



Report to: Development Services Committee

Report Date: June 16, 2014

SUBJECT: RECOMMENDATION REPORT
King David Inc.
10340, 10350 and 10370 Woodbine Avenue
Cathedral Community
North of Major Mackenzie Drive, west of Woodbine Avenue
Applications for Official Plan/Secondary Plan and Zoning
By-law amendments, Draft Plan of Subdivision and Site Plan
Approval
File No.: OP/ZA/SU 13 109102 and SC 13 138564

PREPARED BY: Gary Sellars, M.C.I.P., R.P.P, ext. 2960
Senior Planner, West District

REVIEWED BY: Ron Blake, M.C.I.P., R.P.P, ext. 2600
Manager, West District

RECOMMENDATION:

- 1) That the report dated June 16, 2014 and entitled “RECOMMENDATION REPORT, King David Inc., 10340, 10350 and 10370 Woodbine Avenue, Cathedral Community, North of Major Mackenzie Drive, west of Woodbine Avenue, Applications for Official Plan/Secondary Plan and Zoning By-law amendments, Draft Plan of Subdivision and Site Plan Approval, File No.: OP/ZA/SU 13 109102 and SC 13 138564”, be received;
- 2) That the revised application submitted by King David Inc. to amend the in force Official Plan (Revised 1987), as amended, and the Cathedral Community Secondary Plan, as amended, and to amend the new Council adopted Official Plan (2013) for Phase 1 of draft plan of subdivision 19TM-13001, be approved;
- 3) That the proposed amendments to the in force Official Plan (Revised 1987), as amended, and the Cathedral Community Secondary Plan, as amended, attached as Appendix “A”, and a corresponding amendment to the new Council adopted Official Plan (2013) for Phase 1 of draft plan of subdivision 19TM-13001, be finalized by staff and forwarded to Council for adoption;
- 4) That the revised application submitted by King David Inc. to amend Zoning By-laws 304-87, as amended, and 177-96, as amended, for Phase 1 of draft plan of subdivision 19TM-13001, be approved;
- 5) That the proposed amendments to Zoning By-laws 304-87, as amended, and 177-96, as amended, attached as Appendix “B”, for Phase 1 of draft plan of subdivision 19TM-13001, be finalized by staff and enacted without further notice after either the

proposed amendment to the in force Official Plan (Revised 187), as amended, or the new Council adopted Official Plan (2013) comes into effect;

- 6) That draft plan of subdivision 19TM-13001 submitted by King David Inc., be draft approved subject to the conditions outlined in Appendix "C";
- 7) That servicing allocation for a population of 467.62 persons (206 apartment units) be granted to Phase 1 of draft plan of subdivision 19TM-13001 from the City of Markham 2015 Servicing Allocation;
- 8) That the City reserves the right to revoke or reallocate the servicing allocation should the development not proceed in a timely manner;
- 9) That the Region of York be advised of the servicing allocation for this development;
- 10) That the notice of adoption of the Official Plan/Secondary Plan Amendments be forwarded to the Region of York;
- 11) That the application submitted by King David Inc. for site plan approval for Phase 1 of the draft plan of subdivision be endorsed in principle;
- 12) That site plan approval for Phase 1 be delegated to the Director of Planning and Urban Design or designate, to be issued following execution of a site plan agreement. Site Plan Approval is issued only when the Director or designate has signed the plans;
- 13) That the site plan endorsement shall lapse after a period of three (3) years from the date of endorsement in the event that a site plan agreement is not executed within that period;
- 14) That Staff be authorized and directed to do all things necessary to give effect to this resolution;
- 15) And that future Public Meetings will be held for any development applications for Phases 2 and 3 of draft plan of subdivision 19TM-13001.

PURPOSE:

The purpose of this report is to:

- recommend draft approval of a proposed plan of subdivision comprised of three phases, subject to conditions;
- recommend approval of implementing Official Plan/Secondary Plan and Zoning By-law amendments for Phase 1 of the plan;
- recommend site plan endorsement in principle for Phase 1; and
- comment on issues and concerns identified in a Deficiencies List provided by the Cathedral Ratepayers and identify commitments and schedules for addressing the noted deficiencies.

BACKGROUND:**Property and Area Context**

The subject lands consist of 8 ha. (20 acres), north of Donald Buttress Boulevard and Pope John Paul II Square, west of Woodbine Avenue. The Cathedral of the Transfiguration (cathedral) is located in the middle of the lands, and a temporary sales office is located near the northeast corner of the lands. The remainder of the lands are vacant (Figure 1 and 3).

The surrounding context is as follows:

- To the north, are lands on which townhouses and a 4 storey apartment building are being constructed;
- To the northeast, is a stormwater management pond, the Carlton Creek valley and a park;
- To the east, across Woodbine Avenue, is the Carlton Creek valley, a park and a stormwater management pond;
- To the west, is Cathedral High Street on which mixed commercial and residential units are being constructed;
- To the south, is a mix of townhouse, single detached and semi-detached dwellings.

Official Plan and Zoning By-law

The Official Plan designates the subject lands Urban Residential and Commercial/Community Amenity Area. The Cathedral Community Secondary Plan designates the subject lands Urban Residential - Medium Density and Cathedral Precinct. A small area at the northeast corner of the lands is designated Open Space (see Figure 4). The subject lands are currently zoned Agricultural One (A1) by By-law 304-87, as amended (see Figure 2).

The Urban Residential - Medium Density designation permits detached, semi-detached, linked, duplex, triplex, fourplex, townhouses, street townhouses, stacked townhouses, apartments and other forms of multiple units housing.

The Cathedral Precinct designation is intended to provide opportunities for development of a wide range of primarily mixed use, pedestrian-oriented buildings and projects, accommodating uses related to the Cathedral and/or serving the community, the City and the Region. The Precinct designation allows for development with the highest density in the Cathedral Community as follows:

- a maximum floor space index of 1.75 for single use residential buildings and non-residential buildings;
- a maximum floor space index of 2.0 for mixed commercial (ground floor) and residential buildings;
- buildings generally ranging in height from 4 to 6 storeys.

Development within the Cathedral Precinct is expected to maintain the prominence and visibility of the Cathedral. The development of these lands will provide a focal point for

the Cathedral community and ensure that it is a complete community with services for its residents. The design principles for the Cathedral Precinct are outlined in the Cathedral Community Design Plan approved by the City in 2004.

Original Proposal

Original applications included:

- proposed amendments to the Official Plan and Secondary Plan to redesignate lands from Urban Residential – Medium Density to Community Amenity Area/Cathedral Precinct and increase permitted heights and densities on the subject lands (Phases 1 to 3);
- proposed draft plan of subdivision to establish the public road network and development blocks (Phases 1 to 3);
- proposed Zoning By-law Amendment to rezone all of the subject lands (Phases 1 to 3) from the current agricultural zoning to an appropriate urban mixed use zoning; and
- proposed site plan for Phase 1.

As discussed in detail in subsequent sections, these applications have recently been revised.

Public Meetings

The applicant held several Public Information Meetings with the Cathedral residents between December 2013 and March 2014 to explain their applications for Official Plan/Secondary Plan and Zoning By-law Amendments, Draft Plan of Subdivision and Site Plan Approval (Phase 1) and to seek input from the residents. On the basis of these discussions, the applicant revised their application for Official Plan/Secondary Plan amendment by removing their request to increase the permissions for height and density on the subject lands.

A statutory Public Meeting was held by Development Services Committee on April 1, 2014 to consider the applications. At the Public Meeting, numerous issues and concerns relating to the proposed development of an expanded Cathedral Precinct and the build out of the existing community were raised by Cathedral Community residents. These issues and concerns included the following:

- existing traffic issues in the Cathedral community and future traffic demands that will be generated by the proposed Cathedral Precinct development;
- completion of existing parkland and public open spaces in the Cathedral community and provision of future parkland and public open spaces in the Cathedral Precinct;
- density, massing, height and other design aspects of the Cathedral Precinct;
- parking for the Cathedral and the Cathedral Precinct development;
- proposed retail/commercial uses in the Cathedral Precinct;
- phasing and timing for completion of the proposed development;

- future use of the Cathedral as a focus of the Cathedral Precinct;
- aesthetic enhancement of the stormwater management pond and edge treatment.

As a result, Committee passed a resolution requesting staff to report back on April 29, 2014 with Terms of Reference for a Working Group to be established to consider these issues and concerns. A Supplementary Report from staff containing the proposed Terms of Reference for a Working Group, and discussion with respect to proposed amendments to the applications by the applicant, was submitted to Markham's Development Services Committee on April 29, 2014. The report was deferred to the May 26, 2014 Special Development Services Committee for consideration to allow for public input.

Proposed Revisions to Applications by the applicant

On April 16, 2014 the applicant met with the Deputy Mayor, Councillor Ho, Councillor Moretti and Planning staff to discuss proposed amendments to their applications that would address some of the concerns raised at the Public Meeting. This would include the following:

- the application for draft plan of subdivision approval for the entire subject lands as submitted would still be sought (see Figure 6), but the Official Plan/Secondary Plan and Zoning By-law amendments would only be sought for Phase 1 of the plan of subdivision (see Figure 5);
- the applications for Official Plan/Secondary Plan and Zoning By-law amendments for Phases 2 and 3 of the plan of subdivision would be deferred and considered by the Working Group, and would be subject to future Statutory Public Meetings;
- that upon the approval of the Phase 1 site plan by the City, the applicant would prepare the Phase 2 site plan as expeditiously as possible, so that Council, staff and area residents have a clear understanding of the Cathedral Piazza design, including the Piazza and its relationship to the Cathedral, the buildings, the public spaces, and parking, based on the approved Community Design Plan.

It was agreed to at the meeting that Planning staff would proceed to prepare and finalize a Recommendation Report with respect to draft plan of subdivision approval for the entire subject lands, and for Official Plan and implementing Zoning By-law amendments for Phase 1 of the draft plan only, for consideration by Development Services Committee. The Plan of Subdivision confirms the public road pattern and configuration of future development blocks (which will each be subject to future site plan approval) (see Figure 6). Draft plan approval of the subdivision will allow the City to tie the completion of certain works and studies, including the re-design of the stormwater management pond/lake, with the release of future Phase 2 and 3 lands. The plan of subdivision can be draft approved at this time, and does not predetermine density or zoning details for Phases 2 and 3. Likewise, proceeding with Phase 1 OPA and Zoning at this time does not pre-empt the City's consideration of Phases 2 and 3, in consultation with area residents. These amendments to the applications would only allow development to proceed on Phase 1 at this time, if approved.

Phase 1 (lands to the west of the cathedral) consists of two mixed commercial and residential blocks intended to contain two four storey buildings with a total of 206

residential units, and 24 commercial units on the ground floor (1.85 FSI), with access from the extension of two public roads.

The applicant's commitments with respect to the phasing strategy for the Cathedral Precinct development are set out in a letter dated April 22, 2014 and attached as Appendix 'D'.

The applicant agreed to a Working Group for the purpose of addressing planning issues that may arise from the planning applications for Phases 2 and 3.

Special Development Services Committee - May 26, 2014

After extensive discussion with respect to the merits of establishing a working group to address those concerns and issues identified by the residents, and a request by the Cathedral Ratepayers Association not to proceed with the establishment of a working group, Committee decided not to establish such a group. The Ratepayers Association submitted a letter outlining a list of deficiencies in the community that it felt should be rectified by the City and the applicant prior to the City granting any further approvals to the applicant (see Appendix "E"). Committee directed staff to prepare a Recommendation Report with respect to the proposed development applications, as amended, outlining conditions, commitments and timelines with respect to those items identified in the Ratepayers Association letter and to report back on June 17, 2014.

DISCUSSION:

Draft Plan of Subdivision Approval

Draft approval of the proposed plan of subdivision (see Figure 6) for the entire subject lands will establish the public road network and create future development blocks in accordance with the Cathedral Community Design Plan, and is appropriate. As a condition of draft plan approval, the applicant will be required to dedicate the public roads, which include Stephen B. Roman Boulevard, Pope John Paul II Square and an extension of Cathedral High Street to the City. Conditions of draft plan approval (see Appendix "D") establish the Phase of development at which the completion of studies and certain works will be required.

Official Plan/Secondary Amendments

The proposed amendment to the Official Plan and Cathedral Community Secondary Plan to redesignate the small portion of lands at the rear of the cathedral in Phase 1 from Urban Residential - Medium Density to Community Amenity Area/Cathedral Precinct is being sought to extend the Cathedral Precinct designation over the full extent of the Phase 1 lands (see Figure 5). This amendment is required to permit the two proposed mixed commercial and residential buildings in Phase 1. The proposed amendment is considered to be minor.

An update to the Cathedral Community Design Plan has been submitted for the Cathedral Precinct

The proposed plan of subdivision is integrated with the adjacent plans of subdivision and is an integral part of the community. The Precinct development will create a focal point for the community. An update to the Cathedral Community Design Plan, addressing building massing, height, design and relationship to the cathedral, has been submitted for the Cathedral Precinct and is currently under review by staff. The update to the Community Design Plan will have to be finalized to the satisfaction of the City and approved by the City as a condition of final subdivision approval for Phase 2 of the draft plan.

Parkland dedication in accordance with the Cathedral West Parks and Open Space Agreement will be required.

The Cathedral Community – West Landowners Group executed the Cathedral West Parks and Open Space Agreement with the City on June 6, 2007. This agreement outlines the obligations of the participating land owners with respect to parkland dedication. The applicant will be required to provide parkland dedication for the Cathedral Precinct lands in accordance with this agreement (see Figure 13). The provision of three park/open spaces blocks are required within the proposed plan of subdivision. One is located to the north of the Cathedral and one to the south of the Cathedral (Blocks 7 and 10). The third is the “Belvedere” (Block 12) adjacent to the existing stormwater management pond (see Figure 6). Provisions for all of these park/open space blocks will be included as conditions of draft plan of subdivision approval for Phase 2.

It should also be noted that the Parks Development Division has advised that construction of the 3.25 ha. park block at the southwest corner of Woodbine Avenue and Murison Drive should commence in the summer of 2014 and be completed by June 2015. While this park is located south of the Cathedral Precinct, it is an important neighbourhood park that will serve the subject lands and the wider community.

Transportation Requirements

A Traffic Impact Study and an Internal Functional Traffic Design Study will be required for review and approval by the City as a condition of draft plan of subdivision approval for all phases of the draft plan. These studies shall include a review of pedestrian routes and bicycle routes.

A Functional Servicing Report and Environmental Site Assessment has been submitted

A Functional Servicing Report and Environmental Site Assessment are currently under review by City staff. These studies will have to be finalized to the satisfaction of the City and approved by the City as a condition of draft plan of subdivision approval for all phases of the draft plan.

A Parking Study/Strategy has been submitted for Phase 1 and will also be required for Phases 2 and 3

Surface, underground and on street parking are proposed for the Cathedral Precinct development. A Parking Study/Strategy has been submitted for Phase 1 and is currently under review by staff. This study will have to be finalized to the satisfaction of the City as a condition of draft plan of subdivision approval for Phase 1 of the draft plan. The applicant is seeking a reduction from the required 1.5 parking spaces per unit (includes 0.25 spaces for visitors) to 1.25 parking spaces per unit. A more comprehensive Parking Study/Strategy will also be required prior to approval of Phase 2, as a condition of draft plan approval, to address appropriate timing, phasing, location, and supply of parking for retail and residential uses and the cathedral.

It is noted that the parking strategy proposed for Phase 1, does not affect parking for the Cathedral. The applicant has advised that 222 parking spaces will be provided and be accommodated within an existing parking area to the north of the Cathedral on the Phase 2 lands, and another 659 parking spaces on the Phase 3 lands if required on a temporary basis (see Figures 11 and 12), should the cathedral be used prior to the development of the Phase 2 and 3 lands and permanent underground parking is provided for the cathedral. Sufficient temporary parking in accordance with current City standards will be required prior to the use of the Cathedral. This will be regulated through a parking agreement between the applicant and the Slovak Greek Catholic Church Foundation (owner of the cathedral) required as a condition of approval for a previous consent approval on the subject lands, to the satisfaction of the City, and through the issuance of occupancy permits by the City.

The applicant is proposing changes to the adjacent stormwater management pond

The applicant has entered into discussions with City staff with respect to proposed changes to the existing stormwater management pond adjacent to the northeast corner of the proposed plan of subdivision. The applicant is seeking to upgrade the pond to a lake feature as originally envisioned by the applicant that will improve its appearance and provide better amenity space to the community. The draft plan includes a block on the east side of Prince Regent Street (Block 12) which will serve as an overlook to the proposed redesigned pond (the Belvedere). The conditions of draft plan approval will require that the plans for the redesign of the storm water management pond including the “Belvedere” be prepared to the satisfaction of the TRCA, MOE, MNR and the City of Markham, and that the associated construction be completed in conjunction as part of the Phase 2 development. The proposed redesign of the storm water management pond will need to be reviewed with the City of Markham Operations Department with respect to future maintenance and financial implications for the City.

Phase 1 Site Plan under review

The proposed site plan for Phase 1 consists of two four storey mixed commercial (ground floor) and residential buildings with a total of 206 residential units, and 24 commercial units on the ground floor, with a Floor Space Index (FSI) of 1.85. Access to the buildings will be provided from the extension of two public roads, Cathedral High Street and Pope John Paul II Square. The proposed buildings have architectural tower features which

project above the building roof lines at the High Street and Pope John Paul II Square intersection (see Figures 7 to 10). Underground parking is proposed.

The proposed 4 storey height and 1.85 Floor Space Index comply with the Cathedral Precinct designation of the Cathedral Secondary Plan which currently applies to portions of the site. The applicant is seeking to incorporate the site wholly within the Cathedral Precinct designation through their Official Plan/Secondary Plan amendment application.

The Cathedral Community Design Plan states that “generally, height of buildings within the precinct should transition from 3 storeys at the periphery of the precinct, up to 6 storeys immediately adjacent the Cathedral within the core of the precinct. Four storey buildings should be planned adjacent to the central core to provide massing and built form in key locations”. The lands on the north and south side of Cathedral High Street abutting the subject lands to the west are designated Cathedral Precinct by the Cathedral Community Secondary Plan. Three storey mixed commercial (ground floor) and residential use have been built on these lands. These buildings west of the subject lands provide for the transition to 4 storeys on the subject lands.

The proposed site plan is currently being reviewed by staff to ensure its conformity with all aspects of the Secondary Plan and the Community Design Plan. This review has not yet been completed. It is recommended that Committee endorse the proposed site plan in principle and delegate site plan approval to the Director of Planning and Urban Design to allow for the review and approval of the site plan to occur over the summer recess of Council. The applicant has been requested to present the details of the proposed site plan and building elevations to Development Services Committee on June 17, 2014.

Servicing Allocation is available for Phase 1

Servicing allocation from the City of Markham 2015 Servicing Allocation distribution is available for Phase 1 of the proposed plan of subdivision. Staff recommend that Council grant servicing allocation for a population of 467.62 persons (206 apartment units) to accommodate the development of Phase 1 of the proposed subdivision.

Cathedral Ratepayers Deficiencies List

The Ratepayers Association submitted a letter outlining a list of deficiencies in the community that it felt should be rectified by the City and the applicant prior to the City granting any further approvals to the applicant (see Appendix “F”). Staff and the applicant have reviewed the list of deficiencies and have provided comment on them in Appendix “E”.

Applicant’s Commitments and Timelines

The applicant’s letter outlining commitments and timelines with respect to the proposed development of the Cathedral Precinct, dated June 9, 2014, is attached as Appendix “F”.

Conditions of Draft Approval

The conditions of draft plan of subdivision approval are attached as Appendix “C”.

FINANCIAL CONSIDERATIONS:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

Growth Management

The proposed plan of subdivision will be built out in an orderly fashion based on the availability of servicing allocation and in accordance with the Cathedral Community Secondary Plan and Community Design Plan, as amended.

BUSINESS UNITS CONSULTED AND AFFECTED:

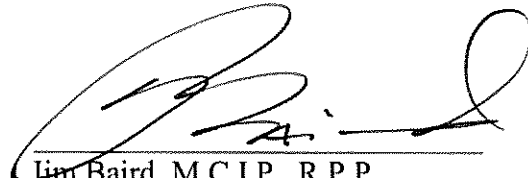
The applications were circulated to various City departments and external agencies for comments and requirements. Requirements of the City and external agencies are reflected in the conditions of draft plan of subdivision approval, and the implementing Official Plan and Zoning By-law amendments.

CONCLUSION:

Planning staff have no objections to the approval of the draft plan of subdivision for the entire subject lands, subject to the conditions attached as Appendix "D", and approval of the Official Plan/Secondary Plan and implementing Zoning By-law amendments for Phase 1 of the draft plan of subdivision. It is recommended that Committee endorse the site plan for Phase 1 and delegate approval to staff.



