

**Appendix 'B' – Stakeholder Submissions
Regarding the Proposed York Region 2051 Forecast**

April 16, 2021

MGP Files: 15-2433, 21-2985

Mayor Scarpitti and Members of Development Services Committee
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3

via email: clerkspublic@markham.ca

Attention: Mayor Scarpitti and Members of Development Services Committee

**RE: Development Services Committee Meeting, April 19, 2021
Agenda Item 9.1 York Region Proposed Population and Employment Forecast and Land
Needs Assessment to 2051
On behalf of Kennedy Elgin Developments Ltd and First Elgin Developments Inc.
11162 Kennedy Road & 4044 Elgin Mills Road, City of Markham**

Malone Given Parsons Ltd. ("MGP") is submitting this letter on behalf of Kennedy Elgin Developments Ltd who own lands municipally known as 11162 Kennedy Road, and First Elgin Mills Development Inc. who have exclusive control and management responsibility for the property municipally known as 4044 Elgin Mills Road (collective the "Subject Lands" as identified on Attachment 1). The lands total approximately 123.3 hectares in size and are located north of Elgin Mills Road, between Warden Avenue and Kennedy Road in the "Whitebelt" area in the City Markham.

We are writing to request that Development Service Committee support Staff's recommendation to undertake public consultation with the affected landowners. Further, we are requesting the lands north of Elgin Mills Road between Warden Avenue and Kennedy Road be considered for "Community" residential uses. The viability of employment uses that are too distant from Highway 404 or any other Goods Movement Corridor infrastructure network are less likely to attract quality employment uses. In addition, residential uses in this block would ensure that lands adjacent to the Almira Hamlet are developed in a manner that is compatible with the character of the Almira Hamlet.

MGP has reviewed Item 9.1 York Region Proposed Population and Employment Forecast and Land Needs Assessment to 2051. We agree with Staff's comment that the viability of employment lands east of Warden Avenue and the interface with the Almira Hamlet need further consideration. As illustrated on Figure 1 on the following page, it is our request that the lands north of Elgin Mills between Warden Avenue and Kennedy Road be considered for residential uses and the lands east of Highway 48 which are currently protected for the future Pickering Airport through Provincial, Regional and Local policy, be considered for employment uses. Employment lands require supporting infrastructure to ensure long-term viability and ability to attract quality employment uses.

The Provincial Policy Statement (PPS 2020) Section 1.6.9 requires the long-term operation and economic role of airports to be protected, and prohibits incompatible land uses such as new residential development and other sensitive land uses in areas near airports above 30 Noise Exposure Forecast (NEF)/Noise Exposure Protection (NEP) (refer to Attachment 2). Further, when considering redevelopment of existing residential uses and other sensitive land uses above 30 NEF/NEP, it should be demonstrated that there will be no negative impact on the long-term function of the airport. Figure 2 on the following page identifies a portion of the lands east of Highway 48 that are prohibited from being developed as residential as a result of the NEF/NEP mapping.

Figure 1: 2051 Residential and Employment Urban Expansion as Proposed by Malone Given Parsons

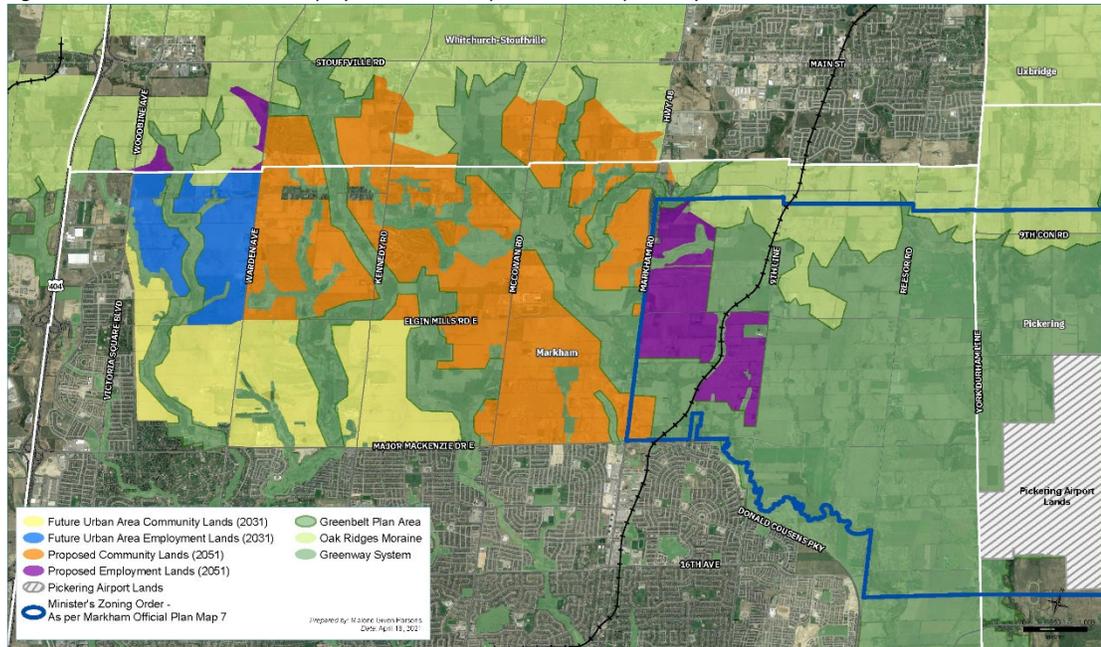
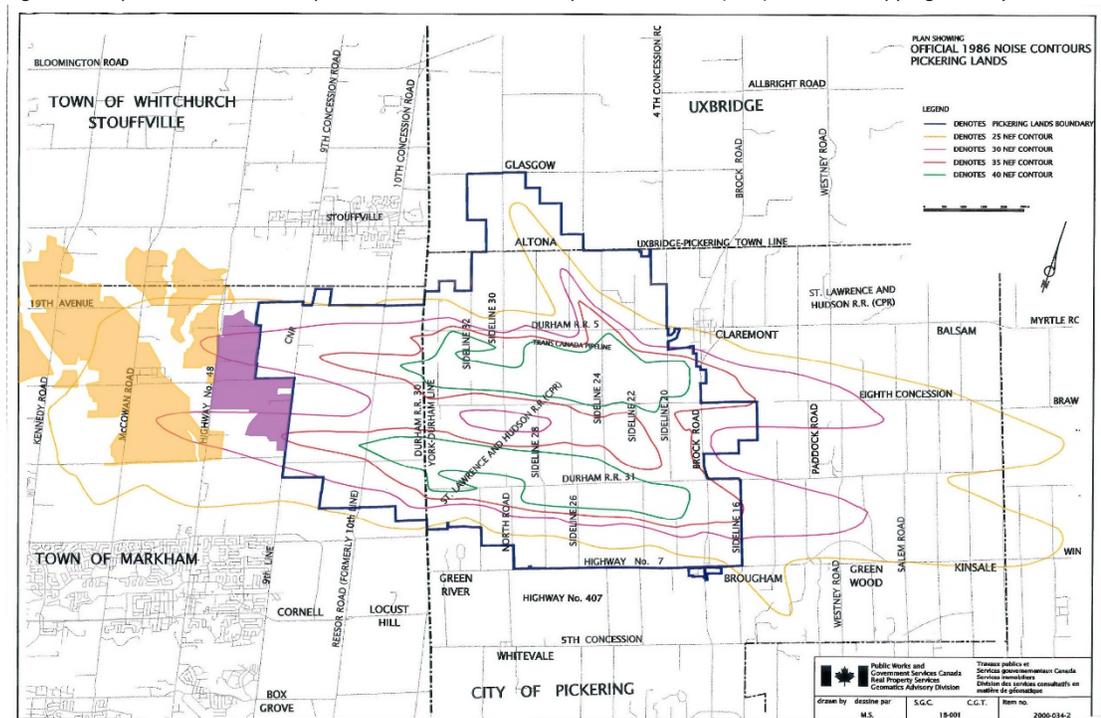


