

**Kanji, Teema**

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**Subject:** FW: Wagoneers Wells/simonston

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**From:** Paula Barkin [REDACTED]  
**Sent:** November 6, 2013 9:28 AM  
**To:** Mayor & Councillors; Clerks Public  
**Subject:** Wagoneers Wells/simonston

To whom it may concern Nov 6, 2013

Please keep this area restricted to local traffic only. The access roads are already congested and we have two elementary schools, a day care, and a park that sit next to these roads making increased traffic a true safety issue. The most likely time that traffic would increase is indeed during school/day care hours. We have already created speed bumps along this route suggesting that concerns about safety and speed have already been recognized. Making a left hand turn from Wagonners Wells to Steeles east is impossible and having more cars attempting this turn will further clog the intersection of Wagonners Wells and Steeles.

I strongly suggest you re-consider this matter and work to create a safe neighbourhood for the residents of German Mills

Sincerely,  
Paula Barkin  
[REDACTED]  
[REDACTED]

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**Kanji, Teema**

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**To:** Carroll, Judy  
**Subject:** FW: potential traffic madness on Wagonners Wells

OP Submsission

☐

-----Original Message-----

**From:** Ken Smith [REDACTED]  
**Sent:** November 10, 2013 6:55 AM  
**To:** Mayor & Councillors  
**Subject:** potential traffic madness on Wagonners Wells

We do not need more stoplights on Steeles Ave -this would definitely happen if Wagonners Wells became even more of a throughway than it is now. Sincerely Kenneth Smith on Ravengloss Drive.



**Kanji, Teema**

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**Subject:** FW: Change in designation of Simonston Blvd. and Waggoners Wells Lane

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**From:** Steven Held [mailto: [REDACTED]]  
**Sent:** November 14, 2013 7:09 PM  
**To:** Mayor & Councilors; Clerks Public  
**Subject:** Change In designation of Simonston Blvd. and Waggoners Wells Lane  
**Importance:** High

Dear Mr. Boyce, Ms. Wouters and Mr. Lee,

Councillor Shore, The German Mills Residents Association, and a review of what is happening in the Town of Markham, have made me aware of the issue regarding the proposed change in status of Simonston Boulevard and Waggoners Wells Lane from local roads to collector roads. I am a long-time, over 30 years, resident on Cobblestone Drive, in the German Mills area. I have seen, and have experienced, particularly over the last few years, the tremendous increase in vehicular traffic on Waggoners Wells Lane and Simonston Boulevard. At many times during the day, both of these roads are used as a "short-cuts" to Steeles and Don Mills. Not only has it become increasingly unpleasant for the neighbourhood, but more importantly, extremely dangerous for the many young school children attending the two schools on Simonston Boulevard. I have noticed that there are many young families moving into this area, which is wonderful. In fact, in the immediate vicinity of our house there are at least 12 children. I find it extremely hard to comprehend how your Council would even propose, let alone implement, the change that you are recommending.

I cannot believe that you would do this to our community! Not all routes can be, or should be, considered in the same manner regardless of the special circumstances which must exist on some, and which certainly do exist in this case. Collector status for these roads in German Mills is not appropriate, and is not in the best interest of the residents, or the Town of Markham..

I respectfully ask that you re-consider this issue and give further thought and attention to it.

Respectfully submitted

Steven Held

Steven Held  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]





Principals  
Michael Gagnon, B.E.S., M.C.I.P., R.P.P.  
Lily Law, B.E.S.  
Lena Gagnon

September 24, 2013

P.N.13.1956.00 FAA

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

Attention: Members of Development Services Committee

- and -

Mr. Jim Baird, Commissioner, Development Services

Re: Comprehensive Official Plan Review  
Employment Conversion Request  
Northwest Corner Donald Cousens Parkway and Highway 7  
Flato Developments Inc.

Gagnon & Law Urban Planners Ltd. (G&L) acts as Planning Consultant to Flato Developments Inc. (Flato/*Subject Site*), the Registered Owner of the lands located at the northwest corner of Donald Cousens Parkway and Highway 7. The Flato lands measure approximately 3.98 hectares (9.85 acres) in size. The purpose of this letter is to provide input into the Comprehensive Official Plan Review which is currently underway in connection with the City-wide employment land conversion issue. In addition, this letter represents Flato's request that the City of Markham consider re-designation the southern portion of the *Subject Site* for a broader range of employment and residential land uses.

### Designations

The whole of the *Subject Site* is designated "Urban Residential" in the current City of Markham Official Plan. In the proposed 'new' City of Markham Official Plan, the northern two-thirds of the *Subject Site* is designated "Residential Mid-Rise", while the southern one-third located immediately fronting onto Donald Cousens Parkway and Highway 7 is designated "Business Park Office Priority".

A Pre-Consultation Application was recently filed for the northern two-thirds of the Flato lands, proposing to develop the *Subject Site* in accordance with the "Mid-Rise Residential" designation. In this respect, Flato envisages developing this portion of the site for ground related medium density built forms.

21 Queen Street East, Suite 500 • Brampton, Ontario Canada L6W 3P1  
www.gagnonlawurbanplanners.com • Phone: 905-796-5790 • Fax: 905-796-5792

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CAUTION**

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The southern portion of the site was identified as "Future Development". Since the filing of the Pre-Consultation Application, Flato has determined that they wish to re-designate this area of the site which measures approximately 0.84 hectares (1.44 acres) for mixed use development. More specifically, our client is seeking to broaden the range of land use permissions on the site to permit a combination of retail, office and high density residential (totaling potentially 20 to 25 storeys of development).

The "Business Park Office Priority" designation of the proposed 'new' City of Markham Official Plan permits a broad range of uses which are supportive of the municipality's employment objectives, including namely of interest the following (Section 8.5.3.2):

- Publicly owned and operated community facility, including a library, community centre and recreation centre, provided the facility is located on an arterial or major collector road;
- Office;
- Ancillary use such as retail, service, restaurant, commercial fitness centre, financial institution or day care centre, within a non-industrial building provided that:
  - i) The access to the premises of all ancillary uses is integrated within the building;
  - ii) Within an office building, all ancillary uses are located on the ground floor of a building; and,
  - iii) The combined gross floor area devoted to all ancillary uses is limited to a maximum of 15 percent of the total gross floor area of the building, or in the case of an office building to the gross floor area of the ground floor, whichever is less.

While a request for employment conversion is being advanced, please note that our client has instructed that the future Amendment Application maintain the employment permissions. In many respects, what is being sought is not so much an employment conversion, but rather an expansion of permitted uses to allow high-density residential housing along with retail and office employment uses.

We look forward to working with you and your staff on the processing of the Official Plan Amendment Application and ongoing Comprehensive Official Plan Review process (to be filed forthwith).





Yours truly,

A handwritten signature in dark ink, appearing to read "A. Walker", is written over the typed name of Andrew Walker.

Andrew Walker, B.E.S., M.C.I.P., R.P.P.  
Associate Planner  
[www.gagnonlawurbanplanners.com](http://www.gagnonlawurbanplanners.com).

A handwritten signature in dark ink, appearing to read "M. Gagnon", is written over the typed name of Michael Gagnon.

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.  
Managing Principal Planner

c c: S. Rehmatullah, Flato Developments Inc.  
R. Blake, City of Markham  
M. Wouters, City of Markham  
E. Silva-Stewart, City of Markham





Principals  
Michael Gagnon, B.E.S., M.C.I.P., R.P.P.  
Lily Law, B.E.S.  
Lena Gagnon

October 29, 2013.

P.N.13.1956.00 FAA

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

Attention: Mayor and Members of Council  
- and -  
Mr. Jim Baird, Commissioner, Development Services

Re: Comprehensive Official Plan Review  
Employment Conversion Request  
Flato Developments Inc.

Gagnon & Law Urban Planners Ltd. (G&L) acts as Planning Consultant to Flato Developments Inc. (*Flato/Subject Site*), the Registered Owner of the lands located at the northwest corner of Donald Cousens Parkway and Highway 7.

*Flato* is desirous of working with the City of Markham to re-designate the *Subject Site* to permit a broader range of employment and residential land uses. The vision for the development of the *Subject Site* is being pursued as part of the Comprehensive Official Plan Review which is currently underway in connection with the City-wide employment land conversion study.

#### **Pre-Consultation Application – Flato North Parcel**

A Pre-Consultation Application was filed on August 28, 2013 for the northern two-thirds of the *Flato* lands. It is proposed that the *Flato* North Parcel be developed in accordance with the "Mid-Rise Residential" designation. It is envisaged that a total of 91 residential townhouse units will be built; plus two (2) single detached dwellings, a segment of the local road network and a portion of a local park.

#### **Mixed Use Development – Flato South Parcel**

*Flato* envisages developing the southern portion of the *Subject Site*, which fronts onto Highway 7, for two (2) 20-storey residential towers, resting on top of a 4-storey mixed use retail and office podium; running parallel to Highway 7; as follows:

- Retail (Ground Floor) 2,605 m.sq. (28,040 sq.ft.)
- Office (2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> Floors) 8,685 m.sq. (93,485 sq.ft.)
- Residential (5<sup>th</sup> to 24<sup>th</sup> Floors) 348 units

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790  
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556  
www.gagnonlawurbanplanners.com • Toll Free: 1-855-771-7266

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### **Amendment Application and Presentation**

*Flato* had originally asked us to appear this evening as a Delegation before City of Markham Council for the purpose of formally introducing the *Flato* Concept Plan. Consistent with the advice received from City Clerks Department staff, we will not be appearing this evening. It is now our intention to appear as a Delegation before the November 5, 2013 Development Services Committee.

In advance of the November 5, 2013 Meeting, *Flato* has instructed us to prepare and file a formal Official Plan Amendment Application; to include a Planning Justification Report, a Concept Plan, as well as Municipal Processing Fees.

As a precursor to our appearance at the November 5, 2013 Development Services Committee, we are pleased to file with the City of Markham a copy of the attached Letter, Presentation and freestanding Concept Plan.

*Flato* looks forward to working closely with City staff and the whole of Council on the vision for the development of the *Subject Site*.

Yours truly,

A large, stylized handwritten signature in black ink, appearing to read "Michael Gagnon".

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.  
Managing Principal Planner  
[www.gagnonlawurbanplanners.com](http://www.gagnonlawurbanplanners.com).

- c c: S. Rehmatullah, Flato Developments Inc.  
A. Taylor, City of Markham  
B. Karamanchery, City of Markham  
S. Chait, City of Markham  
R. Blake, City of Markham  
M. Wouters, City of Markham  
E. Silva-Stewart, City of Markham  
A. Walker, Gagnon & Law Urban Planners Ltd.  
M. De Nardis, Gagnon & Law Urban Planners Ltd.  
M. Mascarenhas, Gagnon & Law Urban Planners Ltd.







October 21, 2013

Margaret Wouters  
Senior Planner, Policy and Research  
City of Markham Development Services  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

**Re: Comments on Draft Official Plan Designation for 50 Esna Park Drive, Markham - Lincoln House Inc.**

**PURPOSE**

Thank you for your previous responses and your efforts to address our client's concerns regarding the new City of Markham Official Plan and its implications for the Subject Lands.

We have reviewed the proposed list of permitted uses under the Area and Site Specific Policies in the Draft Official Plan, considering the actual use of the Subject Lands, uses permitted in the current Official Plan and the permitted uses we requested be included in the new Official Plan. We confirm that the proposed permitted uses under the Area and Site Specific policies address many of our client's original concerns focused on the need for the City to recognize and maintain permission for the ongoing banquet hall and trade and convention centre facility uses. We also acknowledge that Area and Site Specific Policies provide further options to allow for possible alternative uses or to expand upon and intensify the use of the facility or the lands in the future.

However, removal of the permission in the current Official Plan for a hotel at this location remains a significant concern to our client for reasons outlined in this letter. The owner respectfully requests that the City give consideration to the continuation of a hotel as a permitted use on the Subject Lands under the new Plan.

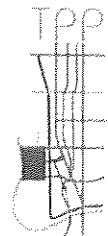
**BACKGROUND**

As you may recall, we mentioned in our initial meeting that our firm was originally retained to conduct a feasibility study of the potential for the Subject Lands for redevelopment or intensification for a variety of potential uses under the current Official Plan. Given the nature of the current business operation, its location, the large expanse of vacant property and the existing permission under the current Official Plan, our clients have long considered a hotel to be an appropriate and complimentary use for the Subject Lands.

A hotel could either be located in conjunction with, or integrated as part of the existing trade and convention centre and banquet hall facility operation in order to take advantage of the obvious synergies as well as to serve the surrounding Employment Area and other visitors to the City. As such, a hotel was one of the uses that we were directed to consider and address as part of our initial work and one of the primary uses that our client wished to maintain existing permissions for under the new Official Plan.

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## IMPLICATIONS OF REVISED APPROACH TO DESIGNATION OF EMPLOYMENT LANDS

We fully understand what the City is trying to achieve in terms of the new employment land use designations, including the direction for General Employment Areas to primarily accommodate more traditional employment uses, new industrial and warehousing uses as well as a number of service employment uses. We also understand the intent of directing certain non-core employment uses to the Service Employment designation, which has the widest variety of business uses in multiple building types and tenures, in support other business uses and employees.

As regularly happens as part of large scale Official Plan reviews, the Subject Lands have been lumped together with a large number of other properties due to its location within the interior of an employment district, and identified within one land use designation. Some of the properties within this General Employment land use designation are quite similar and perform very similar functions, while others are very different. The Subject Lands are one such property and represent an existing, long established use that is unique and dissimilar from many of the adjacent and nearby properties. As such, it may not match with the typical employment uses in the area or easily fit within the same land use designation. We feel that the Subject Lands warrant a separate and site specific approach.

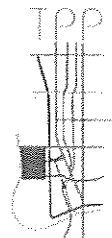
## RATIONALE FOR MAINTAINING PERMISSION FOR HOTEL USE

As you have begun to address through the Area and Site Specific Properties, the Subject Lands do belong within a site specific land use designation which recognizes their past and current use, locational attributes and, in response, provides for a specific range of uses that balance these attributes against the broader Official Plan and employment area planning objectives. We respectfully request that the existing permission for a hotel be maintained and be incorporated into the Area and Site Specific policies that apply to the Subject Lands. In evaluating this request, the City should give consideration to the following points.

### *The Current Official Plan Designation and Range of Permitted Uses for Subject Lands Are Appropriate*

The current Official Plan designates the Subject Lands as a "Business Corridor Area", which are areas intended for a mix of high quality business activities primarily in corridors along major road frontages adjacent to industrial areas. Business Corridor Areas are intended for industrial and office uses that require the exposure offered by such locations in order to accommodate the needs of nearby companies and the employees they serve, as well as accommodating certain uses that also serve the general public at appropriate locations. The Business Corridor land use designation, including the permission for the hotel use, has been in place for a long period of time. As such, the current owner has been considering various options for the Subject Lands for some period of time, including establishment of a hotel.

In comparison, the General Employment land use designation proposed under the new Official Plan is intended to accommodate established or new industrial and warehouse uses, as well as limited service employment uses serving businesses in the area. We appreciate what the City is trying to achieve through the Official Plan review in terms of a broader vision and other employment related objectives and acknowledge that for an existing industrial land use, this change would not be as significant. However, the implications are much greater for the





Subject Lands as the approach under the new Plan, even with the Site Specific Exceptions, represents a more dramatic departure from the existing use and the current land use permissions that have been in place for some time and that were not expected by the Owner to change. The proposed land use designation does not reflect the unique nature of the property.

It is logical for the Owners to seek to leverage this existing resource (land, buildings, business) as well as their cumulative expertise and to consider development of the Subject Lands in the direction of enhanced banquet hall and trade and convention centre facility, bundled with a specialized hotel. The integration of the uses under one roof makes sense from a business perspective given the obvious synergies, but also makes sense from a land use, planning and urban design perspective.

#### ***The Subject Lands Have been Used in a Similar Capacity For Approximately 50 Years***

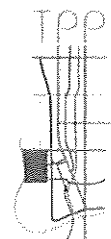
The Subject Lands were originally owned by the Toronto Firefighters Club and developed in the 1960's as a facility for their members to gather for various meetings, events and social functions. The former use had also always been open to use by the general public. The current owners purchased the property and obtained a zoning change in 1996 which established the permission for the current banquet hall and trade and convention centre facility, although it had already been used for similar purposes for more than 30 years by that point. It should be noted that similar types of facilities have operated at this location continuously for approximately 50 years and that they seem to have managed to co-exist with the surrounding employment uses in a supportive and harmonious manner.

Today, the Shangri-La Banquet Hall and Convention Centre remains as a going concern. It is an active employer within the area and one of only a small number of similar facilities within the City and the Region. Use of the Subject Lands may have pre-dated some of the more traditional employment uses located within the area. It is our view that a hotel located on the Subject Lands in conjunction with a banquet hall and a trade and convention centre would be an appropriate addition and could continue to co-exist as it would be consistent with the past and existing uses of the property.

#### ***The Recent Rodick Road Extension Enhances the Subject Lands as a Hotel Location***

The construction of Rodick Road extension provided a vital north-south link between Highway 7 and Alden Road and Esna Park Drive and was vital to the transportation and transit network supporting the projected travel demands of the surrounding employment lands. The third phase was recently completed from Riviera Drive to Alden Road and Esna Park Drive and involved the construction of a four lane road with bike lanes and a major overpass structure at the CN tracks. The scope of the project included realigning Esna Park Drive and Alden Road at the intersection with Rodick Road, resulting in a four-way intersection with upgraded traffic signals. The Rodick Road extension and the new intersection is immediately east of the Subject Lands.

The extension represented a major public undertaking and resulted in a significant piece of transportation infrastructure that should be utilized by the public and private sectors alike. It greatly enhances the attributes of all the lands immediately surrounding the reconfigured intersection of Esna Park, Roddick Road and Alden Road. The Subject Lands have now been transformed into a significant corner property located at a major 4 way intersection that exhibits greatly enhanced access, prominence and visibility. In our view, this should be reflected in the terms of the land use designation and permissions applied to the Subject Lands through the





evolving policy framework. Consideration should be given to a broad range of other employment and employment-serving uses that reflect and are able to capitalize on the high profile location and the enhanced transportation context.

#### ***The Subject Lands are Underutilized and Suited to Integration of a New Hotel Component***

The Subject Lands have a land area of just over 4 hectares (9.9 acres) and the banquet hall has an area of about 2,800 m<sup>2</sup> (30,000 ft<sup>2</sup>). The buildings only cover about 6 to 7 percent of the land area and the current use is not fully utilizing the available extent of the Subject Lands. A substantial portion of the Subject Lands, somewhere between 30 and 40 percent of the land area, also contains vegetation and tree cover. Due to the relatively low intensity of development on the Subject Lands, there exists an opportunity to intensify the uses. This can be accomplished by adding onto or expanding upon the existing buildings with uses that are consistent and compatible with the existing banquet hall use and that could be situated in a manner that would be sensitive to the property's natural features.

A hotel on the site would be an appropriate use given the obvious synergies associated with the banquet hall and the trade and convention centre use. The largest unused or underutilized portions of the site are adjacent to where the newly constructed Rodick Road extension intersects with Esna Park Drive and Alden Road. This would be ideal for a hotel given the visibility and prominence of that location. The extent of the existing trees and vegetation on the north part of the property presents a limitation on the ability to establish viable large scale, space extensive employment uses such as industrial warehousing or manufacturing facilities. However, a hotel use does not present the same limitations as the building can be established with a more vertical built form and a smaller building footprint that would be easier to integrate within the vacant portions of the site.

#### ***The Compatibility of a Hotel Use Should Not Be of Significant Concern***

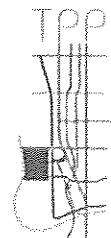
As mentioned previously, the Subject Lands have been used in a similar manner for over 50 years and during that time they have been supportive of the employment function, rather than posing a threat. Due to the Rodick Road extension, the Subject Lands are now separated from all adjacent parcels by major roadways or railway lines, with the exception of one property. The property directly to the west, known municipally as 40 Esna Park Drive, is a similarly large property which contains an office at the front of a large warehouse type structure. The use of the property appears to mainly function as an office with storage, vehicle parking and some outside storage at the very back of the property, rather than for heavy industrial or manufacturing uses. It is expected that a development of a hotel on the Subject Lands would most likely be located on the southeast portion, adjacent to the intersection of Esna Park Drive, Rodick Road and Alden Road, furthest away from the property to the west. In our view, a hotel integrated with the existing banquet hall and trade and convention centre facility would continue to be compatible with the existing surrounding land use context and not pose any new threat to the existing adjacent employment uses.

#### ***A Hotel Can Contribute to the Health of Employment Area***

The banquet hall and trade and convention centre facility currently employs approximately 100 persons with about 60-70 part-time and 30 full-time positions. A new hotel and enhanced trade and convention centre facility would create additional employment opportunities for the area rather than detracting from it. It will also have spin-off effects and create further employment opportunities for the area. In turn, these new jobs

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Toronto, Ontario, M5R 2A9





would contribute to the growth of this area and assist in improving the overall economy. Additional benefits include increased tourism to the City and to provide support for nearby businesses with accommodation.

We recognize the City's general intent in removing the general permission for hotels and other commercially oriented uses throughout areas to be redesignated to General Employment as a broader measure to focus activities towards primarily industrial and warehouse uses to avoid potential land use conflicts. However, given the current and past use of the property, its prominent location, certain physical attributes and the enhanced transportation context, we believe that it is suited to the hotel use and that it would not impair or detract from the area's broader employment function.

***There Will be Increased Potential to Protect and Enhance Site's Natural Features***

With the development of a new hotel integrated as part of an existing banquet hall and trade and convention centre facility, there is greater potential to enable protection and enhancement of the Subject Land's natural features, in particular, the woodlot that occupies a significant percentage of the north and northeast portions of the property. A hotel use is better suited physically to being integrated on a site amongst sensitive natural features than would certain industrial uses. Some types of industrial operations involve large, space extensive single storey buildings that occupy significant land areas and that require extensive areas of truck parking, circulation and loading and that could be at odds with protection of these features on site. Whereas, hotels can be established on a more vertical basis with smaller building footprints and thus minimize the impacts upon the features. In addition, it is anticipated that the uses would be more harmonious and that the patrons of the hospitality uses are more likely to be appreciative of the benefits and proximity of natural features. Lastly, there may be opportunities to undertake further measures as part of the design and development of the Subject Lands that could result in enhancements to the features themselves.

**SUMMARY AND CONCLUSION**

We suggest that the City allow for a hotel as a permitted use on the Subject Lands through the proposed Area and Site Specific Exceptions as it is consistent with and compatible with the current use of the property and those uses proposed under the current draft exception. Further, we suggest that the policy be worded so as to only permit a hotel on the Subject Lands if it is established in conjunction with the existing or an expanded banquet hall or a trade and convention centre facility. Lastly, in order to address any compatibility concerns that the City may have, the City may consider wording within the policy that permits the hotel as a conditional use subject to a review of a site specific development application for zoning approval.

We appreciate your further consideration of this matter and look forward to the opportunity to meet to discuss it in greater detail. I will be in contact with you to arrange a meeting in the near future.

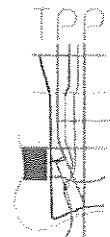
Regards,



Bruce Hall, BES, MCIP, RPP, Partner  
The Planning Partnership

t 416.975.1556  
www.planpart.ca

1255 Bay Street, Suite 201  
Toronto, Ontario, M5R 2A9





**Kanji, Teema**

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**Subject:** FW: Re- Minor Collectors (EMMANUEL)  
**Attachments:** Minor collector - With recommended changes.pdf; Google map with the changes.pdf

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**From:** Stephen Emmanuel [mailto:████████████████████]  
**Sent:** Monday, November 11, 2013 8:00 PM  
**To:** Lee, Brian  
**Subject:** FW: Re- Minor Collectors

Hi Brian,

Thanks for returning my phone call, as discussed and requested I am sending you to attachments that show the changes that needs to be made to the Appendix D- Minor collector road network that is currently shown on the draft official plan.

As mentioned this is the loop that shows the minor collector running off 14<sup>th</sup> avenue on to Chatelaine drive( east of Markham road on 14<sup>th</sup>) thorough to Ribston street and then on to Roxbury street to Horstman street and back to 14<sup>th</sup> avenue.

The correction should be to remove the loop from part of Chatelaine from Roxbury street ,Ribston and part of Roxbury. This loop leads to Rouge River Estates where currently we get very little traffic going through, Hence based on the definition of Minor collector this will not fit in to it. '4

I have attached two maps.

1. Appendix D with the correction to be made
2. Google map showing the correction enlarged with the road names.

Trust this will help to do the necessary changes. Appreciate if you could acknowledge receipt of this email.

Regards,

Stephen Emmanuel-████████████████████

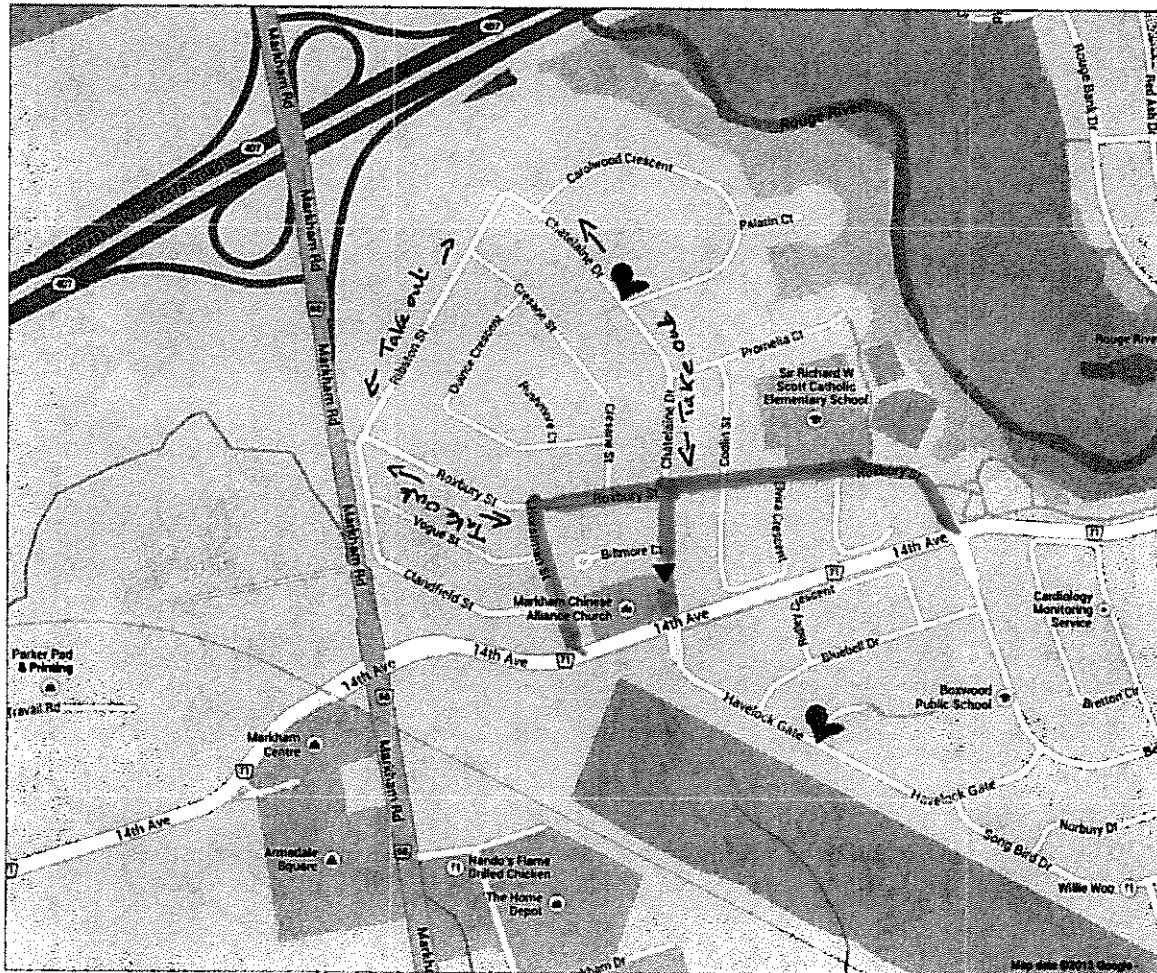






Google

To see all the details that are visible on the screen, use the "Print" link next to the map.



### Driving directions to Havelock Gate, Markham, ON, Canada

35



1. Head southeast on Chatsworth Dr toward Carletonwood Crescent

458 m

2. Continue onto Havelock Gate

358 m

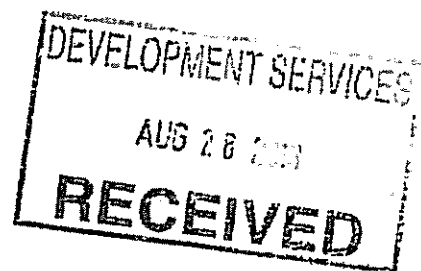


Havelock Gate  
Markham, ON, Canada

These directions are for planning purposes only. You may find that construction projects, traffic, weather or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notations regarding your route.  
Map data ©2013 Google



**MARKHAM  
AIRPORT**



27 August 2013

Elisabeth Silva Stuart, MCIP, RPP  
Senior Planner - Policy and research  
Planning & Urban Design Department  
Development Services Commission  
City of Markham  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

Dear Ms Stuart:

Further to our meeting with Ms. Marg Wouters and yourself regarding revisions to Draft Markham Official Draft September 2012 7.0 Transportation, Services And Utilities. 7.1.8 Airports, 7.1.8.1, 7.1.8.4, Chapter 11, 11.8.3. and revise drawing Figure 11.8.3 101.2 hectares to match attached air photo. The attached revisions as per the subject of aeronautics within the exclusive jurisdiction of the Federal government.

Exhibit 12) July 23, 1991 from Mr. Robert A. Robinson, Director of Legal Services  
Town of Markham;-

"In our opinion, a municipality, or even the Province, does not have the authority to prohibit, regulate, or control the extension of an airport runway. As a general rule, the subject of aeronautics is within the exclusive jurisdiction of the Federal government, and a municipality acting under provincial legislation has no legislative authority to regulate or control airports or air navigation."

