



Report to: Development Services Committee

Report Date: September 25, 2012

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<b>SUBJECT:</b>	City of Markham Draft Official Plan
<b>PREPARED BY:</b>	Marg Wouters, Senior Manager, Policy and Research Division, Planning & Urban Design Department

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**RECOMMENDATION:**

- 1) That the Report entitled “City of Markham Draft Official Plan” dated September 25, 2012, be received;
- 2) That the City of Markham Draft Official Plan, Part I, September 2012, contained in ‘Appendix A’ of this report, be circulated for comment;
- 3) That staff be authorized to proceed with a public consultation program including Open Houses in the fall, and a Public Meeting in late 2012/early 2013, as outlined in this report;
- 4) That staff be directed to report back on comments received regarding the City of Markham Draft Official Plan and make final recommendations on the Official Plan;
- 5) And that staff be authorized and directed to do all things necessary to give effect to this resolution.

**EXECUTIVE SUMMARY:**

The Official Plan provides the policy framework to guide land use planning and physical development in Markham. In February, 2011 Council authorized the preparation of a new Official Plan to provide planning direction for the City to 2031. The Official Plan is being reviewed to address Provincial and Regional planning requirements, the new planning direction that Markham has been taking in new communities such as Markham Centre, as well as new directions that have come out of the City’s strategic priorities known collectively as Building Markham’s Future Together.

The basis of the new Official Plan is the May 2010 Council endorsed growth alternative to 2031. The growth alternative provided for continuing environmental protection in the form of a Greenway System, and accommodation of the Regional population and employment forecasts for Markham with an emphasis on intensification within the current urban area and limiting additional outward growth. An intensification strategy was developed that identified a hierarchy of preferred intensification locations, served by higher order transit. Approximately 900 hectares of future urban area lands were identified in northwest Markham to accommodate additional dwelling units and jobs.

The new City of Markham Draft Official Plan provides direction for the continued development of Markham as an urban, thriving city reflecting Markham’s continuing role as an innovative leader in planning, growth management, environmental sustainability and community design. It provides the policy framework to guide land use and physical development in Markham over a 20-year planning horizon. The Plan anticipates a population of just under 422,000 and approximately 240,000 jobs by 2031.

The Draft Official Plan is organized into three volumes:

- Part I – contains the goals, objectives, policies and maps that apply to Markham as a whole

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- Part II – contains secondary plans which provide more detailed planning policies for specific areas of Markham
  - Part III – contains policies for specific sites that differ from the policies contained in Part I, reflecting previous Council decisions that are still considered relevant.

The Draft Official Plan puts forward a vision for sustainable growth in Markham to 2031. Although Markham has been on a path to sustainable community development for many years, this Plan articulates the vision more comprehensively, and in more detail. This vision is based on four key themes:

- Protecting the natural environment - Markham will continue to be at the forefront in natural heritage preservation, protection and enhancement. This Plan incorporates a comprehensive systems approach towards natural heritage protection, through the identification of a protected Greenway System that includes valleylands and river and stream corridors, wetlands and woodlands, sensitive groundwater features, significant wildlife habitat, the buffers needed to protect these features and functions, and agricultural lands within the Oak Ridges Moraine and Greenbelt. The Plan also includes policies to protect and sustain the City's Urban Forest, address climate change mitigation and adaptation, and provide for and encourage urban agriculture.
- Building complete communities - a prime goal of this Plan is to create a city in which the day-to-day needs of Markham's residents, including housing, employment, recreation, shopping, health care, education and personal service, are met. This will be accomplished by planning for compact urban development, accommodating a mix and range of housing and jobs based on walking, cycling and convenient access to public transportation. Increasing the number of people who both live and work in Markham will help reduce trip length and number of trips, support usage of transit and various modes of transportation, strengthen an already diverse economic base, and improve the quality of life for Markham residents.

Markham's strategy for intensification within identified centres and corridors such as Markham Centre, the Langstaff Gateway and Cornell Centre among others, is premised on high quality urban design and sustainable development practices. The vision for these areas is to have attractive, energy-efficient buildings housing a variety of compatible activities aligned along tree-lined pedestrian-friendly streets with parks, squares and open spaces at key locations.

The character and pattern of established neighbourhoods will be maintained. As well, the historic villages of Thornhill, Markham Village, Unionville and Buttonville will continue to be protected and conserved.

- Increasing mobility/travel options – by pursuing a transit culture and implementing transportation demand management strategies, Markham will promote a more balanced choice of mobility options for all users, including pedestrians, cyclists and transit riders. An emphasis is being placed on creating walkable streets and the integration of more pedestrian and transit-oriented land uses with improved pedestrian, cycling and transit access. Markham recognizes that great streets make great communities and will work in collaboration with York Region to plan and design streets to better balance the needs of all users, and make people, rather than vehicles the focus of street activity.

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- Maintaining a vibrant and competitive economy - complete communities rely on a vibrant, competitive economy. Markham will retain and build on its success as a major employment centre within the GTA and York Region, and continue to offer attractive accommodation to businesses of all types. Markham will protect its employment areas from conversion to non-employment uses and the introduction of incompatible uses in order to ensure the long term viability of the employment areas. Major office employment will be encouraged within Markham Centre and the Langstaff Gateway and other centres served by rapid transit. New retail and service development, including large scale retail development, will be planned for in a transit-supportive and pedestrian friendly mixed-use context within the community.

The goals and strategic objectives associated with these four themes, as identified in Chapter 2 of the Draft Official Plan, reflect the strategic objectives identified at the beginning of the Official Plan Review process, and provide the basis for the policies that follow throughout the remainder of the Plan.

The new Official Plan is substantially different in content and format than the current Official Plan. The differences reflect requirements prescribed in provincial legislation and plans and in the York Region Official Plan, and also changes in planning policy in Markham over time that have been articulated in recent secondary plans, precinct plans or urban design guidelines, but have never been incorporated into the parent Official Plan document.

The key changes include:

- Identification of Markham's urban structure, including centres and corridors
- Identification of intensification areas
- Identification of 'Future Urban Area' lands
- An emphasis on built form in land use policies, and better integration of institutional uses within neighbourhood and mixed-use areas
- Inclusion of urban design policies and sustainable building practice policies
- Greater emphasis on community infrastructure in planning for communities
- Protection of employment lands
- Greater emphasis on accommodation of retail in a mixed-use context
- More robust cultural heritage and archaeological resource conservation policies
- Increasing transportation options, including opportunities for active transportation
- Reduction in the number of secondary plans
- Identification of site-specific policies

A number of planning matters to be addressed in the Draft Official Plan are still under review, including the confirmation of parkland policies, the boundaries and policies related to the proposed Rouge National Urban Park and the findings of the Thornhill Area Revitalization Working Group. Any Council approved policy changes resulting from the recommendations of these studies will be incorporated in the final Draft Official Plan.