Figure 2: Proposed 2051 Urban Expansion Areas with Noise Exposure Forecast (NEF) Contour Mapping Overlay



York Region (2019 Office Consolidation) Section 4.3.24 acknowledges the lands east of Highway 48 to have the potential to support future employment uses (refer to Attachment 3). Further, in support of the long-term viability for high quality employment uses, the York Region Transportation Master Plan (2016) identifies a number of objectives including “Objective 4” to maximize the potential of employment areas by designating a Strategic Goods Movement Network to facilitate efficient goods movement, making better connections to employment areas. “Map 11 Strategic Goods Movement Corridors” does not identify Warden

Avenue or Elgin Mills Road as a Primary Arterial Goods Movement Corridor but does identify the Highway 48 corridor (refer to Attachment 4). The lands east of Warden Avenue are too distant from Highway 404 to function as a viable employment area, and consideration needs to be given to the impact to the rural hamlet of Almira both with respect to land use compatibility and the appropriateness of Elgin Mills Road as a safe truck route. A coordinated approach to land use planning is already in place to support residential uses east of Warden Avenue and employment uses east of Highway 48.

Markham Official Plan Section 5.2.1.10 recognizes the Minister's Zoning Order (MZO) is in place for the lands east of Highway 48 which imposes planning controls to support the future Pickering Airport and is mapped on Markham Official Plan Map 7 (refer to Attachments 5 and 6). Enacted in 2004, this MZO controls the height of buildings and structures for the lands east of Highway 48 which will challenge these lands if planned as residential that will require high rise/mixed use development to achieve a minimum 70 people and jobs per hectare density. The MZO controls that are currently in place would not limit or restrict future employment uses east of Highway 48, and would continue to protect for the future airport.

Should you have any questions or wish to discuss our comments in greater detail, please contact me at (905) 513-0170.

Yours very truly,
Malone Given Parsons Ltd.



Don Given, MCP, RPP
dgiven@mgp.ca

- Atmt: Attachment 1: Subject Lands Located on *Map 3: York Region City of Markham and Town of Whitchurch-Stouffville Preliminary Recommended Locations for Urban Expansion*
Attachment 2: Provincial Policy Statement (2020) Excerpt, Section 1.6.9
Attachment 3: York Region Official Plan (2019 Office Consolidation) Excerpt, Section 4.3.24
Attachment 4: York Region Transportation Master Plan (2016), *Map 11 Strategic Goods Movement Corridors*
Attachment 5: City of Markham Official Plan Excerpt, Section 5.2.1.10
Attachment 6: City of Markham Official Plan, *Map 7 Provincial Policy Areas*
- Cc: Arvin Prasad, Commissioner, Development Services, City of Markham
Biju Karumanchery, Director, Planning and Urban Design, City of Markham
Marg Wouters, Senior Manager, Policy & Research, City of Markham
Paul Freeman, Chief Planner, Region of York
Paul Bottomley, Manager Policy, Research and Forecasting, Long Range Planning, Region of York

City of Markham
and
Town of Whitchurch-Stouffville

Preliminary Recommended Locations for Urban Expansion*

- Community
- Employment
- Non-developable (NHS, Infrastructure)

Land Use Category

- Built-up Area
- Designated Greenfield Area
- Greenbelt
- Hamlet
- 2010 Urban Expansion
- Designated Greenfield Area - Agriculture