Rino Mostacci, M.C.I.P., R.P.P.
Director, Planning & Urban Design



Jim Baird, M.C.I.P., R.P.P.
Commissioner, Development Services

ATTACHMENTS:

- Figure 1 - Location Map
- Figure 2 - Area Context
- Figure 3 - Air Photo
- Figure 4 - Secondary Plan – Schedule "A" - Land Use
- Figure 5 - Proposed Official Plan/Secondary Plan Redesignation
- Figure 6 - Proposed Plan of Subdivision and Phasing
- Figure 7 - Proposed Site Plan – Phase 1 (Block 1)
- Figure 8 - Proposed Site Plan – Phase 1 (Block 2)
- Figure 9 - Proposed Building Elevations – Phase 1 (Block 1)
- Figure 10 - Proposed Building Elevations – Phase 1 (Block 2)
- Figures 11 and 12 - Temporary Cathedral Parking
- Figure 13 - West Cathedral Community Open Space Study

Appendix 'A' - Draft in force Official Plan/Secondary Plan Amendment

Appendix 'B' - Draft Zoning By-law Amendments

Appendix 'C' - Conditions of Draft Plan Approval

Appendix 'D' - Letter from applicant identifying application revisions and commitments

Appendix 'E' - Letter from Cathedral Ratepayers Association outlining a list of
deficiencies in the community

Appendix 'F' - Letter from applicant outlining commitments and timelines

APPLICANT / AGENT:

RJ Forhan and Associates

Attention: Bob Forhan and Michael Poos

189 Beechwood Crescent

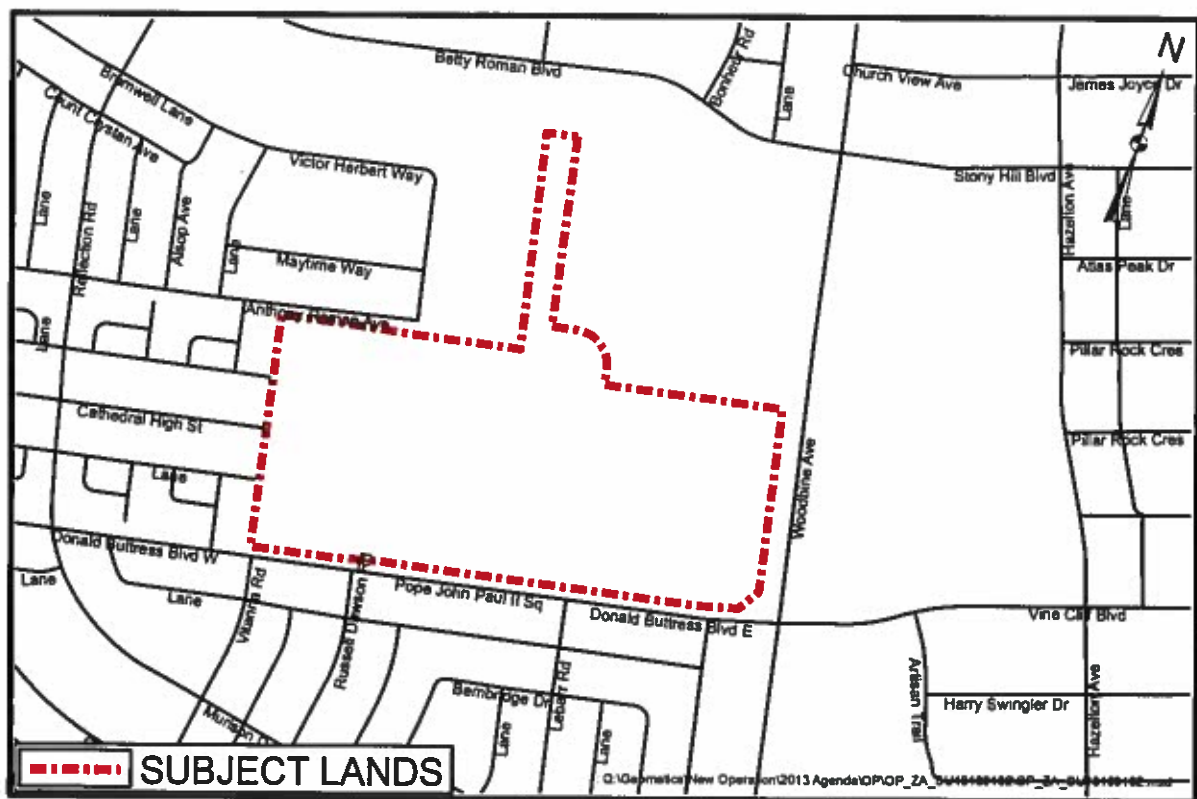
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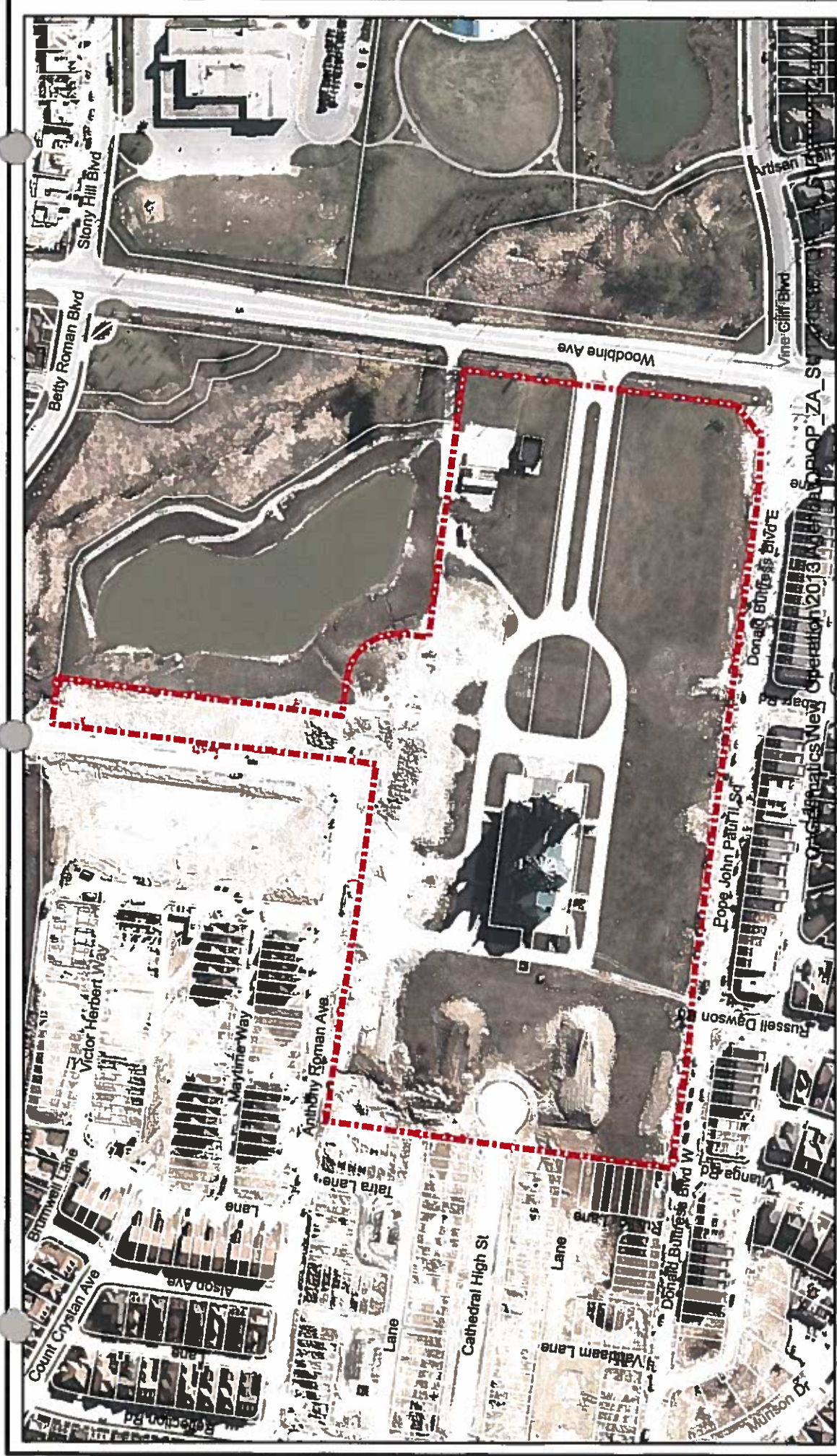
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Phone: (905) 235-5072

Fax: (905) 235-5472

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AIR PHOTO 2012

APPLICANT: KING DAVID INC. - CATHEDRAL/COMMUNITY
NORTH OF MAJOR MACKENZIE DR.
WEST OF WOODBINE AVE.

FILE No.OP/ZA/SU13109102(GS)

 SUBJECT LANDS

DATE:11/20/13

FIGURE No. 3

SECONDARY PLAN - SCHEDULE 'A' - LAND USE

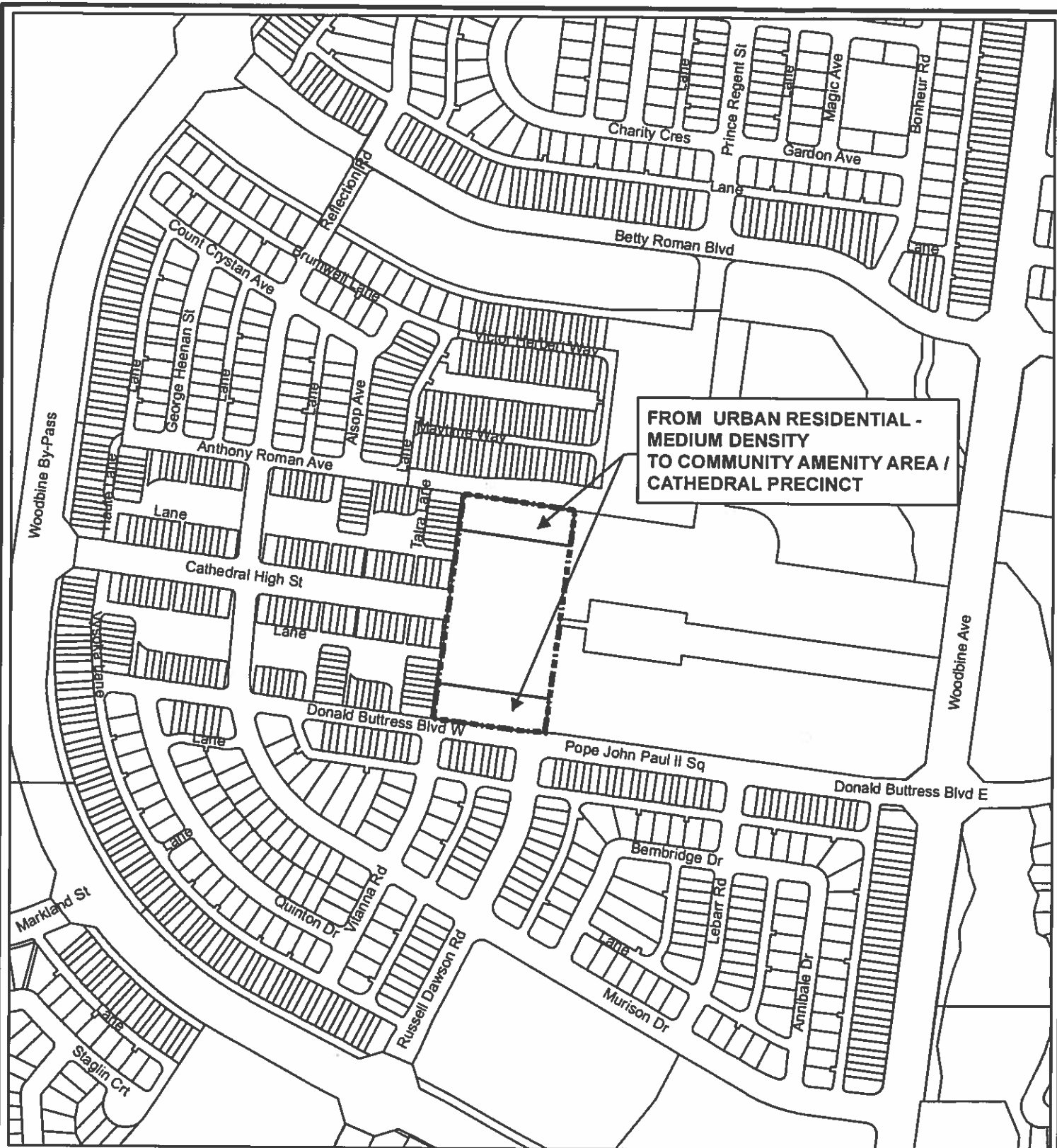
APPLICANT: KING DAVID INC.

10340, 10350, 10370 WOODBINE AVENUE

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DATE: 06/06/2014



FROM URBAN RESIDENTIAL -
MEDIUM DENSITY
TO COMMUNITY AMENITY AREA /
CATHEDRAL PRECINCT

PROPOSED OFFICIAL PLAN / SECONDARY PLAN REDESIGNATION

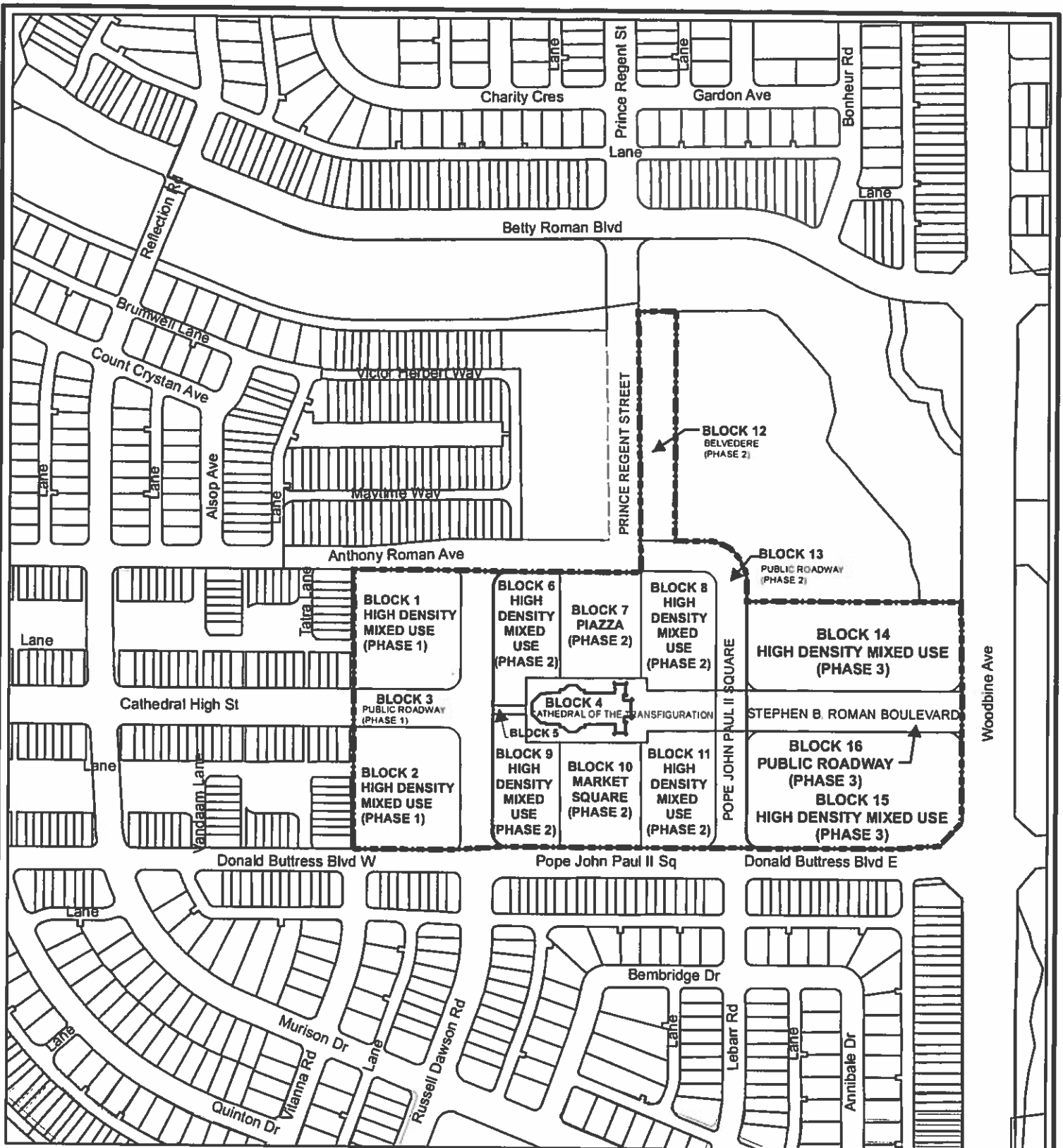
APPLICANT: KING DAVID INC.
10340, 10350, 10370 WOODBINE AVENUE

 PHASE 1

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DATE: 06/06/2014



PROPOSED PLAN OF SUBDIVISION AND PHASING

APPLICANT: KING DAVID INC.

10340, 10350, 10370 WOODBINE AVENUE

--- SUBJECT LANDS

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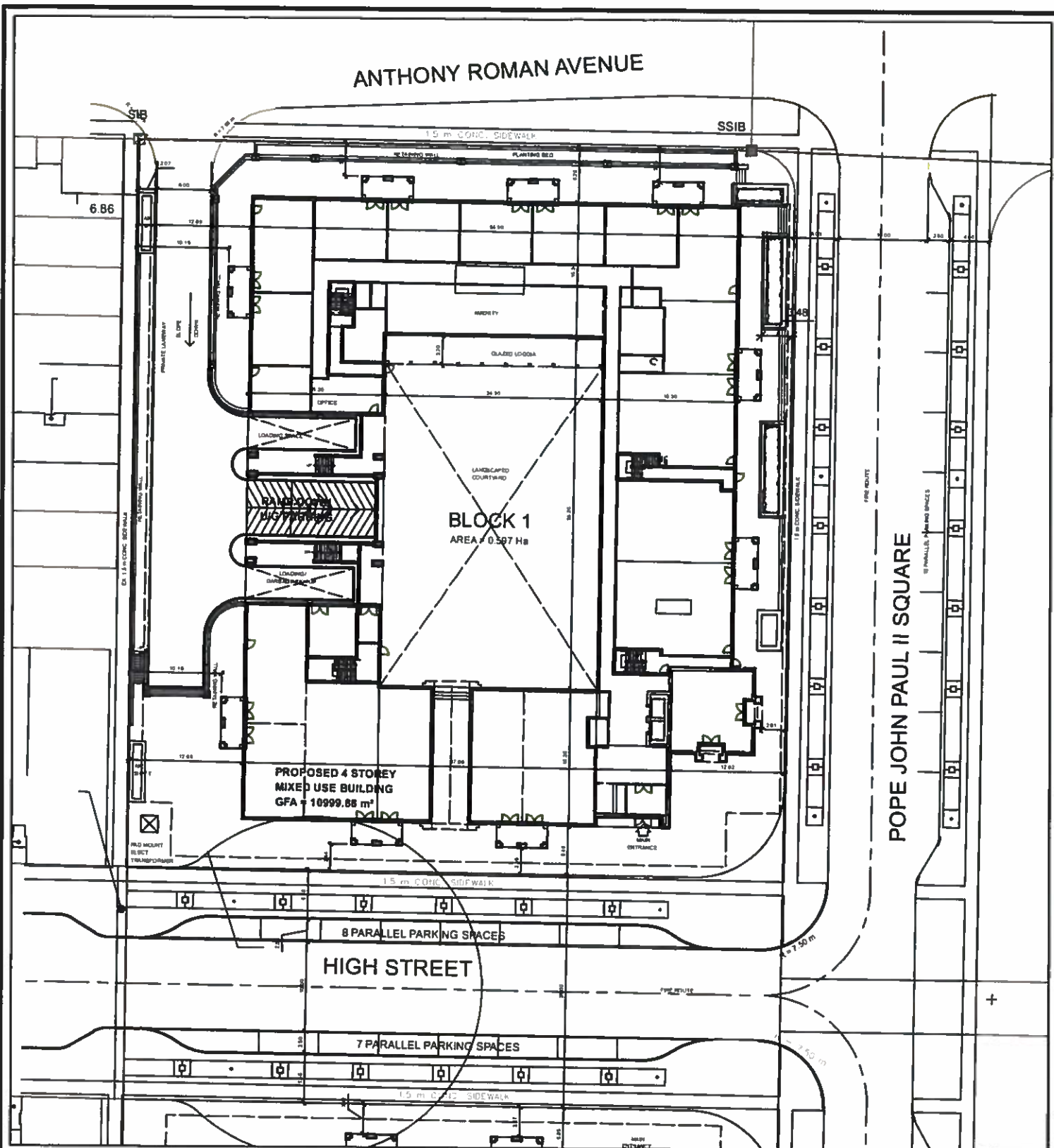


DEVELOPMENT SERVICES COMMISSION

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Checked By: GS

FIGURE No.6



PROPOSED SITE PLAN - PHASE 1 (BLOCK 1)

APPLICANT: KING DAVID INC.

10340, 10350, 10370 WOODBINE AVENUE

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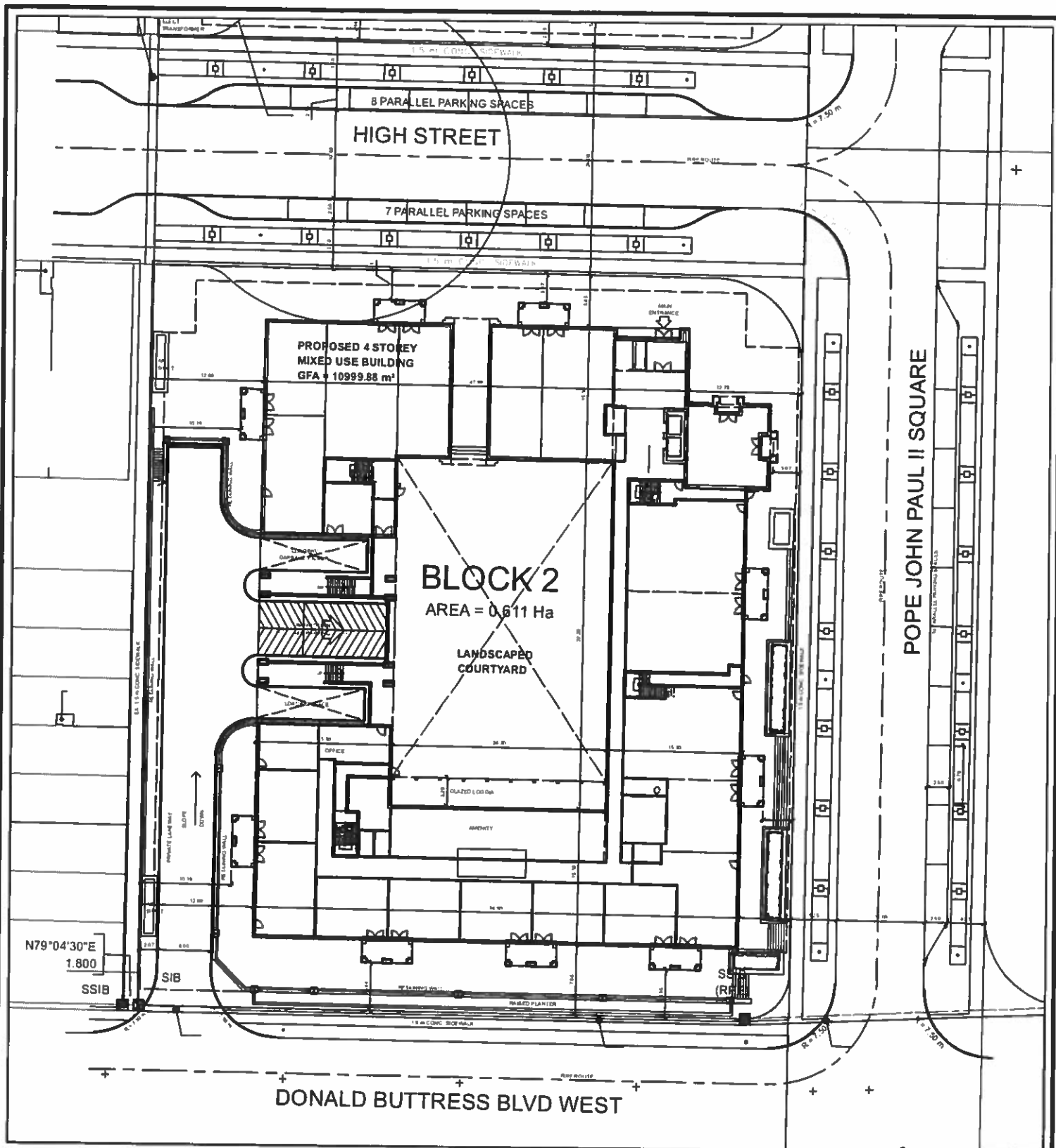


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FIGURE No. 7



PROPOSED SITE PLAN - PHASE 1 (BLOCK 2)

APPLICANT: KING DAVID INC.