Staff recommend that Council authorize the public release of the Draft Official Plan in order to obtain input from agencies and the public prior to finalizing the Draft and bringing it forward for Council adoption. The *Planning Act* requires that at least one Open House and a Public Meeting be held prior to adoption of the Official Plan. A series of open houses/community meetings are planned in October and November, prior to a statutory Public Meeting in late 2012/early 2013.

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Following public consultation, all comments received will be considered by staff in the preparation of a final version of the Official Plan to be brought forward in early 2013 for Council adoption. Once adopted by Markham Council, the Official Plan will be forwarded to York Region for approval.

**PURPOSE:**

The purpose of this report is to present Part I of the new City of Markham Draft Official Plan, to obtain authorization for public release of the new Plan, and to outline a program for obtaining further public input regarding the Draft Official Plan.

**BACKGROUND:****Markham's current Official Plan**

The Official Plan provides the policy framework to guide land use planning and physical development in Markham. In February, 2011 Council authorized the preparation of a new Official Plan to provide planning direction for the City to 2031.

Markham's current Official Plan was originally adopted in 1976, with a major update adopted in 1987. The *Planning Act*, Section 26 (1), requires Council to consider the need for a review of the Official Plan every five years. Although the Plan has seen a number of significant amendments since 1987, including the revisions to City-wide policies and the adoption of a number of Secondary Plans for new communities, the original Plan format and some of the original policies have remained unchanged.

The need to undertake a comprehensive review of the Official Plan stems both from a requirement to address Provincial legislation regarding environmental, community and transportation planning, and the need to reflect the planning direction that Markham has been taking in new communities such as Markham Centre, the Langstaff Gateway and Cornell Centre, as well as the new directions that have come out of Markham's strategic priority program known as Building Markham's Future Together.

**Provincial Legislation for Land Use Planning and Managing Growth**

A number of provincial acts and plans provide the legislative context for the Markham Draft Official Plan, including the following:

- *Planning Act*
- Provincial Policy Statement, 2005
- Oak Ridges Moraine Conservation Plan, 2002 and Greenbelt Plan, 2005
- Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2006, and
- Regional Transportation Plan (The Big Move), 2008 prepared by Metrolinx.

The Growth Plan builds on the other provincial initiatives, and provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2031. The Growth Plan is intended to guide decisions on a wide range of issues related to growth management, and is premised on the principles of building compact, vibrant and complete communities, developing a strong and competitive economy, the protection and wise use of natural resources, and optimizing use of existing and new infrastructure to support growth in a compact, efficient form.

The idea of complete communities refers to well designed communities which provide for a mix and range of housing and jobs, as well as community services such as schools, recreation and

open space, with convenient access to public transportation, in order to meet the daily needs of residents over their entire lifetime. To encourage development of complete communities, the Growth Plan promotes intensification within built-up areas with a focus on development within centres and corridors that are well-served by transit. The Growth Plan also provides for limited urban boundary expansions to accommodate projected population and employment growth.

All municipalities within the Greater Golden Horseshoe, including York Region and the City of Markham, are required to bring their official plans into conformity with the Growth Plan.

### **York Region Official Plan 2010**

York Region is the approval authority for Markham's Official Plan. The 2010 York Region Official Plan (ROP) includes policies to guide land use planning at a regional level, consistent with the requirements of the Growth Plan. Specifically, the ROP assigns the York Region population and employment growth forecasts to 2031 as identified in the Growth Plan, to each of the nine local municipalities within the Region, including Markham. The ROP also identifies Regional requirements for managing this growth, including minimum densities, intensification targets, phasing of growth, and identification of additional lands outside the current urban area for urban development. The identification of additional lands for urban development in Markham is included in Amendment 3 to the ROP (ROPA 3).

Consistent with the Growth Plan, the ROP encourages development within the existing urban areas of the Region. The ROP promotes Regional centres and corridors as the primary locations for the most intensive development within the Region, identifying Markham Centre and the Richmond Hill/Langstaff Gateway as Regional Centres, and Yonge Street and Avenue 7 as Regional corridors. The ROP also establishes policies and minimum density targets to achieve complete, diverse, compact, vibrant and integrated areas within these centres and corridors.

The ROP was approved by the Province in 2010 and was appealed to the Ontario Municipal Board. The ROP was partially approved by the Board in July 2012. A number of policies of the ROP as well as ROPA 3 remain under appeal, with the next phase of the hearing scheduled to commence in November 2012.

The Markham Official Plan must conform with the York Region Official Plan. Markham staff have worked cooperatively with the Region during the preparation of both the ROP and the Markham Draft Official Plan to ensure conformity of Markham's Draft Official Plan.

### **Markham's Strategic Direction**

In 2007, Markham Council identified six strategic priorities for the City, with a goal of ensuring that Markham continues to be a vibrant, successful and sustainable community. These six priorities, confirmed as Markham's strategic direction and collectively known as Building Markham's Future Together, include:

- Managing growth
- Improving transportation and transit
- Protecting the natural environment
- Providing municipal services
- Providing for recreational and cultural services and facilities, and ensuring public safety
- Celebrating diversity

Building Markham's Future Together is being implemented through a number of action plans and studies, including the Draft Official Plan. Although this Plan relates primarily to the priority of

managing growth, the recommendations of the action plans for the other five priorities are reflected to varying degrees, as appropriate, in the Official Plan.

### **Managing Growth – Council Endorsed Growth Alternative to 2031**

The primary action plan for the Managing Growth priority was to develop a vision for sustainable community growth. Following a comprehensive growth management exercise involving extensive public consultation, Council in May 2010 endorsed a growth alternative which accommodates anticipated population and employment growth in Markham to 2031, consistent with the requirements of the provincial Growth Plan and the York Region Official Plan.

The key elements of the Council endorsed growth alternative include:

- Continuing environmental protection in the form of a Greenway System to be integrated with lands for growth and agriculture
- Accommodation of the population and employment forecasts for Markham identified in the York Region Official Plan, with an emphasis on intensification within the built-up area and limiting additional outward growth to future urban area lands
- An intensification strategy based on:
  - a hierarchy of preferred intensification locations, served by higher order transit
  - the exclusion of significant residential intensification from established, low density residential areas, designated employment lands and heritage districts; and
  - intensification of designated employment lands consistent with accommodating forecast employment growth
- An extension to Markham's urban area of approximately 900 hectares of future urban area lands to accommodate additional dwelling units and jobs
- Provision for a diverse mix of housing and jobs supportive of improved live-work opportunities
- An enhanced context for continued agricultural activity in Markham
- Support for the further application of sustainable community design, transit investment, infrastructure improvement, a diversity of housing and employment opportunities, contributing to a resilient economy; and
- Alignment with the transportation initiatives proposed by Metrolinx and York Region.

