS LOWNSBROUGH HOUSE 9392 KENNEDY ROAD, WARD 6 (16.11.3)**

Moved by Councillor Alan Ho

Seconded by Councillor Isa Lee

1. That the staff report entitled “Intention to Designate a Property Under Part IV of the Ontario Heritage Act, Thomas Lownsbrough House, 9392 Kennedy Road,” dated March 18, 2019, be received; and,
2. That as recommended by Heritage Markham, the Thomas Lownsbrough House at 9392 Kennedy Road be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest; and,
3. That the Clerk’s Department be authorized to publish and serve Council’s Notice of Intention to Designate as per the requirements of the Ontario Heritage Act; and,
4. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption; and,
5. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

**8.8 ROAD SAFETY IN MARKHAM (CITY-WIDE) (5.10)**

There was discussion regarding whether the City should adopt Vision Zero. Staff noted that it has not made a determination as to whether Vision Zero will be recommended to the City in its entirety at this point. Staff advised that its

recommendation will be informed by the results of the road safety audit as well as through ongoing consultations with York Region regarding the implementation of road safety programs at major intersections across Markham.

Elisabeth Tan and Steve Glassman, on behalf of the City's Cycling and Pedestrian Advisory Committee (CPAC), spoke in support of the City's continued investigation of the costs and implications of adopting Vision Zero in Markham. The Committee asked that staff consider the suggestions of the deputants in developing its recommendation on Vision Zero.

Moved by Deputy Mayor Don Hamilton

Seconded by Councillor Reid McAlpine

1. That the memorandum dated March 18, 2019 entitled "Road Safety in Markham (City-wide), be received; and,
2. **That the deputations from Elisabeth Tan and Steve Glassman be received; and,**
3. **That the communications from Gordon Lawson be received.**

**Carried**

## **9. PRESENTATIONS - DEVELOPMENT AND POLICY ISSUES**

### **9.1 RECOMMENDATIONS FOR AN AGE-FRIENDLY COMMUNITY (10.0)**

Andy Langer, Diane Gabay and Regional Councillor Jack Heath, on behalf of the Committee for an Age-Friendly Markham, delivered a PowerPoint presentation entitled "Recommendations for an Age-Friendly Community."

Elisabeth Tan, resident, addressed the Committee and spoke in support of recommendations contained in the presentation.

Anthony Ko, resident and member of Markham's Senior Advisory Committee, addressed the Committee and spoke in support of the recommendations contained in the presentation.

Lucy Giammarco, resident, addressed the Committee and spoke in support of the recommendations contained in the presentation.

The Committee discussed the following relative to the proposed recommendations for an Age-Friendly Community:

- the importance of incorporating age-friendly design and principles into planning, and developing age-friendly action plans
- municipal responsibilities and capabilities as opposed to those of other levels of government

- the potential to integrate some of the proposed recommendations into key municipal plans such as official plans, urban design guidelines and street designs
- consultation with and involvement of a diverse range of stakeholders such as older residents, municipal staff, Council, developers and various service providers

The Committee consented to modifying the recommendations to direct staff to consider only those recommendations that are deemed to be within the jurisdiction of the municipality.

The Committee suggested that the following proposed recommendations be referred to staff:

- "Always" Homes
- "Always" Guidelines
- Home Elevators & Chair Lifts for New Homes
- Home Elevators & Chair Lifts for Existing Homes
- The Supply of Land
- Preferable Locations
- Inclusionary Zoning
- Live/Work Opportunities
- Seniors' Snow Clearing Service
- Sidewalk Completion
- Implementation
- The Future Urban Area

The Committee consented that the following proposed recommendations be deleted:

- Residential Hospices
- Nursing and Personal Support Services
- Markham Parking Authority
- Surplus School Property
- Secondary Suites
- Coach Houses

Moved by Councillor Reid McAlpine

Seconded by Regional Councillor Jack Heath

1. That the presentation provided by the Members of the Committee for an Age-Friendly Markham (Regional Councillor Jack Heath, Andy Langer, Gail Leet, Christl Reeh and



Diane Gabay) entitled "Recommendations for an Age-Friendly Community", be received; and,

2. **That the deputations by Elisabeth Tan, Anthony Ko, and Lucy Giammarco regarding the Recommendations for an Age-Friendly Community be received; and,**
3. **That staff be directed to report back to Development Services Committee on the following recommendations for an Age-Friendly Markham by November 2019:**
  - a. **That all future single, semi and townhome developments approved in Markham contain a minimum number of Always Homes, those which allow owners the option of aging longer in their home, considering:**
    - **10% of new home developments be Always Homes and built on grade with no basement thus ensuring greater affordability and accessibility; and,**
    - **10% of new home developments be Always Homes and built on grade with a full basement; and,**
    - **10% of new condo units being developed meet the Always guidelines as well; and,**
  - b. **That the City develop standards for Always Homes and units for implementation as soon as possible in all new developments, having consideration for:**
    - **wheelchair accessibility including hallway widths**
    - **better kitchen and bathroom design**
    - **a shower on the main floor**
    - **proper door handles**
    - **a location for short-term sleeping quarters on the main floor**
    - **no steps from grade to the front door, and to the main floor inside**
    - **railing and ramp locations for future installation if required; and,**
  - c. **That, to improve mobility for seniors and others within their own homes thus allowing them to remain in them longer, the City require that all new singles, semis and townhouses being built in Markham include space and structural supports for future installation of home elevators and chair lifts if needed; and,**
  - d. **That, to improve mobility for seniors and others within their own homes for those living in the City's existing homes, Markham and York Region conduct a pilot retrofit home elevator and chair lift program for different types of existing homes to determine the best ways to retrofit them; and,**
  - e. **That, since the cost and availability of land are the largest impediments to significantly increasing the supply of affordable housing for seniors and others, land presently being used for surface parking be obtained at no cost in exchange for underground parking and/or structured spaces within new developments for the purpose of building affordable townhouses, condo**

**apartments and purpose built rentals, with particular consideration to parking lots found at:**

- **public utility companies;**
  - **school boards;**
  - **hospitals;**
  - **public transportation agencies;**
  - **governments at all levels; and,**
  - **places of worship; and,**
- f. **That the City, in order to reduce the requirement for automobiles, concentrate on finding location opportunities for Recommendation (e) above near:**
- **good transit;**
  - **important services such as medical and dental; and,**
  - **amenities such as grocery stores, pharmacies and other retail shops; and,**
- g. **That the City implement an inclusionary zoning policy for Markham so that all future apartment developments, and other types of housing if possible, contain a reasonable percentage of affordable housing developments, as determined by Council through input by the public and stakeholders; and,**
- h. **That future developments in the City include increased allotments for live/work opportunities for neighbourhood services and residential areas in order that nearby residents, especially seniors, can walk to local services, and that the City look for opportunities to increase live/work opportunities within its existing urban boundary; and,**
- i. **That, if the City does not provide a city-wide windrow clearing service in the near future, Markham improve the current service for seniors by making it quicker; and,**
- j. **That, in order to provide a safe environment for seniors and others wishing to walk for exercise and/or walk to services, the City target the "Finish-Date" of its Sidewalk Completion Program for Arterial and Collector Roads by 2026 or earlier; and,**
- k. **That City staff suggest an appropriate organization or organizations to oversee some of the projects envisioned above, such as:**
- **an independent non-profit agency;**
  - **a current or new City/Regional agency; or,**
  - **a special section within the Development Services Commission; and further,**

1. **That Markham's Future Urban Area being developed in the Woodbine, Warden, and Kennedy areas north of Major Mackenzie, be designed with the above recommendations in mind.**

**Carried**

## **10. PRESENTATIONS - TRANSPORTATION AND INFRASTRUCTURE ISSUES**

### **10.1 JOHN STREET MULTI-USE PATHWAY (MUP) (CONSTRUCTION) (5.10)**

Brian Lee, Director, Engineering, delivered a presentation entitled "John Street Multi-Use Pathway (MUP) (Construction)."

Elisabeth Tan, resident, spoke in support of the John Street Multi-Use Pathway.

Steve Glassman, resident, spoke in support of the John Street Multi-Use Pathway.

Anthony Ko, resident, spoke in support of the John Street Multi-Use Pathway.

Peter Miasek, resident, spoke in support of the John Street Multi-Use Pathway.

David Jordon, President of the Thornhill Conservation Ratepayers' Association, spoke in opposition to the John Street Multi-Use Pathway.

The Committee discussed the following relative to the presentation:

- potential impacts on existing infrastructure and potential loss of mature trees along the John Street corridor
- increasing safety for all road users throughout Markham
- the significance of the John Street Multi-Use Pathway in relation to the City of Markham and York Region cycling and trail network
- the importance of providing road infrastructure to support and encourage a wide range of road uses and modes of transportation
- the importance of building a comprehensive cycling network to promote active transportation and address traffic congestion in the City
- discussion regarding whether the project should remain in the City's 2019 budget

Moved by Councillor Keith Irish

Seconded by Councillor Andrew Keyes

1. **That the John Street Multi-Use Pathway (MUP) be deleted from the City of Markham's 2019 capital projects budget.**

**Lost**

Moved by Mayor Frank Scarpitti  
 Seconded by Regional Councillor Jack Heath

1. **That the staff presentation provided by Brian Lee, Director, Engineering, entitled "John Street Multi-Use Pathway (MUP) (Construction)," be received; and,**
2. **That the deputations of Elisabeth Tan, Steve Glassman, Anthony Ko, Peter Miasek and David Jordon, be received; and,**
3. **That the communications of Gordon Lawson and Alena Gotz be received.**

**Carried**

## **11. REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES**

### **11.1 INTENTION TO DESIGNATE A PROPERTY UNDER PART IV OF THE ONTARIO HERITAGE ACT DOUGLAS-HEISE HOUSE 15 WALES AVENUE, WARD 4 (16.11.3)**

The Committee consented to only receive the staff report.

Moved by Deputy Mayor Don Hamilton  
 Seconded by Councillor Keith Irish

1. That the staff report entitled "Intention to Designate a Property Under Part IV of the Ontario Heritage Act, Douglas-Heise House, Address: 15 Wales Avenue," dated March 18, 2019, be received.

**Carried**

### **11.2 RECOMMENDATION REPORT F.J. HOMES LIMITED PROPOSED ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION 19TM-17007 TO PERMIT 14 SINGLE DETACHED DWELLINGS**

#### **SOUTHWEST CORNER OF ROY RAINEY AVENUE AND COUNTRY RIDGE DRIVE (WARD 4) FILES ZA/SU 17 155326 (10.5, 10.7)**

Ron Blake, Senior Manager, Urban Planning, provided a brief summary of the details outlined in the report.

Melinda Holland, on behalf of the applicant, addressed the Committee and provided a brief overview of the application history, including technical issues identified and resolved through consultations with staff.

Lucy Giammarco, resident, addressed the Committee and expressed concerns with the proposed applications, including the lot frontages and lot areas relative to existing properties.

There was discussion regarding the conceptual site plan. The Committee inquired as to potential options for establishing a maximum elevation of two storeys for the proposed single detached dwellings. The Committee requested that the zoning by-law specify that the 6m rear yard set-backs will only apply to the homes on Lots 1 and 2. Staff confirmed that both of these conditions will be reflected in the amended zoning by-law.

There was discussion in regard to the proposed trail along the south-west side of the development. Staff were asked to re-evaluate the configuration and positioning of the trail, taking into consideration the apparent impact on the dimensions of Lot 1.

Moved by Councillor Karen Rea

Seconded by Mayor Frank Scarpitti

1. That the report titled “Recommendation Report, F.J Homes Limited, Proposed Zoning By-law Amendment and Draft Plan of Subdivision 19TM-17007 to permit 14 single detached dwellings. Southwest corner of Roy Rainey Avenue and Country Ridge Drive (Ward 4), Files ZA/SU 17 155326”, be received; and;
2. That the Zoning By-law Amendment application submitted by F.J. Homes Limited, to amend Zoning By-law 177-96, as amended, be approved and that the draft by-law attached as Appendix ‘A’ be finalized and enacted without further notice; and,
3. That in accordance with the provisions of subsection 45(1.4) of the Planning Act, R.S.O. 1990, c.P.13, as amended, the owner shall, through this resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the zoning by-law (Appendix ‘B’) within two years of its approval by Council; and,
4. That Draft Plan of Subdivision 19TM-17007 submitted by F.J. Homes Limited, be approved subject to the conditions outlined in Appendix ‘B’; and,
5. That the Director of Planning and Urban Design, or his designate be delegated authority to issue draft approval, subject to the conditions set out in Appendix ‘B’ and as may be amended by the Director of Planning and Urban Design; and,
6. That the draft plan approval for Plan of Subdivision 19TM-17007 will lapse after a period of three (3) years from the date of Council approval in the event that a subdivision agreement is not executed within that period; and,

7. That Council assign servicing allocation for up to 14 single detached dwellings; and further,
8. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

**11.3 RECOMMENDATION REPORT 2412371 ONTARIO LIMITED (WYVIEW GROUP) 4121 HIGHWAY 7 APPLICATION FOR ZONING BY-LAW AMENDMENT TO PERMIT A TEMPORARY AUTOMOBILE STORAGE LOT (WARD 3) FILE NO.: ZA 18 154593 (10.5)**

Moved by Regional Councillor Jack Heath

Seconded by Councillor Khalid Usman

1. That the report dated March 18, 2019 titled “Recommendation Report, 2412371 Ontario Limited (Wyview Group), 4121 Highway 7 Application for zoning by-law amendment to permit a temporary car storage lot, (Ward 3), File No. ZA 18 154593,” be received; and,
2. That the record of the Public Meeting held on November 13, 2018 regarding the Zoning By-law Amendment application submitted by 2412371 Ontario Limited (Wyview Group), be received; and,
3. That the Zoning By-law Amendment application submitted by 2412371 Ontario Limited (Wyview Group) to amend Zoning By-law 304-87, as amended, be approved, and that staff finalize the implementing zoning by-law amendment for enactment by Council; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

**12. MOTIONS**

There were no motions.

**13. NOTICES OF MOTION**

There were no notices of motion.

**14. NEW/OTHER BUSINESS**

There was no new / other business.

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the Agenda due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

## **15. ANNOUNCEMENTS**

There were no announcements.

## **16. CONFIDENTIAL ITEMS**

Moved by Councillor Reid McAlpine

Seconded by Deputy Mayor Don Hamilton

1. That, in accordance with Section 239 (2) of the Municipal Act, Development Services Committee resolve into a confidential session at 1:42 p.m. to discuss the following matters:

**Carried**

### **16.1 DEVELOPMENT AND POLICY ISSUES**

#### **16.1.1 DEVELOPMENT SERVICES COMMITTEE CONFIDENTIAL MINUTES – FEBRUARY 11, 2019 (10.0) [Section 239 (2) (e)]**

Development Services Committee confirmed the February 11, 2019 confidential minutes.

#### **16.1.2 ADVICE THAT IS SUBJECT TO SOLICITOR-CLIENT PRIVILEGE, INCLUDING COMMUNICATIONS NECESSARY FOR THAT PURPOSE - [Section 239 (2) (f)] – 15 WALES AVENUE (WARD 4) (8.0)**

Development Services Committee consented to place this item on the March 19, 2019 confidential Council agenda.

## **17. ADJOURNMENT**

Moved by Councillor Amanda Collucci

Seconded by Councillor Andrew Keyes

1. That the Development Services Committee adjourn at 4:38 p.m.

**Carried**



## Development Services Public Meeting Minutes

**Meeting Number 4**

**March 5, 2019, 7:00 PM - 10:00 PM**

**Council Chamber**

Roll Call	Mayor Frank Scarpitti	Councillor Alan Ho
	Deputy Mayor Don Hamilton	Councillor Reid McAlpine
	Regional Councillor Jack Heath	Councillor Karen Rea
	Regional Councillor Joe Li	Councillor Andrew Keyes
	Regional Councillor Jim Jones	Councillor Amanda Collucci
	Councillor Keith Irish	Councillor Isa Lee
Regrets	Councillor Khalid Usman	
Staff	Biju Karumanchery, Director, Planning & Urban Design	
	Laura Gold, Council/Committee Coordinator	
	Sally Campbell, Manager, East District	
	Scott Chapman, Election & Stephen Corr, Senior Planner, Planning Council/Committee Coordinator & Urban Design	
	Carlson Tsang, Planner II	

**Alternate formats for this document are available upon request**

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### **1. CALL TO ORDER**

The Development Services Public Meeting convened at 7:01 PM in the Council Chamber with Councillor Keith Irish in the Chair.

### **2. DISCLOSURE OF PECUNIARY INTEREST**

There were no disclosures of pecuniary interest.

### **3. DEPUTATIONS**

### **4. REPORTS**

#### **4.1 PRELIMINARY REPORT SARENA PROPERTIES LTD. ZONING BY-LAW AMENDMENT APPLICATION TO EXTEND PERMISSION FOR TEMPORARY USES AT 197 & 199 LANGSTAFF RD FILE NO.: ZA 18 257917, WARD 1 (10.5)**



The Public Meeting this date was to consider an application submitted by Sarena Properties Ltd. for Zoning By-law Amendment application to extend permission for temporary uses at 197 & 199 Langstaff Road (ZA 18 257917).

The Committee Clerk advised that 30 notices were mailed on February 13, 2019, and a Public Meeting sign was posted on February 13, 2019.

Carlson Tsang, Planner II, Planning & Urban Design gave a presentation regarding the proposal, the location, surrounding uses and outstanding issues.

The following written submission was received regarding this proposal:

1. The Residents of Thornhill Ward One, expressing concerns.

There were no comments from the audience with respect to this application.

In response to Committee enquiries, staff advised that they did not foresee any conflicts with extending the temporary uses at 197 & 199 Langstaff Road with any of the existing development proposals for the area. It was anticipated that this request may be made again in the future. The applicant would be required to submit a new application to do so.

Moved by Regional Councillor Jack Heath

Seconded by Regional Councillor Jim Jones

1. That the report dated February 25th, 2019, titled "PRELIMINARY REPORT, Sarena Properties Ltd., Zoning By-law Amendment application to extend permission for temporary uses at 197 & 199 Langstaff Road, File No.: ZA 18 257917, Ward 1", be received; and,
2. That the Record of the Public Meeting held on March 5th, 2019 with respect to the proposed Zoning By-law Amendment application, be received; and,
3. That the application submitted by Sarena Properties Ltd. for a proposed Zoning By-law Amendment to extend permission for temporary uses 197 and 199 Langstaff Road, be approved and the draft Zoning By-law Amendment be finalized and enacted without further notice; and further,
4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

#### **4.2 PRELIMINARY REPORT OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS SUBMITTED BY 10-20 FINCHAM INC. TO PERMIT FOURTEEN TOWNHOUSES AND TWO SEMI-DETACHED DWELLINGS AT 10 AND 20 FINCHAM AVENUE**

**(SOUTHEAST INTERSECTION OF 16TH AVENUE AND FINCHAM AVENUE) (WARD 4) FILES OP/ZA 18 108216 (10.3, 10.5)**

The Public Meeting this date was to consider applications by 10-20 Fincham Inc. for Official Plan and Zoning By-law Amendments to permit fourteen townhouses and two semi-detached dwellings at 10 and 20 Fincham Avenue, Southeast intersection of 16<sup>th</sup> Avenue and Fincham Avenue. OP/ZA 18 108216.

The Committee Clerk advised that 275 notices were mailed on February 13, 2019, and a Public Meeting sign was posted on February 7, 2019.

Stephen Corr, Senior Planner, Planning & Urban Design gave a presentation regarding the proposal, the location, surrounding uses and outstanding issues.

The Applicant gave a presentation regarding the proposal.

The following written submissions were received regarding this proposal:

1. Monica Lawrence - expressing concerns
2. Peter Sirmalis – opposed
3. Yvonne Luke - expressing concerns
4. Eva Cornel - expressing concerns

The following comments from the audience were provided on the development proposal:

1. Eva Cornel, area resident expressed the following concerns regarding the development proposal:

- The impact the proposal will have on traffic congestion, specifically the increase in traffic on Bryant Road;
- The impact the development will have on school drop off and pick up;
- Requested that access from Bryant Road to the pathway be closed off;
- Suggested a traffic study be conducted in peak school hours;
- The development proposal will have a negative impact on people living in the area.

2. Yvonne Luk, area resident expressed the following concern regarding the development proposal:

- The impact the proposal will have on traffic congestion (displayed video showing traffic congestion in the area).

3. Chris Rogge, area resident expressed the following concerns regarding the development proposal:

- The impact the development will have on school drop off and pick up;
- The impact the proposal will have on traffic congestion;
- Suggested that single detached dwellings would be more appropriate where the semi-detached dwellings are being proposed;
- The height of the townhomes is too high;
- The proposal should include more visitor parking;
- Suggested Fincham Avenue and Bryant Road should share any additional traffic resulting from the development proposal.

4. Paul Tyonogo, area resident expressed the following concerns regarding the development proposal:

- Suggested there were problems with the traffic study;
- The impact the development will have on school drop off and pick up;
- The affordability of the townhomes and semi-detached dwellings being proposed;
- The proposal should include more visitor parking;
- The height of the townhomes is too high.

5. Mike Winer, area resident expressed the following concerns regarding the development proposal:

- The impact the proposal will have on traffic congestion;
- The safety of the intersection at Fincham Avenue and 16<sup>th</sup> Avenue, particularly when turning west;
- The impact the development will have on school drop off and pick up;
- Suggested that the bus stop located at the South-West corner of Fincham and 16 Avenue be moved to a safer spot.

6. Elizabeth Brown, Markham Village Sherwood Residents Association expressed the following concerns regarding the development proposal:

- The height of the townhomes and how the height is measured;
- The proposal should include more visitor parking;
- The configuration of the townhomes living space, suggesting the bedrooms should be on the second floor rather than on the third floor.

7. Monica Lawrence, area resident expressed the following concerns regarding the development proposal:

- The height of the townhomes and the density of the proposal;
- The proposal does not fit the character of the area;
- The impact the development will have on school drop off and pick up;
- Requested the pathway to Bryant Road be closed off;
- The impact the proposal will have on traffic congestion and safety.

8. Michael Teutenberg, area resident expressed the following concerns regarding the development proposal:

- The impact the proposal will have on traffic congestion and on the intersection at Fincham and 16<sup>th</sup> Avenue, especially in the winter months when it is slippery and students are crossing the road;
- Questioned the results of the traffic study;
- The proposal does not fit the character of the area.

Members of Council discussed the following with respect to the development proposal:

- Asked if it was possible to have some live work units included in the proposal, particularly along 16<sup>th</sup> Avenue;
- Asked if link homes could be built instead of the semi-detached dwellings and the southerly row of townhouses to make the proposal more complimentary to the surrounding neighbourhood;
- Asked if there was an opportunity to include purpose built second suites in the housing being proposed.
- Requested that staff consult with the Region about an advanced green at Fincham and 16<sup>th</sup> Avenue during peak school hours, and during rush hour to improve traffic flow ( Question referred to Brian Lee, Director of Engineering);
- Asked how many units are required to justify underground parking;
- Asked if traffic signals could be installed at the entrance of Brother Andrea Secondary School;
- Asked if the units could have a two car garage;
- Asked staff to report back on whether York Region can legally require access to 16<sup>th</sup> Avenue from the proposed development to be closed off;

- Asked if the pathway would remain open in the winter and who would be legally responsible if a pedestrian slipped and fell on the walkway if it is owned by the condominium;
- Suggested there should be enough room to store snow;
- Discussed the pros and cons of keeping the pathway access open on Bryant Road versus closing it off;
- Discussed whether the property should remain for commercial use or be converted to residential use;
- Discussed the pros and cons of the possible re-location of the bus stop on the south-west corner of Fincham and 16<sup>th</sup> Avenue.

Staff advised that only very dense townhome proposals can support underground parking. The density of this proposal does not justify underground parking.

The Applicant advised that they would try to make some improvements to their proposal based on the feedback provided.

Moved by Councillor Karen Rea

Seconded by Mayor Frank Scarpitti

1. That the record of the Public Meeting held on March 5, 2019, with respect to the proposed Official Plan Amendment and Zoning By-law Amendment applications submitted by 10-20 Fincham Inc., Files OP 18 108216 and ZA 18 108216, be received; and,
2. That the proposed Official Plan Amendment and Zoning By-law Amendment applications submitted by 10-20 Fincham Inc., Files OP 18 108216 and ZA 18 108216, be referred back to staff for a report and recommendation.

**Carried**

## **5. ADJOURNMENT**

Moved by Councillor Andrew Keyes

Seconded by Councillor Amanda Collucci

That the Development Services Public Meeting adjourn at 9:00 PM.

**Carried**



Report to: Development Services Committee

Meeting Date: April 1, 2019

**SUBJECT:** **Recommendation Report**  
 Intention to Designate a Property under  
 Part IV of the Ontario Heritage Act  
 James Campbell House  
 2 Wismer Place, Ward 4

**PREPARED BY:** George Duncan, CAHP, Senior Heritage Planner, ext. 2296

**REVIEWED BY:** Regan Hutcheson, MCIP, RPP, CAHP,  
 Manager of Heritage Planning, ext.2080

### **RECOMMENDATION:**

- 1) That the staff report entitled “Intention to Designate a Property Under Part IV of the Ontario Heritage Act, James Campbell House, 2 Wismer Place,” dated April 1, 2019, be received;
- 2) That as recommended by Heritage Markham, the James Campbell House at 2 Wismer Place be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest;
- 3) That the Clerk’s Department be authorized to publish and serve Council’s Notice of Intention to Designate as per the requirements of the Ontario Heritage Act;
- 4) That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption;
- 5) That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board;
- 6) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

### **PURPOSE:**

The purpose of this report is to recommend to Council that the “James Campbell House” at 2 Wismer Place be designated under Part IV of the Ontario Heritage Act, in accordance with the conditions of the Site Plan Agreement for its relocation and restoration at Markham Heritage Estates.

### **BACKGROUND:**

#### **The property is listed on the City of Markham Register**

The subject property is located at 2 Wismer Place within Markham Heritage Estates, a community of relocated heritage buildings. It is included in the Markham Register of Property of Cultural Heritage Value or Interest. The Register is the City’s inventory of non-designated properties identified as having cultural heritage value or interest, as well as Part IV properties (individual designations) and Part V properties (district designation).

**The James Campbell House, c.1865, is a good example of a pre-Confederation village residence**

The James Campbell House, c.1865, is a good example of a pre-Confederation village residence, suited to the modest needs of one of the many tradesmen that lived in Markham Village during the time of the community's prominence as a centre for manufacturing. The board and batten-sided building is a simple vernacular dwelling, designed with the influence of the Georgian architectural tradition.

The Statement of Significance is attached as Appendix 'A'.

**The building has been assessed using the Ministry of Culture's Designation Criteria**

The Government of Ontario on January 25, 2006 passed a regulation (O.Reg. 9/16) which prescribes criteria for determining a property's cultural heritage value or interest for the purpose of designation. Municipal councils are permitted to designate a property to be of cultural heritage value or interest if the property meets the prescribed criteria.

The purpose of the regulation is to provide an objective base for the determination and evaluation of resources of cultural heritage value. The prescribed criteria help ensure the effective, comprehensive and consistent determination of value or interest by all Ontario municipalities. The criteria are essentially a test against which properties can be judged; the stronger the characteristics of the property compared to the standard, the greater the property's cultural heritage value. The property may be designated if it meets one or more of the criteria.

The subject property has cultural heritage value or interest as it meets the following criteria:

- The property has design value or physical value because it:
  - Is a rare, unique, representative or early example of a style, type expression, material or construction method (the James Campbell House is a good example of a pre-Confederation village tradesman's dwelling, designed with the influence of the Georgian architectural tradition),
- The property has historical value or associative value because it:
  - Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community (this house was built as a rental property by John Jerman, a prominent local blacksmith, and was the long-time home of James Campbell, a shoe-maker, and his family);
- The property has contextual value because it:
  - Is important in defining, maintaining or supporting the character of an area (the James Campbell House, relocated to Markham Heritage Estates in

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2014, helps illustrate the range of architectural styles, building materials and cultural backgrounds of the City's heritage buildings).

