



Report to: Development Services Committee

Report Date: June 21, 2011

SUBJECT:	Spring 2011 Public Consultation Program Regarding the New Markham Official Plan
PREPARED BY:	Policy and Research Division, Planning & Urban Design Department
REVIEWED BY:	T.J. Lambe, ext. 2910

RECOMMENDATION:

- 1) That the report entitled “ Spring 2011 Public Consultation Program Regarding the New Markham Official Plan”, be received;
- 2) That the additional correspondence (attached as Appendix A) received after the Special Meeting of Council on April 12, 2011, relating to the Town’s new Official Plan, be received;
- 3) That Council refer all comments received to Staff, for consideration in the preparation of a new Markham Official Plan;
- 4) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

The Planning Act (Section 26) requires that as part of a 5 year review of the Town’s Official Plan, Council hold a special meeting to receive public comments and consult with the Region of York and prescribed public agencies to seek submissions in regard to possible revisions that may be required to the Town’s Official Plan. A broader consultation program was developed, and outlined in a report to the Development Services Committee on February 22, 2011, that included holding a Special Meeting of Council (April 12, 2011), in addition to consultation with the community, stakeholder and agency groups, First Nation Groups and Metis, Town Departments and members of Council, developing a webpage dedicated to the Official Plan Review and a Handout.

There were two deputations made at Council on April 12th and a total of 22 letters submitted as of the preparation of this report. Some of the key policy themes identified in the consultation include:

- Growth Assigned to Markham
- Transportation Planning and Funding
- Infrastructure Planning and Funding
- Intensification

- Retail Development
- Development Phasing
- Proposed Greenway System
- Employment
- Housing, and
- Agriculture,

in addition to specific comments from agencies, community and interest groups and landowners regarding preferences and proposed policies for the new Official Plan, that are summarized in this report.

The first phase of public consultation is now complete. The program for preparing a new Official Plan contemplates release of a draft Official Plan in early 2012. A next phase of the consultation program will be developed around the policies of the proposed draft Official Plan to ensure the community, stakeholder and agency groups, First Nation Groups and Metis, Town departments and members of Council, have an opportunity to provide comments on the proposed draft policies.

PURPOSE:

The purpose of this report is to provide the Development Services Committee with an overview of the results of the first phase, Spring, 2011 public consultation program regarding the new Markham Official Plan.

DISCUSSION:**Spring 2011 Public Consultation Program Regarding the new Official Plan**

A first phase, consultation program for Spring, 2011 was outlined in a report to the Development Services Committee on February 22, 2011. The objective of the endorsed Spring public consultation program was to communicate the policy context and framework for a new Official Plan, and to secure comments on a new Plan from the community, stakeholder and agency groups, First Nation Groups and Metis, Town departments and members of Council on possible policy considerations for a new Official Plan. The consultation program included:

a) Special Meeting of Council

Section 26 of the Planning Act requires that as part of a 5 year review of the Town's Official Plan, Council hold a special meeting to hear submissions from the public and concerned agencies in regard to revisions that may be required to the Town's Official Plan. In accordance with the Planning Act, a Special Meeting of Council was held on April 12, 2011. The meeting was advertised in the local newspapers, three local Chinese newspapers and on the front page of the Town website (March/April). In addition, notice was given by either email or letter to over 700 individuals, stakeholders and public agencies, including notice as specified under the Planning Act.

The format of the meeting included an Open House followed by the formal meeting of Council. The meeting was well attended with over 100 people. There were two deputations made to

Council and 13 letters received. Following the April 12th meeting, the Town received an additional 8 letters (Appendix A). The comments from these deputations and letters are summarized as part of the themes identified in this report, or in the analysis of landowner submissions in Appendix C.

b) Consultation with stakeholder and agency groups

The Planning Act requires that Markham consult with the approval authority for the Official Plan (Region of York) and with prescribed public bodies. Staff scheduled a series of meetings during April and May to meet with the Region of York, public agencies and other interested groups (i.e., Markham Action Group for Improved Community, Markham Seniors Advisory Committee, Heritage Markham, Markham Developers' Round Table, Markham Board of Trade). In addition, Staff also met with some individual landowners who had submitted comments to the Town. Appendices B and D provide more detailed listings of the agencies, groups, and departments consulted as part of the Spring program. At the time of preparing this report some meetings were still being scheduled for June.