The Council endorsed growth alternative to 2031 forms the basis of this Draft Official Plan.

### **New Official Plan Program**

In February 2011, Council approved a program for preparing a new Official Plan, which consists of the following components:

- 1) Public consultation and communication required in advance of the preparation of the new Official Plan;
- 2) Development of a policy framework and draft policies, based a number of background studies undertaken in preparation of the endorsed growth alternative and as part of Building Markham's Future Together;
- 3) Preparation of a comprehensive Draft Official Plan document, including mapping; and
- 4) Reconciliation of existing secondary plans with new Official Plan policies.

The first three components of the program have now been completed.

### **Public Consultation in early 2011**

In early 2011, staff and Council engaged in a broad consultation program to gain public input prior to the drafting of the new Official Plan. In addition to the April, 2011 special meeting of

Council, which was required under Section 26 (3) of the *Planning Act*, staff also engaged York Region, the Toronto and Region Conservation Authority, and other stakeholder and agency groups, First Nation Groups and Metis, and City departments. A webpage dedicated to the Official Plan Review was established and a summary handout of the Official Plan Review process was made available.

The input received through this consultation period was summarized in a staff report dated June 21, 2011. The comments received ranged from general comments and questions about provincial policy and the direction of planning in Markham, to requests from landowners for specific land use permissions on their properties. Although all of the comments were considered in the preparation of the Draft Official Plan, not all of the specific requests received through consultation are reflected in the Draft. Further opportunity for public consultation and discussion with respect to the detailed policies of the Draft Official Plan will be available during the coming months prior to the final Draft Official Plan being brought back to Council for adoption. The staff recommendation report accompanying the final Draft Official Plan will identify how all comments received during the course of the Official Plan Review have been addressed. The details of the next phase of public consultation are provided later in this report.

#### Development of Policy Framework and Draft Official Plan Document

The new City of Markham Draft Official Plan represents the culmination of work that began in 2007 with the first background studies undertaken as part of the growth management strategy exercise, and Building Markham's Future Together. These studies include, among others, Markham's Community Sustainability Plan (the Greenprint), the Economic Competitiveness Strategy, the Integrated Leisure Master Plan, and the Markham Transportation Strategic Plan. The Draft Official Plan is consistent with and supports the coordinated approach for managing sustainable economic, environmental and social growth that has emerged from these studies.

The Official Plan Review program is being managed by the Policy and Research Section of the Planning & Urban Design Department, in consultation with City staff across all Commissions, and with the support of consultants. The Draft Official Plan document was prepared by Policy and Research staff, with the assistance of John Gladki of Gladki Planning Associates, who has provided an overall advisory role to staff and Council on the new Plan. Input has also been obtained from York Region, the TRCA and other agencies.

### **OPTIONS/ DISCUSSION:**

#### **1.0 City of Markham Draft Official Plan**

The new City of Markham Draft Official Plan provides direction for the continued development of Markham as an urban, thriving city reflecting Markham's continuing role as an innovative leader in planning, growth management, environmental sustainability and community design.

The Draft Official Plan provides the policy framework to guide land use and physical development in Markham over a 20-year planning horizon to 2031. The Plan anticipates a population of just under 422,000 and approximately 240,000 jobs by 2031.

#### **1.1 Organization of the Plan**

The Draft Official Plan is organized into three volumes:

- Part I – contains the goals, objectives, policies and maps that apply to Markham as a whole
- Part II – contains secondary plans which provide more detailed planning policies for specific areas of Markham

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- Part III – contains policies for specific sites that differ from the policies contained in Part I, reflecting previous Council decisions that are still considered relevant.

Part I is attached under separate cover as Appendix 'A' to this report. Part III is currently being completed and is expected to be released to Council and the public in time to be considered at the statutory Public Meeting for the Draft Official Plan.

The secondary plans that will form Part II of the Official Plan will follow in a parallel process. Separate statutory public meetings will be held, as required, for these secondary plans as they are completed. Further discussion regarding the preparation of secondary plans is provided in a later section of this report.

Part I is comprised of the following Chapters:

- Chapter 1, Planning Markham's Future - introduces the Plan, its policy context and organizational structure.
- Chapter 2, A Framework for Sustainable Growth - describes Markham's vision for accommodating growth to 2031, the strategic goals and objectives of the Plan, and the resulting City structure.
- Chapter 3, Environmental Systems – provides policies related to the protection of the natural environment areas and features including water systems and the urban forest, as well as addressing environmental hazards.
- Chapter 4, Healthy Neighbourhoods and Communities – provides policies relating to elements of complete communities, including housing, community infrastructure, parks and open space, arts and culture, and cultural heritage and archaeological resources.
- Chapter 5, A Strong and Diverse Economy – provides policies relating to the retention and development of Markham's economy, including office, industry, retail, tourism and agriculture.
- Chapter 6, Urban Design and Sustainable Development - provides guidance in shaping the urban form of Markham communities as they continue to develop into more sustainable complete communities.
- Chapter 7, Transportation, Services and Utilities - provides policies relating to the transportation system with an emphasis on increasing travel choices, and the provision of municipal services, including water and wastewater, utilities and energy.
- Chapter 8, Land Use – provides the land use designations and policies which determine where, and under what conditions, various uses can be located.
- Chapters 9, Implementation and Chapter 10, Interpretation - identify tools and requirements for the implementation of this Plan, and direction on interpretation of the Plan.

## **1.2 The Vision for Markham to 2031- a Strong, Vibrant and Liveable City**

The Draft Official Plan puts forward a vision for sustainable growth in Markham to 2031 leading to a strong, vibrant and liveable city. Although Markham has been on a path to sustainable



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community development for many years, this Plan articulates the vision more comprehensively, and in more detail.

The vision for sustainable community growth is based on four key themes:

- Protecting the natural environment - Markham will continue to be at the forefront in natural heritage preservation, protection and enhancement. Markham's landforms and watercourses provide key ecological functions and linkages within a broader ecosystem encompassing the Oak Ridges Moraine and the surrounding major lake and watershed systems. In particular, the tributaries of the Rouge watershed and the Little Rouge River in Markham serve as a vital ecological corridor linking environmental systems from Lake Ontario to the Oak Ridges Moraine.

This Plan incorporates a comprehensive systems approach towards natural heritage protection, through the identification of a protected Greenway System that includes valleylands and river and stream corridors, wetlands and woodlands, sensitive groundwater features, significant wildlife habitat, the buffers needed to protect these features and functions, and agricultural lands within the Oak Ridges Moraine and Greenbelt. The Plan also includes policies to protect and sustain the City's Urban Forest, address climate change mitigation and adaptation, and provide for and encourage urban agriculture.

The accommodation of growth in this Plan was based on a balanced approach which directed a large proportion of anticipated growth to the existing urban area through intensification, in order to optimize the protection of natural heritage lands and retention of agricultural lands.