**The cultural heritage value of the James Campbell House was considered by Heritage Markham when it was recommended for eligibility for relocation to Markham Heritage Estates**

The designation process under the Ontario Heritage Act (the Act) requires a municipal council to consult with its municipal heritage committee when properties are considered for designation. The James Campbell House was listed as a Type A heritage building in the Markham Village Heritage Conservation District Plan. The cultural heritage value of this building was confirmed by Heritage Markham in 2013 when the James Campbell House was recommended as eligible for relocation to Markham Heritage Estates in response to a demolition permit application approved by the municipality for its removal.

**OPTIONS/ DISCUSSION:**

**The heritage designation of the heritage resource is consistent with City policies**

The City of Markham Official Plan 2014 contains Cultural Heritage policies related to the protection and preservation of heritage resources. With respect to Markham Heritage Estates, all buildings relocated and restored in this community are required to be subject to designation under Part IV of the Ontario Heritage Act, as well as a Heritage Easement Agreement.

**The owner is aware of the City's intention to designate this property under the Ontario Heritage Act through the development approval process.**

As noted above, heritage designation is a standard condition for Site Plan Agreements within Markham Heritage Estates.

**Designation acknowledges the importance of the heritage resource**

Designation signifies to both the owner and the broader community that the property contains a significant resource that is important to the community. Designation doesn't restrict the use of the property. However, it does require the owner to seek approval for property alterations that are likely to affect the heritage attributes described in the designation by-law. Council can also prevent, rather than just delay, the demolition of a resource on a designated heritage property.

The designation of this cultural heritage resource is supported by staff.

**FINANCIAL CONSIDERATIONS:**

Not Applicable

**HUMAN RESOURCES CONSIDERATIONS**

Not Applicable

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Heritage designation aligns with the strategic priorities of Managed Growth and Environment. Designation recognizes, promotes and protects heritage resources, which

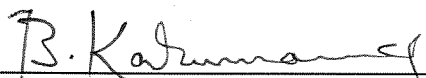


strengthens the sense of community. The preservation of heritage buildings is environmentally sustainable because it conserves embodied energy, diverts sound construction materials from entering landfill sites, and reduces the need to produce and transport new construction materials.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Acceptance of this recommendation to designate the property located at 2 Wismer Place under Part IV of the Ontario Heritage Act will require the Clerk's Department to initiate the following actions:

- publish and serve on the property owner, the Ontario Heritage Trust and the public through newspaper advertisement, Council's notice of intention to designate the property as per the requirements of the Act: and
- prepare the designation by-law for the property

**RECOMMENDED BY:**

Biju Karumanchery, MCIP, RPP  
Director of Planning & Urban Design



Arvin Prasad, MCIP, RPP  
Commissioner of Development Services

**ATTACHMENTS**

Figure 1 - Location Map

Figure 2 - Building Photograph

Appendix 'A' - Statement of Significance

**FILE PATH:**

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**FIGURE 1****OWNER:**

Greg Knight

**LOCATION MAP:**

**Figure 2: Building Photograph**



**James Campbell House, c.1865.**

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**Appendix ‘A’****Statement of Significance****James Campbell House****2 Wismer Place****c.1865**

The James Campbell House is recommended for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

**Description of Property**

The James Campbell House is a relocated heritage building at the south-west corner of Wismer Place and Heritage Corners Lane in Markham Heritage Estates, a community of relocated heritage buildings. The James Campbell House is a one-and-a-half storey board and batten-clad frame building.

**Historical and Associative Value**

This house was constructed as a rental property by leading Markham businessman and blacksmith, John Jerman, in the mid-19<sup>th</sup> century. James Campbell, the original occupant of the house, was a Scottish-born shoemaker who lived in the house with his wife Sarah (Turner) Campbell and their ten children. The family lived here from 1865 to 1891. Their eldest son, Robert, was a carpenter/wagonmaker who opened the Robert Campbell Furniture Store and Undertaker on Markham's Main Street in the former General Store and Post Office owned by Archibald Barker.

**Design and Physical Value**

The James Campbell House, c.1865, is a good example of a pre-Confederation village residence, suited to the modest needs of one of the many tradesmen that lived in Markham Village during the time of the community's prominence as a regional centre for manufacturing. The board and batten-sided building is a simple vernacular dwelling, designed with the influence of the Georgian architectural tradition.

**Contextual Value**

The James Campbell House has contextual value as a restored building from 26 Albert Street in Markham Village, relocated in 2014 to Markham Heritage Estates to save it from demolition due to development. In its present context, the house helps illustrate the range of architectural styles, building materials, and cultural backgrounds of the City's heritage buildings.

**Significant Architectural Attributes to be Conserved**

Exterior, character-defining elements that embody the cultural heritage value of the James Campbell House include:

- The overall form of the original house, with its rectangular plan, existing door and window openings, and one and a half storey height;
- Original wood board and batten siding, with replica battens;
- Natural fieldstone foundation facing;
- Original, beaded edged wood trim around door and window openings;
- Gable roof with overhanging eaves, with wood shingles, wood soffits and fascia boards and replica single-stack brick chimney at the east gable end;
- Replica 6/6 wood windows on the ground floor
- Original 6/6 wood windows on the second floor;
- Replica 4 panelled wood entrance door on the front wall;



Report to: Development Services Committee

Meeting Date: April 1, 2019

**SUBJECT:**                    **Recommendation Report**  
 Intention to Designate a Property under  
 Part IV of the Ontario Heritage Act  
 Brown's Corners United Church  
 2830 Highway 7 East, Ward 2

**PREPARED BY:**            George Duncan, CAHP, Senior Heritage Planner, ext. 2296

**REVIEWED BY:**            Regan Hutcheson, MCIP, RPP, CAHP,  
 Manager of Heritage Planning, ext.2080

## **RECOMMENDATION:**

- 1) That the staff report entitled "Intention to Designate a Property Under Part IV of the Ontario Heritage Act, Brown's Corners United Church, 2830 Highway 7 East," dated April 1, 2019, be received;
- 2) That as recommended by Heritage Markham, the Brown's Corners United Church at 2830 Highway 7 be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest;
- 3) That the Clerk's Department be authorized to publish and serve Council's Notice of Intention to Designate as per the requirements of the Ontario Heritage Act;
- 4) That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption;
- 5) That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board;
- 6) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

## **PURPOSE:**

The purpose of this report is to recommend to Council that the "Brown's Corners United Church" at 2830 Highway 7 East be designated under Part IV of the Ontario Heritage Act in accordance with the conditions of the site plan agreement for a proposed addition.

## **BACKGROUND:**

### **The property is listed on the City of Markham Register**

The subject property is located at 2830 Highway 7 East. It is included in the Markham Register of Property of Cultural Heritage Value or Interest. The Register is the City's inventory of non-designated properties identified as having cultural heritage value or interest, as well as Part IV properties (individual designations) and Part V properties (district designation).

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**The Brown's Corners United Church, 1899 is the last remaining heritage building marking the location of Brown's Corners**

The Brown's Corners United Church, originally a Presbyterian Church, was constructed in 1899 and extensively remodeled in 1961. It is the last remaining heritage building marking the location of Brown's Corners, an historic crossroads community to the south of Buttonville. Its cultural heritage value is largely historical and contextual, as its architectural character has been significantly altered.

The Statement of Significance is attached as Appendix 'A'.

**The building has been assessed using the Ministry of Culture's Designation Criteria**

The Government of Ontario on January 25, 2006 passed a regulation (O.Reg. 9/16) which prescribes criteria for determining a property's cultural heritage value or interest for the purpose of designation. Municipal councils are permitted to designate a property to be of cultural heritage value or interest if the property meets the prescribed criteria.

The purpose of the regulation is to provide an objective base for the determination and evaluation of resources of cultural heritage value. The prescribed criteria help ensure the effective, comprehensive and consistent determination of value or interest by all Ontario municipalities. The criteria are essentially a test against which properties can be judged; the stronger the characteristics of the property compared to the standard, the greater the property's cultural heritage value. The property may be designated if it meets one or more of the criteria.

The subject property has cultural heritage value or interest as it meets the following criteria:

- The property has historical value or associative value because it:
  - Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community (this is the second church building on this site, originally a Presbyterian Church established in 1843, followed by a new church in 1899);
- The property has contextual value because it:
  - Is important in defining, maintaining or supporting the character of an area (the Brown's Corners United Church is the last remaining heritage building marking the location of the historic community of Brown's Corners).

**Heritage Markham has recommended designation**

The designation process under the Ontario Heritage Act requires a municipal council to consult with its municipal heritage committee when properties are considered for designation. The cultural heritage value of this cultural heritage resource was considered by Heritage Markham on February 8, 2017 and the committee recommended that the resource be designated as a property of cultural heritage value or interest as a condition of the site plan agreement for the proposed addition by the Zion Alliance Church.

**OPTIONS/ DISCUSSION:****The heritage designation of the heritage resource is consistent with City policies**

The City of Markham Official Plan 2014 contains Cultural Heritage policies related to the protection and preservation of heritage resources and how they are to be treated within the development process. The preservation of buildings of cultural heritage value on their original sites and their integration into new development, as the City has achieved in this case, is consistent with the policies of the Markham Official Plan 2014.

**The owner is aware of the City's intention to designate this property under the Ontario Heritage Act through the development approval process.**

Heritage designation is a condition included in the site plan agreement for a proposed addition to the existing church building (File No. SC 16 175490), approved in December of 2018. The owners are aware of this requirement through the development application process.

**Designation acknowledges the importance of the heritage resource**

Designation signifies to both the owner and the broader community that the property contains a significant resource that is important to the community. Designation doesn't restrict the use of the property. However, it does require the owner to seek approval for property alterations that are likely to affect the heritage attributes described in the designation by-law. Council can also prevent, rather than just delay, the demolition of a resource on a designated heritage property.

The designation of this cultural heritage resource is supported by staff.

**FINANCIAL CONSIDERATIONS:**

Not Applicable

**HUMAN RESOURCES CONSIDERATIONS**

Not Applicable

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Heritage designation aligns with the strategic priorities of Managed Growth and Environment. Designation recognizes, promotes and protects heritage resources, which strengthens the sense of community. The preservation of heritage buildings is environmentally sustainable because it conserves embodied energy, diverts sound construction materials from entering landfill sites, and reduces the need to produce and transport new construction materials.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Acceptance of this recommendation to designate the property located at 2830 Highway 7 under Part IV of the Ontario Heritage Act will require the Clerk's Department to initiate the following actions:



- 
- publish and serve on the property owner, the Ontario Heritage Trust and the public through newspaper advertisement, Council's notice of intention to designate the property as per the requirements of the Act: and
  - prepare the designation by-law for the property

**RECOMMENDED BY:**

Biju Karumanchery, MCIP, RPP  
Director of Planning & Urban Design



Arvin Prasad, MCIP, RPP  
Commissioner of Development Services

**ATTACHMENTS**

Figure 1 - Location Map

Figure 2 - Building Photograph

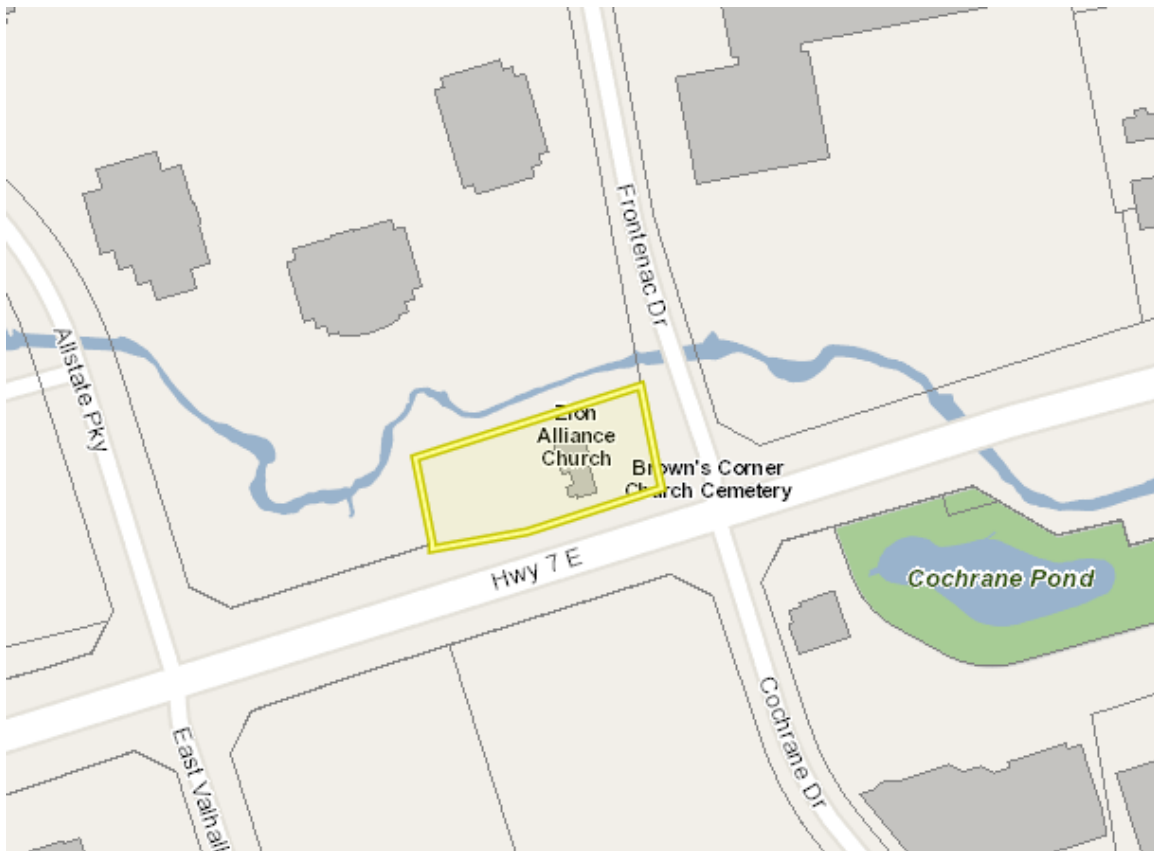
Appendix 'A' - Statement of Significance

**FILE PATH:**

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**FIGURE 1****OWNER:**

Zion Alliance Church (The Eastern Canadian District of the Christian and Missionary Alliance of Canada).

**LOCATION MAP:**

**Figure 2: Building Photograph**



**Brown's Corners United Church, 1899.  
Remodelled 1961**

**Appendix 'A'****STATEMENT OF SIGNIFICANCE****Brown's Corners United Church****2830 Highway 7 East****1899**

The Brown's Corners United Church is recommended for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

**Description of Property**

The Brown's Corners United Church is a one storey brick place of worship located on the north side of Highway 7 East, west of Woodbine Avenue. There is an adjoining historic cemetery, mainly located to the east of the church building.

**Historical or Associative Value**

The Brown's Corners United Church is of historical or associative value as a long-established place of worship in the historic community of Brown's Corners. The first church was erected in 1843 on land donated by Alexander Brown, a prominent early land owner and farmer in the area. A new church building was constructed in 1899. In 1925, the congregation became a part of the United Church of Canada, and in 1961 the church was added to and remodeled as the congregation grew. In 2009, the property was purchased by the Zion Alliance Church.

**Contextual Value**

The Brown's Corners United Church is of contextual value as the last remaining heritage building marking the historic crossroads community of Brown's Corners.

**Significant Architectural Attributes**

Exterior character-defining attributes that embody the cultural heritage value of the Brown's Corners United Church include:

- Overall rectangular form of the 1899 building;
- Fieldstone foundation with basement window openings;
- Steeply pitched gable roof with projecting, overhanging eaves;
- Paired windows on the east and west walls.



Report to: Development Services Committee

Meeting Date: April 1, 2019

**SUBJECT:** **Recommendation Report**  
 Intention to Designate a Property under  
 Part IV of the Ontario Heritage Act  
 Elias Hamilton House  
 6 Heritage Corners Lane, Ward 4

**PREPARED BY:** George Duncan, CAHP, Senior Heritage Planner, ext. 2296

**REVIEWED BY:** Regan Hutcheson, MCIP, RPP, CAHP,  
 Manager of Heritage Planning, ext.2080

### **RECOMMENDATION:**

- 1) That the staff report entitled “Intention to Designate a Property Under Part IV of the Ontario Heritage Act, Elias Hamilton House, 6 Heritage Corners Lane,” dated April 1, 2019, be received;
- 2) That as recommended by Heritage Markham, the Elias Hamilton House at 6 Heritage Corners Lane be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest;
- 3) That the Clerk’s Department be authorized to publish and serve Council’s Notice of Intention to Designate as per the requirements of the Ontario Heritage Act;
- 4) That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption;
- 5) That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board;
- 6) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

### **PURPOSE:**

The purpose of this report is to recommend to Council that the “Elias Hamilton House” at 6 Heritage Corners Lane be designated under Part IV of the Ontario Heritage Act, in accordance with the conditions of the Site Plan Agreement for its relocation and restoration at Markham Heritage Estates.

### **BACKGROUND:**

#### **The property is listed on the City of Markham Register**

The subject property is located at 6 Heritage Corners Lane within Markham Heritage Estates, a community of relocated heritage buildings. It is included in the Markham Register of Property of Cultural Heritage Value or Interest. The Register is the City’s inventory of non-designated properties identified as having cultural heritage value or interest, as well as Part IV properties (individual designations) and Part V properties (district designation).

**The Elias Hamilton House, c.1858, is a good example of a classic Ontario farmhouse**

The Elias Hamilton House, c.1858, is a good example of a classic Ontario centre gabled farmhouse in patterned brick, designed with elements of the Gothic Revival style. It is also a good example of an evolved building, with the front section of the T-shaped plan comprised of a mid-19<sup>th</sup> century post and beam dwelling that was remodeled in the 1870s with a high-pitched roof, dichromatic brickwork veneer and segmentally-arched windows.

The Statement of Significance is attached as Appendix 'A'.

**The building has been assessed using the Ministry of Culture's Designation Criteria**

The Government of Ontario on January 25, 2006 passed a regulation (O.Reg. 9/16) which prescribes criteria for determining a property's cultural heritage value or interest for the purpose of designation. Municipal councils are permitted to designate a property to be of cultural heritage value or interest if the property meets the prescribed criteria.

The purpose of the regulation is to provide an objective base for the determination and evaluation of resources of cultural heritage value. The prescribed criteria help ensure the effective, comprehensive and consistent determination of value or interest by all Ontario municipalities. The criteria are essentially a test against which properties can be judged; the stronger the characteristics of the property compared to the standard, the greater the property's cultural heritage value. The property may be designated if it meets one or more of the criteria.

The subject property has cultural heritage value or interest as it meets the following criteria:

- The property has design value or physical value because it:
  - Is a rare, unique, representative or early example of a style, type expression, material or construction method (the Elias Hamilton House is a good example of a Classic Ontario centre gable farmhouse),
- The property has historical value or associative value because it:
  - Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community (this was the home of Elias Hamilton, a member of an American family that settled in the northeastern part of Markham Township c.1804);
- The property has contextual value because it:
  - Is important in defining, maintaining or supporting the character of an area (the Elias Hamilton House, relocated to Markham Heritage Estates in 2014, helps illustrate the range of architectural styles, building materials and cultural backgrounds of the City's heritage buildings).

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**The cultural heritage value of the Elias Hamilton House was considered by Heritage Markham when it was recommended for eligibility for relocation to Markham Heritage Estates**

The designation process under the Ontario Heritage Act (the Act) requires a municipal council to consult with its municipal heritage committee when properties are considered for designation. The cultural heritage value of this building was considered by Heritage Markham in 2011 when the Elias Hamilton House was recommended as eligible for relocation to Markham Heritage Estates.

**OPTIONS/ DISCUSSION:**

**The heritage designation of the heritage resource is consistent with City policies**

The City of Markham Official Plan 2014 contains Cultural Heritage policies related to the protection and preservation of heritage resources. With respect to Markham Heritage Estates, all buildings relocated and restored in this community are required to be subject to designation under Part IV of the Ontario Heritage Act, as well as a Heritage Easement Agreement.

**The owner is aware of the City's intention to designate this property under the Ontario Heritage Act through the development approval process.**

As noted above, heritage designation is a standard condition for Site Plan Agreements within Markham Heritage Estates.

**Designation acknowledges the importance of the heritage resource**

Designation signifies to both the owner and the broader community that the property contains a significant resource that is important to the community. Designation doesn't restrict the use of the property. However, it does require the owner to seek approval for property alterations that are likely to affect the heritage attributes described in the designation by-law. Council can also prevent, rather than just delay, the demolition of a resource on a designated heritage property.

The designation of this cultural heritage resource is supported by staff.

**FINANCIAL CONSIDERATIONS:**

Not Applicable

**HUMAN RESOURCES CONSIDERATIONS**

Not Applicable

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Heritage designation aligns with the strategic priorities of Managed Growth and Environment. Designation recognizes, promotes and protects heritage resources, which strengthens the sense of community. The preservation of heritage buildings is environmentally sustainable because it conserves embodied energy, diverts sound construction materials from entering landfill sites, and reduces the need to produce and transport new construction materials.

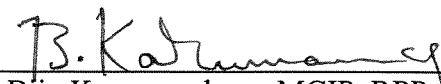
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**BUSINESS UNITS CONSULTED AND AFFECTED:**

Acceptance of this recommendation to designate the property located at 6 Heritage Corners Lane under Part IV of the Ontario Heritage Act will require the Clerk's Department to initiate the following actions:

- publish and serve on the property owner, the Ontario Heritage Trust and the public through newspaper advertisement, Council's notice of intention to designate the property as per the requirements of the Act: and
- prepare the designation by-law for the property

**RECOMMENDED BY:**

  
Biju Karumanchery, MCIP, RPP  
Director of Planning & Urban Design

  
Arvin Prasad, MCIP, RPP  
Commissioner of Development Services

**ATTACHMENTS**

Figure 1 - Location Map

Figure 2 - Building Photograph

Appendix 'A' - Statement of Significance

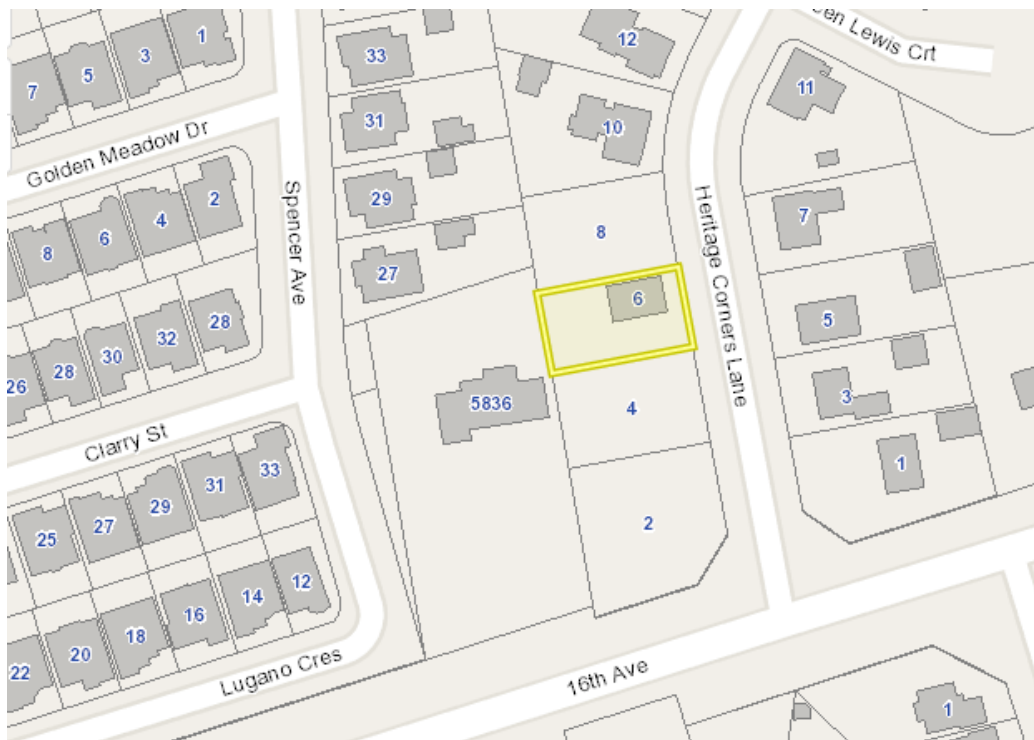
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**FIGURE 1****OWNER:**

Basil Galatianos

**LOCATION MAP:**

**Figure 2: Building Photograph**



**Elias Hamilton House, c.1858.**

## **Appendix 'A'**

### **Statement of Significance**

#### **Elias Hamilton House**

6 Heritage Corners Lane  
c.1858

The Elias Hamilton House is recommended for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

#### Description of Property

The Elias Hamilton House is a relocated heritage building on the west side of Heritage Corners Lane in Markham Heritage Estates, a community of relocated heritage buildings. The Hamilton House is a one-and-a-half storey brick-veneered frame building.

#### Historical and Associative Value

The Elias Hamilton House has historical and associative value at the former home of Elias Hamilton, a member of an American family that settled in the northeastern part of Markham Township c.1804. The Hamiltons, along with the Millers, were part of a cluster of American Baptists that established themselves in a rural area south of Stouffville in the early 19<sup>th</sup> century, and were associated with the 9<sup>th</sup> Line Baptist Church. The original location of this house was the west half of Lot 30, Concession 9. The property remained in the ownership of Elias Hamilton's descendants until 1913.

#### Design and Physical Value

The Elias Hamilton House has design and physical value as a good example of a Classic Ontario centre gabled farmhouse in patterned brick, designed with elements of the Gothic Revival architectural style. It is also a good example of an evolved building, with the front section of the T-shaped plan comprised of a mid-19<sup>th</sup> century post and beam dwelling that was remodelled in the 1870s with a high pitched roof, dichromatic brick veneer and segmentally-arched windows.

#### Contextual Value

The Elias Hamilton House has contextual value as a restored building from the rural area in the northeast part of Markham Township, relocated in 2014 to Markham Heritage Estates to save it from demolition due road widening. In its present context, the house helps illustrate the range of architectural styles, building materials, and cultural backgrounds of the City's heritage buildings.

#### Significant Architectural Attributes to be Conserved

Exterior, character-defining elements that embody the cultural heritage value of the Elias Hamilton House include:

- One-and-a-half storey, T-plan form of the building;
- Exterior walls of red brick veneer trimmed with white brick quoins and arches over window and door openings;
- Natural stone foundation facing;
- Steeply-pitched gable roof with decorative bargeboards along the eaves, wood shingles, projecting eaves and wood soffits and fascia;
- Reproduction single-stack red brick chimneys on the south and north gable ends;
- Segmentally-headed two over two sash-style wood windows with projecting lugsills on the front section of the dwelling;
- Front gable with round-headed feature window with a Neo-classical glazing pattern;
- Flat-headed two over two wood windows with projecting lugsills on the rear wing of the dwelling;
- Glazed and panelled wood front door;
- Reproduction bellcast-roofed front and south side verandas supported on turned posts.