10340, 10350, 10370 WOODBINE AVENUE

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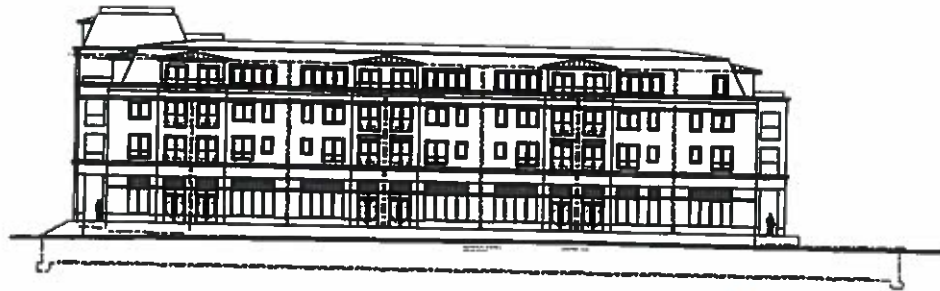


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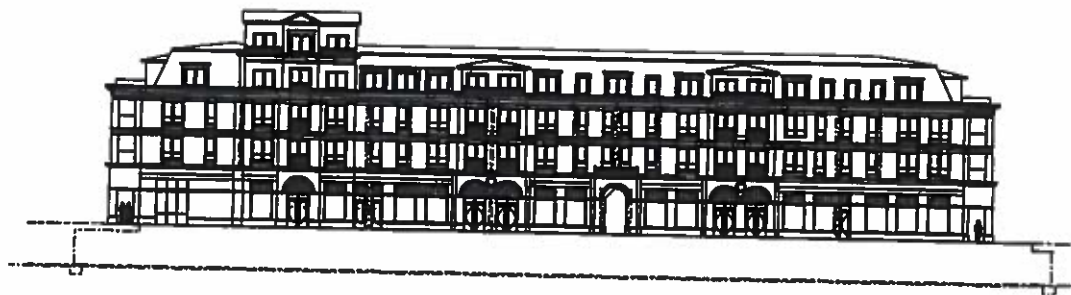
FIGURE No. 8



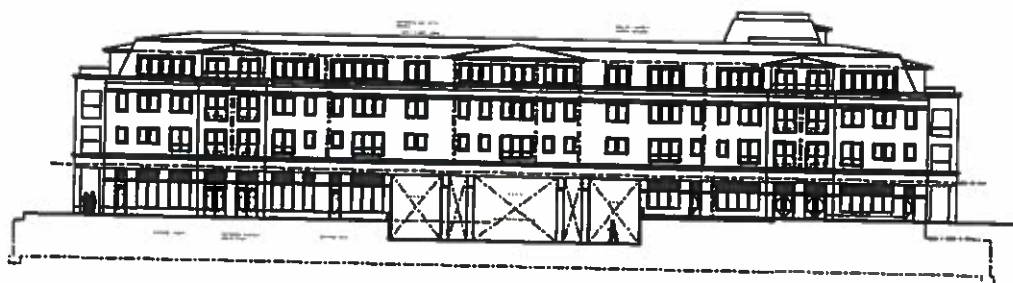
NORTH ELEVATION (ANTHONY ROMAN AVENUE)



SOUTH ELEVATION (HIGH ST)



EAST ELEVATION (POPE JOHN PAUL II SQUARE)



WEST ELEVATION (ALONG PRIVATE LANEWAY)

PROPOSED BUILDING ELEVATIONS - PHASE 1 (BLOCK 1)

APPLICANT: KING DAVID INC.

10340, 10350, 10370 WOODBINE AVENUE

FILE No. OP,ZA,SU13109102 & SC13138564 (GS)

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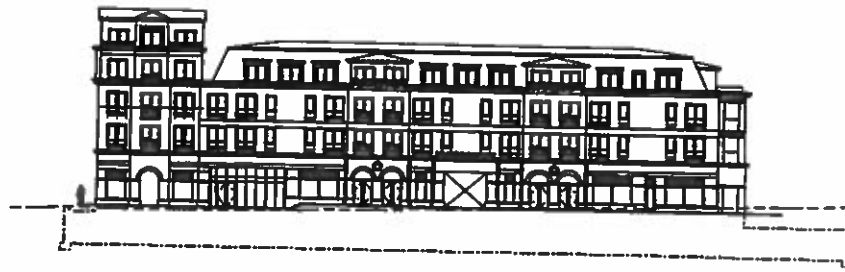


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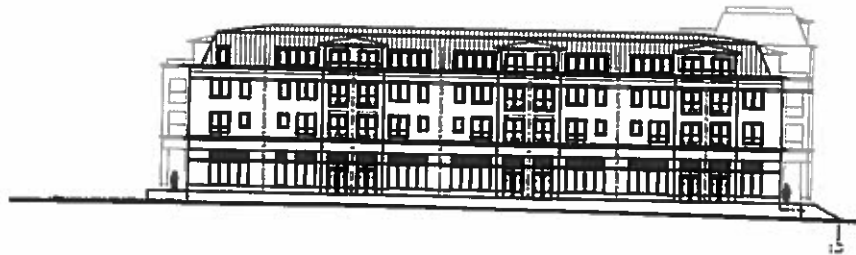
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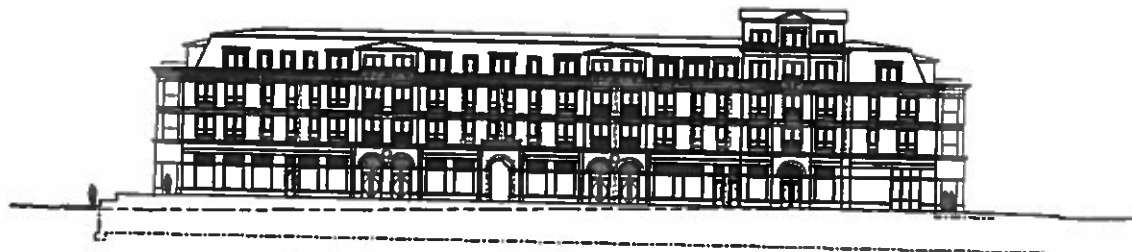
FIGURE No.9



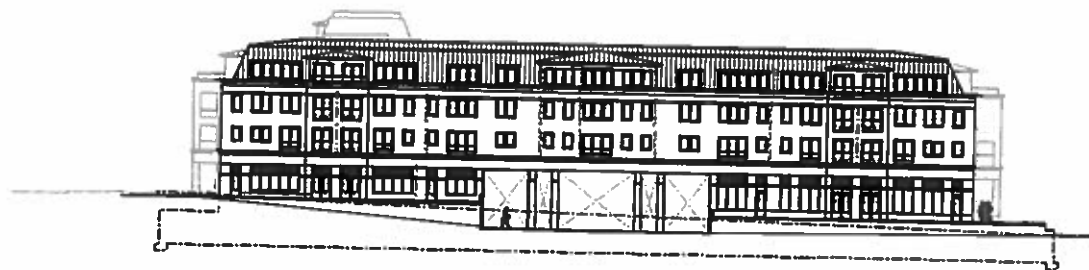
NORTH ELEVATION (HIGH ST)



SOUTH ELEVATION (DONALD BUTTRESS BLVD)



EAST ELEVATION (POPE JOHN PAUL II SQUARE)



WEST ELEVATION (PRIVATE LANEWAY)

PROPOSED BUILDING ELEVATIONS - PHASE 1 (BLOCK 2)

APPLICANT: KING DAVID INC.

10340, 10350, 10370 WOODBINE AVENUE

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DATE: 06/06/2014



MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: GS

FIGURE No.10

REGIONAL MUNICIPALITY OF YORK
 TOWN OF MARKHAM
 NOW IN THE
 GEOGRAPHIC TOWNSHIP OF MARKHAM, COUNTY OF YORK

**Existing Cathedral Parking:
Block 5 = 222 Parking Spaces**



WOODBINE AVENUE - REGIONAL ROAD No. 8

DO NOT

DISS

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**PART OF LOT 23
CONCESSION 3**

(GEOGRAPHIC TOWNSHIP OF MARKHAM, COUNTY OF YORK)

TOWN OF MARKHAM

REGIONAL MUNICIPALITY OF YORK

LAND USE SCHEDULE

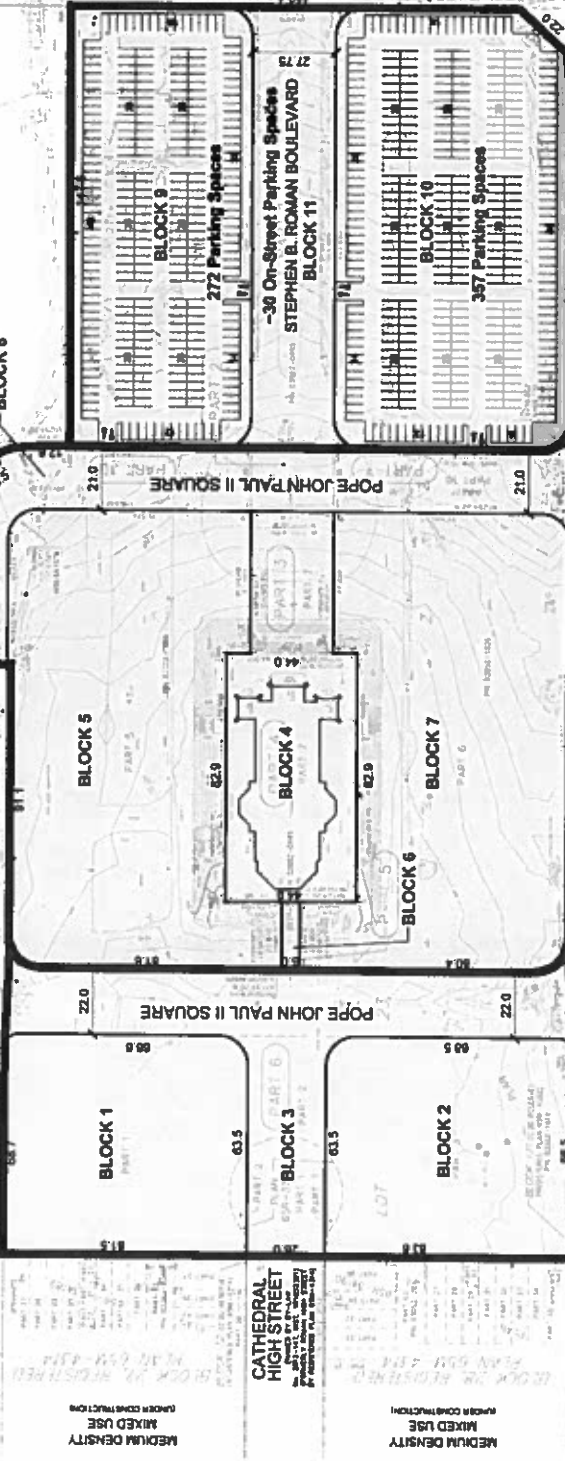
Phase	Block	Proposed Use	Area (Acre)	Area (Square Feet)
1	Block 1	Mixed Use - Residential/Commercial	0.987	1,474
	Block 2	Mixed Use - Residential/Commercial	0.811	1,510
	Block 3	Public Roadway	0.818	1,526
	Block 4	Public Roadway	0.498	1,226
2	Block 5	Mixed Use - Residential/Commercial	1.180	2,838
	Block 6	Mixed Use - Residential/Commercial	0.014	0.034
	Block 7	Mixed Use - Residential/Commercial	1.171	2,865
	Block 8	Public Roadway	0.530	1,332
3	Block 9	Open Space	0.388	0,659
	Block 10	Mixed Use - Residential/Commercial	0.897	2,217
	Block 11	Mixed Use - Residential/Commercial	1.157	2,859
	Block 12	Public Roadway	0.418	1,024
Totals:			8.098	20,003

Potential Temporary Cathedral Parking on Phase 3 Lands:

Block 9 = 272 Parking Spaces
 Block 10 = 357 Parking Spaces
 Block 11 = ~30 On-Street Parking Spaces
Total = 659 Parking Spaces

MEDIUM DENSITY RESIDENTIAL
 (UNDER CONSTRUCTION)

ANTHONY ROMAN AVENUE



DONALD BUTTRESS BOULEVARD WEST

EXISTING 3-STORY RESIDENTIAL

RUSSELL DAWSON ROAD

EXISTING 3-STORY RESIDENTIAL

VITANNA ROAD

EXISTING 3-STORY RESIDENTIAL

POPE JOHN PAUL II SQUARE

EXISTING 3-STORY RESIDENTIAL

DONALD BUTTRESS BOULEVARD EAST

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LEBARR ROAD

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POPE JOHN PAUL II SQUARE

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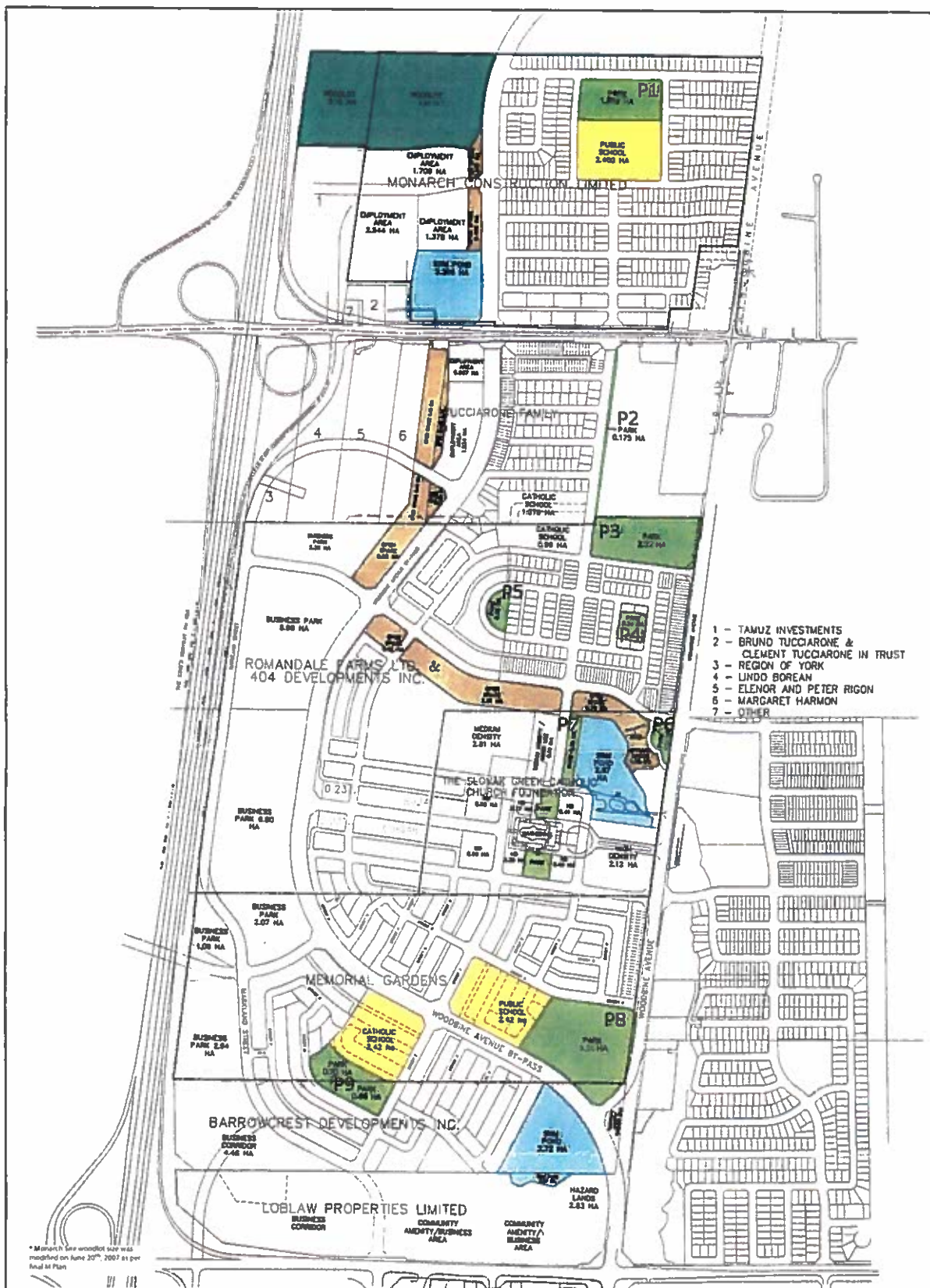
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EXISTING 3-STORY RESIDENTIAL



West Cathedral Community Open Space Study

November 5, 2004
The Planning Partnership

Figure 13

Official Plan
of the
City of Markham Planning Area
Amendment No. _____

DRAFT

City of Markham Official Plan (Revised 1987)

To amend the Official Plan and the Secondary Plan PD 39-1 for the Cathedral Community
(Planning District No. 39)

Amendment No. ____ to Secondary Plan PD 39-1

(June 2014)

PART 1 - INTRODUCTION

1. GENERAL
2. LOCATION
3. PURPOSE
4. BASIS

PART II – THE OFFICIAL PLAN AMENDMENT

1. THE AMENDMENT
2. IMPLEMENTATION AND INTERPRETATION
3. SCHEDULE(S)

PART III – THE SECONDARY PLAN AMENDMENT

1. THE SECONDARY PLAN AMENDMENT
2. IMPLEMENTATION AND INTERPRETATION
3. SCHEDULE(S)

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.

PART II, THE AMENDMENT, including Schedule(s) ‘A’ and ‘B’, attached hereto, constitutes Amendment No. _____. Part II is an operative part of this Official Plan Amendment.

PART III – THE SECONDARY PLAN AMENDMENT including Schedules ‘C’ attached hereto, constitutes Secondary Plan Amendment No. 2 to the Secondary Plan PD 39-1 for the Cathedral Planning District (Planning District No. 39).

Part III is an operative part of this Official Plan Amendment.

2.0 LOCATION

This Amendment applies to approximately 0.6 hectares of land known legally as PARTS 1-4, PT LOT 23, CON 3, TOWN OF MARKHAM, on PLAN 65R-33459. The subject lands are two strips of land, each roughly 0.3 hectares in size. One is located along the south side of Anthony Roman Avenue at Pope John Paul II, and the other along the north side of Donald Buttress Boulevard West at Pope John Paul II. The designated area of these Amendments is shown on Schedule A in Part II of this document.

3.0 PURPOSE

The purpose of this Official Plan Amendment is to update the City of Markham Official Plan and the Cathedral Community Secondary Plan (PD 39-1) to allow for the construction of two four-storey mixed-use buildings at the northwest and southwest corners of the intersection of High Street and Pope John Paul II, as envisioned in the Council-endorsed Community Design Plan (2005, as amended).

4.0 BASIS OF THE OFFICIAL PLAN AMENDMENT

The development of Cathedraltown is now entering its final stages. Yet to be developed is the Cathedral Precinct area – the community’s high-density, mixed-use core. The first phase in the construction of this area consists of two four-storey buildings at the intersection of High Street and Pope John Paul II. While deviating slightly from the Secondary Plan (2004, as amended), this land use configuration was endorsed by Council in the Community Design Plan (2005, as amended).

PART II – THE OFFICIAL PLAN AMENDMENT

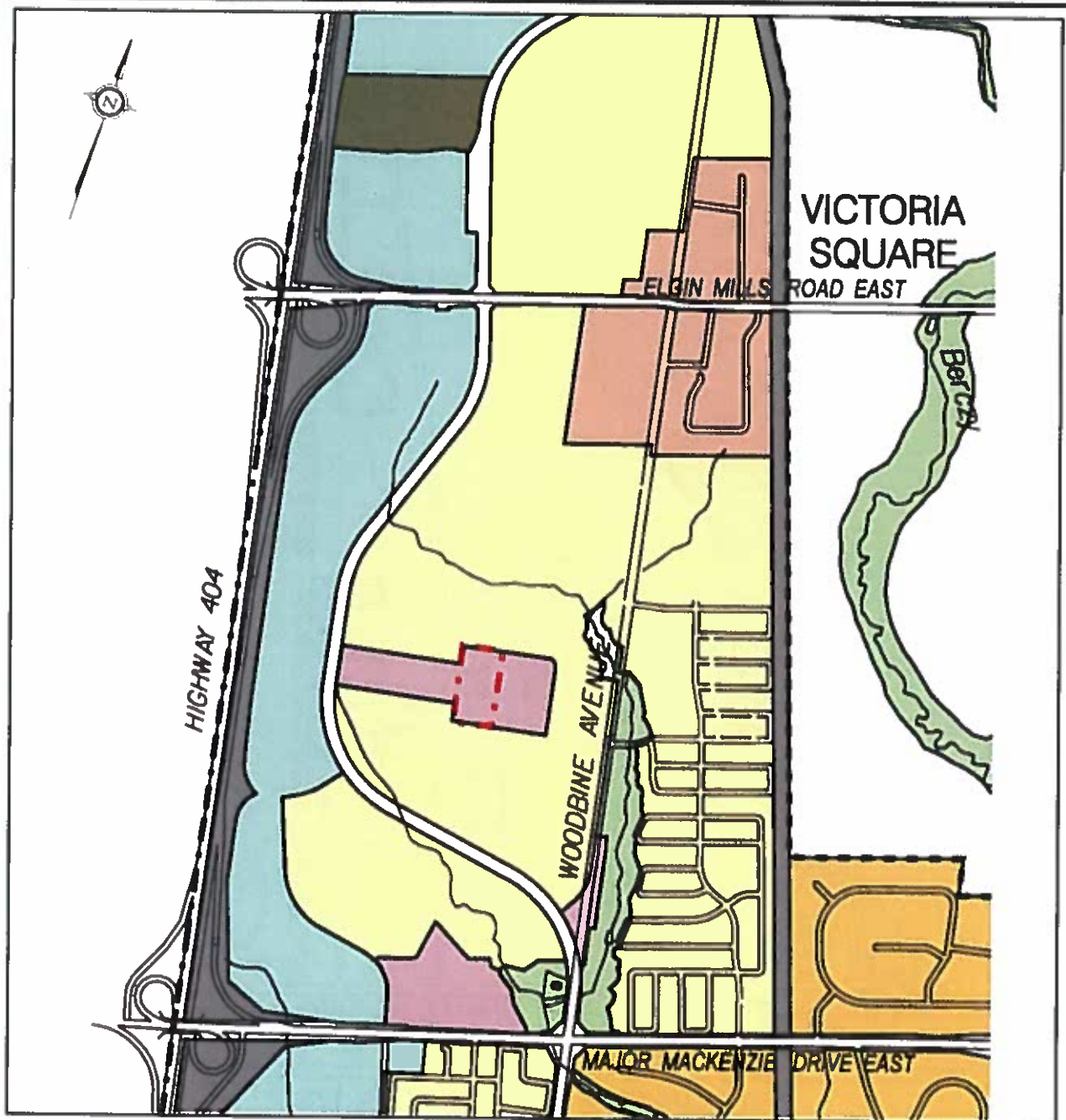
1.0 THE OFFICIAL PLAN AMENDMENT

- 1.1 Section 1.1.2 of Part II of the Official Plan (Revised 1987) as amended, is hereby amended by the addition of the number ____ to the list of amendments, to be placed in numerical order including any required grammatical or punctuation changes.
- 1.2 Section 1.1.3c) of Part II of the Official Plan (Revised 1987) as amended, is hereby amended by replacing the second sentence with “This Secondary Plan was further amended by Official Plan Amendment Nos. 123 and ____ to this Plan.”
- 1.3 Section 9.2.23 of Part II of the Official Plan (Revised 1987) as amended, is hereby amended by replacing the words “as amended by Official Plan Amendment No. 123 to this Plan” with “as amended by Official Plan Amendment Nos. 123 and ____ to this Plan.”
- 1.4 The land use designation shown on Schedule ‘A’ – LAND USE to the Official Plan, within the designated area of this amendment, are hereby amended to be shown as shown on Schedule ‘A’ to this amendment.
- 1.5 The land use designations shown on Schedule ‘H’ – COMMERCIAL/INDUSTRIAL CATEGORIES on the Official Plan, within the designated area of this amendment, are hereby amended to be shown as shown on Schedule ‘B’ to this amendment.