- Building complete communities - a prime goal of this Plan is to create a city in which the needs of Markham's residents, including housing, employment, recreation, shopping, health care, education and personal service, are met. This will be accomplished by planning, within the urban area, for compact urban development, accommodating a mix and range of housing and jobs based on walking, cycling and convenient access to public transportation. Increasing the number of people who both live and work in Markham will help reduce trip length and number of trips, support usage of transit and various modes of transportation, strengthen an already diverse economic base, and improve the quality of life for Markham residents.

To encourage housing and employment opportunities in close proximity, Markham will need to, among other things, diversify the forms of available housing and tenure; increase the supply of employment lands to accommodate a range of job opportunities; and facilitate mixed-use, higher density developments in the centres and corridors located along the rapid transit network.

Markham's strategy for intensification within identified centres and corridors such as Markham Centre, the Langstaff Gateway and Cornell Centre, is premised on high quality urban design and sustainable development practices. The vision for these areas is to have attractive, energy-efficient buildings housing a variety of compatible activities aligned along tree-lined pedestrian-friendly streets arranged in a grid-like pattern with parks, squares and open spaces at key locations.

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Many of Markham's existing neighbourhoods have been established at lower densities with ground-oriented building forms on a curvilinear street pattern. While there may be opportunities to improve the connectivity of the existing neighbourhoods, and enhance the pedestrian access to services through small scale infill, the character and pattern of these established neighbourhoods will be maintained. As well, the historic villages of Thornhill, Markham Village, Unionville and Buttonville, will continue to be protected and conserved.

- Increasing mobility/travel options – one of the key components of complete communities is the availability of travel options for residents, businesses and workers. By pursuing a transit culture and implementing transportation demand management strategies, Markham will promote a more balanced choice of mobility options for all users, including pedestrians, cyclists and transit riders.

An emphasis is being placed on creating walkable streets and the integration of more pedestrian and transit-oriented land uses with improved pedestrian, cycling and transit access. The future urban areas will also be developed as compact, complete communities designed to be served by transit and accessible by pedestrians and cyclists. Markham recognizes that great streets make great communities and will work in collaboration with York Region to plan and design streets to better balance the needs of all users, and make people, rather than vehicles the focus of street activity.

- Maintaining a vibrant and competitive economy - complete communities rely on a vibrant, competitive economy. Markham will retain and build on its success as a major employment centre within the GTA and York Region, and continue to offer attractive accommodation to businesses of all types, including industrial, warehousing, office, retail and service employment uses.

Markham will protect its employment areas from conversion to non-employment uses and the introduction of incompatible uses in order to ensure the long term viability of the employment areas. Major office employment will be encouraged within Markham Centre and the Langstaff Gateway and other centres served by rapid transit; this will help to focus the development of prestige, light industrial uses, on the remaining lands in established and developing business parks. New retail and service development, including large scale retail development, will be planned for in a transit-supportive and pedestrian-friendly mixed-use context within the community.

The goals and strategic objectives associated with these four themes, as identified in Chapter 2 of the Draft Official Plan, reflect the strategic objectives identified at the beginning of the Official Plan Review process, and provide the basis for the policies that follow throughout the remainder of the Plan.

### **1.3 Overview of 'Key Moves' in the new Draft Official Plan**

The new Official Plan is substantially different in content and format than the current Official Plan. The differences stem from changes in requirements prescribed in provincial legislation and plans and in the York Region Official Plan, and also changes in planning policy in Markham over time that have been articulated in recent secondary plans, precinct plans or urban design guidelines, but have never been incorporated into the parent Official Plan document.

The key changes include:

- Identification of Markham's urban structure including centres and corridors
- Identification of intensification areas
- Identification of future urban area lands
- An emphasis on built form in land use policies, and better integration of institutional uses within neighbourhood and mixed-use areas
- Inclusion of urban design policies and sustainable building practice policies
- Greater emphasis on community infrastructure in planning for communities
- Protection of employment lands
- Greater emphasis on accommodation of retail in a mixed-use context
- More robust cultural heritage and archaeological resource conservation policies
- Increasing transportation options, including opportunities for active transportation
- Reduction in the number of secondary plans
- Identification of site-specific policies

### **1.3.1 Markham's Urban Structure**

Markham's vision for accommodating growth manifests itself in a physical structure that is influenced by the presence and preservation of significant natural features and agricultural areas, the location of established neighbourhoods, employment areas and heritage centres, and the planning of future neighbourhood and employment areas and mixed-use neighbourhoods in centres and corridors served by rapid transit.

The principal components of Markham's structure, identified in Map 1 – Markham Structure in the Draft Official Plan, include:

- The Greenway System - including natural heritage features to be protected from urban development, including all of the lands within the Oak Ridges Moraine and the Provincial Greenbelt, as well as natural heritage features and hydrologic features outside of these areas;
- Countryside Area and Hamlets – including hamlets and the lands outside of the Greenway System and outside of the urban area, to be used primarily for agricultural uses;
- Employment Areas – including lands for general employment, business park uses including office development, and supporting services, accommodating the majority of the economic activity with Markham;
- Neighbourhood Areas - including residential lands developed primarily with ground-related housing forms, together with supporting parkland, and lands devoted to institutional, retail and service uses;
- Centres and Corridors – including Regional Centres and Regional Corridors/key development areas, Local Centres, Local Corridors and Heritage Centres;
- Mixed Use Neighbourhood Areas – centres and intensification areas along major transit corridors, intended to be the focus for higher density mixed use residential development;

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- Transit Network – including Provincial GO Rail Service and the future Highway 407 Transitway, Regional Rapid Transit Corridors and the Yonge Subway and related Mobility Hubs; and
  - Transportation and Utility Area – lands relating primarily to the 400 series highways, and major hydro and utility corridors.

This structure forms the basis of the organization of the land use designations identified in Chapter 8 and shown on Map 3 – Land Use.

### **1.3.2 Identification of Intensification Areas – Centres and Corridors**

Consistent with the Council endorsed growth alternative to 2031, the Draft Official Plan identifies a hierarchy of preferred intensification locations, served by higher order transit that will accommodate most of Markham's growth. These intensification areas are identified on Map 2 – Centres and Corridors and Transit Network as:

- Regional Centres (Markham Centre and the Langstaff Gateway) – these centres are planned to contain the highest concentration and greatest mix and intensity of uses and activities in Markham, providing a range of housing, employment, live-work, investment, cultural, sports and entertainment and government functions, supported by a range of mobility choices.

Once developed, these centres will support an overall long term density target of a minimum of 200 residents and jobs per hectare by 2031, with a minimum density target of 2.5 floor space index for developable lands in each centre (minimum 3.5 floor space index at the Langstaff/Longbridge station on the Yonge Subway Extension). In addition, a long term resident-to-employee target of 1:1 is planned for Markham Centre and the combined Richmond Hill/Langstaff Gateway Centre.