Report to: Development Services Committee

Report Date: April 1, 2019

**SUBJECT:**

**RECOMMENDATION REPORT**

Applications for Official Plan Amendment, Draft Plan of Subdivision, Zoning By-law Amendment, and Site Plan Approval by Gemterra (Woodbine) Inc. to permit townhouses at 9064 to 9110 Woodbine Avenue (Ward 2)  
File Nos. OP/SU/ZA/SC 17 153653

**PREPARED BY:**

Rick Cefaratti, MCIP, RPP, Ext. 3675  
Planner II, West District

**REVIEWED BY:**

Ron Blake, MCIP, RPP, Ext. 2600  
Senior Development Manager

**RECOMMENDATION:**

- 1) That the Staff report titled "Recommendation Report – Applications for Official Plan Amendment, Draft Plan of Subdivision, Zoning By-law Amendment, and Site Plan Approval by Gemterra (Woodbine) Inc. to permit townhouses at 9064 to 9110 Woodbine Avenue (Ward 2) File Nos. OP/SU/ZA/ /SC 17 153653" be received;
- 2) That the proposed amendment to the 2014 Markham Official Plan, attached as Appendix 'A', be finalized and approved;
- 3) That Draft Plan of Subdivision 19TM-17004 submitted by Gemterra (Woodbine) Inc., be finalized and approved subject to the conditions outlined in Appendix 'B';
- 4) That the draft plan approval for Plan of Subdivision 19TM-17004 will lapse after a period of three (3) years from the date of issuance in the event that a subdivision agreement is not executed within that period;
- 5) That the Director of Planning and Urban Design, or his designate be delegated authority to issue draft approval, subject to the conditions set out in Appendix 'B' as may be amended by the Director of Planning and Urban Design;
- 6) That the amendments to Zoning By-laws 19-94 and 177-96, as amended 'C' approved and the draft implementing Zoning By-law, attached as Appendix 'C', be finalized and enacted without further notice;
- 7) That the Site Plan application by Gemterra (Woodbine) Inc. be endorsed, in principle, and that staff continue to work with the applicant to refine the site plan, prior to site plan endorsement by the Director of Planning and Urban Design;
- 8) That site plan endorsement shall lapse after a period of three (3) years from the date of Staff endorsement in the event that the site plan agreement is not executed within that period;

Report to: Development Services Committee

Report Date: April 1, 2019

Page 2

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- 9) That in accordance with the provisions of subsection 45(1.4) of the Planning Act, R.S.O. 1990, c.P.13, as amended, the owner shall, through this Resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the zoning by-law attached as Appendix "B" to this report, before the second anniversary of the day on which the by-law was approved by Council;
  - 10) That servicing allocation for thirty-three (33) townhouse units be assigned to the subject development;
  - 11) That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner; and,
  - 12) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

This report recommends adoption of the Official Plan Amendment, and approval of the associated Draft Plan of Subdivision, and Zoning By-law Amendment Applications, and endorsement in principle of the Site Plan application to permit a 33 unit condominium townhouse development on the subject lands. Site Plan approval authority for the proposed townhouse development is delegated to the Director of Planning and Urban Design. Planning Department Staff is generally satisfied with the overall site plan and is continuing to work with internal departments to refine details of the site plan prior to Site Plan endorsement.

**BACKGROUND:**

The 0.95 ha (2.35 ac.) subject lands are located on the west side of Woodbine Avenue within the Buttonville Heritage Conservation District (Figure 1). A heritage dwelling ("Buttonville Mill House") is located on the southerly portion of the subject lands. The remainder of the lands are undeveloped. The heritage dwelling forms part of Buttonville's early history as a 19<sup>th</sup> century rural mill village. The first phase of the house, constructed *circa* 1840, is historically significant for its association with the Willcocks and Baldwin families of old Toronto.

The heritage dwelling is the last remaining feature of the milling operations that once formed the heart of the original hamlet of Millbrook (the original name for Buttonville), and also is the oldest remaining structure in the area. To the south and west is the former Markham Golf Course and tributary of the Rouge River. Further to the west, across the Rouge River, are employment uses and the Buttonville Airport. To the north, is an existing townhouse condominium development (Millbrook Village). Detached dwellings are located to the east, across Woodbine Avenue (Figure 3).

**PROPOSAL**

The applicant is proposing to develop the subject lands for thirty-three (33), three (3) storey townhouse dwellings, and to maintain the existing heritage dwelling (Figures 4, 5 & 6).

Access to the site is proposed via a new private lane that connects to Woodbine Avenue at two locations. The proposed northerly connection, at an existing signalized intersection, is opposite Millbrook Gate (Figure 4). The second proposed access would be a non-signalized restricted right-in/right-out at the south end of the property adjacent to the heritage dwelling. Sixteen (16) units are proposed to front onto Woodbine Avenue with vehicular access provided from the private lane. These units contain a mix of single and double car garages. The remaining seventeen (17) units on the west side of the property are internal to the site and will face east onto the proposed private lane. All of these units contain single car garages. A width of 6.0 metres is proposed for all of the townhouses within this development.

## **PROCESS**

Applications submitted in support of the proposal include an Official Plan Amendment (to permit 3 storey townhouses on a private road), a Draft Plan of Subdivision approval (to establish townhouse blocks and open space blocks for an environmental buffer), a Zoning By-law Amendment (to implement site-specific development standards), Draft Plan of Condominium approval (to establish the common elements including a private amenity area and a private road), and Site Plan approval (to ensure the proposal is appropriate and compatible with adjacent development).

## **OFFICIAL PLAN**

### 2014 Official Plan

The subject lands are designated 'Residential Low Rise' in the 2014 Official Plan (as partially approved on November 24, 2017 and updated on April 9, 2018). This designation provides for townhouses, with or without frontage on a public road. These lands are also subject the Area and Site Specific Policies for Buttonville. The Area and Site Specific policies under Section 9.4.6.5 of the 2014 Official Plan provide for a maximum building height of two (2) storeys.

### Site Specific Official Plan Policy for townhouse development

The proposed amendment to the Official Plan will provide for three (3) storey townhouses to be developed on the subject property (See Appendix 'B'). In addition the Official Plan Amendment proposes to amend Map 3 of the 2014 Official Plan to re-designate the environmental buffer area to be conveyed to the City from 'Residential Low Rise' to 'Greenway'. Approval of the Official Plan Amendment has been delegated to the City.

### Buttonville Heritage Conservation District Plan

These lands are located within the Buttonville Heritage District, and are subject to the policies of the Buttonville Heritage Conservation District Plan. The Buttonville Heritage Conservation District Plan requires that new buildings on this property be in keeping with the existing townhouse development to the north which consists of traditional styled homes reflecting the types of materials and architectural detailing of Buttonville.

## ZONING

The subject lands are zoned Residential Medium Density 1 (RMD1), Open Space 2 – Special Use (O2) and Open Space 3 - Environmental Buffer (O3) under By-law 19-94, as amended (see Figure 2). The RMD1 zone permits detached, semi-detached, townhouses and cluster housing. The O2 zone permits golf courses, public or private parks, athletic fields and cemeteries. The O3 zone only permits ‘environmental buffer landscaping’ which provides for an environmental buffer between the banks of the Rouge River and the adjacent residential lands.

The zoning by-law amendment (Appendix ‘C’) proposes to delete the residential portion of the subject lands from the designated area of By-law 19-94 to a Residential Two (R2) zone category under By-law 177-96, as amended. The owner is also proposing to increase the area of the Open Space zones elsewhere on these lands. The Open Space zoned portions of the property will remain under By-law 19-94.

Site specific amendments to the development standards of the zoning by-law are proposed to implement the proposed townhouse development.

- a maximum permitted building height of 13.5 m for the three (3) storey townhouses. The additional height will address the approximately 2.0 metre grade difference between the north end of the property and the south end of the property along Woodbine Avenue while maintaining the overall integrity of the proposed built form;
- a minimum of 0.24 visitor parking spaces per townhouse dwelling unit or 8 spaces provided that the maximum number of townhouses is restricted to thirty-three (33) units, whereas the Parking Standards By-law requires a minimum of 0.25 visitor spaces per townhouse dwelling unit or 9 visitor spaces. The number of townhouse dwelling units will be capped in the Zoning By-law at 33 units;
- the subject lands to be deemed one lot for the purposes of the By-law;
- the proposed minimum lot frontage of 6.0 m per interior lot, exceeds the requirements of By-law 177-96, as amended, which requires a minimum width of 5.5 m for interior lots;
- a minimum lot frontage of 6.0 m is proposed for end units, whereas By-law 177-96, as amended, requires a minimum frontage of 6.7 m. However, Staff consider this reduction to be minor and compatible with the design standards typically associated with common element townhouses built on private roads;

As noted above, the width of the proposed townhouses (6.0 m) on an interior lot will comply the zoning provisions for lane-based townhouses under By-law 177-96, as amended. However, the proposed townhouse end units are proposed to be 0.7 m narrower.

## OPTIONS/ DISCUSSION:

### Issues identified in the Preliminary Report and Public Meeting

Several matters relating to the proposal were identified in the June 25, 2018 preliminary report including:



- The Region of York's initial requirement to limit vehicular access to one access point on Woodbine Avenue (at the signalized intersection of Woodbine Avenue and Millbrook Gate), whereas the site plan proposed a second right-in-right access to the south;
- the potential impacts on the proposal of a 43.0 m road widening requested by York Region over the entire Woodbine Avenue road frontage;
- a required conveyance of a 10.0 m by 10.0 m daylight triangle to York Region at Millbrook Gate; proposed encroachments into the required environmental buffer;

The Statutory Public Meeting was held on September 4, 2019. Comments made by the residents who attended the Public Meeting included objections to the proposed heights of the townhouses, overall site density and concerns about additional traffic that could be generated from this development. The City has also received written submissions from the public that reiterated the objections noted above.

**These and other issues are addressed as follows:**

Building Design is Appropriate

Figures 5 and 6 illustrate that the proposed townhouses will generally conform to the policies and guidelines of the Buttonville Heritage Conservation District Plan. Staff is of the opinion that the architectural style, scale and orientation of the townhouses are appropriate. The building elevations illustrate that the third storey of each townhouse unit will be incorporated within the roof structure to minimize the visual impact of the additional storey. The exterior building materials will be comprised of clay brick reflective of local historical brick, and stone veneer that will be complementary to surrounding developments and reflective of the local granite field stone. Staff will continue to work with the applicant through the site plan approval process to ensure that the building materials and the window treatment for the proposed townhouses are reflective of the historic patterns found in Buttonville.

Heritage Planning

Heritage Markham Committee reviewed the current proposal to develop thirty three (33) townhouses and to expand the existing heritage dwelling at their meeting on July 11, 2018. The Committee generally supported the form, massing and height of the proposed townhouses and their orientation to Woodbine Avenue from a heritage perspective, and recommended that any development application to revise the existing heritage dwelling be delegated to Heritage Planning Staff.

Heritage Planning staff further advises that the revised proposal conforms to the District Plan in terms of scale, architectural form, and height, but requires some minor revisions to the proposed materials and architectural detailing (including window treatment) of the proposed townhouses. Heritage Planning staff will continue to work with the applicant to ensure that the townhouses will be compatible with the existing heritage buildings of Buttonville.

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Site Layout is Appropriate and Compatible with Adjacent Development

The proposed height and location of the subject townhouses are, in staff's opinion, compatible with the existing residential low rise development to the north and the single detached dwellings to the east across Woodbine Avenue. An appropriate separation distance to buffer the existing residential development to the north from the proposed townhouses has been provided.

Transportation Impacts Minimal

Transportation Engineering Staff has reviewed a Traffic Study, which was submitted in support of the proposal. Staff concurs with the Study's findings that the anticipated traffic volumes for the proposed townhouse development will not adversely impact the surrounding neighbourhood, subject to the provision of a northbound left turn lane from Woodbine Avenue into the site at the Millbrook Gate intersection, to the satisfaction of York Region.

York Region to allow two access locations from Woodbine Avenue

Following various discussions between Regional staff, Markham staff and the applicant, York Region Transportation staff has agreed in principle to permit two access locations onto Woodbine Avenue – a full moves access at the north end of the property (at the existing Millbrook Gate signalized intersection), and a second restricted moves right-in/right out access at the south end of the property adjacent to the heritage dwelling. The applicant will be financially responsible for the installation of a centre median along Woodbine Avenue to prevent northbound left turn movements from this access location.

York Region has reduced the road widening requirement for Woodbine Avenue over the entire frontage. York Region is now protecting for a 36.0 m wide right-of-way for this section of Woodbine Avenue, whereas a 43.0 m wide right-of-way was previously planned for in this location. The revised site plan provides a sufficient property conveyance to provide 18.0 m from the centerline of construction for Woodbine Avenue.

York Region has also agreed in principle to reduce the area requirement for the daylight triangle from 10.0 m by 10.0 m to 7.5 m by 7.5 m at the signalized intersection of Millbrook Gate and the proposed full move access onto Woodbine Avenue.

The Region has provided conditions of Draft Plan of Subdivision approval and Site Plan approval, which have been incorporated into Appendix 'B' and 'D', respectively.

Toronto and Region Conservation Authority (TRCA)

The applicant has delineated the natural features and associated environmental buffers in consultation with the TRCA and City of Markham staff. This delineation includes some encroachments into the required 10.0 metre environmental buffer in exchange for the conveyance of other sections of the environmental buffer areas that are wider than 10.0 metres. TRCA staff and City staff are generally satisfied with the proposed restoration planting plan submitted with this proposal. As a condition of approval, the TRCA and the City of Markham will require the environmental buffer area to be densely planted and dedicated to the City of Markham, free and clear of all encumbrances. The TRCA will

also require permits for the restoration of the open space/environmental buffer blocks and the site works associated with townhouse construction adjacent to the valley corridor. Staff further note that the valley lands to the west of the proposed environmental buffer area remain part of the former golf course lands. These lands remain in private ownership at this time.

#### Internal Driveways Revised

As requested by staff, the length of the proposed driveways of units facing Woodbine Avenue (garage and driveways face the private lane) has been reduced to discourage parking that could potentially obstruct the required fire route.

#### Garage sizes for townhouse units will comply with Parking Standards By-law 28-97

The site plan submitted with the applications illustrate a garage width of 3.0 m and a length of 6.0 m for townhouses with single car garages, and a garage width of 6.0 m and a length of 6.0 m for townhouses with double car garages. The size of each garage will meet the provisions of the Parking Standards By-law and Staff have no concerns in this regard. In addition, two (2) parking spaces will be provided for each townhouse unit in compliance with the Parking Standards By-law.

#### Site Plan Approval Granted for Modifications to the Heritage Dwelling

Heritage Planning staff approved a separate Site Plan application (File SC 18 248845) on November 19, 2018 to demolish the rear portion of the heritage dwelling at 9064 Woodbine Avenue, and to make secure the remaining portion of the house. Heritage Planning staff recommends that the owner agrees in the subdivision agreement to protect and conserve the heritage building. Heritage conditions of Draft Plan of Subdivision approval are provided in Appendix 'B'.

#### Snow Storage

The Development Services Committee noted at the Public Meeting that the original site plan did not identify snow storage areas. The revised site plan (Figure 4) shows a snow storage area adjacent to the north driveway of the proposed townhouse development and within the private open space area at the south end of the property. The proposed development will be accessed via a rear private lane and the future condominium corporation will be responsible for snow clearing along the rear lane. Staff will continue to work with the applicant to determine the optimal on-site snow storage locations.

#### Parkland Dedication

The site plan shows a private open space area (hatched area on Figure 4). Due to its size and location, and the fact that it is not publicly accessible, this open space area is not eligible for parkland credit. Consequently, the applicant will be required to fulfill their parkland dedication requirements through a cash-in-lieu of parkland contribution.

Staff will continue to work with the applicant to refine the site plan, including the elements of the above-noted 293 m<sup>2</sup> (3,154 ft<sup>2</sup>) private open space area.

Report to: Development Services Committee

Report Date: April 1, 2019

Page 8

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Compensation for Tree Removal Required

As a result of the proposed development, there are a number of mature trees that need to be removed. Compensation for tree removal will be determined at the site plan agreement stage.

Public Art

The applicant will be required to provide a Public Art contribution in accordance with the City public art policies and Section 37 of the Planning Act. The contribution amount will be identified in the Zoning By-law Amendment and obtained through the site plan approval process.

Draft Plan of Condominium Comments

Staff recommends that the associated Draft Plan of Condominium (File CU 17 153653 and illustrated in Figure 8) include the front yard areas of the proposed townhouse dwellings fronting onto Woodbine Avenue as part of the common elements to ensure these lands are properly maintained. The authority to approve the Draft Plan of Condominium is delegated to the Director of Planning and Urban Design.

**CONCLUSION:**

The proposed townhouse development is appropriate and Staff recommends adoption of the Official Plan Amendment (Appendix 'A'), approval of the associated Draft Plan of Subdivision application, subject to the draft plan conditions in Appendix 'B', and approval of the Zoning By-law Amendment (Appendix 'C').

**FINANCIAL CONSIDERATIONS:**

Not applicable.

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.


**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The applications were reviewed in the context of the City's strategic priorities of Growth Management and Municipal Services.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

These applications have been circulated to various City departments and external agencies and no objections to the proposal have been raised.

**RECOMMENDED BY:**

  
Biju Karumanchery, M.C.I.P., R.P.P.  
Director, Planning & Urban Design

  
Arvin Prasad, M.C.I.P., R.P.P.  
Commissioner, Development Services

**ATTACHMENTS:**

Figure 1 – Location Map

Figure 2 – Area / Context Map

Figure 3 – Air Photo

Figure 4 – Site Plan

Figure 5 – Elevations Private Road

Figure 6 – Elevations Woodbine Avenue

Figure 7 – Draft Plan of Subdivision

Figure 8 – Draft Plan of Condominium

Appendix 'A' – Draft Official Plan Amendment

Appendix 'B' – Draft Plan of Subdivision Conditions

Appendix 'C' – Draft Zoning By-law Amendment

**OWNER:**

Gemterra (Woodbine) Inc.

C/O Maurice Lerman, General Manager

Gemterra Developments

7755 Warden Ave. Unit 6

Markham, ON L3R 0N3

Tel: 905-415-8595

Email: [mlerman@gemterra.com](mailto:mlerman@gemterra.com)**APPLICANT:**

Matthew Cory, MCIP, RPP, PLE, PMP

Principal

Malone Given Parsons Ltd.

140 Renfrew Drive, Suite 201

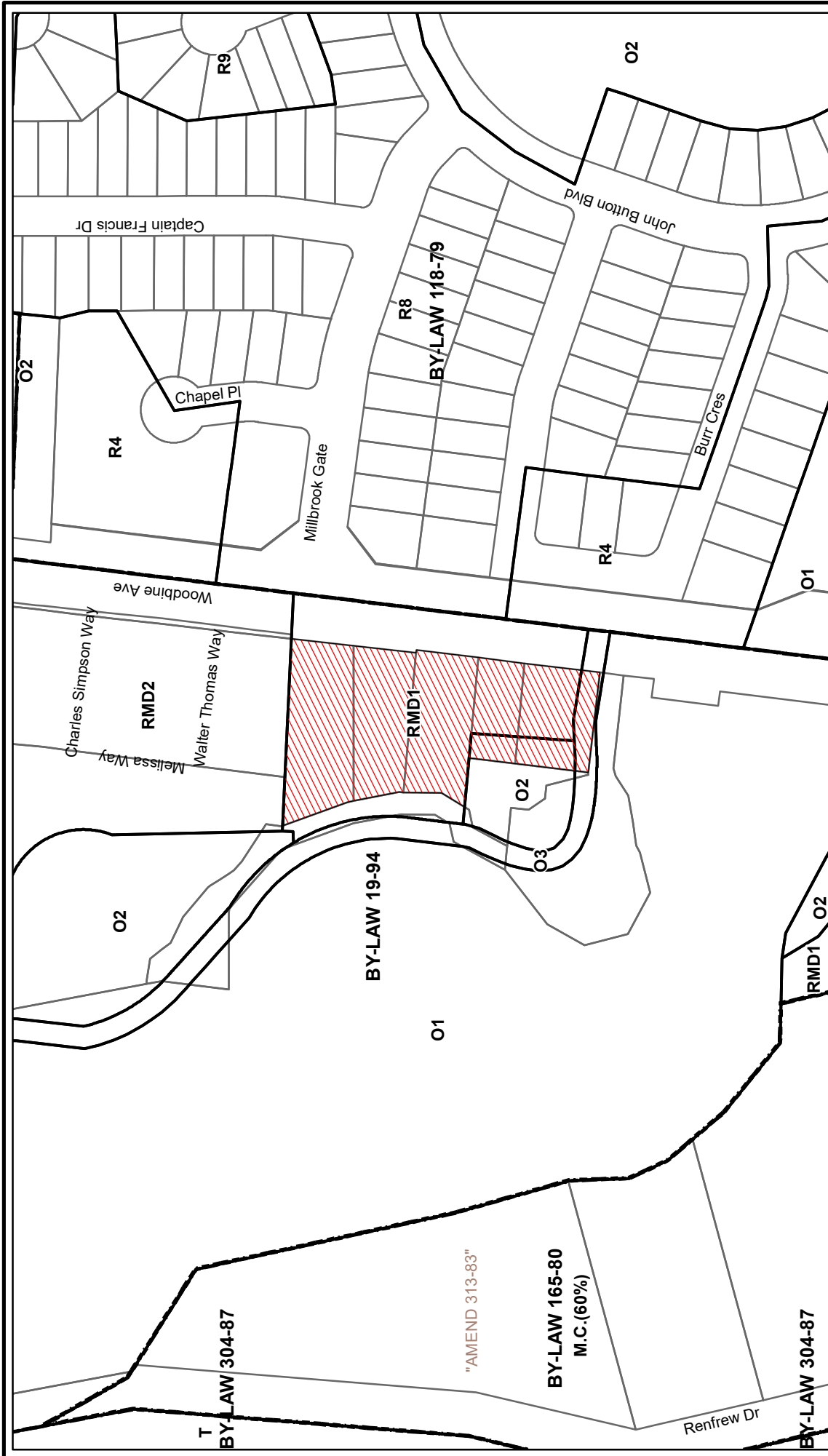
Markham, ON, L3R 6B3

Tel: 905-513-0170 ext.138

Email: [mcory@mgp.ca](mailto:mcory@mgp.ca)

File path: Amanda\File 17 153653\Documents\Recommendation Report





# AREA CONTEXT / ZONING

APPLICANT: GENTERRA (WOODBINE) INC.  
9064 - 9110 WOODBINE AVE

FILE No. OP\_ZA\_SU\_CU\_SC\_17153653 (RC)

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DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: RC

Date: 11/01/2019

FIGURE No. 2

 SUBJECT LANDS






# AERIAL PHOTO (2018)

APPLICANT: GENTERRA (WOODBINE) INC.  
9064 - 9110 WOODBINE AVE

FILE No. OP\_ZA\_SU\_CU\_SC\_17153653 (RC)

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 SUBJECT LANDS

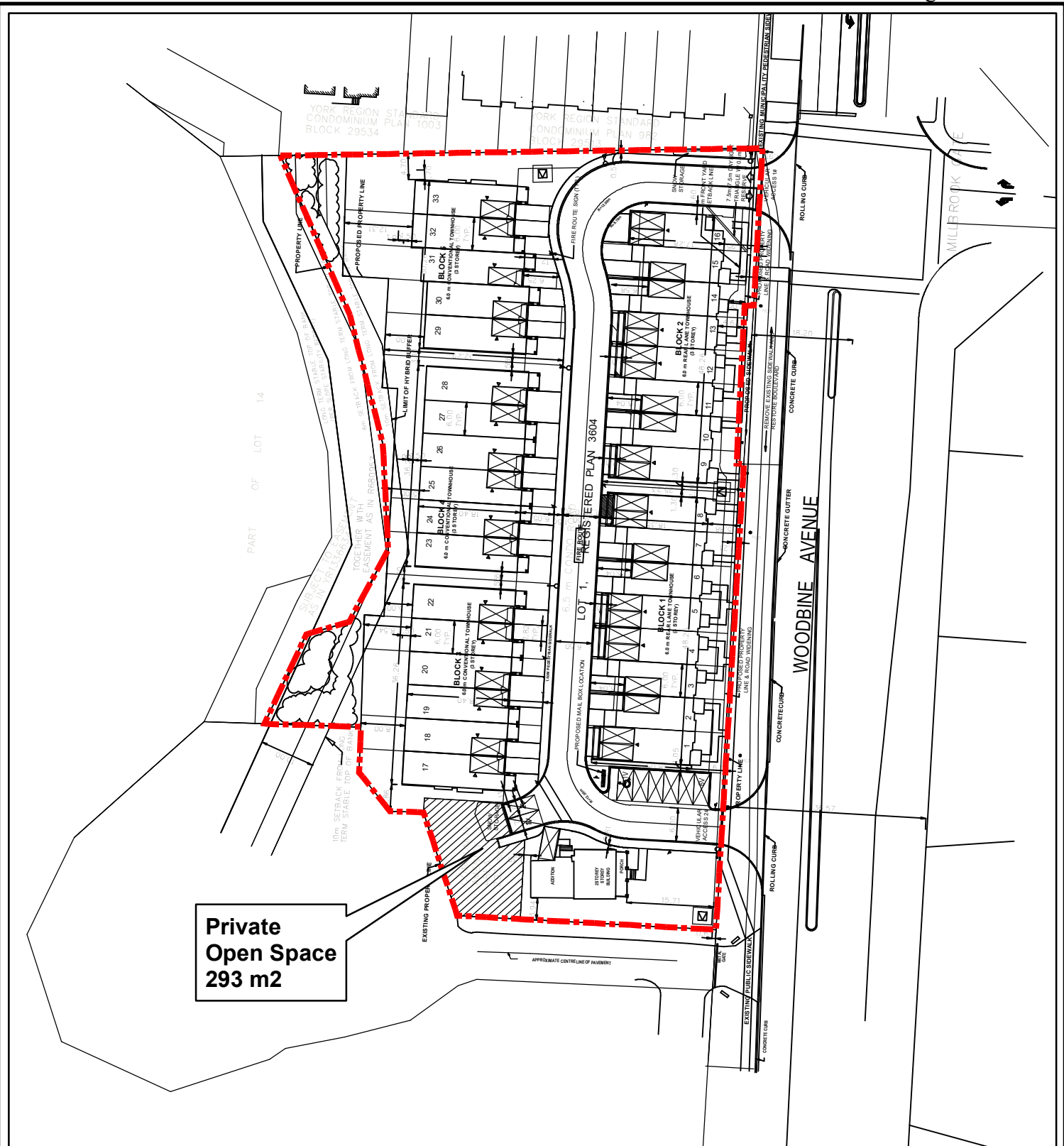
Date: 11/01/2019

Checked By: RC

Drawn By: CPW

FIGURE No. 3





# SITE PLAN

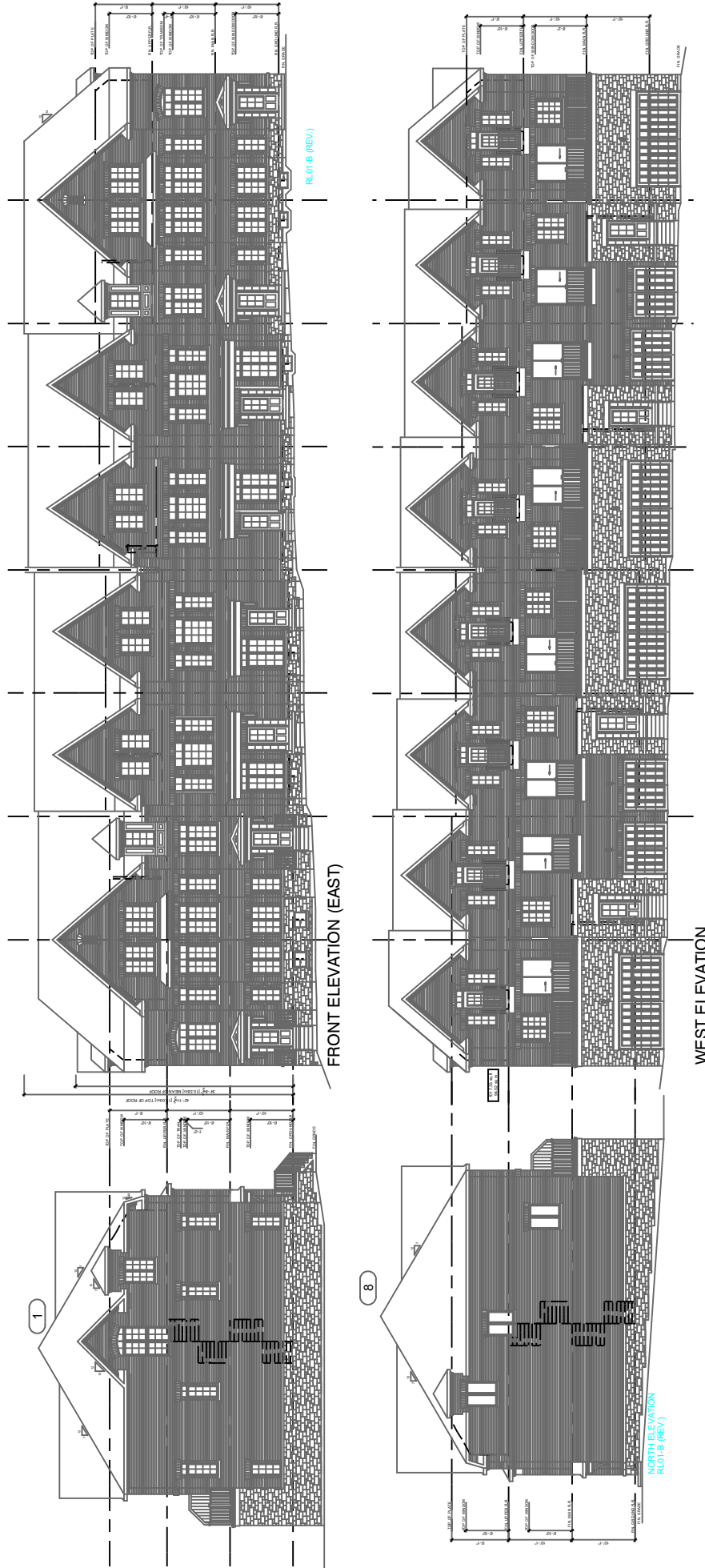
APPLICANT: GENTERRA (WOODBINE) INC.  
9064 - 9110 WOODBINE AVE

FILE No. OP\_ZA\_SU\_CU\_SC\_17153653 (RC)

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- SUBJECT LANDS
- PRIVATE OPEN SPACE

DATE: 11/01/2019



# TYPICAL ELEVATION - PRIVATE ROAD

APPLICANT: GENTERRA (WOODBINE) INC.  
9064 - 9110 WOODBINE AVE

FILE No. OP\_ZA\_SU\_CU\_SC\_17153653 (RC)

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Date: 11/01/2019

FIGURE No. 6

Checked By: RC

Drawn By: CPW

MARKHAM DEVELOPMENT SERVICES COMMISSION

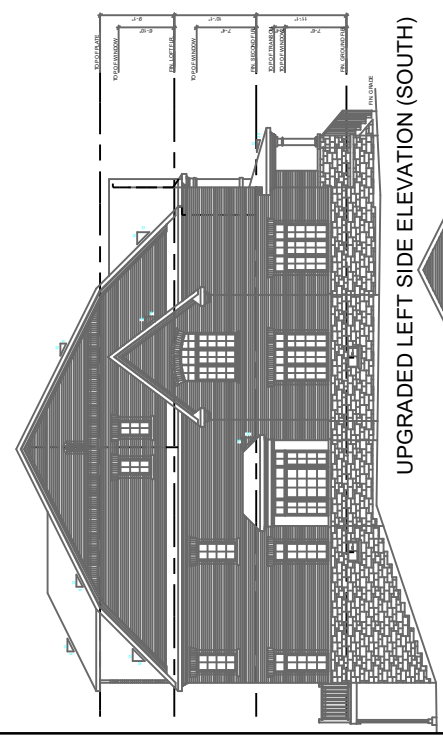
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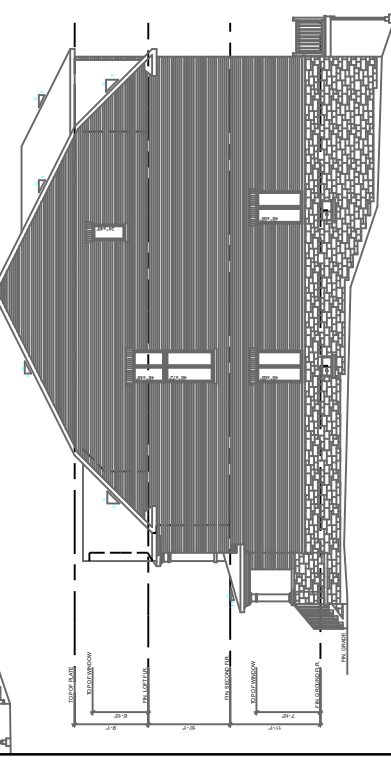
# TYPICAL ELEVATION - WOODBINE AVE

APPLICANT: GENTERRA (WOODBINE) INC.