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 will be implemented by an amendment to the Zoning By-Law and site plan approval in conformity with the provisions of this Amendment.

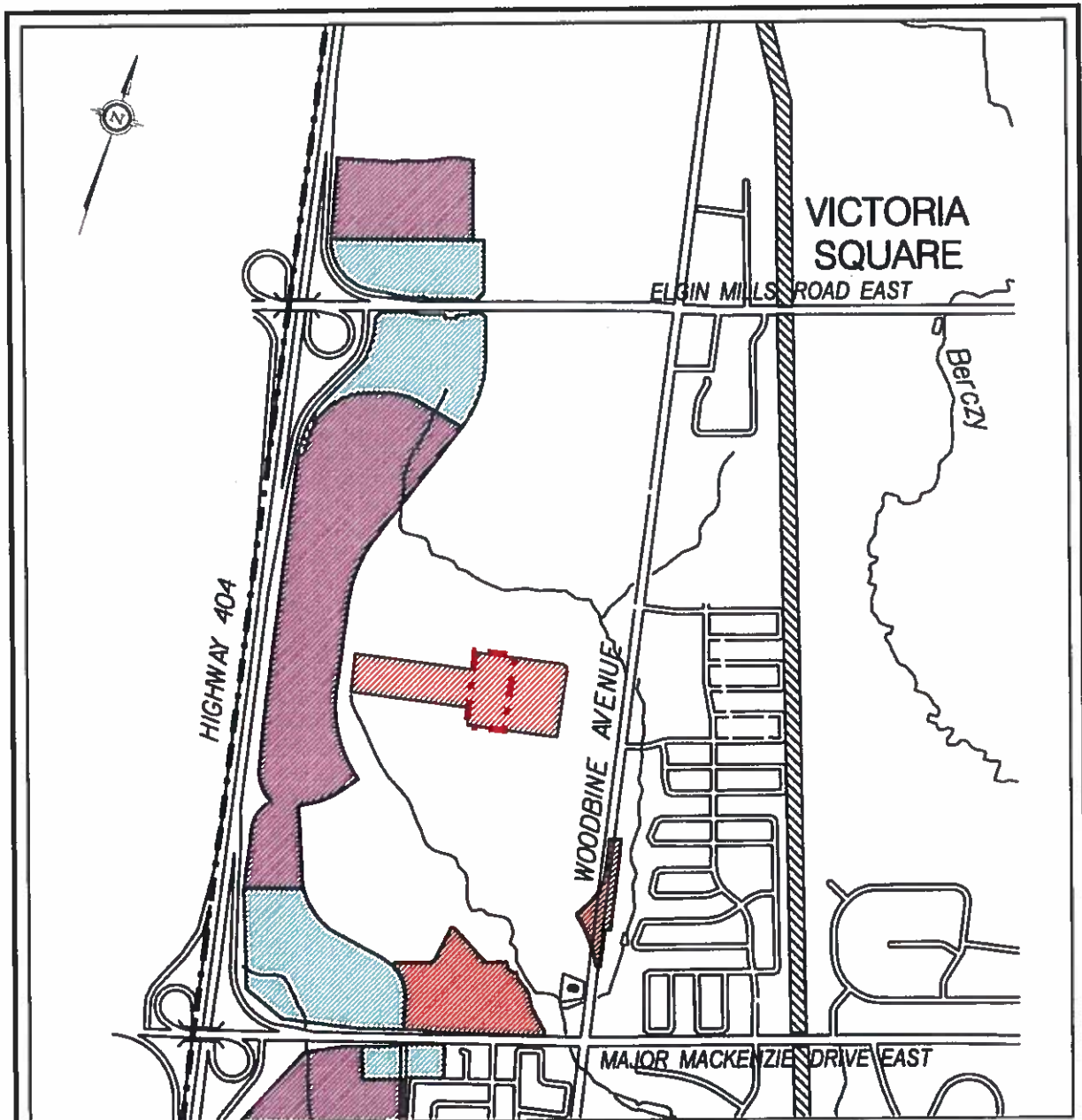


OFFICIAL PLAN AMENDMENT No. _____
 AMENDMENT TO SCHEDULE 'A' - LAND USE
 TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

0 0.25 0.5 0.75 1.0 km

URBAN RESIDENTIAL	INDUSTRIAL	TRANSPORTATION AND UTILITIES	HAMLET
COMMERCIAL	HAZARD LANDS	ENVIRONMENTAL PROTECTION AREA	RURAL RESIDENTIAL



**OFFICIAL PLAN AMENDMENT No. 123
AMENDMENT TO SCHEDULE 'H' - COMMERCIAL/INDUSTRIAL CATEGORIES
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED**

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

0 0.25 0.5 0.75 1.0 km

 COMMUNITY AMENITY AREA

 BUSINESS CORRIDOR AREA

 BUSINESS PARK AREA

 **RJForhan&Associates**
Urban Planning & Design

SCHEDULE 'B' TO OPA No. ____

PREPARED BY SY
SCALE: NTS
DATE: JUNE 5, 2014

PART III – THE SECONDARY PLAN AMENDMENT

1.0 THE SECONDARY PLAN AMENDMENT

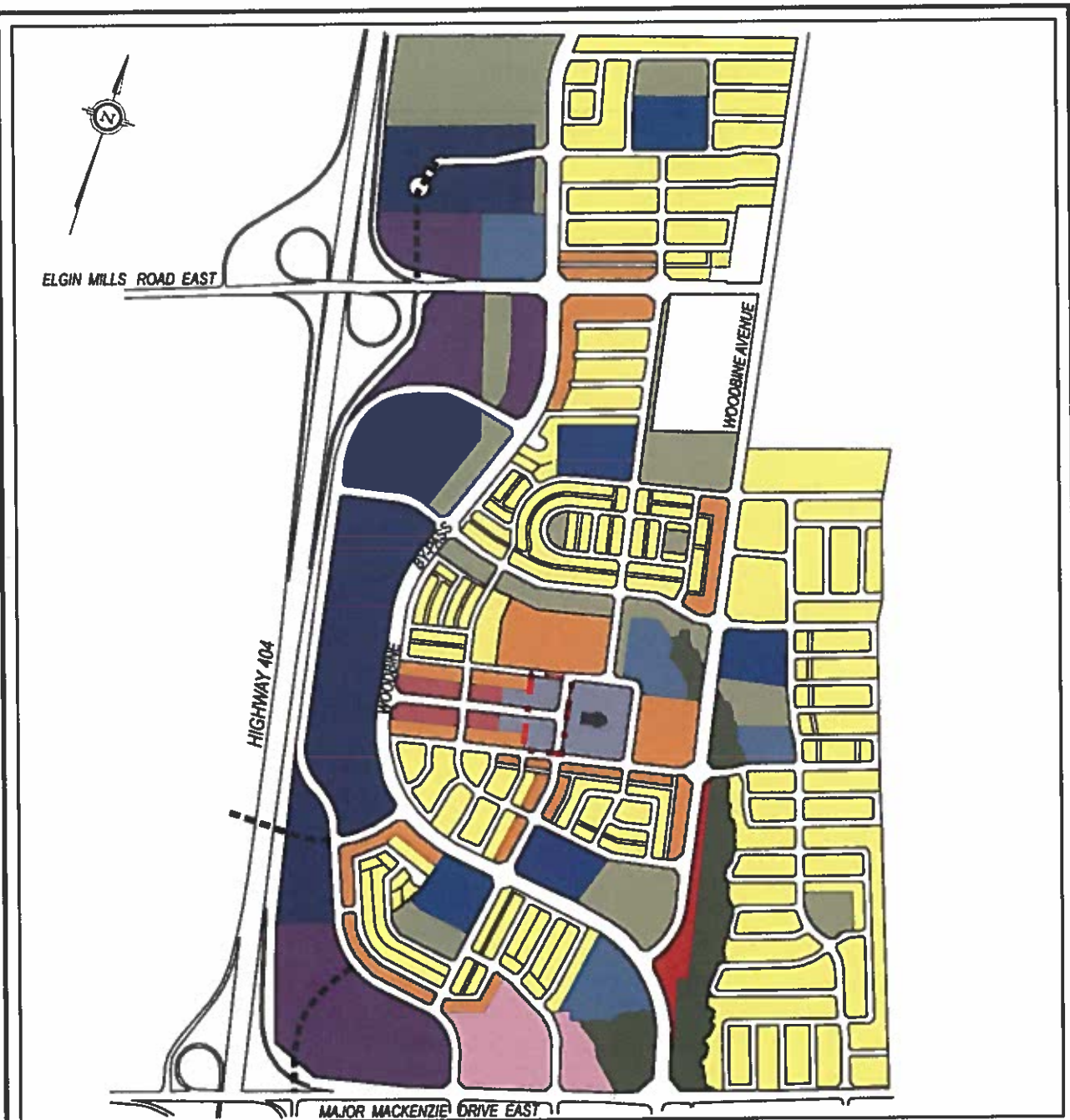
Secondary Plan PD 39-1 for the Cathedral Community Planning District (Planning District 39) is hereby amended as follows:

- 1.1 By deleting Schedule 'AA' – Land Use Plan to the Secondary Plan for the Cathedral Community Planning District and replacing it with Schedule 'AA' – Land Use Plan attached hereto as Schedule 'C' to this amendment.

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 in conformity with the provisions of this Amendment.



OFFICIAL PLAN AMENDMENT No. ____ Amendment to SCHEDULE "AA" - LAND USE PLAN
Secondary Plan for the Cathedral Community Planning District (PD 39-1), as amended



RJForhan & Associates
Urban Planning Studio

SCHEDULE "C" - Secondary Plan Amendment
No. ____ to PD39-1

PREPARED BY: SY
SCALE: NTS
DATE: JUNE 5, 2014



BY-LAW 2014 - _____

A by-law to amend By-law 177-96, as amended
(To incorporate lands into the designated area of this By-law)

THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS
AS FOLLOWS:

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

1.1 By expanding the designated area of By-law 177-96, as amended, to include those lands comprising Parts 1 to 4, Plan 65R-33459, as shown on Schedule 'A' attached hereto.

1.2 By zoning the lands:

Community Amenity Two* ---

CA2*---

as shown on Schedule 'A' attached hereto.

1.3 By adding the following subsections to Section 7 – EXCEPTIONS:

“7.--- Cathedral Precinct

Notwithstanding any other provisions of this By-law, the provisions in this Section shall apply to those lands denoted by the symbol *--- on Schedule 'A' to this By-law. All other provisions of this By-law, unless specifically modified/amended by this Section, continue to apply to the lands subject to this Section.

7. ---.1 Permitted Uses
(to be finalized)

7. ---.2 Zone Standards
(to be finalized)

2. All other provisions of By-law 177-96, as amended, not inconsistent with the provisions of this by-law shall continue to apply.

READ A FIRST, SECOND, AND THIRD TIME AND PASSED THIS _____ DAY OF _____, 2014

KIMBERLEY KITTERINGHAM
TOWN CLERK

FRANK SCARPITTI
MAYOR



EXPLANATORY NOTE

BY-LAW 2013 - _____

A By-law to amend By-laws 304-87 and 177-96, as amended.

**King David Inc.
Part of Lot 23, Concession 3
Cathedral Community**

Lands Affected

The proposed by-law amendment applies to 1.83 ha. (4.5 acres) of land located north of Donald Buttress Blvd., east of Woodbine Avenue, within the Cathedral community.

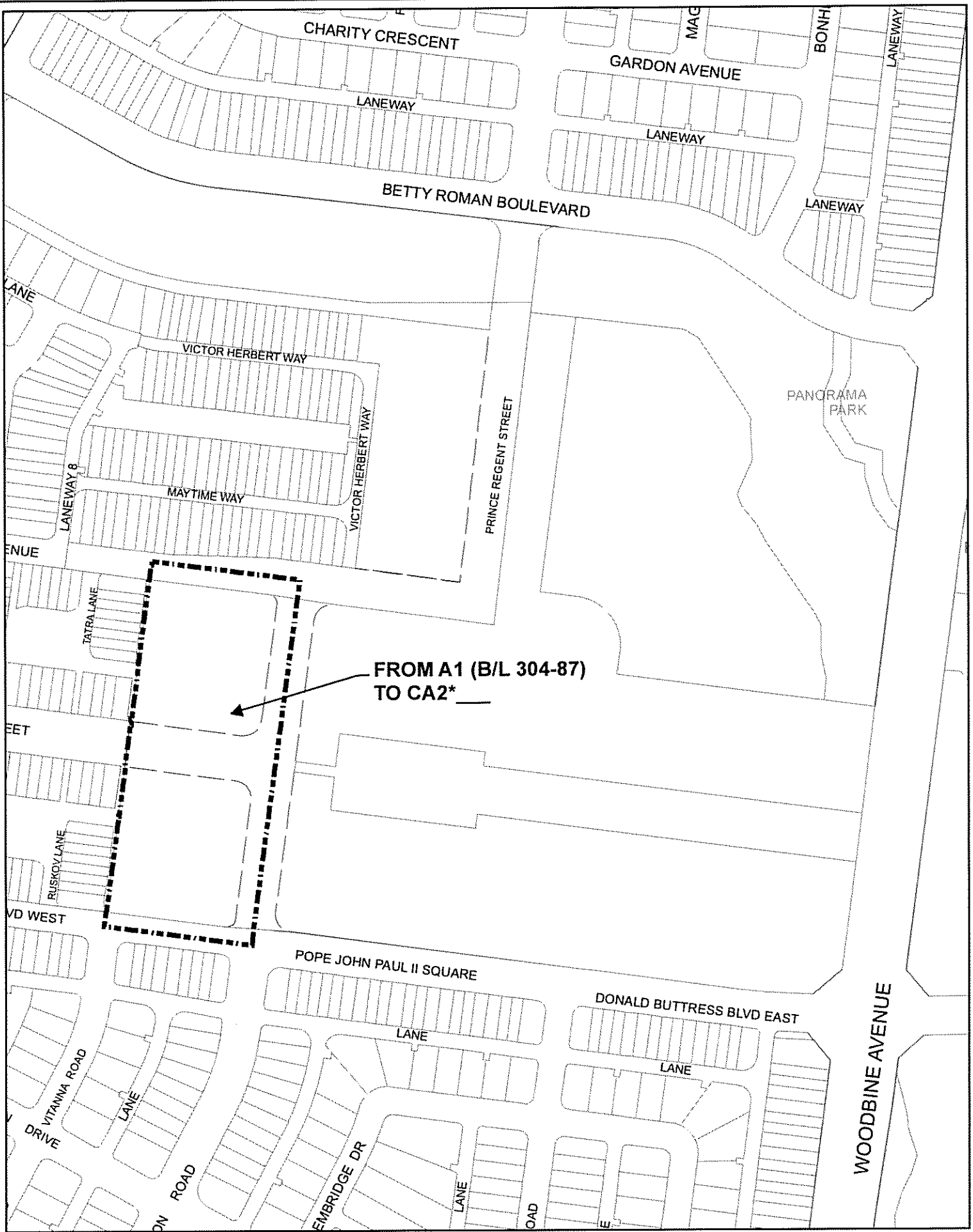
Existing Zoning

The lands are presently zoned Agriculture (A1) by By-law 304-87, as amended.

Purpose and Effect

The purpose of the by-law amendment is to delete the lands from By-law 304-87, as amended, and incorporate the lands into the Community Amenity Two zone within By-law 177-96, as amended.

The effect of the by-law amendment is to allow the construction of two four storey mixed commercial and residential buildings.



BY-LAW SCHEDULE 'A' TO BY-LAW AMENDING BY-LAW 177-96 DATED



 BOUNDARY OF AREA COVERED BY THIS BY-LAW SCHEDULE

 A1 AGRICULTURE ONE

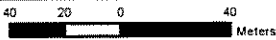
 *No. EXCEPTION SECTION NUMBER

 CA2 COMMUNITY AMENITY TWO

Q:\Geomatics\New Operation\By-Laws\OP\OP_ZA_SU13109102.mxd



DEVELOPMENT SERVICES COMMISSION



Drawn By: CPW Checked By: GS

DATE:13/06/2014

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

**THE CONDITIONS OF THE CITY OF MARKHAM TO BE SATISFIED PRIOR TO
RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION 19TM-13001 (King
David Inc.) ARE AS FOLLOWS:**

1. General

- 1.1 Approval shall relate to a draft plan of subdivision prepared by RJForhan and Associates, identified as Project Number 13-12, Drawing No. DPS-1, dated March, 2014, incorporating the following redline revisions:
 - ROW rounding radius for all roadway intersections to be shown
- 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 -----, 2014 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 acknowledges and understands that prior to final approval of any phase of this draft plan of subdivision, amendments to Zoning By-laws 304-87 and 177-96 to implement the plan shall have come into effect in accordance with the provisions of the Planning Act.
- 1.5 The Owner acknowledges and understands that prior to final approval, the Region of York shall confirm that adequate water supply and sewage servicing capacity are available and that the City has allocated such capacity for the development proposed within this plan of subdivision or any phase thereof. A Holding ('H') provision in the Zoning By-law will be utilized to prohibit development of the lands until adequate water supply and sewage servicing capacity are available and have been allocated.
- 1.6 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, (Commissioner of Development Services) to implement or integrate any recommendations resulting from studies required as a condition of draft approval, including but not limited to, Traffic Impact Study / Internal Functional Traffic Design Study, Stormwater Management Study, Internal Servicing Study, Noise Impact Study, the updated Cathedral Precinct Plan, 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 The road allowances within the draft plan shall be named to the satisfaction of the City and the Region of York.
- 2.2 The road allowances within the draft plan shall be dedicated as public highways, free of all costs and encumbrances to the satisfaction of the City.
- 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).
- 2.4 The Owner shall convey, upon registration of the plan of subdivision, 0.3m reserves as required by the City or other agencies, free of all costs and encumbrances, to the satisfaction of the City.
- 2.5 The Owner shall covenant and agree in the subdivision agreement to provide temporary turning circles and any necessary easements where required at their cost. The Owner shall also covenant and agree in the subdivision agreement to remove them and restore the streets to their normal condition at their cost when required by the City, to the satisfaction of the City (Commissioner of Development Services). The design of the temporary turning circles, and any implications on surrounding land use, shall be addressed in the subdivision agreement to the satisfaction of the City.
- 2.7 Prior to the final approval of the draft plan, the Owner shall show the ROW rounding radius of all road intersections, as redlined on the draft plan, to the satisfaction of the City (Commissioner of Development Services).
- 2.7 The Owner shall covenant and agree in the subdivision agreement to implement the traffic calming measures identified in the Traffic Impact Study / Internal Functional Traffic Design Study. The Owner shall further agree to implement additional traffic calming measures, prior to assumption of the plan of subdivision, if it is determined by the City that additional traffic calming measures are required.
- 2.8 The Owner shall covenant and agree to revise the Draft Plan to accommodate the recommendations of the Traffic Impact Study / Internal Functional Traffic Design Study, particularly related to width of the ROW to the satisfaction of the City (Commissioner of Development Services).
- 2.9 The Owner shall covenant and agree to provide daylight triangles at the intersection of Woodbine Ave. and Stephen B. Roman Boulevard. Size of daylight triangles shall be in accordance with recommendations in the Traffic Impact Study / Internal Functional Traffic Design Study.

- 2.10 The Owner shall covenant and agree to revise ROW layout of Anthony Roman Boulevard / Pope John Paul II Square at the right-angle bend, as per recommendations in the Traffic Impact Study / Internal Functional Traffic Design Study.

3. Community Design

- 3.1 The Owner shall submit a *Precinct Plan* for the Cathedral Precinct to be approved by the City prior to final approval of Phases 2 and 3 of the plan of subdivision.
- 3.2 The Owner shall implement and incorporate all requirements of the approved *Cathedral Community Design Plan* and *Precinct Plan* into all landscape plans, architectural control guidelines, engineering plans and any other required documents, including red-line revisions to the draft plan, if required.
- 3.3 The Owner shall retain a design consultant to prepare architectural control guidelines to be submitted to the Director of Planning and Urban Design for approval prior to execution of the subdivision agreement.
- 3.4 The Owner shall retain a design consultant to implement the approved *Architectural Control Guidelines*.
- 3.5 Plans submitted for model home permits for any building within the plan of subdivision shall bear an approval stamp identifying the architectural company retained for architectural control and the signature of the control architect. The approval stamp shall certify that the floor plans, building elevations and site plans are designed in accordance with the approved architectural control guidelines.
- 3.6 The Owner shall ensure that the design architect for any buildings within the plan of subdivision shall not also assume the role of control architect for the plan of subdivision.
- 3.7 The Owner shall agree to achieve LEED Silver or above and provide written confirmation from a certified LEED consultant upon completion of construction of the proposed development, that LEED silver has been achieved, to the satisfaction of the Commissioner of Development Services;
- 3.8 The Owner shall agree to apply the primary bird friendly treatments or above in accordance with the *City of Markham Bird Friendly Guidelines*;

4. Parks and Open Space

- 4.1 The Owner shall convey parkland and open space blocks to the City at the time of registration of Phase 2 of the plan of subdivision, in a condition satisfactory to the Commissioner of Development Services.

- 4.2 The Owner shall provide a specialized depth of topsoil in the entire municipal boulevard to appropriately plant boulevard trees to the satisfaction of the Director of Planning and Urban Design and in accordance with the *City of Markham Streetscape Manual* dated June 2009, as amended from time to time;
- 4.3 The Owner shall post approved copies of any 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.

5. Parkland Dedication

- 5.1 The Owner shall provide an easement for unrestricted public access to the Cathedral Squares, Block 4, 7 and 10 inclusive, at the time of execution of the subdivision agreement.
- 5.2 The Owner shall submit a maintenance plan as part of an *Easement of Public Access Agreement* to ensure the Cathedral Squares, Block 4, 7 and 10 inclusive will be maintained at or above the City's standards.
- 5.3 The Owner shall submit a parkland dedication summary for the Cathedral Community prior to site plan approval and zoning by-law amendment approval for Phases 2 and 3.
- 5.4 The Owner shall convey Block 12 for public park purposes to the City, free of all costs and encumbrances, to the satisfaction of the Director of Planning and Urban Design, upon registration of the Phase 2 plan of subdivision.
- 5.5 Parkland dedication for this plan of subdivision is set out in the provisions of the "Cathedral West Parks and Open Space Agreement." The owner shall provide additional parkland dedication or cash-in-lieu payment in accordance with the current *City of Markham Parkland Dedication By-law* if the proposed unit count within this draft plan of subdivision exceeds the requirement as set out in *Chart 4 West Cathedral Open Space Study dated November 2004* of the *Cathedral West Parks and Open Space Agreement*.