Thank you for the opportunity in bringing this matter to your attention.

Kindest regards,

Allan A. Rubin.



70 DRAFT MARKHAM OFFICIAL PLAN TRANSPORTATION SERVICES AND UTILITIES  
SEPTEMBER 2012

7.1.8 Airports

There are two privately owned airports operating in Markham. The Toronto Buttonville Municipal Airport and the Toronto Markham Airport shown in Appendix E- Transportation, Services and Utilities. Aviation has long been a component of Markham's transportation infrastructure and Markham has worked cooperatively with the Federal and provincial aviation authorities in the planning development and operations of these two airports.

The Toronto Buttonville Municipal Airport site comprises approximately 70 hectares adjoining Hwy 404 south of 16<sup>th</sup> Avenue. Buttonville Airport serves a range of aviation activities, including commercial cargo operations, air ambulance and police services, corporate flights, charters, and flight training schools. In 2010 the airport lands were sold with the expectation that the site will eventually be redeveloped for other urban uses a high density mixed use employment, retail, office, entertainment, and residential development.

Toronto Markham Airport sited on 101.2 hectare property adjoining Highway 48 and north of Elgin Mills Road. Operations at Markham Airport are currently limited by its 2015-foot runway. The airport is partially located on lands owned by the federal government which may be used for the development of the proposed Pickering Airport. Markham Airport expected to continue to function into the foreseeable future and possibly given the closure of Toronto Buttonville Airport, to expand in order to provide viable transportation options.

The Pickering Airport Site formally established on lands owned by the federal government in August 2003. The portion of the site within Markham includes approximately 1,800 hectares, generally located 3300' east of Highway 48 and north of 16<sup>th</sup> Avenue as shown on Appendix E- Transportation, Service and Utilities. The portion of the Pickering Airport Site in Markham is identified as Greenbelt within the Provincial Plan. A portion of these lands is also subject to Oak Ridges Moraine Conservation Plan.



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

It is the Policy of council:

- 7.1.8.1 To support the continued functioning of Toronto Buttonville Municipal Airport until the future disposition of the airport lands is more fully determined.
- 7.1.8.2 To provide the continued operation of the Toronto Buttonville Municipal Airport and to work with the Region and the landowners to determine the details of the of the future, long-term use of there lands through an implementing secondary plan process in accordance with Section 8.5.1.5
- 7.1.8.3 To require all new development adjacent to Toronto Buttonville Municipal Airport to comply with applicable Federal and Provincial Zoning Regulations until such time as airport operations cease.
- 7.1.8.4 To permit the continued operation of the Markham Airport and to support such expansion as may be conducive to facilitate air transportation until viable alternatives are fully operational.

#### Area and Site Specific Policies Chapter 11

- 11.8.3 d) the existing Markham Airport shall continue operations at 10953 Highway 48



**MARKHAM**

EXHIBIT 12

PLANNING AND DEVELOPMENT

JUL 25 1991

RECEIVED

Robert J. Swayz  
Town Solicitor

MEMORANDUM

TO: Tim Lambe  
Project Manager, Policy & Plans

FROM: Robert A. Robinson  
Director of Legal Services

DATE: July 23, 1991

SUBJECT: Markham Airport (Part of Lot 27, Conc. 8)  
Application for OPA (A. Rubin)  
Our File: 91 0411 PG 0008

This is further to your memorandum dated July 15, 1991, regarding the above.

In our opinion, a municipality, or even the Province, does not have the authority to prohibit, regulate or control the extension of an airport runway. As a general rule, the subject of aeronautics is within the exclusive jurisdiction of the Federal government, and a municipality acting under provincial legislation has no legislative authority to regulate or control airports or air navigation.

I have attached a copy of Re de Havilland Aircraft of Canada Ltd. and City of Toronto wherein Toronto adopted an amendment to their Official Plan which stated their policy was that the use of the airport for high frequency passenger services was to be discouraged. On page 729 of the decision, the Divisional Court states:

.../2

APPENDIX E



Countryside

11.8.3

The following site specific provisions apply to the 'Countryside' lands as shown in Figure 11.8.3:

- a) a cemetery and/or place of worship shall also be permitted at 10530 Highway 48, 11248 Kennedy Road, and 5438 Major MacKenzie Drive East;
- b) a place of worship, with a maximum gross floor area of 784 square metres and a worship area with a capacity of 464 persons, shall also be permitted at 10992 Kennedy Road;
- c) a place of worship shall also be permitted at 11359 Warden Avenue;
- d) the existing Markham Airport shall also be permitted at 10953 Highway 48 provided there is no further expansion of the existing aerodrome facility;
- e) a golf instructional facility, consisting of a golf driving range, a putting green and accessory uses, shall also be permitted at 5480 Major MacKenzie Drive East;
- f) a cemetery shall also be permitted at 10762 McCowan Road, 10451 Highway 48 and 10080 9<sup>th</sup> Line;
- g) a camp and education centre shall also be permitted at 11123 Kennedy Road, subject to a minimum building or structure setback of 6 metres from the north lot line and 15 metres from all other lot lines;
- h) fairgrounds and exhibition buildings that may be used for agricultural fairs, trade and consumer shows, corporate events, warehouse sales and auctions, cultural and religious events, concerts and other private and public exhibition and celebration events shall also be permitted at 10801 McCowan Road; and
- i) a golf course shall also be permitted at 11207 Kennedy Road.

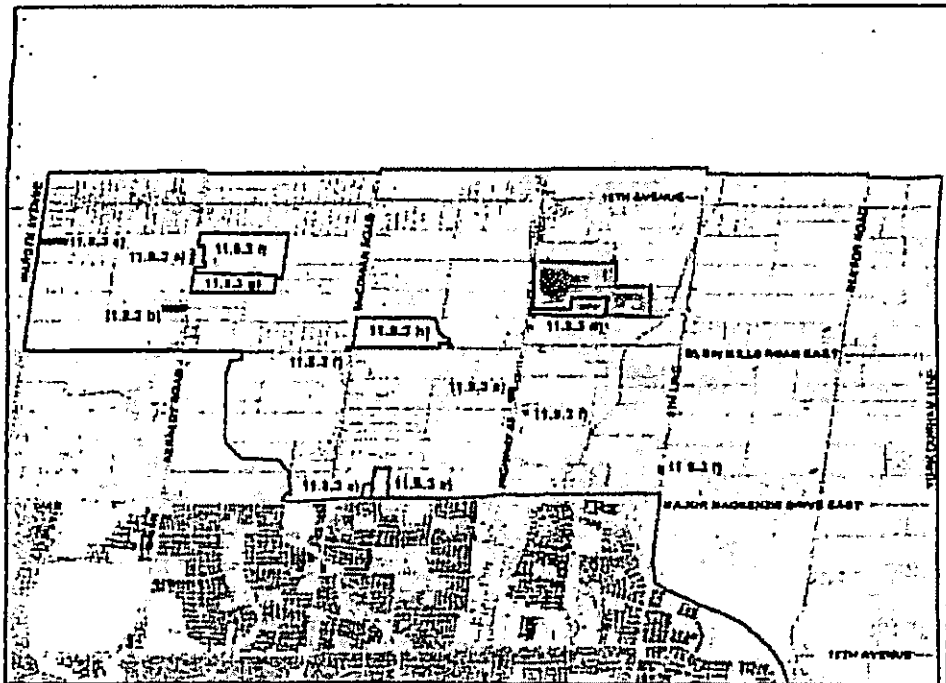


Figure 11.8.3





101.2 HECTARES



I am here today representing the German Mills Residents Association. You are all aware hopefully of the change in status for some local roads to collector roads. You may remember the terminology "Minor Collector" but we are not fooled by the word "Minor". We know this does not exist at the Provincial level where only the term Collector is used and defined.

Thornhill representatives have tried to work with staff on this issue but with no success. We are approaching the end of the OP process and we are not willing to leave this matter in the hands of staff any longer. We are now appealing to Council. We want councillors to be more familiar with SE Thornhill and the community of German Mills. Traffic has not improved in this area since we opposed the Shops On Steeles redevelopment project 3-5 years ago. As we predicted back then the rush hour has grown longer. At that time we also stressed the need to stop traffic infiltration through our community or at least keep it to a minimum. We produced and showed Council a traffic powerpoint which included these points and we won Council's unanimous support. You may remember that Mayor Scarpitti even offered me a job in the City's transportation department and now I am beginning to wish I had taken him up on that offer.

Here are some details of the German Mills community which I hope will persuade you all that Simonston Blvd and Waggoners Wells Lane should not be designated as collector roads in the new Official Plan, but should maintain their current status as local roads. While some newly designated collector roads may not have any of the following features and problems, we believe the roads in our community have the types and numbers of land uses along them which make them entirely unsuited to collector status. I don't think anyone should assume that all shortcuts through residential areas are suitable for increased traffic, rather each route needs to be examined and assessed separately and carefully in its own right. One of the guiding principles in Places & To Grow section 1.2.2 states "Provide approaches to managing growth that recognize the diversity of communities."

I am going to speak first about Waggoners Wells Lane

Waggoners Wells exits on Steeles without the benefit of traffic lights. There is a clear 1 Km run, steep and downhill, from Don Mills Road to Leslie, along Steeles, no stops, no traffic controls of any kind and traffic is fast and furious. Trying to slip into westbound traffic is difficult enough. Left turn eastbound from Waggoners on to Steeles against westbound downhill traffic is impossible and highly dangerous. Everyone on my street goes around the block via Simonston to Don Mills and Steeles to go east on Steeles or south on Don Mills; only strangers who are unaware of just how dangerous this intersection is attempt the left turn. There have been so many car accidents and near accidents at this intersection over the last 40 years I have lost count. It is also so extremely difficult for pedestrians to cross Steeles to get to the Waggoners' bus stops there that Toronto put a pedestrian island in the middle of the road between the 2 bus stops to stop the road kill. It helps with the uphill eastbound traffic but even with only half the road left to cross the westbound downhill traffic is so heavy and fast it is near impossible to cross that section of roadway especially at rush hour. Designating



Waggoners as a collector road would make a dangerous uncontrolled intersection even more dangerous.

### **Simonston Boulevard**

There is no outlet from Simonston East (east of Don Mills) to Steeles. Southbound commuter traffic that turns onto Simonston East from Don Mills Road merely comes back to Don Mills Road further south. Yet southbound morning commuter traffic is turning east at the Simonston North/Don Mills intersection and racing along that stretch of Simonston so as to beat the back up of traffic along Don Mills Road to the lights at Simonston South and Don Mills Road, past a park with play equipment for kids and past a school (Flowervale) for autistic children which has a very wide catchment area and therefore car traffic, stopping and turning. Children walking to the public schools on the west side of Don Mills Road have no option other than to walk along and cross Simonston East to get to school and thus have to contend with this traffic.

On the west side of Simonston we have a Synagogue and Catholic Church, another park with children's play equipment, 2 public schools, one of which, St Michael's Catholic Academy, is an enriched arts school and draws from a wide area of York Region. I know one lady who lives in Unionville whose two boys attend St. Mike's. So the car traffic is greater because of the larger catchment area. There's a Daycare located in German Mills PS and just along German Mills Road off Simonston there is a nursery school in a century old schoolhouse. School children are dropped off and picked up at all these locations by car so there are a lot of cars pulling in and out and turning as well as children walking along Waggoners and Simonston to school and back every day. It is extremely busy especially in the mornings. Simonston Blvd. has an oval shape with 4 bends. One of these bends is right outside St. Mike's Catholic Academy, reducing sightlines and making a dangerous drop-off/pick -up and turning situation much worse.

We have road bumps to slow traffic down along Simonston, signs which say 'Local Traffic Only' and together with all the schools, routes to school, school guard crossings playgrounds and road bends this is not exactly the kind of road suitable for collector traffic. Designating Simonston and Waggoners as collector roads does not protect other local roads from infiltration as suggested by the City's Traffic Engineer as no other route providing a short cut through our area even exists. German Mills residents also need to be able to get out of their streets instead of being "locked in" by commuter traffic. Nor do we rely on the assurances of traffic studies, not after we dealt with the traffic study for Shops On Steeles. Just wait until the Region's "clever" solution of another set of traffic lights on Don Mills Road between Steeles and Simonston South, at the NW entrance to the Shops On Steeles plaza, comes into play and watch the congestion at the Steeles/Don Mills intersection and the traffic back-ups along Don Mills Road and Steeles Avenue grow.

We are philosophically opposed to infiltration traffic through any stable residential



The Provincial Policy Statement section 1.5.1 states "Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling."

area. Growth and intensification are not meant to impinge on the interiors of such areas. We believe that creating two sets of traffic problems out of one is wrong. We do not believe that our political representatives will support collector status for Simonston and Waggoners with so many schools, play areas and children at risk. Our kids need more protection from traffic not less.

We will never change the minds of drivers if we continue to make their commutes shorter, easier and faster. We will never get them started thinking of moving closer to work or finding work closer to home or taking transit, or car pooling. These are the solutions to traffic. Infiltrating low density stable residential areas is not the solution, it's just creating new problems. One of the cornerstones of Places To Grow is Quality of Life and another cornerstone is protecting the interiors of stable residential neighbourhoods. Collector roads which cut through the middle of such areas undermine both of these principles.

German Mills has yet to experience the traffic streams resulting from the Shops On Steeles intensification development. We are asking for more protection from commuter traffic from and to the north, not less. This community will not support any changes which encourage or increase infiltration traffic through our community. There are too many schools, too many children at risk and too many dangers already.

Thank you for listening to the concerns of the community of German Mills.



## YYZed PROJECT MANAGEMENT

1 - 8888 Keele Street, Vaughan, Ontario, L4K 2N2

Telephone: 905-738-1226 Fax: 905-738-1215

[www.vyzed.com](http://www.vyzed.com)

October 7, 2013

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

Attention: Marg Wouters, Senior Manager, Policy and Research

**RE: Eastside GM Dealership  
8435 Woodbine Avenue  
Comments on new Official Plan**

Dear Marg;

On behalf of the owner of Eastside Chevrolet Buick GMC Ltd. dealership, we are pleased to provide comments on the new proposed Official Plan for the City. These comments are based on our meetings with you and Richard Kendall of the Planning Department.

As an overview it has been established that the proposed land use designation on the lands with frontage on Woodbine Avenue and currently occupied by the automobile dealership buildings is "Commercial". The remainder of the property to the east side of the creek is proposed to be designated "Mixed Use Midrise". Our latest concept plans presented to staff (see attachments) acknowledged these proposed land use designations however there remain detailed Official Plan policies that we request further consideration from staff through the current Official Plan review process.

The proposed concept for the lands with frontage on Woodbine Avenue and west of the creek is a mixed-use complex consisting of an office component, hotel and automobile dealership. The heights of proposed office building at 18 storeys and hotel at 21 storeys are currently above the proposed height limit of 15 storeys under Commercial designation. However, it was discussed that the location of the property may be an area where additional height could be supported as there are no impacts on existing lower density residential communities. We also require confirmation that an automobile dealership is permitted under the proposed Commercial designation based on your thorough interpretation; and if not permitted we would request that this use be permitted either thru a comprehensive land use amendment or on site specific basis in relation to the subject property.

The lands east of the creek are also being used by the automobile dealership. However, in conformity with the proposed Mixed Use Midrise land use designation, our concept plan proposes a residential condominium apartment building. In relation to this proposal we would request consideration to increase the maximum building height from 15 to 18 storeys within this



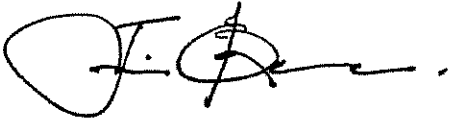
land use designation. We would also request the policies provide further clarification on the Tertiary Plan principles and parameters.

We believe that our conceptual plans have demonstrated the viability of the proposed redevelopment options for the subject lands therefore we would request acknowledgement and consideration of our Official Plan policy modifications prior to final consideration of the new City Official Plan by Council. **Please accept this letter as our formal request to be notified of all future meetings regarding the new Official Plan.**

We look forward to working with you and your staff to address the above noted comments and modifications to the proposed Official Plan policies. If you require any clarification of our submission or require a meeting, please call or email.

Yours Truly,

YYZed PROJECT MANAGEMENT

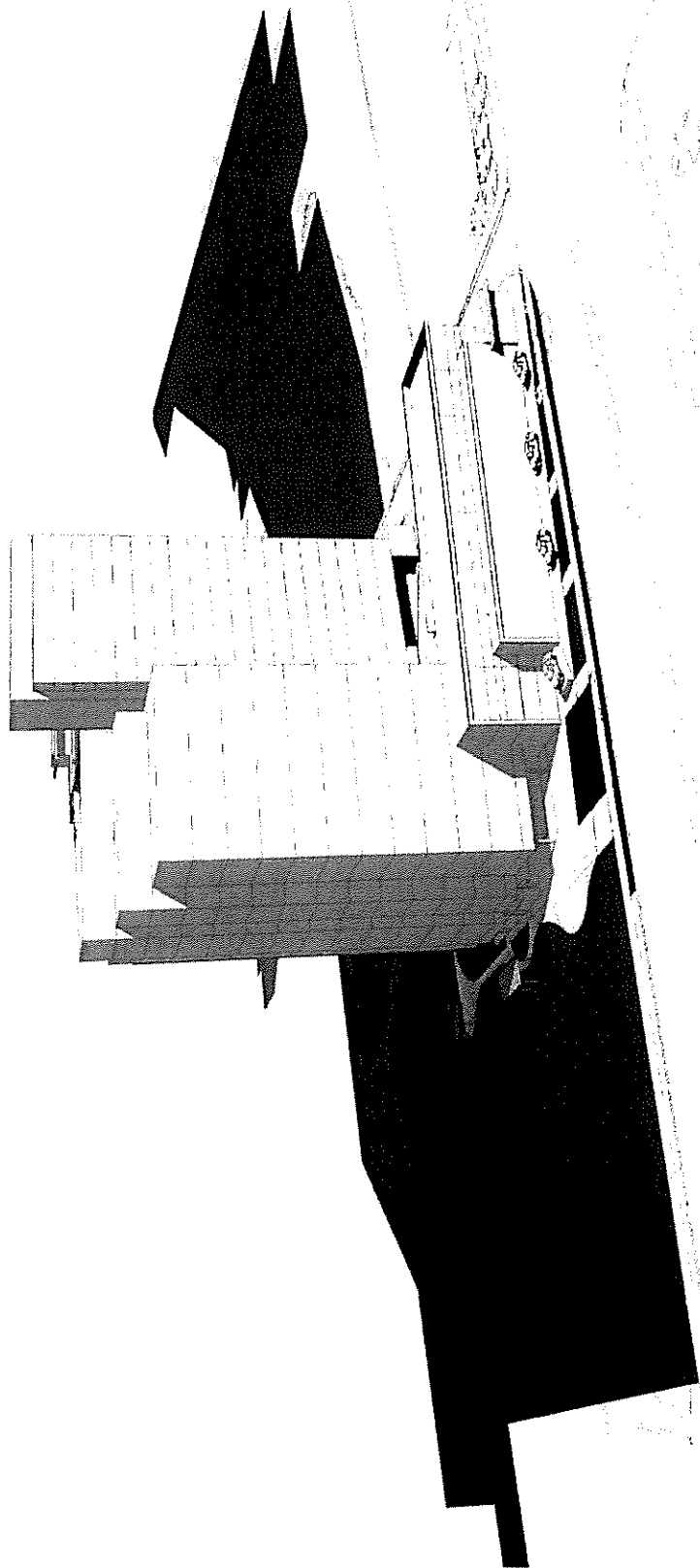
A handwritten signature in black ink, appearing to read 'J. Okawa', with a large, stylized initial 'J' and a circular flourish.

James H. Okawa, RPP MCIP  
Project Manager  
YYZed Project Management

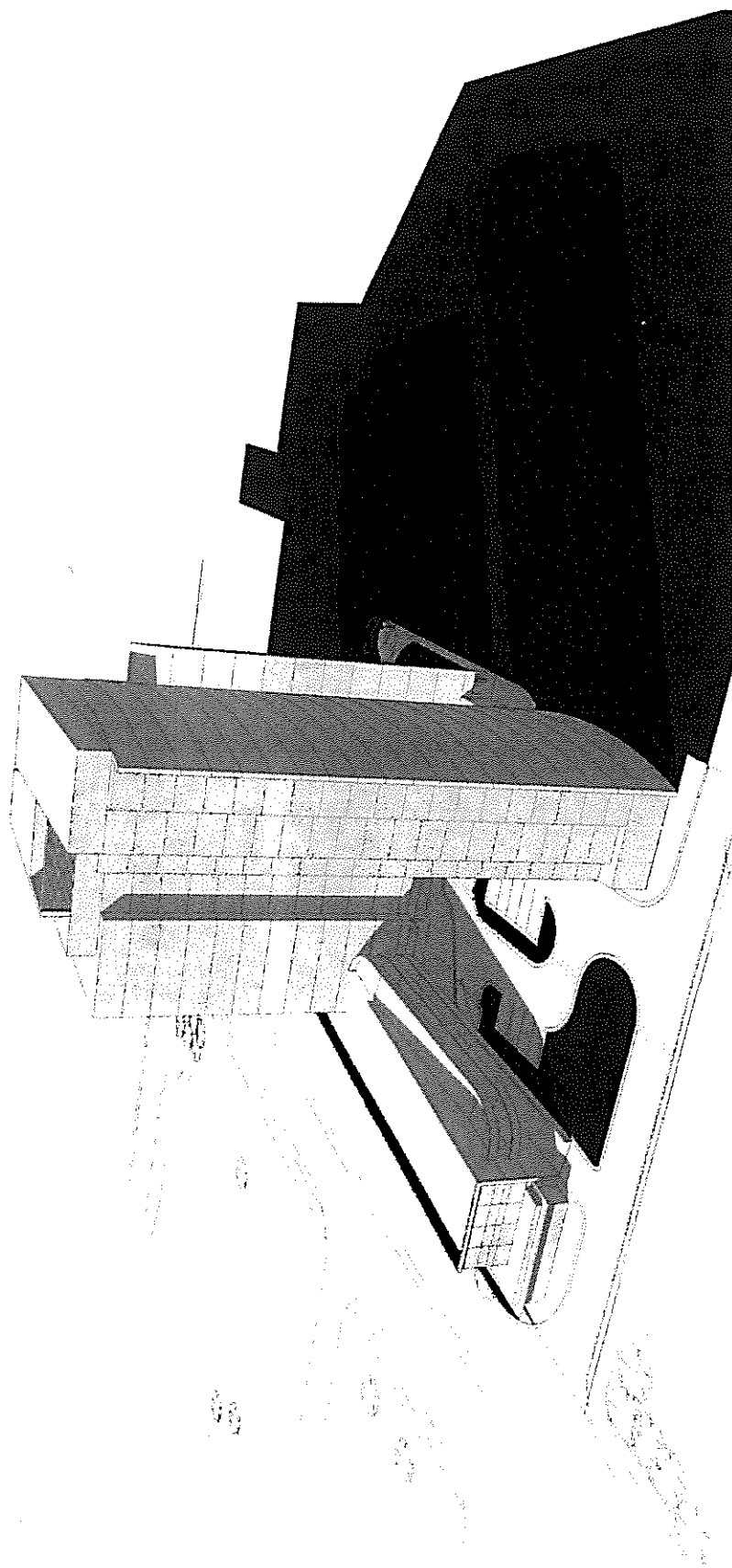
cc: Richard Kendall, Town of Markham Planning Department  
Owner, Eastside GM

Attach:

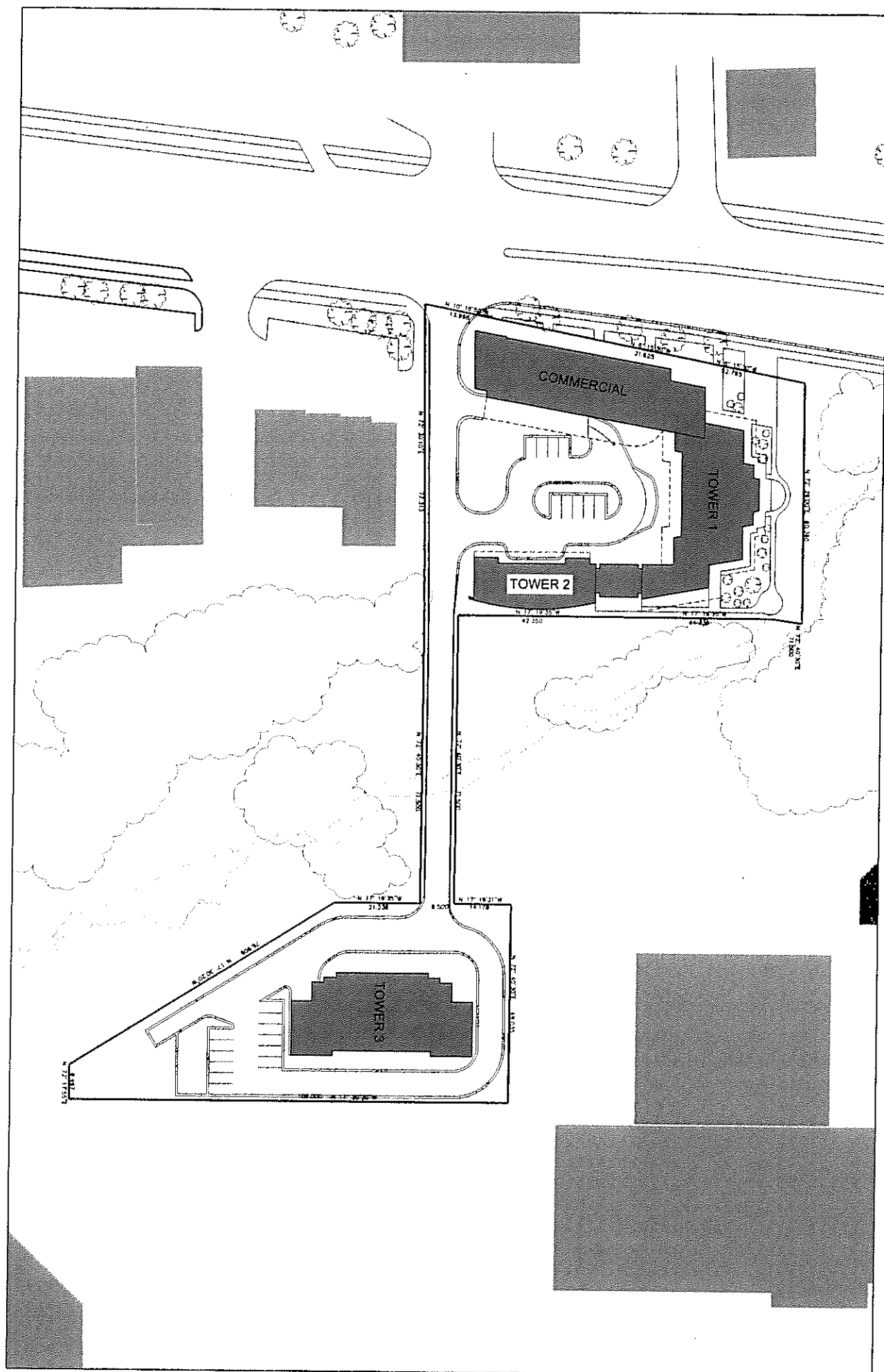














## Site Data

Net Lot Area	11,072
Building Area	2,780
Gross Floor Area	42,837

## GROSS FLOOR AREA

	OFFICE	HOTEL	RESIDENCE	COMMERCIAL	
No. of Storeys	18	21	18	3	
Ground Floor Area	661 SQ.M	451 SQ.M	802 SQ.M	866 SQ.M	
Typical Floor Area	1130 SQ.M	394 SQ.M	802 SQ.M	/	
Floor 2	1058 SQ.M	/	/	821 SQ.M	
Floor 3	1058 SQ.M	/	/	686 SQ.M	
Floor 12	993 SQ.M	/	/	/	
Floor 13	613 SQ.M	/	/	/	
Penthouse Floor Area	221 SQ.M	276 SQ.M	453 SQ.M	/	
					<b>TOTAL GFA</b>
<b>GFA (SQ.M)</b>	<b>18,164</b>	<b>8,213</b>	<b>14,087</b>	<b>2,373</b>	<b>42,837</b>

## PROJECT HEIGHT

	OFFICE	HOTEL	RESIDENCE	COMMERCIAL
Storeys	18	21	18	3
Ground Floor	4500	4500	5000	4500
Typical Floor	4000	3000	3000	3000
Total Building (SQ.M)	72,500	64,500	56,000	10,500

## RESIDENTIAL TOWER SUMMARY

No. of Suites	140
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369 Rimrock Road  
Toronto ON M3J 3G2  
Tel: (416) 661-4000  
Fax: (416) 661-4229

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November 11, 2013

Members of Development Services Committee  
City of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

**Re: Comprehensive Official Plan Review  
Employment Conversion Request  
Block 792 Approved Draft Plan 19TM-08002**

Cornell Rouge Development Corp. (CRDC) is the owner of Block 792, part of approved Draft Plan 19TM-08002. Block 792 is located on the north side of Highway 7 west of Donald Cousens Parkway on the east side of (future) Cornell Rouge Boulevard. The purpose of this letter is to request that the City of Markham designate the subject site as deferred in the Draft Official Plan.

The subject lands are approximately 1/3 of the total land area on the north side of Highway 7 between Cornell Rouge Boulevard and Donald Cousens Parkway. The remaining area of the block was the subject of a presentation on behalf of Flato Developments Inc. to Development Services Committee (DSC) on November 5, 2013. The decision of DSC at that meeting was to direct staff to defer designation of the Flato owned portion of the block as part of the current Comprehensive Official Plan Review to facilitate the submission and processing of a complete Official Plan Amendment application for those lands.