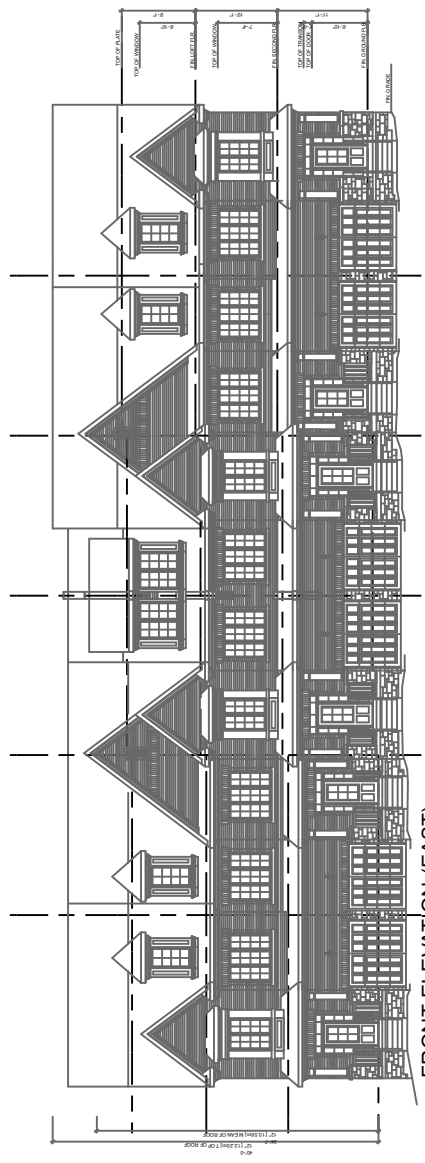
9064 - 9110 WOODBINE AVE



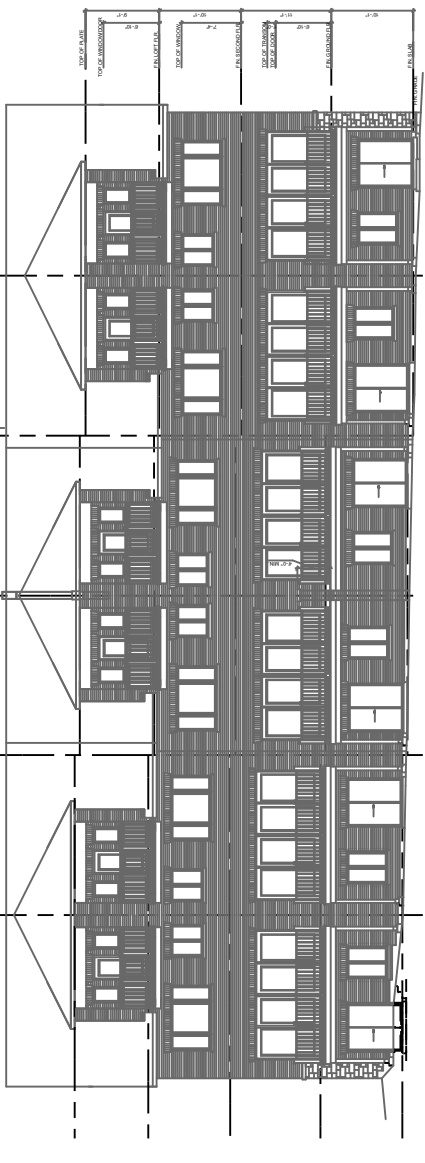
UPGRADED LEFT SIDE ELEVATION (SOUTH)



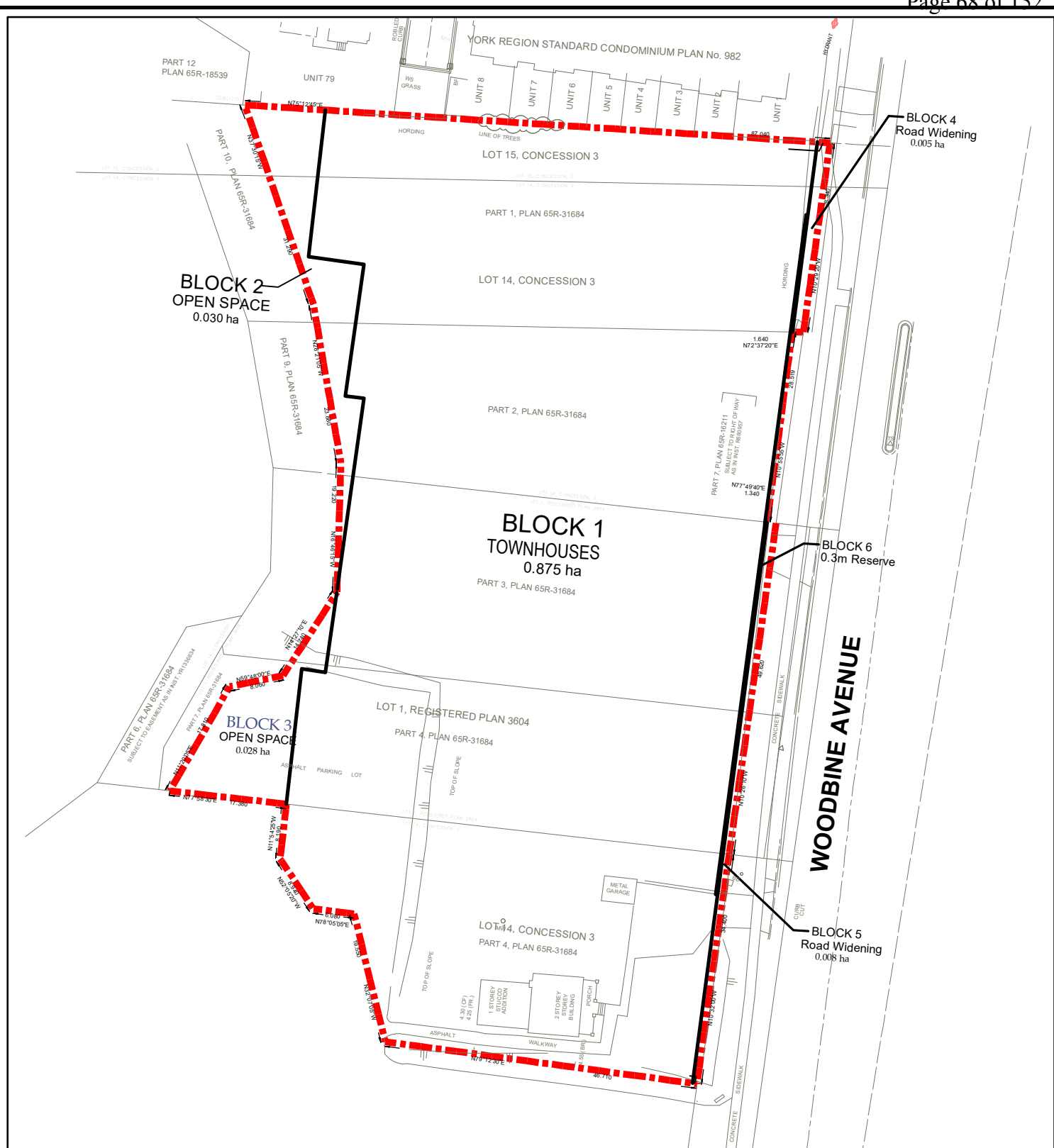
RIGHT SIDE ELEVATION (NORTH)



FRONT ELEVATION (EAST)



REAR ELEVATION (WEST)



# DRAFT PLAN OF SUBDIVISION

APPLICANT: GENTERRA (WOODBINE) INC.  
9064 - 9110 WOODBINE AVE

FILE No. OP ZA SU CU SC 17153653 (RC)

 SUBJECT LANDS

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DATE: 11/01/2019

## FIGURE No. 8

**Appendix 'A'**

**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended.

Gemterra (Woodbine) Inc.

March 2019

**Appendix 'A'**

**CITY OF MARKHAM**  
**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. \_\_\_\_\_ - \_\_\_\_ in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the \_\_\_\_ day of March , 2019.

\_\_\_\_\_  
Kimberley Kitteringham  
CITY CLERK

\_\_\_\_\_  
Frank Scarpitti  
MAYOR

**Appendix 'A'**

**THE CORPORATION OF THE CITY OF MARKHAM**

**BY-LAW NO. \_\_\_\_\_**

Being a by-law to adopt Amendment No. XXX to the City of Markham Official Plan 2014, as amended.

THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM, IN ACCORDANCE WITH THE PROVISIONS OF THE PLANNING ACT, R.S.O., 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. XXX to the City of Markham Official Plan 2014, as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS \_\_\_\_ DAY OF MARCH, 2019.

\_\_\_\_\_  
Kimberley Kitteringham  
CITY CLERK

\_\_\_\_\_  
Frank Scarpitti  
MAYOR



## Appendix 'A'

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2.	IMPLEMENTATION AND INTERPRETATION.....	9

**Appendix 'A'**

DRAFT

**PART I - INTRODUCTION**

(This is not an operative part of Official Plan Amendment No. XXX)

**Appendix 'A'****PART I - INTRODUCTION****1.0 GENERAL**

- 1.1** PART I - INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2** PART II - THE OFFICIAL PLAN AMENDMENT, constitutes Official Plan Amendment No. XXX to the City of Markham Official Plan 2014, as amended. Part II is an operative part of this Official Plan Amendment.

**2.0 LOCATION**

This Amendment applies to the 0.95 hectare (2.35 acre) subject lands municipally known as 9064, 9074, 9100 and 9110 Woodbine Avenue. The property is located on the west side of Woodbine Avenue, south of 16<sup>th</sup> Avenue. The subject lands are located within the Heritage Centre – Buttonville Heritage Conservation District.

**3.0 PURPOSE**

The purpose of this Amendment is to provide for townhouse development with a maximum building height of three (3) storeys.

**4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT**

The subject lands are currently designated 'Residential Low Rise' and 'Greenway' in the Official Plan. These lands are subject to the Area and Site Specific Policy 9.4.6 which limits the maximum building height to a maximum of two (2) storeys and requires new development to adhere to the development criteria contained in Sections 8.2.3.5 and 8.2.3.6 and the Buttonville Heritage Conservation district Plan. This Official Plan Amendment will facilitate a thirty-three (33) unit common element townhouse development with maximum building heights of three (3) storeys. The proposed townhouses will be compatible and consistent with the character of the surrounding area and generally conforms to the Buttonville Heritage Conservation District Plan.

**Appendix 'A'**

DRAFT

**PART II - THE OFFICIAL PLAN AMENDMENT**

(This is an operative part of Official Plan Amendment No. XXX)

## Appendix 'A'

### PART II – THE OFFICIAL PLAN AMENDMENT

#### 1.0 THE OFFICIAL PLAN AMENDMENT

1.1 The following Map of the Markham Official Plan 2014, as amended, is hereby amended:

- a) Map 3 – Land Use is amended by replacing the 'Greenway' and 'Residential Low Rise' designation, as shown on Schedule "A" attached hereto.

1.2 Section 9.4 of the Markham Official Plan 2014, as amended, is hereby amended by:

- a) Amending Section 9.4.6 by removing and replacing Figure 9.4.6 with a new Figure 9.4.6 as follows:

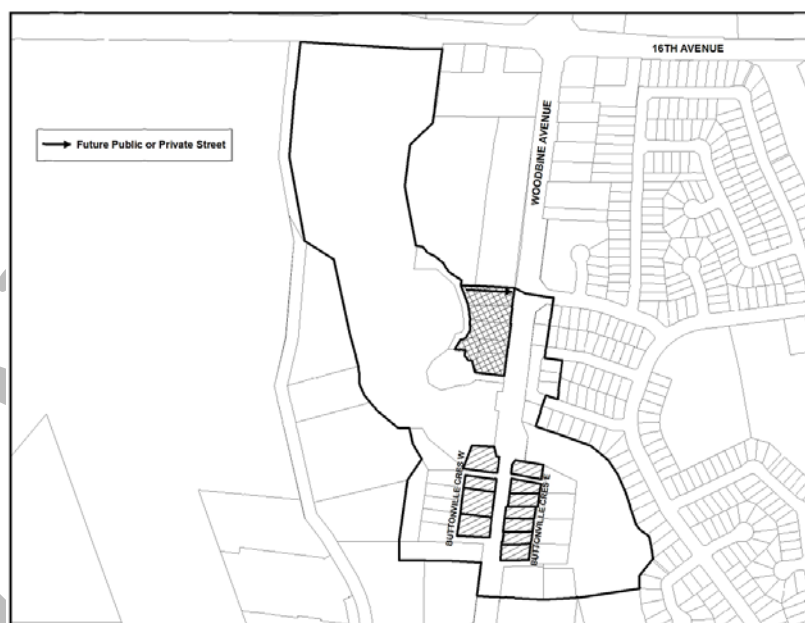


Figure 9.4.6''

## Appendix 'A'

**1.3** Section 9.4.6 of the Official Plan is hereby amended by adding a new Section 9.4.6.9 as follows:

“ The following height provision shall apply to the ‘Residential Low Rise’ lands shown in the cross-hatching on Figure 9.4.6:

a) The maximum building height shall be three (3) storeys.

## **2.0 IMPLEMENTATION AND INTERPRETATION**

The provisions of the Official Plan, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law and Site Plan approval and other Planning Act approvals, in conformity with the provisions of this Amendment.


Prior to Council’s decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and associated figure(s) and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. The notice provisions of Section 10.7.5 of the 2014 Markham Official Plan, as amended, shall apply.



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# AMENDMENT TO MAP '3' - LAND USE CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

 BOUNDARY OF AREA COVERED BY THIS AMENDMENT

## Appendix 'B'



**CONDITIONS OF THE CITY OF MARKHAM TO BE SATISFIED PRIOR TO RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION 19TM-17004 GEMTERRA (WOODBINE) INC. ARE AS FOLLOWS:**

1. General

- 1.1 Approval shall relate to a draft plan of subdivision prepared by Malone Given Parsons Ltd., identified as Project No. 16-2547, dated April 4, 2018.
- 1.2 This draft approval shall apply for a maximum period of three (3) years from date of issuance by the City, and shall accordingly lapse on April XX, 2022, unless extended by the City upon application by the Owner.
- 1.3 The Owner shall enter into a subdivision agreement with the City agreeing to satisfy all conditions of the City and Agencies, financial and otherwise, prior to final approval.
- 1.4 The Owner covenants and agrees to enter into a construction agreement and/or encroachment agreement or any other agreement deemed necessary to permit construction of services, roads, stormwater management facilities or any other services that are required external to the plan of subdivision and that are required to service the proposed development, to the satisfaction of the Director of Engineering and the City Solicitor.
- 1.5 The Owner acknowledges and agrees that the draft plan of subdivision and associated conditions of draft approval may require revisions, to the satisfaction of the City, to implement or integrate any recommendations from studies required as a condition of draft approval, including, but not limited to, Municipal Class Environment Assessment, Traffic Impact Study, Internal Functional Traffic Design Study, Transportation Demand Management Plan, Stormwater Management Study (Environmental Master Drainage Plan), Functional Servicing Report, Noise Impact Study, confirmation of alignment of roads with the locations shown in the draft approved plans, as well as any comments and conditions received from municipal departments and external agencies after draft approval is granted.

2. Roads

- 2.1 .
- 2.2 .
- 2.3 The Owner shall covenant and agree in the subdivision agreement that the public highways shall be designed and constructed in accordance with established municipal standards to the satisfaction of the City (Commissioner of Development Services).



## Appendix 'B'

- 2.4 The Owner shall convey 0.3 m reserves to the City, free of all costs and encumbrances, upon registration of the plan of subdivision.
  - 2.5 The Owner shall covenant and agree in the subdivision agreement to apply for a Road Occupancy Permit or Permit to Enter, if any works or access to works is proposed on City's owned lands.
3. Noise Impact Study
- 3.1 Prior to final approval of the draft plan, the Owner shall submit the final Noise Impact Study, prepared by a qualified noise consultant, with recommended mitigation measures for noise generated by road traffic and by any other identified noise sources, to the satisfaction of the City, in consultation with York Region. The Owner further agrees to make any revisions to the draft plan that may be required to achieve the recommendations of the Noise Impact Study.
  - 3.2 The Owner shall covenant and agree in the subdivision agreement to implement noise control measures and warning clauses as recommended by the approved Noise Impact Study, to the satisfaction of the City (Commissioner of Development Services), in consultation with York Region.
4. Stormwater Management
- 4.1 Prior to final approval of the draft plan, the Owner shall submit a Stormwater Management Study, prepared by a qualified engineer, detailing the provision of water quality and quantity management facilities, hydraulic gradelines, overland flow routes, and erosion and siltation controls for the draft plan for approval by the City. The Owner acknowledges and agrees that they will be required to construct the proposed stormwater management facilities and overland routes, provide any easements or lands for stormwater and overland flow purposes, and to revise the draft plan accordingly, as may ultimately be required.
  - 4.2 The Owner shall covenant and agree in the subdivision agreement to obtain approval of Site Alteration Plans in accordance with the City's Standards prior to proceeding with any on-site works and more particularly topsoil stripping.
  - 4.3 The Owner shall covenant and agree in the subdivision agreement to undertake the monitoring of watercourse temperatures which may be affected by storm drainage from its development, subject to consultation with, and to the satisfaction of the City.
  - 4.4 The Owner covenants and agrees that the water balance target of 5mm is required by the City and TRCA. The Owner covenants and agrees to use its best efforts, subject to site conditions and constraints, to design and implement a system to achieve a water balance target acceptable to the Director of Engineering. The Owner further covenants and agrees that such system shall incorporate a Low Impact Design system ("LID"). The LID shall be in the location satisfactory to the Director of Engineering.

## Appendix 'B'

### 5. Municipal Services

- 5.1 The City acknowledges that the Owner has submitted a Functional Servicing Report prepared by Cole Engineering Group Ltd. dated February 2017.

Prior to final approval of the draft plan, the Owner shall prepare, to the satisfaction of the City (Commissioner of Development Services), a final Functional Servicing Report to determine the infrastructure required for all municipal services internal and external to the subdivision to serve the subdivision and potential upgrades to municipal infrastructure downstream of the subdivision resulted from this development. Any requirements resulting from this Report shall be incorporated into the draft plan and provided for in the subdivision agreement. The owner shall covenant and agree in the subdivision agreement to pay for all external municipal infrastructure upgrades.

- 5.2 The Owner shall covenant and agree in the subdivision agreement that they shall be required to construct, or pay for the construction of, roads, bicycle lanes, curbs, gutters, sidewalks (in accordance with the applicable Council policy and City's Design Criteria and Standards), underground and above ground services, street lights, street signs, utilities, stormwater management facilities, etc., to the satisfaction of the City (Commissioner of Development Services).
- 5.3 Prior to final approval of the draft plan, detailed engineering drawings shall be provided in accordance with the City's Design Criteria and Standards, by the Owner which will include, but not be limited to grading control plans, plan and profile drawings of all underground and aboveground services, general plans, drainage plans, composite utility plans, streetlighting design drawings, stormwater management detail plans, etc. to the satisfaction of the City (Commissioner of Development Services).
- 5.4 The Owner shall acknowledge and agree in the subdivision agreement that building permits will not be issued for lands in any stage of development within the draft plan of subdivision until the Director of Building Services has been advised by the Fire Chief that there is an adequate water supply for firefighting operations and acceptable access for firefighting equipment is available.

### 6. Traffic Impact Study / Internal Functional Traffic Design Study

The Owner shall provide a Transportation Demand Management (TDM) plan as per the comments provided by the City staff dated\_\_\_\_\_.

### 7. Easements

- 7.1 The Owner shall grant required easements to the appropriate authority for public utilities, drainage purposes or turning circles, upon registration of the plan of subdivision. Any off-site easements and works necessary to connect watermain, storm and sanitary sewers to outfall trunks and stormwater management facilities shall be satisfactory to, and dedicated to, the City.

### 8. Utilities

- 8.1 The Owner shall covenant and agree in the subdivision agreement that hydro electric, telephone, gas and television cable services, and any other form of telecommunication

## Appendix 'B'

services shall be constructed at no cost to the City as underground facilities within the public road allowances or within other appropriate easements, as approved on the Composite Utility Plan, to the satisfaction of the City (Commissioner of Development Services) and authorized agencies.

- 8.2 The Owner shall covenant and agree in the subdivision agreement to enter into any agreement or agreements required by any applicable utility companies, including Powerstream, Enbridge, telecommunications companies, etc.
- 8.3 The Owner shall covenant and agree in the subdivision agreement to facilitate the construction of Canada Post facilities at locations and in manners agreeable to the City of Markham in consultation with Canada Post, and that where such facilities are to be located within public rights-of-way they shall be approved on the Composite Utility Plan and be in accordance with the Community Design Plan.
- 8.4 The Owner shall covenant and agree in the subdivision agreement to include on all offers of purchase and sale a statement that advises prospective purchasers that mail delivery will be from a designated Community Mailbox. The Owners will further be responsible for notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sale.
- 8.5 The Owner shall covenant and agree in the subdivision agreement to provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residents as soon as homes are occupied.
- 8.6 Standard Community Mailbox installations are to be done by Canada Post at locations approved by the municipality and shown on the Composite Utility Plan. Should the developer propose an enhanced Community Mailbox installation, any costs over and above the standard installation must be borne by the developer, and be subject to approval by the City in consultation with Canada Post.
- 8.7 The Owner covenants and agrees that it will permit any telephone or telecommunication service provider to locate its plant in a common trench within the proposed subdivision prior to registration provided the telephone or telecommunications services provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.

### 9. Environmental Clearance:

- 9.1 The Owner covenants and agrees to retain a "Qualified Person" as defined by the *Environmental Protection Act* and its regulations, to carry out all necessary environmental testing, evaluation and remediation and pay to the City for third party peer review. The Owner acknowledges that a "Qualified Person" will be retained for the execution of the Owner's obligation hereunder. The Owner agrees that it shall not substitute the Qualified Person without the prior written consent of the Director of Engineering.

## Appendix 'B'

- 9.2 The Owner covenants and agrees that, prior to execution of Subdivision Agreement, an environmental clearance shall be provided to the City for all lands or interests in lands to be conveyed to the City to the satisfaction of the Director of Engineering. The City shall be satisfied that the lands are environmentally suitable for their proposed use and be certified as such by the "Qualified Person" as defined in Ontario Regulation 153/04, all of which shall be in accordance with the Environmental Protection Act and its regulations. The "Qualified Person" shall file a Record of Site Conditions on the Provincial Environmental Site Registry for all lands to be conveyed to the City.
- 9.3 The Owner covenants and agrees that if, during construction of the Works, contaminated soils or materials are discovered, the Owner shall inform the Director of Engineering immediately, and undertake, at its own expense, the necessary measures to identify and remediate the contaminated soils or groundwater, all in accordance with the Environmental Protection Act and its regulations, to the satisfaction of the Director of Engineering and the Ministry of Environment. After remediation, the "Qualified Person" shall file an updated Record of Site Condition on the Provincial Environmental Site Registry, in accordance with Ontario Regulation 153/04, for all lands to be conveyed to the City.
- 9.4 The Owner covenants and agrees to assume full responsibility for the environmental condition of the Lands and agrees to indemnify and save harmless the City, its directors, officers, Mayor, councilors, employees and agents from any and all actions, causes of action, suite, claims, demands, losses, expenses and damages whatsoever that may arise either directly or indirectly from the approval and Assumption by the City of the Works, the construction and use of the Works or anything done or neglected to be done in connection with the use or any environmental condition on or under the Lands, including any work undertaken by or on behalf of the City in respect of the Lands and the execution of this Agreement.
10. Well Monitoring Program and Mitigation Plan
- Prior to any site alteration activities, the Owner shall check if there are any active wells within 500 meters of the Zone of Influence (ZOI). If any active wells are found within the ZOI, the Owner shall prepare and implement a Well Monitoring Program and Mitigation Plan, in accordance with the City's requirements to the satisfaction of the Director of Engineering.
11. Municipal Infrastructure:
- The Owner and the City acknowledge that this subdivision, when fully constructed, will tentatively have the following City's municipal infrastructure:
- Local Roads: 185m
  - Sidewalks: 185m
  - Watermain: 185m
  - Sanitary Sewers: 175m
  - Storm Sewers: 170m

## Appendix 'B'

### 12. Streetlight Types:

The Owner agrees to contact the City staff prior to commencing the design for Streetlighting to confirm the type(s) of poles and luminaires to be provided for different streets and/or lanes.