Base Map

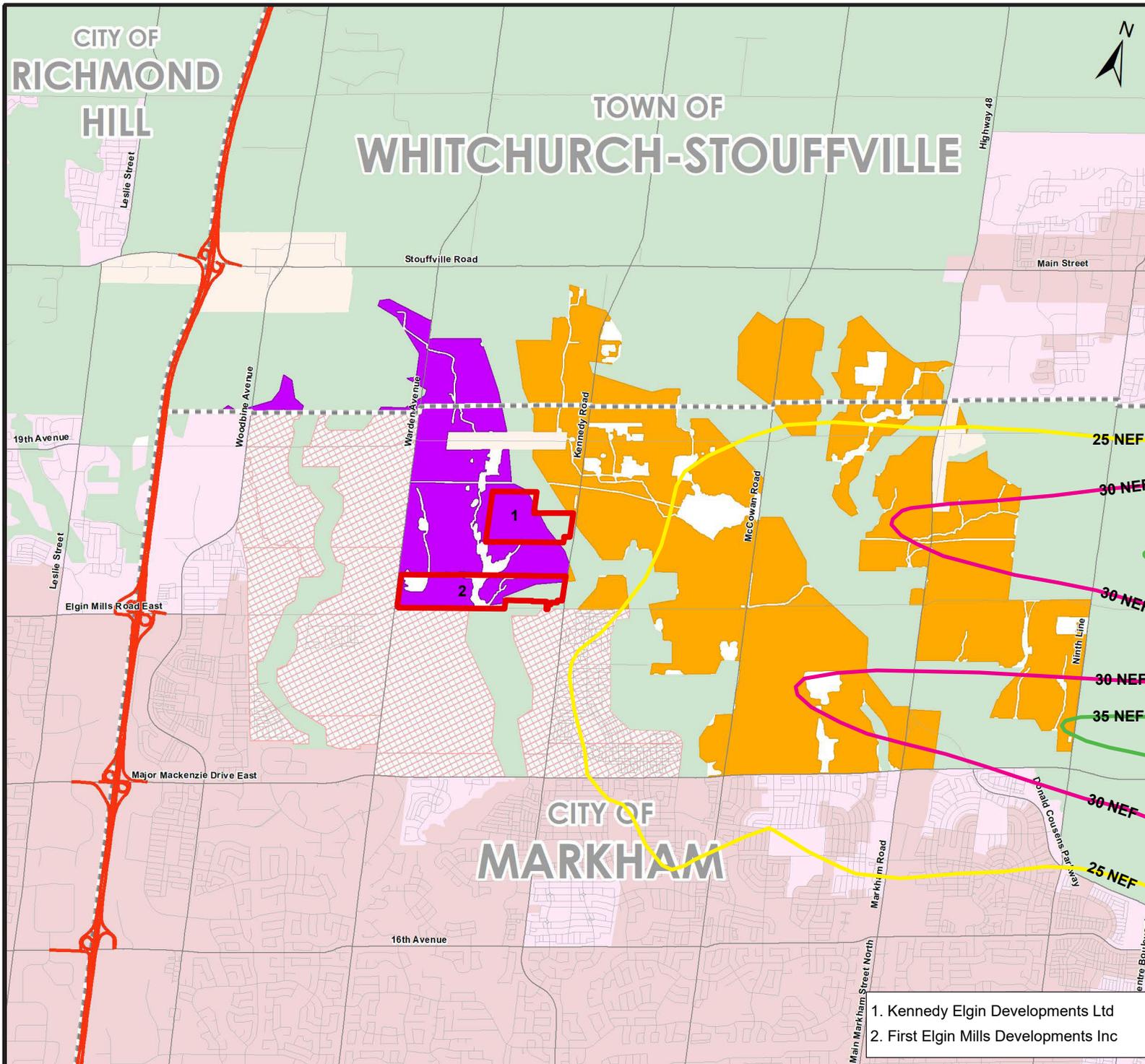
- Municipal Boundary
- Roads
- 400-Series Highways

*Areas are draft and are awaiting approval through the Municipal Comprehensive Review and are subject to change.



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Planning and Economic
Development, Corporate Services
March 2021

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2003-2021



1. Kennedy Elgin Developments Ltd
2. First Elgin Mills Developments Inc

Provincial Policy Statement, 2020

Under the *Planning Act*

New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

- 1.6.8.4 The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.
- 1.6.8.5 The co-location of linear *infrastructure* should be promoted, where appropriate.
- 1.6.8.6 When planning for corridors and rights-of-way for significant transportation, electricity transmission, and *infrastructure* facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.

1.6.9 Airports, Rail and Marine Facilities

1.6.9.1 Planning for land uses in the vicinity of *airports, rail facilities and marine facilities* shall be undertaken so that:

- a) their long-term operation and economic role is protected; and
- b) *airports, rail facilities and marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.

1.6.9.2 *Airports* shall be protected from incompatible land uses and development by:

- a) prohibiting new residential *development* and other sensitive land uses in areas near *airports* above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
- c) discouraging land uses which may cause a potential aviation safety hazard.

1.6.10 Waste Management

1.6.10.1 *Waste management systems* need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives.

Waste management systems shall be located and designed in accordance with provincial legislation and standards.



The Regional Municipality of York
Official Plan
2019 Office Consolidation



April 2019





4.3.17 To work with local municipalities to provide a diverse mix of lot sizes on employment lands.

4.3.18 To require flexible and adaptable employment lands that include street patterns and building design and siting that allow for redevelopment and *intensification*.

4.3.19 To work with local municipalities to review and monitor opportunities for employment land *intensification*.

4.3.20 To require local municipalities to conduct 5-year reviews of employment lands to accommodate employment *intensification*.

4.3.21 To encourage employment intensification and higher density employment uses in Regional Centres and Corridors, in support of the policies in Section 5.4 of this Plan.

4.3.22 That industries on private services be limited to existing approved sites.

4.3.23 That the employment land designation policies and transportation corridor policies in ROPA 52 continue to apply to these lands.

4.3.24 Lands located in the vicinity of Highway 48, Donald Cousens Parkway and the GO commuter rail line may have the potential to support future employment uses.

▶ 4.4 Planning for Retail

Retail trade is an essential component of a healthy economy. York Region is home to significant retail uses that are continually evolving. The Region, in partnership with local municipalities, is committed to providing an appropriate amount of retail activities in suitable locations. Local retail areas are key components of mixed-use communities and should incorporate effective urban design to ensure the integration of retail uses within the community. Well-designed and strategically located retail allows residents, workers and visitors to purchase goods and services locally by walking, cycling or taking public transit. Shopping locally reduces travel times and congestion, and supports the Region's economy.

Retail facilities should be designed and located to serve the needs of the community and support the Region's urban structure.