All of the lands on the north side of Highway 7 between Cornell Rouge Boulevard and Donald Cousens Parkway are within the Cornell Centre area as defined by the Cornell Secondary Plan and recognized in Section 11.7 of the Draft Official Plan. Consistent with the current Cornell Secondary Plan and City of Markham policies regarding new block development, Section 11.7.8.4 of the Draft Official Plan states the following:

"...in considering an application for *development approval* on the Key Development Area – Cornell Centre lands, a *comprehensive block plan* shall be required in accordance with Section 9.1.3 of this Plan."

Consequently, in order for any development application to be considered by the City of Markham for the Flato owned lands, a comprehensive block plan is required. The comprehensive block plan will need to consider the future development of the entire block along the north side of Highway 7 between Donald Cousens Parkway and Cornell Rouge Boulevard, which includes Block 792 of 19TM-08002. The need and importance of this comprehensive

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block plan was demonstrated by the Concept Plan presented to DSC on November 5<sup>th</sup> which shows a vehicle access to the Flato owned lands across CRDC's lands. A comprehensive approach to building height and form, land use and site circulation is essential to a successful development of these lands in a manner that is consistent with the underlying new urbanism and transit supportive policies of Cornell Centre.

In order to facilitate the required comprehensive block plan for the entire subject block, CRDC is requesting that the designation of Block 792 of approved Draft Plan 19TM-08002 be deferred in the Draft Official Plan consistent with the DSC's November 5, 2013 decision for the adjacent lands.

CRDC is requesting the opportunity to address the City of Markham Development Services Committee on November 19, 2013 to present our request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Niomie Massey".

Niomie Massey, Project Manager  
Cornell Rouge Development Corp.  
niomie@madisongroup.ca

cc: Jim Baird, Commissioner, Development Services Commission  
Marg Wouters, City of Markham  
Biju Karumanchery, City of Markham

---



MMM Group Limited  
100 Commerce Valley Drive West  
Thornhill, ON Canada L3T 0A1  
t: 905.882.1100 | f: 905.882.0055  
  
www.mmm.ca

October 31, 2013

14.13247.001.P01

Ms. Marg Wouters, MCIP, RPP  
Senior Manager, Policy and Research  
City of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Ms. Wouters,

**RE: Valleymede Building AMA Corporation  
Comments on the September 2012 Draft Official Plan**

We are writing this letter on behalf of Valleymede Building AMA Corporation (hereinafter know as "Valleymede"), who is the current owner of 5112, 5122 and 5248 14<sup>th</sup> Avenue and 7768, 7778, 7788 and 7798 McCowan Road (City File Number: OP/OZ 12 117316). As you are aware, the previous agent for the property was Metropia (Markham) GP Corporation on behalf of Valleymede. Valleymede alone is continuing on with the application, and is working co-operatively with Markham staff to address agency comments in order to develop a plan that is acceptable to all parties. That being said, it is prudent to state our interest in the new Draft Official Plan review process as it relates to these lands.

It is recognized that a site specific Official Plan Amendment has been submitted in order to revise the in-force and effect Official Plan from "Local Commercial" and "Urban Residential (Low Density)" to "High Density II Housing". Please be advised that the proposed development plan that is currently before staff has been revised from the 1<sup>st</sup> submission to reduce the number of units from 550 to 442 and to remove the 12-storey high rise tower and associated commercial at the corner. Parking will continue to be located underground for both components. We note that the new Draft Official Plan proposes to designate the site as "Residential Low Rise", which permits lower scale buildings such as single detached, semi-detached and townhouses to a maximum of 3 storeys, and "Mixed Use Low Rise", which recognizes the potential to transition an area from its existing use to allow for a range of uses, including residential and commercial. It should be noted that the proposed development is very similar in terms of the scale and density requirements for these designations, with the exception that the revised building heights proposed are 4 storeys instead of the 3 storeys



permitted in the Draft Official Plan. Therefore with the foregoing in mind, we formally request that the "Residential Low Rise" designation, be replaced by the "Residential Mid Rise" (currently referred to as "High Density II Housing" in the in force and effect Official Plan) designation for these lands.

In general, we are supportive of the strategic growth priorities and policies found in the new Draft Official Plan emphasizing intensification within the built up areas and the provision for a diverse mix of housing and sustainable community design and investment. The proposed development is located at a site that is suitable for intensification that is compatible with the surrounding uses and displays elements of good urban and architectural design.

As Valleysmede continues to work with staff on their site-specific Official Plan Amendment, we reserve our appeal rights and we would ask that you please advise us of any further meetings, reports, decisions, etc. related to this matter, so that we can ensure the interests of our clients are met and that the intent of the new Draft Official Plan are understood.

Please contact me at 905-882-1100 ext. 6835 or [shortalkl@mmm.ca](mailto:shortalkl@mmm.ca) if you have any questions or concerns. Kindly confirm receipt of this letter.

Yours truly,

**MMM GROUP LIMITED**

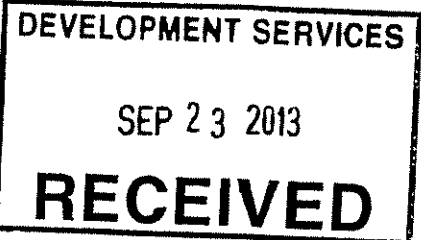


Kristy Shortall, MCIP, RPP, LEED Green Associate  
Senior Planner  
Associate

CC. Kitty Bavington, Clerks Department, City of Markham delivered via email [kbavington@markham.ca](mailto:kbavington@markham.ca)  
Sabrina Bordone, Planner, City of Markham delivered via email [SBordone@markham.ca](mailto:SBordone@markham.ca)  
Paul Miklas, President Valleysmede Building AMA Corporate  
Nik Mracic, Hyperion Management



September 18, 2013



**TO: 1. DEVELOPMENT SERVICES COMMITTEE  
2. STAFF**

## **THE ORPHAN**

**RE: Jolis Investments (Ontario) Limited  
Block 3, Plan 65M-3925  
CONVERSION APPLICATION TO RESIDENTIAL**

This is a four acre (16,107 m<sup>2</sup>) parcel sited on the north side of Markland Street immediately adjacent to low rise residential development to the north and commercial development to the east (Kings Square). The site has no trees or other natural features. The site is subject to an easement in favour of the Region of York for a sanitary trunk sewer.

The draft Official Plan shows this parcel as 'Business Park'. With great respect, this designation will trap this parcel in the untenable position of having the residential neighbours to the north object/complain about a future industrial use which would also not be compatible with the commercial use to the east.

This parcel is a triangular shaped parcel, the frontage being the inside curve of Markland Street. On the north boundary of the parcel it is subject to an easement for the York Durham deep sanitary sewer registered as plan 65R – 21312. The total width of the easement is 25 meters. This represents approximately 25% of the area of the property. A more detailed explanation is attached. The current zoning is industrial and allows 50% coverage. Because of the easement and setbacks required as well as the fact that an industrial building would be generally be configured either as a square or a rectangle, which is not possible here, coverage for an industrial use would be approximately 30% (see attached warehouse/office site plan). Accordingly, one is speaking about approximately 60 employees. This is an insignificant number when compared to expected employment in Markham in 2031 (60/82,988=0.00072% : 82,988 in 2031 per Hemson).

Historically, under OPA 84 passed in 1990, this property together with the entire lands bounded by Sixteenth Avenue, Woodbine Avenue, Major MacKenzie Drive and Highway 404, was designated primarily industrial. Under OPA 43 in 1996 the majority of the land on the east side of Markland Street was re-designated residential from major MacKenzie Drive south until the north boundary of the Jolis lands for what was to be plan of subdivision 65M-3925. This secondary plan is currently in force. Under OPA 43, it was specifically stated that public roads shall be used as a separator between development within 'Business Park Area'... and Urban Residential.... Unfortunately some time later, the 12 acre parcel of land owned by Kings Square was further re-designated Commercial, which has a height limit of 15



stories in the draft Official Plan (8.4.1.7), as was the land owned by Condor at the north west corner of Woodbine Avenue and Sixteenth Avenue.

These re-designations of adjacent land have left the 4 acre parcel owned by Jolis on the north side of Markland Street in a situation where 3 different Official Plan designations are contiguous on a collector road. There is no other such situation in a collector Road in all of the City of Markham. Further, it has stranded this small parcel between uncomplimentary uses, especially in connection with height (single family residential next to up to 15 stories commercial). The site has become completely unattractive for an industrial user. The staff response of 'build an office building' is facile and totally ignores economic reality. A report from the National Director of Research of Cushman Wakefield is attached discussing the status of the non-residential, non-institutional market.

The site does not have visibility to the 404 and is no longer part of a larger business park. It is isolated and stranded within an ad hoc batch of varying and competing designations along a collector road.

While it is understood that it is essential to protect sufficient land to accommodate opportunities for future employment growth, the draft Official Plan does recognize that such employment lands should be protected from other uses that may jeopardize the continued viability of intended employment uses and their expansion in the future (5.1.2.3). In this instance the parcel is irregularly shaped which limits its utilization for employment use, industrial uses being best located on either square or rectangular lots with no more than a 2:1 ratio of length to width. In addition, the property is bounded on the north by single-family residential properties. Typically, complaints arise when single-family dwellings are next to industrial buildings, such complaints usually being based on noise, night illumination and traffic. This is particularly so when there is regular truck traffic for shipping purposes. For the industrial user, being next to a residential area creates increased concern over security. On the east boundary the designated use is commercial with a potential for mid or high rise residential. Bearing in mind that Markland Street is a collector road, it is reiterated that the mix of land uses along one road (residential, industrial and commercial) as suggested the draft Official Plan, is unusual. It would be far more in keeping with the general tenor of the draft Official Plan if Block 3 were either residential or commercial.

Jolis has additional employment land in this subdivision and in the new subdivision on the west side of the Rouge River. This new 13 acre industrial subdivision actually does have visibility on the 404 and would be an excellent candidate for intensification by having its density increased. Further, these lands are part of a larger industrial area. These lands could be intensified by having their density increased. In this fashion, any potential loss of employment land could be made up.

The PPU for single-family dwellings is 3.69. The PPU for apartment buildings is 2.02. This information was provided by the City of Markham in their development charges update, developers' roundtable of April 10, 2013. Accordingly, 29.5 additional persons would be in the single-family dwellings. The two apartment blocks provide a total of up to 112 units, therefore 226 additional persons. Total number of additional persons on the site would be 256, rounding up. Again, looking at the total population of Markham, this number of additional persons would be insignificant.



Conversion to midrise housing is in keeping with the shift towards more balanced housing stock composition in the City of Markham (4.1.2). It satisfies the requirement to develop a full range of unit types and unit sizes to respond to changes in household position over time. This is especially important in providing a greater share of apartment and multiple units rather than simply single dwellings (4.1.2.4). Please refer to attached extracts from the Growth Plan for the Greater Golden Horseshoe.

The conversion to residential for this parcel is the same as an infill development. It is a small-scale development next to an existing residential area and will respect and reflect the existing pattern and character of the adjacent development. As shown in the accompanying sample site plan, it will then segue from single-family dwelling to midrise to reflect the proximity to the commercial development to the East. The lot frontages of lot areas of the proposed new low rise residential would complement the sizes of existing lots to the immediate north of the site. In other words the development criteria outlined in 8.2.3.5 would be observed for the segue portion of the site. The remainder of the site would be residential mid-rise and as set out in 8.2.4 would be located along Markland Street which is a major collector road. It would also be next to the King Square development which is commercial. Because of the low-rise residential on the north portion of the parcel, there is an appropriate transition from the low-rise residential to the midrise residential on the balance of the site. A maximum height of eight stories would be imposed with midrise residential. (8.2.4.4) The development criteria in 8.2.4.5 would be adhered to.

The utilization of mid-rise residential on the site would provide the appropriate connection between the residential to the North and the commercial designation of Kings Square to the East. It also would balance the height being allowed in the Commercial area (maximum of 8 stories residential to the 10 to 15 stories allowed on the Commercially designated lands).

No precedent would be set for this conversion because a similar set of circumstances (i.e. – a confluence of three different types of use) does not exist anywhere else in the City of Markham along a collector road.

There are no land use compatibility issues arising because the proposed residential would be contiguous with that to the immediate north.

No data is available to address the post 2031 situation.

Because of the large mass of residential to the immediate north, and because Markland Street was recently constructed to accommodate this population, no additional transportation, servicing and community infrastructure will be required.

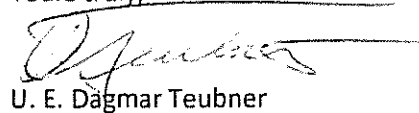


There should be nominal impact on business related traffic, truck movements and parking in the surrounding area. All parking required for the proposed residential would be accommodated on the site.

There are no potential cross jurisdictional impacts.

The suggestion put forth to convert this 4 acre parcel to mid-rise residential can be supported under the Growth Plan for the Greater Golden Horseshoe, 2006, June 2013. This is especially true as the current situation is the result of a multitude of planning re-designations made since the planning district was designated industrial in 1990. To not do so would be indicative of poor planning and manifestly unfair.

Yours truly,



U. E. Dagmar Teubner

Attachments:

1. Plan of Subdivision 65M-3925
2. York-Durham Sanitary Trunk Sewer easement
3. Proposed office/warehouse site plan
4. Proposed residential site plan
5. Extracts from OPA 43 1996
6. 8.2.4. Residential Mid-Rise Criteria draft Official Plan
7. 8.4 Commercial criteria draft Official Plan
8. Commentary from the National Director of Research for Cushman Wakefield on the non-residential market in the GTA East
9. Extracts from the Growth Plan for the Greater Golden Horseshoe in support of conversion to residential



PLAN 65M-3925

AT 11:15 PM ON THE 22<sup>ND</sup> DAY  
OF SEPTEMBER, 2006 AGRANTED TO THE PARTIES  
PRESENT FOR PRESENT KENNEDY  
COURT 02797  
ALL THE REQUIRED COMMENTS ARE  
REGISTERED AT PLSA DOCUMENT NO. Y8885185

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PART OF LOT 17  
CONCESSION 3  
MCCORMACK TOWNSHIP OF MICHIGAN  
COUNTY OF YALSA

TOWN OF MARKHAM  
MUNICIPALITY OF YORK  
S.A.L.E 1987

**J. D. BARNES LIMITED**

METRIC 1000mm x 3.6m x 27mm  
1000mm x 3.6m x 27mm

OWNER'S CERTIFICATE - PLAN OF SITES

THE STATE OF NEW YORK  
IN SENATE  
JANUARY 11, 1911.  
REPORT  
OF THE  
COMMISSIONERS OF THE STATE OF NEW YORK  
IN THE  
YEAR 1910.  
ALBANY:  
JAMES B. LEECH, STATE PRINTER.  
1911.

NOTES

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INTL. LAB. SCHOOL  
J.D. BARNES  
67-03-1117

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## **YORK – DURHAM SANITARY TRUNK SEWER EASEMENT**

There is an easement in favour of The Region of York for the York Durham deep sanitary trunk sewer on Block 3, Plan 65M-3925. This easement consists of two parts, one part for the deep sewer itself, the other part for construction access. The former is described as Part 1—Plan 65R 21313 within Block 3 (65M-3925) and is 1,618 m<sup>2</sup>. The second part, the construction access, is Part 2—Plan 65R-21313 within Block 3 (65M-3925) and is 2,298 m<sup>2</sup>.

The total area of Block 3 is 16,107 m<sup>2</sup> with the easement occupying 3,916 m<sup>2</sup>.

The breakdown of the Block area is as follows:

Block 3	total area	16,107 m <sup>2</sup>	100%
Easement	Part 1	1,618 m <sup>2</sup>	10.05%
	Part 2	<u>2,298 m<sup>2</sup></u>	<u>14.27%</u>
		<u>3,916 m<sup>2</sup></u>	<u>24.31%</u>
Unencumbered portion of Block 3		12,191 m <sup>2</sup>	75.69%

A residential use would enable maximum utilization of the Block:

- Restrictive covenants would run with the single family residential units preventing the construction of any 'hard' elements, eg. In ground swimming pools, cabanas etc.
- The single family residential units are extra deep to accommodate free access to the easement;
- The price point for purchase of the single family parcels would be lower, and therefore more affordable, due to the easement on title;
- The two apartment blocks would have primarily underground parking;
- Internal roads would be 'common elements'. Accordingly residents on the block would be responsible for all maintenance costs. Roads, since private, can therefore, also be narrower allowing for more green space;
- The residential utilization provides that at a significant amount of the property could be utilized as open space for the residents. Maintenance of this could also be a common element.















Currently In Force

**MARKHAM**

## BY - LAW

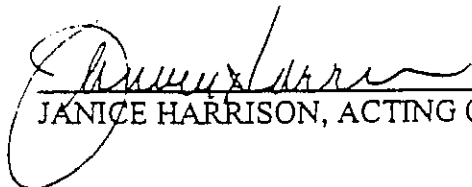
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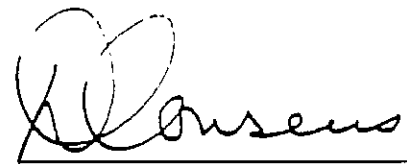
Being a by-law to adopt Amendment No. 43 to the  
Official Plan (Revised 1987) as amended,  
which also incorporates a Secondary Plan PD 26-1

THE COUNCIL OF THE CORPORATION OF THE TOWN OF MARKHAM, IN  
ACCORDANCE WITH THE PROVISIONS OF SECTIONS 17 AND 21 OF THE  
PLANNING ACT, R.S.O. 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. 43 to the Official Plan (Revised 1987) as amended,  
of the Town of Markham Planning Area, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the  
final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS  
26TH DAY OF NOVEMBER, 1996.

  
JANICE HARRISON, ACTING CLERK

  
DON COUSENS, MAYOR



## PART I: THE INTRODUCTION

(this is not an operative part of Official Plan Amendment No. 43)

### 1.0 PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to establish and confirm policies permitting the development of residential and employment uses within the Woodbine North Planning District.

It is the intent of this Amendment to redesignate lands within the Planning District from 'Industrial' 'Open Space' and 'Commercial' to 'Industrial', 'Residential' and 'Commercial' designations. It is anticipated that the entire Planning District will accommodate approximately 1,215 dwelling units (approximately 4,380 residents), an estimated 7,000 employment opportunities and a variety of commercial uses and community uses when development has been completed.

### 2.0 LOCATION

The Planning District is situated within the urban boundary of the Town of Markham. It is described as the Woodbine North Planning District. The Planning District is bounded by 16th Avenue to the south, Highway 404 to the west, Major Mackenzie Drive to the north and Woodbine Avenue to the east.

The Planning District is described as Part of Lots 16, 17, 18, 19, and 20, Concession 3, in the Town of Markham.

### 3.0 EXISTING LAND USES

The total area of the Planning District is approximately 185 hectares, which includes the existing golf course and the offices of Lego Canada. As part of the development of the Lego offices, a significant portion of Markland Street (intended to become the mid-block collector when the District is fully built-out) has been constructed, along with a stormwater management pond. Three existing buildings have been identified as 'heritage' buildings (although not designated under the *Heritage Act*). A golf course is currently operating in the valley of the Rouge River and on adjoining tablelands, north of 16th Avenue.

A new industrial use, just north of the Lego offices on Markland Road, is currently under construction. In addition, recent applications have been approved to permit an automobile service station at the southeast corner of Markland Road and Major Mackenzie Drive, and a place of worship located adjacent to Woodbine Avenue, across from Rodick Road.

Major land uses surrounding the Planning District include:

- to the west and across Highway 404, is a large business park development (currently under construction) within the Town of Richmond Hill;
- to the north and across Major Mackenzie Drive, are some scattered rural commercial and residential uses, however, the area is proposed for a mixed residential and business park development known as the Cathedral Community;



- to the east and across Woodbine Avenue, are low and medium density residential communities with associated parkland and a commercial development at the intersection of 16th Avenue and Woodbine Avenue; and,
- to the south and across 16th Avenue, is Buttonville Airport and low density residential development.

#### 4.0 PLANNING HISTORY

The Planning District has been approved for the development of employment generating land uses since May 1, 1991 when Official Plan Amendment No. 84 was approved by the Ontario Municipal Board. The subject area was known at that time as the Woodbine North Industrial Planning District.

- OPA No. 84 was subsequently amended by OPA's No. 119 and No. 122. Those subsequent Amendments were both related to the minimum lot sizes permitted on certain lands within the Planning District and did not significantly impact the overall intent or land use distribution envisioned in OPA No. 84. All of the lands within the Planning District are currently zoned and included in various industrial plans of subdivision, which were also draft approved by the Ontario Municipal Board in 1991.

The policies of OPA No. 84, as amended, have been generally updated by the policies of Official Plan Amendment No. 26, which amended the commercial and industrial land use policies throughout the Town. OPA No. 26 was approved by the Province on April 7, 1995. The policies of OPA No. 26 generally take precedence over the policies of OPA No. 84.

As a result of the historic planning activity, Schedule 'A' Land Use of the Official Plan (Revised 1987), as amended, designates most of the Planning District as 'Industrial' and 'Commercial' with a 'Hazard Lands' designation applying to the valleylands associated with the Rouge River. Schedule 'H' Commercial/Industrial Categories, designates the lands as 'Business Park' and 'Retail Warehouse' with a 'Business Corridor' designation on a portion of the Woodbine Avenue frontage north of 16th Avenue.

The lands within the Planning District are currently zoned by By-law 165-80, as amended, for 'Select Industrial' and 'Limited Commercial' uses with permitted densities ranging from 45 to 100 percent.

#### 5.0 BASIS OF THE AMENDMENT

In October, 1995 the Town of Markham received a report entitled *Woodbine North Community Planning Rationale* (the KLM Report). The report was prepared by KLM Planning Partners Inc. with support from Viljoen Architect Inc. Additional supporting studies are appended to the KLM Report, including:

- *The Economic Implications of a Proposed Plan for Woodbine North* prepared by Clayton Research Associates Limited;
- *Woodbine North Community - Servicing Review* prepared by Cosburn Patterson Wardman Limited; and,
- *Woodbine North Community - Traffic Impact Report* prepared by Proctor and Redfern Limited.



It was originally anticipated that the Woodbine North Industrial Planning District would accommodate between 8,000 and 12,000 employment opportunities by the year 2011 in a business park setting. The proposed change in land use would reduce the employment generating potential to approximately 7,000 opportunities, while replacing the lost employment potential with approximately 1,215 new dwelling units.

It is the opinion of the applicant that the *"Land Use Concept supporting the redesignation of a portion of an existing approved yet underutilized Business Park provides an opportunity to develop a fully integrated mixed use community containing an innovative residential component and provides a number of benefits to the Town of Markham and Region of York."*

It is suggested by the applicant that the redesignation will:

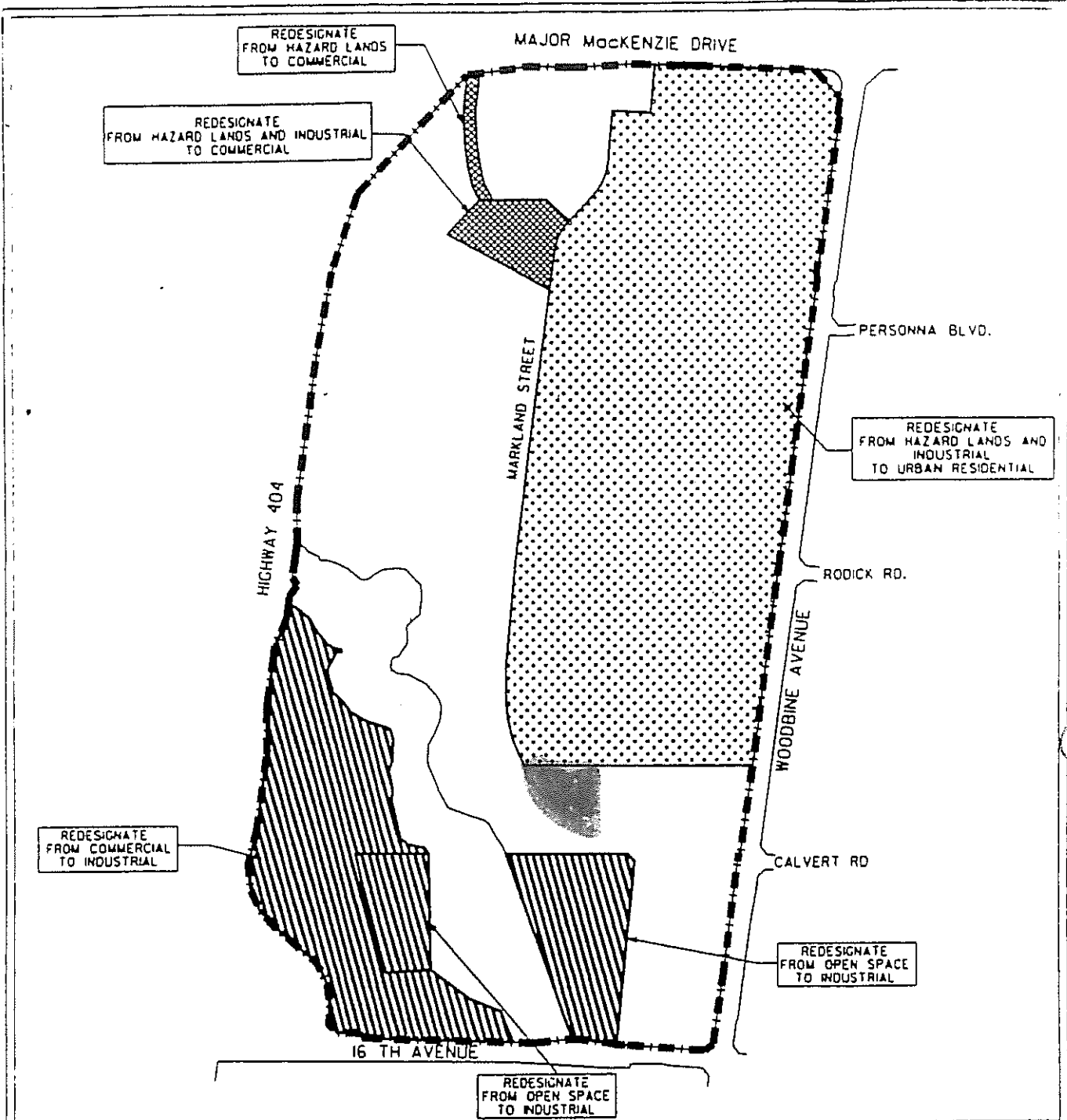
to residential

- *Reduce the excess supply of employment lands while retaining sufficient land to accommodate future growth forecasts;*
- *Increase the supply of residential units to satisfy the minimum three year supply required by Provincial policy, the Region of York and the Town of Markham Official Plan;*
- *Have positive impacts on housing affordability, choice of location and the ability of the Town of Markham to meet growth forecasts, accommodate those employees who currently commute to Markham and to remain competitive with other municipalities;*
- *Permit the immediate development of an innovative residential community utilizing existing underused infrastructure;*
- *Generate an ongoing fiscal surplus to the Town of Markham and the Region of York;*
- *Contribute \$24.5 million in development charges and building permit fees to the Town of Markham and \$22 million in development charges to the Region of York;*
- *Generate less traffic and generally improves intersection operations;*
- *Improve transit usage opportunity through mixed use and increased density;*
- *Create a healthy livable community that provides for employment, living, learning, culture, recreation and religion that is consistent with the planning initiatives of the Province, Region of York and Town of Markham."*

Based on the rationale provided by the applicant, and in the context of a status report provided by staff, Council directed staff to prepare the necessary documentation to implement the requested land use redesignation. It was staff's recommendation to implement this direction in the context of a new comprehensive Secondary Plan for the Woodbine North Planning District in order to achieve the following:

- incorporate policies addressing the proposed redesignation;
- address infrastructure requirements, including policies for a potential road crossing of the Rouge River;





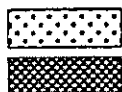
## OFFICIAL PLAN AMENDMENT No. 43

### SCHEDULE 'A'-LAND USE

To Amend Schedule 'A'-Land Use  
to the Official Plan of Markham Planning Area (Revised 1987) as amended



BOUNDARY OF AREA COVERED BY THIS AMENDMENT



URBAN RESIDENTIAL



COMMERCIAL



INDUSTRIAL



## 5.0 LAND USE POLICIES AND DESIGNATIONS

### 5.1 GENERAL LAND USE POLICIES

- a) The basic pattern of land use for the subject lands is established as shown on Schedule 'A' - Land Use of Official Plan Amendment No. 43. The Planning District is comprised of a Residential District, an Industrial/Commercial District and the Hazard Lands associated with the Rouge River.
- b) A more detailed pattern of land use and a conceptual transportation network are identified on Schedules 'AA' and 'BB' respectively. Both of these Schedules provide schematic information and may be subject to minor adjustments within the Plan of Subdivision and/or Site Plan Approval processes without the need for an Amendment to this Secondary Plan, provided that the proposed change is necessary to:

- preserve natural vegetation or other environmentally significant features;
- preserve public views to parks, valleys and public features;
- preserve a heritage resource;
- accommodate stormwater management facilities; and/or,
- accommodate the building forms, land use relationships, street patterns and/or development requirements as established in the Community Design Plan.

Notwithstanding the fulfillment of any or all of the above requirements, minor changes to Schedule 'AA' will only be permitted without the need for an Amendment to this Secondary Plan if the general intent of the Plan is maintained.

Similarly, minor changes to Schedule 'BB' will only be permitted without the need for an Amendment to this Secondary Plan provided the overall road pattern and principles of connectivity and appropriate traffic distribution are maintained.