6. Landscape Works

- 6.1 Prior to release for registration for each phase of the plan of subdivision, the Owner shall submit landscape plans prepared by a qualified person based on the approved *Cathedral Community Design Plan* and *Precinct Plan* into all landscape works, to the satisfaction of the Director of Planning and Urban Design:

- a) a streetscape master plan for all public streets abutting high density mixed use blocks showing a maximum spacing of 1 tree every 10 meters, tree grates, street furniture, lighting, decorative paving, landscape treatments, bike lanes and on-street parking;
- b) a detailed streetscape plan for Stephen B. Roman Boulevard, block 16, showing a landscape median, a maximum spacing of 1 tree every 10 meters, tree grates, street furniture, lighting, decorative paving, landscape treatments, bike lanes and on-street parking;
- c) a detailed landscape plan showing a landmark at Stephen B. Roman Boulevard and Woodbine Avenue in accordance with the *Community Design Plan*;
- d) a detailed streetscape plan for Woodbine Avenue;
- e) a detailed landscape plan and landscape works for block 12 and proposed upgrades to the lake including planting, trails, seating and viewing areas, and landscape features for the proposed lake and associated open space areas;
- f) detailed landscape plans for all public and private open spaces showing an interconnected system and location of public art;
- g) mid-block pedestrian connections through blocks 14 and 15;
- h) noise attenuation fencing as per the recommendations of the noise report;
- i) fencing and planting of all walkway blocks;
- j) fencing between low density residential and higher density residential and commercial sites;
- k) street lights details and the associated master layout plan;
- l) any other landscaping as determined by the *Community Design Plan*, *Precinct Plan* and the *Environmental Master Drainage Plan*.
- m) street trees planting secured through the approval of site plan of the respected phases. The size, species, planting soils, installation and maintenance period shall be to the satisfaction of the City and in accordance with the *City of Markham Streetscape Manual* dated June 2009, as amended from time to time;

6.2 The Owner shall covenant and agree in the subdivision agreement to construct all landscaping in accordance with the approved plans at no cost to the City.

6.3 Prior to execution of subdivision agreements, 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.

6.5 The Owner shall not permit their builders to charge home purchasers for the items listed in Condition 6.1.

6.6 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 4.1a)
- CORNER LOT FENCING
- REAR LOT LINE FENCING AT LANES (IF SPECIFICALLY REQUIRED BY THE CITY)
- 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 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."

7. Tree Inventory and Tree Preservation Plan

- 7.1 The Owner shall submit for approval a tree assessment and 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.
- 7.2 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.
- 7.3 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.
- 7.4 The Owner shall submit for approval, as part of the tree assessment and 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.

8. Noise Impact Study

- 8.1 Prior to final approval of any phase of the draft plan, the Owner shall submit a 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 the Region of York. 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.
- 8.2 The Owner shall 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). The Owner will be responsible for including all noise warning clauses in the Offers of Purchase and Sale, including any Offers of Purchase and Sale entered into prior to execution of the subdivision agreement.
- 8.3 The Owner shall agree in the subdivision agreement to convey the necessary Blocks to the City as buffer blocks, free of all costs and encumbrances. These Blocks shall be conveyed in a physical condition that is satisfactory to the City.

9. Stormwater Management

- 9.1 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, Ministry of Environment (MOE), Ministry of Natural Resources (MNR) and the Toronto and Region Conservation Authority (TRCA). The Owner acknowledges and agrees that they will be required to construct / modify the existing stormwater management facilities (Pond E3) 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.
- 9.2 Prior to final approval of Phase 2 of the draft plan, the Owner shall submit detailed engineering drawings for the construction / modification of existing stormwater management facilities (Pond E3) and overland routes, prepared by a qualified consultant, as required by the City. Should the proposed modifications to the existing stormwater management facilities (Pond E3) and overland routes be approved by the City and applicable external agencies, the Owner shall agree to construct the modified facility with the construction of Phase 2 of the draft plan.
- 9.4 The Owner shall 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 MOE, MNR, and TRCA and to the

satisfaction of the City.

- 9.5 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.

10. Municipal Services

- 10.1 Prior to final approval of any phase of the draft plan, the Owner shall prepare, to the satisfaction of the City (Commissioner of Development Services), a Functional Servicing Report to determine the infrastructure required for all municipal services internal to 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.
- 10.2 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), underground and above ground services, street lights, street signs, utilities, stormwater management facilities, etc., to the satisfaction of the City (Commissioner of Development Services).
- 10.3 Prior to final approval of the draft plan, detailed engineering drawings shall be provided 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, stormwater management detail plans, etc. to the satisfaction of the City (Commissioner of Development Services).
- 10.4 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.
- 10.5 The Owner shall acknowledge and agree in the subdivision agreement that, notwithstanding that the City may approve an interim servicing connection for a portion of the lands/development within the draft plan of subdivision, no building permits will be issued for any development beyond that which can be adequately serviced by the interim connection. Further servicing allocation approved by Council is required prior to the issuance of further building permits.

11. Easements

- 11.1 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.

12. Dewatering

- 12.1 The Owner shall agree in the subdivision agreement to prepare a groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure, to the satisfaction of the Director of Engineering. Interactions between untreated (or insufficiently treated) surface and groundwater, shallow ground water, and dewatering requirements must be identified, with refinements and/or revisions made as necessary to the stormwater management system to mitigate against any potential impacts, to the satisfaction of the City. No permanent dewatering of groundwater or interflow associated with any component of this development shall be permitted, unless it can be demonstrated to the satisfaction of the City, that any potential impacts to groundwater resources can be adequately mitigated.
- 12.2 The need for liners associated with the stormwater management system shall be assessed, and suitable liners shall be provided where necessary.

13. Traffic Impact Study / Internal Functional Traffic Design Study

- 13.1 Prior to final approval of any phase of the draft plan, the Owner shall prepare a Traffic Impact Study / Internal Functional Traffic Design Study to the satisfaction of the City. The Owner shall incorporate the requirements and criteria of the Traffic Impact Study / Internal Functional Traffic Design Study into the draft approved plan and subdivision agreement.

14. Parking Study/Strategy

- 14.1 Prior to final approval of any phase of the draft plan, the Owner shall prepare a Parking Study/Strategy to the satisfaction of the City. The Owner shall incorporate the requirements and criteria of the Parking Study/Strategy into the draft approved plan and subdivision agreement.

15. Utilities

- 15.1 Prior to release for registration of the draft plan, the Owner shall prepare an overall utility distribution plan (Composite Utility Plan) to the satisfaction of the

City and authorized agencies.

- 15.2 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 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.
- 15.3 The Owner shall covenant and agree in the subdivision agreement to enter into any agreement or agreements required by any applicable utility companies, including Power Stream, Enbridge Gas, telecommunications companies, etc. in order to service the development.
- 15.4 The Owners 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.
- 15.5 The Owners 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.
- 15.6 The Owners 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.
- 15.7 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.
- 15.8 The Owner shall covenant and agree in the subdivision agreement 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.

15.9 The Owner covenants and agrees to provide easements for utilities/telecommunications/vaults as required by the City to the satisfaction of the City.

15.10 The Owner covenants and agrees to advise all utility and telecommunications carriers that plans for medium and large sized vaults are to be submitted to the City for review and approval. Drawings are to be approved by the Commissioner of Development Services and are to include location, grading, fencing, landscaping, access, and elevations of structures, etc.

16. Development Charges

16.1 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.

16.2 The Owner shall pay all fees and development charges as set out in the subdivision agreement.

17. Environmental Clearance

17.1 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 in accordance with this Agreement. The Owner acknowledges that it has retained a "Qualified Person" 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.

17.2 The Owner covenants and agrees that, prior to execution of this 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.

17.3 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.

- 17.4 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, councillors, 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.

18. Well Monitoring Program and Mitigation Plan

- 18.1 Prior to any site alteration activities, the Owner shall check if there are any active wells within 500 metres 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.

19. Other City Requirements

- 19.1 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.
- 19.2 Prior to final approval, the Trustee of the Cathedral Community Developers' Group agreement shall deliver a release to the City indicating the Owner has satisfied all conditions of the Group agreement and the Trustee has no objection to the registration of this draft plan of subdivision.
- 19.3 The Owner acknowledges and agrees that firebreak lots within the draft plan shall be designated in the subdivision agreement, to the satisfaction of the Fire Chief. The Owner shall provide a letter of credit in an amount to be determined by the

Fire Chief at the subdivision agreement stage to ensure compliance with this condition.

- 19.4 The Owner and the City acknowledge and agree that the draft plan of subdivision is comprised of three phases and will be registered in three phases. Site plan approval will be required for all phases of development.
- 19.5 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.

20. Region of York

1. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Markham and York Region.
2. Prior to final approval York Region shall confirm that adequate water supply and sewage servicing 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. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
3. The Owner shall agree in the Subdivision Agreement that the Owner shall save harmless the City of Markham and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
4. The Owner shall agree in the subdivision agreement that the development in Blocks 1 to 12, inclusive shall proceed through the site plan control process and the subject site plans shall be submitted to the Capital Planning and Delivery Branch for review and record.
5. Prior to final approval, the engineering drawings showing the layout of the watermains and sewers shall be submitted to the Region's Capital Planning and Delivery Branch for review.

6. The Owner shall agree in the Subdivision Agreement that any direct connection to a York Region water or wastewater system requires Regional approval prior to construction, and engineering drawings showing details of the connection shall be submitted to the Region's Capital Planning and Delivery Branch for approval
7. For all lands, the Holding (H) provisions of Section 36 of the *Planning Act* shall be used in conjunction with all residential zone categories in order to ensure that final plan approval and development of the subject lands does not occur until such time as the Holding (H) symbol is removed in accordance with the provisions of the *Ontario Planning Act*. The Zoning By-law shall specify the terms under which Council may consider the removal of the Holding (H) symbol. Said terms include a minimum of the following:
 - The City of Markham approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure, or
 - York Region has advised in writing that the required infrastructure to support the capacity assignment associated within this development will be completed within a time period acceptable to the Region (usually 6 to 36 months depending on the complexity of the development) to permit the plan registration, or
 - The Regional Commissioner of Environmental Services confirms servicing allocation for this development by a suitable alternative method and the City of Markham allocates the capacity to this development.
8. Prior to final approval, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required Regional road improvements for this subdivision. The report/plan, submitted to the Transportation and Community Planning Department for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.
9. Prior to final approval, the Owner shall provide a written undertaking, to the satisfaction of the Transportation and Community Planning Department that the Owner agrees to implement the recommendations of the functional transportation report/plan as approved by the Transportation and Community Planning Department.
10. Prior to final approval, the Owner shall submit detailed engineering drawings to the Transportation and Community Planning Department for review and approval that incorporate the recommendations of the functional transportation report/plan as approved by the Transportation and Community Planning Department. Additionally, the engineering drawings shall include the subdivision storm drainage system, erosion and siltation control plans, site grading and servicing, plan and profile drawings for the proposed intersections, construction access and mud mat design, utility and underground servicing location plans, pavement markings, electrical drawings for intersection signalization and illumination design, traffic control/construction staging plans and landscape plans.
11. Prior to final approval, the location and design of the construction access for the subdivision work shall be completed to the satisfaction of the Transportation and Community Planning Department and illustrated on the Engineering Drawings.

12. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Transportation and Community Planning Department, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
13. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Transportation and Community Planning Department, that elevations along the streetline shall be 0.3 metres above the centreline elevations of the York Region roadway, unless otherwise specified by the Transportation and Community Planning Department.
14. Prior to final approval, the Owner shall submit drawings depicting the following to the satisfaction of York Region staff:
 - a) All existing woody vegetation within the York Region road right-of-way,
 - b) Tree protection measures to be implemented on and off the York Region road right-of-way to protect right-of-way vegetation to be preserved,
 - c) Any woody vegetation within the York Region road right-of-way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right-of-way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal,
 - d) A planting plan for all new and relocated vegetation to be planted within the York Region road right-of-way, based on the following general guideline:

Tree planting shall be undertaken in accordance with York Region standards as in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed and included in the subdivision agreement, they will require the approval of the City and be supported by a Maintenance Agreement between the City and the Region for City maintenance of these features; any such Maintenance Agreement should indicate that where the area municipality does not maintain the feature to York Region's satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region.

15. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Transportation and Community Planning Department, 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.
16. The Owner shall agree prior to the development approval of any development blocks in this plan of subdivision, that direct vehicle access from any development lots or blocks to Woodbine Avenue will not be permitted. Access must be obtained through the internal road network.

17. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Transportation and Community Planning Department, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
18. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Transportation and Community Planning Department that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.
19. Prior to final approval, the Owner shall engage the services of a consultant to prepare and submit for review and approval, an updated noise study to the satisfaction of the Transportation and Community Planning Department recommending noise attenuation features.
20. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Transportation and Community Planning Department, to implement the noise attenuation features as recommended by the noise study and to the satisfaction of the Transportation and Community Planning Department.
21. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Transportation and Community Planning Department, 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.
22. The following warning clause **shall be included in a registered portion of the subdivision agreement** with respect to the lots or blocks affected:

"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants".
23. Where noise attenuation features will abut a York Region right-of-way, the Owner shall agree in the subdivision agreement, in wording satisfactory to York Region's Transportation and Community Planning Department, 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;
- c) that maintenance of the noise barriers and fences bordering on York Region right-of-ways shall not be the responsibility of York Region; and
- d) that any landscaping provided on York Region right-of-way by the Owner or the area municipality for aesthetic purposes must be approved by the Transportation and Community Planning Department and shall be maintained by the area municipality with the exception of the usual grass maintenance.

YRT/Viva requires that:

- 24. Prior to final approval, the Owner shall satisfy the Regional Municipality of York, Transportation and Community Planning Department that the services to be installed within or in conjunction with the Plan will provide for sidewalks on both sides of the roadway listed below, unless only one side of the street lies within the limits of the subject lands. The sidewalks shall meet the local municipality's standards, and be provided by the Owner along the subject lands' frontage onto roadway that will have transit services.

Future YRT/Viva transit services are planned for the following roadway or sections of:

- Woodbine Avenue

- 25. Prior to final approval, the Owner shall satisfy the Regional Municipality of York Transportation and Community Planning Department and the area municipality that the services to be installed by the Owner within or in conjunction with the Plan will provide a concrete pedestrian access connection from the internal roadway to the Regional roadway as follows:

- From Stephen B. Roman Boulevard to Woodbine Avenue

The concrete pedestrian access connection shall meet the local municipality's standards for sidewalks and shall be owned and maintained by the area municipality.

- 26. The Owner shall agree in the subdivision agreement to convey lands to the local municipality to provide for such pedestrian access connection referred to in Condition 2 above.
- 27. The Owner shall satisfy the Regional Municipality of York, Transportation and Community Planning Department that the services to be installed within or in conjunction with the Plan will provide the passenger standing area/shelter pad identified below and shall be installed to the satisfaction of the local municipality and York Region Transit. The Region confirms that all such passenger standing area/shelter pad shall be owned and maintained by the Region and that

the local municipality shall have no responsibility for those notwithstanding that they may be included in the subdivision agreement.

Subject to approval by YRT/Viva, passenger standing area and shelter pad shall be provided at the following location:

ON Street	AT Street	Location	Standard	Traffic Signal Request
Woodbine Ave.	Donald Buttress Blvd.	NW	YRT-1.03	n/a

The passenger standing area/shelter pad shall be provided at no cost to York Region and shall be provided concurrently with construction of necessary sidewalks. The Owner may apply for a development charge credit, in accordance with the York Region - Road Works development charge credit guideline for passenger standing areas and shelter pads.

Landscaping should not interfere with the bus stop, passenger standing area, shelter or corner sightlines. Bus stop located in front of the employment areas shall be incorporated into the landscape design.

The bus stop location determined during the design phase is subject to change. Prior to construction of the passenger standing area/shelter pad, the Owner/consultant shall confirm with YRT/Viva the final bus stop location/requirements. The Owner/consultant is to contact YRT/Viva Facilities Supervisor (tel. 905-762-2111) to confirm final details.

28. Prior to final approval, the Owner shall submit drawings showing, as applicable, the sidewalk locations, concrete pedestrian access, passenger standing area and shelter pad to the satisfaction of York Region.
29. The Owner shall agree in the Subdivision Agreement to advise all potential purchasers of the existing and future introduction of transit services in this development as identified in the following warning clause shall be included in a registered portion of the subdivision agreement with respect to the lots or blocks affected:

"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants" condition 17. This includes current and potential transit routes, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT/Viva route maps, Future Plan maps & providing YRT/Viva website contact information) at sales offices and appropriate notification clauses in purchase agreements. The YRT/Viva route maps and the Future Plan maps are available from YRT/Viva upon request.

30. The Owner shall satisfy the Regional Municipality of York, Transportation and Community Planning Department that the services to be installed within or in conjunction with the Plan

will include illumination in accordance with the local municipality's design standards along all streets which will have transit services, sidewalks, pedestrian access and bus stop location.

31. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the Region's Transportation and Community Planning Department, outlining all requirements of the Region's Transportation and Community Planning Department.
32. 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 prior to the final approval in accordance with By-law #2012-36.
33. The Owner shall advise the Region's Transportation and Community Planning Department that Conditions 1 to 32 inclusive, have been satisfied.

21. Toronto and Region Conservation Authority

1. That prior to any grading, development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant submit for the review and approval of the TRCA:
 - a. A detailed engineering report that describes the storm drainage system (quantity and quality) for the proposed development of the subject lands in accordance with the Functional Servicing Report prepared by R.V. Anderson Associates Limited, dated February 7, 2014. This report shall include:
 - i. plans illustrating how this drainage system will tie into surrounding drainage systems and storm water management techniques which may be required to control minor or major flows;
 - ii. appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources;
 - iii. proposed methods for controlling or minimizing erosion and siltation on-site during and after construction, in accordance with the current Sediment and Erosion Control Guidelines utilized by the TRCA;
 - iv. location and description of all outlets and other facilities, grading, site alterations or development which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation;
 - v. confirmation that all of TRCA's stormwater management criteria have been met or exceeded for this development including the 5 mm on-site stormwater retention / erosion control criteria;
 - vi. water balance measures with supporting calculations;
 - vii. detail drawings, locations and plans for proposed water balance measures on the appropriate drawings;
 - viii. detailed grading plans and site servicing plans.

- b. A detailed and comprehensive Erosion and Sediment Control Plan, which complies with the TRCA's Erosion and Sediment Control Guidelines for Urban Construction (available at www.sustainabletechnologies.ca);
 - c. A detailed Hydrogeological Report addressing subsurface soil and groundwater conditions for the underground parking garage and building foundations.
- 2. That the owner agree in the subdivision agreement, in wording acceptable to the TRCA:
 - a. to carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical report and plans referenced in TRCA's conditions;
 - b. to maintain all stormwater management and erosion and sediment control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA;
 - c. to implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property;
 - d. to obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA as required.
- 3. That the draft plan be red-lined revised in order to meet the requirements of the TRCA's conditions, if necessary.

22. Ministry of Natural Resources

- 21.1 The Owner shall agree in the subdivision agreement to satisfy all requirements of the Ministry of Natural Resources with respect to a Redside Dace (endangered species) potential impact on the draft plan of subdivision.

23. External Clearances

- 22.1 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 Planning Department shall advise that Conditions 2.1, 8.1 and 20 have been satisfied.
 - b) The Toronto and Region Conservation Authority shall advise that Conditions 9.1 and 21 have been satisfied.

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April 22, 2014

City of Markham
101 Town Centre Blvd
Markham, Ontario
L3Y 1W2

Attention: Jim Baird, Commissioner of Development Services, City of Markham

RE: **King David Inc. Planning Applications**
Application for Official Plan Amendment (OP 13 109102)
Application for Zoning By-Law Amendment (ZA 13 109102)
Application for Draft Plan of Subdivision (SU 13 109102)
Application for Site Plan, Phase (SC 13 138564 & SC 138565)

Dear Mr. Baird,

RJ Forhan & Associates is the agent of record for King David Inc. on land use planning matters in Cathedraltown. As you are aware, King David is now focussed on the implementation of the Cathedral Piazza, as approved in the Community Design Plan. The Cathedral Piazza is the subject of the planning applications currently before Markham, for approval. All phases of development of Cathedraltown have been completed as approved in the Community Design Plan, except for the Cathedral Piazza.

The above referenced planning applications were filed by RJ Forhan & Associates in June 2013, to the City of Markham, and the applications for official plan amendment, zoning by-law amendment and draft plan of subdivision were subject to a Statutory Public meeting that occurred on April 1, 2014. At the Statutory Public meeting, the Development Services Committee received the applications and made a series of motions on how the applications would continue to move through the planning process. On April 16, 2014, King David Inc. met with certain members of the Development Services Committee, namely Councillor Heath, Councillor Moretti, and Councillor Ho, as well as Planning Staff. There were a number of agreements made during this meeting. In order to facilitate these agreements, King David is committed to the following:

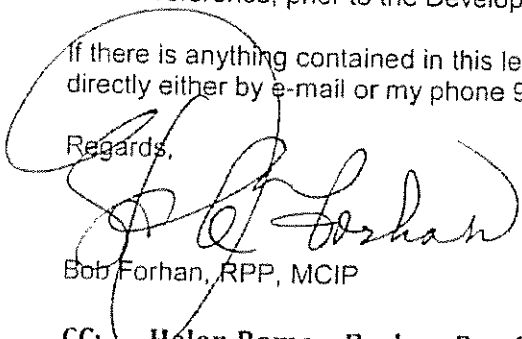
- 1) King David hereby amends its planning applications for official plan amendment and zoning by-law amendment, specific to a phased-in strategy, as contemplated by the draft plan of subdivision. That is, the application for official plan amendment, as filed, pertains to Phase 1 only, and the application for zoning by-law amendment, as filed, pertains to Phase 1 only.
- 2) King David requests that Planning staff prepare a report, recommending approval of the application for draft plan of subdivision in its entirety, including the Phasing

Plan, and location of roads to be dedicated to the municipality, and will specify that Phase 1 will proceed immediately.

- 3) King David requests that Planning staff will include in the same report, a recommendation for the approval of the application for an official plan amendment, as it pertains to Phase 1 only. The FSI for Phase 1 does not exceed 2.0 FSI which is consistent with the FSI requirements for the mixed-use designation of the Cathedral Precinct in the approved Secondary Plan.
- 4) King David requests that Planning staff will include in the same report, a recommendation for the approval of the application for a zoning by-law amendment, as it pertains to Phase 1 only.
- 5) King David agrees that Phase 2 will be subject to a Statutory Public meeting to consider the application for official plan amendment and the application for zoning by-law amendment for Phase 2, only.
- 6) King David agrees that Phase 3 will be subject to a Statutory Public meeting to consider the application for official plan amendment and the application for zoning by-law amendment for Phase 3, only.
- 7) King David agrees that, upon the immediate approval of the Phase 1 site plan, it will prepare the Phase 2 site plan as expeditiously as possible, so that Markham has a clear understanding of the Cathedral Piazza design, including the Piazza, the mixed-use buildings, the public spaces, and parking, based on the approved Community Design Plan.
- 8) King David agrees, at this time, to a working group, for the purpose of addressing planning issues that may arise from the planning applications for Phase 2. King David understands that Markham staff will prepare terms of reference for the working group focussed on the implementation of the Cathedral Piazza, as approved in the Community Design Plan. King David will review the terms of reference, prior to the Development Services Committee on April 29/2014.

If there is anything contained in this letter that requires clarification, please contact me directly either by e-mail or my phone 905-251-4888.