### 13. Tree Inventory and Tree Preservation Plans

- 13.1 The Owner shall submit for approval a tree inventory and tree preservation plan to the satisfaction of the Director of Planning and Urban Design in accordance with the City of Markham Streetscape Manual dated 2009, as amended from time to time.
- 13.2 The Owner shall submit a site grading plan showing the trees to be preserved based on the approved Tree Preservation Plan prior to the issuance of a Top Soil Stripping Permit to the satisfaction of the Director of Planning and Urban Design.
- 13.3 The Owner shall obtain written approval from the Director of Planning and Urban Design prior to the removal of any trees or destruction or injury to any part of a tree within the area of the draft plan.
- 13.4 The Owner shall submit for approval, as part of the tree inventory and tree preservation plan, in accordance with the City of Markham Streetscape Manual a tree compensation schedule detailing replacement and enhancement planting or the replacement value based on the following:
  - a) Trees between 20cm and 40cm diameter at breast height (DBH) shall be replaced at a ratio of 2:1
  - b) All trees over 40cm DBH shall have an individual valuation submitted to the City by an ISA certified Arborist in accordance with the Council of Tree and Landscape Appraisers (CTLA) Guide for Plant Appraisal (2000)
  - c) Where a site does not allow for the 2:1 replacement, the City will negotiate a credit for tree planting on alternate sites
  - d) The requirement for the replacement or equivalent economic value following unauthorized tree removal or damage shall be determined by the City.

### 14. Community Design

- 14.1 The Owner shall implement and incorporate all requirements of the approved Buttonville Heritage Conservation District Plan into all landscape plans, architectural control guidelines, engineering plans and any other required design documents.

### 15. Parks and Open Space

- 15.1 The Owner and City covenants and agrees that parkland dedication within this plan is required at a rate specified in the City's Parkland Dedication By-Law 195-90, as amended and in accordance with the *Planning Act*, as amended.

## Appendix 'B'

- 15.2 The Owner shall provide a 300mm depth of topsoil in the municipal boulevard to appropriately plant new boulevard trees and provide a soil report demonstrating compliance with the City's Streetscape Manual to the satisfaction of the Director of Planning and Urban Design.
- 15.3 The Owner shall prepare and submit for approval Landscape Plans for open space blocks 2 and 3 in accordance with the City's Streetscape Manual, Engineering standards, TRCA and MNR illustrating proposed landscape treatments including but not limited to seed mixes, tree and shrub plantings, trails and appropriate topsoil depths to the satisfaction of the Director of Planning & Urban Design and the Director of Engineering.
- 15.4 The Owner shall post approved copies of any Landscape Plans and Open Space Plans, Conceptual Park Development Master Plans and Conceptual Facility Fit Plans for the park and school campus in all sales offices for dwelling units within the draft plan of subdivision.
16. Landscape Works
- 16.1 Prior to execution of the subdivision agreement, the Owner shall submit landscape plans to the satisfaction of the Director of Planning and Urban Design including
- a) Perimeter fencing adjacent to the existing residential lands and valley lands (Greenway system).
  - b) Streetscape plan including street trees for Woodbine Avenue and also interior private street in accordance with the City of Markham Streetscape Manual dated June 2009.
  - c) Planting plan for the heritage dwelling;
  - d) Planting plan for the community amenity area;
  - e) Any other landscaping as determined by the Director of Planning and Urban Design and the Environmental Master Drainage Plan;
- 16.2 The Owner shall construct all landscaping in accordance with the approved plans at no cost to the City.
- 16.3 The Owner shall not permit their builders to charge home purchasers for the items listed in Condition 16.1.
- 16.4 The Owner shall include in all agreements of purchase and sale the following clause:
- “PURCHASERS ARE ADVISED THAT AS A CONDITION OF APPROVAL OF THE SUBDIVISION WITHIN WHICH THIS LOT IS LOCATED, THE CITY OF MARKHAM HAS REQUIRED THE DEVELOPER TO UNDERTAKE AND BEAR THE COST OF THE FOLLOWING ITEMS:
- STREET TREES (TREES PLANTED IN THE CITY BOULEVARD OR IN ADJACENT PUBLIC LANDS OR PRIVATE LOTS to meet 16.1 a)
  - CORNER LOT FENCING
  - REAR LOT LINE FENCING AT LANES (IF SPECIFICALLY REQUIRED BY THE CITY)

## Appendix 'B'

- TREE PLANTING IN REAR YARDS ADJOINING THE LANES (IF SPECIFICALLY REQUIRED BY THE CITY)
- NOISE ATTENUATION FENCING AS IDENTIFIED IN THE NOISE IMPACT STUDY
- FENCING OF SCHOOL, PARK, WALKWAY, OPEN SPACE AND STORMWATER MANAGEMENT POND BLOCKS
- BUFFER PLANTING FOR OPEN SPACE, WALKWAY AND STORMWATER MANAGEMENT POND BLOCKS AND SINGLE LOADED STREET ALLOWANCES
- SUBDIVISION ENTRY FEATURES AND DECORATIVE FENCING AS IDENTIFIED ON LANDSCAPE PLANS APPROVED BY THE CITY.

THE DEVELOPER HAS BORNE THE COST OF THESE ITEMS AND THE HOME PURCHASER IS NOT REQUIRED TO REIMBURSE THIS EXPENSE.”

### 17. Financial

- 17.1 Prior to execution of the subdivision agreement the Owner shall provide a letter of credit, in an amount to be determined by the Director of Planning and Urban Design, to ensure compliance with applicable tree preservation, fencing, streetscape, buffer and other landscaping requirements.
- 17.2 The Owner shall provide a Land Appraisal Report to the Manager of Real Property for the purpose of determining the required cash-in-lieu contribution for the under-dedicated portion of the required parkland dedication. The Land Appraisal Report is subject to the City's terms of reference and conformance with the *Parkland Dedication By-law 195-90* and with the *Planning Act*.
- 17.3 The Owner shall provide public art contribution to the satisfaction of the Director of Planning and Urban Design prior to the execution of the subdivision agreement.

### 18. Development Charges

- 18.1 The Owner covenants and agrees to provide written notice of all development charges related to the subdivision development, including payments made and any amounts owing, to all first purchasers of lands within the plan of subdivision at the time the lands are transferred to the first purchasers.
- 18.2 The Owner shall pay all fees and development charges as set out in the subdivision agreement.

### 19. Fire

- 19.1 Fire break lots shall be designated within the *subdivision/site plan* agreement, to the satisfaction of the Fire Chief or his designee.
- 19.2 The adequacy and reliability of water supplies for firefighting purposes are subject to the review and approval of the Fire Chief or his designee.

## Appendix 'B'

- 19.3 The Owner shall acknowledge and agree in the subdivision agreement that building permits will not be issued for lands in any stage of development within the draft plan of subdivision until the Director of Building Services has been advised by the Fire Chief that there is an adequate water supply for firefighting operations two remote accesses for firefighting equipment is available.

### 20. Other City Requirements

- 20.1 Prior to final approval of the draft plan or any phase thereof, the Owner shall enter into a Developers Group Agreement(s) to ensure the provision of community and common facilities such as school sites, municipal services, parks and public roads in the Cathedral Community Secondary Plan area, to the satisfaction of the City (Commissioner of Development Services and City Solicitor), and a certificate confirming completion of such agreement(s) shall be provided to the City by the Developers Group Trustee to the satisfaction of the City Solicitor.
- 20.2 The Owner shall covenant and agree in the subdivision agreement to include warning clauses in agreements of purchase and sale for all units with single car garages advising purchasers of the following:
- 20.4 The Owner shall provide and post display plans in all sales offices which clearly indicate the location of the following facilities in relation to the lot being purchased, prior to any Agreements of Purchase and Sale being executed by the Owner, a builder, or their real estate agents:

Parks by type, including Park and Open Space Concept Plans and Streetscape Plans; stormwater management ponds and related facilities; schools by type; place of worship sites; other institutional sites by type; commercial sites by type; other surrounding land uses and facilities as specified by the City; existing or future: rail facilities, provincial highways, arterial and collector roads, transit routes and stops; City approved sidewalk, walkway and bike route locations; City approved postal box and utility furniture locations or possible locations if prior to approval; City lot grading standards.

All display plans shall be reviewed and approved at the sales office by City staff, prior to the opening of the sales office.

### 21. Region of York

- 21.1 The Owner shall save harmless York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
- 21.2 The Owner shall agree, in wording satisfactory to Development Engineering, that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.
- 21.3 The Owner shall agree to implement the noise attenuation features as recommended by the Noise Study to the satisfaction of Development Engineering.



## Appendix 'B'

- 21.4 Where noise attenuation features will abut a York Region Right-Of-Way, the Owner shall agree in wording satisfactory to York Region's Development Engineering, as follows:
- a) That no part of any noise attenuation feature shall be constructed on or within the York Region right-of-way;
  - b) That noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence; and,
  - c) That maintenance of the noise barriers and fences bordering on York Region right-of-way shall not be the responsibility of York Region.
- 21.5 The Owner shall agree, in wording satisfactory to Development Engineering, that Site Plan Application approvals from the Region are required to be in place before the commencement of any site alteration or construction works for 'Block 1' development.
- 21.6 The Owner shall agree, in wording satisfactory to Development Engineering, to be responsible to decommission any existing wells on the Owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.
- 21.7 The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Markham and York Region.
- 21.8 York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Markham for the development proposed within this draft plan of subdivision or any phase thereof.
- 21.9 Upon registration of the plan or the execution of the Site Plan Agreement, whichever comes first (and as per the Region's letter dated February 11, 2019 addressing Site Plan comments), the Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:
- a) A widening across the full frontage of the site where it abuts Woodbine Avenue of sufficient width to provide a minimum of 18.0 metres from the centreline of construction of Woodbine Avenue; and,
  - b) A 7.5 metre by 7.5 metre daylighting triangle at the south leg of the proposed northern access opposite Millbrook Gate; and,
  - c) A 0.3 metre reserve along the daylight triangle.
- 21.10 The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
- 21.11 The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b)

## Appendix 'B'

the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MECP (formerly MOECC) full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

- 21.12 The Owner or the Owner's authorized representative shall submit a Statutory Declaration that no contaminant, pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, on, in or under lands to be conveyed to the Region (including soils, substrata, surface water and groundwater, as applicable): (i) at the time of conveyance, at a level or concentration that exceeds the Environmental Protection Act O. Reg. 153/04 (as amended) full depth generic site condition standards applicable to the intended use of such lands by the Region or any other remediation standards published or administered by governmental authorities applicable to the intended land use; and (ii) in such a manner, condition or state, or is emanating or migrating from such lands in a way, that would contravene applicable environmental laws.
- 21.13 The Owner shall provide a copy of the executed Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
- 21.14 The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.

**Appendix 'B'**

21.15 The Regional Corporate Services Department shall advise that Conditions 21.1 to 21.14 inclusive, have been satisfied.

22. External Clearances

Prior to final approval of the draft plan of subdivision, clearance letters, containing a brief statement detailing how conditions have been met, will be required from authorized agencies as follows:

- a) The Regional Municipality of York Transportation and Community Planning Department shall advise that Conditions 21.1 to 21.14 has been satisfied.
- b) The Toronto and Region Conservation Authority ("TRCA") shall advise that all lands containing natural features, hazards and their associated buffers are zoned for environmental protection, densely planted and gratuitously dedicated into public ownership, free and clear of all encumbrances to the City of Markham and to the TRCA's satisfaction;
- c) That, prior to final site plan approval of the townhouse development, the Owner agrees to successfully obtain two separate TRCA permits pursuant to Ontario Regulation 166/06, as amended. One permit is required for the restoration of the open space blocks and the second permit to facilitate the site alteration/construction of the townhouse blocks abutting the valley corridor

ISSUED

\_\_\_\_\_  
Ron Blake, M.C.I.P., R.P.P.  
Senior Development Manager  
Planning and Urban Design

## Appendix 'C'



## BY-LAW 2019-\_\_\_\_\_

**A By-law to amend By-law 19-94, as amended**  
*(to delete lands from the designated area of By-law 19-94)*  
**and to amend By-law 177-96, as amended**  
*(to incorporate lands into the designated area of By-law 177-96)*

---

The Council of the Corporation of the City of Markham hereby enacts as follows:

1. That By-law 19-94, as amended, is hereby further amended as follows:

- 1.1 By deleting the lands shown on Schedule 'A' attached hereto from the designated area of By-law 19-94, as amended.
- 1.2 By rezoning the lands shown hatching on Schedule 'A' attached hereto:

from:

**Residential Medium Density One – RMD1**

to:

**Open Space (Environmental Buffer) (O3)**

2. By-law 177-96, as amended, is hereby further amended as follows:

- 2.1 By expanding the designated area of By-law 177-96, as amended, to include the lands as shown on Schedule "A" attached hereto.
- 2.2 By rezoning the lands outlined on Schedule 'A' attached hereto from:

from:

**Residential Medium Density One – RMD1**

**Open Space (O2)**

**under By-law 19-94**

to:

**Residential Two\*625 (R2) Zone under By-law 177-96**

**Open Space (O3) under 19-94**

- 2.3 By adding the following subsection to Section 7 - EXCEPTIONS

Exception 7.625		Gemterra (Woodbine) Inc. 9064, 9074, 9084, 9100 and 9110 Woodbine Avenue	Parent Zone R2
File ZA 17 153653			Amending By- law 2019-XX
Notwithstanding any other provisions of By-law 177-96, the following provisions shall apply to the land shown on Schedule "A" attached to this By-law 2019-XX. All other provisions, unless specifically modified/amended by this section, continue to apply to the lands subject to this section.			
7.XXX.1 Only Permitted Uses			
The following uses are the only permitted uses:			
a)	Townhouse Dwellings		
b)	Single Detached Dwellings		
c)	Home Occupation		
d)	Park, Private		
7.XXX.2 Special Zone Standards			
The following specific Zone Standards shall apply:			
a)	Notwithstanding any further division or partition of the land subject to this Section, all lands zoned with Exception *XXX shall be deemed to be one lot for the purposes of this By-law.		
b)	For the purposes of this By-law, the lot line abutting Woodbine Avenue shall be deemed to be the front lot line.		
c)	Minimum lot frontage – 40 metres		
d)	Minimum front yard – 3.0 metres		
e)	Minimum rear yard – 5.0 metres		
f)	Minimum north side yard – 4.7 metres		
g)	Minimum south side yard – 3.9 metres		
h)	Maximum Height – 13.5 m and 3 storeys		
	Maximum garage width:		
	i) Townhouse dwelling accessed by a lane – 6.1 metres		
	Minimum width of a townhouse dwelling:		
	i) Interior unit- 6.0 metres		
	ii) End unit/corner lot - 6.0 metres		
i)	Minimum private park area – 293 m <sup>2</sup>		
j)	Maximum number of townhouses - 33		
7.XXX.3 Special Site Provisions			
The following additional provisions shall apply:			
a)	Notwithstanding Section 6.7, townhouse dwellings may have access from a private street.		
7.XXX.4 Special Parking Provisions			
a)	A minimum of 8 visitor parking spaces shall be provided for townhouse dwelling units		

### 3. SECTION 37 AGREEMENT

A contribution by the Owner to the City of \$ 1, 425.00 per residential unit in 2019 dollars, based on the total number of units, to be indexed to the Ontario rate of inflation as per the consumer price

index (CPI), in accordance with Section 37 of the Planning Act, as amended, shall be required. Payments shall be collected in accordance with the terms of an agreement to secure for the Section 37 contribution. Nothing in this section shall prevent the issuance of a building permit as set out in Section 8 of the Building Code Act or its successors.

Read a first, second and third time and passed on \_\_\_\_\_,  
2019.

\_\_\_\_\_  
Kimberley Kitteringham  
City Clerk

\_\_\_\_\_  
Frank Scarpitti  
Mayor

AMANDA File No.: ZA 17 153653



## EXPLANATORY NOTE

### BY-LAW 2019-\_\_\_\_\_

#### A By-law to amend By-laws 19-94 and 177-96, as amended

**9064, 9074, 9084, 9100 and 9110 Woodbine Ave  
CON 3 PT LOT 14 PT LOT 15 RS64R7192 PART 1 RS65R16211 PART 3  
(Proposed Townhouse Development)**

#### **Lands Affected**

The proposed by-law amendment applies to 0.95 hectares (2.35 acres) of land comprised of 5 properties located on the west side of Woodbine Avenue at Millbrook Gate, and municipally known as 9064, 9074, 9084 and 9110 Woodbine Avenue.

#### **Existing Zoning**

By-law 19-94, as amended, currently zones the subject lands as Residential Medium Density One – RMD1 and Open Space – O2 under By-law 19-94.

#### **Purpose and Effect**

The purpose and effect of this By-law is to delete the property from the designated area of By-law 19-94, amend By-law 177-96 to incorporate lands into the designated area of By-law 177-96, and to rezone the subject property as follows:

from:

**Residential Medium Density Two – RMD1  
Open Space (O2) under By-law 19-94**

to:

**Residential Two\*625 (R2) under By-law 177-96  
Open Space (O3) under By-law 19-94**

In order to permit the development of thirty three (33) three (3) storey townhouses on the subject lands. The existing heritage dwelling (Buttonville Mill House) will remain on these lands.

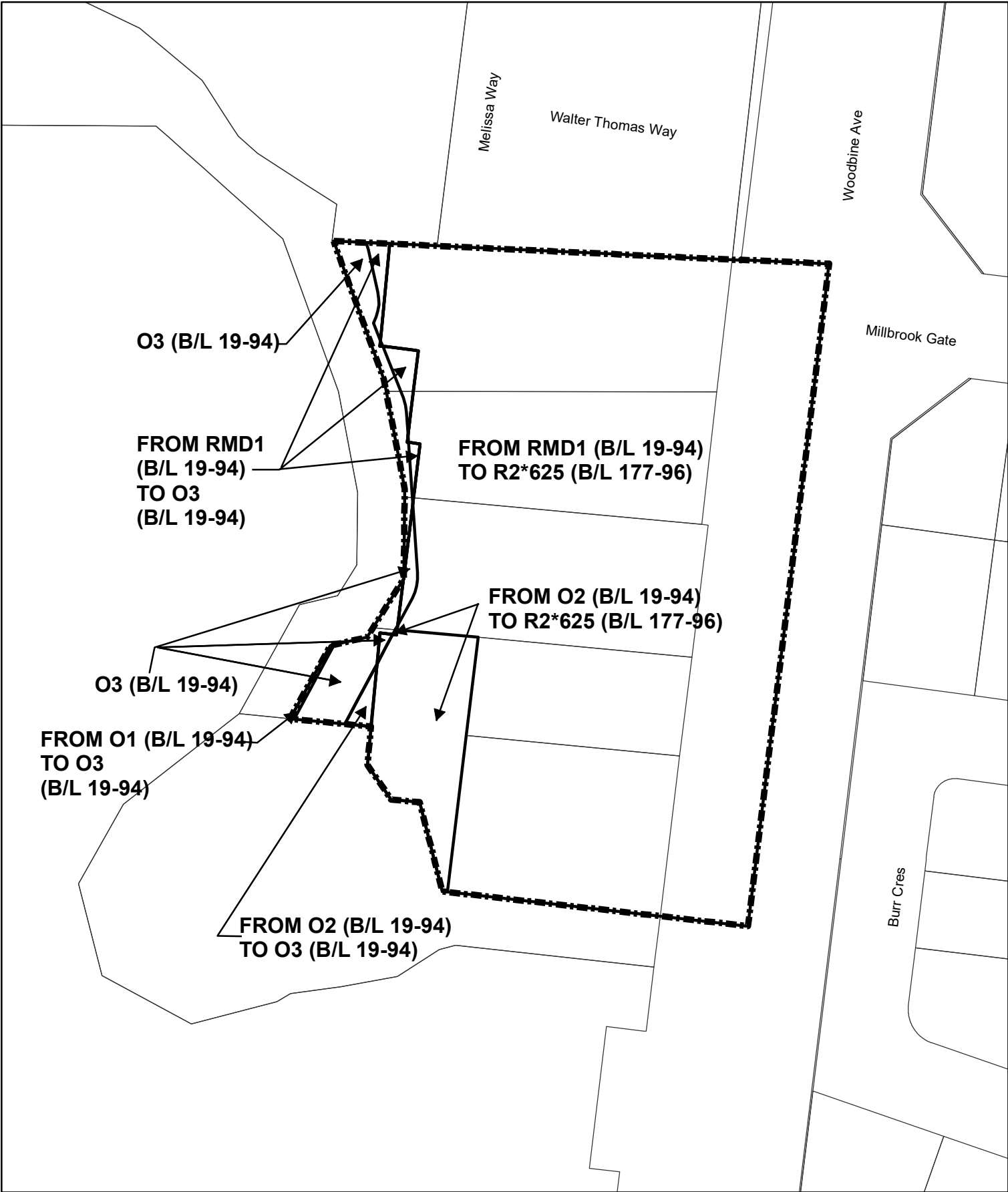
#### **Note Regarding Further Planning Applications on this Property**

The *Planning Act* provides that no person shall apply for a minor variance from the provisions of this by-law before the second anniversary of the day on which

the by-law was amended, unless the Council has declared by resolution that such an application is permitted.

DRAFT





# SCHEDULE "A " TO BY-LAW

## AMENDING BY-LAWS 19-94 & 177-96 DATED

- BOUNDARY OF AREA COVERED BY THIS SCHEDULE
- BOUNDARY OF ZONE DESIGNATION(S)
- R2 Residential Two
- RMD1 Residential Medium Density One
- O1 Open Space One
- O2 Open Space Two
- O3 Open Space Three
- \*No. EXCEPTION SECTION NUMBER



THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by -law, the information contained in the text of the zoning by -law of the municipality shall be deemed accurate.

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NOTE: This Schedule should be read in conjunction with the signed original By-Law filed with the City of Markham Clerk's Office



Report to: Development Services Committee

Meeting Date: April 1, 2019

**SUBJECT:** Bill Crothers Artificial Turf Field Replacement  
**PREPARED BY:** David Plant, Manager Parks Operations X4893

**RECOMMENDATION:**

- 1) That the report entitled "Bill Crothers Artificial Turf Field Replacement" be received;
- 2) And that Staff be authorized to issue a purchase order to York Region District School Board (YRDSB) in the amount of \$1,339,365.00, inclusive of HST for the City's portion (50%) of the Bill Crothers Secondary School artificial turf replacements;
- 3) And that the purchase order in the amount of \$1,339,365.00, inclusive of HST be funded from project 18220 Replacement of Artificial Turf Fields with available budget of \$814,100.00;
- 4) And that shortfall in the amount of (\$525,265.00) (\$814,100.00 - \$1,339,365.00) be funded from the Life Cycle Replacement and Capital Reserve Fund;
- 5) And that staff be directed to execute the Shared Use and Maintenance Agreement prior to proceeding with the project.
- 6) And further that staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The purpose of this report is to seek Council approval to issue a purchase order to YRDSB and for additional funding in the amount of \$525,265.00 for 50% of the artificial turf fields replacement costs, which will be recovered through reduced lifecycle costs as a result of changes to the turf system. There are financial risks to the City on this project, as the assumption of the increased life expectancy of the turf system were provided by the YRDSB consultant and the system has not been used in the Canadian market long enough for the 15 year cycle to be validated.

**BACKGROUND:**

The artificial sports fields and related outdoor facilities at Bill Crothers Secondary School resulted from a recommendation by City staff in a General Committee report on March 19, 2007 (Attachment A). In that report, Council approved funding of \$2 million for the following: to upgrade two natural turf sports fields to artificial turf; to provide lights for all three fields; to increase the size of the maintenance and washroom building and equipment purchases. This work would be conducted in partnership with YRDSB at Bill Crothers Secondary School. This was proposed to address recommendations within the existing Parks, Recreation, Culture and Library Master Plan that identified the need for additional outdoor soccer fields. In exchange for the City's contribution to the upgrade to

the fields, the City would have the right to permit out these fields to community user groups evening and weekends during the school year and full access during non-school times. The major user of this outdoor sport campus is Unionville Milliken Soccer Club. During the discussion with Council in 2007, it was mentioned that the turf fields at Bill Crothers Secondary School would be built on a flood plain, which is a potential risk. At that time, there had not been any significant flooding in the area, so Council decided to move forward with the proposal. The City entered into a 10 year Shared Use and Maintenance Agreement with the York Region District School Board (YRDSB) on September 2, 2008 following the construction of the two artificial fields at Bill Crothers Secondary School located at 44 Main Street Unionville. On April 3, 2018, Council authorized the renewal of the 10 year Shared Use and Maintenance Agreement for a further 10 year term pursuant to the report attached as Attachment B and the Council resolution attached as Attachment C.

On September 4, 2012 and again on June 28, 2013, the Unionville area experienced severe storm occurrences which left the fields flooded and the artificial turf fabric saturated with fine silt. The City and the YRDSB equally shared the costs of repairs in order to realign the artificial turf fabric and make reasonable efforts to remove the excess silt. The end result of the silt contamination of the crumb rubber infill materials (the fine rubber particles which holds the fabric upright and provides the shock absorption) was a playing surface which did not perform as designed with respect to injury prevention.

The City and YRDSB both agreed that the artificial turf fields needed to be replaced. The decision to replace the artificial fields was based on the results of independent testing and a condition assessment identifying risk to both parties as a result of unfavorable drop testing results (safety measurement which calculates acceptable risk or head injuries) on existing artificial fields. Based on this condition assessment, the fields had reached the end of their useful life.

In preparation for budget cycle in 2017, it was agreed that both parties, based on the terms of the Shared Use Agreement would seek approval from their respective Councils to move forward with the design of the replacement of the artificial turf fields, and ensure that the drainage issues were addressed.

Council supported the project and that drainage strategies were included as part of the scope of the project to be developed by an external consultant in an effort to mitigate future flooding concerns. The result of this direction was the Operations – Parks capital project #17145 (Bill Crothers Turf Replacement – Design) to be undertaken first to explore the feasibility of replacing the fields.

In order to explore all options available, staff were also asked to report on options to relocate the fields because of flood plain issues. Staff met with YRDSB to review options which included: 1) relocation of the 2 artificial turf fields to an alternative

secondary school site; and 2) relocation of the 2 artificial turf fields to an alternative City park site.

YRDSB indicated that because Bill Crothers Secondary School is the designated regional sports school and that they need to have fields located at this facility to ensure that they meet their mandate.

Staff reviewed City park sites to identify if within our existing inventory we had capacity to build artificial turf fields with lights. The challenge is that to recognize the benefits of artificial turf you must install lights, which allow you to play two games an evening on the turf. All of our existing parks are within built-out neighborhoods, and the installation of lights would not be acceptable to residents.

### **OPTION/DISCUSSION:**

#### Field Replacement

It was agreed by both parties that the YRDSB would be the lead on the replacement of the artificial turf fields as they are the subject matter experts having recently constructed artificial turf fields at Denison High School in Newmarket in 2018. YRDSB confirmed that construction and safety standards for artificial turf fields have changed significantly since 2008 when the Bill Crothers fields were constructed and as such the reconstruction of the 2 fields at Bill Crothers would reflect the new standards.

Following meetings with staff from the City, YRDSB and consultants, specifications for construction were completed and reviewed by both parties. YRDSB then prepared tender documents which were released to qualified bidders for pricing.

The tender result came in at \$2,678,730.00 (inclusive of HST) as compared to original budgeted cost of \$1,628,200 for the 2 artificial turf replacements, resulting in a total shortfall of (\$1,050,530.00). The City's portion of this shortfall is \$525,265.00 (50% x \$1,050,530.00), which represents 50% share of costs for the replacement of the 2 artificial fields.

	a	b = a x 50%
	Total Cost	City's Share
Total Artificial Turf Replacement Costs (A)	2,678,730.00	1,339,365.00
Budget Available (B)	1,628,200.00	814,100.00
Budget Shortfall (C=B-A)	(1,050,530.00)	(525,265.00)

The total project shortfall of (\$1,050,530.00) is attributed primarily to the revised Federation of International Football Association (FIFA) specifications for artificial field

construction relating to drop test thresholds required to address reduction of head injuries (\$543,000) and costs of additional drainage works (\$329,000).