- Regional Corridors/Key Development Areas (KDAs) within the Yonge Street and Avenue 7 Regional Rapid Transit Corridors (including the Yonge Steeles Corridor and Yonge North Corridor, and the Commerce Valley/Galleria, Woodbine/404, Markville and Cornell Centre KDAs) – these areas will be planned as centres and corridors that have compact, mixed-use, well designed, pedestrian-friendly and transit-oriented built form. These areas will support an overall long term density of a minimum 2.5 floor space index (minimum 3.5 floor space index in the Yonge Steeles area at the future Steeles Avenue station on the Yonge Subway Extension).
- Local Centres and Corridors (including Thornhill Centre, German Mills Centre, Milliken Centre, Cathedraltown, and Cornell North Centre, and the Avenue 7/Village Parkway, Kennedy/South Unionville, Markham Road /Armada, and Markham Road/Mount Joy Corridors) – these centres and corridors contain a mix of activities similar to Regional Centres and Corridors but on a smaller scale and serving the adjacent community.

Although Heritage Centres (Thornhill, Buttonville, Unionville and Markham Village) are also shown on Map 2, infill and redevelopment in these centres will only be considered in accordance with the Heritage District Conservation Plans for these centres and the policies of the Official Plan.

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### **1.3.3 Identification of Future Urban Area lands**

Lands identified as 'Future Urban Area' represent additional urban lands required to accommodate the projected population and employment growth for Markham to 2031, as identified in the Council endorsed growth alternative to 2031 and the York Region Official Plan. Prior to any development occurring on the 'Future Urban Area' lands in northwest Markham, a series of background environmental, planning and urban design studies will be undertaken, leading to the preparation of a Conceptual Master Plan and secondary plans for these areas. These lands are required to be planned to meet or exceed a minimum density of 20 units per hectare, and a minimum density of 70 residents and jobs per hectare for developable lands.

It is the intent of the Draft Official Plan that the lands will be assigned the same designations as those shown within the current urban area with the exception of the 'Residential Estate' and 'Commercial' designations. These two designations reflect historical forms of development that are not considered appropriate for the 'Future Urban Areas'.

### **1.3.4 Emphasis on built form and other changes in land use designations**

#### Emphasis on built form

Recognizing that most new development will be in the form of higher density development in identified intensification areas, the emphasis in controlling development has shifted to a built form approach that is defined by height, massing and building types. This shift in approach is reflected in the designation names and policies. Each designation includes policies on uses, building types, densities and heights and development criteria.

For example, in place of the current Low Density, Medium Density and High Density residential designations, the designations in the Draft Official Plan are identified as Low Rise, Mid Rise and High Rise residential designations, which are defined by appropriate building types, height limits, and corresponding floor space index ranges as follows (unless otherwise defined in a secondary plan or site-specific policy):

- 'Residential Low Rise' designation - reflects existing development in established areas of Markham, provides for ground-oriented units including single detached, semi-detached, townhouse and small multiplex buildings to a maximum of 3 storeys
- 'Residential Mid Rise' designation – provides for townhouse, small multiplex buildings, stacked townhouse and apartment buildings between 3 and 6 storeys with a floor space index of 1.5 to 2.0 (up to 8 storeys and a floor space index of 1.5 to 2.5 in an identified intensification area)
- 'Residential High Rise' designation – provides for townhouse, stacked townhouse and apartment buildings between 3 and 15 storeys with a floor space index of 2.0 to 2.5 (floor space index of 2.0 to 3.0 in an identified intensification area)

Similarly, the 'Mixed Use' designations, which provide a mix of residential and commercial uses, are also identified as Low Rise, Mid Rise and High Rise (see Section 1.3.8 below).

#### Employment designations

The names of the employment designations have been revised to better reflect their functions. The permitted uses have also been refined to ensure that the employment lands are reserved for appropriate employment purposes. The proposed employment designations and policies reflect the recommendations of the Employment Lands study, both phases of which are now considered to be completed.

The 'Business Park' designation, which provides for office and industrial uses, remains with an additional Business Park Office Priority designation added to encourage office only on 'Business Park' lands that are located adjacent to rapid transit corridors (particularly Avenue 7). A 'General Employment' designation (generally consistent with the 'General Industrial' designation in the current OP) provides for manufacturing, warehousing and processing uses on larger properties.

Finally, the 'Service Employment' designation (generally consistent with the 'Business Corridor Area' designation in the current OP), provides for uses that service and support businesses within the other employment designations, and to a lesser extent the general public, and are typically located along arterial or collector roads.

#### Institutional uses

The Draft Official Plan does not provide a separate designation for institutional uses. The uses designated Institutional in the current OP generally include the Markham Stouffville Hospital lands, the City of Markham Civic Centre lands, cemeteries, long term care facilities and large places of worship. The Draft Official Plan provides locational opportunities for institutional uses to be integrated in neighbourhood-scale facilities in existing and new communities, or large-scale institutions in mid-rise or high-rise mixed-use areas.

#### **1.3.5 Inclusion of urban design policies and sustainable development policies**

The Draft Official Plan recognizes the contribution of high quality urban design to the economic health and vitality of a community, and to the creation of vibrant and successful public spaces. Although Markham has been a leader in incorporating urban design principles in planning for its communities through Community Design Plans and precinct plans over the past number of years, the Official Plan has never been amended to incorporate a comprehensive set of urban design principles. Chapter 6 of the Draft Official Plan contains urban design principles that address the public realm, street and block patterns, streetscapes, landmarks and views, parks and open spaces, public art and built form and site development. These principles will be implemented at a more localized level through a variety of means including secondary plans, precinct plans, comprehensive block plans and urban design guidelines.

In addition, policies have been included which address sustainable development at the community, site and building levels, consistent with the Greenprint Community Sustainability Plan.

#### **1.3.6 Consideration of community infrastructure in planning for communities**

The Draft Official Plan recognizes the importance of community facilities and services in achieving complete communities. Some of the facilities, including libraries, community centres, parks, arts and culture, and fire services are provided by Markham, while others including schools, social services, health services, police and emergency services are provided by others such as the Region and school boards. The Plan includes policies to coordinate the provision of this community infrastructure and to ensure the facilities and services are available in mixed-use areas and intensification areas.

These policies were derived from the recommendations of the draft Community Infrastructure Strategy presented to Committee in 2011. The focus of the study was to define a framework to improve upon existing planning processes to ensure that community infrastructure stakeholders are informed and engaged through the community planning and development approval process, facilitating identification of opportunities to share resources and improve service delivery. As

directed by Council, the draft Strategy was posted online and circulated to public agencies for comment prior to Council approval. As no additional comments were received from the public or agencies, the policy recommendations of the draft strategy have been incorporated into Draft Official Plan for Council approval, and staff will continue to work with internal departments and its infrastructure partners to refine the current development approval process to assist in coordinated community infrastructure delivery.