- c) The interface between the Residential District and the Industrial/Commercial District is a crucial element of this Secondary Plan. It is intended that the Community Design Plan will provide the design direction for the interface by determining the mitigating features required within the Identified buffers on residential lands and, where appropriate, on public lands. The following general policies, among others, will be further articulated in the Community Design Plan:

wherever possible, public roads shall be used as a separator between development within the 'Business Park Area'/'Retail Warehouse Area' designations and development within the 'Urban Residential - Low Density and Medium Density Housing' designations;

- with the exception of lots fronting onto a service road, no residential dwelling unit shall face development within either the 'Business Park Area' or the 'Retail Warehouse Area' designations;



a landscaped buffer, generally 3 metres in width to be provided on lands designated 'Urban Residential - Low Density and Medium Density I Housing', shall be required where residential lots have flankage on a street that separates the 'Business Park Area' or 'Retail Warehouse Area' designations from development within the 'Urban Residential - Low Density and Medium Density I Housing' designations; and,

where lands designated 'Urban Residential - Medium Density I Housing' immediately abut lands designated either 'Business Park Area', 'Business Corridor Area' or 'Retail Warehouse Area', a landscaped buffer, (which may include parking), of not less than 10 metres shall be provided on the non-residential lands; and,

the Community Design Plan shall determine the appropriate design treatment and land ownership requirements for the landscaped buffers and their ongoing maintenance.

- d) In order to ensure that property owners contribute equitably towards the provision of community and infrastructure facilities such as schools, parks, roads and road improvements, external services and stormwater management facilities, property owners may be required to enter into one or more developers group agreements, as a condition for the development of their lands.

These agreements shall provide for the equitable distribution of the costs (including lands) of the aforementioned community and common public facilities where such costs are not dealt with under the *Development Charges Act*.

## 5.2 THE RESIDENTIAL DISTRICT

### 5.2.1 General Residential Policies

- a) It is the intent of this Secondary Plan to ensure the development of well defined residential neighbourhoods that provide a range and mix of housing types and a variety of commercial and community facilities to satisfy the needs of local residents.

As such, lands designated 'URBAN RESIDENTIAL' on Schedule 'A' to Amendment No. 43 to the Official Plan (Revised 1987), as amended, shall generally include the following land uses:

- a variety of house forms, including detached, semi-detached and street townhouses;
- elementary schools;
- a neighbourhood park, parkettes and open space linkages;
- day care facilities;
- places of worship; and,
- small-scale retail commercial development.



- j) the orientation and sizing of new lots shall not have a negative impact on significant public views and vistas that help define a residential neighbourhood;
- k) proposals to extend the public street network should be designed to improve neighbourhood connectivity, improve local traffic circulation and enhance conditions for pedestrians and cyclists;
- l) road and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection; and
- m) other criteria as identified in plans approved by Council.

#### Development Criteria - New Development

- 8.2.3.6 In considering an application for *development approval* on lands designated 'Residential Low Rise', development, other than infill development, shall adhere to the following development criteria:
- a) buildings shall be street-related with consistent setbacks to create a harmonious relationship to the street;
  - b) the local road system shall be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping;
  - c) the development should incorporate an integrated open space network;
  - d) development should be designed to be transit-oriented and reflect transit-oriented development principles;
  - e) non-residential buildings that are adjacent to low-rise residential buildings shall be designed to respect an angular plane not greater than 45 degrees measured from the boundary of the low-rise residential building; and
  - f) other criteria as identified in plans approved by Council.

#### 8.2.4 Residential Mid Rise

Lands designated 'Residential Mid Rise' are generally located along arterial or major collector roads and are characterized primarily by mid-rise residential buildings that provide for a diversity of housing mix and building types and respect the existing character of the adjacent and surrounding areas. For the most part these areas are located near mixed-use developments and shopping centres.

The Intent in these areas is to support existing or planned transit services by providing opportunities for modest levels of *intensification* in appropriate areas, adjacent to established 'Residential' areas. Buildings in 'Residential Mid Rise' areas will contain a mix of unit types and will generally be aligned along public streets with consistent setbacks and designed to ensure appropriate transitions in height to adjacent low-rise areas.

New developments on large sites will be planned in a comprehensive way incorporating the locations of new roads, development blocks, open spaces, access to community services and public transit.

*'Residential Mid Rise' areas are characterized primarily by mid-rise residential buildings that provide for a diversity of housing mix and building types and respect the existing character of the adjacent and surrounding areas.*



### It is the policy of Council:

#### General Policies

- 8.2.4.1 On lands designated 'Residential Mid Rise' to:
- a) provide for modest levels of residential *intensification* in mid-rise buildings adjacent to transit routes along arterial and collector roads;
  - b) encourage building design in new developments that is street-related with consistent setbacks;
  - c) require buildings to provide pedestrian comfort in the public realm; and
  - d) require that buildings be designed to provide a transition in height and massing to adjacent 'Residential Low Rise' areas.

#### Uses

- 8.2.4.2 To provide for *shared housing small scale, shared housing large scale, shared housing long term care and shared housing supervised*, in addition to the uses listed in Section 8.2.1.2, on lands designated 'Residential Mid Rise' in accordance with Section 8.13.9 of this Plan.

#### Building Types

- 8.2.4.3 To provide for the following building types on lands designated 'Residential Mid Rise':
- a) townhouse;
  - b) small multiplex building containing 3 to 6 units;
  - c) stacked townhouse;
  - d) apartment building; and
  - e) buildings associated with *day care centres, places of worship and public schools*.

#### Densities and Heights

- 8.2.4.4 To provide for a minimum building height of 3 storeys and a maximum building height of 6 storeys, unless otherwise specified in a secondary plan or site-specific policy, implemented by a density generally in the range of 1.5 to 2.0 FSI on lands designated 'Residential Mid Rise'. Buildings located in an *intensification area* as shown on Map 3 – Land Use may have a maximum height of 8 storeys, unless otherwise specified in a secondary plan or site-specific policy, and a site development density generally in the range of 1.5 to 2.5 FSI, subject to a *comprehensive block plan* showing the distribution of density and height across the site in a manner that conforms to the development criteria identified in Section 8.2.4.5.

#### Development Criteria

- 8.2.4.5 In considering an application for *development approval* on lands designated 'Residential Mid Rise', development shall have regard for the Urban Design and Sustainable Development policies outlined in Chapter 6 of this Plan and adhere to the following development criteria:
- a) on sites larger than one hectare, or where otherwise considered appropriate, a *comprehensive block plan* shall be prepared in accordance with Section 9.1.3 of this Plan;
  - b) buildings should generally be placed on a site to respect a consistent setback and provide for continuity in built form;



### Densities and Heights

- 8.3.7.4 **To provide** for densities and heights on lands designated 'Mixed Use Heritage Main Street' consistent with the provisions contained in the relevant secondary plans for the *heritage conservation districts*.

### Development Criteria

- 8.3.7.5 **That** all development on lands designated 'Mixed Use Heritage Main Street' shall be consistent with objectives and policies related to the maximum size of certain uses, urban design and development matters as set out in the relevant secondary plans for the *heritage conservation districts*.

## 8.4 COMMERCIAL

The 'Commercial' designation applies to lands that accommodate existing or approved large-format retail development serving a wide area. These lands are located adjacent to 'Employment Lands' along arterial roads, at arterial road intersections, and close to interchanges with 400 series highways.

Lands designated 'Commercial' form part of the 'Employment Area' component of the urban structure as shown on Map 1 – Markham Structure. It is the intent of this Plan to provide for the evolution of 'Commercial' lands to more intensive building forms and office, retail and service uses, while remaining compatible within Markham's structure as part of the 'Employment Area'.

As new, large-format retail development is provided for as larger scale retail development in 'Mixed Use' designations, it is the intent of this Plan that no additional lands will be designated 'Commercial'.

*It is intended that 'Commercial' areas will evolve to include more intensive building forms and office, retail and service uses, while remaining compatible within Markham's structure as part of the Employment Area.*

### 8.4.1 General Policies

**It is the policy of Council:**

#### Planned Function

- 8.4.1.1 **On** lands designated 'Commercial' to:
- recognize lands located along arterial roads, at arterial road intersections, and close to interchanges with 400 series highways that have historically been developed or approved for larger scale, low density retail development, compatible with adjacent development on 'Employment Lands';
  - accommodate already approved large-scale retail development, but through the policies of this Plan also provide for the orderly, phased development or *redevelopment* of these lands into multi-use employment areas accommodating a range of more intensive uses enhancing their retail and service function; and
  - recognize that residential uses are not intended to be provided for within this designation.



### Restriction on 'Commercial' Designation

- 8.4.1.2 **That** no additional lands be designated 'Commercial' in Markham, in order to ensure that future large-scale retail development is directed to lands designated 'Mixed Use'.

### Uses

- 8.4.1.3 **To provide** for the following uses, in addition to the uses listed in Section 8.1.1, on lands designated 'Commercial':

- a) retail;
- b) service;
- c) office;
- d) banquet hall;
- e) *commercial fitness centre*;
- f) *commercial parking garage*;
- g) financial institution;
- h) hotel that does not include dwelling units;
- i) light manufacturing, processing and warehouse use, with no outdoor storage or outdoor processing;
- j) motor vehicle service station in accordance with Section 8.13.5;
- k) *place of entertainment*;
- l) *private club*;
- m) restaurant;
- n) trade and convention centre; and
- o) *trade school*.

- 8.4.1.4 **To provide** for the following *discretionary uses*, in addition to the uses provided for in Section 8.4.1.3, on lands within the 'Commercial' designation, subject to review of a site-specific zoning by-law amendment application, and in accordance with Section 8.5.1.3 and any conditions identified below:

- a) *day care centre* and *place of worship* in accordance with Sections 8.13.2 and 8.13.7 respectively, and commercial school, provided the use is located in a multiple unit building; and
- b) funeral home in accordance with Section 8.13.4.

- 8.4.1.5 **To prohibit** the following uses on lands designated 'Commercial':
- a) dwelling unit.

### Building Types

- 8.4.1.6 **To provide** for single and multi-storey retail, industrial and office buildings containing single or multiple units on lands designated 'Commercial'.

### Heights

- 8.4.1.7 **To provide** for a maximum building height of 15 storeys, unless otherwise specified in a secondary plan or site-specific policy, on lands designated 'Commercial'.



## Dagmar Teubner

---

**From:** Mark McLaughlin <mark.mclaughlin@ca.cushwake.com>  
**Sent:** July-09-13 11:52 AM  
**To:** dteubner@rogers.com  
**Cc:** Mike D.Brown; Paul Langer  
**Subject:** FW: Some thoughts on the GTA east office market

Hi Dagmar

As requested, below is ~~some information on the current office market in the National Division of the company.~~

Regards.

**Mark L. McLaughlin**  
**Vice President, Industrial**  
**Cushman & Wakefield Ltd.**  
3100 Steeles Ave. East, Suite 1100  
Markham, Ontario L3R 8T6  
T: 416-756-5451  
F: 416-756-5417  
C: 416-419-5080  
[mark.mclaughlin@ca.cushwake.com](mailto:mark.mclaughlin@ca.cushwake.com)

**From:** ~~Stuart Barron~~  
**Sent:** Monday, July 08, 2013 4:42 PM  
**To:** Mark McLaughlin  
**Cc:** Paul Langer; David Lan  
**Subject:** ~~Some thoughts on the GTA east office market~~

Mark,

My thoughts on the GTA east office market as requested,

Truth be told, the GTA east office market has never seen anything like what is happening right now in terms of experiencing remarkably weak overall demand strength. More so than the GTA west – ever since the great recession hit in the fourth quarter of 2008.

Remember, our best measure of demand strength is absorption, which measures the change in occupied space.

For your reference, and breaking down the stats by recession vs expansionary period, the results are as follows. Between 1996 and 2000, the GTA east saw some pretty respectable demand with average absorption of about 195,000 sf per quarter, or almost 800,000 per year. Development activity was much more robust and the GTA east was truly experiencing an expansionary office environment. After the downturn /tech bust in late 2000, the office markets came much weaker (period of economic weakness). As you might recall, downtown Toronto saw 3.8 million square feet return to market over this period. The GTA east, on the other hand, still saw positive absorption of about 35,000 square feet per quarter. So even during this weak economic period, the GTA east was still growing!



During the moderate expansionary period that followed, between Q4 03 and Q3 08, right before the great recession, demand or absorption rose to an average of 130,000 square feet per quarter or about 520,000 sf per year in the east. This would be considered a moderate expansionary period.

Now here is the kicker. Over the past 19 quarters, since the great recession hit, average absorption has been (-18) negative 18K per quarter. The overall cumulative negative absorption has been (341,000) SF. This has never been experienced before as far back as I am aware. Now what is remarkable about this statistic, is that even though the numbers are negative, these numbers include the positive impact of companies that have relocated from industrial quasi-office, into higher class office buildings. In other words, the situation is actually worse from a demand perspective than the picture these numbers paint.

In part, the suburban markets have been heavily influenced by consolidation activity and further, the densification of workplace environments, driven by a desire to develop collaborative workplace designs while generating occupancy cost savings, is reducing occupancy footprints. Now that is just a fancy way of saying that companies are cramming more people than ever before into a square foot of office space.

Keep in mind that while this is happening, we've seen a ton of growth downtown. Why? After all companies downtown are densifying too.

One key driver downtown, has been the continued development of residential condominiums. The growing educated workforce in the downtown area has attracted companies from the suburban markets who want to tap into both the workforce, and the energy and productivity levels that can be found in downtown Toronto. We refer to this as reverse migration, because it bucks the old trend that people used to talk about. Hiring the right employees and retaining them has become a priority for companies across the Americas. So where the people go, the concept is, the companies will follow. Of course there are other factors, but there is no question that this has accounted for about 15% to 18% of the growth in downtown Toronto. Coca Cola, is a good example of a company who just left the GTA east to locate into the Downtown east fringe at 333 King East last quarter occupying 100,000 sf.

That same well educated work force is also attracting companies such as Google, Apple, SNC Lavalin, as companies decide where they want to locate and where they want to grow in the years ahead.

Those are some thoughts,

Stuart

Stuart Barron, CA  
National Director of Research  
Director, Real Estate Finance  
Cushman & Wakefield Ltd.  
33 Yonge Street, Toronto  
416-359-2652



**\*\*EXTRACTS FROM THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE  
2006**

**Issue: Convert Jolis from Employment to Residential zoning.**

Various sections of the Growth Plan for the Greater Golden Horseshoe (GGH) outline the benefits of a conversion. Section 1.2.2 is based on the principles of complete communities. Optimize the use of existing and new infrastructure to support growth in a compact and efficient form. With regard to the subject land since the parcel is surrounded by residential you will be adding to the established community. Transportation has already been established meaning you will not have to create or increase the means of transportation. Section 2.2.3.6i states municipalities should plan for a range of mix housing and take into account affordable housing needs. Majority of the development of the subject land are apartments and the rest is single-family dwellings. These plans take into consideration the needs for affordable housing, which is the focus of this development.

For Conversion Continuation:

**GGH 2.2.5.1b**

- Major Transit Station Areas and Intensification Corridors planned to achieve a mix of residential, office, institutional and commercial development wherever appropriate
  - It is not appropriate to have industrial next to residential (complaints of noise, smell, etc.)
  - If the land remains vacant as it has—the plan to mix all types of development wouldn't apply due to the fact that nothing will be built on it
    - **Dr. Frank Clayton, Altus Group Economic Consulting** – 'Lands have been held in abeyance for "Office Commercial" use since 1986 and nothing has happened to achieve its intended use. --- To maintain these lands as 'office commercial' with lack of demand is contrary to the concept of optimization that is the goal of the Growth Plan

**GGH 2.2.3.7a,b**

- Cumulatively attract a significant portion of population and economic growth
- Provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighborhoods
  - In comparison of the 60 jobs that will be created if the conversion does not take place it is insignificant to the grand scope of the number of jobs projected, however changing the land use to residential will accommodate residents
  - The commercial zoning to the east of Jolis will contribute to the diverse mix of land uses

**GGH 2.2.6.2a**

- Municipalities will promote economic development and competitiveness by providing for an appropriate mix of employment uses including industrial, commercial and institutional uses to meet long term needs
  - If the land remains vacant, regardless of the long term needs, they will not be met so long as there is no market or intention to build office space



- However, the commercial use to the east of the subject land would be apart of fulfilling the long term needs outlined in the growth plan

#### **GGH 2.2.6.5c**

- The conversion will not ADVERSLEY affect the overall viability of the employment area and achievement of the intensification target, density targets and other policies of this Plan
  - This development does not make a significant contribution positively or negatively to the growth plan forecasts (Numbers will be shown in the next section to back this statement up)

How Changing from Employment to Residential will not have an impact on GGH goals (All Figures Come from Hemson)

#### **Keeping Employment**

- $60 / 82988 = 0.000723\%$  → This shows that keeping the zoning as Industrial will not have a significant impact to reach the GGH forecasts

#### **What the proposed development will contribute to the overall forecast.**

#### **Hemson Report → City of Markham 2013- Development Charges**

#### **Singles and Semis**

- 2013-2031, Total 10,626
- $8 \text{ (Single Dwellings)} \div 10626 = 0.0008\%$  (rounded up)
- **2016-2018-**  $8 \text{ (Single Dwellings)} / 1944 = 0.004$  (What this development will contribute to the single and semi forecast during that period)—insignificant

#### **Apartments**

- 2013-2031, Total 25,591
- $112 \text{ units} \div 25,591 = 0.004\%$  (rounded)
- **2016-2018-**  $112 \text{ units} / 4016 = 0.028\%$  (What the development of apartment units will contribute to the overall forecast)—insignificant

#### **Population Forecast**

$256 \text{ (Apartment and Single Dwelling PPU)} \div 96904 \text{ (Total population for Apartment and Single Dwelling)} = 0.003\%$  (rounded up)

is there a need for residential land?

#### **Hemson: Forecast Population in New Households by Unit Type**

<u>Single and Semis</u>	<u>Apartments</u>
2013-2031 → 39,210	2013-2031 → 51,694



PPU

Singles and Semis→ 3.58 (3.69 Revised)

Apartments→ 2.30 (2.02 Revised)

\*These figures demonstrate keeping employment land or allowing the conversion will not have a significant impact on the Growth Forecast\*

**\*\*Calculated the forecast population based on REVISED PPU**

**ALTUS REPORT:**

- 2011-2031 market share of 47.5-52.5% should be achievable—yield projected demand of approx. 600-850 apartments/year
  - o Projections prepared by Markham staff based on the town achieving higher share of future growth through intensification than assigned to Markham
    - These projections are increased→ intensification may be lower—just increase them as fool safe system so that they have enough designated land should there be a higher degree of intensification than expected
      - Argue that conversion from industrial to residential would not cause significant job loss (60 employees) and conversion to residential would not have significant impact on the residential growth forecasts (too much residential) nor would it have a significant impact on the employment growth forecasts

**If the Conversion is Permitted:**

*Governed by Markham's Official Plan:*

**8.2.4.1d**

- On lands designated 'Residential Mid Rise'
  - o Require that buildings be designed to provide a transition in height and massing to adjacent 'Residential Low Rise' areas

**8.2.4.3**

- To provide for the following building types on lands designated 'Residential Mid Rise'
  - o Townhouse
  - o Small multiplex
  - o Stacked townhouse
  - o Apartment building





■ PROPERTY INVESTMENTS INC. ■

71 Buttermilk Avenue • Vaughan • Ontario L4K 3X2 • Tel: 905 738-8640 • Fax: 905 738-0105 • info@holbornproperty.com

City of Markham  
Mayor and Members of Council  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

May 17, 2013

**RE: Development Services Committee Meeting May 21, 2013 Meeting Number 9  
Item 1 – Draft Official Plan 2012 – Employment Conversion and  
Redesignation Applications (10.0)**

With respect the above referenced matter, we have had an opportunity to review the report presented by staff with respect to our application to redesignate employment lands and are disappointed with the recommendation by Markham Staff to Council that our application be denied. Holborn can't help but feel that the nature of the employment conversion request is not fully understood in terms of the basis and rational. The report did not include a city wide plan that illustrated the relationship of the Holborn and other requests relative to the balance of the City of Markham Employment heartlands.

We believe that our request has merit as presented in the 2010 Comprehensive Official Plan Review Public Input and the Preliminary Planning Justification Report prepared by Gagnon & Law Urban Planners Ltd. The extensive report along with figures and preliminary supporting material and investigation, provides both input into the Comprehensive Official Plan Review and Supports the site specific Holborn Official Plan Amendment Application.

The concept plan as provided in our report and with our application is attached for your reference. We believe our plan has merit and should be given adequate consideration. The staff report presented to the Development Services Committee did not adequately provide insight into our submission or make comments on the Conceptual Plan.

Our lands are situated between an Environmentally Protected Area and a Storm Water Management Pond, isolating the property from the balance of the Employment Area along the Hwy 404 corridor. The Holborn Property is located immediately adjacent to an existing residential neighbourhood and the Historic Victoria Square. We have not been successful in developing the lands for Business Park and Business Corridor purposes. We have spent several years marketing the property for these uses with little to no interest from the industry.

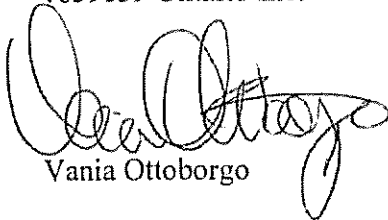
We have not had an opportunity to fully review our proposal with staff and we would appreciate if you could direct staff to schedule a Pre-Consultation meeting so that the subject property can be considered by the Development Services Committee at the subsequent meeting.



Recognizing the importance of the Official Plan Review Process, and the need to make the best decision possible we suggest council and staff refrain making a final decision on the Holborn Employment conversion request until we have an opportunity to discuss it in greater detail. There is nothing to be gained in rushing this decision.

We reserve the right to make further comments and submissions with respect to the above noted matters. We look forward to working with Staff on the ongoing Comprehensive Official Plan Review and our site specific Official Plan Amendment Application.

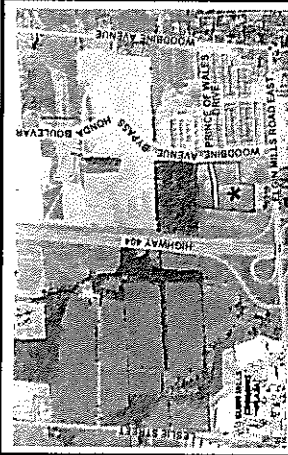
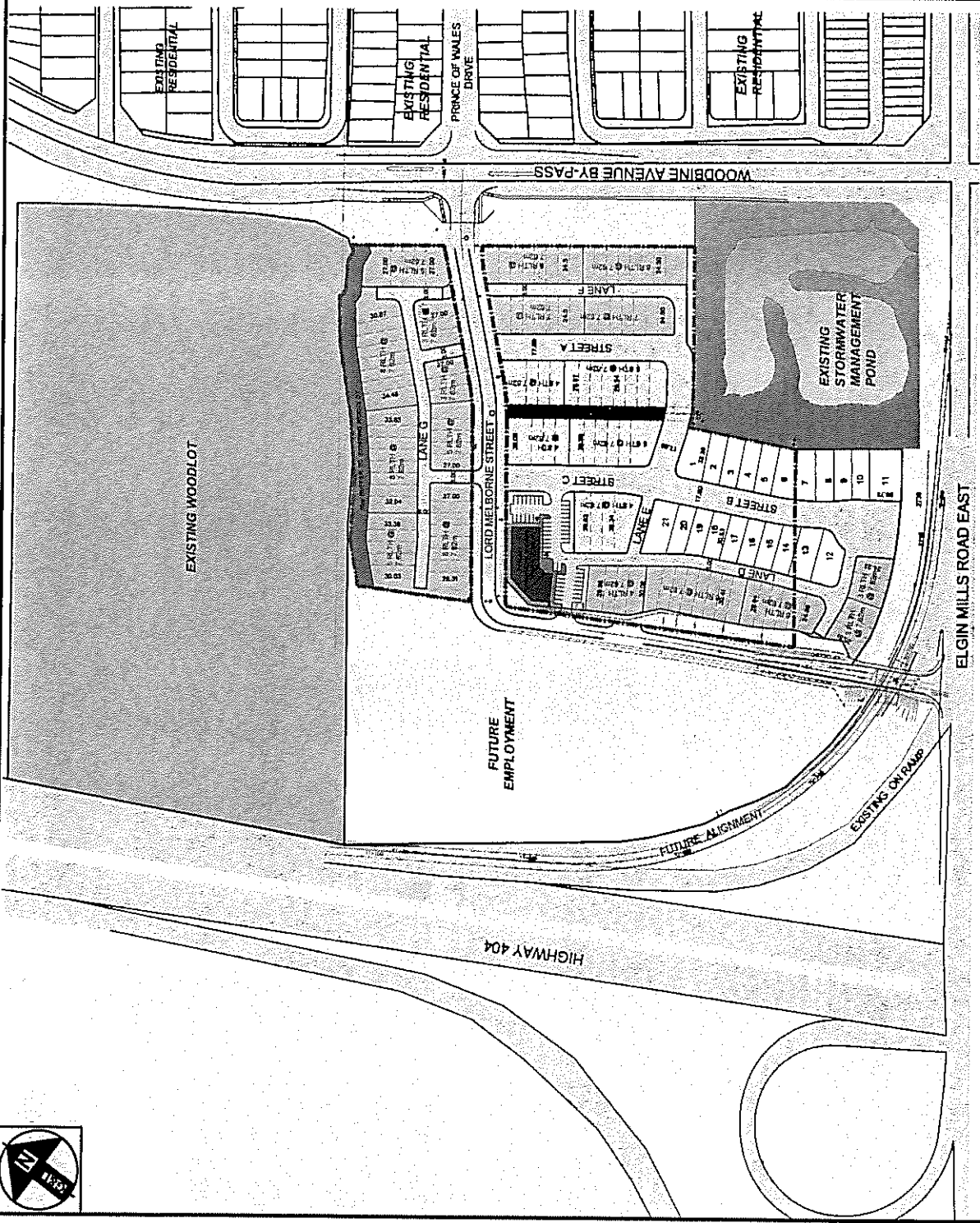
Regards  
1659139 Ontario Inc.



Vania Ottoborgo

cc. City Clerk – City of Markham via fax 905-479-7771  
Jim Baird - Commissioner of Development Services  
Ron Blake – Development Manager West District  
Elisabeth Silva-Stewart – Senior Planner, Policy and Research  
Michael Gagnon and Andrew Walker – G&L Urban Planners Ltd.  
Joe Maio and John D'Angelo – Holborn





KEY PLAN \* Subject Property N.T.S

SITE STATISTICS

RESIDENTIAL	UNITS
7.62m Street Townhouses (STH)	26
7.62m Rear Lane Townhouses (RLTH)	99
11.0m Single Detached (including part lots)	21
<b>TOTAL</b>	<b>146</b>
<b>COMMERCIAL</b>	
2 Storey Commercial Building	
1,284 sq m (13,605 sq ft)	
Ground Floor Retail Commercial	
Second Floor Office Commercial	
<b>PARKING REQUIRED</b>	
Retail Commercial	
1 space per 23 sq m of net floor area	
(608 sq m gross floor area)	35
Office Commercial	
1 space per 30 sq m of net floor area	
(458 sq m gross floor area)	15
<b>PARKING PROVIDED</b>	<b>50</b>

LEGEND

- ☐ STREET TOWNHOUSES
- ☐ REAR LANE TOWNHOUSES
- ☐ SINGLE DETACHED
- ☐ 10m BUFFER / EASEMENT
- ☐ OPEN SPACE / VACANT
- ☐ ROADS / LANES

CONCEPTUAL PLAN

BLOCK 299, BLOCK 300, BLOCK 301  
REGISTERED PLAN 65M-4026  
CITY OF MARKHAM  
REGIONAL MUNICIPALITY OF YORK

P.L.N. 13.047  
Client: D.S.  
Date: May 6, 2013  
Project: 1847, Concept Plans May 2013  
Scale: N.T.S.





**Kanji, Teema**

---

**Subject:** FW: Official Plan Review - Draft Chapter 11 Area and Site Specific Policies  
**Attachments:** 130403 Marked Up 11.7.7.pdf; Cornell Landuse Plan.pdf

---

**From:** Kevin McKeown [<mailto:Kevin@madisongroup.ca>]  
**Sent:** April-03-13 2:58 PM  
**To:** Wouters, Margaret  
**Subject:** Official Plan Review - Draft Chapter 11 Area and Site Specific Policies

Hi Margaret

My name is Kevin McKeown, I work with Niomie Massey here at Cornell Rouge.

While reviewing Chapter 11 of the Draft Official Plan we realized a few inconsistencies in section 11.7.7 - Public School, Place of Worship and Park Sites.

Please see the attached marked up map to see what was left out and what was incorrect on CRDC's lands.

We also noticed a few inconsistencies within other Cornell Lands, to assist you in your review we have attached the latest Cornell Land Use map. Please note that places of worship are classified in the Commercial/Employment category and are identified in yellow,

Please feel free to contact me if you have any questions or concerns.

Sincerely,

**Kevin McKeown**  
*Planner*  
Cornell Rouge Development Corp.  
369 Rimrock Road  
Toronto, ON M3J 3G2  
416-661-4000 x247  
[kevin@madisongroup.ca](mailto:kevin@madisongroup.ca)











MARTIN E. WINTRAUB, B.A., LL.B  
Barrister, Solicitor, Notary Public,

Tel: (647) 349-7991  
Fax: (905) 477-8913  
[mwintraub@rogers.com](mailto:mwintraub@rogers.com)

89 Three Valleys Drive,  
Toronto, Ontario,  
M3A 3B8

**WITHOUT PREJUDICE**

November 14, 2012

DELIVERED

TO WHOM IT MAY CONCERN

Dear Sirs:

RE: Proposed New Official Plan for Markham &  
Krashnik Investments Limited & Gabel Investments Limited

I have been consulted by Mrs. Doris Rosenberg, President of the above two noted corporations, who the land at 186 Old Kennedy Road and 51 Victory Avenue respectively.

She wishes me to advise you as follows.

She was notified just a few days ago by one of her neighbours at the above properties of a meeting which is taking place today at the Markham Civic Centre in respect to a Proposed/Draft Official Plan affecting her land and others.

Firstly, she never received a Notice of this meeting and wishes to be put on your mailing list and advised of any future meetings or proceedings in respect to this matter.

You may send any future correspondence to her as follows:

26 King's Cross Avenue,  
Richmond Hill, Ontario,  
L4B 2T1

After a review of this Plan, **she wishes to lodge her most serious objection thereto** and will take any and all legal steps to prevent the implementation of this Plan.