Specifications for construction of artificial fields have changed since the two artificial fields were first constructed in 2008 specifically with respect to the method in which shock is absorbed for the purposes of injury prevention.

FIFA changed their standards in 2015 based on years of research and testing. In order for artificial turf to be FIFA certified, the following criteria are evaluated:

- Interaction between the players and the surface
- Interaction between the ball and the surface
- Product composition
- Weather resistance
- Seam strength
- Service life

As fields get replaced across Canada the new standards are being upgraded. The YRDSB has installed this new standard at Denison High School in Newmarket. As well, Hershey Sports Complex and the City of Burlington have installed artificial turf fields to the new standards.

Current construction method require the use of compacted aggregate as the base material on which the artificial turf fabric is laid.

Replacement of the existing artificial turf involves removing and disposing of all of the turf fabric along with large quantities of crumb rubber material and replacing most of these elements with a new shock pad system. The existing artificial turf fabric strands are approximately 70mm in length and held upright with granular or crumb rubber infill for shock absorption placed in between the grass strands. As previously noted, this crumb rubber infill from the existing turf fields has been contaminated with silt and is not performing as required resulting in unfavorable drop testing results (safety measurement).

In the 2019 specifications for construction, a shock pad artificial field system is being used which forms an integral part of the shock absorption of the fields, in addition to the infill materials. Unlike the crumb rubber infill, this shock pad is not at risk of external contamination. It is similar to the under pad used with carpet to add additional absorption.

With the shock pad system proposed for the new fields, only the 25mm turf fabric and a greatly reduced amount of crumb rubber infill is replaced based on condition assessment. This top layer of turf fabric can now last 15 years as compared to the previous design, which lasts 10 years. In addition, the shock pad component itself will remain in place and is covered by a manufacturer's warranty for 30 years which should last for at least 1 additional cycle of turf replacement. Although the cost of the drainage work is higher than anticipated, it has been designed to last for several replacements of the turf fabric.

Despite the additional costs of \$525,625 for the new standards, the lifecycle savings of \$718,333 as a result of a longer life will provide \$193,068 in reduced cash flow.

Included in this tender process, YRDSB is undertaking further replacement of the running track and additional works at the football field, which are clearly separated in the tender and are not shared costs with the City resulting in additional costs to the YRDSB of \$1,664,177.58.

#### Shared Use Agreement

The artificial fields at Bill Crothers Secondary School is an integral part of Recreation Service's sport field allocation to community sports groups, particularly Unionville Milliken Soccer Club. If the City decided not to replace the artificial fields, the City does not have the inventory to meet this need and community groups would not have access to the fields, which they heavily rely on.

At this time, the new Shared Use and Maintenance Agreement between the City and YRDSB has not been signed and the previous Shared Use and Maintenance Agreement has expired. However, staff at the City and YRDSB have been working cooperatively on the replacement of the artificial fields based on the shared understanding that the new Shared Use and Maintenance Agreement will be signed and that the City will be responsible for 50% of the cost of replacing the artificial fields. If the City decided not to share in the cost of replacing the artificial fields, community sports groups would lose access to the artificial fields at Bill Crothers Secondary School. To fill the service void for these community groups, the City may potentially need to construct and operate its own fields at 100% of the cost. In addition, the cooperative relationship that the City has built with YRDSB over many years may suffer, which may negatively impact other shared arrangements between the City and YRDSB. There are shared use arrangements between the City and YRDSB relating to the Thornlea Pool, the Outdoor Sport Field Agreement and Markham Theatre and Unionville High School. For these reasons, staff recommends that the increased costs for the artificial fields be approved by Council.

YRDSB has indicated in writing that they have their funding in place and are prepared to proceed as soon as they obtain City approval of its share. With respect to the tender process, delays in the award of this project will likely result in the delay to the start of the project as well as potential price increases. The project has been planned to be completed by the end of Q4 with any delays potentially impacting planned revenue opportunities.

Since the Shared Use and Maintenance Agreement between the City and YRDSB is the agreement that provides the City with use of the turf fields at Bill Crothers Secondary School, staff recommend that the Shared Use and Maintenance Agreement with YRDSB be executed before the purchase order to YRDSB the amount of \$1,339,365.00, inclusive of HST for the City's portion (50%) of the Bill Crothers Secondary School artificial turf replacements is issued.

## FINANCIAL CONSIDERATIONS

Staff recommend the budget for project 18220 Replacement of Artificial Turf Field be increased by \$525,265 from \$814,100 to \$1,339,365.00, to be funded from the Life Cycle Replacement and Capital Reserve Fund.

### Operating and Life Cycle Impact

As discussed previously, the existing artificial turf system has a different replacement cycle as compared to the proposed artificial turf system:

1. Current turf fabric and crumb rubber infill material has a life of 10 years as compared to a life of 15 years with the new turf fabric and rubber/sand infill material. Furthermore, the new turf fabric is more advanced in construction and shorter strand length requiring less infill materials when combined with the shock pad system installation.
2. The shock pad is a relatively new component in artificial turf field construction and is more widely used now as the price has become more affordable. The shock pad has a 30 year warranty and will require replacement at the end of 30 year cycle.
3. Drainage life cycle of 30 years remains the same in both scenarios.

The City has not had any experience with this type of artificial turf. Hence, the validity of the cost analysis is contingent on the life expectancies and future replacement costs as provided by the YRDSB consultant, based on certification by FIFA.

The table below provides a comparison of the cash outlay for the current artificial turf system as compared to the upgraded system over a 25 year period:

	a	b	c	d = b / c	e = d x 25	f = a + e
	Year 0	Future Replacement Cost	Life Cycle	Annualized Replacement Cost	Yr 1 - 25 Total	Yr 0 to 25 Total
<b>Current Artificial Turf System</b>						
Turf Fabric and Infill	654,100	654,100	10	65,400	1,635,000	2,289,100
Drainage Replacement	160,000	80,000	30	2,667	66,667	226,667
<b>Total Current Artificial Turf System Cost (A)</b>	<b>814,100</b>	<b>734,100</b>		<b>68,067</b>	<b>1,701,667</b>	<b>2,515,767</b>
<b>Proposed Artificial Turf System</b>						
i) Turf Fabric and Infill		495,000	15	33,000	825,000	825,000
ii) Drainage Replacement		80,000	30	2,667	66,667	66,667
iii) Shockpad Replacement		110,000	30	3,667	91,667	91,667
Total Turf Upgrade Cost (incl. i, ii, iii above)	1,339,365					1,339,365
<b>Total Proposed Turf System Cost (B)</b>	<b>1,339,365</b>	<b>685,000</b>		<b>39,333</b>	<b>983,333</b>	<b>2,322,698</b>
<b>Fav/(Unfav) Variance (C=A-B)</b>	<b>(525,265)</b>			<b>28,733</b>	<b>718,333</b>	<b>193,068</b>

Costs in the above table are in today's dollars and have not been adjusted for inflation.

Explanation of each column in the above table:

- a: Year 0 or current year cash outlay – City will need to spend \$525,265 more with the proposed artificial turf system as compared to the current turf system
- b: Future Replacement Cost – Future cost of replacement in current dollars
- c: Life Cycle – Life of asset or year when asset will require replacement
- d: Annualized Replacement Cost (b / c) – Annual cash required to be set aside in order to have sufficient funds in year of replacement
- e: Year 1 to 25 Total (d x 25) – Total cash required over 25 years for replacement cost

f: Year 0 to 25 Total (a + d) – Total cash required over 25 years, including initial cost outlay to upgrade/repair the artificial turf fields

The table shows that despite an initial higher cash outlay of \$525,625 to upgrade the artificial turf fields to the new FIFA specifications, the City will have reduced cash outlay of \$28,733 per year or \$718,333 over 25 years when comparing the proposed artificial turf system to the existing system, netting to an overall reduced cash outflow of \$193,068 (\$718,333 - \$525,625).

The favourable net cash flow in this analysis is based on:

- a) The new turf fabric and infill lasting 50% longer (from 10 years to 15 years)
- b) The turf fabric and infill costing less to replace after 15 years (from \$654,100 to \$495,000). The installation of the shock pad in the new system allows for a thinner turf fabric with less infill, resulting in potentially lower future replacement costs.
- c) The shock pad has a life expectancy for 30 years.

The life expectancies and replacement costs were provided by the YRDSB consultant. The first generation of turf product had a projected service life of 10 years but had an actual service life of 12 years based on YRDSB experience. The manufacturer estimates this new fourth generation turf product will last 15 years. The product has not been used in the Canadian market long enough for the 15 year life cycle to be validated.

In addition, staff are aware that the change in FIFA specifications for artificial turf fields will have an impact on the other 2 City owned artificial turf fields (located in Mount Joy and St. Robert's Catholic High School). Staff will complete full assessments of the changes in standards and update the Life Cycle Reserve Study accordingly. There are no incremental operating budget impact.

#### **HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

#### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

Not applicable.

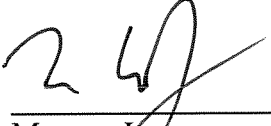
#### **BUSINESS UNITS CONSULTED AND AFFECTED:**

Finance and Recreation departments have reviewed this report and their comments have been incorporate.



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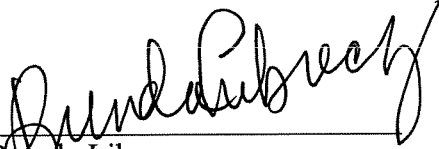
**RECOMMENDED BY:**



Morgan Jones  
Director, Operations



Mary Creighton  
Director, Recreation Services



Brenda Librecz,  
Commissioner, Community &  
Fire Services

**ATTACHMENTS:**

**Attachment A** - March 19, 2007 General Committee report: York Region District School Board – Markham Centre Secondary School for Athletics & Healthy Active Living – Outdoor Sports Field

**Attachment B** - January 25, 2018 General Committee report: Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement

**Attachment C** – April 3, 2018 Council resolution: Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement

Report to: General Committee

Report Date: March 19, 2007

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**SUBJECT:** York Region District School Board – Markham Centre Secondary School for Athletics & Healthy Active Living – Outdoor Sports Fields

**PREPARED BY:** Allan Seabrooke, Director, Strategic Services ext. 7522

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**RECOMMENDATION:**

THAT the report titled York Region District School Board (YRDSB) – Markham Centre Secondary School for Athletics & Healthy Active Living – Outdoor Sports Fields be received;

AND THAT funds be approved to an upset limit of \$2million to upgrade two planned natural turf sports fields to artificial turf, to provide lights for all three fields, increases in size of the maintenance and washroom building and equipment, in partnership with YRDSB at the School for Athletics & Healthy Active Living.

AND THAT the \$2 million required for this project be funded from Development Charges, 90% of \$1.8 million, and the Ramp-Up Reserve, 10% or \$0.2 million.

AND THAT the Director, Strategic Services be authorized to negotiate a Joint Use & Maintenance Agreement for the sports fields with YRDSB;

AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

**FINANCIAL CONSIDERATIONS:**

Staff recommends that the \$2 million required for this project be funded from Development Charges (DC), \$1.8 million (90%) and the Ramp-Up Reserve, \$0.2 million (10%).

Development Charges are controlled by Provincial legislation and is a funding source used to help pay for select growth-related capital costs in a municipality. DC's are collected for growth-related facilities in the areas of parks, recreation and library services, and pay for 90% of the qualified capital costs with the municipality responsible for the remaining 10%.

In order to smooth the operating impact of new facility openings, such as new community centres, libraries and fire stations, the Town ramps-up the personnel costs of the new facilities over several years prior to the facility opening. The budgeted ramp-up funds included in the operating budget are transferred to the Facility Ramp-Up Reserve in the years before the facility is opened.

In the proposed 2007 Operating Budget there are ramp-up funds proposed for the East Markham Community Centre and Library and two additional fire stations. It is recommended that the \$0.2 million, which is the 10% non-DC position of this project, be funded from the Facility Ramp-Up Reserve in 2007.

The DC funds for this specific project are being allocated from the Urban Design Parks DC. In order to accommodate these fields, it should be noted that a substitution to components of the overall parks development plans will be made to complete this project. These adjustments will not affect service levels.

### **PURPOSE:**

To recommend approval of expenditures to an upset limit of \$2 million to upgrade two planned natural turf sports fields to artificial turf; to provide lights for all three fields, to increase the size of the maintenance and washroom building and equipment purchases, in partnership with YRDSB at the School for Athletics and Healthy Active Living. In addition, approval is sought to negotiate a Joint Use & Maintenance Agreement for the sports fields with YRDSB.

### **BACKGROUND:**

#### Parks, Recreation, Culture & Library Master Plan – Need for Additional Outdoor Soccer Fields

The Parks, Recreation, Culture & Library Master Plan establishes priorities and policies to guide the delivery of facilities and services to the year 2021. Contained in this plan, in the Parks & Outdoor Facilities section, is a recommendation to increase the supply of outdoor soccer fields. The addition of soccer fields over the planning horizon is projected as a result of dramatic population increases and increased participation rates in the sport. The plan has projected the need for an additional 27 fields; however, more may be required as demand continues higher than projected in recent years.

The Town has been steadily increasing our existing supply of soccer fields as construction of parks occur; however, the temporary loss of four soccer fields at Milliken Mills Park in 2009 prompted the need to investigate options to mitigate the loss of these fields.

Phase 1 of the Angus Glen Community Park has been accelerated through advance approval in the 2007 budget. This will provide one full size lit soccer field which will be constructed in 2007 and should be ready for use in spring of 2008.

#### Milliken Pumping Station & Reservoir Expansion – Milliken Mills Park

The City of Toronto has identified that an expansion of the Milliken Reservoir and Pumping Station is needed to enhance the supply and security of drinking water and to service future demands for the approved growth in Toronto and York Region.

The existing inground reservoir is located in the Town of Markham – Milliken Mills Park and is owned and operated by the City of Toronto. The expansion of the reservoir and pumping station

is to occur on City of Toronto land, within Milliken Park, that the Town of Markham presently leases for use of four soccer fields and one baseball diamond. The construction will commence at the conclusion of the 2008 soccer and baseball season (approximately October 31) and will result in the loss of these fields for a period of at least three to four seasons.

There is significant impact on the soccer clubs that use Milliken Park and the 12 major tournaments that are hosted annually at this facility. The most significant impact is for the Unionville-Milliken Soccer Club (UMSC) that is the main user of Milliken Mills Park.

A Unionville-Milliken Soccer Working Group Committee of Council was organized in November 2006 to work with staff and the Unionville-Milliken Soccer Club representatives to discuss potential solutions. The working group has held a number of meetings since to look at options. In January 2007, Council approved a staff recommendation to investigate a partnership opportunity with the YRDSB with respect to the three outdoor sports fields planned for construction at the new School for Athletics & Healthy Active Living and report back to General Committee.

#### York Region District School Board Partnership Opportunity

The YRDSB is in the process of constructing a Secondary School for Athletics & Healthy Active Living on a 30 acre site in Markham Centre, west of Main Street Unionville and north of Highway 407. This unique school will focus on the total integration of academic and sports excellence, and is designed to attract students who are high performance athletes in Canada, as well as those who are interested in sports and recreation related disciplines as a career option. The school is scheduled to open in September 2008, initially for Grade 9 and 10 students, and expanding to other grades each year thereafter.

Within the athletic campus, exterior facilities include an eight lane synthetic 400 metre track circuit, an artificial turf playing field, two natural turf playing fields for soccer, football and rugby, hard surface outdoor play courts, and walking trails. (Attachment A)

Following up on a meeting with YRDSB and members of Council on February 21, 2007, staff met with YRDSB staff on the technical aspects of the proposal to “upgrade” soccer fields on the new school site. Viability is confirmed and from a staff perspective they support our initiative and have requested a proposal for the School Board to endorse.

The basis premise of the partnership proposal being recommended by staff for Council approval is as follows:

- The Town will pay for all “upgrade” costs to improve two proposed natural turf fields to artificial turf.
- The Town will further pay for lighting to be installed in all three fields.
- The Town will pay for additional costs that may be incurred in a maintenance facility and washroom beyond the original scope as required by school usage.
- The Town will negotiate a Joint Use & Maintenance Agreement for the sports fields with YRDSB.

- Residents would have an opportunity to play soccer on three artificial turf fields five nights a week and through an extended season. Two games per field, per evening would be possible with the use of lights. Weekends would also be available for programmed usage.
- The upset limit for this total arrangement is estimated at \$2 million which would be supported through 90% D.C. funds and 10% tax funded.

A meeting was held on March 8, 2007, with the Unionville-Milliken Soccer Working Group and a representative from the Unionville-Milliken Soccer Club where usage and support of the proposed partnership with YRDSB was received. The representative from the UMSC will assist to provide technical advice on the facility to ensure the needs of the soccer community are met.

The artificial turf fields are engineered to perform like natural grass with a number of obvious advantages:

- Outstanding durability, withstands many times the level of wear and tear compared to natural grass fields.
- Provides the athlete optimum range of movement and surface quality that is unaltered over time.
- Reduced maintenance costs. The cost of maintenance is estimated at 1/3 that of natural grass fields.
- No down time regarding field use after yearly seeding or re-sodding of natural fields.
- Ability to accommodate an unlimited number of activities that often conflict on natural grass; including football, soccer, rugby, physical education classes, etc.
- Potential for additional revenue generation from the extended season that occurs on artificial turf and hosting of high level playoffs and tournaments.
- Environmentally friendly construction materials used (i.e. consumer recycled tires for the infill)

Of particular importance to our soccer associations is the ability to extend their season length. This is desirable to enable the soccer clubs to continue to compete at the “rep” level, similar to communities such as Mississauga and Vaughan who have installed artificial turf fields.

#### **BUSINESS UNITS CONSULTED AND AFFECTED:**

Financial Services

Urban Design

#### **RECOMMENDED**

**BY:** \_\_\_\_\_

Allan Seabrooke,  
Director, Strategic Services

Jim Sales, Commissioner,  
Community & Fire Services

**ATTACHMENTS:**

Attachment A      Conceptual Site Plan – Markham Secondary School for Athletics &  
Healthy Active Living

Q:\Strategic Services\Members\Allan Seabrooke\Report YRDSB Athletic School.doc

Attachment A



Report to: General Committee

Meeting Date: January 25, 2018

**SUBJECT:** Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement

**PREPARED BY:** Mary Creighton, Director, Recreation Services Ext. 7515

**RECOMMENDATION:**

- 1) That the report titled "Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement" be received; and
- 2) That Council authorize the Mayor and Clerk to execute the "Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement" to the satisfaction of the Commissioner of Community and Fire Services and the City Solicitor; and
- 3) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The purpose of this report is to request Council authority for the Mayor and Clerk to execute the renewal of the "Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement" with the York Region District School Board for a 10 year period.

**BACKGROUND:**

At the March 19, 2007 General Committee Meeting, Council approved expenditure of \$2 million to upgrade planned facilities at the Bill Crothers Secondary School, in terms of artificial turf, lights for three fields, increase in the size of the maintenance and washroom building and equipment, in partnership with the York Region District School Board (YRDSB.)

In 2007, a 10 year Joint Use and Maintenance Agreement was developed and executed. The key elements of the joint use and maintenance agreement are as follows:

- A term of 10 years with renewal provisions
- Confirmation of City use of the fields during weekday evenings and equal use on weekends by the City and the Board, if required.
- The city is responsible for all maintenance and minor repairs of the fields, during the term of the agreement (this is the same arrangement presently in place for other Board owned sport fields at secondary schools)
- Formation of an executive committee with equal City and Board representation, that will meet at least (2) times per annum to consider matters related to use and maintenance of the fields.
- The cost of effecting major repairs and/or replacement to the sports fields, lightening, fencing, security systems, and driveways are shared equally by the Board and the City during the term of this agreement.



**OPTIONS/ DISCUSSION:**

The YRDSB and City have enjoyed a cooperative relationship at Bill Crothers Secondary School through the original Sports Field Joint Use and Maintenance Agreement for the past 10 years, which is up for renewal.

The agreement provides access to Community sport groups to two artificial turf fields and one natural field. Annually 4,204 hours are permitted to our local sport groups for league play, tournaments and special events.

The Community has access to the fields during school days 6:00pm to 11:00pm and on weekend and non-school days 6:00am to 11:00pm. Recreation-Allocation office is responsible for permitting the fields during this time. In addition, the City and the school board can request time for special events at the beginning of each year.

The Bill Crothers Secondary School Field Campus is an important amenity in our outdoor sports field inventory. Currently it is the only location in the City that has the capacity to host soccer tournaments, with having three fields, two of which are artificial. The benefit of artificial turf is that they can be played on for extended periods of time in a weekend, without causing damage. In many cases when natural turf fields are damaged they need to be taken out of commission for a week or more to allow for proper rehabilitation. This creates tremendous disruption to our local outdoor sports groups, who are left scrambling to find other locations.

A working committee consisting of representatives from YRDSB and the City have met a number of times to review the agreement and make any necessary amendments to the satisfaction of both parties. From the City's perspective, we adjusted the field access time for community groups from 6:30pm to 6:00pm, which the board agreed to. Language was included to clarify opening and closing dates, which both parties agreed.

As per the 2007 agreement, the key elements of the Sports field Joint Use and Maintenance agreement are as follows:

- A term of 10 years with renewal provisions
- Confirmation of City use of the fields during weekday evenings and equal use on weekends by the City and the Board, if required.
- The city is responsible for all maintenance and minor repairs of the fields, during the term of the agreement (this is the same arrangement presently in place for other Board owned sport fields at secondary schools)
- Formation of an executive committee with equal City and Board representation, that will meet at least (2) times per annum to consider matters related to use and maintenance of the fields.
- The cost of effecting major repairs and/or replacement to the sports fields, lightening, fencing, security systems, and driveways are shared equally by the Board and the City during the term of this agreement.

Concerns were raised during the capital lifecycle discussion regarding the investment of money into the fields that are located in the flood plain and have flooded twice with a total cost of \$ 39,000, 50% of this cost as per the agreement was the responsibility of the City. There was also an impact to revenue of \$6,000 due to field closures for a estimated total of 7 weeks lost. Staff were asked to follow up with YRDSB to indicate that the City is interested in renewing the Joint Use Agreement; however, in the agreement the Board would be responsible for 100% of repair cost, as a result of flooding.

During discussion with YRDSB, the City staff had identified concerns related to the locations of the fields, an identified flood plain, and whether the YRDSB would consider relocation of the Artificial Turf field to other school locations. The YRDSB staff team agreed to discuss with their executive leadership. It was determined that although the YRDSB also had concerns with the location and the cost to repair the fields as a result of flooding, that Bill Crothers Secondary School had been built as a specialty sport school and that the Artificial Sports Field(s) were integral to meeting its intended mandate.

The YRDSB also identified that both parties in agreeing to this partnership in 2007 were aware of the risks, and designed the fields to accommodate for the flood plain and therefore, that both parties should take on the risk.

Staff were also asked to investigate the inclusion of water storage tanks under the field to help deal with water disbursement as a result of flooding. Upon further review of this and follow up with YRDSB, who managed the project, it was confirmed that storage tanks were included in the design. What was discussed is that during the replacement of the fields we will also investigate whether the tanks were performing properly.

Staff are recommending that the City renew the Sport Field Joint Use and Maintenance Agreement with the Board to ensure we continue to provide this level of service to our community field sport users.

#### Capital Replacement Project

The 2018 Capital Budget program included a request for the replacement of Bill Crothers Artificial Turf fields at a cost of \$814k to be funded from the Lifecycle Replacement and Capital Reserve Fund. This is the City's contribution of 50% to the total project to replace the fields, which are now 10 years old, as per the Joint Use and Maintenance Agreement.

Artificial Turf field Lifecycle depending on the location, climate and type of play has a lifecycle of 10-12 years. In this case, these fields are heavily used and because they are located on a flood plain, the lower field has been susceptible to flood twice in this 10 year period.

#### **FINANCIAL CONSIDERATIONS**

Operating costs are included in the base budget; therefore there is no incremental impact to the Operating Budget.

The Lifecycle Reserve Study will be updated to include replacement cost at \$814k per field with a revised useful life from 10 years to 9 years.

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**HUMAN RESOURCES CONSIDERATIONS**

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

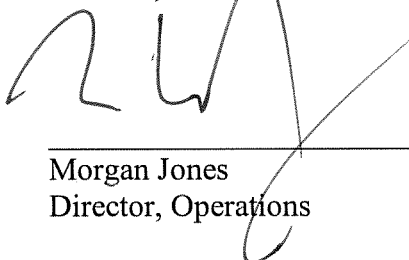
**BUSINESS UNITS CONSULTED AND AFFECTED:**

**RECOMMENDED BY:**



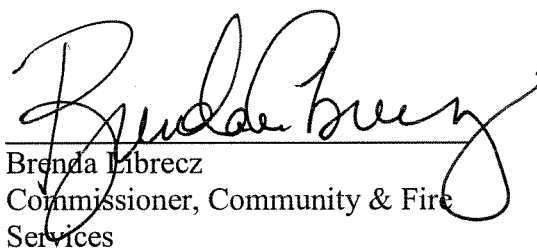
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Mary Creighton  
Director, Recreation Services



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Morgan Jones  
Director, Operations



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Brenda Librecz  
Commissioner, Community & Fire  
Services

**ATTACHMENTS:**

Not Applicable



RESOLUTION OF COUNCIL MEETING NO.6 DATED APRIL 3, 2018

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**REPORT NO. 12 – GENERAL COMMITTEE**

**(5) BILL CROTHERS SECONDARY SCHOOL  
OUTDOOR SPORTS FIELD JOINT USE  
AND MAINTENANCE AGREEMENT (6.0)**

[Report](#)

- 1) That the report titled “Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement” be received; and,
- 2) That Council authorize the Mayor and Clerk to execute the “Bill Crothers Secondary School Outdoor Sports Field Joint Use and Maintenance Agreement” to the satisfaction of the Commissioner of Community and Fire Services and the City Solicitor; and further,
- 3) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

A handwritten signature in black ink, appearing to read 'Kimberley Kitteringham'.

Kimberley Kitteringham  
City Clerk

Copy to: Brenda Librecz  
Mary Creighton  
Morgan Jones



Report to: Development Services Committee

Meeting Date: April 1, 2019

**SUBJECT:** Yonge Subway Extension and Royal Orchard Station (Ward 1)

**PREPARED BY:** Ron Blake, MCIP, RPP, Senior Development Manager, Ext 2600  
Loy Cheah, P.Eng., Senior Manager, Transportation, Ext. 4838

**RECOMMENDATIONS:**

- 1) That the report entitled “Yonge Subway Extension and Royal Orchard Station (Ward 1)”, be received; and,
- 2) That Council endorse the findings by StrategyCorp and Sajecki Planning that the Royal Orchard Station can be justified by the station ridership forecasts, and warrant further studies to confirm the need for the station; and,
- 3) That Council confirm its preference that the Royal Orchard Station be included in the Yonge Subway Extension (YSE) project as identified in the Yonge Subway Extension – Finch Station to Richmond Hill Centre Transit Project Assessment – January 30, 2009; and,
- 4) That Council request the YSE Executive Committee not to eliminate the Royal Orchard Station from the YSE Preliminary Design and Engineering work until the conclusion of further technical studies recommended by StrategyCorp and Sajecki Planning; and
- 5) That the YSE Executive Committee be requested to carry out any further technical studies as recommended by StrategyCorp and Sajecki Planning, in consultation with the City of Vaughan and the City of Markham, to support the Royal Orchard Station; and,
- 6) That Council’s resolution be forwarded to YSE Executive Committee, and the City of Vaughan; and further,
- 7) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The City of Markham has hired StrategyCorp and Sajecki Planning to provide a high-level review of intensification potential and justification for the Royal Orchard Station in the Yonge Subway Extension (YSE) project to serve the existing community and future intensification/redevelopment of the station catchment area. This report also recommends that Council request the YSE Executive Committee to carry out further

technical work. An Executive Summary from the consultant is included as Attachment 'A' to this report.