Regards,


Bob Forhan, RPP, MCIP

CC: Helen Roman-Barber, President, King David Inc.
Frank Scarpitti, Mayor, City of Markham
Rino Mostacci, City of Markham
Gary Sellars, City of Markham
Ron Blake, City of Markham
Michael Poos, RJ Forhan Associates

E **APPENDIX E** - Letter from Cathedral Ratepayers Association outlining a list of deficiencies in the community

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
	The Background			
A-01	Lack of attention and oversight from the City. Development of a long dragging and Sub-standard Community.	"The Owner covenants and agrees to incorporate the requirements and criteria of the West Cathedral Community Design Plan, dated April 13, 2004 and approved subject to conditions as identified in "The West Cathedral Community Design Plan" report to Council	Section 3.1. (p12)	

Number	City of Markham Staff Responses	King David Comments
A-01	<p>The Community Design Plan is intended to be a visionary document that sets out the developer's urban design intent for the community. It is also intended to assist City staff during the review of development applications. However, it is not intended to be used or interpreted as a strict regulatory document similar to a Secondary Plan or Zoning By-law. The as-built Cathedral Community generally reflects the intent of the guidelines and illustrations contained in the Community Design Plan, subject to conformity with development standards and requirements of the City and other regulatory agencies. Certain design elements have yet to be completed by the developer, as outlined herein.</p>	<p>King David Inc. was not the Developer of any of the previous phases of Cathedraltown.</p> <p>Phases 1 & 2 of Cathedraltown were developed and build by the co-ownership of Romandale Farms (landowner), Fram (builder), and Bordeaux (developer) and subsequently have been assumed by the City.</p> <p>The improvements to the Lake and Channel will be a collaborative effort between The City, which owns the lands, and King David Inc. King David Inc. will agree that these improvements may form part of the approval for conditions for Phase II, the Cathedral Precinct.</p> <p>Phase 3 Residential & High Street was developed by the Crown of Markham, Kerbal Company, and built by Andrin Homes, also a Kerbal Company. Any deficiencies within Phase 3 will need to be addressed by Crown of Markham.</p> <p>The 100 acres south of Donald Buttress Blvd West and Pope John Paul II Square South is not a formal part of Cathedraltown. These lands were purchased and developed by Monarch. If there are any deficiencies, they will need to be addressed by Monarch.</p> <p>Monarch is also the developer and builder of Garden Court Condominium and Townhomes. If there are any deficiencies, they will need to be addressed by Monarch.</p>

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
A-02	Not remotely close to what was promised	<p>"Most exquisite Community"</p> <p>"A Community of Unmistakable Distinction"</p> <p>"European-style piazza within colourful boutiques and inviting cafes overlooking a magnificent water features.... majestic avenues... decorative fences and artistic fountains"</p> <p>"Cathedraltown is an artful blend of old world splendour and new world advantages."</p> <p>"Reminiscent of class European towns, the piazza will have shops, cafes, and seasonal outdoor markets allowing residents to take full advantage of all the natural amenities."</p> <p>"Cathedraltown. brings the splendour of European design to Canada."</p>	CDP concept per presentations/sale documents	

Number	City of Markham Staff Responses	King David Comments
A-02	<p>The Community Design Plan's commitment to a "vision of a community having a central area which resembles a traditional European Cathedral town rather than another North American suburban development" is further guided through:</p> <ul style="list-style-type: none"> a) Securing three publicly accessible piazzas within the core of the Cathedral Precinct as community focal amenity (not yet built, part of Phase 2 Cathedral Precinct applications); b) Establishing the Georgian/Regency style as the predominant architectural style in the Architectural Design Guidelines to provide uniform and consistent design reflective of European Towns (for example, design of residences north and south of the Cathedral Precinct reflect the intended Georgian style); c) Creating a distinct street identity within the "Ceremonial Routes" (High Street, Pope John Paul II Square, Steven B Roman Blvd), including specific light fixtures, and discouraging the use of too many competing design elements that would detract from the dominant desired view of the Cathedral; d) Orienting key public streets and public open spaces to open up view of the Cathedral (eg. High Street; Prince Regent Street; and Russel Dawson Road); e) Regulating building height in relation to the height of the Cathedral (to be implemented as part of the Cathedral Precinct applications currently under review); <p>These design strategies are unique to Cathedral Town, and the City has applied them during its review and approval of development applications. The community, when fully built out will incorporate all of these Community Design Plan elements.</p>	<p>The Author of these comments, Shant Kouyoumdjian the President of Cathedraltown Ratepayers Association, lives on Prince Regent Street, which is a Ceremonial route with beautiful architecture, ceremonial lighting and decorative fencing.</p> <p>Please refer to attached photos CT-01, CT-04, CT-08, CT-14, CT-17, CT-19</p>

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
B-01	The Vision Incompliant to the vision depicted in the Cathedral Community Design Plan	"There is a commitment to a vision of community having a central area which resembles a traditional European Cathedral town rather than another North American suburban development." (CDP 1.0)	CDP sec1.0 (p1)	Community loses sense of belonging and missing the sole focal point for the whole community
B-02	Unappealing and extremely boring building elevation, streetscape, architecture of the community. It is lack of character.	"The Cathedral Community is envisioned to be a collection of visually attractive, pedestrian oriented neighbourhoods that are connected through an integrated system of open space, parkland and streets. The community's central focus is the existing Cathedral	CDP sec. 1.1 (p3) <i>Not found in latest CDP</i>	Community loses sense of belonging and missing the sole focal point for the whole community; missing local live-work opportunity; adding traffic issues in peak hours
B-03	Nothing European, nothing indicating it is not just another American suburban.	"Generate a unique image for the Cathedral Community that is based upon European planning, architecture and urban design." (CDP 1.1)	CDP sec 1.1 (p3) Subd Agreement 05/02/2005 sec 2.9 <i>Section 2.9 not found in latest CDP</i>	Community loses sense of belonging
B-04	The hope for Cathedral town as a unique community for Markham vanishes.	"The Cathedral Community, with the Cathedral of the Transfiguration of Our Lord as a focal element, will be a unique community for Markham."	CDP 1.1 (p3)	

Number	City of Markham Staff Responses	King David Comments
B-01	<p>The proposed Cathedral Precinct applications (phases 1, 2, and 3) will complete the development of the Cathedral Community. As the central core and focal point for the Cathedral Community, with a strong mixed use character with grade-related commercial and residential above, a series of piazzas and open spaces adjacent to the cathedral and the pond (see comment A02 above), the build-out of these final phases of the community will play a key role in implementing the community's built character. Staff intend to work very closely with King David to ensure that development of this area reflects the intent and objectives of the Community Design Plan.</p>	
B-02	<p>Refer to response for A-02.</p>	<p>The community is designed using an urban grid. The neighbourhoods are highly integrated and connected by series of streets, walkways, bicycle paths, and urban parks.</p>
B-03	<p>Refer to response for A-02.</p>	<p>The architecture is an 18th Century style known as 'Georgian'. The designer of the community is Donald Buttress, a renowned British architect and 14th Surveyor of the Fabric of Westminster Abbey, after Sir Christopher Wren. Please refer to attached photos CT-13.</p>
B-04	<p>Refer to response for A-02.</p>	<p>Nothing has 'vanished'. The applications by King David are to see the completion of the Cathedral Piazza</p>

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
B-05	The City and the Council may argue these are subjective. Then why did the City allow subjective and non-measurable criteria as guidelines for the development of a community?	"The Objectives of the Community Design Plan are: - Define guidelines to promote consistency in the design of the public realm and provide a foundation for the review of future draft plans."	CDP 1.1 (p3)	
	Specific Items - Reinforce and protect the cathedral's prominent view and vistas.	Must NOT increase building height		
C-01	Cathedral Spiritual and Physical focus of community	"As both a spiritual and physical focus for the community, the Cathedral will be the central element of the commercial mixed-use, pedestrian-oriented Cathedral Precinct and High Street."	CDP 1.0 (page 1)	
C-02	Cathedral of the Transfiguration of Our Lord as a focal element	"The Cathedral Community, with the Cathedral of the Transfiguration of Our Lord as a focal element, will be a unique community for Markham. The Cathedral's physical and symbolic prominence is recognized"	CDP 1.0 (page 2)	

Number	City of Markham Staff Responses	King David Comments
B-05	Refer to response for A-02.	
C-01		The Cathedral of the Transfiguration exists as a spiritual and physical focus to the community. The Cathedral will be re-opened in late 2015.
C-02		See C-01 response. Key spiritual and physical elements of the Cathedral that have been completed include: limestone floors and staircases that lead to the choir loft and to the lower floor; decorative plaster work and capitals on columns; the mosaic of Our Lady; the mosaic in the Dome of the Pontecrator (Christ); restored and refurbished consecrated organ; mosaic of the Transfiguration of King David, Goliath and the Green Devil; the complete rebuild of the mosaic of the Transfiguration above the entrance doors to the Cathedral; the rebuild and renovation of the Cathedral Bells; re-established exterior lighting to the Cathedral; and other electricals. Works ongoing include the mosaics of the apostles; rebuild of the choir loft; improvements to the windows and exterior works.

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
C-03	Achieve community vision by protecting and reinforcing views and vistas of Cathedral	"The Vision will be achieved primarily through the following: The protection and reinforcement of views and vistas of the Cathedral..."	CDP 1.1 (Page 3)	
C-04	Cathedral is central focus of the community	"The community's central focus is the existing Cathedral..."	CDP 1.1 (Page 3)	
C-05	Recognize significant views and vistas to the community's central focal point, the Cathedral.	"The key structuring elements are: A Road Network that recognizes significant views and vistas to the community's central focal point - The Cathedral."	CDP 2.0 (Page 4)	
C-06	Cathedral Precinct a community focal point	"The objectives of the Community Design Plan are: Develop a community vision which would provide the foundation for architectural control guidelines and site plan approval which includes specific built form guidelines for area of special identity within the community such as: The Cathedral Precinct (community focal point)..."	CDP 1.1 (Page 3)	

Number	City of Markham Staff Responses	King David Comments
C-03	<p>The intent of the Community Design Plan is to protect and enhance views to the Cathedral by</p> <ul style="list-style-type: none"> • providing for a transition in heights from 3 storeys at periphery of precinct up to 4-6 storeys adjacent to Cathedral (to be implemented in the Cathedral Precinct applications); • ensuring that the Cathedral remains significantly higher than surrounding buildings (to be implemented through the Cathedral Precinct applications); • providing for a system of ceremonial streets (including Prince Regent Street; Pope John Paul II Square; Cathedral High Street; Donald Buttress Blvd; Stephen B Roman Blvd., and Betty Roman Blvd.) that provide views and vistas to the Cathedral from all directions throughout the community (see also response to A-02 above). <p>The City has reviewed all development applications with regard to these criteria and design guidelines and intends to maintain significant views and vistas of the Cathedral during the establishment of street blocks, development blocks, and open space blocks as a key component of the review and approval of applications in the Cathedral Precinct.</p>	<p>Please refer responses C-01/02 and to attached photos CT-01, CT-03 and CT-11</p>
C-04	Refer to response for C-03	Please refer responses C-01/02 and to attached photo CT-01
C-05	Refer to response for C-03	Please refer responses C-01/02
C-06	<p>In addition to responses A02 and C-03, the Cathedral Precinct is intended to serve as a community focal point through at-grade retail and commercial uses, moderately higher building densities and more urban built form; and a series of special urban squares and piazzas on the north and south sides of the Cathedral. It is important to note that these phases of the development have not yet been built and are the subject of the current applications by King David.</p>	<p>There are distinct ceremonial routes which lead to the Cathedral. Please refer to attached photo CT-01</p>

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
C-07	Precinct building heights transition from 3 storeys at periphery of precinct	"Cathedral Precinct: Generally heights of buildings within the precinct should transition from 3 storeys at the periphery of the precinct, to up to 6 storeys immediately adjacent the Cathedral within the core of the precinct."	CDP 3.1 (Page 13)	
C-08	Lowest order of building within the precinct should be 3 storeys	"The lowest order of buildings within the precinct should be 3 storeys and occur at the periphery of the precinct."	CDP 3.1 (Page 13)	
C-09	Protect and reinforce the Majestic Transfiguration Cathedral	MAJESTIC TRANSFIGURATION CATHEDRAL	Advertising materials	
D-01	Undelivered Amenities Lake (Undelivered)	<p>"Linear Open Spaces: That contain the channelized creek and forms open space links and culminate in a lake feature within the Cathedral Precinct."</p> <p>"Stormwater Management Facilities number 2 will be developed as a Lake feature within the Cathedral Precinct."</p> <p>"The lake will be characterized by a combination of formalized garden elements along to the street edge and adjacent to the green square. More naturalized components will be incorporated around the lake itself."</p> <p>"The Cathedral's physical and symbolic prominence is recognized with ... urban squares, a canal, a lake and axially aligned roads in its immediate vicinity."</p>	<p>CDP 5.9 (p51)</p> <p>CDP 5.1.3 (p54)</p> <p>CDP 1.0 (p2)</p> <p><i>Section 5.9 not found in latest CDP</i></p>	The whole community is missing a huge and key lake-park area. Community loses sense of belonging

Number	City of Markham Staff Responses	King David Comments
C-07	<p>The Cathedral Secondary Plan and the Community Design Plan provide a transition of building heights from 3 storeys at the periphery of the Precinct to 6 storeys within the cathedral square. In addition, the City intends that Views and Vistas studies will be required for each phase of development and will form part of the Precinct Plan review, to determine appropriate massing in relation to the Cathedral and to establish the parameters for Site Plan Review so that new development compliments the Cathedral and protect views and vistas from Ceremonial Routes.</p>	<p>The Built forms on High Street and Betty Roman Blvd are 3 storeys. Please refer to attached photo CT-01</p>
C-08	<p>Planning Staff interpret the phrase "the lowest order of buildings within the precinct should be 3 storeys..." to mean "the minimum building height within the precinct should be 3 storeys..."</p>	<p>The Built form in The Cathedral Precinct has always been 4-6 storeys in height.</p>
C-09		<p>see C-01 response.</p>
D-01	<p>In 2004 and 2005, Romandale Farms/404 Developments/Bordeaux, the team of developers and builders who built the Phase 1 and 2 subdivisions, were working with TRCA to develop an acceptable design for the proposed lake feature. However, the development team and the TRCA were not able to reach agreement on the lake design, and a design for a standard storm water management pond was proposed and approved by the City and TRCA to provide the essential storm water management functions required to service these subdivisions. The development team indicated that this was intended to be an interim solution to allow time to develop a design acceptable to approval agencies. Planning staff intend to work with King David to resolve the pond and associated features and implement a redesign, to the extent possible, as part of the implementation of the Phase 2 precinct development (Cathedral Square). However, it is important to note that the Toronto and Region Conservation Authority regulates the lands on which the pond, stream channel and proposed Belvedere are located. TRCA approval permits will be required before any works can proceed in lake/pond areas.</p>	<p>The Lake, Belvedere, North and South Promenades will be coming with Phases 2 & 3.</p>

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
D-02	Belvederes (Undelivered)	"Belvederes", "Water terrace", "Arcade" "Formal gardens, a Belvedere and Waterside Terraces encompass the views north while a grand bridge will lead to Cathedraltown's residential areas..."	Builder Site Plan Builder material	
D-03	Formal garden. No North and South Promenades.(Undelivered)	"The lake will be characterized by a combination of formalized garden elements along to the street edge and adjacent to the green square." "Formal gardens, a Belvedere and Waterside Terraces encompass the views north while a grand bridge will lead to Cathedraltown's residential areas..." "The landscaping for the west side of the storm water management pond will be reviewed and designed in conjunction with the promenade park desing process."	CDP 5.1.3 (p54) Builder Site Plan Subdivision Agreement May 2, 2005, Section 7.4	
D-04	Canal (Undelivered)	No Canal	CDP 1.0 (p2)	
D-05	Grand bridges (Not furnished)	No grand bridges but plain, ugly and unfurnished bridges	Builder material	
D-06	Entry Arches (Undelivered)	Missing two Entry Arches to Belvedere at South West corner of Woodbine Ave and Betty Roman. which serves as trail entrances. "Engineered structures should be designed to provide an attractive element within the stormwater management facility." "Focal elements should be designed at landmark locations. This may include a combination of enhanced landscaping, water features, a seating/viewing area, decorative paving, walls and other architectural elements that would contribute to forming an attractive and visually distinct landmark."	Builder Site Plan Builder material CDP 5.1.3 (p54) <i>Reference to entry arches are not found in the latest CDP</i>	

Number	City of Markham Staff Responses	King David Comments
D-02	Refer to response D-01	
D-03	Refer to response D-01	
D-04	The Carlton Creek is a natural watercourse (stream). TRCA regulates the stream channel/floodplain, and is mandated to protect natural habitat, natural stream channels, and to provide for water conveyance and flood storage. The Ministry of Natural Resources also has an interest in the stream regarding red side dace habitat (an endangered species). The applicant's original vision of a 'canal' does not comply with TRCA and MNR requirements, and would not be supported by regulatory agencies.	Never Approved
D-05	Refer to response D-04	
D-06		

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
D-07	Trails around the Lake/SWM (Undelivered)	"The layout, arrangement and detail design of the stormwater management facility should be undertaken with a natural approach, including planting, trails and seating and viewing areas." "Areas for seating and viewing should be provided at the street edge. These may also function as trail entrances."	CDP 5.1.3 (p54)	
D-08	Water feature in Crescent Park, Arboretum, Lake and Piazza (Undelivered)	"Focal points include... Water features." Crescent Park, which is designated by CDP as a focal point, has no water feature. Arboretum, which is designated by CDP as a focal point, has no water feature. Water features at Lake and piazza are not delivered.	CDP 4.4 (Page 47) Builder Site Plan	
D-09	Fountains in the lake (Undelivered)	"Waterstorm Management Facilities That are developed as open space features within the community, containing water elements that are points of interest."	CDP 5.0 (p51) CDP 4.4 (p47) Builder Site Plan Builder material	
D-10	Junior & Senior play at the corner of Woodbine and Betty Roman. (Undelivered)	See Site Plan attached	Builder Site Plan	
Specific Items - Cathedral Precinct & High Street				
E-01	Piazza (surrounding the cathedral)	"Cathedral Piazza: That provides a formalized urban space associated with the Cathedral where passive recreation, social interaction and gathering may occur." "The Piazza will be developed surrounding the Cathedral to provide access to the main entrances, open space for the interaction of clergy, the congregation, local residents and visitors and to reinforce the visual prominence of the cathedral within the community."	CDP 5.0 (p51) CDP 5.2 (p5)	

Number	City of Markham Staff Responses	King David Comments
D-07	Refer to response D-04	TRCA did not allow trails.
D-08	<p>The Community Design Plan establishes seven focal points within the Cathedral Community. Some of these are natural features such as Heritage Orchard while others are in the form of urban squares, green squares and water features. It is not the intent for one focal point to include all of the types of spaces described. Also, some of the focal points are within the unbuilt phases of the development. The City intends to work with the applicant to apply Cathedral Design Plan provisions during the review of future phases.</p>	<p>Crescent Park – A sculpture has been chosen rather than a water feature Park Square has a 3-tiered basalt water fountain The Arboretum has many features including the Pavillion, wrought iron picnic tables and benches. The Lake and Piazza are to come. The Heritage Orchard, the original 19th Century grid was pre-planted with specimen trees of a large size by Siloam Orchards. The apple tree species are the same as the original trees brought to Markham by the early settlers. Please refer to attached photos CT-08, CT-18 and CT-19</p>
D-09	Refer to response D-01	
D-10		Cathedraltown has urban parks. A suburban park was funded by Romandale in Victoria Square.
E-01	Refer to response D-01	Phase 2

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
E-02	Market Square (Undelivered)	<p>"Cathedral Precinct Market Squares: That provide urban open space within the core of the community which is associated with the Cathedral and will be developed with an urban/ european character."</p> <p>"The Market Square opens to the north and south of the Cathedral. Its southern exposure features the best orientation for natural sunlight and minimal shadow, making it well suited to accomodate an open-air public market area and cafes for public activities including shopping, meeting friends and sharing outdoor refreshment."</p>	CDP 5.0 (p51) CDP 5.2 (p55)	
E-03	Fountains in the piazza (Undelivered)	"Waterstorm Management Facilities That are developed as open space features within the community, containing water elements that are points of interest."	CDP 5.0 (p51) CDP 4.4 (p47) Builder Site Plan Builder material	
E-04	Gazebos, Pergolas, Bosques in Park Square. (Undelivered)	"Features that may be incorporated into the design of green squares may include: gazebos, pergolas, fountains, bosques, sculpture and other landscape or architectural features which may enhance the use and aesthetics of the space."	CDP 5.3.2 (p58)	
E-05	The "distinct character" and "architectural details" at High Street (Undelivered)	<p>"The Cathedral Community's distinct character will be in large part defined by the quality of its architectural design, throughout the residential neighbourhoods and particularly in areas of special identity and prominence within the community such as:</p> <ul style="list-style-type: none"> • The Cathedral Precinct • The residential neighbourhoods adjacent to the Cathedral • High Street • The employment districts • Development adjacent to Victoria Square" 	CDP 3.0 (p12)	

Number	City of Markham Staff Responses	King David Comments
E-02	Refer to response D-01	Phase 2
E-03	Refer to response D-01	Phase 2
E-04	<p>The Community Design Plan establishes the vision for the Green Squares within the community. The built public parks within the Cathedral Community have incorporated features that adhere to the vision:</p> <ul style="list-style-type: none"> a) The design and layout of Park Square has adhered to the vision and has incorporated features including fountains and sculpture; b) The Arboretum Park has incorporated gazebos, pergolas, bosques, sculptures, architectural entry features, and landscape features. 	<p>Cathedraltown has many features including the Arboretum, the Heritage Orchard, Reflection Rill, a fountain in Park Square and a sculpture is coming in Crescent Park.</p> <p>Please refer to attached photos CT-08, CT-12, CT-14, CT-18 CT-19, CT-20,CT-21, CT-22, CT-23, CT-24</p>
E-05	<p>The High Street blocks were reviewed by Helen Roman Barber's architectural consultant Donald Buttress, who ensures that Helen Roman Barber's design vision has been met. In addition, these blocks were reviewed by the developer's (Kerbel Group's) control architect (John G. Williams Ltd.) for conformance to the Cathedral Town Architectural Design Guidelines. Finally, site plan applications were submitted to the City to ensure the City's urban design principles were addressed (for example increased floor to ceiling heights for ground floor commercial units, apartment entrances from High Street, uniform application to signage placement, and enhanced corner unit storefront design).</p>	<p>The community's distinct character and architectural details are evident throughout Cathedraltown, including High Street. There simply isn't another community with a Cathedral at its centre anywhere in the province.</p>

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
E-06	Distinction of base element of building from upper portion on High Street (Incompliant)	"Built form should include the design of the lower 2 or 3 storeys as a base element addressing pedestrian scale." "The base element of the building should be further distinguished from the upper portion by use of an architectural cornice, change in materials or change in plane."	CDP 3.2 (p16) <i>Both references not found in latest CDP</i>	
E-07	Projecting Architectural Elements in Streetscape on High Street (Incompliant)	"Buildings ... projecting architectural elements such as bay windows or canopies providing visual interest to the streetscape are encouraged."	CDP 3.2 (Page 16) <i>References to projections not found in latest CDP</i>	
E-08	"Particular attention" to high street streetscape with "inviting" shop fronts and signage. (Incompliant)	"Particular attention" to high street streetscape with "inviting" shop fronts and signage. The shop front design is just plain with no details at all, simply untasteful. "High Street: Design and detail at the street level should receive particular attention to reinforce the pedestrian supportive streetscape with inviting shop fronts, attractive signage and street furniture."	CDP 3.2 (Page 16)	
E-09	Winter protection for building entry on High Street (Undelivered)	"Building design should provide winter protection for building access and entry." See front entrance of the High Street units.	CDP 3.2 (p16) <i>Not found in latest CDP</i>	
E-10	Major Landmark leading at High Street entrance (Undelivered)	"A focal architectural element will be located at the end of High Street at the Woodbine By-Pass, within the private lands." "The focal architectural element should be designed and coordinated to reinforce this area's role as a landmark location within the community."	CDP 3.7.8 (p35)	missing major landmark leading to Cathedral Precinct

Number	City of Markham Staff Responses	King David Comments
E-06	The quoted provisions came from Section 3.1.1. High Density – Cathedral Precinct, of the Community Design Plan and references phases of the development that have not yet been built. This provision will be addressed during the development review of built form within the Cathedral Precinct area.	The commercial at-grade (the base elements) is very distinctive and architecturally different from the top two floors.
E-07		The Phase 1 buildings of the Cathedral Piazza will contain such projecting architectural elements
E-08		Andrin laid down the rules regarding signage in their condominium agreement. They are already being broken.
E-09		
E-10	It is the City's intent that the west entry at High Street reflect the vision of the Community Design Plan. This phase of the Cathedral Community is currently under construction. High Street will be signified with a combination of upgraded elements including landscaped median, enhanced planting at corners, decorative paving, Ceremonial lighting and a coordinated family of site furniture including benches, trash receptacles, and bike racks. The use of too many competing design elements that would detract from the dominant view of the Cathedral are discouraged. The focal architectural element that was referenced in the Section 3.7.8 refers the vision of the business park to the west of Woodbine By-Pass which is within future phase. Please refer to Section 3.7.1 in CDP.	The major landmarks are the buildings at the corner of High Street and The Bypass and the future buildings opposite High Street on the present Employment lands.