The Plan appears to propose to add the above properties next to the existing School and Park already designated. **This would totally eliminate her right to use the land in a manner which is allowed by and complies with the current Official Plan.**

She has in fact entered into an Agreement of Purchase and Sale for this land and has therefore made commitments in respect thereto.

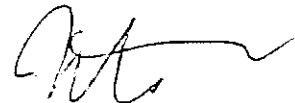
Her companies have operated in this location for over 40 years, employed people and operated a lumber business that has served the community.

The surrounding area has zoning that covers a variety of uses and she advises that she has never objected before to any of the uses that the Town of Markham has proposed. In return she believes she has the right to develop the land as she wishes in accordance with the current requirements and provisions of the Town.

To take away her right to use this land, which complies with all current zoning and building by-laws and Official Plans and which she has used for over 40 years, would be a gross misuse of governmental authority and will be vigorously resisted by her.

She will hold the Town of Markham responsible for any damages she may suffer in this regard and asks that the Town governs itself accordingly.

Yours very truly,



Martin Wintraub



## STIKEMAN ELLIOTT

Stikeman Elliott LLP Barristers & Solicitors

5300 Commerce Court West, 199 Bay Street, Toronto, Canada M5L 1B9  
Tel: (416) 869-5500 Fax: (416) 947-0866 www.stikeman.com

Direct: (416) 869-5690  
E-mail: jharbell@stikeman.com

BY E-MAIL

October 10, 2013

Planning & Urban Design Department -  
Development Services Commission  
City of Markham  
101 Town Centre Boulevard  
Markham, ON, L3R 9W3

Attention: Elisabeth Stewart, Senior Planner

Dear Ms. Stewart:

**Re: City of Markham Draft Official Plan**

We are counsel to John St. Holdings Inc., the registered owner of the property municipally known as 2851 John Street, Markham (the "Property"). Further to our initial letter, dated November 2, 2012, with respect to the City's draft Official Plan, Part I (the "Draft OP") and in response to your subsequent invitation to submit additional comments, we make the following additional submissions.

The Draft OP proposes a Service Employment designation on the Property. Under the Service Employment designation, retail uses are permitted provided that: (1) the retail use is not *major retail*, and (2) if the retail use is within a multiple-unit building, the combined gross floor area devoted to all retail uses, and to all permitted retail accessory uses, is limited to a maximum of 50% of the total gross floor area of the building.

Under the Draft OP, "*major retail*" includes "retail big box stores, retail warehouses and shopping centres, as identified in the York Region Official Plan, with individual premises exceeding 1,000 square metres of gross floor area and/or the combined gross floor area devoted to retail in all premises on a property exceeding 3,000 square metres." As such, retail uses on the Property appear to be limited to (1) a gross floor area of 1,000 square metres for individual retail premises and, (2) a combined gross floor area of 3,000 square metres for all retail premises on the Property, provided that if the retail gross floor area is in a mixed use building it is not more than 50% of total gross floor area of that building. Please confirm our understanding of the Draft OP is correct. As part of this clarification, please advise whether the Draft OP permits stand-alone retail buildings.

TORONTO  
MONTRÉAL  
OTTAWA  
CALGARY  
VANCOUVER  
NEWYORK  
LONDON  
SYDNEY



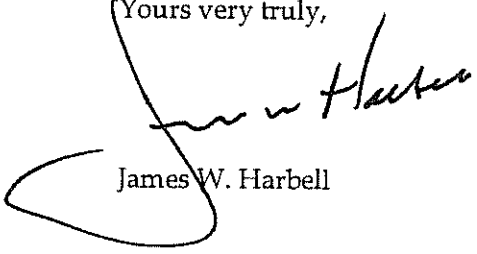
Further, based on the size of our client's building, we submit that the Service Employment designation should permit individual retail uses up to a gross floor area of 2,000 square metres.

Finally, as we noted in our previous letter, an individual computer and office supply store with a maximum gross floor area of 3,000 square metres previously permitted on the Property would be prohibited as a "major retail" use according to the Draft OP. We submit that this particular retail permission should continue to apply to the Property.

Please provide us with copies of all staff reports, notice of any public meeting and copies of all decisions of City Council or its committees with respect to the Draft OP.

Thank you for your attention to this matter.

Yours very truly,



James W. Harbell

JWH/ mc

cc. Judy Carroll, *City Clerk*  
Paolo Rovazzi, *John St. Holdings Inc.*



April 26, 2013

Margaret Wouters  
Senior Manager  
Policy and Research  
Development & Planning  
City of Markham  
101 Town Centre Blvd.  
Markham, ON L3R 9W3

Dear Ms. Wouters:

**RE: CITY OF MARKHAM OFFICIAL PLAN REVIEW  
SOBEYS INC.  
SOUTHWEST CORNER OF MAJOR MACKENZIE DRIVE AND HIGHWAY 48  
MHBC FILE: 07159B**

---

We have been retained by Sobeys Inc, which owns lands at the southwest corner of Major Mackenzie Drive and Highway 48 within the City of Markham, to provide planning services relative to the City of Markham's Official Plan Review program. Sobeys intends to develop the site with other retailers for a commercial centre (original Site Plan application submitted February 8, 2008). We have reviewed the draft of the Official Plan and Secondary Plan released in September and have noted a few issues with the plan relative to the above-noted site. The following is a summary of our concerns.

#### **Current Official Plan**

The current (1987) Official Plan designates the site as "Commercial" within its Official Plan Schedule 'A' - Land Use Plan (**Figure 1**). The commercial designation is intended to provide for a full range of commercial goods and services to meet the needs of the Town's residents, employees and businesses. Specific permitted/prohibited uses are not identified within this designation. As per Section 3.4.3.a of the Official Plan, the commercial designation is further refined into specified categories. The subject lands are therefore further designated "Major Commercial Area" within the Official Plan's Schedule 'H' (**Figure 2**).

Section 3.4.6.1.c of the City of Markham Official Plan specifies permitted uses within the "Commercial (Major Commercial Area)." The specified permitted uses include retail uses.

A small Hazard Lands designation is identified on the property, corresponding with Exhibition Creek, which runs through the site. This creek is planned to be channelized along the edge of the property with the ultimate development of the site, per the submitted plans under file SC 08 106746.



### Current Secondary Plan

The subject property is designated "Major Commercial Area" within the Wismer Commons Secondary Plan Land Use Schedule 'AA'. As per Section 5.3.4 of the Secondary Plan, areas designated "Major Commercial Area" will be developed in accordance with Sections 3.4 and 3.4.6.1 of the Official Plan. As noted above, retail uses conform to these sections of the Official Plan and would therefore be permitted by the Secondary Plan.

### Draft Official Plan

The draft Official Plan designates the site "Mixed Use Mid Rise," "Residential Mid Rise," and "Greenway" (**Figure 3**), with "Mixed Use Neighbourhoods Area," "Neighbourhood Area," and "Greenway System" structural overlays (**Figure 4**).

The structural overlays provide general direction for land use on where to grow. Mixed Use Neighbourhoods are intensification areas where growth is encouraged. Neighbourhood Areas include residential lands, developed primarily with ground-related housing forms, and are intended to remain stable. The Greenway System contains natural heritage features that are intended to be protected from urban development.

The Mixed Use Mid Rise designation permits restaurant and retail uses per Section 8.3.1.2 of the new plan. Retail uses are not defined in the plan. The Mixed Use Mid Rise designation is intended to accommodate a full range of small, medium and large sized retail and service functions. The development criteria of the Mixed Use Mid Rise designation restrict the gross floor area of any individual retail establishment to 6,000 square metres per Section 8.3.3.5 b). Therefore it is our interpretation that a range of retail uses up to 6,000 square metres, and restaurant uses are permitted on this site in the new Official Plan.

The Residential Mid Rise designation is intended to support a diversity of housing and building types. This designation does not permit restaurant or retail uses, except convenience retail uses.

The Greenway designation generally permits ecological conservation or recreation uses. The Greenway policies seek to ensure that land use decisions in support of urban development contribute to the protection and enhancement of the Greenway System. We note that the Greenway System and Greenway designations are substantially larger than the Hazard Lands designation found in the current Official Plan's Schedule A. Further, we also note that there is an existing service station/car wash on a fully developed site within this proposed designation, adjacent to the subject lands. This brings into question the methodology used to determine the extent of the Greenway designation. This is a source of concern to us, as it will restrict the implementation of the submitted plans for this site.

### Draft Secondary Plan

The site is located in the Berczy Village/Wismer Commons/Greensborough/Swan Lake District Secondary Plan. The purpose of the Secondary Plan for this area is to create a balanced community including residential, commercial, open space, and recreational uses.

The Secondary Plan area is divided into sub-areas. The site falls into the Markham Road Mount Joy Local Corridor sub-area. The policies for this sub-area require a new Secondary Plan, and until such time one is prepared, the provisions of the 1987 Official Plan will apply. **Therefore it is our interpretation that the site is exempt from the new Official Plan and is only subject to the current in-effect Official Plan.**



## Conclusion

The proposed Greenway System and Greenway designations on the site at the southwest corner of Major Mackenzie Drive and Highway 48 are much larger than the Hazard Lands designation in the same area in the current Official Plan. It is our concern that the expanded natural heritage designations and new policies will constrain the implementation of the submitted plans for this site under file SC 08 106746. We recommend that the Greenway System and Greenway designations be revised in the new Official Plan to match the Hazard Lands designation in the current Official Plan's Schedule A (Figure 1).

The dual designation of the site between the Mixed Use Mid Rise and the Residential Mid Rise creates confusion and does not recognize the planned commercial nature of the site. We recommend that the entire site be designated Mixed Use Mid Rise under the Mixed Use Neighbourhoods Area structural overlay.

The Mixed Use Mid Rise designation's restriction on retail to a maximum of 6,000 square metres per Section 8.3.3.5 b) would inhibit the proposed commercial centre as shown on the submitted plans for this site. This restriction does not exist in the current Official Plan. We recommend this restriction be revised to reflect Section 3.4.4.5 of the current Official Plan, which allows retail uses up to 10,000 square metres where retail is permitted, and allows retail uses over 10,000 square metres as a discretionary use subject to a retail market study.

Notwithstanding the above, it is our interpretation that this site is exempt from the new Official Plan, until such time as a new Secondary Plan for the Markham Road Mount Joy Local Corridor sub-area is prepared. We request further details as to when this Secondary Plan will be prepared and what its nature will be.

Should a Secondary Plan be implemented on the basis of the proposed designations and policies of the draft Official Plan, it is our concern that our client's development rights will be lost.

We request confirmation of our interpretations above. Further, prior to developing a Secondary Plan for the Markham Road Mount Joy Local Corridor sub-area, we respectfully request that City staff make the following revisions to the draft Official Plan:

- The entire developable site fall under one designation on Map 1, being the Mixed Use Neighbourhoods designation;
- The entire developable site fall under one designation on Map 3, being the Mixed Use Mid Rise designation;
- The Greenway System and Greenway designations on the site be revised to match the extents shown for the Hazard Lands designation on Schedule A of the current (1987) Official Plan;
- That Section 8.3.3.5 b) of the draft Official Plan be revised to read: *the gross floor area of any individual retail establishment may only exceed 10,000 square metres at the discretion of Council, and where a study to assess the impact of the proposal on the capability of the City's planned commercial structure has been submitted;* and
- A transition provision be included in the Official Plan that states: *Nothing in this Plan will prevent the erection or use of a building or structure for a project for which a complete application for Site Plan or Zoning By-law Amendment was filed on or prior to the date of approval of this Plan.*



We will continue to monitor the Official Plan Review process and provide further comment on future drafts of the policies as they become available.

Please feel free to call if you have any questions or concerns.

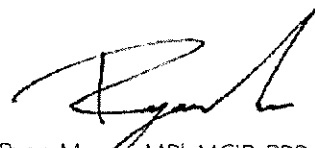
Thank you,

Yours truly,

**MHBC**



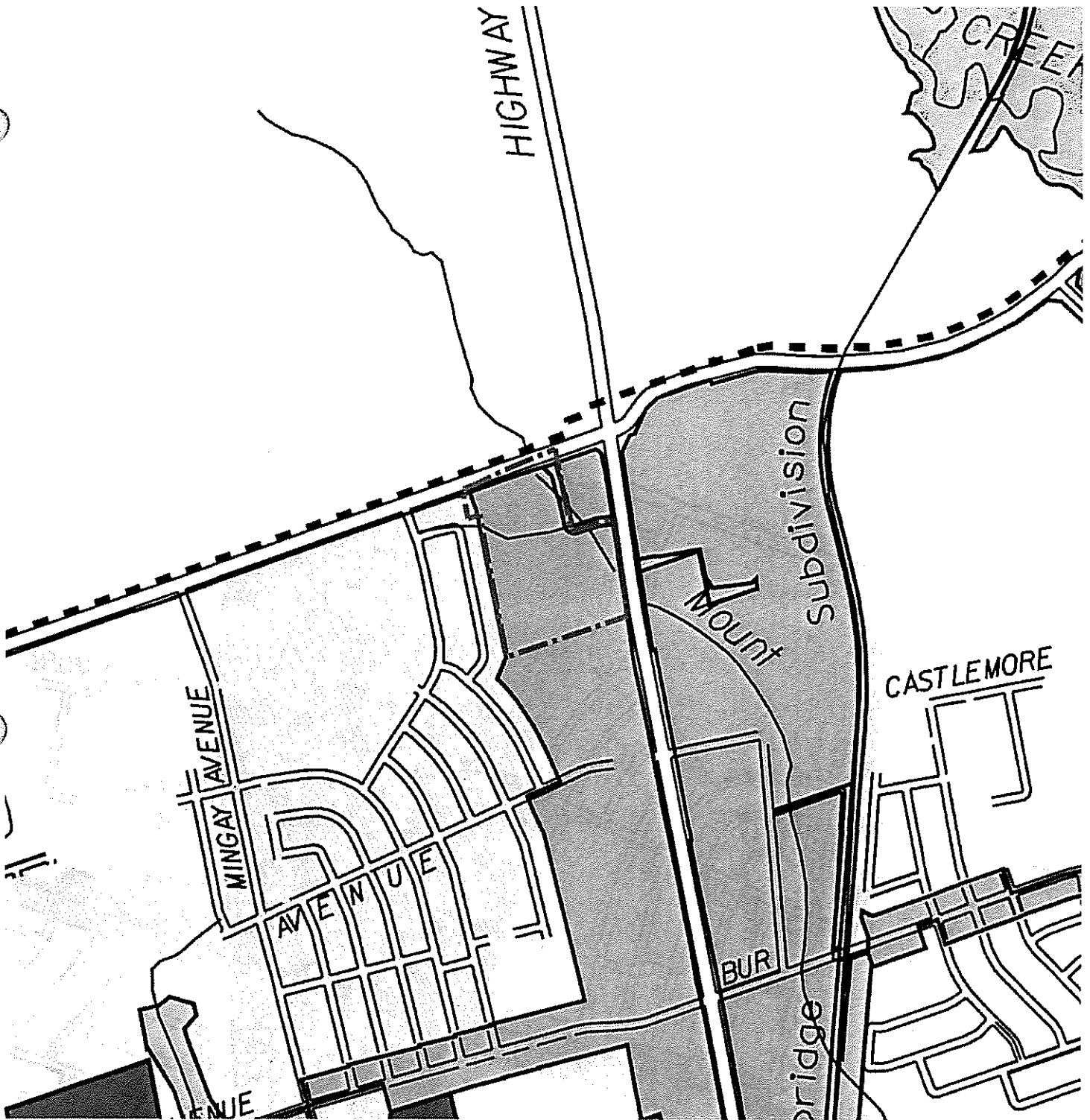
Oz Kemal, BES, MCIP, RPP



Ryan Moore, MPI, MCIP, RPP, LEED® AP

cc: Christine Yee





Data Source: Town of Markham Official Plan - Schedule A - Land Use - 2006

**Figure 1**  
**TOWN OF MARKHAM**  
**OFFICIAL PLAN -**  
**SCHEDULE A -**  
**LAND USE**

**LEGEND**



Subject Lands



Environmental Protection Area



Urban Residential



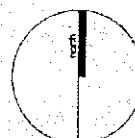
Hazard Lands



Commercial

DATE: April 18, 2013

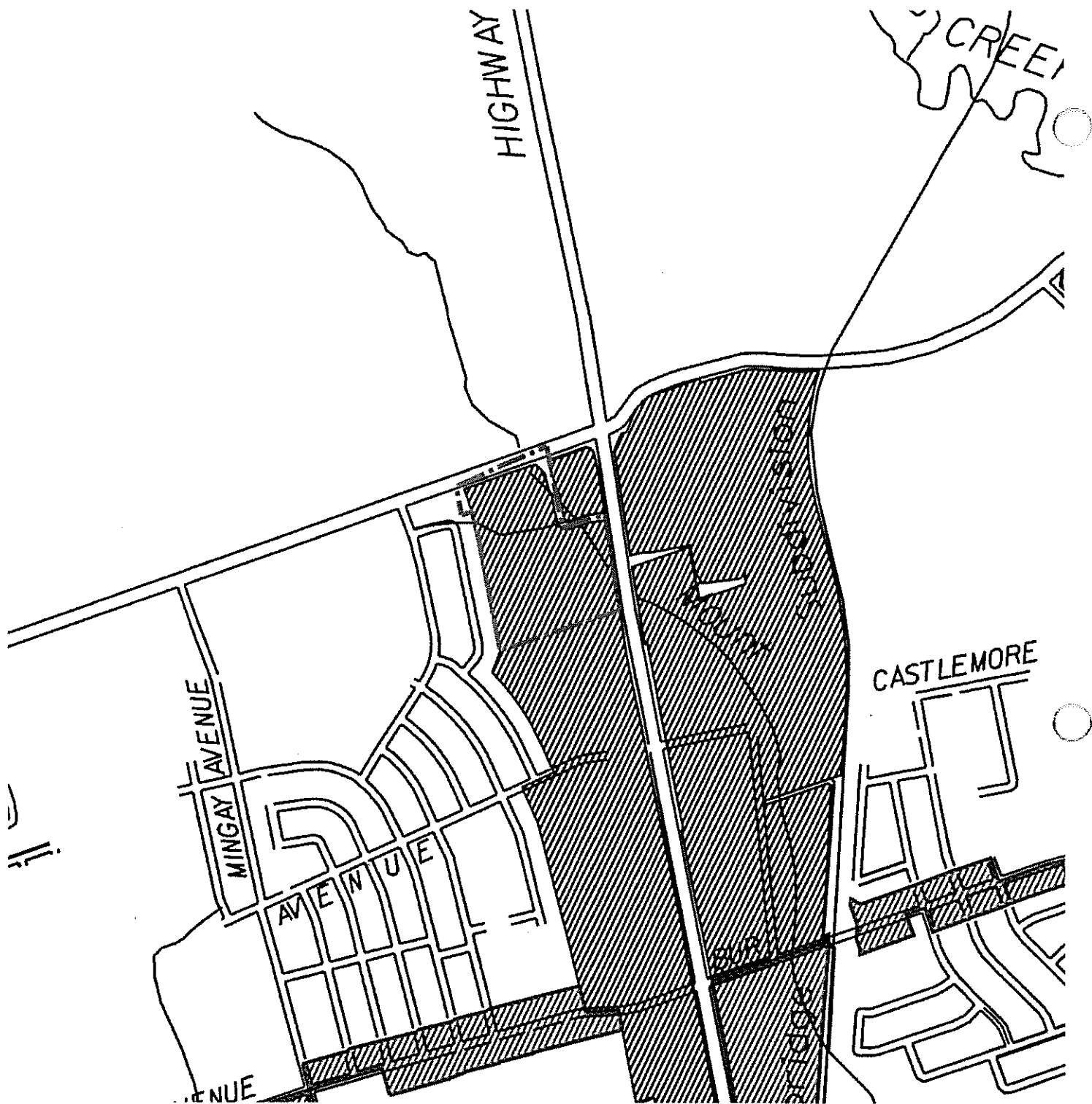
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**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
P: 905.761.5588 F: 905.761.5589 | WWW.MHBCPLAN.COM








Data Source: Town of Markham Official Plan - Schedule H - Commercial / Industrial Categories - 2008

Figure 2  
TOWN OF MARKHAM  
OFFICIAL PLAN -  
SCHEDULE H -  
COMMERCIAL /  
INDUSTRIAL  
CATEGORIES

#### LEGEND

-  Subject Lands
-  Major Commercial Area
-  Community Amenity Area

DATE: April 18, 2013

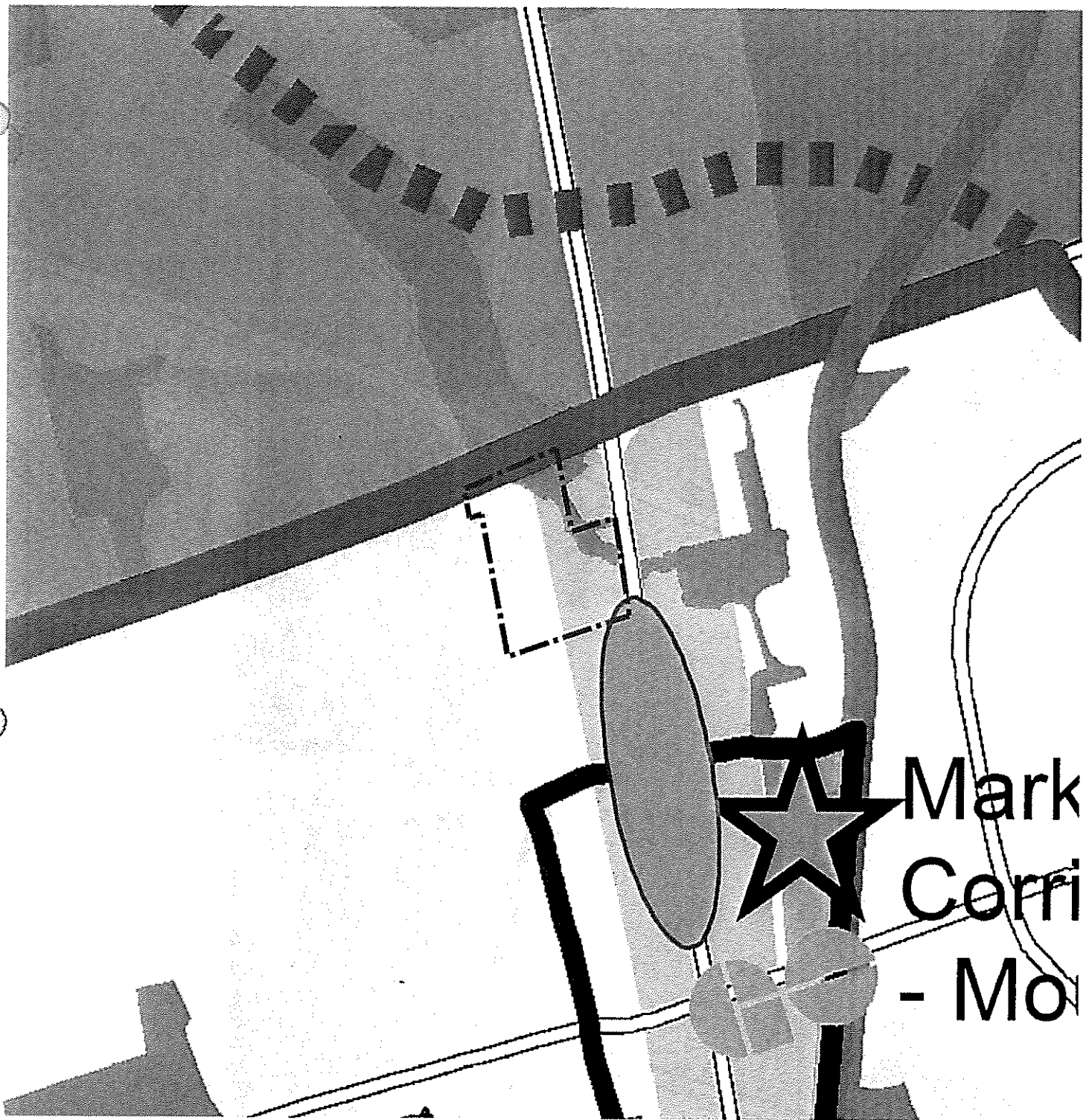
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URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM





Data Source: Town of Markham Draft Official Plan - Map 1 - Markham Structure - September 2012

Figure 3  
TOWN OF MARKHAM  
DRAFT OFFICIAL  
PLAN - MAP 1 -  
MARKHAM  
STRUCTURE

#### LEGEND



Subject Lands



Neighbourhood Area



Countryside Area



Greenway System



Mixed Use Neighbourhood Area



Local Corridor



Regional Rapid Transit Corridor



GO Rail Service



GO Station



Intensification Area



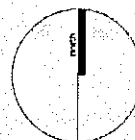
Proposed Regional  
Transit Priority



Potential Secondary  
Hubs (Mount Joy)

DATE: April 18, 2013

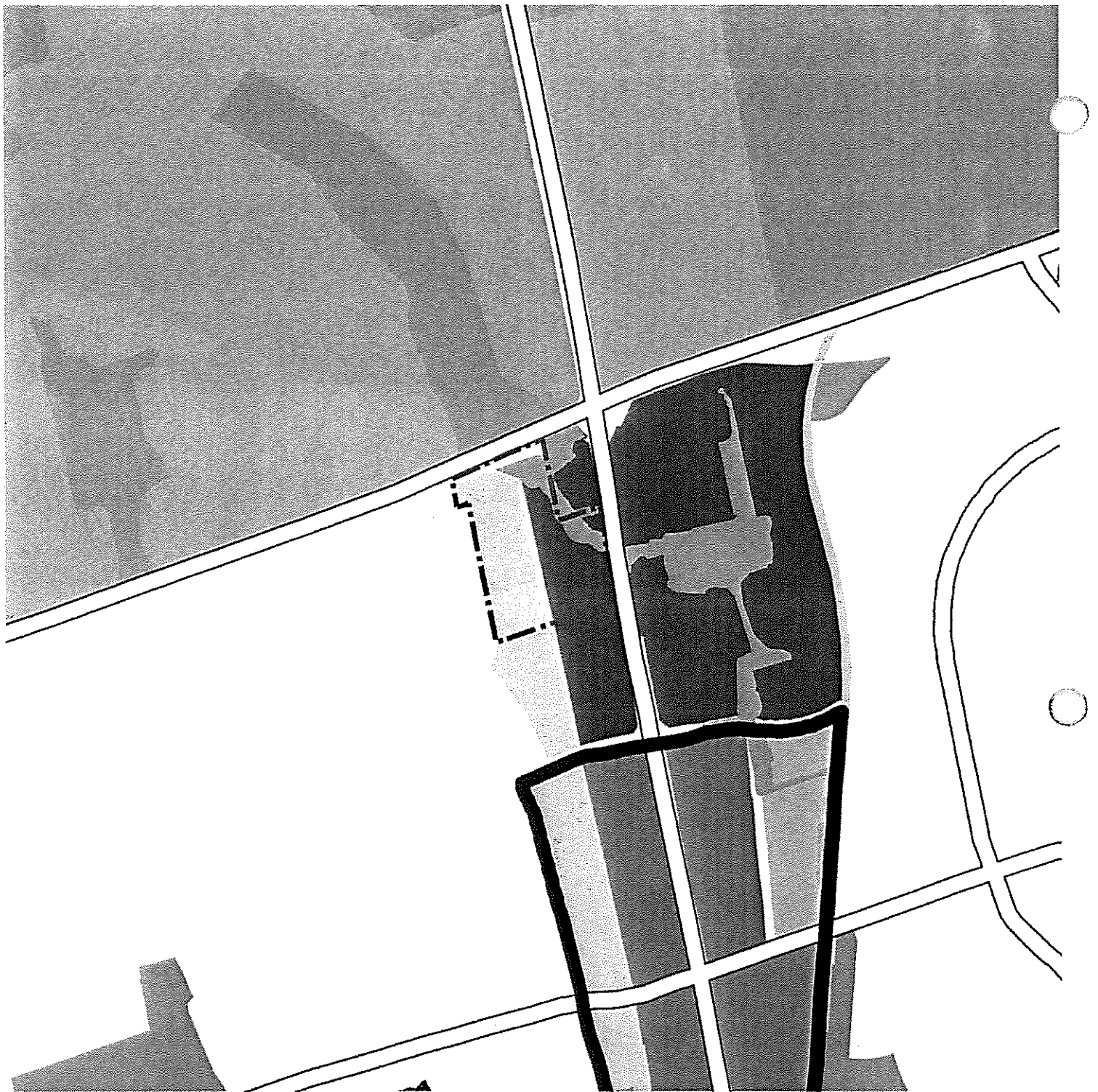
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









Data Source: Town of Markham Draft Official Plan - Map 3 - Land Use - September 2012

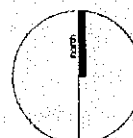
**Figure 4**  
**TOWN OF MARKHAM**  
**DRAFT OFFICIAL**  
**PLAN - MAP 3 -**  
**LAND USE**

**LEGEND**

	Subject Lands		Mixed Use High Rise		Intensification Area
	Residential Low Rise		Service Employment		
	Residential Mid Rise		Countryside		
	Mixed Use Mid Rise		Greenway		

DATE: April 18, 2013

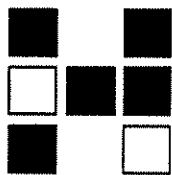
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**MHBC** PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE  
 230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
 P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM





**HALEY PLANNING &  
DEVELOPMENT SOLUTIONS**

June 17, 2013

Corporation of the City of Markham  
Anthony Roman Center  
101 Town Centre Boulevard  
Markham, Ontario  
L3W 9W3

Attention: Kitty Bavington  
Council/Committee Coordinator

Re: Request for Recognition of Open Storage  
Thornlea Development Area  
332 John Street, Thornhill  
Can -Am Express  
Yefim Ostrirov

---

We are in receipt of the Public Meeting Notice emailed to my office on June 14, 2013. Please accept this correspondence as our reply to be read into the record.