### **1.3.7 Protection of employment lands**

The Draft Official Plan recognizes that it is essential to provide and protect sufficient land for future employment growth to ensure that Markham's strong economy continues to grow. Both the Provincial Policy Statement and the Growth Plan contain policies regarding the protection of employment lands from conversion to other uses, including major retail uses. The York Region Official Plan also recognizes that the continued viability of employment lands is contingent upon their long term protection, and requires local municipalities to include employment non conversion policies in their official plans that are consistent the provincial requirements.

Chapter 5 contains policies that define employment conversion and provide that applications for conversion can only be dealt with during a municipal comprehensive review of the Official Plan (i.e., an Official Plan Review), and outline the criteria for assessing an application for conversion, consistent with the requirements of the Growth Plan.

### **1.3.8 Greater emphasis on accommodation of retail in a mixed-use context**

A major tenet of the Draft Official Plan is the integration of land uses in order to increase accessibility and decrease travel times. In order to achieve this, the Draft Official Plan provides for further mixing of residential, retail and service uses within Mixed Use designations, particularly within areas that have been identified for intensification. For example:

- 'Mixed Use Low Rise' – generally reflects existing neighbourhood commercial sites, and provides for a range of residential and commercial uses, within buildings ranging from 2 to 4 storeys in height
- 'Mixed Use Mid Rise' – generally reflects existing larger retail plazas along arterial and major collector roads, and provides for a range of residential and commercial uses, within buildings ranging from 2 to 12 storeys in height, (unless otherwise specified in a Secondary Plan)
- 'Mixed Use High Rise' – generally assigned to priority areas for intensification along rapid transit corridors such as Avenue 7 and Yonge Street, and provides for a range of residential and commercial uses within buildings ranging from 4 to 25 storeys in height (unless otherwise specified in a Secondary Plan)
- 'Mixed Use Office Priority' – assigned to Markham Centre and the Langstaff Gateway and other mobility hubs, along rapid transit corridors, intended primarily for office uses but may contain multi-unit residential buildings and street-related retail and service uses integrated within the office uses.
- 'Mixed Use Health Care Campus' – assigned to the Markham Stouffville Hospital and East Markham Community Centre lands in Cornell Centre.

These designations for the most part replace the 'Major Commercial Area', 'Community Amenity Area', 'Commercial Corridor Area' and 'Retail Warehouse Area' designations in the current Official Plan. The new 'Mixed Use Heritage Main Street' designation is generally consistent with the current 'Heritage Main Street' commercial designation. The new 'Mixed Use' designations are intended to accommodate the retail needs of communities within the existing and future urban areas.

A separate 'Commercial' designation has been assigned to existing large scale retail development sites within employment areas. Intensification of these sites with additional retail, service and office uses is encouraged, although residential development is not considered appropriate. This designation is intended to recognize historical development and approvals only and is not intended to be applied in future to any additional sites.

### **1.3.9 More robust cultural heritage and archaeological resource conservation policies**

Chapter 4 provides detailed policies related to the identification, recognition, protection, management, enhancement and commemoration of the City's cultural heritage resources. These policies reflect the City's extensive policies and practices that have been developed over the years to ensure heritage resources are protected. Chapter 4 also contains policies regarding the protection of archaeological resources.

### **1.3.10 Increasing transportation options**

As mentioned previously, one of the key components of complete communities is the availability of travel options for residents, businesses and workers. The Draft Official Plan contains policies to work with the Region to plan and design streets to better balance the needs of all road users including pedestrians, cyclists, transit as well as motorists, and to improve connectivity within the transportation network. The Draft Plan also encourages other levels of government to make transit a priority in the allocation of funds for transportation infrastructure investment. An emphasis is also placed on active transportation (e.g., walking, cycling, etc) and transportation demand management measures (such as spreading out peak period travel, encouraging travel by transit and encouraging participation in ride-sharing programs) that make more efficient use of the existing transportation system.

### **1.3.11 Reduction in number of Secondary Plans**

One of the components of the Official Plan Review program is the reconciliation of secondary plans with the new Official Plan. Markham's approach to establishing planning policy has relied on a parent City-wide Official Plan and a series of implementing secondary plans for individual communities or districts. Secondary plans have been prepared as freestanding documents that elaborate on the policies of the Official Plan within individual communities or districts, typically those undergoing new development.

Forty-nine secondary plans have been established over the 35-year life of the current Official Plan. Nineteen of these secondary plans are 'non-statutory', meaning they were never adopted as amendments to the Official Plan under the *Planning Act*. With the exception of the Oak Ridges Moraine Secondary Plan, all the secondary plans apply to portions of the Markham's current urban area.

There are a number of considerations in maintaining the current system of secondary plans. One challenge is the link between secondary plans and the parent Official Plan. As the Official Plan is amended over time, the content and intent of the Plan's policies change. Unless secondary plans are concurrently amended, their linkage and intent, relative to the Official Plan, becomes less clear. Historically, Markham staff have not had the resources to update all of the secondary plans concurrently with Official Plan amendments.

Another challenge is the 'non-statutory' secondary plans, most of which predate 1985. As these Plans do not have legal status as secondary plans, reliance on these non-statutory plans as policy



documents is subject to challenge. Also many of the policies in these secondary plans are no longer consistent with Markham's current planning philosophy.

A third consideration is that most secondary plans were intended to establish the requirements for approving and constructing new development in greenfield areas. With most of these areas now fully developed, the primary purpose of many secondary plans has been achieved.

Notwithstanding these challenges, there is a continuing role for secondary plans primarily in guiding development in the Future Urban Area, and in areas identified for intensification and heritage conservation. The Draft Official Plan identifies 13 secondary plan areas reflecting intensification areas, for which secondary Plans are required in accordance with the Draft Official Plan. Of these, seven currently have secondary plans in place under the current Official Plan. These secondary plans will need to be reconciled with the policies of the new Plan. The remaining six identified secondary plan areas, including the Toronto Buttonville Municipal Airport lands, require the preparation of new secondary plans. In addition, new secondary plans will be prepared for the 'Future Urban Area' lands.

The remaining statutory secondary plans, or portions thereof, and the 19 non-statutory secondary plans are not proposed to be brought forward as part of the new Official Plan as individual secondary plans. Instead, identified policies in these plans that are still relevant will be included as site-specific policies in a separate Part III volume of the Official Plan.

A list of all of the current statutory and non-statutory secondary plans, and their status with respect to being carried forward in whole or in part with the new Draft Official Plan, is attached as Appendix 'B' to this report.