c) Consultation with First Nation Groups & Metis

Markham is currently monitoring the development of a York Region Archaeological Management Plan. As part of this initiative, Markham staff has engaged attending First Nation and Métis representatives identified by York Region as having an interest in Markham (Appendix D). Staff has provided two presentations to the group representatives introducing Markham's New Official Plan and inviting them to participate in the planning process. A letter from Mayor Scarpitti to the Chiefs and coordinators of each identified group was mailed on March 10th and included notification of the Special Meeting of Council on April 12th. Staff also followed up by email after the April 12 meeting.

The Ministry of Aboriginal Affairs responded on May 3, 2011 with a letter identifying First Nations and Metis communities' potential interests, and groups that should be notified as part of Markham's Official Plan Review process (Appendix E). Staff confirmed that these groups have been included in the consultation process.

Staff will be providing First Nation and Métis group representatives with an update presentation at the next meeting regarding the York Region Archaeological Management Plan which is presently being scheduled for June 2011.

d) Consultation with Town Departments

Policy staff has been working closely with representatives from several Town departments, and recently made a presentation to the Markham Directors Forum to ensure that all interested Departments have the opportunity to identify these interests. The representatives have been helping to identify policy areas for the new Official Plan in which their interests lie to ensure the new Official Plan aligns with other strategic Town documents such as those arising from Building Markham's Future Together. Staff will continue to work with these representatives in developing policies for the new Official Plan.

e) Members of Council

Staff offered to meet with individual members of Council to discuss any aspects of the Official Plan in which they might be interested. No individual meeting requests were received from Members of Council. Some members of Council did attend other presentations and discussions with groups that Staff met with, and did participate in those discussions.

f) Webpage dedicated to the Official Plan Review

A webpage has been prepared dedicated to the Official Plan Review. This page provides links to key reports and presentations and will keep the public/stakeholders informed of upcoming opportunities for consultation.

g) Official Plan Handout

The handout, provided at the Special Meeting of Council, outlines the proposed future Town structure, strategic objectives and new policy directions based on four themes (Environment/Agriculture, Economy/Employment, Transportation and Building Sustainable Communities). This handout is available on the Town website and has been distributed at all meetings as part of the public consultation program.

Themes Reflected in Comments Received

The results of the consultation program highlighted below have been organized by key themes and reflect the feedback received from the community, stakeholder and agency groups, First Nation Groups and Metis, Town departments and members of Council.

Growth Assigned to Markham

- **Forecasts assigned to Markham**

Inquiry: How were the growth forecasts assigned for Markham and what happens if forecasts are not met or exceeded?

Response: The Province assigns forecasts through the Growth Plan to the Region, and the Region then allocates the population and employment forecasts to each local municipality, through the Regional Official Plan. All governments involved will monitor actual growth relative to the forecasts. It is anticipated that there may be adjustments to the forecasts over time.

- **Offset need to extend the urban boundary**

Inquiry: If more growth is assigned to Markham Centre would this offset the need to extend the urban boundary?

Response: The types of development contemplated in Markham Centre are quite different than those planned for the lands to be added to the current urban area. Markham Centre will contain mostly high density housing, specifically apartments, and higher density office employment. Much of the development is planned to be mixed-use. The lands to be added to the urban area will primarily accommodate ground-related housing types, serving families and business park employment containing a

range of employment types and densities. These types of development are intended to serve different segments of the housing and business markets operating in Markham and are not interchangeable.

Transportation Planning and Funding

- Extension of Donald Cousens Drive

Inquiry: What is the function of the extension of the Don Cousens Parkway, west of Highway 404?

Response: The route is shown schematically in the Region of York Official Plan as a proposed Regional Street and Transit Priority Route. The function of the road remains to be confirmed, but the extension is expected to provide a main east-west link to north-south arterial roads, a northern link between Highways 404 and 407, a transit route and a potential truck route.

Comment: A suggestion was made that the northeast portion of this proposed road should align with the Rouge Park boundary and that this road should be developed as a parkway or a limited access highway corridor. Staff advised that the final alignment and design of this road will be subject to a future Environmental Assessment.