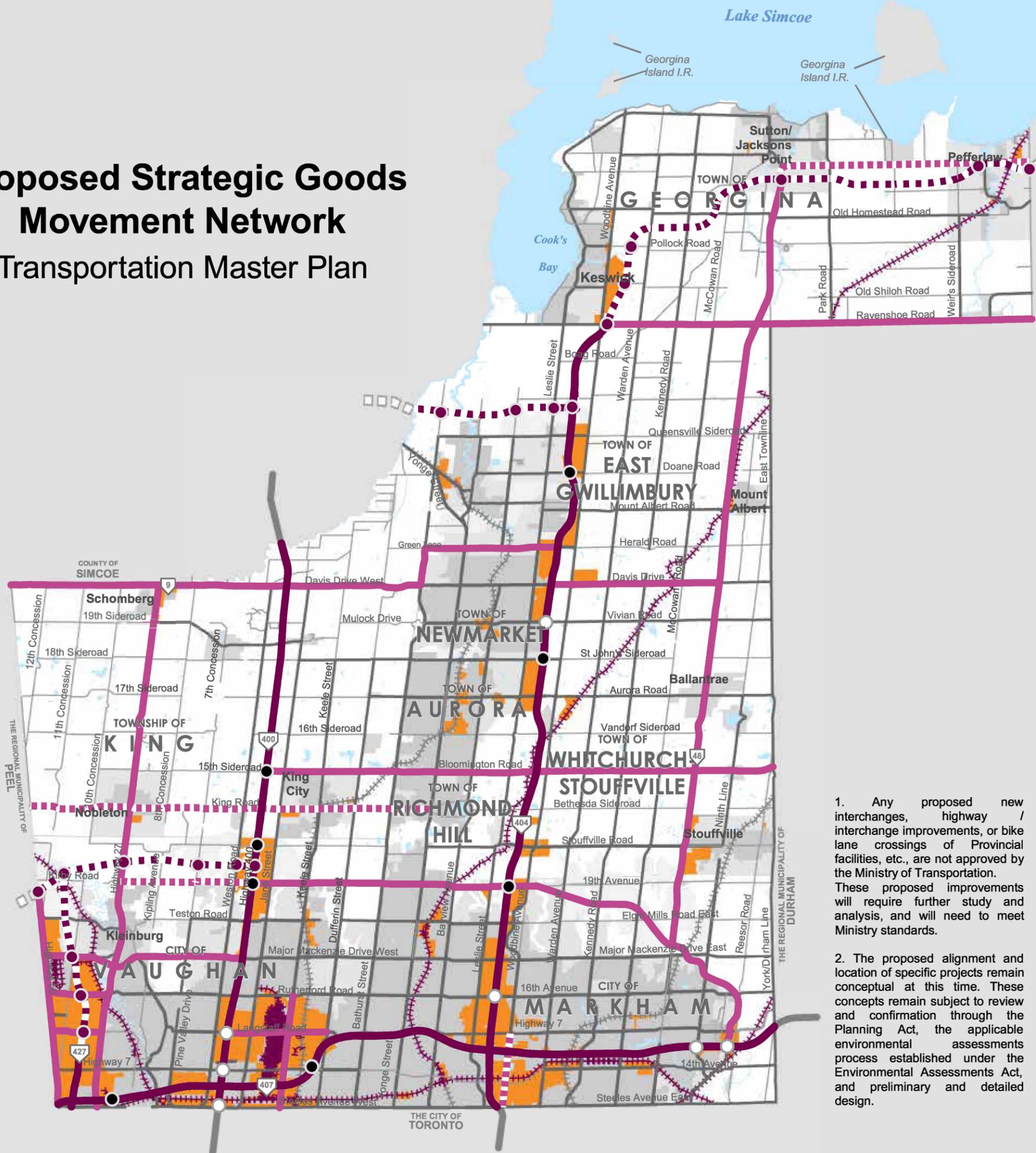
York Region's historical main streets include:

- Aurora Main Street
- King City Main Street
- Jackson's Point Main Street
- Kleinburg Main Street
- Langstaff Main Street
- Markham Main Street
- Markham Unionville Main Street
- Mount Albert Main Street
- Newmarket Main Street
- Old Richmond Hill Main Street
- Pefferlaw Main Street
- Sharon Main Street
- Stouffville Main Street
- Sutton Main Street
- Thornhill Main Street
- Woodbridge Main Street

MAP 11

Thursday, May 12, 2016

Proposed Strategic Goods Movement Network Transportation Master Plan



Strategic Goods Movement Corridors

Tier 1

- Highway Goods Movement Corridor
- Future Highway Goods Movement Corridor
- Railway

Tier 2

- Interim Primary Arterial Goods Movement Corridor
- Primary Arterial Goods Movement Corridor

Tier 3

- Secondary Goods Movement Corridor

Interchange Improvements (to be confirmed by MTO)

- Future Interchange on Existing Freeway
- Future Interchange on Future Freeway
- Other Interchange Improvement
- Employment Areas (as of mid-2013)

BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway



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Infrastructure Management & PMO Branch
Transportation Services
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May 2016

© Copyright, The Regional Municipalities of Durham and Peel, County of Simcoe, City of Toronto
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Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features

1. Any proposed new interchanges, highway / interchange improvements, or bike lane crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation. These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

2. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessments process established under the Environmental Assessments Act, and preliminary and detailed design.

A STRONG AND
DIVERSE ECONOMY



methods and result in the maintenance and enhancement of surface and ground water quality in accordance with the Source Water Protection Act.

- 5.2.1.7 **To encourage** the agricultural community, agricultural organizations and public agencies to implement best agricultural management practices including:
- integrated pest management;
 - phosphorous reduction;
 - nutrient management;
 - soil and water conservation;
 - practices that minimize impacts on air quality and climate change; and
 - integrating environmental considerations into farm management.
- 5.2.1.8 **To prohibit** development requiring municipal water and wastewater treatment services within the Countryside Agriculture Area lands shown on Map 9 – Countryside Agriculture Area.
- 5.2.1.9 **To only support** consents in the ‘Countryside’ designation as shown on Map 3 – Land Use, where:
- land is acquired by a public body for *infrastructure* projects; or
 - land is conveyed to public bodies or not-for-profit agencies for natural heritage or *conservation* purposes provided no separate lot is created; or
 - a minor boundary adjustment is required to enlarge an existing farm lot provided no separate lot is created; or
 - a minor boundary adjustment is required for a residential dwelling provided no separate lot is created and there is no increased fragmentation of a *key natural heritage feature* or *key hydrologic feature*; or
 - each parcel is a minimum size of 40 hectares and used for agricultural purposes; or
 - an existing residence is surplus to a farming operation as a result of a farm consolidation provided no additional residence is permitted on the retained farmland; and
 - the lands to be severed contain *built heritage resources* and the provincial interests outlined in the Provincial Policy Statement respecting cultural heritage and lot creation in *prime agricultural areas* are addressed.
- 5.2.1.10 **To recognize** that additional planning controls imposed by the Province and/or Federal Government in support of the potential airport in Pickering, including Minister’s Zoning Order – Airport, Bird Hazard Regulations, and Noise Exposure Forecast Regulations apply to the Countryside Agriculture Area lands shown on Map 9 – Countryside Agriculture Area.
- 5.2.1.11 **To encourage** *alternative energy systems* and *renewable energy systems* within Countryside Agriculture Area lands to be designed to minimize impact on agricultural operations and the visual character of the surrounding area.