**BACKGROUND:**

The Yonge Subway Extension (YSE) - Finch Station to Richmond Hill Centre Transit Project Assessment was approved in 2009 through the Provincial Transit Project Assessment Process (TPAP).

In the approved TPAP, a station at Royal Orchard Boulevard was identified, see Attachment 'B'. However, in the 2012 Conceptual Design Study, the Royal Orchard Station was dropped due to a low ridership projection generated by future development within the 500m radius catchment. The Preliminary Design and Engineering work that is being carried out by YSE Executive Committee builds on the Conceptual Design Study without the Royal Orchard Station.

**OPTIONS/ DISCUSSION:**

City staff has expressed concerns that the elimination of the Royal Orchard Station from the Yonge Subway Extension project will have long term consequences and implications on land use development potential, and reduce the overall transit level of service in the Yonge Street corridor.

**Conformity with approved TPAP**

Subsequent to the completion of the Conceptual Design Study, an amendment to the TPAP was completed in 2012 to add a train storage facility north of the terminus of the original project.

**Land Use Development Potential Around Royal Orchard Boulevard & Consultant's Recommendations**

Staff retained StrategyCrop and Sajecki Planning to estimate the ridership at Royal Orchard Station using intensification and redevelopment land use forecasts prepared by the consultant. The consultant has confirmed that there is sufficient long term development potential to warrant a subway station at Royal Orchard Boulevard based on current Metrolinx criteria. The consultants identified that the Station Area can achieve a density of 229 people and jobs / ha, and 263 people and jobs with minimal redevelopment of the Ladies' Golf Course.

The consultant also recommends that further technical studies be carry out to confirm the justification of the station.

**Support of Intensification Concept from Vaughan Staff**

Staff also met with City of Vaughan Staff and the intensification land use forecasts were discussed around Royal Orchard Boulevard. Vaughan Staff has expressed that they support the Royal Orchard Station and support further studies to determine the viability of the subway station.

**Transit Level of Service in the Yonge Street Corridor**

The increased level of service afforded by the Yonge Subway Extension is only available to those that can easily access the stations on the subway line. Without the Royal Orchard Station, there will be an approximate 3 km gap between the proposed Clark and Longbridge stations, making it one of the largest distance gaps between stations in the TTC subway system.

The current VIVA services (Viva Blue, Pink and Purple) on Yonge Street has station stops at Clark Avenue, Centre Street, and Royal Orchard Boulevard. As well, several York Region Transit (YRT) routes operate along this section of Yonge Street with more frequent stops. Once the Yonge Subway Extension is operational, these VIVA and YRT services will be rationalized. This will result in an overall reduction of transit service for residents and workers that are beyond the 500m to 800m radius of a subway station. Without the Royal Orchard Station, a 1.3km section of the Yonge corridor between Bay Thorn Drive to John Street will have a reduced level in transit service.

**FINANCIAL CONSIDERATIONS**

There are no financial implications in adopting the recommendations of this report.

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

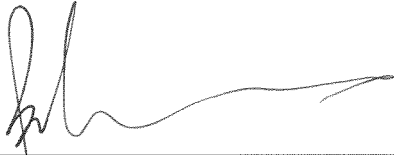
The Yonge Subway Extension is a key component of the growth management plan for York Region and the City of Markham. It is also a vital part of the transportation system for York Region, the City of Vaughan, and the City of Markham in addressing existing and future travel demand from growth.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

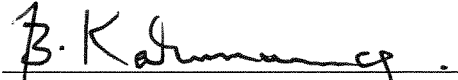
Not applicable.

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**RECOMMENDED BY:**



Brian Lee, P.Eng.  
Director, Engineering



Biju Karumanchery, MCIP, RPP  
Director, Planning & Urban Design



Arvin Prasad, MPA, MCIP, RPP  
Commissioner, Development Services

**ATTACHMENTS:**

Attachment 'A' – StrategyCorp and Sajecki Planning, Executive Summary, March 2019  
Attachment 'B' – Royal Orchard Boulevard Station as shown in the January 2009 TPAP



March 25, 2019

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**SUBJECT:** Royal Orchard Station Area Density Projections  
**PREPARED BY:** Sajecki Planning and StrategyCorp
 

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**Overview:**

Sajecki Planning and StrategyCorp have reviewed projected densities within the proposed 500 metre radius Royal Orchard Station Area. These projections are based on realistic and moderate density increases to the existing Markham and Vaughan policy frameworks.

**Conclusions:**

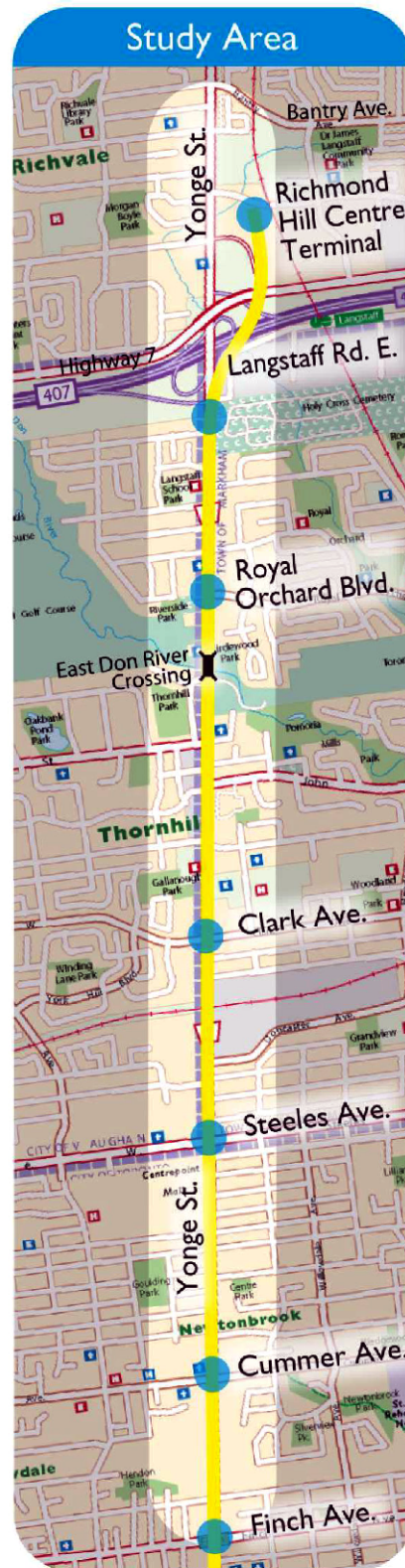
1. Excluding any redevelopment of the Ladies Golf Course, the Station Area can achieve a density of **229 people and jobs / ha**. This number is based on projections of 17,850 residents and jobs within the Station Area.
2. Including minimal redevelopment of the Ladies Golf Course, the Station Area can achieve a density of **263 people and jobs / ha**. This number includes 2,750 residents within the Ladies Golf Course. Significantly less than the Region's August 2018 review, which concluded future buildout for the golf course of 6,490 residents.
3. The minimum growth plan target is 200 people and jobs / ha for subway development, of which many existing station areas along subway corridors do not presently meet. Both scenarios comfortably exceed this target.
4. Based on assumed saleable net floor area values of \$770 to \$790 / ft<sup>2</sup>, lands along Yonge Street can generate a residential land value uplift of **\$4.5 to \$4.6 billion**. This is a conservative estimate that does not include redevelopment of the Ladies Golf Course nor indicate land value uplift for non-residential uses.

**Methodology:**

- Land use designations are consistent with those identified in the Markham Official Plan and Vaughan's Yonge Street Corridor Secondary Plan.
  - FSIs have been increased in a context sensitive manner. On the Vaughan side of Yonge FSIs are consistent with the Yonge Street Corridor Secondary Plan. FSIs along the Markham side of Yonge have been increased and are in the range of 2.0 to 4.5 on the east side of Yonge Street (Markham). Stable residential neighbourhoods have not been changed.
  - Assumed people per unit and employee per square foot numbers are based on the 2018 York Region Development Charges Background Study.
  - The relationship between FSI categories and building heights are based on comparable FSI rates for mid-size municipalities across the GTA including Newmarket, Markham and Vaughan.
-

Height (storeys)	Building Type	Assumed FSI
Mid Rise (4-8 storeys)		
4-6	Midrise residential, mixed use with podium at grade	2.0-2.5
6-8	Midrise residential building, mixed use with podium at grade	2.5-3.0
High Rise (9+ storeys)		
9-14	Tall residential building, mixed use podium at grade	3.0
15-20	Tall residential building, with podium at grade	3.5
20-25	Tall residential building, with podium at grade	4.0
25-30	Tall residential building, with podium at grade	4.5

Figure 1: Building Height and FSI Ranges



Source: Yonge Subway Extension - Finch Station to Richmond Hill Centre Transit Project Assessment

# Yonge Subway Station at Royal Orchard Blvd



DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: BL

DATE: 25/3/2019

Attachment 'B'



Report to: Development Services Committee

Meeting Date: April 1, 2019

**SUBJECT:** Update on Active Transportation Master Plan Study.  
(All Wards)

**PREPARED BY:** Fion Ho, TDM Coordinator, Transportation, Ext.2160

**REVIEWED BY:** Loy Cheah, P.Eng., Senior Manager, Transportation, Ext. 4838

### **RECOMMENDATION:**

- 1) That the staff report titled “Update on Active Transportation Master Plan Study (All Wards)”, dated April 1, 2019, be received; and,
- 2) That staff be directed to proceed with the public engagement and stakeholder consultation as outlined in this report; and further,
- 3) That staff be authorized and directed to do all things necessary to give effect to this resolution.

### **PURPOSE:**

The purpose of this report is to provide an overview and update of the Active Transportation Master Plan Study which started in 2018, including project objectives, major deliverables, timeline and the current status. The report also seeks Council’s direction to proceed with the public engagement and stakeholder consultation program of the study.

### **BACKGROUND:**

Markham is anticipated to experience significant growth in population (total 421,600 people) and employment (total 240,000 jobs) to 2031. This calls for a greater need on the overall transportation system to move people and goods more efficiently. To manage sustainable growth to 2031, the City of Markham’s Official Plan (2014) envisions a “transportation system that increase mobility options for all users, including pedestrians, cyclists and transit riders”. The Official Plan also identifies active transportation as an important component of a balanced and integrated transportation system, which aligns with the Metrolinx 2041 Regional Transportation Plan (2018) and York Region Transportation Master Plan (2016). See Attachment 1 for a listing of policy supports for active transportation in Markham.

Markham needs a well-connected city-wide active transportation network to accommodate growth and improve active transportation. In 2018, City Council approved the development of the Active Transportation Master Plan and IBI Group was retained to do this study.

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## **OPTIONS/ DISCUSSION:**

### **Key Project Objectives & Deliverables**

The primary purpose of the Active Transportation Master Plan (ATMP) is to identify a well-connected and safe active transportation network and its implementation strategy. In particular, the ATMP aims to achieve the following objectives:

- 1) To fulfill the Official Plan Policy of increasing the level of travel options for all users, and to encourage the use of more environmentally sustainable mobility choices including active transportation.
- 2) To develop an active transportation strategy that looks beyond the network/infrastructure needs and provides guidance on gaining public and political support, shifting behavioural change to foster complete communities and strengthen active transportation culture in the City of Markham.
- 3) To identify improvement needs and design a high quality on-road and off-road active transportation network that is accessible and connect people to where they live, work and play.
- 4) To develop a phasing plan for the implementation of a city-wide active transportation network with consideration for resource and financial requirements.

With a duration of 18 months to completion, the ATMP will have a number of key deliverables, including:

- Review of current active transportation usage through a detailed review of the existing network, future growth areas, current travel/traffic data, major destinations, environmental barriers, maintenance procedures, stakeholder comments, best practices, policies & legislation and more.
- Public engagement and consultation with stakeholders and members of the community throughout the study. It will also create education and outreach opportunities to raise awareness of active transportation.
- Recommendation of an active transportation network that fills gaps and identifies opportunities in the walking and cycling network in Markham.
- Development of a detailed phasing plan and cost estimates that prioritizes projects and funding opportunities for the implementation of the recommended active transportation network.
- Reviews of facility design standards, intersection treatment, cross-sections, surface treatment, maintenance policies, successful education/marketing strategies and staff resources for applications in Markham.

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## **Engagement and Consultation**

Public engagement and stakeholder consultation will be a crucial component of the study. The goal is to inspire meaningful two-way discussions on active transportation between City team and different stakeholder groups including the general public, CPAC, businesses, students and more. In addition to the traditional public information sessions, creative and multi-pronged engagement strategies will be adopted throughout the study to target various demographic and socio-economic groups. These include workshops, digital engagement, film screening, walking/cycling tour, pop-up events in mall and community centers.

The first of the two rounds of public engagement sessions is expected to take place in April this year. The primary goal of this first public engagement session is to launch the ATMP publicly, better understand stakeholders' needs and concerns, and gather input on the current state of active transportation in Markham. The second round of public engagement is anticipated to occur in the Fall of 2019 upon the development of a recommended active transportation network. The objectives of the second public engagement session are to obtain feedback on the emerging directions and recommended network, and identify any outstanding issues or comments to be addressed through the ATMP.

The final deliverable of the ATMP will include a final report that consolidates all comments and technical analysis throughout the project. This is anticipated to be completed by Summer-Fall of 2020. Ultimately, the ATMP Study will identify a city-wide active transportation network and a feasible implementation phasing plan for Markham. Policy and network recommendations of the ATMP will be considered for inclusion into the next update of the City Official Plan.

## **Project Current Status & Next Steps**

Within the first 3 months, IBI has completed a background technical review. IBI and City staff are also working together to prepare for the first round of public and stakeholder consultation scheduled for Spring 2019. This initial round of consultation will allow the following:

- Launch the study publicly, gather input on the current state of active transportation, and better understand the current use of active transportation in Markham
- Understand stakeholders' needs and concerns for active transportation in Markham
- Gather input and opinions to inform strategic direction and network development which will help guide the next phase of the study
- Generate excitement and raise the awareness of active transportation in Markham

Staff will keep City Council informed of the project progress through the delivery of presentation and/or council reports at key project milestones.

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**FINANCIAL CONSIDERATIONS**

There is no financial implication in adopting these recommendations. Budget for the ATMP study was approved in 2018 (account # 640-101-5699-18040).

**HUMAN RESOURCES CONSIDERATIONS**

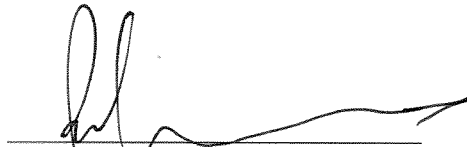
Not Applicable

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The ATMP Study aligns with the strategic focus for a Safe & Sustainable Community by improving and making active transportation as an attractive and sustainable mobility option. This is also consistent with the policies of the City Official Plan.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Not Applicable

**RECOMMENDED BY:**

Brian Lee, P.Eng.  
Director, Engineering



Arvin Prasad, MPA, RPP, MCIP  
Commissioner, Development Services

**Attachment**

1. Listing of policy supports for active transportation in Markham

## **Attachment 1**

### **Listing of Policy Supports for Active Transportation in Markham**

## **Markham Official Plan 2014**

### **Chapter 2.0 A Framework for Sustainable Growth**

#### **2.2 Goals and Objectives**

##### **2.2.2 Goal: Building Complete Communities**

**2.2.2.1** To provide for an appropriate mix and density of land uses within walking distance of transit, with multi-storey buildings integrating retail and service activities, and community facilities to support the needs of residents, businesses and workers.

**2.2.2.2** To effectively move people and goods within and beyond Markham by providing residents, employees and businesses with choices and accessibility in travel and movement, with particular attention to the promotion of walking, cycling and increased transit ridership.

##### **2.2.3: Goal: Increasing Mobility Options**

**2.2.3.1:** To support patterns of growth and land use that will ultimately require less travel for everyday activities and which encourage travel by transit, cycling and walking.

#### **2.5 Centres and Corridors**

##### **2.5.2 Regional Corridors/Key Development Areas**

**2.5.2.1** That the Highway 7 and Yonge Street Corridors shown on Map 1 – Markham Structure and Map 2 – Centres and Corridors and Transit Network be planned to function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.”

### **Chapter 4.0 Healthy Neighbourhoods and Communities**

#### **4.3 Parks and Open Space System (Subject to City-wide Appeal Nos. 2 (issue 226), 15 (Issue 228) and 18 (issue 229))**

##### **4.3.1 General Policies**

**4.3.1.2 To plan** and implement an interconnected system of parks and open spaces that, together with the Greenway System, streets, utility corridors, pedestrian and bicycle trails, contributes to the connectivity of Markham’s communities, particularly new mixed-use neighbourhoods and intensification areas and placemaking in the public realm as identified in Section 6.1.6 of this Plan.”



**4.3.1.4 To design and develop** high-quality parks and open spaces that provide for comfortable, safe, accessible, and year-round use and that address objectives related to:

- a) Connectivity of parks and open space: to create an integrated system or network of parks and open spaces that are connected to one another via trails, bikeways, streets, utility corridors, pedestrian walkways, ravines and/or valleylands and greenspace corridors.”
- b) Location: to locate parks and open spaces to balance community-wide interests and the interests of neighbourhoods and individuals ensuring that parks are central to the population they serve, to the extent possible, and that they are accessible by public transit and within a reasonable walking distance

### **4.3.3 Rouge Park**

**4.3.3.2** To work, in cooperation with Parks Canada to ensure that the public use components of the parkland including trails and trailhead locations within the Rouge National Urban Park are integrated and connected with Markham’s pathways and trails system.

### **4.3.4 Pathways and Trails**

**4.3.4.1 To support** the implementation of Markham’s Pathways and Trails Master Plan by planning and developing a connected network of off-road pathways and trails through natural areas and hydro corridors.

**4.3.4.2 To integrate**, where possible, pathways and trails and adjacent land uses, and improve connections to the pathway and trails systems, and the cycling network identified in the Cycling Master Plan.

**4.3.4.3 To plan and support** an inter-regional system of trails that, together with the trail system planned for the Rouge National Urban Park, would provide a high level of connectivity for Markham residents.

## **Chapter 6.0 Urban Design and Sustainable Development**

### **6.1 Urban Design**

#### **6.1.1 General Policies**

**6.1.1.1** “To provide leadership and excellence in the design of Markham’s communities, to achieve: a) compact, walkable neighbourhoods; b) pedestrian-friendly streets; c) high-quality building design and compatible built form; d) a clearly organized and well-designed public realm; and e) vibrant people places that create a sense of identity through placemaking.”

#### **6.1.2 The Public Realm**

**6.1.2.2** To design and organize the public realm to: a) define streets and public spaces as places of shared use; b) place priority on pedestrians, cycling and transit; c) contribute to placemaking; and d) ensure consistency in quality and design.”

### **6.1.3 Streets and Blocks**

**6.1.3.4** To promote a well-defined pattern of street and blocks for Markham’s communities, particularly new mixed-use neighbourhoods and intensifications areas, in accordance with Section 7.1.3.3, that:

- a) delineates a street hierarchy and block typology accommodating: i. multiple routing options for pedestrians, cyclists and vehicles; ii. a mixture of building forms and associated permitted uses; iii. changes in land use and development intensities as the community evolves; iv. natural landforms and topographic features; v. appropriate pavement, sidewalk and boulevard widths including traffic calming, on-street parking, street tree planting, street furniture and green infrastructure, where appropriate; and vi. the physical needs of people of all ages and abilities including pedestrians, cyclists, transit riders and automobile users;
- b) contributes to placemaking by giving emphasis to natural heritage and hydrologic features and cultural heritage resources, architecturally significant buildings, landscapes, parks and open spaces, and public art;
- c) encourages connectivity and walkability by: i. maximizing the number of street and neighbourhood connections; ii. limiting the length of a typical block; iii. providing mid-block pedestrian and bicycle connections where appropriate; iv. minimizing the impact of vehicular access and egress from blocks; v. providing a better balance of mobility and safety needs of all street users; and vi. avoiding street closures and minimizing cul-de-sac and dead end streets;
- d) improves access to transit facilities, community facilities and public open spaces; and e) supports active transportation and promotes the principle of “complete streets” in accordance with Section 7.1.

### **6.1.6 Parks and Open Space**

**6.1.6.4** To plan and design new public parks and open spaces within the public realm to: a) integrate natural heritage and hydrologic features and their associated vegetation protection zones as part of the design of open spaces, while the design of new parks should complement natural heritage features; b) integrate cultural heritage resources, where appropriate; c) create extensions and connections to existing parks and open spaces; d) promote high visibility with prominent frontage on a public street, where appropriate; e) improve pedestrian and cycling access within the community; f) accommodate active and passive recreation opportunities; g) enhance the urban forest; and h) create safe and comfortable settings for community events and individual use.”

## **6.1.8 Built Form and Site Development**

**6.1.8.6** To organize and locate site access to minimize adverse impact on: a) pedestrian safety and comfort; b) cycling routes; c) opportunities for on-street parking and placement of street trees; d) the attractiveness of the streetscape; e) the continuity of the built form; and f) the character of the public realm.”

**6.1.8.8** To develop and adopt built form, height and massing guidelines to guide built form and site development within Markham’s communities, and identify best practices that can be employed to create walkable, connected and transit-supportive neighbourhoods and communities.

## **6.2.2 Sustainable Communities**

**6.2.2.1 To support** the sustainable development of Markham’s communities through the integration of land use, transportation and infrastructure planning, and building and site design to: a) create compact, complete communities that incorporate a mix of uses and improve accessibility for all users regardless of age and physical ability; b) increase mobility options for all users, with particular emphasis on pedestrians, cyclists and transit riders; c) ensure that natural heritage and hydrologic features are protected and enhanced in accordance with the provisions of Chapter 3 of this Plan; d) maximize energy conservation and reduce the production of greenhouse gases and local air pollutants; e) apply best practice approaches to water conservation and storm water management; and f) encourage efficient waste and resource management practices.”

**6.2.2.2 To achieve** sustainable design and development or redevelopment of Markham’s communities by addressing, where feasible: a) the scale, layout, proximity to a mix of uses, quality of place, and availability of infrastructure, site context and conditions that make sites walkable, bicycle-friendly, and easily served by transit, be a primary consideration to reduce dependence on automobiles; b) the orientation and alignment of streets, sites and buildings create optimum conditions for the use of passive and active solar energy; c) the use of materials and plantings (ie. green or white roofs, the use of light-coloured paving materials and planting to provide shade) to reduce local heat-island effects; d) natural heritage and hydrologic features be protected and enhanced, including the improvement of the urban forest, to increase biodiversity and ecological function; e) community gardens be encouraged to increase opportunities for local food production; f) stormwater runoff and increasing infiltration and potable/municipal water conservation as outlined in Section 3.3 through such approaches as bioswales, rain gardens and rain harvesting; g) community-wide approaches to waste management to reduce, reuse and recycle; and h) topsoil stripping and soil

compaction be minimized to support infiltration and improved growing conditions for street trees and vegetation.

### **6.2.3 Sustainable Buildings and Site Design**

**6.2.3.1** To consider the application of innovative sustainable design practices and technologies in site planning and building design through the development approval process and in particular, through the application of a sustainable development checklist as part of the site plan control application process to: a) encourage walking, cycling, and transit use through: i. integrated on-site pedestrian, cycling and transit connections; ii. site design that ensures bicycle parking and storage and facilitates car pooling; iii. appropriate location and design of sidewalks, appropriately scaled building setbacks, vehicular and pedestrian access, building design and landscaping to enhance the pedestrian experience; iv. measures to reduce speed and improve air quality;...”

### **6.3 Sustainable Buildings and Site Design**

**6.2.3.1** To plan and design Markham’s new communities, in particular new neighbourhoods, mixed-use neighbourhoods and intensification areas, within the context of more detailed secondary plan or local area studies identified in Section 10.1, which incorporate urban design and sustainable development policies specific to each community that include, but are not be limited to:

g) transportation demand management and active transportation policies and parking strategies consistent with Sections 7.1.4 and 7.1.5.

## **Chapter 7.0 Transportation, Services and Utilities**

### **7.1.1 General Policies**

**7.1.1.1 To work** in cooperation with the Region and the Province to develop a sustainable transportation system that is accessible to users of all ages and abilities and: a) effectively and safely accommodates the demand for person trips within and beyond Markham and increases travel choices, with particular emphasis on pedestrians, cyclists and transit riders; and b) supports an efficient, safe and integrated road and rail network for goods movement and service delivery; and c) supports energy efficient means of travel for both people and goods.

**7.1.1.2 To Strengthen** the coordination of land use planning, transportation planning and urban design to: a) focus development growth in new mixed-use neighbourhoods and intensification areas in the form of transit-supportive development at higher densities that are being well served by transit; b) increase the opportunities for people to make shorter trips and more trips by foot, bicycle or transit; c) create an integrated transportation system that supports urban growth

by improving network connectivity, including the timely completion of missing mid-block links along major collector roads, and by providing convenient inter-modal transfer points to widen the range of travel choices; and d) emphasize the placemaking role of transportation facilities by making people, rather than vehicles, the focus of street activity.

**7.1.1.3 To work** in collaboration with the Region to plan and design Markham's streets and the Region's arterial roads shown on Map 10 - Road Network to better balance the needs of all road users including pedestrians, cyclists, transit and motorists, and the integration of land uses.

**7.1.1.5 To actively promote**, in consultation with other stakeholders, transportation demand management measures that make more efficient use of the existing transportation system and which may avoid or delay the high capital costs of road expansion by: a) reducing auto dependency by encouraging a greater proportion of trips to be made by walking, cycling or transit;

## **7.1.2 Transit Network**

**7.1.2.3 To plan and design** new communities, major new developments and redevelopments in accordance with Markham, Regional and Provincial guidelines and policies for transit-supportive development, including reducing walking distances to transit stops.

## **7.1.3 Road Network**

**7.1.3.6 To design and construct** all new roads and reconstruct existing roads by applying appropriate right-of-way design standards and having regard for urban design guidelines set out in Section 6.1.1.5 to:

- a) better balance the safety, accessibility, convenience and comfort of all street users, regardless of age or ability, including pedestrians, cyclists and transit riders and to provide a full range of travel choices;
- b) encourage a more compact and sustainable urban form to: i. reduce average trip lengths; ii. support the use of walking, cycling and transit; and iii. reduce overall dependence on car travel;
- c) enhance the quality of the streetscape to create more attractive and vibrant communities for residents and businesses including increased opportunities for planting of street trees and accommodation of green infrastructure;
- d) achieve better integration with adjacent land uses and improve connections to the trails and pathways systems, and to foster greater social interaction, and
- e) transform the appearance and functioning of the road network over time by placing the overall emphasis on the movement of people not vehicles without compromising the safety of all road users.

**7.1.3.7 To work** with stakeholders from the Region, the Province and the community to support design initiatives and standards, taking into account the local context and planning objectives, that:

- a) increase road user safety;
- b) improve the enforcement of road safety measures; and
- c) support local traffic calming schemes where warranted on road safety grounds.

#### **7.1.4 Transportation Demand Management and Active Transportation**

**7.1.4.1** To provide leadership in the development, implementation and promotion of transportation demand management policies, programs and measures as an effective means of slowing the rate of growth in vehicle trips and managing peak-period congestion in the pursuit of a more environmentally sustainable future by:

- a) requiring that new significant development applications include a transportation demand management strategy;
- b) encouraging the inclusion of “travel plans” in the required transportation demand management strategies for non-residential development applications referred to in Section 7.1.4.1 a), in accordance with the Markham Transportation Strategic Plan;
- c) placing priority on the needs of pedestrians, cyclists and transit riders through the preparation of “mobility plans” in the ‘Future Urban Area’, as required by the Regional Official Plan;
- d) continuing to support and work with “Smart Commute Markham – Richmond Hill Transportation Management Association” to expand and strengthen the range of services offered to local workplaces;
- e) committing to support the continued provision of transportation demand management services and programs for Markham employees;
- f) supporting transportation demand management pilot projects as a strategic means to gain experience, develop best practices, build partnerships and demonstrate successful sustainable transportation initiatives; and
- g) continuing to work with the School Boards and the educational sector, and York Region to develop travel plans and to provide alternatives to car travel by developing safer and more attractive conditions for students to come to school by bicycle or on foot.”