- Change travel behaviors

Inquiry: How will it be possible to change the travel habits that have been in place for so long?

Response: It is recognized that moving current travelers from an auto-oriented perspective represents a significant challenge. However, as energy costs and congestion increase, alternative means of travel will become more attractive. The Town is planning for alternative means of travel (transit, cycling, walking, ride-sharing) and supporting them through intensification, mixed-use development and increasing the opportunities for more people to live and work in Markham.

- Transportation demand management

Inquiry: How will the new Official Plan address transportation demand management (TDM)?

Response: The principal document addressing TDM objectives will be the Markham Transportation Strategic Plan. The Official Plan is expected to contain policies to support and facilitate TDM measures. These measures will be implemented through programs supported by the Town.

- Sustained transit funding required

Inquiry: What support is Markham seeking for sustained transit funding?

Response: Markham is not a direct provider of transit service. Transit serving Markham residents is primarily provided by the Region of York, the Province (Metrolinx) and the City of Toronto. Markham recognizes that significant investments will be required by these providers to provide and maintain transit services, and that a sustained source of funding will be needed to ensure the required long term investment. Markham would like to see both a Provincial and Federal commitment to sustained transit funding. In addition initiatives such as changes to development charges legislation and redirection of gas taxes could facilitate increased funding for transit.

- Status of Metrolinx funding

Inquiry: Provide an update on the Metrolinx funding.

Response: Funding is committed for components of the VIVA and GO service improvement, but not for all of the transit projects identified in the Regional Transportation Plan. Markham supports an early funding commitment for the extension of the Yonge Street subway to the Richmond Hill/Langstaff Gateway Regional Centre.

- Status of Unionville GO Station

Inquiry: What is the status of the Unionville GO Station

Response: The twinning process for the rail line serving the Unionville GO Station is nearing completion, accommodating an increased level of service on the line. The Station continues to be a key factor in planning for Markham Centre, and the Town is coordinating a Mobility Hub Study with transit agencies.

- Transit improvements

Inquiry: Are there any transit improvements planned for VIVA?

Response: In order to improve service there has been intersection improvements and reconfiguration of routes to enhance connections to the VIVA network. The VIVA Next dedicated corridor along Highway 7 to Markham Centre is commencing construction in 2011. In addition, there are plans to convert bus service along Highway 7 to Light Rail Transit in the future.

- Live-Work

Inquiry: Do you want to encourage people to live and work in Markham?

Response: Markham enjoys a strong 'activity rate' (the balance between population and employment). It is a priority for Markham to offer residents choices to live, work and play. Improving the proportion of people who both live and work in Markham will improve the quality of life for Markham residents and workers by reducing traffic

congestion/gridlock, travel time to and from work, and other health issues associated with poor air quality.

Intensification

- Intensification targets

Inquiry: How were the intensification targets established for Markham?

Response: The Growth Plan established an intensification target for the Region of York requiring that at least 40% of all new residential commencing in 2015 be located within the built boundary (as defined by the Province). The Region in turn distributes this target amongst the local municipalities. The local municipal targets vary, depending on the ability of each municipality to accommodate intensification. The target for Markham was established as 52%, and reflected in the Region of York Official Plan.

Markham Council has chosen a higher intensification target of 60%. Approximately half of the planned residential intensification will be directed to the Regional Centres, Markham Centre and the Markham portion of the Richmond Hill/Langstaff Gateway. The balance is distributed across a hierarchy of locations in Markham, including key development areas, major corridors and local centres.

- Rationale for proposed locations of intensification

Inquiry: What was the rationale used for the proposed locations for intensification?

Response: The locations respond to the requirements of the Places to Grow Plan and the Region of York Official Plan. Locations generally relate to planned rapid transit services, particularly those on the Highway 7 and Yonge Street rapid transit corridors, those near the transitway in the Highway 407 corridor, and those on connecting transit routes linked to rapid transit and GO Stations. Some locations had been identified for new intensification development and some represent opportunities to introduce more intense redevelopment.

- Protect existing communities

Inquiry: What will be the interface between existing community and intensification areas?