**Section 5.2.1.6-11
subject to
Area/Site Specific
Appeal Nos. 1, 5
and 28 (Issue 224)**



LPAT File Number PL140743 - April 9, 2018 Office Consolidation
This map is subject to appeals to the Local Planning Appeal Tribunal. The numbered boxes depict lands owned by appellants of this map. The scope of any issues raised in those appellants' appeals will be identified as part of Local Planning Appeal Tribunal Case No. PL140743

Map 7 - Provincial Policy Areas is subject to Appeal No. 5. (YR Deferral 1)

5 Minotar Holdings Inc., Cor-lots Developments, Cherokee Holdings, Halvan 5.5 Investments Ltd., and Beechgrove Estates Inc.

OFFICIAL PLAN

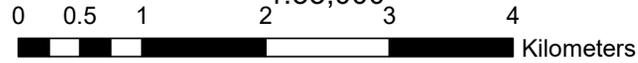
MAP 7 - PROVINCIAL POLICY AREAS

as modified and approved by York Region June 12/14

JUNE 2014

SCALE

1:35,000



OAK RIDGES MORaine

Oak Ridges Moraine Conservation Plan Area

Oak Ridges Moraine Natural Linkage Area

Oak Ridges Moraine Countryside

GREENBELT

Greenbelt Plan Area

Greenbelt Natural Heritage System

Greenbelt Protected Countryside

PARKWAY BELT WEST PLAN

Parkway Belt West Plan Boundary (This boundary is illustrative of the Parkway Belt West Plan boundary and should be confirmed with the Province.)

MINISTER'S ZONING ORDERS

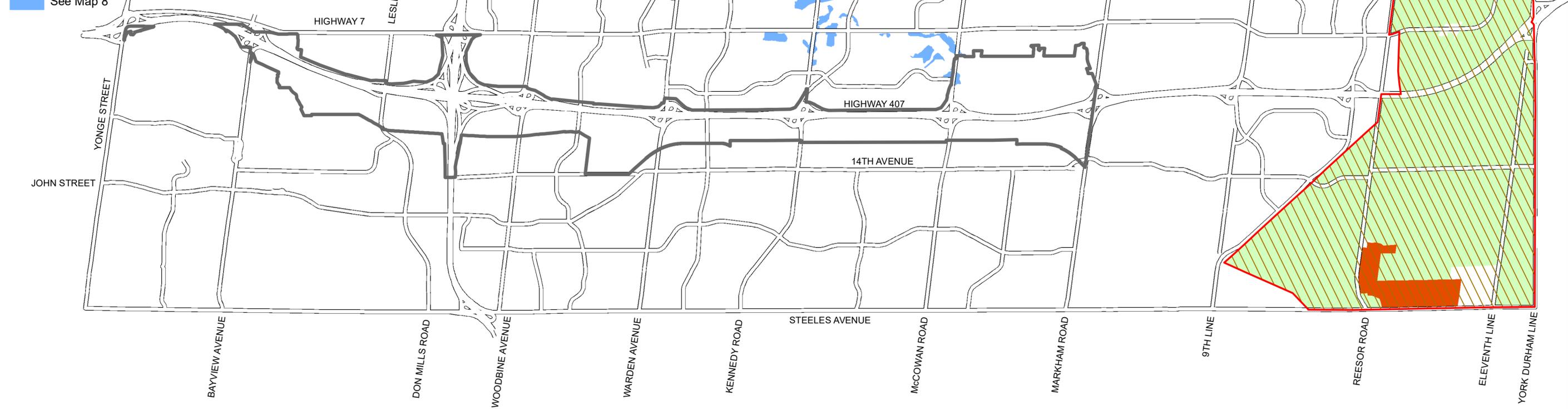
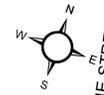
Minister's Zoning Order - Parkway Belt West (This boundary is illustrative of the Minister's Zoning Order - Parkway Belt West boundary and should be confirmed with the Province.)

Minister's Zoning Order - Airport

Minister's Zoning Order - 516-01

SPECIAL POLICY AREAS

See Map 8



("Deferral 1" - York Region approval of removal of the Natural Heritage System shown on these lands withheld pending the outcome of the 10 year Provincial review of the Greenbelt Plan)

May 10th, 2021

Attention: Laura Gold, Council and Committee Coordinator
City of Markham
101 Town Centre Boulevard
Markham, Ontario L3R 9W3

Via email: clerkspublic@markham.ca

Re: Special Development Services Committee Meeting, May 11, 2021
York Region Proposed Population and Employment Forecast and Land Needs
Assessment to 2051
10936-11022, 11248-11264 and 11288 Kennedy Road, City of Markham

Dear Laura:

Brutto Consulting is pleased to submit this letter on behalf of our clients, the owners of 10936, 10992, 10994, 11022, 11248-11264 and 11288 Kennedy Road (“The Subject Lands”), located within the study area of the York Region Employment Forecast and Land Needs Assessment to the year 2051.

Our clients are an organized group of landowners who collectively own approximately 160 acres of land on the west side of Kennedy Road between Elgin Mills Road on the south and 19th Avenue on the north.

The land uses surrounding the site include the Hamlet of Alma on the north, rural lands and a golf course to the east, rural lands to west, the community of Cashel to the south and the community of Almira to the north. Please see *Attachment 1 – Context Map* for reference.

The lands are bisected by an environmentally protected feature running northwesterly from Kennedy Road. There are two existing prominent and landmark institutional uses along Kennedy Road both owned by members of our Client group. This includes an Islamic Mosque and Cemetery and a Baptist Church with a Cemetery.

Our clients' lands have been incorporated within the York Region Employment Forecast and Land Needs Assessment to 2051, whereby the Subject Lands are being considered in the future for urban expansion for both "Community" and "Employment" uses. Please refer to *Attachment 2 – Preliminary Recommended Locations for Urban Expansion*.

While the Region has identified a limited amount of the Subject lands for Community Uses, most of the Subject land west of Kennedy Road is being considered for Employment Uses in the Preliminary Recommended Locations for Urban Expansion Map. This includes a large portion of our Clients lands.

We appreciate the opportunity to input to this process whereby we can express our professional opinion on the matter at hand. We have to respectfully disagree with the Region in its identification of said lands as Employment. We conveyed this message at the virtual Development Services Committee Meeting of April 19th, 2021. This letter serves as a formal follow-up to that input.