Based on the Notice, the proposed policies would strictly prohibit Open Storage facilities. As noted in our previous correspondence to your office on June 1, 2013, my client would like the use of his property for Open Storage to legally park his licensed charter buses on the above noted site. The lands are currently zoned to permit a contractors yard on one portion, as well as M- Industrial type uses as permitted in By-law 77-73, on the balance of the property. In my opinion this would be a less offensive use than what is currently allowed in the by-law.

We have met with the local councilor and planning staff to discuss this matter and believe the use could be made very compatible with the



existing surrounding land uses. The site is unique in that it is surrounded on two sides by both the railway line to the west and the John Street bridge overpass to the south, which both acts as natural buffers and separate the site from any existing residential uses.

It appears somewhat inconsistent that Council is considering the conversion of the Canac site, four (4) lots east, that are within the Employment designation for predominantly residential uses, when they do not support 12 other conversion/re-designation applications on the premise the municipality will have insufficient supply to meet employment targets. Clearly there is a bias toward the existing residential uses. My client is concerned that because of this, his employment opportunities will be limited and ultimately eliminated notwithstanding that this use has existed since 1968.

In conclusion, my client asks that his site be considered for open storage, only after a thorough land use review, testing the issue of compatibility, amongst other matters, and implementing such change through Site Plan Control.

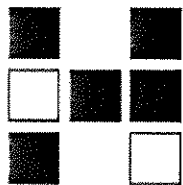
Once again, we are prepared to discuss this matter with planning staff and prior to Councils final adoption of the new Official Plan.

Trusting this is satisfactory for your purposes.

Respectfully submitted;

Bill Haley, M.C.I.P, R.P.P





**HALEY PLANNING &  
DEVELOPMENT SOLUTIONS**

April 23, 2013

Corporation of the City of Markham  
Anthony Roman Center  
101 Town Centre Boulevard  
Markham, Ontario  
L3W 9W3

Attention: Kitty Bavington  
Council/Committee Coordinator

Re: Request for Recognition of Open Storage  
Thornlea Development Area  
332 John Street, Thornhill  
Can -Am Express  
Yefim Ostrirov

---

Further to the adoption of Interim Control By-law 2012-16, your Zoning Notice dated June 1, 2012, and my client's ongoing communication with the municipal staff over the past 11 months, please accept this correspondence as a request for the above noted lands to be recognized in the new draft Official Plan to permit Open Storage.

Since 1968 this property, or a portion thereof, has been used legally as a contractors yard. Since my client purchased the property in April 2007 he has tried unsuccessfully to legally park his charter buses on the site. We are of the opinion that this use is far less offensive than a contractors yard and the uses permitted within the Industrial zone of By-law 77-73. In addition, with sound site plan control measures, the use can very easily be made compatible with the exiting uses and industrial infrastructure currently surrounding the property.



We are prepared to discuss this matter prior to Councils final adoption of the new Official Plan.

Trusting this is satisfactory for your purposes.

Respectfully submitted;

Bill Haley, M.C.I.P, R.P.P

---

**132 GLOUCESTER GROVE, TORONTO, ONTARIO, M6C 2B1**  
**647-825-4136**



**Kanji, Teema**

---

**Subject:**

**FW: Official Plan deputations**

-----Original Message-----

From: Cynthia Hiatt [mailto: [REDACTED]]

Sent: April-25-13 9:39 AM

To: Wouters, Margaret

Cc: Cynthia Hiatt; [REDACTED]

Subject: Official Plan deputations

Hello Marg,

I would like to apologize for my tardiness to respond to your request. I was tied up all day yesterday.

My concerns I share with my colleagues and as a homeowner in Markham were shared at the meeting Tuesday evening. Those concerns about the plan are the current use and future plans for Mixed High and Mid-Rise properties. Actually, when you look around Markham this has been permitted for some time but now with Hi Rise Condominiums, is becoming increasingly evident. Markham, as we know is growing at exponential speed that our land is filling up with residential condos. Generally speaking, Markham should consider when approving plans for development for mid to hi rise mixed use facilities, placing parking and green space in the front of these properties rather than allowing the physical building to be built so close to the road. Highway 7 east and west of Markham are perfect examples as well as the new condos on Main St Markham and n of 16th Avenue. As you look towards dealing with traffic congestion, you consider rapid transit and other modes. However, as Markham expands, so does the traffic.

People have become addicted to having their cars, convenience of transportation without having to be committed to a schedule or bus delays. Allowing these buildings to continue to build so close to the road ways allows for no further expansion of lanes. Our greatest concern is the planned use for Markham Road and 16th Avenue. This intersection is a speedway of bottle neck on its best moments. With the fuelling station and museum, continued revitalization of this corner is needed but to allow hi rise building to plunk themselves right on the corner, one will feel like they are driving down the narrow Yonge and Bloor streets in Toronto with the towering hi rise office buildings on either side. We as that you re-consider the site plans of these areas and 'push' the buildings back off the road. An excellent example is the condo I live in at 2 Raymerville Drive, know as Hampton Green. The residents enjoy that the building is away from the road as well as any buyers I have shown the building to, and there is room if necessary to expand McCowan if needed.

So, on behalf of myself and colleagues, could you reconsider the placement of hi rise units in the future in Markham and converting hi rise to mid rise use buildings right at 16th and Markham Road? Look as Main Street Markham near Robinson, one condo being built and another soon to start, right on the road. Not fitting in with the landscape of Markham.

Thank you for the opportunity to share our thoughts with you and trust you will give it some consideration.

Regards,

Cynthia Hiatt



Sales Representative

Coldwell Banker Terrequity Realty, Brokerage Ste 1 - 10 Royal Orchard Blvd Thornhill, ON, L3T 3C3

[REDACTED]

[REDACTED]

[www.cynthialovesrealestate.com](http://www.cynthialovesrealestate.com) <<http://www.cynthialovesrealestate.com/>>

"Never Let Anyone Dull Your Shine"

[REDACTED]

[REDACTED]



**Sent:** May-01-13 11:14 AM

**To:** Moretti, Carolina; Campbell, Colin; Heath, Jack; Landon, Gord

**Cc:** Shaw, Gillian; Kanji, Teema; Wouters, Margaret; Dianne More; Peter Ross; Jonathan Mingay; Donna Louise; Elizabeth Plashkes

**Subject:** Re: 16th & Markham road

Hi Councilors,

Although I just received this information and have not had time to talk with anyone about it, from my own opinion, I'm somewhat concerned that the new draft plan proposes to designate any lands south of Edward Jeffries as Mixed Use Mid-Rise.

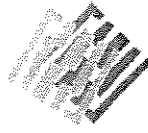
The Vision Plan for Markham Village, which most of you should know intimately, recommend that there be a gradual transition north of 16th to the residential area south of 16th. Going from two-story, single family dwellings south of 16th, to potential 12-story buildings on the north of 16th is not a gradual transition. It's a rude jump. I don't understand why you would designate this area for mid-rise. Why not low-rise, with the transition to mid-rise north of Edward Jeffries?

Who is pushing for this designation? What advantage does this designation give the City that is worth going against the Vision Plan that many of us worked so many years on.

Cheers,

Keith Thirgood  
President, Old Markham Village Ratepayers Inc.





# Gatzios Planning + Development Consultants Inc.

File No: 65MA-1308

May 22, 2013

## City of Markham

Markham Civic Centre  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

**Attention:** Mr. Jim Baird  
Commissioner of Development Services

**Regarding:** SUBMISSION TO MARKHAM'S NEW OFFICIAL PLAN  
SEPTEMBER 2012 PART 1 DRAFT & FEBRUARY 2013 CHAPTER 11 DRAFT  
2310601 ONTARIO INC. ON BEHALF OF MR. J.C.R. HILDEBRAND  
3912 & 3928 HIGHWAY 7 EAST (WEST OF VILLAGE PARKWAY)  
CITY OF MARKHAM

Dear Mr. Baird:

We write as planning consultants recently retained by 2310601 Ontario Inc. ("2310601"), who has been authorized by the landowners of the subject property to make submissions and other representations on their behalf for this property. The subject property is 4 hectares (10 acres) of land on the north side of Highway 7 East, just west of Village Parkway. **Figure 1 – Location Plan** identifies the subject property.

As you may know, my client 2310601 is currently initiating planning applications to allow the development of this property for urban residential uses, and we wish to provide the City with the following comments on the draft new Official Plan as it applies to this property.

## CURRENT OFFICIAL PLAN DESIGNATIONS

The currently in-effect Official Plan (Revised 1987, Consolidated July 2005) designates this property and the surrounding area as '**Urban Residential**' on Schedule A – Land Use.

The currently in-effect Secondary Plan for Part of the Markham and Unionville Planning District (PD1), Schedule "AA" Detailed Land Use to OPA No. 5 (PD1-15) indicates that the property has 3 specific designations, being, from south to north: '**Urban Residential High Density I**' for the southern portion, '**Urban Residential Medium Density I**' for the middle portion, and '**Open Space – Neighbourhood Park**' for the northern portion. The



attached **Figure 2 – Markham and Unionville Planning District Secondary Plan Schedule "AA" Detailed Land Use** illustrates the currently applicable land use designations.

The property is currently zoned RD 'Residential Development', with a zoning by-law amendment required to permit the development forms contemplated by the Secondary Plan.

2310601 is aware that there are recently concluded Ontario Municipal Board hearings regarding the land use designations and zoning for lands to the east of this subject property, namely the Peak Garden property immediately to the east, and the Lee property east of it, as well as the Times property on the east side of Village Parkway.

## **PROPOSED NEW OFFICIAL PLAN DESIGNATIONS**

### **A. Area and Site Specific Policies - Chapter 11 (released February 2013)**

Section 11.19 Unionville contains policy 11.19.4 which applies to this property in conjunction with Figure 11.19.4. The policy provides that Figure 11.19.4 generally identifies public school, place of worship and park sites for the Unionville district, and indicates that these sites shall be secured through the development approval process, including the establishment, where appropriate, of Area Specific Parkland Arrangements.

**Figure 3 – City of Markham Draft Official Plan, The Unionville Section 11.19 Figure 11.19.4** outlines the subject property, and illustrates, with green symbols, that a 'park site' is identified on the property, and a 'school site' is identified east of the 'park site' on the properties west of Village Parkway.

#### comment:

2310601 requests that the green symbol indicating the 'park site' on Figure 11.19.4 be shifted north to the northern portion of the subject property, to coincide with the current designation of 'Open Space – Neighbourhood Park' on the northern portion of the property. While it is understood and agreed that the exact location and size of parkland on the subject property will be determined via the development approval process we are about to undertake, 2310601 would like to ensure that there is no misinterpretation of the intent of the current location of the green 'park site' symbol, as it is located roughly in the middle of the subject property versus the northern portion of the subject property beside the 'school site' symbol to the east, where we believe it belongs.



## **B. Proposed land use designations – Map 3 Land Use**

The proposed designations for the subject lands are shown on the attached **Figure 4 – Draft City of Markham Official Plan Map 3 – Land Use**. Map 3 proposes that the property be designated as follows, from south to north: '**Residential Mid Rise**' and '**Intensification Area**' for the southern portion, '**Residential Mid Rise**' for the middle portion, and '**Residential Low Rise**' for the northern portion of the property.

Chapter 8 Land Use provides the policies for each of these designations.

### comment:

2310601 is generally satisfied with the proposed land use designations and associated policies as depicted on Map 3 – Land Use, and with the inclusion of the southern portion of the property within the Intensification Area along the north side of Highway 7 East.

We note that the lands to the east and to the west are similarly designated and the urban structure, planning policies and development criteria for the development envisioned across this north side of Highway 7 East is uniform to the east and to the west. Notwithstanding 2310601's current satisfaction with the proposed designations, 2310601 would like to ensure that if any changes to the land use designations are proposed for the surrounding lands, including but not limited to the Peak Garden lands, the Lee lands and the Times lands, that 2310601 reserves the right to request similar or alternative designations or development criteria for its lands.

## **C. Proposed Urban Structure – Map 1 Markham Structure**

**Figure 5 – Draft City of Markham Official Plan Map 1 – Markham Structure** illustrates the location of the subject property. Map 1 proposes that the southern portion of the property be included in the '**Intensification Area**', similar to Map 3 – Land Use, and also that the property forms the western edge of the '**Avenue 7 Corridor – Village Parkway**' Local Corridor. The underlying land use shown is '**Neighbourhood Area**' for the overall property.

Chapter 2 A Framework for Sustainable Growth provides the policies regarding the City's Intensification Strategy, as well as policies regarding Local Corridors.

### comment:

2310601 is generally satisfied with the proposed urban structure and associated policies as depicted on Map 1 – Markham Structure.



Similar to our comment in section B. above, we note that 2310601 would like to ensure that if any changes to the land use designations are proposed for the surrounding lands, including but not limited to the Peak Garden lands, the Lee lands and the Times lands, that 2310601 reserves the right to request similar or alternative designations or development criteria for its lands.

#### **D. Proposed Centres and Corridors – Map 2 Centres and Corridors and Transit Network**

**Figure 6 – Draft City of Markham Official Plan Map 2 – Centres and Corridors and Transit Network** illustrates the location of the subject property. Map 2 proposes that the southern portion of the property is '**Mixed Use Neighbourhood Area**' and included in the '**Local Corridor**', the middle portion of the property is '**Neighbourhood Area**' and also included in the '**Local Corridor**', with the northern portion of the property excluded from the Local Corridor.

Chapter 2 A Framework for Sustainable Growth provides the policies for the 'Mixed Use Neighbourhood Area' and the 'Neighbourhood Area'.

#### comment:

2310601 is generally satisfied with the proposed Map 2. We note that Section 8.2.4.2 and 8.2.1.2 allows certain additional uses to the 'Residential Mid Rise' designation, thereby permitting the opportunity for some amount of a mix of uses as contemplated by the 'Mixed Use Neighbourhood Area' proposed in Map 2.

Similar to our comment in section B. above, we note that 2310601 would like to ensure that if any changes to the land use designations are proposed for the surrounding lands, including but not limited to the Peak Garden lands, the Lee lands and the Times lands, that 2310601 reserves the right to request similar or alternative designations or development criteria for its lands.

#### **CONCLUSION**

We trust the above comments will be reviewed and considered as input to the City's new Official Plan. Kindly advise if a meeting with staff is required to review these matters, and we would be pleased to attend at the City's offices.



Sincerely,

Gatzios Planning + Development Consultants Inc.

A handwritten signature in black ink, appearing to read 'MGatzios', with a stylized flourish at the end.

Maria Gatzios, MCIP RPP

Enclosures: Figures 1 to 6

copy to: Ms. Kitty Bavington, City Clerk  
Ms. Marg Wouters, Senior Manager, Policy & Research  
Mr. Andrew Chan, 2310601 Ontario Inc.  
Mr. Tom Halinski, Aird + Berlis LLP



Figure 1  
Location Plan

Subject Lands



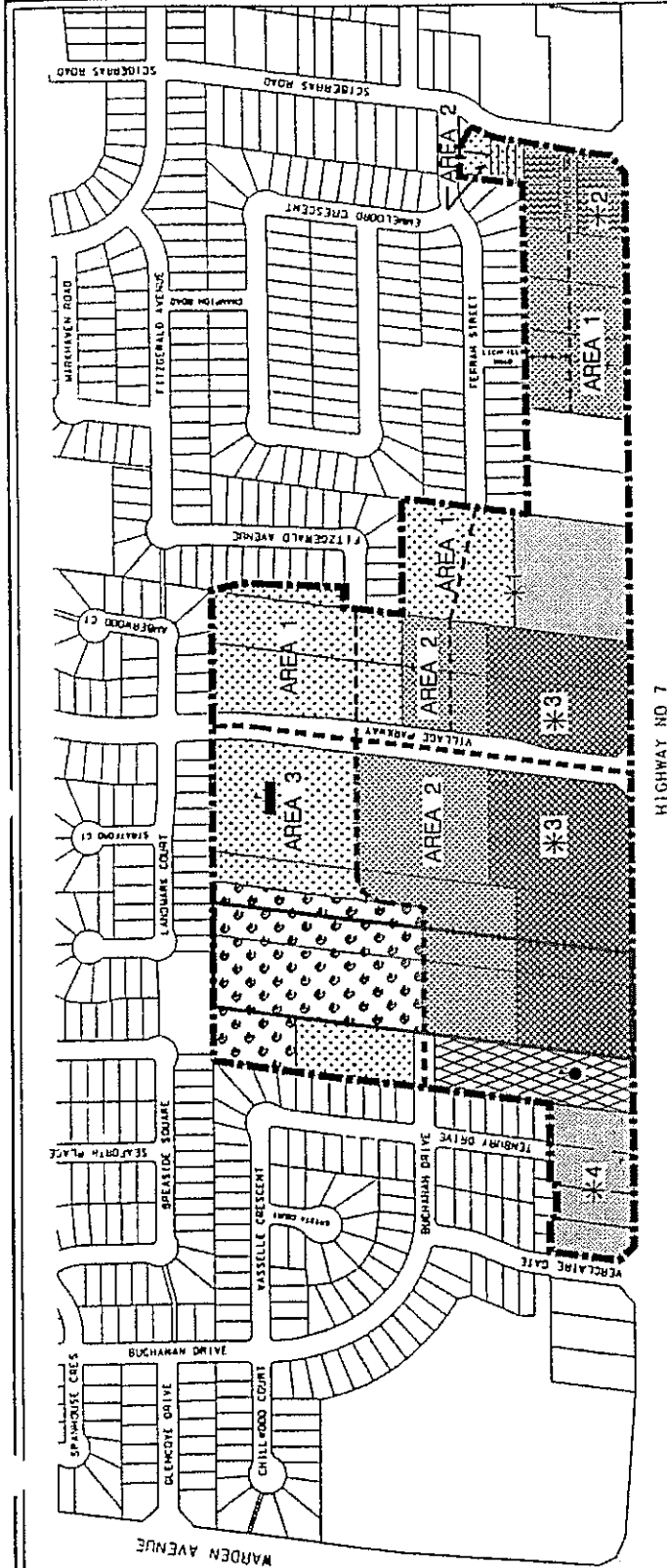
Gazios Planning +  
Development Consultants Inc.





**Figure 2**  
Markham and Unionville Planning  
District Secondary Plan  
Schedule "AA"  
Detailed Land Use

Subject Lands



HIGHWAY NO. 7

## SECONDARY PLAN FOR PART OF THE MARKHAM AND UNIONVILLE PLANNING DISTRICT (PD1)

BOUNDARY OF AREA COVERED BY THIS SECONDARY PLAN PD 1-15



COMMERCIAL CORRIDOR AREA

URBAN RESIDENTIAL LOW DENSITY I



ELEMENTARY SCHOOL



URBAN RESIDENTIAL MEDIUM DENSITY I



INSTITUTIONAL - PLACE OF WORSHIP



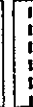
URBAN RESIDENTIAL MEDIUM DENSITY II



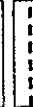
MINOR COLLECTOR ROAD



URBAN RESIDENTIAL HIGH DENSITY I



LOCAL ROAD



OPEN SPACE - NEIGHBOURHOOD PARK



SPECIAL EXCEPTIONS



DATE: 8/8/05/21

SCALE 1:6000

CHECKED BY: RK


DRAWN BY: RK

DEVELOPMENT SERVICES COMMISSION

SCHEDULE "AA" DETAILED LAND USE



Figure 3  
City of Markham Draft  
Official Plan  
The Unionville Section 11.19  
Figure 11.19.4

 Subject Lands

  
Gaizos Planning +  
Development Consultants Inc.

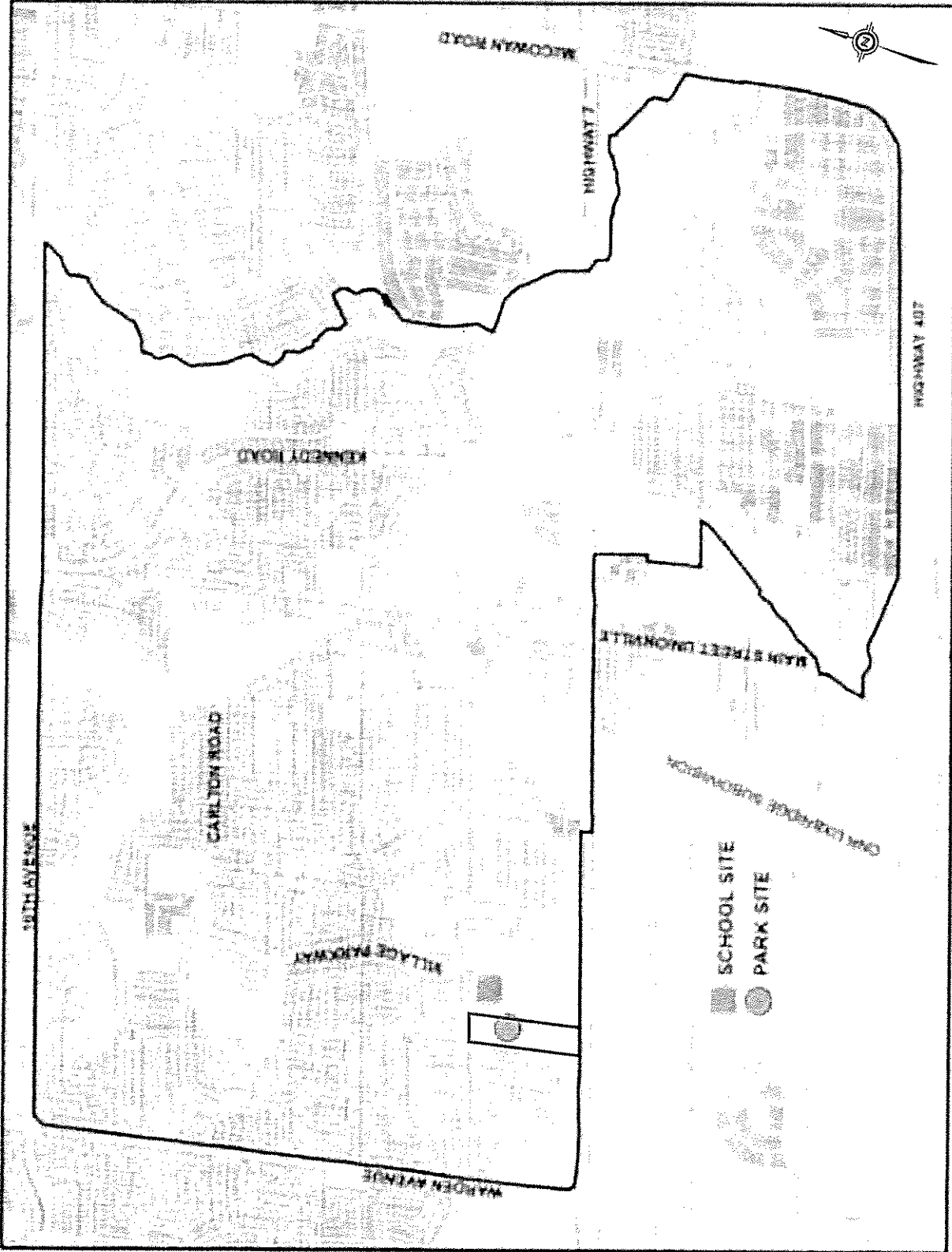
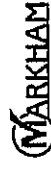




Figure 4  
Draft City of Markham  
Official Plan  
Map 3 - Land Use

Subject Lands



# OFFICIAL PLAN

## MAP 3 - LAND USE

SEPTEMBER 2012

Greenway

Country Club

Markham

Transportation and Utility

Parkway Belt West

Private Open Space

Residential Estate

Residential Low Rise

Residential Mid Rise

Residential High Rise

Mixed Use Low Rise

Mixed Use Mid Rise

Mixed Use High Rise

Mixed Use Office Priority

Mixed Use Health Care Campus

Mixed Use Heritage Main Street

Commercial

Business Park

Business Park Office Priority

Service Employment

General Employment

Recreation Area

Future Urban Area

Future Neighbourhood Area

Future Employment Area

See Section 6.5.1.5

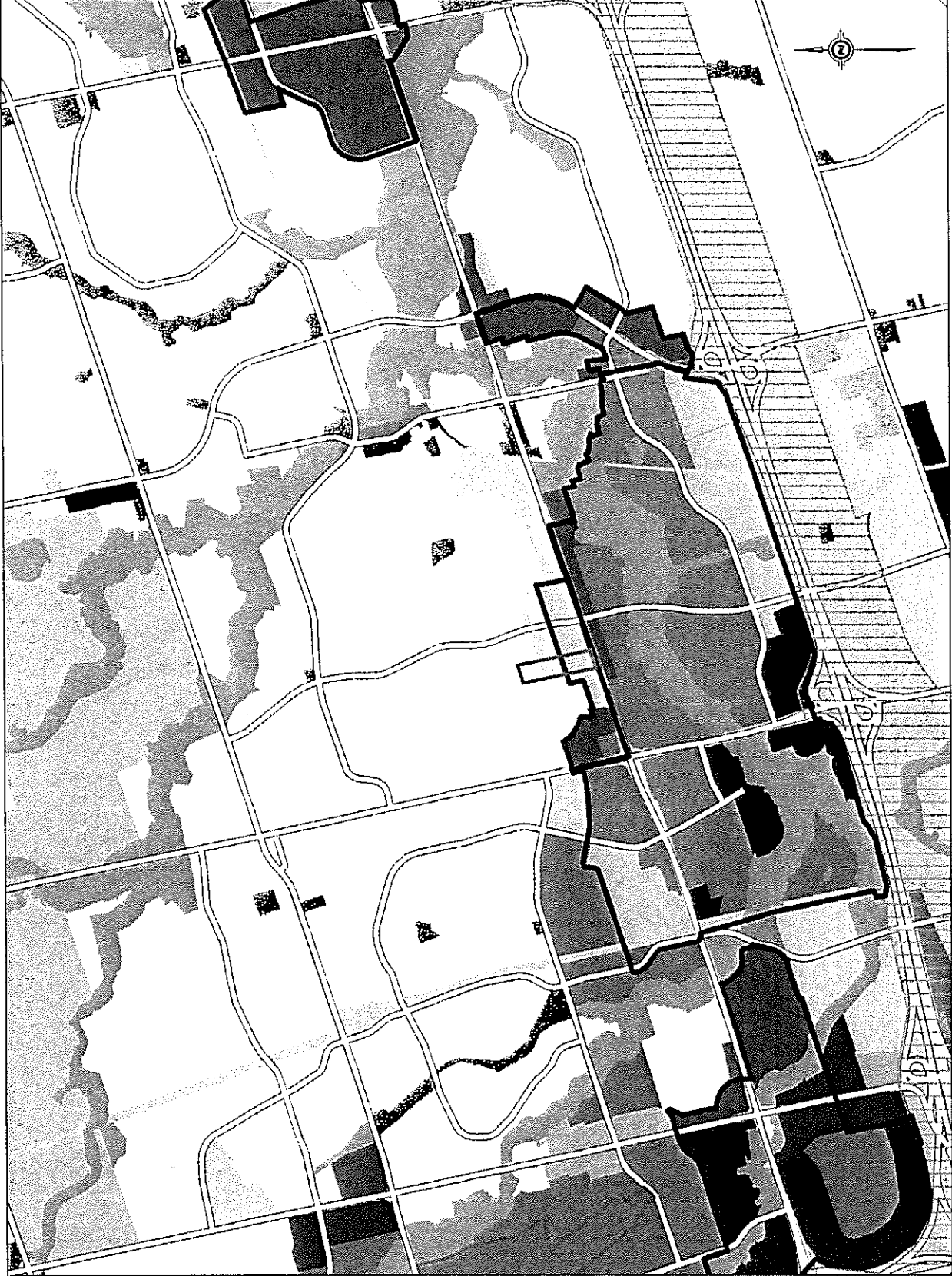
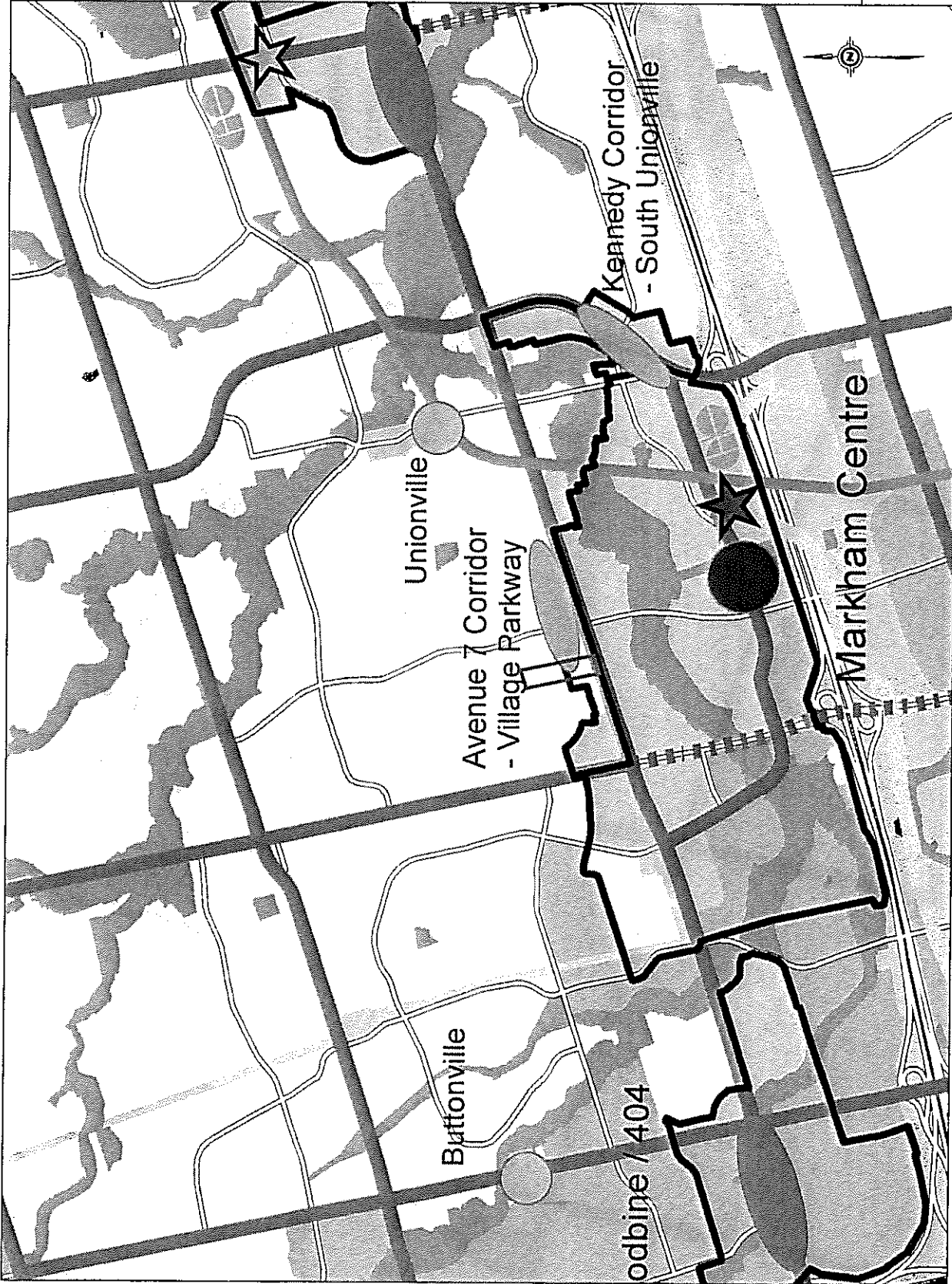