#### **1.3.12 Identification of Site-Specific Policies (Part III)**

The current Official Plan contains a number of site-specific policies that have been approved by Council over the life of the Official Plan. These policies are being reviewed for consistency with the policies of the Draft Official Plan. Where required and appropriate, the site-specific policies will be retained and included in the Part III volume of the new Official Plan. In addition, the site-specific policies will also include any policies that need to be retained from existing secondary plans that are not being brought forward.

It is intended that the site-specific policies be brought forward to Council and the public in time to be considered with the Draft Official Plan at the proposed Statutory Public Meeting.

## **2.0 Outstanding Matters**

A number of planning matters to be addressed in the Draft Official Plan are still under review as follows:

- Parkland policies – a new parks classification system is being developed as part of an ongoing study by The Planning Partnership which is reviewing Markham's parkland dedication policies. The study will confirm the draft parks policies in Chapter 4 and the parkland dedication policies in Chapter 9. A recommendation report regarding parkland policies is expected to be brought forward to Council later this fall. The Council approved recommendations will be incorporated into the Draft Official Plan.
- Proposed Rouge National Urban Park – policies and mapping in the Draft Official Plan regarding the Park will be updated as decisions are made by Council and Parks Canada.

- Thornhill Area Revitalization Working Group (Thornlea Industrial District) – a working group consisting of area residents and the Ward Councillor is currently investigating possible options for the evolution and enhancement of the Thornlea Industrial District. As an interim condition, the Draft Official Plan is identifying this employment area in its entirety with a Service Employment designation, similar to the Business Corridor Area designation which applies to most of the lands under the current Official Plan. Any Council approved policy changes resulting from the recommendations of the working group will be incorporated in the final Draft Official Plan or as site-specific policies within Part III of the Plan.

**Region of York request for status on planning for Future Urban Area**

In April, 2012, York Region Council considered a Regional staff report regarding the supply of land for ground-related housing in York Region. Ground-related housing includes single detached, semi-detached and townhouse units. The report assessed currently designated residential land for ground-related housing taking into account recent levels of housing demand by type and forecasted housing growth. The report indicated a 10-12 year supply Region-wide with as little as 6 to 10 years in southern municipalities. Markham's supply of ground-related units was estimated to be in the order of 5-7 years. The need to coordinate the provision of infrastructure with new development areas was also noted.

Regional staff presented the report to Development Services Committee in May, 2012. Regional staff have been directed to work with local municipal staff to monitor the land supply and to report back in the Fall of 2012 on the progress of local municipal planning for new community areas.

The 'Future Neighbourhood Area' lands identified in the Draft Official Plan will provide lands for approximately 10,200 additional ground-related dwelling units in Markham. The Draft Official Plan outlines a comprehensive planning framework for bringing the 'Future Neighbourhood Area' and 'Future Employment Area' lands on-stream. The first step in the planning involves the completion of a subwatershed plan for each of the three watercourses within the 'Future Neighbourhood Area' and 'Future Employment Area' lands to delineate environmental features to be protected, and address water resource management and endangered species requirements.

The subwatershed plan will inform the preparation of a Conceptual Master Plan and Master Environmental Servicing Plan to identify a high level structure of the new communities over the entire 'Future Neighbourhood Area', including the identification of major transportation and infrastructure components, cultural heritage resources, and a community structure that will establish the location of residential neighbourhoods, mixed use centres and/or corridors, employment areas and the Greenway System. The Conceptual Master Plan will also address phasing. Once a Conceptual Master Plan is endorsed by Council, detailed employment and community secondary plans will be prepared as the basis for approval of plans of subdivision. It is anticipated that this planning work will take approximately five years to complete.

Work has already begun on one of the subwatershed studies. Funding for additional subwatershed studies, and to initiate the Conceptual Master Plan work is being requested in the 2013 capital budget.

### **3.0 Next Steps**

#### **Additional Public Consultation Proposed**

Staff recommend that Council authorize the public release of the Draft Official Plan in order to obtain input from agencies and the public prior to finalizing the Draft and bringing it forward for Council adoption. The *Planning Act* requires at least one Open House and a Public Meeting be held prior to adoption of the Official Plan. The Open House must be held at least seven days prior to the Public Meeting. A series of open houses/community meetings are planned in October and November, prior to the Public Meeting.

Building on the intensive public consultation held as part of the background studies and growth management exercise that forms the basis of the Draft Official Plan, as well as the formal consultation that was held at the beginning of the Official Plan Review process, staff propose the following program for the balance of the OP program, as outlined in Appendix 'C':

- Distribution of a Draft Official Plan Summary document which will provide a resident-friendly version of the Draft Official Plan
- Posting the Draft Official Plan to the Markham website
- Circulation of Draft Official Plan to internal departments and external agencies, including meetings as required
- Open Houses/Community Meetings
  - 4 separate meetings (Thornhill, Unionville, Markham, Milliken) through October and November (format to include open house with presentation, followed by discussion)
- Meetings with individual stakeholder groups such as First Nations and Metis Groups, Developers Round Table, ratepayers associations, advisory groups, etc.
- Statutory Public Meeting tentatively scheduled for late 2012/early 2013.

#### **Anticipated adoption of the Draft Official Plan in 2013**

Following public consultation, all comments received will be considered by staff in the preparation of a final version of the Official Plan to be brought forward in early 2013 for Council adoption. Once adopted by Markham Council, the Official Plan will be forwarded to York Region for approval.

#### **FINANCIAL CONSIDERATIONS:**

Funding remains in the 2012 budget to complete the Official Plan program to Council adoption. Additional funding is being requested in the 2013 capital and operating budgets to defend the Plan before the Ontario Municipal Board, and to begin the implementation of the Plan through secondary plans and planning for the future urban area.

#### **HUMAN RESOURCES CONSIDERATIONS:**

The Official Plan Review will continue to require a significant effort from Policy staff through the public consultation, Council adoption and Regional approval stages. The implementation of the new Official Plan through secondary plans for the future urban area and intensification areas will also require additional staff and consultant resources. Up to five contract staff positions have been funded through the Growth Management and Official Plan Review budgets. Two of these positions are proposed to be transitioned to full-time positions in 2013.

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

The Draft Official Plan relates to all strategic priorities of Building Markham's Future Together, and specifically addresses the Growth Management priority.

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**BUSINESS UNITS CONSULTED AND AFFECTED:**

Staff within all three City commissions have been consulted, and have had the opportunity to comment on the Draft Official Plan.