The purpose of our request is that the Region and the City consider the Subject Lands solely for "Community" lands. For the reasons that we briefly set out herein, we consider that Employment uses are inappropriate for the Subject lands.

Employment uses within the immediate proximity of both the Cashel and Almira communities will most definitely impact the existing and long-standing character of the area. Employment uses in this area will draw truck and significant passenger vehicle traffic that would cause a negative community impact. Visual and noise impacts need to be more carefully considered as well.

It is clear that the lands east of Warden Avenue and west of Kennedy Road are well removed from Highway 404 which is a Tier One Strategic Goods Movement Corridor. This certainly raises the question of how viable this area would be for employment uses.

We note that the Planning Staff from the City of Markham, at the presentation made to the Development Services Committee Meeting of April 19th, 2021, questioned the viability of this area for employment uses. We concur with the City of Markham Planning staff in this regard.

There is an existing Islamic Mosque with a Cemetery and a Baptist Church with a Cemetery's on the west side of Kennedy Road. Both of these are members of our Client group. These existing uses will be impacted in a negative way by being in the midst of major employment uses. These sensitive and long-standing uses are more suited to form part of a residential community.

The lands west of Kennedy Road also contain environmentally sensitive features that in some cases extend virtually to Kennedy Road. It would be very challenging to access the proposed employment areas on the west side of Kennedy Road given this condition.

It is our opinion that there are many other areas within the City of Markham that would be more viable for Employment uses including areas east of Highway 48 which are already protected for employment uses. The intensification of existing employment areas along Highway 404 and Highway 7 would appear capable of achieving the projected 2051 employment needs.

In conclusion, we opine that it would be appropriate to designate the Subject Lands only for Community uses. Future residential lands would be appropriate and in keeping with the existing character of the area from a land use perspective and would assist in meeting Provincial and Regional targets for population growth within the City of Markham.

We would like to work with the City of Markham and the Region of York to ensure that the Subject lands are more appropriately considered and protected for Community development to help achieve the projected 2051 population projections.

We look forward to our continued involvement in this important undertaking. If you have any questions in respect of our letter, please do not hesitate to reach out to us.

Yours truly,



Claudio Brutto, MCIP, RPP

President, Brutto Planning Consultant Ltd.
113 Miranda Ave, Toronto, ON MB6 3W8
Mobile (416) 453-6197

Attmt: Attachment 1: Context Map of Subject Properties

Attachment 2: Region's Preliminary Recommended Locations for Urban Expansion

**Attachment 3: Proposed Strategic Goods Movement Network Transportation
Master Plan (May 4, 2016)**

Cc: Clients

Paul Freeman, Chief Planner, Region of York

Paul Bottomley, Manager Policy, Research & Forecasting, Long Range Planning, Region of York



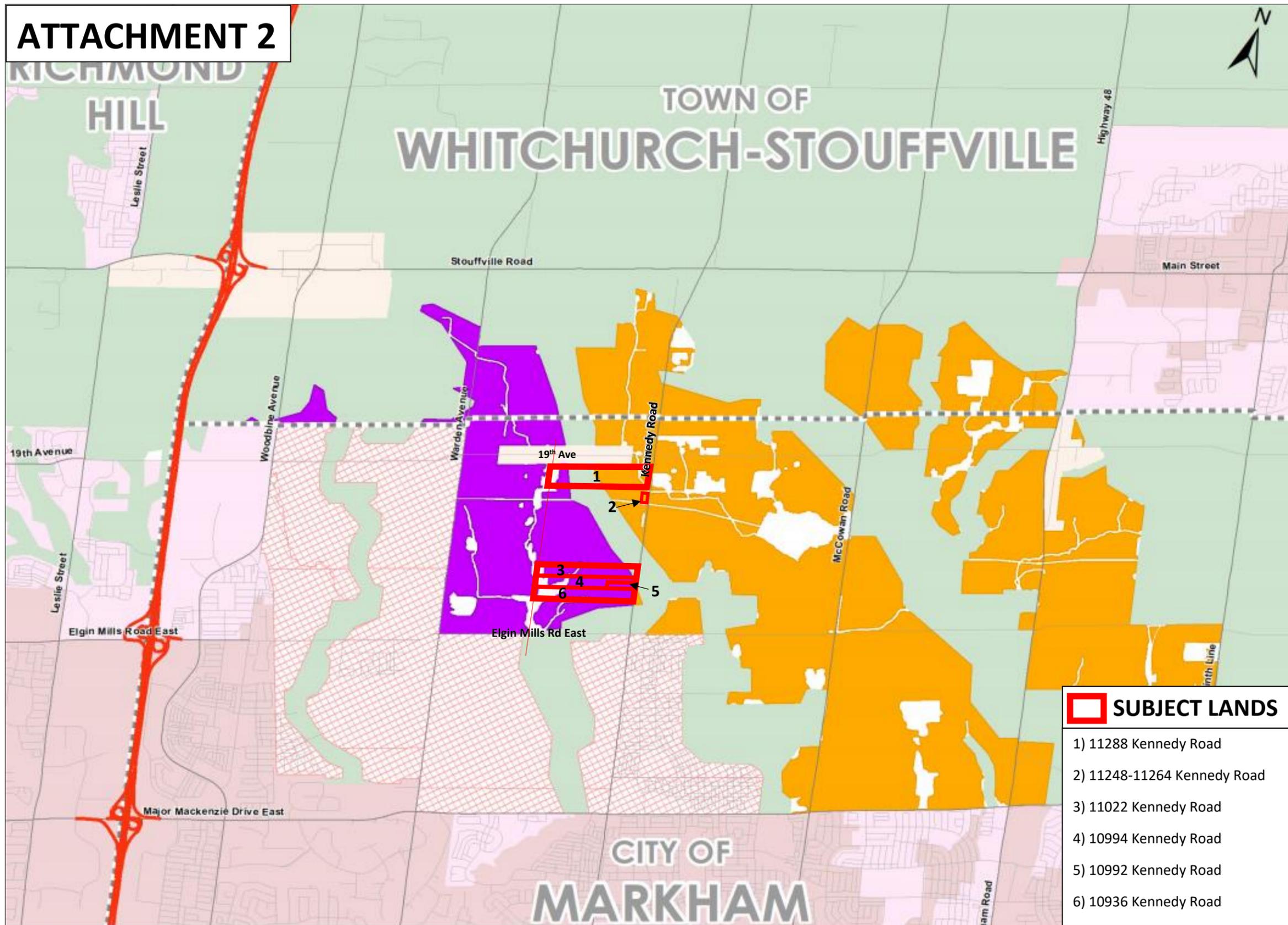
ATTACHMENT 1: CONTEXT MAP OF SUBJECT PROPERTIES

**10936, 10992, 10994, 11022, 11248-11264,
& 11288 KENNEDY ROAD, MARKHAM, ON**



Brutto Consulting

ATTACHMENT 2



YORK REGION

City of Markham
and
Town of Whitchurch-Stouffville

Preliminary Recommended Locations for Urban Expansion*

- Community
- Employment
- Non-developable (NHS, Infrastructure)

Land Use Category

- Built-up Area
- Designated Greenfield Area
- Greenbelt
- Hamlet
- 2010 Urban Expansion
- Designated Greenfield Area - Agriculture

Base Map

- Municipal Boundary
- Roads
- 400-Series Highways

*Areas are draft and are awaiting approval through the Municipal Comprehensive Review and are subject to change.