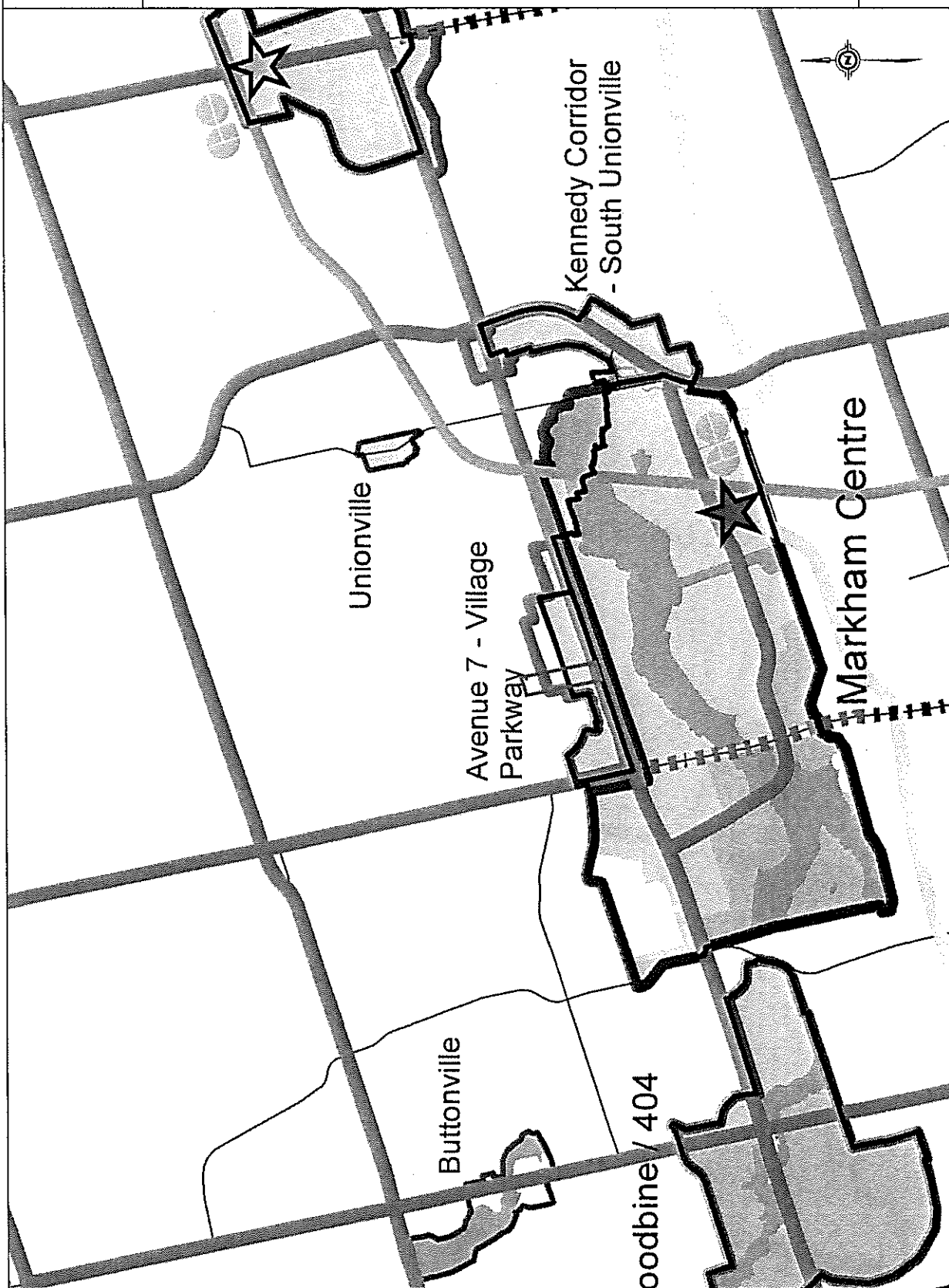
Figure 5  
Draft City of Markham  
Official Plan  
Map 1 - Markham Structure



**Gatzios Planning +  
Development Consultants Inc.**



**Figure 6**  
Draft City of Markham  
Official Plan - Map 2  
Centres and Corridors and  
Transit Network



**Gatzios Planning +**  
**Development Consultants Inc.**



***QX4 Investments Limited***  
Consulting Services

17 Bauer Crescent,  
Markham, Ontario  
L3R 4H3  
Phone: 905-477-2005  
Fax: 905-479-4517  
Cell: 416-564-0351

June 17, 2013

Mayor Scarpitti and Members of Council  
City of Markham  
101 Town Centre Blvd.  
Markham, ON L3R 9W3

Attention: Kimberley Kitteringham, City Clerk

Dear Mayor Scarpitti and Members of Council,

Re: Draft City of Markham Official Plan

I have recently been retained by Alderview Developments Inc. (Alderview) owner of property municipally known as 235 and 265 Hood Road. The property is located between Gibson Drive and Denison Street and extends east to Warden Avenue. Alderview purchased the property over a year ago for the express purpose of redeveloping it for a comprehensive Business Centre comprised of a multi-storey office building complemented by commercial support uses and services. The commercial uses would include banquet halls, restaurants and other complementary uses such as commercial schools, fitness centre and retail and personal service. The proposal is in conformity with the City's current Official Plan under its Business Corridor designation. It would serve the following functions:

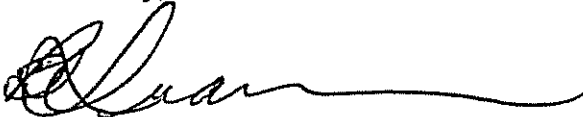
1. provide significant office employment within a multi-storey office building;
2. provide for the business and service needs of nearby companies and employees; and,
3. provide for the commercial, professional consultation and employment needs of the adjacent Risebrough residential neighbourhood.

Since my attendance at the statutory Public Meeting held to consider the City's draft Official Plan I have had an opportunity to review its contents and note that it proposes to redesignate the subject property and other lands along the west side of Warden Avenue from Business Corridor Area to Business Park Employment. This would have the effect of disallowing the Alderview proposal for which a recent rezoning application has been filed.



We note that the draft Official Plan no longer uses the term "Business Corridor" but rather replaces it with the similar designation of "Service Employment". It would appear that the Service Employment designation would not only facilitate Alderview's proposal, it would be appropriate from a planning and public interest point of view. It would maintain the land's existing planned function by servicing the needs of the adjacent General Industrial Area to the west, the nearby Business Park Area to the northeast and the adjacent Risebrough neighbourhood to the east, both conveniently and effectively. Accordingly, we hereby respectfully request that the draft Official Plan be modified so that the subject lands receive a "Service Employment" designation. I would be pleased to meet with staff and or members of Council to further discuss this matter before the new Official Plan is adopted by Council.

Yours truly,



Ben Quan  
QX4 Investments Limited

cc: Marg Wouters, Senior Manager, Policy & Research  
Rino Mostacci, Director of Planning & Urban Design  
Jim Baird, Commissioner of Development Services  
Alfred Szeto, Architect  
Harrison Yang, President, Alderview Developments Inc.

bq/dq



# FIELDGATE DEVELOPMENTS

5400 Yonge Street, Suite 501  
Toronto, ON M2N 5R5  
Tel.: (416) 227-9005  
Fax: (416) 227-9007



May 6, 2013

The Corporation of the City of Markham  
Markham Civic Centre,  
101 Town Centre Boulevard,  
Markham, ON  
L3R 9W3

Attention: Marg Wouters, Senior Manager – Policy & Research

Dear Ms. Wouters:

**RE: City of Markham Official Plan**

We are writing on behalf of Warden Mills Developments Limited, Kennedy Elgin Developments Limited, 4551 Elgin Mills Developments Limited, Major Kennedy Developments Limited, and Major Kennedy South Developments Limited. On their behalf I attend the public meeting held on the evening of April 23, 2013 and note that we have in common a number of issues articulated by numerous respondents. Each of these owners is a member of the North Markham Landowners Group and supports the positions that the Group has put forward. We understand that you will be posting on the City's website a document that will list all of the comments received and indicate what action if any has or will be undertaken to address them. We wish to advise that we have a significant interest in the City's Official Plan and to request notice when the comments document is posted and also notice of any further deliberation or consideration of the Official Plan by Council. Thank you for your kind consideration.

Yours very truly,  
FIELDGATE DEVELOPMENTS



Richard Mangotich  
Vice President

RM:mh



MMM Group Limited  
100 Commerce Valley Drive West  
Thornhill, ON Canada L3T 0A1  
t: 905.882.1100 | f: 905.882.0055

www.mmm.ca



June 21, 2013  
File No. 14.08229.001.P01

Ms. Kitty Bavington  
Clerks Department  
Markham Civic Centre  
101 Town Centre Boulevard  
Markham, Ontario, Canada  
L3R 9W3

Dear Ms. Bavington,

**Subject:       Comments on Markham's New Draft Official Plan, September 2012  
First Elgin Mills Developments Limited**

On behalf of our client, First Elgin Mills Developments Limited, MMM Group Limited is pleased to submit these comments on Markham's New Draft Official Plan (OP), September 2012.

These comments stem from our meeting with City Staff on May 21, 2013, in relation to our client's recent submission of Official Plan and Zoning By-law Amendment applications for 3208 Elgin Mills Road East, immediately east of the Victoria Square Hamlet, herein referred to as the Subject Lands. The purpose of these applications are to support an adjustment to the Victoria Square Hamlet boundary and apply site specific policies and zone regulations to the Subject Lands to provide for a form and character of development which is compatible with, and will provide an appropriate land use transition between the Hamlet and the Future Urban Areas to the east.

Notwithstanding the comments below, it is our understanding that the Official Plan and Zoning By-law Amendment applications related to 3208 Elgin Mills Road East are to be reviewed under the planning framework in force and effect at the time these applications were submitted (April 10, 2013). We look forward to further discussions regarding the City's issuance of a notice of complete application in relation to these applications.

## **1.0     Future Urban Area**

Based upon both the Region and Town's comprehensive municipal review exercises, and implementing Regional Official Plan Amendment (ROPA) No. 3, we are pleased to note that the Subject Lands are included within the City's future urban area and intended to accommodate future residential development within the City's planning horizon. The Draft OP identifies the



Subject Lands as part of the City's Future Urban Area, and designates it Future Neighbourhood Area and Greenway on Map 3 (Land Use).

As outlined in our Planning Rationale Report, in support of the Official Plan and Zoning By-law Amendment applications, the development of the Subject Lands warrants a unique planning approach and process than that contemplated in the Future Urban Areas to accommodate a form and density of development on the Subject Lands which is consistent and sympathetic to the character of the Victoria Square Hamlet.

We recognize that new development areas are subject to the Growth Plan for the Greater Golden Horseshoe overall density targets of 50 residents and jobs per hectare, but suggest that reasonable density targets need to be established for the lands adjacent to the Hamlet to ensure that development is compatible with the character of the Hamlet. Furthermore, the lands are not located on a planned higher order transit corridor, and not appropriate for higher densities. Furthermore, the City's Draft Official Plan contemplates minimum densities of 20 residential units per hectare and a minimum density of 70 residents and jobs per hectare for developable lands within the Future Urban Areas (S. 2.6.1). As outlined in our Planning Rationale Report, we are of the opinion that the Subject Lands warrant a unique planning approach and should accommodate appropriate densities which provide a transition between the Hamlet and Future Urban Areas.

## **2.0 Hamlet**

The approved portions of the York Region Official Plan (YROP), 2010, identify Victoria Square as a Hamlet, as illustrated conceptually on Map 1 (Regional Structure). The policies require that local Official Plans and Zoning By-laws designate and delineate the boundaries of Hamlets (YROP, S. 5.6.24). We note that the City's Draft OP identifies Victoria Square Hamlet as a Neighbourhood Area, as opposed to identifying it as a Hamlet and delineating a Hamlet boundary. We do not view this as consistent with the approved portions of the YROP and request further clarification.

In our opinion, the Hamlet of Victoria Square requires special consideration in the City's Official Plan to differentiate it from the surrounding urban development and planned Future Urban Areas. While we recognize that Area and Site Specific policies are provided in Chapter 11 for the Hamlet of Victoria Square, we question whether this appropriately implements the YROP policies with respect to identifying Victoria Square as a Hamlet and designating the Hamlet boundaries (S. 5.6.24).

## **3.0 Conceptual Master Plan and Secondary Planning Areas**

The Draft OP provides a policy framework for more detailed planning within the Future Urban Areas north of Major Mackenzie Drive and east of Woodbine Avenue, through the preparation of a Conceptual Master Plan (S. 8.12.1.1) and Secondary Plan (8.12.1.2), in addition to a range of supporting studies and requirements.

This Secondary Planning Area represents an extensive geographic area, and there may be merit in delineating Secondary Planning areas on a smaller geographic scale for unique areas, while supporting the comprehensive planning of the area.



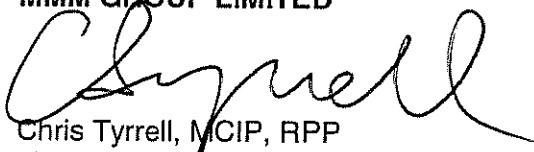
As outlined in our Planning Rationale Report, there is a strong planning basis and rationale for accommodating a form and character of development on the Subject Lands which is more sympathetic to the character of the Victoria Square Hamlet, and differentiating this area to the east of the Hamlet, from the other Future Urban Areas. The development applications for the Subject Lands are supported by various studies which support the appropriate development of the Subject Lands, in the context of the existing planning framework. The New Official Plan may provide some policy guidance for the other lands located immediately east of the Hamlet, and delineate a smaller Precinct area adjacent to the Hamlet, to ensure that development adjacent to the Hamlet is sympathetic to the character of Victoria Square. As outlined in our Planning Report, we have suggested that a Victoria Square East Planning District may provide an appropriate approach to differentiate this area from the Future Urban Areas to the east.

In our opinion, the lands immediately adjacent and east of the Victoria Square Hamlet, including the Subject Lands, requires special consideration in the New Official Plan.

We thank you for the opportunity to submit these comments, and we look forward to discussing these matters with the City.

Yours very truly,

**MMM GROUP LIMITED**

  
Chris Tyrrell, MCIP, RPP  
Manager, Planning and Environmental Design  
Partner

CC: Mr. Rino Mostacci, MCIP, RPP  
Mr. Jim Baird, MCIP, RPP  
Ms. Marg Wouters, MCIP, RPP  
Ms. Joanne Barnett





64 Jardin Drive, Unit 1B  
Concord, Ontario  
L4K 3P3  
T. 905.669.4055  
F. 905.669.0097  
[klmplanning.com](http://klmplanning.com)

File: P-2414

September 27 2013

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

**Attention: Mr. Ron Blake**  
**Development Manager – West District**

**Re: City of Markham Official Plan**  
**Woodbine Cachet South Inc.**  
**Draft Plan 19T-87110**  
**Parts 6 & 7 on Plan 65R-15028**  
**City of Markham**

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Dear Mr. Blake:

We have been retained by Woodbine Cachet South Inc. c/o Metrus Development Inc. as it relates to their parcels of land which form part of an approved Draft Plan of Subdivision 19T-87110 and is more specifically noted as being Parts 6 & 7 on Reference Plan 65R-15028.

The subject lands are bound by Highway 404 to the west, the established limits of the Rouge river to the north and east and Markland Street further to the east, Cachet Woods Court to the south and 16<sup>th</sup> Avenue further to the south.

The subject lands were Draft Plan Approved in 1991 and have remained vacant while waiting for the lands to the south to develop so that a Cachet Woods Court could be extended to the limits of the subject lands. The road is now in place allowing the subject lands to develop for employment uses.

When reviewing the York Region Official Plan, the subject lands are designated as:

- “Urban Area” on Map 1 – Regional Structure. The limits of the Rouge Valley are designated as “Natural Linkage Area Designation” on the same schedule;
- “Urban Area” on Map 2 – Regional Greenlands System. Again, the limits of the Rouge Valley are designated as “Regional Greenlands System”



- “Urban Area” on Map 3 – Environmentally Significant Areas and Areas of Natural and Scientific Interest;
- “Urban Area” on Map 4 – Key Hydrologic Features; and,
- “Urban Area” and a small portion identified as “Woodlands” on Map 5 – Woodlands.

With the exception of a small portion being identified as being “Woodlands” on Map 5, the Region of York Official Plan identifies the subject land as an appropriate area for urban uses. As noted in a letter dated August 28, 2013 from Peter Murphy, Senior Project Manager of Metrus Development Inc., a tree inventory and analysis will be completed which will help to address the portion of land which is designated as “Woodlands”.

It was brought to our attention that the subject lands, although Draft Plan Approved, have been included within the “Greenway” designation within the proposed City of Markham Official Plan. Upon closer review, it appears that a portion of the Draft Plan Approved lands have been included within the following designations:

- “Employment Area (Including Commercial Lands)” and “Greenway System” on Map 1 – Markham Structure;
- “Business Park” and “Greenway” designations on Map 3 – Land Use;
- “Natural Heritage Network” on Map 4 – Greenway System;
- “Woodlands” on Map 5 – Natural Heritage Features and Landforms;
- “Urban Area” and within the Provincial Built Boundary on Map 11 – Urban Area and Built-up Area;
- The Rouge Valley which does not form part of the subject lands, is identified as being within Ontario Regulation 166/06 and within the Floodplain on Appendix A – Toronto and Region Conservation Authority Regulatory Framework;
- “Greenway System” on Appendix B – Small Streams and Drainage Features; and,
- “Greenway System” on Appendix C – Community Facilities.

When reviewing the Woodbine North Planning District Secondary Plan, the subject lands are designated as:

- “Business Park Area” on Schedule AA – Land Use Plan;
- A portion of the subject land is designated as “Runway Surfaces Area Subject to Toronto/Buttonville Airport Zoning Regulation” on Schedule BB – Transportation Plan; and,
- “Employment Area” on Appendix V – Concept Plan.

Clearly the subject lands were identified for employment uses and given they also form part of a Draft Plan Approved subdivision that remains in force and effect today, we respectfully request the subject lands be identified within the City of Markham Official Plan as follows:



1. "Employment Area (including Commercial Lands)" on Map 1 – Markham Structure;
2. "Business Park" on Map 3 – Land Use;
3. The "Greenway System" designation should be removed from the subject lands on Map 4 – Greenway System;
4. The "Woodlands" designation should be removed from the subject lands on Map 5 – Natural Heritage Features and Landforms;
5. The "Greenway System" designation should be removed from the subject lands on Map 6 – Hydrologic Features;
6. The "Greenway System" designation should be removed from the subject lands on Appendix B – Small Streams and Drainage Features; and,
7. The "Greenway System" designation should be removed from the subject lands on Appendix C – Community Facilities.

We would be happy to meet to discuss the above. Furthermore, we wish to be notified of any decision that Council makes regarding this matter and look forward to providing input on a revised City of Markham Official Plan document.

Yours very truly,

**KLM PLANNING PARTNERS INC.**



Keith MacKinnon, BA, MCIP, RPP  
Partner

- cc. Peter Murphy – Metrus Development Inc.  
cc. Warren Melbourne – Metrus Development Inc.  
cc. Kitty Bavington – City of Markham Clerks Dept.



**From:** L.B. Joffe [REDACTED]  
**Sent:** October-14-13 10:13 PM  
**To:** Bavington, Klty  
**Subject:** Official Plan Objection

Hi Kitty: My name is Larry Joffe and I am a resident of Markham living in Thornhill, at [REDACTED]  
[REDACTED]

With respect to Markham's new Official Plan, I object to the re-designation of Grandview Avenue and Willowdale Blvd to a "minor collector" from a local road.

Given the nature of our neighbourhood, this is completely unacceptable. Grandview Avenue and Willowdale Blvd. are and should remain as local roads in Markham. All of the housing on our streets are single family homes and the neighbourhood is not conducive to increasing traffic.

Traffic from new development should be controlled with the introduction of a ring road as per the existing *Thornhill Secondary Plan (1991)* which states:

1. *s.5.3.3 Where rezoning is proposed in order to implement the residential development contemplated by the designations of the Secondary Plan, Council shall ... have regard for ... c) the effect of increased traffic so that there are no undue adverse impacts on local residential streets serving the low density area.*
2. *s.5.8.3. Yonge-Steeles Area: Lands designated HIGH DENSITY HOUSING ... shall be governed by the following provisions...*  
*(a)(ii) Road system changes which separate the redevelopment area from local roads serving the low density area, such as construction of a new Dudley Avenue roadway immediately west of the existing roadway, which pavement would revert to local use with looping closure of certain sections as appropriate.*
3. *s.5.8.3(e) Road system changes, as described in paragraph (a)(ii) of this section, shall proceed in an orderly manner. If redevelopment precedes completion of these changes, Council shall endeavor to secure comparable separation by employing traffic control measures such as turning restrictions, one-way traffic and partial street closures on an interim basis.*

Please add my name to the notification list concerning the new Official Plan.

Regards,

Larry Joffe



**From:** Nick Michael [<mailto:nickmichael@rgrichards.com>]  
**Sent:** January-31-13 11:44 AM  
**To:** Kanji, Teema  
**Subject:** Draft Official Plan - Part 1

Hello Teema,

I was hoping you could help me out with a question I had regarding the draft Official Plan.

My client owns a single-use commercial site, located at the SQ corner of Bayview Avenue and Romfield Circuit, that is currently designated 'Commercial – Community Amenity Area' and is proposed to be changed to 'Mixed Use Mid Rise' by the Draft OP. With this change comes a number of potential issue listed below:

- While the Current Official Plan allows for mixed-use developments at 'appropriate locations', it appears as though the New Draft Official Plan will require new development to be mixed-use within the proposed designation. Policy 8.3.3.1.d indicates that large sites containing only residential or non-residential uses will not be permitted. What is the City's definition of 'larger' sites? Will developments containing only residential or non-residential uses will be permitted on smaller sites?
- New requirements for height and density have also been introduced as well as a limited list of permitted building types, which can potentially restrict any future redevelopment of our Site. New development is required to be a minimum of 3 storeys and have an FSI of 1.5 – 2.5.
  - What would happen if we proposed a pad building, considered minor expansions/renovations, would we be required to do a minimum of three storeys and mixed-use if it is proven the market cannot support this type of development on site? How strict will these development guidelines be enforced when the implementing zoning by-law is introduced?

Please give me a call to discuss at the number below or respond to this email.

Thanks,

**Nick Michael, M.PL**  
*Associate*

*R.G. Richards & Associates*  
tel: 905.823.7897 ext: 0  
fax: 905.606.2546  
email: [nickmichael@rgrichards.com](mailto:nickmichael@rgrichards.com)  
4181 Sladeview Crescent, Unit 23  
Mississauga, ON L5L 5R2



**Kanji, Teema**

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**Subject:** FW: "Southwest Thornhill, a Sacrificial Lamb" , or "Reacting, not Planning"

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**From:** [REDACTED]  
**Sent:** November-02-13 5:57 PM  
**To:** Lee, Brian; Heath, Jack; Burke, Valerie; Shore, Howard; Jones, Jim; Scarplitti, Frank; Li, Joe; Boyce, Murray; Wouters, Margaret; Landon, Gord  
**Cc:** Ricardo Mashregi; Toinette Bezant; evelin ellson; Eileen Liasl  
**Subject:** "Southwest Thornhill, a Sacrificial Lamb" , or "Reacting, not Planning"

Hello All,

I am resending my email from July because I will not be present for the initial discussion of the new draft Official Plan. I will be out of the country but I would appreciate it if you would all revisit the issue contained in the previous email, included below. Apparently nothing has changed since July (the Thornhill traffic study is still going on, by the way). Once again I apologize for the detailed nature of this message but there is nothing that is extraneous for your understanding of the issue.

There will be other communities, I am sure, that take exception to reclassifying neighbourhood roads in an effort to get traffic off major streets. Destroying safe, livable communities is a crazy way of compensating for the fact that our City, Region, and Province have inadequate answers to traffic gridlock. Surely this cannot be considered 21st century planning!

Thank you all for your consideration of this very important issue.

Marilyn Ginsburg

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----- Original Message -----

**From:** Marilyn Ginsburg  
**To:** Lee, Brian ; Heath, Jack ; Burke, Valerie ; hshore@markham.ca ; Jim Jones ; Scarplitti, Frank ; Joe Li ; Landon, Gord ; mboyce@markham.ca ; Wouters, Margaret  
**Cc:** Mashregi, Ricardo ; Toinette Bezant ; Evelin Ellison ; eileen liasi  
**Sent:** Thursday, July 11, 2013 10:54 AM  
**Subject:** Fw: "Southwest Thornhill, a Sacrificial Lamb" , or "Reacting, not Planning"

Hello Brian Lee, Mayor Scarpitti, Deputy Mayor Heath, Councillors Burke and Shore, and Regional Councillors Li, Jones, and Landon,

Please excuse the length of this message. I hope that you will have the patience to read it through because it involves a very important issue for all of Markham, but especially for those residential communities abutting areas designated for intensification. I suppose I could have titled it "Obituary for a Community" but I am hoping that is premature.

I am writing about information that I received in a meeting today, with Brian Lee, other staff members, and some residents of Thornhill, regarding the repeal of the existing Thornhill Secondary Plan and the proposed Official Plan. One of the topics that came up was a map of newly designated minor collector roads. As some of you know, the redesignation of Grandview Avenue from a local road to a minor collector has caused a great deal of debate and turmoil in the GARA area, even as the Genivar/Markham traffic study for the Yonge Steeles Corridor area is in progress.



The new information that I received yesterday is that, in fact, it is not Grandview Ave. that will be designated a minor collector road but now it is Woodward Ave., a sleepy residential street that runs east of Yonge, curves onto another little street, Highland Park, which eventually curves onto Grandview, which finally hits Henderson Ave. Now it is little Woodward Ave., at Yonge, that will get a traffic light. And why the change? **Because Vaughan wants to realign their streets with ours and, because, as Brian put it, traffic wants to get across.** (By the way, the reason I have copied this email to the Mayor and Regional Councillors is because of the involvement of Vaughan and Yonge Street.)

The impact of this news is that there will now be **three new streams of traffic** through our established residential area, one coming from Vaughan at Woodward, one coming from the newly approved high-rise development at Grandview and Yonge, and one coming from the newly built Liberty development just north of both of these.

**Our area is being transformed, because of Yonge street intensification, from a desirable, established community into a sieve for north-south, east-west traffic. This is the reason for the first suggested title for this email: "Southwest Thornhill, a Sacrificial Lamb."**

I truly appreciated Brian's honesty in the meeting yesterday when he said that the reason he wanted GARA involved in the current traffic study is because he actually has no answers for the traffic issues in our area. **That is the reason for the second suggested title for this email: "Reacting, Not Planning."** This is not directed at Brian Lee, but rather at the way the planning (or lack of it) has occurred in our area for many years, as described below, under "Why We Are Cynical".

### **WHY WE LIKE THE EXISTING THORNHILL SECONDARY PLAN**

The existing Thornhill Secondary Plan (1991) represented an attempt (the last one) to protect our neighbourhood from the devastating effects of intensification on Yonge. Here are a few examples:

s.5.3.3 Where rezoning is proposed in order to implement the residential development contemplated by the designations of this Secondary Plan, Council shall...have regard for...c) the effect of increased traffic so that there are **no undue adverse impacts** on local residential streets serving the low density area.

s. 5.8.3. Yonge-Steeles Area: Lands designated HIGH DENSITY II HOUSING...shall be governed by the following provisions...

(a)(ii) Road system changes which separate the redevelopment area from local roads serving the low density area, such as construction of a new Dudley Avenue roadway immediately west of the existing roadway, which pavement would revert to local use with looping and closure of certain sections as appropriate. (Note: this is similar to what some residents are proposing as a ring road, to separate development traffic from the local neighbourhood.)

s.5.8.3.(e) Road system changes, as described in paragraph (a)(ii) of this section, shall proceed in an orderly manner. If redevelopment precedes completion of these changes, Council shall endeavor to secure comparable separation by employing traffic control measures such as turning restrictions, one-way traffic and partial street closures on an interim basis.

**This planning document was from 1991. It is now called "out of date" and yet nothing that it mandated has been done** (with the exception of a few no-turn signs off Yonge, which are never enforced, and no through-traffic signs during specified hours on Steeles Ave., installed by the City of Toronto.)