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
E-11	Below grade parking on High Street (Undelivered)	While on-street parking is implemented, underground parking at High Street is missing per 2005 CDP. "On-site parking should be below grade."	CDP 3.2 (p16) CDP 3.1.1 (p14)	Leading to future parking issue in the adjacent areas
E-12	Screening to on-street private parking behind High Street (Undelivered)	The two private parking areas behind the High Street units are very unappealing and somewhat disgusting. It is partly due to missing screening from public view. More importantly, the plan was altered to include additional units in the middle section of the parking area. "Private parking areas should have minimum visibility from the street; screening may include fencing, landscaping and berms."	CDP 3.5 (p25) <i>Not found in latest CDP</i>	
E-13	Decorative pavement on High Street. (Undelivered)	"Decorative paving may be introduced to enhance the visual quality of the street zone and distinguish this area as a focal area within the community"	CDP 4.2.2 (p43)	substandard Main Street
E-14	Pedestrian level lighting. (Undelivered)	"Pedestrian level lighting may be integrated within the street light poles."	CDP 4.2.2 (p43)	
E-15	Benches and street furniture on High Street. (Undelivered)	"Benches may be provided along this street."	CDP 4.2.2 (p43)	
E-16	Insufficient parking on High Street.	There is insufficient parking on High Street. While majority of commercial on High Street are yet to open, there is already a strong indication of parking shortage. The issue applies also at night. With only 1 café opened at the moment, 70-80% of the on-street parkings on High Street are taken as late as 11pm, sometimes even later than that. It is unrealistic to assume on-street parking on High Street could be available for residential use at night. Instead, the precinct parking planning should consider and address the overflow of High Street parking when all businesses are opened, given this was a improper planning of High Street by the developer and the City.		
	Specific Items - Streetscape			

Number	City of Markham Staff Responses	King David Comments
E-11	The intent of the Community Design Plan is that parking for High Street commercial uses be screened from view along High Street. This objective has been met by locating surface parking in the interior of the High Street Blocks. It was not economically feasible to provide underground parking for low-rise buildings.	The Phase 1 buildings of the Cathedral Plaza will have underground parking.
E-12	It is the City's intent that High Street and the immediate surrounding area reflect the vision of the Community Design Plan. This phase of the Cathedral Community is currently under construction. High Street will be signified with a combination of upgraded elements including landscaped median, enhanced planting at corners, decorative paving, Ceremonial lighting and a coordinated family of site furniture including benches, trash receptacles, and bike racks. Tree plantings will be enhanced with soil reinforcement. Private parking areas behind High Street will be positioned within the interior of the lot. A combination of coniferous trees and understory plantings will provide screening from public street view.	Screening is needed – Andrin Homes
E-13	Refer to response E-12	
E-14	Refer to response E-12	'May' be integrated in by Andrin
E-15	Refer to response E-12	Andrin will be providing
E-16	Parking provisions for High Street commercial uses meet standards set out in Zoning By-law. All commercial parking required by the zoning by-law is provided in rear yard surface parking lots. In addition to the rear yard parking, provisions have been made for on-street parking along High Street, which is over and above the parking requirements established in the zoning by-law. Parking for residences is provided through rear garages and driveways attached to each unit, also in accordance with zoning requirements.	

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
F-01	Fails to provide Landmarks (total 9 locations) as per 2005 CDP (Undelivered)	<p>"Landmarks are an important community structuring element. They provide visual cues within the urban fabric that enhance orientation and wayfinding, enhance the sense of place and reinforce the character and identity of the Cathedral Community. Nine landmark locations have been identified on the community design plan."</p> <p>"Landmarks should include a comprehensive design of the private and public elements of the four corners that comprise the intersection, wherever possible."</p> <p>"Massing, form, scale and setbacks of built form should be combined to provide a strong physical and visual presence at these locations."</p> <p>"Design of built form should incorporate enhanced architectural elements that will distinguish these buildings from others within the community"</p> <p>"Residential dwellings located at landmarks should be designed to reinforce their importance by providing attractive built form in these locations that are sited to define the edge of the street, refer to section 3.3.3."</p>	<p>CDP 2.0 (p4)</p> <p>CDP 3.7.1 (p37)</p> <p>CDP 4.4 (p46)</p> <p><i>3.7.1 is on P.30 and refers to Business Park</i></p> <p><i>3.7.10 p.36 refers to Landmarks in the Business Park</i></p>	community loses sense of belonging
F-02	Landscaping at landmark location. (Undelivered)	Landmark locations: "Landscaping should be designed to reinforce and support the built form in these locations."	CDP 4.4 (p46)	
F-03	Focal points/Open spaces are defined/served as landmarks. However, none of the community open space meets the guideline and character of landmark as defined in CDP.	<p>"Focal points include:</p> <ul style="list-style-type: none"> • Urban Squares, • Green Squares, • Natural / heritage features, • Water features <p>These open space elements will serve a similar function as landmarks."</p>	<p>CDP 4.4 (p46)</p> <p>CDP 2.0 (p4)</p>	
F-04	Woodbine Bypass Headlight Screening (Undelivered)	"Headlight Screening: Along window streets that parallel the Woodbine Bypass landscaping should be designed to mitigate the impact of headlights on residential areas."	CDP 4.1 (p40)	

Number	City of Markham Staff Responses	King David Comments
F-01	<p>The Community Design Plan establishes landmark locations as community structure element. All of these locations are at street corners where setbacks are required at daylight triangles (typically along the property line).</p> <p>Section 4.4 indicates that these locations should be developed to include, in order of priority, built form, architectural elements and landscaping. Some of the landmark locations are within phases of the development that have not yet been built. The City intends to maintain the application of Cathedral Design Plan provisions during the review of future phases. Landmark locations that were built adhere to the vision of the Community Design Plan through:</p> <ul style="list-style-type: none"> a) Enhancing street corners with built form flankage upgrades including bay windows; b) Orienting entrances, windows and porticos to provide built form presence; and c) Providing decorative pavement and enhanced landscaping to provide seasonal interests. 	<p>Landmarks (p.5) 'can be buildings, parks, urban squares and landscape features'. Cathedraltown has plenty of those, though not necessarily in the locations on Page 4, most of these locations which are not within formal limits of Cathedraltown lands (out of 10 - 6 are on other lands).</p>
F-02	Refer to response F-01	Cathedraltown has landscaping
F-03	Refer to response F-01	<p>Cathedraltown has all of these. The Open Space Channel was mandated by the TRCA and is owned by the City. It was originally envisioned to be a Canal.</p> <p>Please refer to attached photos CT-14, CT-19 and CT-04</p>
F-04	Trees and landscaping along the By-pass are a Region of York responsibility. City staff have brought this matter to the Region's attention and Regional staff are investigating.	Regional Road

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
F-05	Double rows of tree on either side of Woodbine Bypass and other roads (Undelivered)	"A double row of street trees on either side of this street should be provided. This should be achieved by planting a second row of trees behind the street line following adjacent lands: Business Corridor Business Park Storm water Management Facilities Open Space School Site Window street/ Parallel Road ROW"	CDP 4.2.1 (p42)	
F-06	Focal Intersections Pavement. (Undelivered)	"Collector Roads: Focal intersections should have special pavement treatment." According to Road Network diagram, collector roads include: Prince Regent Betty Roman Russell Dawson High Street Donald Buttress W Pope John Paul "Collector Roads: Sidewalks in key areas should use a variety of interesting materials for their textural or color qualities."	CDP 4.2.3 (p44) CDP 2.1 (p6) <i>Not found on latest CDP</i>	
F-07	Transit Stops and Street Furniture (Undelivered)	"Transit Stops: Where appropriate, transit shelters and bus stop locations may be incorporated into the entry design of buildings located adjacent to the street. Shade and weather protection should be provided with the use of canopies, arcades, or planting." "The location of street furniture such as benches, trash receptacles and recycling bins should be coordinated with transit stops wherever possible."	CDP 4.6.2 (P49)	
F-08	Structure/gazebo and Night Lighting (for Mailboxes (Undelivered)	"Community Mailboxes should be placed in areas convenient to residents, have suitable night-lighting and be integrated physically and visually into the streetscape or open space system."	CDP 4.6.3 (p49)	Beautify mail box areas with a structure / Gazebo.

Number	City of Markham Staff Responses	King David Comments
F-05	Refer to response F-04	Regional Road. There is a double row of trees on The Bypass.
F-06	Refer to response F-01	
F-07	The Community Design Plan allows for street furniture but does not require it. York Region Transit determines what facilities will be provided at transit stops.	
F-08	There are no requirements for gazebos or structures at community mailboxes. Lighting is provided by street lights meeting municipal standards.	

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
F-09	Not much visually attractive site furniture. (Undelivered)	"Site Furniture: The provision of visually attractive, aesthetically consistent, safe and accessible site furniture in strategic locations through-out the community is critical in enhancing the appearance and use of public spaces."	CDP 4.6.5 (p49)	
	Community Structure - Road Network			
G-01	404 Overpass (CDP Fig 2.1a) (Undelivered)	See Fig 2.1a, p6 of CDP	CDP Section 2.1, Fig 2.1a, p6	
G-02	404 off ramps, 2 locations (CDP Fig 2.1a) (Undelivered)	See Fig 2.1a, p6 of CDP	CDP Section 2.1, Fig 2.1a, p6	
	Community Structure -School			
H-01	Students bussed to other communities (Issue)	Long delay of Schools Development.	CDP Section 5.3 (p56); Section 2.2, Fig 2.2 (p8)	missing schools conflicts with CDP leading to additional traffic in this community; bad school environment; overflow parking & unsafe traffic at the south community. Endanger kids daily living in the area.
H-02	School Safety (Issue)	Dangerous location for upcoming Catholic school Catholic school has been changed from Prince Regent / Reflection to the corner of Woodbine Bypass and Murison. School at zone with the speed limit on Woodbine is 70 km/hr and there are 2 elementary schools diagonal to one another. Safety concern. Traffic impact.	CDP Fig 2.2 Land Use Distribution non-compliance	Safety concern; Traffic Impact
H-03	Poor School Planning and Forecasting (Issue)	French Immersion School Sir Wilfred Laurier is forced to expand and build the balance of the second floor.	CDP Fig 2.2 Land Use Distribution non-compliance	School congestion, leading to increase local traffic

Number	City of Markham Staff Responses	King David Comments
F-09	High Street will be signified with a coordinated family of site furniture including benches, trash receptacles, and bike racks. Upgraded site furnitures are installed within the Cathedral (King David) Park on Reflection Road as well as within the Victoria Square Community Park on Prince Regent Street.	In the Pavillion there special black wrought iron for the picnic tables and the benches Please refer to attached photo CT-08
G-01	Markham Council does not support the overpass. Council adopted this resolution in June 2010. Region of York is still protecting for a possible future overpass. It would be subject to an Environmental Assessment process.	the new Markham Official Plan does not provide for an overpass. The Overpass was not in original Secondary Plan.
G-02	Environmental Assessment Studies for the off-ramp extensions started, but currently on hold due to cost sharing matters and issues related to Ministry of Transportation design requirements for these facilities. Adjacent landowners may up-front these works at the time of development subject to City and agency approval	
H-01	The planning and construction of schools is the responsibility of the School Boards. The City coordinates with the School Boards on possible future school locations at the Secondary Plan stage, and the School Board confirms its requirements and timing through conditions of subdivision approval and agreements of purchase and sale with developers. Matters relating to the construction and programming of schools should be directed to the York Region District School Board or the York District Catholic School Board	
H-02	Refer to response H - 01. In addition, school sites were selected by school boards during the very early stages of community planning. School locations meet all requirements of school boards and timing or delivery is at the discretion of the School Boards.	
H-03	Refer to response H - 01	

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
H-04	Overcrowded School Yard. Depleted children's playground (Issue)	Sir John A MacDonald Elementary School - over population Sir John A MacDonald, after its first year had to install 4 portables and become a 2 track school.	CDP Fig 2.2 Land Use Distribution non-compliance	degrade study condition. School congestion, leading to increase local traffic
	Specific Items - Architecture & Aesthetics			
J- 01	The Cathedral Community's distinct architectural character (Quality not delivered) Negligence of Control Architect	The mono chromatic cheap design, low quality materials and lack of varying elevations and interesting, variety of finishings (Stone facades, stucco, wrought iron, copper flashing, decorative shutters etc..) have made Cathedraltown a sub-standard community "The Cathedral Community's distinct character will be in large part defined by the quality of its architectural design, throughout the residential neighbourhoods and particularly in areas of special identity and prominence within the community" - CDP page 12 Absence of the proclaimed "Architectural Honesty".	CDP 2.0 (p12) Builder material	
J- 02	Lots and Landmark Locations not upgraded as defined in CDP (Incompliant)	"Lots at Landmark Locations: Dwellings located at Landmark Locations, refer to section 4.4, figure 4.4 a, should be sited and designed to reinforce these prominent locations within the community."	CDP 3.3.3 (p19)	
J- 03	Enhanced architectural detailing to Parkside Lots. (Incompliant)	See houses facing Crescent Park and backing to Park Square. They are exactly the same as houses at inner streets. No enhanced architectural detailing. "Parkside Lots are located adjacent to or facing parks and open spaces. All dwelling and garage elevations visible from the street, park or open space should have enhanced architectural detailing including bay windows or porticoes, except where the dwelling is adjacent to a woodlot."	CDP 3.3.3 (p19)	

Number	City of Markham Staff Responses	King David Comments
H-04	Refer to response H - 01	
J-01	<p>Refer to response for A02. The Community Design Plan's commitment to a community "that resembles a traditional European Cathedral town" is guided through establishing the Georgian/Regency style as the predominant architectural style in the Architectural Design Guidelines. The style exemplifies uniformity and consistency of design and colour, characteristic of historical precedents found within European towns and villages. Building designs, materials and colours are approved by the Design Control Architect prior to building permit. The Cathedral Community, as built to date, does have a very distinct architectural appearance.</p>	<p>Please refer to CDP section 2.0. Most of the suggestions are followed, the pictures of the Cathedral town dwellings are in the CDP. Please refer to attached photos CT-01, CT-02, CT-03, CT-04, CT-05, CT-06, CT-07, CT-11, CT-13, CT-24</p>
J-02	Refer to Response for F-06	
J-03	Refer to response A-02 and J-01.	Please refer to attached photos CT-14 and CT-24

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
J- 04	Upgraded Architectural Detailing to Window Lots. (Incompliant)	Townhomes at Woodbine Bypass, which is an arterial road, look plain, unattractive and boring. No upgraded architectural detail. No difference compared to general dwelling in the community. (Exception is those constructed by a different developer, CountryWide, near the Elgin Mills.) "Window Lots: Lots with frontage on a Service Road or flanking an Arterial Road are described as Window Lots. All elevations, including garages, visible from the street should have upgraded architectural detailing"	CDP 3.3.3 (p19)	
J- 05	Ungraded Architectural Detailing to Corner Lots. (Incompliant)	"Corner Lots: The building elevation facing the side street should have an architectural feature element such as a large bay window, portico."	CDP 3.3.3 (Page 19)	
	Specific Items - Defects			
K- 01	Arboretum drianage issue	Arboretum elevation/drainage problem		
K- 02	Crescent Park and Square Park - All trees dying	Virtually ALL trees in Crescent and Square park have died or dying.		
K- 03	No flowers in public area in the entire community	No Flowers in the parks and any public area in the entire community.		

Number	City of Markham Staff Responses	King David Comments
J- 04	Refer to response A-02 and J-01.	
J- 05	Refer to response A-02 and J-01. Corner lots are upgraded with bay windows or porticos.	Please refer to attached photos CT-06 and CT-24
K- 01	The arboretum park is designed as a naturalized park. Elevation is designed to retain existing vegetation.	
K- 02	Trees within Crescent Park and Square Park are maintained by the City's operation department. The replacement of failing trees as well as enhancing tree growth through stakes removal, mulching and pruning are part of the regular maintenance. The removal of dead and declining trees along the street are higher priority due to safety concern within the public R.O.W.	30 year old trees were moved at great expense in order to provide a mature canopy. Any dead trees were replaced prior to the assumption by the City of Phase 1 and Phase 2. Please refer to attached photos CT-14 and CT-18
K- 03	Ornamental shrubs and flowers are not standard planting within public parks due to operation concerns.	Refer to attached photos CT-12, CT-20, CT-23

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
K- 05	Lack of Areas of distinction which was a requirement in CDP	Lack of Areas of distinction – Stone named gateways design	CDP 3.3.3 (p19)	
K- 06	Wrought Iron street name post	Wrought iron street name posts still not finish.		
K- 07	None of the parks are name with stone post	None of the parks are named with a stone post (crescent, square, Betty Roman, Arboretum, Water parks)	<i>Areas of distinction and stone named gateway - not found in latest CDP</i>	
K- 08	Square Park concrete floor issue	Square Park stamped concrete floor was attempted 3 times – end result was two very distinct different colours.		
K- 09	Cheap looking fencing in compliant to CDP's commitment of "decorative fencing" and the use of "quality material".	Black Aluminium fencing for 100s of meters without a single stone post – looks cheap/ugly – Donald Buttress Rd /Pope John Paul II and Woodbine Bypass.		
K- 10	Missing stone post on fencing	South Side development (Monarch singles) stone posts for corner units as part of their fence. Same thing for fence of homes facing the Crescent Park. No stone post at either ends nor in between for the long fence. The fence looks very cheap		
K-11	Laneway width does not meet standard.	Laneway - Generally, should have the following width = 8.5 meters; Actual - generally laneways measured below 6 meters, can't locate a laneway that has 8.5 meters width	2.1.4 (CCSP) Page 7	
K-12	Missing sidewalks on some roads	Sidewalks - should be provided on both sides of all roads - Quinton and Vintanna Streets have sidewalks only on one side	2.1.5 (CCSP)	

Number	City of Markham Staff Responses	King David Comments
K- 05	This section of the CDP describes enhancement of focal lot dwellings to provide interest to streetscapes. Standalone entry feature (i.e. gateway design) are not part of the vision. Architectural detailing such as bay windows and porticos as described in the Community Design Plan are used to define focal lots.	
K- 06	Street name signs to be provided as per City standards and operational requirements	Special street name markers are unique to Cathedraltown Please refer to attached photo CT-16
K- 07	Park signage to be provided per City standards and operational requirements.	
K- 08	Public parks regularly go through lifecycle maintenance which results in colour variation of poured concrete.	
K- 09	Decorative fencing is generally satisfied by wrought iron fencing. Masonry columns are not part of the standard City requirements.	Brick fences are on all ceremonial routes. See CT-12 and CT-15
K- 10	Refer to response K-09	Monarch
K-11	Laneway width is measured between lot lines, current design standard is 1.5m boulevard on either sides of the 5.5m travel portion	
K-12	Engineering standards permit sidewalks on one side of the road on non-lane based streets.	Monarch lands

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
K- 13	Missing laneway signage	Some laneways are labelled with signage while others are not.		
K-14	Inconsistency and in compliance to architectural control	Architectural control of the subdivision indicates that houses should have lane garages. Quinton/Vintanna houses have garages in front of houses		
	Specific Items - Issues & Concerns			
L-01	Traffic	Traffic to get out of Cathedraltown is presently unacceptable (25 min in the morning to get from Cathedral Town to 404 and Major Mackenzie ramp) and we are afraid of what will happen once there is occupancy with new condo (minimum 200 more cars) and then even more condos, not to mention the Kylemore development just north of Elgin Mills of east side of Woodbine Ave with an additional 300 plus homes.		
L-02	No date in sight for the opening of Cathedral - the community core	No date in sight for the opening of cathedral. While the vision of the Cathedraltown indicates the cathedral is both the spiritual and physical focus of the community, it has been closed for 9 years. The last mass was held in 2006.		
L-03	Cathedral Parking unresolved	The City approved the application to transfer most land from the Slovak Greek Catholic Church Foundation to King David In in January 2014. It removed all remaining land of the Foundation, leaving no land but only the footprint of the Cathedral on the lot. Parking are to be accommodated in the Precinct area. No parking strategy and agreement to address the Cathedral parking concern. There is no execution timelines, specifics on ownership, future maintenance responsibility, usage, sharing format, and operation details. No plan. Plan states there is belong grade Cathedral Parking. The City should not proceed with Precinct development approval without addressing the Cathedral Parking, and have a solid plan in place to the satisfaction of the residents.		

Number	City of Markham Staff Responses	King David Comments
K-13	City only requires lane names where houses are addressed off lanes	
K-14	The Community Design Plan indicates that low density residential neighbourhoods will include street-related and lane-related garages and parking. The Community Design Plan shows lot patterns along Quinton and Vintana as conventional, not lane-based, lots.	Monarch lands
L-01	The City will require the applicant to prepare a Traffic Impact Study and an Internal Functional Traffic Design Study. This will be a condition of approval for all proposed phases of development, including Phase 1.	
L-02		The interior of the Cathedral is currently under construction.
L-03	A Parking Strategy Report specifically for the proposed Cathedraltown Piazza Phase 1 development has been submitted and currently under review by City staff. The applicant has proposed a parking strategy, included as an appendix to the June 17 staff report, showing how parking will be addressed in the event that the Cathedral opens prior to the completion of the Phase 2 development around Cathedral Square. Further parking analysis will be required prior to approval of the Phase 2 and Phase 3 components of the Cathedral Precinct Plan.	Please refer to the current Cathedral Parking Plan.