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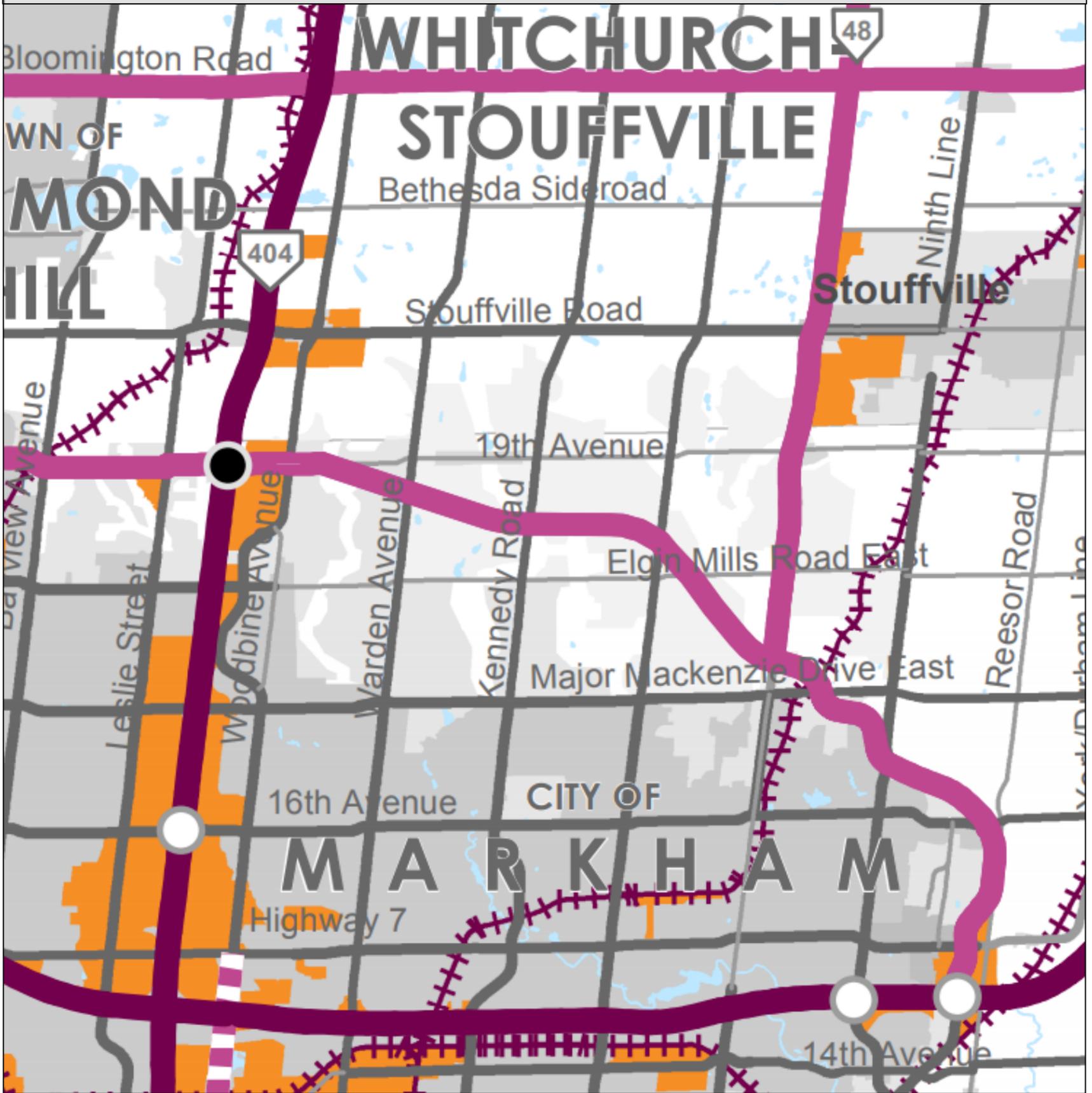


SUBJECT LANDS

- 1) 11288 Kennedy Road
- 2) 11248-11264 Kennedy Road
- 3) 11022 Kennedy Road
- 4) 10994 Kennedy Road
- 5) 10992 Kennedy Road
- 6) 10936 Kennedy Road

ATTACHMENT 3

Proposed Strategic Goods Movement Network Transportation Master Plan DRAFT



Strategic Goods Movement Corridors

Tier 1

- Highway Goods Movement Corridor
- - - Future Highway Goods Movement Corridor
- + + + Railway

Tier 2

- - - Interim Primary Arterial Goods Movement Corridor
- Primary Arterial Goods Movement Corridor

Tier 3

- Secondary Goods Movement Corridor

Interchange Improvements (to be confirmed by MTO)

- Future Interchange on Existing Freeway
- Future Interchange on Future Freeway
- Other Interchange Improvement
- Employment Areas

BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Future MTO Freeway



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Transportation Services
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May 2016

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Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features



WESTON CONSULTING

planning + urban design

City of Markham
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

May 10, 2021
File 9797-1

Attn: Development Services Committee Members

**Re: York Region's Proposed Growth Forecast to 2051
10701 Highway 48
City of Markham**

Weston Consulting is the planning consultant for the owner of the lands municipally known as 10701 Highway 48 in the City of Markham (herein referred to as the "subject land"). We have recently been retained by the owner to assist them in response to the Region and City's future Urban Area process.