### **WHY WE ARE CYNICAL**

(1) The Thornhill Secondary Plan foretold the problems that would occur when intensification came to the Yonge-Steeles area. It predated both the Places to Grow legislation and the Yonge-Steeles Corridor Study. **Predicting growth and the problems that it brings is what planning is supposed to do. Any yet, here we are, 21 years later, and nothing has been done.**

Now we are in a situation where, because nothing has been done, our community is facing traffic pressures from the largest condominium development presently being built in Markham, another high rise that will be built two blocks from



the first, traffic demands from Vaughan, both Yonge and Steeles at traffic capacity during rush hours, and the City's traffic engineer with, understandably, no answers.

(2) The GARA area has asked for a major traffic study for years. There has always been some reason why the time was not right, including budgetary restraints. However, we have sat through hours and hours of meetings, listening to the bafflegab of traffic statistics, presented by the developers' traffic consultants. **Some of these reports have been utter nonsense, promising traffic lights for which there was no Regional permission, no turn signs that were pure fiction and intended just to pacify us, modal splits based on pie-in-the-sky assumptions, etc., and yet the reports were accepted by the City and the developments approved.**

(3) Our own traffic engineer, from the City of Markham, honestly says he has no answers for our traffic woes, and yet we are acquiescing to the request of Vaughan to align our streets and put a traffic light on Woodward. Why? We are having enough difficulty trying to figure out how to keep north-south traffic out of our neighbourhood. **Why are we now enabling east-west traffic to infiltrate it?** Up until now both communities (Thornhill Markham and Thornhill Vaughan) have been protected from east-west traffic infiltration. Why are we making our situations worse? I thought one of the guiding principles of intensification was to keep the growth, and traffic, on major transit corridors, not bleeding into low density neighbourhoods.

(4) Finally, as we all know, planning documents, whether old or new, are just paper. The existing Thornhill Secondary Plan was drafted by people with a vision, and perhaps the new Official Plan is also. But they are still just paper. **We are cynical because neither Council nor the traffic/planning departments have done anything, in the 21 years since the existing Thornhill Secondary Plan was drafted, to protect our treasured neighbourhood from the present day situation...where it is becoming a sacrificial lamb to intensification. Where there is no will, the best planning document in the world will not help the residents maintain their community.**

5.) Whatever can be done now, with our traffic study, is **not planning**, it is reacting to development that exists, traffic that exists, problems that are already huge. It would not even be necessary if the blueprint that was already there, 21 years ago, had been followed.

Thank you for your time in reading this email. I hope that my next is not titled, "Obituary for a Community."

Marilyn Ginsburg



Carroll, Judy

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**Subject:** FW: 6 acres of park on rizal avenue school site

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**From:** Bavington, Kitty  
**Sent:** April 29, 2013 3:23 PM  
**To:** William To; Kanapathi, Logan; Wouters, Margaret  
**Cc:** Cefaratti, Rick; Carroll, Judy; Weatherill, Tannis  
**Subject:** RE: 6 acres of park on rizal avenue school site

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**From:** William To [mailto:████████████████████]  
**Sent:** April-29-13 3:12 PM  
**To:** Kanapathi, Logan; Bavington, Kitty; Wouters, Margaret  
**Subject:** 6 acres of park on rizal avenue school site

Dear City Council,

I received letter about the land south of 407 on coppercreek drive. I live on 178 smoothwater terrace across the empty land and I strongly want option 2-Mixed Use/Residential and Large park.

**I do not want and industrial uses** in boxgrove cause it will cause traffic chaos and heavy truck traffic will cause traffic chaos. **I want large park** cause there is a lot of kids live in our boxgrove area and it would be convenient for the kids to play since they play on the street all the time.

Please let me know the decision you make when it has been decided.



**Carroll, Judy**

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**Subject:** FW: Option 2 mixed use/Residential and Large Park support

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**From:** Bavington, Kitty  
**Sent:** April 26, 2013 8:04 AM  
**To:** Raji Woo  
**Cc:** Carroll, Judy; Wouters, Margaret; Cefaratti, Rick  
**Subject:** RE: Option 2 mixed use/Residential and Large Park support

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**From:** Raji Woo [REDACTED]  
**Sent:** April-25-13 10:16 PM  
**To:** Kanapathi, Logan; Bavington, Kitty; Wouters, Margaret  
**Subject:** Option 2 mixed use/Residential and Large Park support

My family and I are in support of option 2. We live in the Boxgrove area and can see the need for a larger park. There are many kids playing in the streets because they have no other place to play by home. The Industrial Uses, truck distribution centre and warehousing proposed in Option 1 isn't something the residence of Boxgrove want to see as they drive through the neighborhood. We would much rather have the mixed use/residential area. The community of Boxgrove is a beautiful place for us right now, please support option 2 and help make our community even better.

Sincerely,

The Woo's.



**From:** Christopher Antaris [REDACTED]  
**Sent:** April-30-13 7:35 PM  
**To:** Kanapathl, Logan; Bavington, Kitty; Wouters, Margaret  
**Subject:** Boxgrove Community Meeting (E-Mail Vote)

To: Logan, Kitty, & Marg,

I was unable to attend the Boxgrove Community Meeting last night, however, I would like to forward our votes on the development of the North Side of Copper Creek Drive. **My vote is to proceed with OPTION #2 (Mixed Use Residential & Large Park).**

In addition I would like to express my strong disbelief, that the city of Markham would even consider building an industrial complex within a residential neighbourhood. I moved to Markham 4 years ago, because I knew they had strict building codes, and when I spoke to the developer, they assured me that the Town of Markham would never build commercial industry within or near a residential area. 4 years later, the Town of Markham is tabling an idea to build an industrial complex within a residential neighbourhood.

This situation is a tragedy at the least! Rather than having my children walk to the nearby park to play with others in the neighbourhood, they may be staring at smoke stacks, inhaling diesel fumes from heavy-duty equipment, and dodging the reckless driving of trucks, parading up and down our quiet neighbourhood. I am very disappointed in the Town of Markham, for even considering this option!

Please ensure my vote is noted, or forwarded to the appropriate individual.

Regards,  
Christopher & Mary Antaris

[REDACTED]  
Markham  
[REDACTED]



**From:** William To [REDACTED]  
**Sent:** April-29-13 3:12 PM  
**To:** Kanapathl, Logan; Bavington, Kitty; Wouters, Margaret  
**Subject:** 6 acres of park on rikal avenue school site

Dear City Council,

I received letter about the land south of 407 on coppercreek drive. I live on [REDACTED] across the empty land and I strongly want option 2-Mixed Use/Residential and Large park.

**I do not want and industrial uses** in boxgrove cause it will cause traffic chaos and heavy truck traffic will cause traffic chaos. **I want large park** cause there is a lot of kids live in our boxgrove area and it would be convenient for the kids to play since they play on the street all the time.

Please let me know the decision you make when it has been decided.

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**From:** Rogers [REDACTED]  
**Sent:** April-24-13 9:05 PM  
**To:** Kanapathl, Logan; Bavington, Kitty; Wouters, Margaret  
**Subject:** Residential/Mixed Use/Live-Work or Factories

Hi,

I am the resident of Box grove community, is in favour of "Residential and Large Park" option. Having a large park in our community is a need of all the families living in this community.

Regards  
Javed Iqbal

[REDACTED]  
Box Grove/Markham  
[REDACTED]



**From:** Quinn Hua [REDACTED]  
**Sent:** April-24-13 9:45 PM  
**To:** Kanapathi, Logan; Bavington, Kitty; Wouters, Margaret  
**Cc:** Quinn  
**Subject:** Re: Boxgrove Rizal Avenue School Site

Hi,

I am unable to attend the meetings and would like to vote for the Large Park. I DO NOT WANT industrial use in box grove.

Please consider having cherry blossom trees for the park as well as tennis courts, basketball court and a large playground.

Thanks,  
Quinn Hua  
Box Grove resident



**Carroll, Judy**

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**From:** Bavington, Kitty  
**Sent:** April 24, 2013 10:38 AM  
**To:** [REDACTED]  
**Cc:** Wouters, Margaret; Carroll, Judy; Cefaratti, Rick  
**Subject:** RE: large park in boxgrove area

Thank you for your submission

Kitty Bavington  
Council/Committee Coordinator  
City of Markham  
101 Town Centre Blvd.,  
Markham ON. L3R 9W3

905-477-7000 x 3695  
[kbavington@markham.ca](mailto:kbavington@markham.ca)



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**From:** Drketan patel [mailto:[REDACTED]]  
**Sent:** April-23-13 8:04 PM  
**To:** Kanapathi, Logan  
**Cc:** Bavington, Kitty; Wouters, Margaret  
**Subject:** large park in boxgrove area

Respected councillor : LOGAN KANAPATHI,

Respected clerks Department:KITTY BAVINGTON

Respected Planing Department: MARG WOUTERS

Hi,I live in **BOX GROVE AREA** .I WANT a **LARGE PARK** in our community.I **DO NOT**  
**WANT** [REDACTED] in box grove.

thanks for support.

[REDACTED]  
Dr. Ketan Patel



**Carroll, Judy**

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**From:** Bavington, Kitty  
**Sent:** April 24, 2013 10:40 AM  
**To:** D WILLIAMS; Kanapathi, Logan; Wouters, Margaret; eric williams; Debbie Williams  
**Cc:** [REDACTED]; Carroll, Judy; Weatherill, Tannis; Cefaratti, Rick  
**Subject:** RE: Box Grove Community- development plans Rizal and Coppercreek

Thank you for your submission.

**Kitty Bavington**  
Council/Committee Coordinator  
City of Markham  
101 Town Centre Blvd.,  
Markham ON. L3R 9W3

905-477-7000 x 3695  
[kbavington@markham.ca](mailto:kbavington@markham.ca)



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**From:** D WILLIAMS [mailto:[REDACTED]]  
**Sent:** April-23-13 10:32 PM  
**To:** Kanapathi, Logan; Bavington, Kitty; Wouters, Margaret; eric williams; Debbie Williams  
**Cc:** [REDACTED]  
**Subject:** Box Grove Community- development plans Rizal and Coppercreek

Hello:

Good day. I hope you are all well.

As a resident in the Box Grove sub division, I would like to bring to your attention my concerns with regards to some of the information that has been circulating for the potential development on the vacant lands between Rizal/Rennie and Coppercreek drive.

I moved to Markham from Toronto and one of the reasons we choose this particular area was the understanding that this community will be a fully detached residential community, a school between Rizal/Rennie and small commercial/retail developments along the north side Coppercreek. (No industries, row houses or attached homes)

As you are aware, David Suzki is at full capacity, so there can be some thoughts around the potential for another public school. In any event, I do not want to have any industrial use or attached homes built in this area, as this will compromise the value of our properties and our living conditions. We are raising children and are responsible hard working citizens and we intended to put our roots in this community. I would would like you to consider green spaces, parks and/or fully detached homes on Rizal and possibly fully detached residential homes along Copper creek if there are no buyers for small commercial use. (Restaurants, movie theater, clothing stores, etc.)



Please add me to your mailing distribution lists for all communications with regards to this issue. I am VERY invested in the outcome of this issue.

Thanks in advance for your co-operation,  
Debbie & Eric Williams



City of Markham  
Markham Civic Centre  
101 Town Centre Blvd  
Markham, ON  
L3R 9W3

April 23, 2013

**Attention: Mayor and Members of Council**

Dear Mayor Scarpitti and Members of Council

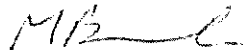
**RE: Box Grove Hill Developments Application for Conversion of Industrial Lands**

I am writing to you in support of the application made by Box Grove Hill Developments Inc. to change the designation of the lands north of Copper Creek Drive from Industrial to one that would permit Residential and Live-Work uses. This support is made on the condition that the parkland on the former Rizal avenue school site be conveyed to the city of Markham and developed into a useable community park for the north-east Box Grove community and the new development north of Coppercreek.

As you may be aware, Box Grove is in need of a community park in the north-east quadrant of the community. Concerns regarding this matter were presented at a Council meeting on February 19. The re-zoning and establishment of a park on the former Rizal avenue school site provides an opportunity to meet the needs of the existing community and the proposed new community north of Coppercreek. The re-zoning would permit the construction of dwellings more compatible with the existing single detached residential homes in the neighbourhood. Furthermore, the re-zoning will complete our community in a more timely manner than waiting for an industrial user. The inclusion of business units will provide additional locations for services needed in the community. In addition, the safety concerns in the community will be addressed as children will now have a safe place to play and the re-zoning will decrease the potential truck traffic in the area.

I hope that Council will approve the re-zoning application with the park conditions in place.

Regards,



Michael Benrubi  
[Redacted]  
[Redacted]  
[Redacted]

cc: Ms Marg Wouters, Planning & Urban Design Department, mwouters@markham.ca  
Ms Kitty Bavington, Clerks Department - kbavington@markham.ca



Carroll, Judy

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Subject: FW: Boxgrove Community Meeting (E-Mail Vote)

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**From:** Bavington, Kitty  
**Sent:** May 1, 2013 8:15 AM  
**To:** Christopher Antaris; Kanapathi, Logan; Wouters, Margaret  
**Cc:** Carroll, Judy; Cefaratti, Rick  
**Subject:** RE: Boxgrove Community Meeting (E-Mail Vote)

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**From:** Christopher Antaris [mailto: [REDACTED]]  
**Sent:** April-30-13 7:35 PM  
**To:** Kanapathi, Logan; Bavington, Kitty; Wouters, Margaret  
**Subject:** Boxgrove Community Meeting (E-Mail Vote)

To: Logan, Kitty, & Marg,

I was unable to attend the Boxgrove Community Meeting last night, however, I would like to forward our votes on the development of the North Side of Copper Creek Drive. My vote is to proceed with OPTION #2 (Mixed Use Residential & Large Park).

In addition I would like to express my strong disbelief, that the city of Markham would even consider building an industrial complex within a residential neighbourhood. I moved to Markham 4 years ago, because I knew they had strict building codes, and when I spoke to the developer, they assured me that the Town of Markham would never build commercial industry within or near a residential area. 4 years later, the Town of Markham is tabling an idea to build an industrial complex within a residential neighbourhood.

This situation is a tragedy at the least! Rather than having my children walk to the nearby park to play with others in the neighbourhood, they may be staring at smoke stacks, inhaling diesel fumes from heavy-duty equipment, and dodging the reckless driving of trucks, parading up and down our quiet neighbourhood. I am very disappointed in the Town of Markham, for even considering this option!

Please ensure my vote is noted, or forwarded to the appropriate individual.

Regards,  
Christopher & Mary Antaris

[REDACTED]  
Markham  
[REDACTED]



# MAJORWOOD

DEVELOPMENTS INC.

88 Sheppard Avenue W, Suite 200  
Toronto ON M2N 1M5  
tel 416.250.5858  
fax 416.250.5860

April 17, 2013

VIA E-MAIL: [judycarroll@markham.ca](mailto:judycarroll@markham.ca)

Clerk's Department  
City of Markham  
101 Town Centre Boulevard  
Markham ON L3R 9W3

**Attention: Ms. Judy Carroll**

**Re: Markham's New Draft Official Plan  
Majorwood Developments Inc. Site  
Markland Street/Major Mackenzie Drive**

Majorwood Developments Inc. is the registered owner of certain lands located between Highway 404 and Markland Street immediately north of the Loblaws property fronting on Major Mackenzie Drive.

We have written previously to Development Services Committee on November 1, 2012, objecting to the proposed new land use designation for our site.

We have also written to Planning staff on December 12, 2012, setting out our concerns in detail with respect to the proposed new land use designation and a proposed future roadway intended to bisect our property.

Both of these letters are attached to the Planning staff report dated March 19, 2013, at Appendix 'C', No.57. They are also attached to this letter.

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It is our understanding that the Public Meeting to be held on April 23, 2013, is considered to be a statutory meeting requiring our written and/or oral submissions regarding the new draft Official Plan.

This letter together with the attached letters is intended to provide the City with our written comments.

#### Land Use Designation

The proposed land use designation is Service Employment.

While we are prepared to accept this designation in a generic sense, we object to certain qualifiers as set out in our previous correspondence. It is our position that the proposed changes to the draft Official Plan will fetter our existing land use rights.

For these reasons, we object to the proposed designation, specifically Section 8.5.4, and to any general or related policies that may apply to our land.

#### Proposed Roadway

We have been advised by City Engineering staff on April 9, 2013, that the City has been unable to convince MTO of the merits of our request for direct access to this proposed roadway.

Staff further indicated that "The Property requirements for the Hwy. 404 ramp extension be protected."

We object to these provisions as they may render our site effectively land-locked which will severely compromise our development potential as noted in our earlier correspondence.

For these reasons, we object to Section 9.8.1.5, and to any general or related policies or mapping requirements that may apply to our land.

Please confirm that this letter and its attachments will be placed before DSC at its meeting of April 23, 2013.

Please notify us of any upcoming meetings related to the draft Official Plan.

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Please notify us of the adoption of the proposed Official Plan or the refusal of our request to amend the draft Official Plan per our correspondence.

Thank you for your assistance.

Yours truly,

MAJORWOOD DEVELOPMENTS INC.

A handwritten signature in black ink, appearing to read 'MB', is positioned above the printed name and title.

Michael Baker  
Vice-President

MB:bk  
Attach.



57

# MAJORWOOD

DEVELOPMENTS INC.

88 Sheppard Avenue W, Suite 200  
Toronto ON M2N 1M5  
tel 416.250.5858  
fax 416.250.5860

December 12, 2012

VIA E-MAIL

To: [mwouters@markham.ca](mailto:mwouters@markham.ca)

To: [esilva-stewart@markham.ca](mailto:esilva-stewart@markham.ca)

Ms. Marg Wouters  
Senior Manager  
Policy and Research  
Planning & Urban Design Department  
City of Markham  
101 Town Centre Boulevard  
Markham ON L3R 9W3

Dear Ms. Wouters:

**Re: Markham's New Draft Official Plan  
Majorwood Developments Inc. Site  
Markland Street/Major Mackenzie Drive**

Thank you for meeting with us on December 5, 2012, to discuss various issues regarding our site.

Two fundamental take-aways from our meeting were: an EA update on the proposed roadway from Planning; and a site-specific request regarding the new draft Official Plan from Majorwood.

This letter addresses both of these matters.

**A. Proposed Roadway**

This refers to the proposed road connection from Hwy.404 at Major Mackenzie Drive to Markland Street identified in OPA 123 as one of two "Potential Links" (the other at Elgin Mills Road).

In our case, this potential link more or less bisects our land; two parcels result which may be identified as east ( $\pm$  3.4 acres) and west ( $\pm$  6.9 acres).

Majorwood worked directly with Markham and Loblaw's (our immediate neighbour) throughout the City's EA process to establish a realistic function for this roadway; not only must it provide for the 404/Major Mackenzie traffic, it must also allow access to Majorwood and Loblaw's lands.



We provided Markham with an Internal Functional Traffic Design Study prepared by URS Canada Inc. in 2008 to support our position.

The City agreed; the EA report states:

The proposed road extension would provide an opportunity for direct access to the development in the Business Corridor of the Cathedral Community from Highway 404 (it should be noted that the Town supports future access to the adjacent properties along the proposed Highway 404 exit ramp extension, the details of future access will be finalized during the Site Plan approval process and is subject to MTO approval).

We were advised recently by City staff, however, that MTO did not accept the City's EA. Following our meeting of last week, Mr. Karumanchery has confirmed that MTO requires that no southbound traffic will be permitted.

The MTO position is problematic for us by at least three measures:

1. the "no southbound" restriction places significant access limitations on our land, particularly the west parcel; should MTO impose any further restrictions when detailed site plans are proposed, the west parcel may become virtually land-locked, severely compromising its development potential;
2. the current zoning on most of our land is BC(H3); the holding provision is a condition precedent that relates specifically to the roadway; given the MTO position, we are unable to proceed in any event;
3. it is uncertain what the resolution of the roadway will be or when it will take place; we are concerned that this will not keep pace with your current Official Plan process, which could place our plans in further jeopardy.

#### **B. Majorwood's Site-Specific Request**

##### **Current Official Plan**

The current Official Plan designation on our land, and Loblaws' as well, is Business Corridor (BC). The lands immediately north of us are designated Business Park (BP); we believe this is an important delineation which illustrates the linkage we have to the south (rather than the north) regarding the planned function of the entire north-west quadrant.



Permitted uses in the BC designation include, among others:

- offices;
- financial institutions;
- service uses;
- restaurants, subject to certain conditions;
- retail uses, subject to certain conditions.

#### Current Zoning

The current zoning on most of our land is BC(H3). We have attached a sketch which indicates our zoning and the proposed roadway. We have also attached the permitted uses.

Part of our land was rezoned MJC 294 during the Loblaw's OMB appeal. Together with the proposed roadway, this creates the following blocks (all areas are ± in acres):

- |                    |               |
|--------------------|---------------|
| - West BC(H3)      | - 6.9         |
| - East BC(H3)      | - <u>1.1</u>  |
| - Total BC(H3)     | - <u>8.0</u>  |
| <br>               |               |
| - East MJC         | - 2.3         |
| - Proposed Roadway | - <u>0.9</u>  |
| - Total Majorwood  | - <u>11.2</u> |

The current zoning permits, among others, the following uses:

- offices;
- financial institutions;
- service uses;
- restaurants, subject to certain conditions;
- retail uses, subject to certain conditions.

Given the existing Official Plan and zoning by-law guidance, we are of the view that our land functions as a site-specific location which acts as a transition between the BP and MJC lands to the north and south respectively.

#### New Draft Official Plan

Markham's new draft Official Plan designates our land Service Employment. Lands to the north remain Business Park while Loblaw's to the south are now Commercial. We believe that these proposals reflect, reinforce and retain the existing transitional location and nature of our land.

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The new draft Official Plan states:

The 'Service Employment' designation applies to lands that are planned and developed for service and retail uses together with light industrial and warehousing and small office uses that are dispersed within an overall mix of uses. Service employment uses are generally located within a variety of building forms and configurations such as multi, use, single-storey buildings with multiple units that are modest in scale.

The 'Service Employment' designation applies to lands located along arterial or collector roads that are easily accessible to nearby businesses and in some cases adjacent to 'Residential' areas, and to lands in older developed industrial areas that have evolved to accommodate a wider range of uses. The corridor locations typically adjoin and are accessible from the larger established employment areas that they serve. Many of the 'Service Employment' areas are located near or on rail corridors.

Lands designated 'Service Employment' are intended to accommodate uses that are serving and supportive of other business uses and employees in Markham, but that are not typically located in other 'Employment Lands'. Some of these uses may also serve residents, and therefore benefit from their transit accessible corridor locations or proximity to 'Residential' areas.

It is our view that the Majorwood site is well characterized by the above descriptions.

Further, our existing zoning permissions dovetail perfectly to support the City's proposed designation. For example, permitted uses in the Service Employment designation include, among others:

- offices;
- financial institutions;
- service uses;
- restaurants, as "discretionary uses";
- retail uses, subject to certain conditions.

Key conditions set out in the new draft Official Plan for retail are that it not be "major retail" and that it not exceed 50% total gross floor area.

While we endorse Service Employment as an overall guiding designation, we respectfully disagree with the proposed qualifiers regarding restaurants and retail uses.

We submit that restaurants should be permitted as of right in our Service Employment designation.



Restaurants have throughout contemporary planning history been permitted in "industrial" – now "employment" – designations; they have always been viewed as a natural component in these locations. Also, restaurants are permitted in our existing BC designation.

With regard to "major retail", we feel there may be an underlying inconsistency between the proposed definition and the reality on the ground. For example, the definition includes "shopping centres"; the Service Employment policies, however, describe "... a variety of building forms and configurations such as multi-use, single storey buildings with multiple units ...".

Furthermore, the proposed "major retail" limit of 1,000 square meters per use seems overly restrictive. In our experience, retail big box or warehouse formats would be typically 10,000 square meters or more. By comparison, stores between 1,000 and 3,000 square meters are not necessarily a big box or warehouse, as end users constantly explore new formats.

Similarly, the proposed 3,000 square meter collective limit seems overly restrictive. The 3,000 square meter standard is but a third the size of our suggested 10,000 square meter single use threshold. As well, the actual impact of retail is often over-stated relative to the complete package of uses on these types of sites.

Our experience is that most retail centres do, in fact, present a wide range of non-retail uses. The proposed 50% retail limit, however, creates an arbitrary standard without regard for site-specific and market conditions. Whether or not the retail element is greater or less than 50% of total GFA is immaterial in this type of location; the success of the project will be determined by its ability to serve the market.

As a result, the need to place limits on the retail component of our Service Employment designation is, in our view, not warranted.

To summarize, we respectfully submit that:

1. the undetermined fate of the proposed roadway is a serious limitation on our land and, as such, we need specific direction from the City on how to proceed;
2. the current Official Plan and zoning permit a wide range of uses which we believe should be maintained to support the transitional planned function of our site;
3. the proposed Service Employment designation is acceptable to us, since we believe that it supports and continues our current circumstances, provided that the standards proposed for restaurants, individual retail units, collective building areas and proportionate limits are deleted from our site-specific designation.



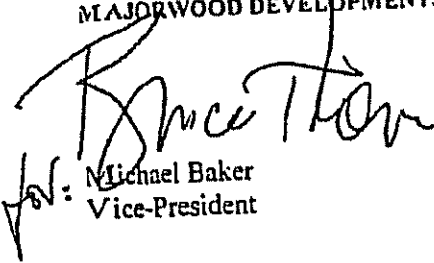
We would be pleased to meet with you again to discuss these matters in more detail.

Should you require any further information or clarification, do not hesitate to contact us.

We look forward to hearing from you.

Yours truly,

MAJORWOOD DEVELOPMENTS INC.

A handwritten signature in black ink, appearing to read "Michael Baker". The signature is written in a cursive, flowing style. To the left of the signature, there is a small, handwritten "MB:".

Michael Baker  
Vice-President

MB:bk  
Attach.







AUGUST 2, 2006

TABLE A4 - EMPLOYMENT ZONES PERMITTED USES				
ZONE USE		BP	BC	GI
A	Art Galleries		X	
B	Barquet Halls	X(3)	X(3)	
C	Business and Medical Offices	X	X	X
D	Commercial Fitness Centres		X	X
E	Commercial Parking Lots	X	X	X
F	Data Processing and Related Facilities	X	X	
G	Day Nurseries	X(1)	X	
H	Financial Institutions	X	X	
I	Hotels	X(2)(4)	X(2)(4)	X(2)(4)(8)
J	Industrial Uses		X	
K	Libraries		X	
L	Motels	X	X	X
M	Municipal Parking Lots		X	
N	Non-Profit Fitness Centres		X(7)	X(7)
O	Parking Garages	X	X	
P	Parks, Public	X(1)(4)	X	
Q	Personal Service Shops		X	
R	Places of Worship		X	X
S	Private Clubs	X	X	X
T	Public Transit System		X	
U	Recreational Establishments	X(1)	X(8)	
V	Restaurants		X(6)	
W	Restaurants, Take-Out	X(1)(4)	X(5)	
X	Retail Stores		X	
Y	Schools, Commercial	X	X	
Z	Trade and Convention Centres	X	X	X
Aa	Transit Stations		X	
Bb	Veterinary Clinics			

SPECIAL PROVISIONS (J)	
1	Permitted only in the first storey of an office building or at any location within a building containing a hotel and/or a trade and convention facility provided the use is Accessory to the hotel or the trade and convention centre use.
2	An accessory retail store in which goods produced and/or stored in a building containing an industrial use is permitted provided the retail store has a net floor area that does not exceed the lesser of 300 square metres or 10 percent of the net floor area of the building containing the industrial use.
3	Permitted only within a hotel or a building containing a trade and convention facility.
4	Outdoor storage and outdoor display and sales are not permitted.
5	The minimum net floor area required is 300 square metres and the maximum net floor area permitted is 6000 square metres.
6	Permitted as an accessory use only in an office building, a hotel, a trade and convention centre or a building containing recreational establishments.
7	Any portion of a parking garage that is unenclosed is not permitted within 50 metres of the Highway 7 streetline.
8	Outdoor storage shall be permitted in the General Industrial (GI) Zone subject to the following provisions: a) outdoor storage shall be permitted only in a rear yard and not closer than 9.0 metres to any streetline; b) the height of stored materials shall not exceed 4.5 metres; c) outdoor storage shall be screened by opaque fencing with a minimum height of 2.75 metres; and, d) outdoor storage is not permitted within any yard adjoining a residential zone boundary.



# MAJORWOOD

DEVELOPMENTS INC.

200 Bridgeland Avenue  
Toronto ON M6A 1Z4  
tel 416.785.8172  
fax 416.781.2981

November 1, 2012

VIA E-MAIL

TO: [judyecarroll@markham.ca](mailto:judyecarroll@markham.ca) and

TO: [esilva-stewart@markham.ca](mailto:esilva-stewart@markham.ca)

Chair & Members  
Development Services Committee  
City of Markham  
101 Town Centre Boulevard  
Markham ON L3R 9W3

Dear Sirs/Mesdames:

Re: **Markham's New Official Plan  
Open House & Public Meeting  
November 6, 2012**

Majorwood Developments Inc. is the registered owner of certain lands located between Highway 404 and Markland Street immediately north of the Loblaws property fronting on Major Mackenzie Drive.

These lands are currently zoned under By-law 2006-179 which includes certain retail permissions.

These lands are currently designated Business Corridor; the new Official Plan proposes a new designation, Service Employment.

There is considerable history in this quadrant dating back to 2005. Over the intervening time, Majorwood has been in regular contact with City staff and appeared before Development Services Committee.

The basis of our concern is that we strongly oppose any change to the Official Plan designation or zoning on our property. We remain concerned that the proposed Service Employment designation may fetter our existing land use rights.

For these reasons, we object without prejudice to any change in our Official Plan designation or to any general or specific Official Plan policies which may apply to our lands.



It is our intention to continue to meet with City staff to try and resolve our concerns. Staff have advised us that a second public meeting is to be held in January, 2013, and we hope to have a satisfactory resolution by that time.

Thank you for your consideration.

Yours truly,

MAJORWOOD DEVELOPMENTS INC.

A handwritten signature in black ink, appearing to read "Michael Baker", written over a horizontal line.

for: Michael Baker  
Vice-President

MB:bk