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
L-04	Woodbine Ave remains in a unfurnished state	When is Woodbine Ave going to officially receive a name change to Victoria Square Blvd and begin the beautification process.		
L-05	Woodbine Ave street parking - Long overdue	Woodbine Ave street parking is not implemented while the subdivision finished long ago.		
L-06	Street parking and Bicycle Lane	Improper planning. The road was not wide enough to allow street parking and the bicycle lanes. Currently the bicycle lane is added immediately adjacent to the curb, while street parking is also allowed. Residents are confused. Vehicles are parked on the bicycle lane. Residents do not want the street parking be taken away. If the vision is to allow pedestrian and bicycle use in this community, why was it not planned accordingly? e.g. Donald Buttress and Pope John Paul II		
	Specific Items - Poor Planning/ Oversight of the City			
M-01	Long lane way in compliant to by-law	Lane way length by law is for a max 90 (or 190 linear meters?)). Presently the lane way behind the town homes along Woodbine Bypass is 300 meters without a break.		
M-02	Fire hydrants on parking pad side. Prince Regent St and Betty Roman Blvd Parking placement	"On the side of road opposite fire hydrants to minimize possible obstruction to emergency access."	CDP 4.4 (page 45) <i>Not found in latest CDP</i>	Generate parking problem

Number	City of Markham Staff Responses	King David Comments
L-04	Old Woodbine Avenue is still under the jurisdiction of the Region. An Environmental Assessment Study process will be required prior to approval and reconstruction of Woodbine Avenue as a City of Markham road.	
L-05	See response L-04. On-street parking will be addressed through the reconstruction of Woodbine Ave as a City road	
L-06	Donald Buttress Blvd and Pope John Paul II will be completed as part of the Phase 1, 2 and 3 development, currently under review. The right of way and cross sections for these roads will be finalized during the approvals of these applications. Engineering criteria at time of construction has different specifications. Because of Operational issues with long Laneway length, current Engineering criteria was established to limit the Laneway length to 90m for Townhouses.	
M-01	The laneways in the Cathedral Town community comply with laneway design standards in effect at the time the subdivisions were approved. The standards have since changed to those noted in the Residents' comments.	
M-02	Fire Department has been requested to comment on hydrant locations	

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
M-03	A block of home all with the same brick color - Lack of City supervision	Reflection Rd west of Prince Regent all the homes (approx 10) have the same colour bricks (who selected this brick pattern).		
M-04	No lighting at Prince Regent Street sidewalk	Prince Regent Street east side sidewalk, 50 meters before Elgin Mills – no lighting (very dangerous) as the side walk detours.		
M-05	Winter challenge accessing front home due to community design.	Since there are no traditional front driveways adjacent to homes, during the winter months there is no street access to homes. Individuals must walk around snow banks to either street corner to access sidewalks. Some street snow banks are tens of meters.		
M-06	No consideration of winter front access when planning rear garage community	Related to the previous point, if a household addresses the above issue by paving small path over the lawn which owned by the city (in order to shuffle snow and clear a passage for visitor), there is no protection of this investment that should it be damaged during repair or work by the City.		
M-07	Town homes in compliant to Georgian and Regency style of the community vision - Lack of City supervision.	2 rows of Off White Town Homes behind newly constructed condo parallel to Anthony Roman and Betty Roman streets have glass railings and tall cedar fences in front of home separating gardens. Not compliant to the architectural principle		
M-08	Speed limit on Prince Regent and Betty Roman	50 Km/hr speed limits on Prince Regent Street and Betty Roman – should be 40 km/hr like Carlton, Hazelton, Stonebridge Manhattan etc.		
M-09	Poor planning of condo entrance ramps leading into townhome lane way.	Exit and entrance ramps into the newly constructed condo, the Garden Court, are flowing directly from and to the lane ways of already congested town home lane way. Very poor design and a bad first impression for guests entering the visitor parking		
M-10	Very poor subdivision design causing back land parking issue.	Too Many homes depending on back entrance (through garages) for guests and visitors and back lane way parking – VERY POOR PLANNING. More importantly there is no alternative to these homes. See homes along Woodbine Bypass, along the river and Anthony Roman		

Number	City of Markham Staff Responses	King David Comments
M-03	The Control Architect reviews all residential buildings for compliance with Architectural Control Guidelines prior to issuance of building permits.	The houses on Prince Regent Street have the same architecture and brick colour. This was done purposefully to emulate a specific street in London, England. This is the only street in Cathedraltown that has the same architecture and brick colour. See CT-01 and CT-03
M-04	Municipal street lighting was reviewed by PowerStream. The lighting should be adequate within the ROW	This is referring to lands north of Cathedraltown. (not in Cathedraltown)
M-05	The street frontage conditions on lane based lots in Cathedral Town are the same as in other lane-based communities in the City of Markham.	
M-06	The garage conditions on lane-based lots in Cathedral Town are the same as in other land-based communities in the City of Markham.	
M-07	Refer to response M-03	The buildings were approved through the Architectural Control process
M-08	Traffic operations staff has been requested to review and comment on speed limits	
M-09	The City's objectives in reviewing parking garage entrances are to ensure safe circulation and to avoid entrances that front directly onto primary streets. This location satisfies both of these criteria.	
M-10	Rear lane design meets City requirements in effect at time of subdivision approval.	

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
M-11	Given heavy reliance on laneway and garage for guest and visitors, aesthetic look of rear lane should have been considered by the city planners.	Due to Since there are so many laneways and garages, even for guests and visitors to view, then the garages should have been more decorative and with windows to provide an aesthetic look. Again something the city planners should have realized and enforced.		
M-12	High Street building elevation does not conform to CDP guideline.	Cathedral High Street building elevation looks horrible, pathetic. There is no design element included. No Character/No Colour/No Flavour/No appreciation for architecture. Very disappointing results.		
M-13	Woodbine Bypass Towns - Backyards are allowed to convert into parking pads.	Woodbine Bypass Towns - Why are residents/developer allowed to convert backyards into parking pads in laneways and reconfigure fences and add barnyard gates. – this looks horrible looks like a ghetto, shanty town of a third world country.		
M-14	Woodbine Bypass Towns - No visitor parking for these Towns in the planning.	Woodbine Bypass Towns has no visitor parking in planning. Visitors cannot park at the front as it is Woodbine Bypass. Visitors cannot park at the rear of the home. There is no designated visitor parking spaces for these Towns in the area or in the community.		
M-15	No walkways between townhomes on Woodbine Bypass.	Many Woodbine Bypass residence CANNOT cut their front lawns or boulevards because they do not have a convenient access to the front of their homes. No walkways between townhomes.		
M-16	Lack of varying elevations and variety of finishing. Result is a sub-standard community.	The mono chromatic cheap design, low quality materials and lack of varying elevations and interesting, variety of finishings (Stone facades, stucco, wrought iron, copper flashing, decorative shutters etc..) have made Cathedraltown a sub-standard community "The Cathedral Community is envisioned to be a collection of visually attractive, pedestrian oriented neighbourhoods that are connected through an integrated system of open space, parkland and streets."	CDP sec. 1.1 (p3)	
M-17	Greedy developer. Negligence of the City of Markham.	All of these deficiencies could have been avoided if the developer was not so greedy to construct more dwellings than the infrastructure could support AND if the CITY of Markham had reviewed the plans.		

Number	City of Markham Staff Responses	King David Comments
M-11	The treatment and maintenance of private property is the responsibility of individual homeowners.	
M-12	Refer to response E-05	King David disagrees
M-13	The treatment and maintenance of private property is the responsibility of individual homeowners. Private property maintenance is also subject to the City's Property Standards By-law.	
M-14	Woodbine By-pass is a Regional Road where on street parking is not permitted. On-street parking must be provided on local roads in the surrounding area.	
M-15	This is a private property maintenance issue	
M-16	Cathedral Community has a distinct appearance.	King David disagrees
M-17	City policies and regulations are enforced. See individual responses.	It is a more urban style of development than suburban. As such, it is built at a higher density than most suburban developments.

Number	Issues	Sources (Sources are in Quotes)/Comment	Community Design Plan (CDP) (with King David's notations in <i>italics</i>)	Consequences
M-18	City Planners failed to oversight.	With all the years of experience and expertise, the Markham City planners should have recognized these deficiencies in advance and enforced alternative designs with developer, instead of allowing the developer to do as they pleased. The City planners are negligent in its oversight role.		
M-19	Result is a dysfunctional unattractive community.	The result is a dysfunctional unattractive community, which resembles some of the government housing projects from the 1970's in Toronto. Some might say that it also resembles U.S. military housing installation.		
M-20	Cathedraltown is sub-standard compared to most of the Markham communities.	In fact, some of those communities actually look and function better than Cathedraltown. As for the new TCHC developments, they are far better looking than Markham's Cathedraltown.		
	Specific Items - Against the plan and vision of the Business Park			
N-01	Business Park between Woodbine Bypass and 404 Another example that the developer is not serious about adhering to the Vision and Plan.	Developer applied to convert the business park to mix used commercial and residential in 2013. Another example that the developer was not serious about adhering to the Vision and Plan. This was not supported by the City nor the Council, fortunately. The residents must be consulted, and the Council must not allow this conversion should the developer appeal or re-apply for this change. "The western areas of the community are developed as high-quality Business Park or Business Corridor that take advantage of their location adjacent Highway 404 and buffer the residential and mix-use areas from primary vehicular activity."	CDP 1.0 (p2) CDP 3.7 (p28-36) Employment Conversion Presentation Oct 22, 2013	

Number	City of Markham Staff Responses	King David Comments
M-18	Secondary Plan, Community Design Plan and Architectural Control Guideline requirements followed.	Architectural Control Architect understood the vision
M-19	Cathedral Community has a distinct character and appearance.	King David disagrees
M-20	Refer to response M-19	King David disagrees
N-01	Ontario Planning Act processes and Provincial, Regional and City policies are being followed in the review of this application.	After 10 years experience with the employment lands, it is obvious that the only market is for build-to-suit and this is not consistent with the Vision for Cathedraltown

KING DAVID INC - REFERENCED PHOTOS



CT-1



CT-2



CT-3



CT-4



CT-5



CT-6



CT-7



CT-8



CT-9



CT-10

CT-11



CT-12





CT-13



CT-14



CT-15



CT-16



CT-17



CT-18

CT-19



CT-20





CT-21



CT-22



CT-23



CT-24

RJ Forhan & Associates
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F: (905) 235-5472

June 9, 2014

City of Markham
101 Town Centre Boulevard
Markham, Ontario
L3R9W3

Attention: Jim Baird, Commissioner of Development Services, City of Markham

RE: King David Planning Applications, Phase 1, Cathedral Piazza

Dear Mr. Baird,

At its meeting of May 26, 2014, the Development Services Committee received a deputation from the Cathedraltown Ratepayers Association who presented an issues list. The Committee gave direction to Markham staff to respond to the issues list presented by the Cathedraltown Ratepayers Association. In addition, Markham staff were asked to ascertain from King David, its commitment and proposed timelines for the overall development of the Cathedral Piazza, the construction of the Lake, the Belvedere, the Promenade Parks along Prince Regent Street, the open space system, and parking for the Cathedral.

Issues List

King David reviewed the issues list, and met with Markham staff to discuss the issues list. Markham staff prepared an issues list matrix which includes a comments from King David, as well as Markham staff comments. The response to the issues list was a coordinated effort of King David and Markham staff. The issues list will be appended to Markham staff's recommendation report to Development Services Committee on June 17, 2014.

Earlier Phases of Development and Building

It became clear when reviewing the issues list, that indeed many of the issues are related to previous phases of development and also lands that have been assumed by the City. King David was not involved in the earlier phases of the development of Cathedraltown. In fact, Phase 1 and Phase 2 were developed and built by the co-ownership of Romandale Farms (landowner), Fram (builder) and Bordeaux Developments (developer). Phase 3 residential and High Street were developed by the Crown of Markham, a Kerbel company, and built by Andrin Homes, also a Kerbel company. The Garden Court townhomes and condominium were developed and built by Monarch. Also, the 100 acres to the south of the Cathedral were developed and built by Monarch. The developers and builders of each of the phases of development, had to

have their plans, designs, and drawings approved by the City of Markham, in conformity with the vision, as established in the Community Design Plan, 2005 as amended, 2009.

The Cathedral Piazza and King David

King David is the landowner of the Cathedral Piazza, the lands immediately surrounding the Cathedral, referred to as the Cathedral precinct. Helen Roman is the President of King David, and has decided to pursue the development and build out of the Cathedral Piazza without involving other developers and builders. This way, King David has complete control over the construction, and implementation of the plans, designs, and drawings, to ensure the vision is delivered.

Timing of Development

The timing of development, grading, servicing, and construction, is subject to municipal approvals. These approvals are not under the control of the landowner. If Phase 1 is approved without appeal, then grading, servicing, and construction for Phase 1 **will** occur in the fall of 2014. Also, if Phase 1 is approved without appeal, the planning applications for Phase 2 **will** be submitted in the fall of 2014. Phase 2 will include the construction of four six-storey mixed-use buildings around the Cathedral, Market Square, the upper Cathedral Piazza, the underground parking, the completion of Pope John Paul II, the Lake, the Belvedere, the Promenade Parks, and the open space system. Municipal approvals for Phase 2 **may** occur in the fall of 2015. If Phase 2 is approved without appeal, then grading, servicing, and construction for Phase 2 **may** occur, either in the fall of 2015 or in the spring of 2016. If Phase 2 is approved without appeal, the planning applications for Phase 3 **may** be submitted in the fall of 2015. Phase 3 will include the construction of four, four-storey mixed-use buildings adjacent to Stephen B Roman Boulevard, the underground parking and the completion of Stephen B Roman Boulevard. Municipal approvals for Phase 3 **may** occur in the fall of 2016. If Phase 3 is approved without appeal, then grading, servicing, and construction for Phase 3 **may** occur, either in the fall of 2016 or in the spring of 2017.

Phase 1- Cathedral Piazza

King David has filed planning applications for Phase 1, two four-storey mixed-use buildings, to complete High Street, and to commence with the construction of Pope John Paul II, connecting Anthony Roman Avenue to Donald Buttress Boulevard. Phase 1, when completed, will contain 206 residential units, and 24 commercial-related at-grade units. Parking for the residential units and commercial-related units will be accommodated entirely underground. There will also be on-street parking.

It is critical for Phase 1 to be approved so that King David can generate funding to complete the Cathedral works, and construct the Lake, the Belvedere, the Promenade Parks, and the open space system as part of Phase 2 of the Cathedral Piazza. As the landowner and builder, King David is committed to this.

The Lake, the Belvedere, the Promenade Parks, and the Open Space system

The Lake and the Belvedere are critical features to the Community Design Plan. King David is committed to the delivery of the Lake, the Belvedere, the Promenade Parks, as well as improvements to the open space system, as is Markham staff. All of these lands are in the ownership of the City of Markham. King David and Markham staff have agreed to work together, to ensure that the Lake and the Belvedere can be delivered, as originally envisioned.

As of 2012, King David commissioned extensive drawings for the beautification of the Lake and the open space system. There were meetings with the City and the TRCA. The TRCA did not agree with the new concepts for the Lake and the open space system. Notwithstanding the turn-down by the TRCA, King David continued to work on the Lake. Markham staff and King David will approach the TRCA, together, to obtain approvals and/or permits for the construction of the Lake and improvements to the open space system. King David will obtain engineering drawings, and anticipates 3-4 months to complete the drawings.

The construction of the Lake, the Belvedere, the Promenade Parks and improvements to the open space system will occur at the same time as construction of Phase 2, which may occur either in the fall of 2015 or in the spring of 2016. If it is at all possible to deliver the construction of these features at an earlier date, then King David will work with the City of Markham to achieve this.

The Cathedral

The Foundation intends to re-open the Cathedral in late 2015.

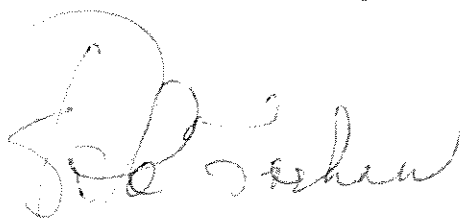
The Cathedral Parking

The original parking study, approved by the City of Markham, contemplated 210 parking spaces for the Cathedral, at full capacity, underground. As it stands now, the Cathedral parking lot still exists to the north of the Cathedral, and attached is a plan that shows 222 parking spaces there. So, if the Cathedral were to open tomorrow, there will be more than enough parking, in fact enough parking for an occupancy of 900 people using Markham by-law standards. This occupancy will not occur from some time. It is anticipated that there may be 100 people who will start to use the Cathedral when it is open for service. The congregation will likely grow from that point. There are also the existing driveways, where the future location of Stephen B Roman Boulevard will occur, more parking can be accommodated there. So what happens when the lands immediately surrounding the Cathedral are under construction? The parking for the Cathedral will be moved to the future Stephen B Roman Boulevard, Phase 3 lands. Attached is a plan that shows 659 parking spaces at this location, east of the Cathedral. And then when Phase 2 construction is complete, parking for the Cathedral will be underground.

Conclusion

To conclude, these are King David's commitments and proposed timelines, subject to municipal approvals, for the overall development of the Cathedral Piazza, the Lake, the Belvedere, the Promenade Parks, and open space system, and parking for the Cathedral. King David would like to make it clear, that these commitments and proposed

timelines, are completely contingent on the approval of Phase 1; and King David and the City of Markham working together, to deliver the vision.



Regards,

Bob Forhan, RPP, MCIP

c.c Helen Roman
 Frank Scarpitti, Mayor
 Alan Ho, Ward Councillor
 Members, Development Services Committee
 Rino Mostacci, Director
 Rona Blake, Manager
 Gary Sellars, Senior
 King David Consulting Team

Attachments- the Cathedral Parking Plan

**PART OF LOT 23
CONCESSION 3**

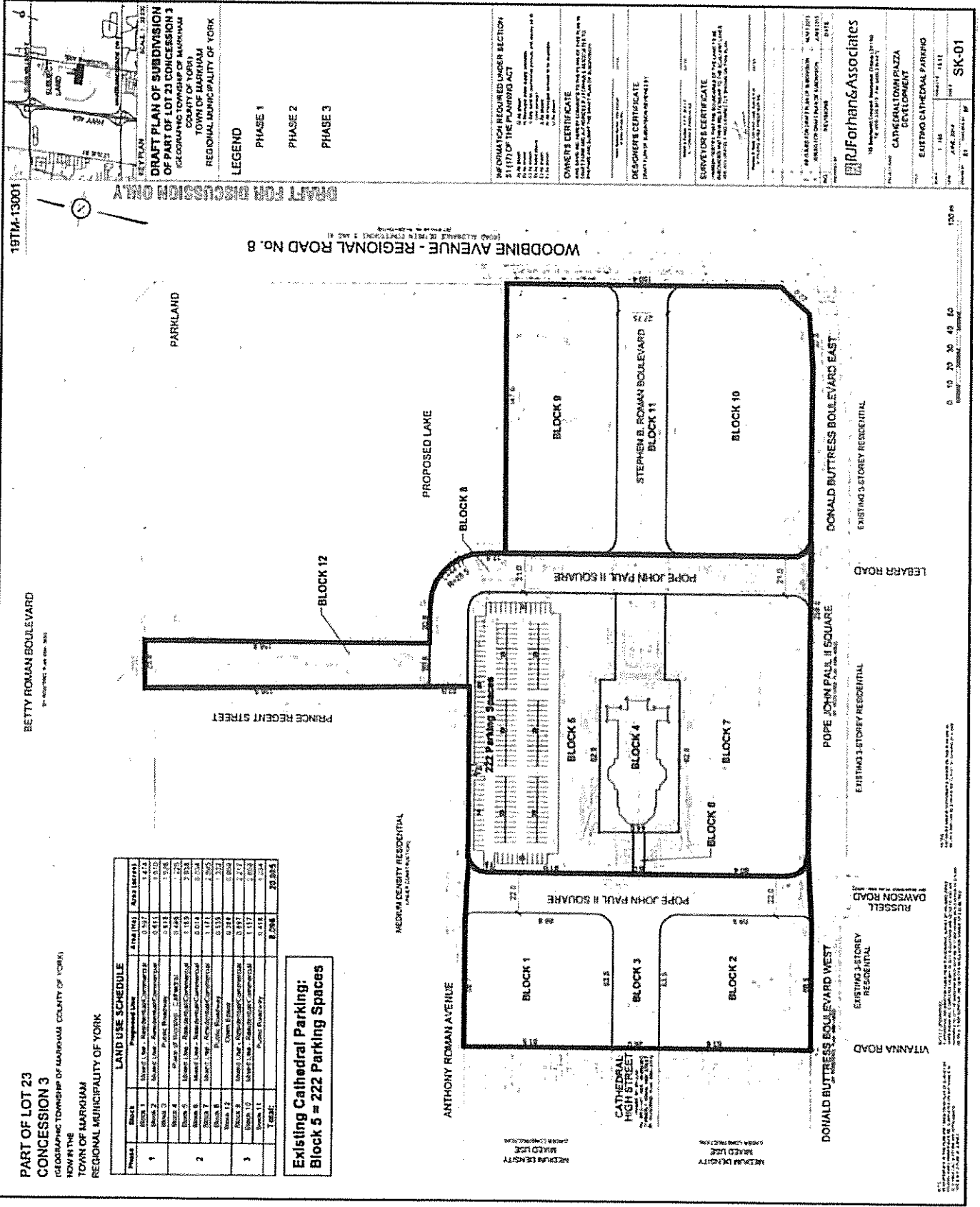
GEORGIAN TOWNSHIP OF MARIHAM COUNTY OF YORK

TOWN OF MARIHAM

REGIONAL MUNICIPALITY OF YORK

LAND USE SCHEDULE			
Block	Proposed Use	Area (Hq)	Area (Acres)
1	Block 1 - Medium Density Residential	0.527	1.212
	Block 2 - Medium Density Residential	0.411	0.930
	Block 3 - Medium Density Residential	0.411	0.930
	Block 4 - Medium Density Residential	0.411	0.930
2	Block 5 - Medium Density Residential	0.411	0.930
	Block 6 - Medium Density Residential	0.411	0.930
	Block 7 - Medium Density Residential	0.411	0.930
	Block 8 - Medium Density Residential	0.411	0.930
3	Block 9 - Medium Density Residential	0.411	0.930
	Block 10 - Medium Density Residential	0.411	0.930
	Block 11 - Medium Density Residential	0.411	0.930
	Block 12 - Medium Density Residential	0.411	0.930
TOTAL		8.006	20.005

**Existing Cathedral Parking:
Block 5 = 222 Parking Spaces**



DRAFT FOR DISCUSSION ONLY

WOODBINE AVENUE - REGIONAL ROAD NO. 8

PARKLAND

PROPOSED LANE

BLOCK 8

BLOCK 12

PRINCE REGENT STREET

MEDIUM DENSITY RESIDENTIAL
LAND CONSTRUCTION

ANTHONY ROMAN AVENUE

BLOCK 5

BLOCK 4

BLOCK 7

BLOCK 6

BLOCK 3

BLOCK 2

BLOCK 1

BLOCK 9

BLOCK 11

BLOCK 10

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