Description of the Subject Property

The subject land is located on the southeast corner of Elgin Mills Road East and Highway 48 with an irregular shape (Figure 1). The subject land has an approximate area of 36 hectares (89 acres), an approximate frontage of 340 metres (11,119 feet) along Highway 48 and approximately 696 (2,287 feet) of frontage along Elgin Mills Road East. Surrounding uses to the north, south and east are agricultural, while rural commercial uses are located to the west.

Figure 1



The City of Markham Official Plan (1987) designates the subject land as *Agricultural 1*, which shall be predominantly used for agricultural use. The City of Markham Official Plan (2014) designates the subject land as *Countryside Agriculture* which applies to agricultural activities on lands outside of the Greenbelt Plan. The City of Markham Zoning By-law 304-87 zones the subject land as *Agricultural (A1)*. The development permissions within the *A1* zone only allow for agricultural use.

We understand that York Region has released a proposed forecast and land needs assessment for growth to 2051 as part of their ongoing municipal comprehensive review (MCR). We recognize that these lands are currently considered “whitebelt” lands and are outside the Built Boundary. We respectfully request that these lands be included in the Urban Expansion and be considered for Community Use purposes. We understand that the Region is currently considering the subject lands for potential Community Use purposes through their analysis, completed in March 2021, which we support.

We thank you for the opportunity to comment and we reserve the right to provide future input as the City considers its future planning of these areas.

If you have any questions regarding the above comments, please contact the undersigned at extension 241 or Paul Tobia at extension 290.

Yours truly,

Weston Consulting

Per:



Ryan Guetter, BES, MCIP, RPP
Executive Vice President

c. Clients

Marg Wouters, Senior Manager, Policy & Research, Planning and Urban Design Department
City Clerks, City of Markham

Paul Freeman, Chief Planner, Planning and Economic Development, Region of York

Why is Markham Going Backwards on Intensification?

I'm representing the Unionville Residents Association in this deputation.

This land needs assessment report on today's agenda is a sleeper issue. There has been lots of public discussion about MZOs, Greenbelt expansion and secondary plans, but this study has remained below the radar. However, it has the potential to become a very big item just like 10 years ago – as you may recall during the intensification and “foodbelt” debates.

URA is following it closely. We have had a meeting with Region staff, have read both the Region and City staff reports closely, and published a long analysis in our April newsletter.

There are many parts of the land needs calculations and policies cited in the two staff reports that we won't comment on. The key issue for us at this time is the degree of intensification. We are concerned that, based on the Region's methodology, Markham is only to intensify to **52%** and therefore will use **100%** of its remaining whitebelt for development by 2051. Goodbye agricultural land! Hello lower density!

We think that other growth models should be looked at.

The problem seems to start with York Region Council directing staff in 2019 to use the provincial minimum (50%) intensification target rather than the staff recommendation of 60%. Because Markham is one of the few municipalities with significant remaining whitebelt, this forces the plan to direct a lot of whitebelt growth towards Markham.

We know that there are major benefits of intensification to infrastructure costs and the environment. So Markham's assigned intensification rate of 52% seems like a big step back versus our requirement of 60% today.

A quick tally of some major in-fill development plans in Markham (such as Markham Centre, Langstaff Gateway, Markham Rd - Mt. Joy, York Downs and others), plus adding in major planned developments in already-designated greenfield sites (Future Urban Area, Cornell Centre) totals over 250,000 new population. When added to our current population of 353,000, this totals over 600,000, suggesting that our population growth to 2051 can be accommodated by little to no further urban expansion.

Now we are not advocating for 100% intensification, but feel that a Markham number above 60% should be readily achievable and should be tested.

We note that some other municipalities (Hamilton, Halton Region) are examining a zero-boundary expansion option, namely 100% intensification, just like Markham did in 2010, and are engaging public consultation on this option.

We call on our Regional Councillors to raise this issue at Regional Council. Why should Markham, and York Region in total, plan for the provincial minimum of 50%, with the accompanying economic and environmental issues? Let's work regional scenarios at higher intensification, such as 60% or 70%, to see if we can come up with a better land use plan.

D'Souza, Lily-Ann

To: Wouters, Margaret
Subject: RE: Regional Intensification Scenarios needed for York Region Growth Forecast

From: Peter Miasek < >
Sent: Wednesday, May 12, 2021 12:14 PM
To: Mayor Frank Scarpitti - Markham <FScarpitti@markham.ca>; Deputy Mayor, Don Hamilton – Markham <DHamilton@markham.ca>; Regional Councillor, Jack Heath - Markham <jheath@markham.ca>; Regional Councillor, Jim Jones - Markham <jjones@markham.ca>; Regional Councillor, Joe Li - Markham <JLi3@markham.ca>
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Subject: Regional Intensification Scenarios needed for York Region Growth Forecast

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Hello Mayor Scarpitti, Deputy Mayor Hamilton and Regional Councillors Heath, Jones and Li:

During yesterday's special DSC meeting, some of you were clearly concerned about the low level of intensification assigned to Markham (52%) and the fact that all Markham's whitebelt will be designated as "urban". High assigned growth in the whitebelt brings traffic concerns, infrastructure cost concerns, environmental concerns, quality of life concerns, employment location concerns and the challenging need for strong phasing policies.

You were also told by Marg Wouters (Slide 15) that " In order to reduce the amount of whitebelt needed in Markham, the forecast would have to be based on a Region-wide intensification rate higher than 50%".

This is exactly what we at the URA stated in our deputation to DSC on April 19! After lots of research, we have found that the root issue was the York Region Council decision of February 28, 2019 to request a 50% minimum intensification level in Amendment One of the Provincial Growth Plan, rather than the staff-recommended 60% minimum. Having now watched the tapes from February 28, 2019, and the earlier Committee of the Whole (February 21), the clear intent was that 50% should be the minimum for the legislated Growth Plan, but that the **MCR would decide what the optimum intensification rate should be for York.**

However, staff has **used 50% as both the minimum and the maximum**, rather than test a range of scenarios in the MCR. We also noted that other Regions (Hamilton, Halton) are examining different intensification scenarios. There are various ways to develop scenarios: (a) top down, e.g. 50%, 55%, 60% (b) bottom up, e.g. what would it take to retain 50% of Markham's remaining whitebelt as agricultural.

We (URA) call on you to raise this issue at Regional Council and **direct regional staff to test a range of regional intensification scenarios in the MCR.**

Yours truly,

Peter Miasek
Director, URA

Petition Against Employment and ~~Community~~ Community Zoning Plan - 19th Avenue

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