**7.1.4.2 To support walking and cycling** throughout Markham as competitive mobility choices for everyday activities such as work, school, shopping, business and leisure by:

- a) creating a more pedestrian-friendly environment that is interconnected by a network of safe, direct, comfortable and convenient pedestrian routes that are suitable for year-round walking;
- b) designing, constructing and integrating new streets and retrofitting existing streets, where appropriate, to focus on the needs of pedestrians, cyclists and persons with disabilities and ensuring safety, accessibility, convenience, and comfort of all street users are considered;

- c) to work with York Region to ensure that sidewalks and street lighting are provided on all streets served by transit;
- d) supporting the provision of accessible, grade-separated crossings, where feasible and environmentally acceptable, at barrier points where major roads, highways, rail lines, and natural features such as ravines and waterways present a significant disruption to the movement of pedestrians and cyclists;
- e) promoting a safe and comprehensive network of signed bike routes, bike lanes, cycling trails and multi-use paths for cyclists of all ages and abilities generally as identified in Appendix D – Cycling Facilities based on the Markham and York Region Cycling Master Plans;
- f) implementing segregated bicycle lanes and/or off-road bicycle paths along arterial roads and major and minor collector roads where cycling safety is a foremost concern;
- g) enhancing and integrating convenient and secure public bicycle parking within: i. inter-modal locations such as rail stations and transit stops; ii. major trip attractors such as sports venues, entertainment centres, shopping complexes and community service centres; and iii. the right-of-ways of streets in new mixed-use neighbourhoods and intensification areas;
- h) updating the zoning by-law to include bicycle parking standards and requirements for shower and change facilities in major non-residential developments;
- i) supporting the implementation of Markham's Pathways and Trails Master Plan to create a connected network of off-road trails through natural areas and hydro corridors for use by pedestrians and cyclists; j) considering the introduction of a bike-share program for residents and visitors to Markham; and
- j) partnering with the Region and organizations in the local cycling community to support on-going promotional, safety and educational programs for pedestrians and cyclists.

### **7.1.5 Parking**

**7.1.5.4** To design surface parking lots and above-grade parking garages to address pedestrian access, bicycle and carpooling parking, and in accordance with the urban design policies of Section 6.1.8.7.

## **York Region Official Plan 2010**

### **Chapter 3 Healthy Communities**

#### **3.1 Human Health and Well-Being**

**3.1.2** To promote healthy active lifestyle choices and disease prevention through education, information and supportive communities.

**3.1.3** To require high-quality urban design and pedestrian-friendly communities that provide safety, comfort and mobility so that residents can walk to meet their daily needs.

#### **3.2 Air Quality and Climate Change**

**3.2.3** To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile use, and support public transit and Transportation Demand Management initiatives.”

#### **3.3 Provision of Human Services**

**3.3.5** To ensure that public buildings and facilities are designed to be accessible, and are located in proximity to pedestrian, cycling and transit systems.

### **Chapter 4 Economic Vitality**

#### **4.2 City Building**

**4.2.4** To require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation.

**4.2.6** To work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail.

#### **4.4 Planning for Retail**

**4.4.1** To require that retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.

**4.4.9** That new retail facilities in excess of 30,000 gross leasable square metres shall require a Regional impact analysis that addresses the following: a. transportation requirements; b. the impact on existing and approved future retail facilities; c. pedestrian, cycling and transit access to the facilities; and, d. the manner in which the proposal is supportive of the centres and corridors policies of this Plan.



## **Chapter 5 An Urbanizing Region: Building Cities and Complete Communities**

### **5.2 Sustainable Cities, Sustainable Communities**

**5.2.3** That communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan.

**5.2.8** To employ the highest standard of urban design, which:

- a. provides pedestrian scale, safety, comfort, accessibility and connectivity;

**5.2.9** That retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate.

**5.2.10** That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:

- a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b. shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
- c. on-street parking;
- d. site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;
- e. the design of surface parking to support redevelopment and retrofitting; and,
- f. preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.

### **5.3 Intensification**

**5.3.8** That the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate.

**5.3.10** That retail, commercial, office, and institutional structures shall be well designed, street-oriented and pedestrian scaled, and shall include, wherever appropriate as determined by the local municipality, mixed-use, multi-storey

buildings, and public meeting spaces in order to support the planned urban structure and density targets of this Plan.

## **5.4 Regional Centers and Corridors**

**5.4.5** That development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.

**5.4.6** That comprehensive secondary plans for Regional Centres and key development areas along Regional Corridors be prepared by local municipalities and implemented in co-operation with the Region and related agencies. These secondary plans shall include:

- b. the establishment, implementation and/or continuation of a fine-grained street grid that incorporates sidewalks and bicycle lanes;
- c. an urban built form that is massed, designed and oriented to people, and creates active and attractive streets for all seasons with ground-floor uses such as retail, human and personal services;

**5.4.15** To require local municipalities to adopt official plan policies and related zoning by-law provisions, to provide community benefits in Regional Centres and Corridors in exchange for additional height and density, consistent with the Increased Density provision of the Planning Act. Community benefits shall include consideration of:

- a. transit station improvements, in addition to lands required as a condition of development approval;
- b. social housing;
- c. direct pedestrian connections to transit stations;
- d. Regional community and health facilities;
- e. Regional emergency medical services and police stations;
- f. additional facilities and services identified by local municipalities; and,
- g. appropriate provisions for pedestrian and cycling facilities.

**5.4.16** To require, as a condition of development approval, the provision of facilities to encourage an increase in the mode share of cycling trips, such as covered bicycle storage, lockers, and shower facilities.

**5.4.20** That the planning and implementation of Regional Centres will provide:

- “c. mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan;”
- “d. the construction of a fine-grained street grid that facilitates the flexible and efficient movement of people and goods;”

**5.4.28** That Regional Corridors are planned to function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.

**5.4.30** That the boundaries of the Regional Corridors be designated by the local municipality, based on: “a. reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands;”

## **5.5 Local Centres and Corridors**

**5.5.3** That local municipalities shall address in secondary plans or other appropriate studies the following criteria for Local Centres:

“i. that land use and transit is co-ordinated to ensure that Local Centres are focal points for current and/or future public transit services and infrastructure and that they prioritize pedestrian movement, transit use and access; and,”

**5.5.4** That development, secondary plans, or other appropriate studies in the Local Corridors address the following criteria:

“f. to encourage pedestrian activity through the arrangement and design of land development sites and related streetscaping treatments; and,”

## **5.6 Building Complete, Vibrant Communities**

**5.6.5** That new community areas shall be designed to contain community core areas, which will be the focus of retail, personal services, human services, community services and provide connections to rapid transit. The community cores shall be within a reasonable walking distance from the majority of the population.

**5.6.10** That the local municipality shall develop a Community Energy Plan for each new community area to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable, on-site generation and district energy options including but not limited to solar, wind, water, biomass, and geothermal energy.

**5.6.12** That mobility plans shall be completed to ensure that:

- a. communities are designed to have interconnected and accessible mobility systems, with a priority on pedestrian movement, and on transit use and access;
- b. communities are designed to include a system of pedestrian and bicycle paths linking the community internally and externally to other areas, and providing access to the transit system;
- c. a transit plan is completed in consultation with York Region Transit, which identifies transit routes and corridors, co-ordinates transit with land use patterns and ensures the early integration of transit into the community;

- d. the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;
- e. all schools and community centres shall be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to these locations;
- f. the street network includes continuous collector streets that run both north- south and east-west and/or a grid system of streets linked to the Regional Street network;
- g. new community areas are designed to meet the York Region Transit-Oriented Development Guidelines;
- h. planned rapid transit corridors, and/or transit terminals that connect to a rapid transit corridor, are included in the community;
- i. parking standards, consistent with policy 5.2.10, encourage and support transit use and include reduced minimum and maximum parking standards; and,
- j. trip-reduction strategies consistent with the policies of Section 7.1 are promoted.

**5.6.13** That new community areas shall be designed to implement the York Region Pedestrian and Cycling Master Plan.

**5.6.14** That a Greenlands System Plan shall be prepared that identifies how the Greenlands System will be managed in an urban environment including:

“e. developing a trail system, which is integrated as appropriate into the mobility systems of the community;”

## **Chapter 7 Servicing Our Populations**

### **7.1 Reducing Demand for Services**

**7.1.1** To require that appropriate Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.

**7.1.2** To work with local municipalities, Metrolinx and other stakeholders to support local Smart Commute associations.

**7.1.8** To work with developers to provide all new-home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.

**7.1.9** To require that new institutional, commercial and industrial development applications include a Transportation Demand Management strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.

**7.1.10** To work with institutional, commercial and industrial employers to undertake Transportation Demand Management strategies to encourage preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.

**7.1.11** To require local municipalities to adopt land use and site design policies that promote sustainable modes of transportation, including walking, cycling, transit, and carpooling.

**7.1.15** To encourage retailers and community facilities to provide discounts and incentives to those using transit and active forms of transportation.

**7.1.18** To explore and leverage opportunities for funding from the Province and Federal government, as well as from other funding sources, for Transportation Demand Management measures and programs.

## **7.2 Moving People and Goods**

### **Active Transportation**

**7.2.1** To implement the Regional Cycling Network shown on Map 10.

**7.2.2** To update the York Region Pedestrian and Cycling Master Plan at least every 5 years, concurrent with the 5-year review of this Plan.

**7.2.3** To apply the York Region Pedestrian and Cycling Master Plan's Planning and Design Guidelines in the implementation of the Regional pedestrian and cycling network.

**7.2.4** To develop an integrated Regional cycling network connecting people to places of recreation, services and employment and transit.

**7.2.5** To provide safe, comfortable and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people with disabilities.

**7.2.6** To partner with local municipalities and other stakeholders to implement pedestrian and cycling programs.

**7.2.7** To work with local municipalities to co-ordinate infrastructure within Regional rightsof-way for operating and capital components, including street lighting, sidewalks and cycling facilities.

**7.2.8** To work with local municipalities to provide sidewalks and street lighting on all streets within the Urban Area, and Towns and Villages.

**7.2.9** To ensure the safe year-round operation of Regional pedestrian, cycling and transit facilities through design, signage, enforcement and effective maintenance.

**7.2.10** That the construction of proposed pedestrian and cycling paths will protect and enhance the Regional Greenlands System.

**7.2.11** To integrate pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, stations and terminals.

**7.2.12** To encourage property owners to provide facilities such as benches, shelters and secure bicycle storage at major destinations, including employment, educational, institutional and shopping locations.

**7.2.13** To co-ordinate Regional and local pedestrian and cycling networks with trail connections to the Regional Greenlands System trails network, where appropriate.

**7.2.14** To develop and promote a continuous pedestrian and cycling path from Lake Simcoe to Lake Ontario in partnership with local municipalities and the City of Toronto.

**7.2.15** To encourage the development and implementation of local municipal pedestrian and cycling master plans.

**7.2.16** To partner with the York Region District and Catholic School Boards to implement the Active and Safe Routes to School program, and to design and locate school campuses to promote walking, cycling and transit as a primary means of transportation.

**7.2.17** To work with the Province, Metrolinx and other partners to develop innovative programs that support active transportation, such as cycling safety training, education and information, bicycle sharing programs and bicycle libraries.

**7.2.18** To encourage the Province and Federal government to provide funding and tools to support the development and promotion of active transportation as part of a healthy, active lifestyle.

## **Transit**

**7.2.25** To achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including the following:

“a. minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;”

“b. connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area;”

“h. giving priority to pedestrian and cycling access to transit through the planning and development approval process;”

**7.2.27** To work with local municipalities to provide multi-use paths, sidewalks and street lighting along Regional streets serviced by transit.

**7.2.28** To work with local municipalities to ensure that sidewalks and street lighting are provided on both sides of all streets within the Urban Area, and Towns and Villages that are serviced by transit.

**7.2.31** To support the Transit Network shown on Map 11 by securing lands in accordance with policy 7.2.30 of this Plan, for facilities such as: a. transit stations including intermodal terminals, mobility hubs, subway, bus and light rail stations and related passenger drop-off and commuter parking lots; b. related infrastructure, including vent shafts, transit operation and maintenance facilities, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic infrastructure and passenger safety facilities; and, c. pedestrian and cycling facilities.

**7.2.32** That the Transit Network shown on Map 11 is further described in one or more of the following documents: a. approved environmental assessments or approved transit project assessments; b. the York Region Transit 5-Year and annual Service Plans; c. the York Region Transportation Master Plan; d. Regional Rapid Transit Standards; e. the Regional Rapid Transit Network Plan; and, f. the Pedestrian and Cycling Master Plan.

**7.2.33** To manage the movement of traffic in the Regional Rapid Transit Corridors shown on Map 11 to improve the safety and efficiency of all movements including that of pedestrians, cyclists and transit vehicles.

## **Streets**

**7.2.38** That the hierarchy of streets on Map 12 supports the Region’s urban structure. These corridors are to accommodate all modes of transportation

including walking, cycling, transit, automobile use and the movement of goods, as well as public and private utilities.

**7.2.39** To improve the street network identified on Map 12, based on the following:

- a. the York Region Transportation Master Plan and the 10-Year Capital Plans;
- b. the completion of the necessary planning and environmental assessment studies for each project;
- c. street improvement projects that take into account the needs and requirements of all forms of transportation including walking, cycling, transit, automobiles, and goods movement; and,
- d. priority accorded to the needs of pedestrians, cyclists and transit users and the integration of adjacent land uses in Regional Centres and Corridors, to promote these forms of transportation.

**7.2.40** To implement transit improvements on urban streets as identified on Map 11, which may include transit lanes, high-occupancy vehicle lanes, queue jump lanes, bicycle lanes and other transit signal priority needs.

**7.2.41** To require transit or high-occupancy vehicle lanes and bicycle lanes within the right-of-way of 6-lane Regional streets.

**7.2.57** To require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities.

### **Goods Movement**

**7.2.73** To encourage the protection of abandoned railway rights-of-way for public uses such as trails, cycling paths, and transit.



## **The 2041 Regional Transportation Plan**

### **Vision and Goals:**

1. Strong Connections
2. Complete Travel Experiences
3. **Sustainable and Healthy Communities**

### **Strategies**

1. Complete Delivery of Projects
2. Connect the Region
3. **Optimize the System**

#### **3.2 Expand first- and last-mile choices at all transit stations:**

- Fully implement the GO Rail Station Access Plan (2016) to achieve higher shares of station access by walking, cycling, transit, passenger pick-up and drop-off, and carpooling.
- Invest in first- and last-mile solutions to maximize all-season access to and from all rapid transit stations, including but not limited to:
  - priority transit access;
  - pedestrian access to workplaces and destinations;
  - improved on-demand services including taxis and microtransit services (with potential applications in rural areas);
  - on- and off-site bicycle facilities; and
  - car-share and bike-share programs.

#### **3.7 Make TDM a priority:**

- Collaborate to develop and implement TDM programs as required by the Growth Plan.
- Advance workplace TDM programming and encourage private sector leadership, participation and investment with mandated participation by large employers, institutions and other venues that generate a significant number of trips.
- Develop new approaches to TDM delivery from the fields of service design and behavioural economics.
- Reinvigorate carpooling with a compelling and user-friendly online regional platform integrated with trip planning and payment tools, and drive participation, including removing regulatory obstacles to user incentives.
- Deliver TDM programming to support all new rapid transit services, transit station areas, and areas impacted by major construction and events.
- Develop incentives for off-peak travel to reduce peak travel demands and, in the case of transit, to grow off-peak ridership.

#### **4. Integrate Transportation and Land Use**

To achieve the 2041 RTP's Vision, transportation investments and decisions must align with land use plans. This plan contains actions to better integrate transportation planning and land use, especially around transit stations and Mobility Hubs. Regional collaboration, supported by appropriate regulatory measures, will encourage the planning of communities and road networks to support transit, cycling and walking. Parking management will encourage car-sharing and prepare the region for the arrival of autonomous vehicles. A Regional Cycling Network will make it easier for commuter cyclists to make longer trips, overcome barriers and connect more easily to rapid transit stations.

**4.1 Develop an approach and framework for Metrolinx to review and provide input to secondary plans, publicly funded development plans and large-scale planning applications (e.g., at GO stations) to advise on alignment with the 2041 RTP.**

**4.2 Focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors identified in the Growth Plan**

**4.5 Plan and design communities, including development and redevelopment sites and public rights-of-way, to support and promote the greatest possible shift in travel behaviour, consistent with Ontario's passenger transportation hierarchy:**

- Develop region-wide standards for highways, overpasses, roads and streets to consistently reflect the passenger transportation hierarchy.
- Develop shared investment criteria for cycling facilities that focus on cycling potential and connectivity, consistent with regional and local plans.
- Adopt a complete streets approach in the delivery of transit infrastructure investments, incorporating facilities for walking and cycling access to transit stations.
- Expand and promote bike-share in locations where there is an opportunity to meet and increase the demand for cycling.

**4.6 Develop and implement a Regional Cycling Network (see Map 9), creating new on- and off-road facilities that connect areas with high cycling potential to rapid transit stations and Urban Growth Centres, helping commuter cyclists traverse boundaries and physical barriers.**

**4.7 Embed TDM in land use planning and development**

- Use TDM plans in the development approval process to ensure that major residential, commercial and institutional developments are designed and operated to reflect the passenger transportation hierarchy, with realistic, long-term implementation plans.
- Develop regional TDM standards and guidelines.

- Leverage the development approval process to generate dedicated funding for TDM programming.

**4.8 Coordinate across ministries, school boards, municipalities, service providers, public health agencies, non-governmental organizations and other stakeholders to establish school travel programs and service solutions for Kindergarten to Grade 12 that encourage future generations of pedestrians and cyclists:**

- Continue to advance active and sustainable school travel through regional coordination and delivery of the school travel program. Adopt approaches that are locationspecific to ensure that solutions involving walking, cycling and transit are tailored to each community.
- Expand the resources and community capacity available to advance active and sustainable school travel in the GTHA, including to high school students.
- Develop policies, plans and standards that prioritize active and sustainable travel by children and youth in school areas and the broader community (e.g., to recreational and cultural facilities).

**5. Prepare for Uncertain Future**

## **2016 York Region Transportation Master Plan**

### **Section 5.4 Recommendations To support development of a road network fit for the future in York Region:**

- P9 Plan, design and operate the Regional road network to efficiently move the most people and goods

### **Section 6.4 Recommendations To support the integration of active transportation in urban areas:**

- P24 - Continue to participate in the Municipal Liaison Committee with the objectives of sharing information among jurisdictions, enabling integrated active transportation planning and highlighting issues where Regional integration has significant benefits
- P25 Collaborate with local municipalities as they develop and implement their own plans to improve active transportation P
- 26 Continue to work with local municipalities, Toronto and Region Conservation Authority, the Lake Simcoe Region Conservation Authority, Parks Canada, Ontario Parks and other stakeholders to advance the development of a Regional Trails System. Regional trails should be designed and developed to a high standard, consistent across York Region, forming a network of safe and comfortable trails for multiple active transportation users
- P27 The Region will assume responsibility for planning, design, construction, operation and ownership of boulevard elements within Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscape design
- P28 Prepare a strategy to allocate development charges levied for constructing in-boulevard infrastructure along Regional roads to the level of government responsible for the construction
- P29 Collaborate with local municipalities to identify missing links and substandard elements in the sidewalk network along transit routes and within Regional Centres and Corridors and to develop a shared strategy for correcting deficiencies
- P30 Promote safer road use through the use of clear, consistent signage and way-finding for drivers, pedestrians and cyclists
- P31 Collaborate with local municipalities, schools and school boards to assess schools using York Region's Safety and Traffic Circulation at School Sites Guidelines and help them plan and implement remedial measures at schools where necessary
- P32 Include paved shoulders for cyclists as part of all new construction and rehabilitation projects and consider them for inclusion in resurfacing projects on Regional roads in rural areas
- P33 Maintain a 10-Year Capital Plan for the proactive implementation of strategic cycling facilities in Regional rights-of-way, giving priority to cycling network elements in areas of high demand
- P34 Collaborate with local municipalities, non-governmental organizations and advocacy groups in the promotion of active transportation programs and special events, such as Bike Month, Bike to School Week and Bike to Work Day

- P35 Designate Regionally-significant cycling routes and require consistent design standards and connectivity between them

#### Section 8.4 Recommendations **To support making the last mile work:**

- P46 Collaborate with one or more local municipalities and Metrolinx to refine and demonstrate the concept of “mobility hubs” or community spaces where intensive land uses are combined with the widest range of mobility options
- P47 Work with local municipalities to proactively review ways to make existing communities more complete through interventions addressing both land use and transportation systems
- P48 Support implementation of requirement for new community areas to have a development mix, density and design that supports short trips, offers attractive environments for walking, cycling and transit users and minimizes surface parking
- P49 Support implementation of mobility plans required for new community areas to ensure connected, accessible, multimodal transportation networks that prioritize access and circulation for walking, cycling and transit users
- P50 Continue to emphasize and inform the key role of TOD in shaping York Region
- P51 Maintain and strengthen the Region’s role as the leading voice for TDM policies and programs in York Region
- P52 Collaborate with local municipalities to apply guidelines that maximize the TDM supportiveness of new developments across York Region
- P53 Continue to apply development charges that enable the delivery of TDM programs and services to new commercial and residential developments after initial occupancy
- P55 Continue to support and promote local Smart Commute, workplace programs organizations and investigate ways for the Region to leverage the Smart Commute identity without drawing on the resources of those organizations
- P56 Collaborate with local municipalities and the provincial government to monitor the growth and development of shared mobility options (i.e. different forms of carsharing and ridesharing) with a particular interest in their impacts on road safety and the potential to reduce traffic demands
- P58 Continue to lead (via York Region Public Health) the York Region Active and Safe Routes to School Committee and to coordinate the efforts of Regional and local municipal transportation departments, school boards, school administrations and school communities to deliver needed resources, services and infrastructure
- P59 Continue to support and collaborate with local municipalities to develop and implement municipal school travel planning policies
- P60 Continue to advocate for the school travel planning approach and work with all interested publicly funded Elementary schools in York Region to develop school travel plans
- P61 Consider opportunities for engaging directly with individuals and families to encourage sustainable travel choices, in order to maximize future uptake of facilities and services for walking, cycling, carpooling and public transit
- P63 Support new active transportation infrastructure through marketing, promotion and education of transportation options



Report to: Development Services Committee

Meeting Date: April 1, 2019

**SUBJECT:** **Recommendation Report**  
 30<sup>th</sup> World Hakka Conference, Kuala Lumpur, Malaysia,  
 October 16 – 21, 2019.

**PREPARED BY:** Sandra Tam, Sr. Business Devt. Officer, ext. 3883

**REVIEWED BY:** Stephen Chait, Director, Economic Growth, Culture &  
 Entrepreneurship, ext. 4871

**RECOMMENDATION:**

- 1) That the report titled, “30<sup>th</sup> World Hakka Conference, Kuala Lumpur, Malaysia, October 16 – 21, 2019”, dated April 1, 2019, be received;
- 2) That Council approve business travel for Mayor Scarpitti, Regional Councillor Joe Li, and Sr. Business Devt. Officer Sandra Tam to attend the 30<sup>th</sup> World Hakka Conference in Kuala Lumpur Malaysia from October 16 - 21;
- 3) That the total cost of the business trip to attend the 30<sup>th</sup> World Hakka Conference in Kuala Lumpur Malaysia not exceed \$19,500.00 and be expensed from within International Investment Attraction account 610-9985811;
- 4) And That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

In October 2017 the “Hakka Canadian Association” supported by the City of Markham was awarded the hosting rights for the 31<sup>st</sup> World Hakka Conference to be held in Markham in October 2021. The purpose of this report is to request Council’s approval for business travel for Mayor Scarpitti, Regional Councillor Joe Li, and Sr. Business Devt. Officer Sandra Tam to attend the 30<sup>th</sup> World Hakka Conference in Kuala Lumpur Malaysia from October 16 – 21. The City of Markham representatives, accompanied by members of the “Hakka Canadian Association” will meet with and make a formal presentation to the conference delegates (estimated 2,500+) to invite them to attend the 2021 World Hakka Conference in Markham.

The business trip is an integral part of the City’s 10-Year Economic Strategy “Markham 2020”. It addresses the objective of building Global Markham and Branded Markham.

**BACKGROUND:**The World Hakka Conference

The World Hakka Conference is a prestigious global event for the international Hakka community. The conference has been successful in building a platform for global Hakka

leaders to meet and network, and to promote greater awareness of Hakka culture, especially amongst the younger generation.

The conference is held every two years in different countries and has been successful in attracting thousands of Hakka from around the world. Recent conferences held in Jakarta, Indonesia (2013), Hsinchu, Taiwan (2015) and Hong Kong (2017) were attended by 3,000 (Hong Kong) to over 6,000 (Jakarta and Hsinchu) delegates who were representatives of global Hakka organizations. Hosting cities benefit from the surge in visitors and media attention and related cultural and economic impacts.

#### Markham to host the 31<sup>st</sup> World Hakka Conference

On September 26, 2017, Council passed the resolution to support the “Hakka Canadian Association” in the bidding for hosting rights for the 31<sup>st</sup> World Hakka conference in Markham in October 2021.

Council further approved the attendance of then Deputy Mayor Jack Heath, Regional Councillor Joe Li and Senior Economic Development Officer Sandra Tam to join the Hakka Canadian Association at the 29<sup>th</sup> World Hakka Conference in Hong Kong in October 2017. During the conference, Markham was successfully showcased to the 3,400 Conference participants as a vibrant, inclusive and welcoming community. Markham achieved its goals in supporting the Hakka Canadian Association and was awarded the hosting rights for the 31<sup>st</sup> World Hakka Conference in Markham in 2021. The strong support demonstrated by the City of Markham was essential to winning the bid.

The Mayor and Regional Councillor Joe Li will represent Markham as part of the Hakka Canadian Association delegation at the 30<sup>th</sup> World Hakka Conference in Kuala Lumpur, Malaysia, to promote attendance at the 31<sup>st</sup> World Hakka Conference.

#### **DISCUSSION:**

Markham, being the most diverse community in Canada and with a Hakka population of more than 15,000 residents will benefit from the hosting of this signature international Hakka event both economically and socially. To ensure success of the 31<sup>st</sup> World Hakka Conference in Markham in October 2021, it is essential for Markham to join the Hakka Canadian Association at the 30<sup>th</sup> World Hakka Conference to be held at Kuala Lumpur, Malaysia. It is customary for the organizer and host city representative of the next World Hakka Conference to attend the Conference Flag Handover Ceremony during which conference programs are presented.

The City of Markham is participating at the 30<sup>th</sup> World Hakka Conference as the host city of the 31<sup>st</sup> World Hakka Conference. As the rights-holder, the Hakka Canadian Association is taking the sole responsibility of planning and hosting of the 31<sup>st</sup> World Hakka Conference including meeting its financial and all other obligations.

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**Recommended Itinerary:**

October 16	Departure
October 17-18	Business meetings in Kuala Lumpur
October 18-20	Attend 30 <sup>th</sup> World Hakka Conference in Kuala Lumpur
October 21	Return to Toronto

**FINANCIAL CONSIDERATIONS**

Economic Development staff estimate the costs for the business travel plans as follows:

**October 16 – 21: Attend World Hakka Conference in Kuala Lumpur, Malaysia**

Travel, meals and accommodations:

Mayor Frank Scarpitti, Regional Councillor Joe Li and Sr. Bus. Devt. Officer Sandra Tam @ \$6,500.00	\$19,500.00
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The total travel cost of \$19,500.00 to be expensed from within International Investment Attraction account 610-9985811.

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

This initiative is an integral part of Markham's 10-Year Economic Strategy "Markham 2020". The program addresses the objective of building Global Markham and Branded Markham.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Legal and Financial Services.

**RECOMMENDED BY:**

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Stephen Chait, MPA, CMC  
Director, Economic Growth, Culture  
& Entrepreneurship



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Arvin Prasad, MPA, RPP, MCIP  
Commissioner,  
Development Services