**RECOMMENDED BY:**



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



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

**ATTACHMENTS:**

Appendix 'A' - City of Markham Draft Official Plan, Part I, September, 2012 (under separate cover)

Appendix 'B' – Status of Secondary Plans under the Draft Official Plan

Appendix 'C' – Public Consultation & Reporting Program on the Draft Official Plan  
October 2012 to March 2013

### Appendix 'B'

#### Status of Secondary Plans under the Draft Official Plan

#### Existing Secondary Plans to be Updated in Whole or in Part

	Secondary Plans	Planning District and No.	OPA # (OP)	Approved
1	Markham Centre	Central Area (PD 33-1)	OPA 21 ('87)	1996/97
2	The Langstaff Gateway	Langstaff (PD 44-1)	OPA 183 ('87)	2011
3	Cornell Centre*	Cornell (PD 29-1)	OPA 168 ('87)	2008
4	Highway 404 North	Highway 404 North (PD 42-1)	OPA 149 ('87)	2006
5	Unionville Core Heritage District	Markham & Unionville (PD 1-12)	OPA 107 ('87)	2003
6	Markham Main Street Heritage District	Markham & Unionville (PD 1-14)	OPA 108 ('76)	1994
7	Milliken Main Street	Risebrough (PD 2-4)	OPA 144 ('87)	2006

\*The remainder of the Cornell Secondary Plan outside Cornell Centre will be repealed

#### New Secondary Plans to be Prepared (KDA = Key Development Area)

8	Yonge/Steeles Corridor KDA			
9	Thornhill Heritage District			
10	Markville KDA			
11	Markham Rd Corridor - Mount Joy			
12	Buttonville Heritage District			
13	Buttonville Airport Redevelopment Area			
	Future Urban Area Communities			

#### Statutory Secondary Plans to be Repealed\*\*

	Secondary Plan	Planning District and No.	OPA # (OP)	Approved
1	Part of Unionville	Markham & Unionville (PD 1-10)	OPA 31 ('76)	1984
2	Daniels Rouge Corp. & Freedent (Rouge Street) Building Ltd.	Markham & Unionville (PD 1-13)	OPA 38 ('87)	1996
3	Village Parkway	Markham & Unionville (PD 1-15)	OPA 15 ('87)	1997/98
4	Thornhill	Thornhill (PD 3-1)	OPA 1 ('87)	1997
5	Brown's Corners	Brown's Corners (PD 13-5)	OPA 32 ('76)	1985
6	Buttonville	Buttonville (PD 15-1)	OPA 45 ('76)	1986
7	Box Grove	Box Grove (PD 18-1)	OPA 92 ('87)	2003/04
8	Parkway Belt Leitch/Tuebner	Parkway Belt West (PD 21-1)	OPA 49 ('76)	1986
9	Armada West	Armada West (PD 24-1)	OPA 30 ('76)	1984
10	Armada East	Armada East (PD 24-2)	OPA 40 ('76)	1987
11	Woodbine North	Woodbine North (PD 26-1)	OPA 43 ('87)	1997

12	Buttonville North	Buttonville North (PD 27-1)	OPA 82 ('76)	1989
13	Rouge North	Rouge North (PD 28-1)	OPA 81 ('76)	1989
14	Swan Lake	Swan Lake (PD 30-1)	OPA 17 ('87)	1995
15	Angus Glen	Angus Glen (PD 31-1)	OPA 19 ('87)	1996/98
16	Rouge Northeast	Rouge Northeast (PD 32-1)	OPA 25 ('87)	1996
17	South Unionville	South Unionville (PD 34-1)	OPA 22 ('87)	1995/96
18	Wismer Commons	Wismer Commons (PD 36-1)	OPA 37 ('87)	1996
19	Berczy	Berczy Village (PD 37-1)	OPA 36 ('87)	1996
20	Leitchcroft	Leitchcroft (PD 38-1)	OPA 41 ('87)	1996
21	Cathedral Community	Cathedral Community (PD 39-1)	OPA 123 ('87)	2005
22	Greensborough	Greensborough (PD 40-1)	OPA 51 ('87)	1997
23	Oak Ridges Moraine	Oak Ridges Moraine (PD 43-1)	OPA 117 ('87)	2004

\*\*Specific policies from these Secondary Plans may be brought forward as site-specific policies in Part III of the Draft Official Plan

**Non-Statutory Secondary Plans Not Carried Forward\*\***

	<b>Secondary Plan</b>	<b>Planning District #</b>		<b>Adopted</b>
1	North East Markham	Markham & Unionville (PD 1-1)		1979
2	South East Markham	Markham & Unionville (PD 1-2)		1979
3	Unionville	Markham & Unionville (PD 1-3)		1979
4	Raymerville	Markham & Unionville (PD 1-4)		1980
5	Markville	Markham & Unionville (PD 1-5)		1980
6	Former Fairgrounds	Markham & Unionville (PD 1-6)		1979
7	South West Unionville	Markham & Unionville (PD 1-7)		1981
8	South Unionville – South of 7 at Kennedy	Markham & Unionville (PD 1-8)		1981
9	Quantztown	Markham & Unionville (PD 1-9)		1982
10	West Risebrough	Risebrough (PD 2-1)		1979
11	East Risebrough	Risebrough (PD 2-2)		1980
12	Risebrough Centre	Risebrough ( PD 2-3)		1985
13	South Don Mills West	South Don Mills (PD 11-1)		1979
14	South Don Mills East	South Don Mills (PD 11-2)		1980
15	Brown's Corners (North West)	Brown's Corners (PD 13-1)		1979
16	Brown's Corners (South West)	Brown's Corners (PD 13-2)		1980
17	Brown's Corners (North East)	Brown's Corners (PD 13-3)		1981
18	Brown's Corners (South East)	Brown's Corners (PD 13-4)		1984
19	North Don Mills Industrial	North Don Mills (PD 23-0)		1985

\*\*Specific policies from these Secondary Plans may be brought forward as site-specific policies in Part III of the Draft Official Plan

**Appendix 'C'**  
**Public Consultation & Reporting Program on the Draft Official Plan**  
**October 2012 to March 2013**

**Public Consultation Program**

A proposed public consultation program for the Draft Official Plan is summarized in the table below. The *Planning Act* requires at least one open house and a public meeting be held prior to adoption of the Official Plan. The open house(s) must be held at least seven days prior to the public meeting. A series of open houses/community meetings are planned prior to the public meeting. This program satisfies the requirements of the *Planning Act* and provides additional opportunity to receive public comments.

Reports and Public Consultation	Target Meeting/Report Dates					
	Sept/Oct 2012	Nov 2012	Dec 2012	Jan 2013	Feb 2013	Mar 2013
Report & Draft Official Plan - DSC -Council	Sept 25 Oct 3					
Circulation to City Depts and External Agencies						
Website Development & updates						
Open Houses/Community Meetings: Thornhill (Wards 1 & 2) Unionville (Wards 3 & 6) Markham (Wards 4 & 5) Milliken (Wards 7 & 8)						
First Nations, Metis						
Community, advisory, agency and City Dept meetings, as required						
Statutory Public Meeting						
Preparation of staff recommendation report (including results of consultation) and final version of Official Plan						
Report to DSC – Recommendation Report & final version of Official Plan						