Response: The type and form of development at the interface between an intensification area and adjoining development, particularly established residential development will be carefully planned to ensure compatibility. Generally, higher density development will be located closer to existing or planned transit services. The built form of new development adjoining existing development will be of a type and scale that is compatible with the surrounding community. Secondary Plans or area specific studies will be used to determine the distribution of land uses and the built form of development within individual intensification areas. Some examples of where this has been done to date include Cornell Centre, Milliken Centre and the Yonge-Steeles

Corridor. Proper gradation of height and density is a major factor to be addressed through the development approval process.

- Current development approval retained

Inquiry: Will current development approvals be retained?

Response: As a general rule, current development approvals can be retained provided the approvals are consistent with the policies relating to intensification. However, the Town may also identify land use preferences or priorities that result in new policies promoting development that is more consistent with intensification.

- Employment lands within intensification areas

Inquiry: What are the expectations for employment lands within intensification areas?

Response: Lands that are currently designated for employment use will continue to be retained for such uses. Higher density office development is favoured particularly adjoining rapid transit corridors.

- Planning for Buttonville Airport, Markville Mall and Thornhill Centre

Inquiry: What is planned for Buttonville Airport, Markville Mall and Thornhill Centre.

Buttonville Airport

The future closure of the airport has been announced, but is not expected to take place for at least 5 years. The lands are designated for Business Park in the current Official plan. A provision in the Region of York Official Plan also permits other urban uses. The expectation is that the lands will develop with a mix of uses, primarily Business Park, with some residential and supporting retail and service uses. A new Secondary Plan, supported by necessary studies, will need to be prepared and approved before development of the lands proceeds.

Markville Mall

Markville Mall is a significant regional scale retail facility within Markham. The larger site, in close proximity to community facilities offers opportunities for infill of complementary residential, office and retail development, ideally in mixed use formats, in addition to retaining the significant retail function. This area is also accessible to a GO Station and future rapid transit service on Highway 7. It is anticipated that a study to determine the land use program and urban design requirements for the site will precede further development approvals.

Thornhill Centre

The Centre has three main component sites. The Greywood site north of Green Lane is already developed with apartments. Residential development of the eastern portion of the shopping centre site is underway. The Shouldice Hospital site has approval for approximately 600 units, although development has not yet taken place.

- Coordination of planning for the Richmond Hill/Langstaff Gateway

Inquiry: How is planning being coordinated for the Richmond Hill/Langstaff Gateway?

Response: The Region of York is the approval authority for secondary plans for lands in Richmond Hill and Markham comprising this Regional Centre. The Region has sponsored studies relating to the development potential and infrastructure requirements for the Centre and is coordinating approval requirements for the development of the Centre. An amendment to the Regional Official Plan (ROPA 4) to support coordination of approvals to implement plans for the Regional Centre is pending.

Infrastructure Planning and Funding

- Paying for infrastructure

Inquiry: Who pays for infrastructure?

Response: Generally, infrastructure costs related to growth are shared between government and the development industry. Some development related costs are recovered by development charges, within the limits of the legislation established by the Province.

- Funding the Growth Plan

Inquiry: What is the Province doing to fund the Growth Plan it has put in place?

Response: Provincial funding of major infrastructure is provided, such as Provincial Highway improvements, higher order transit facilities, hydro power generation distribution facilities, schools, hospitals and so on. However, most of the direct hard and soft infrastructure in support of growth management is provided for at the regional/municipal level. Changes to the development charges legislation and taxation, and alternative funding mechanisms such as those granted to Toronto, could assist municipalities and public agencies in developing new funding approaches.

- Growth ahead of infrastructure

Inquiry: What happens if growth occurs ahead of infrastructure?

Response: The objective is to plan the infrastructure to precede or coincide with growth. It is important that growth and the timing of infrastructure be monitored to better inform decisions relating to both.

Retail Development

- Main Street retail

Inquiry: How does the Town propose to support Main Streets in Markham?

Response: In addition to working with the BIA's, there are several policy areas that will need to be reviewed including the protection of heritage buildings, infill, appropriate uses and provisions for mixing uses, streetscaping and parking.

- Big Box Retail Development

Inquiry: What type of retail development is preferred, given that big box retail development seems inconsistent with reducing reliance on auto travel?

Response: At the moment, there seems to be strong market support for large format retail stores and continuing interest in establishing these in Markham. The planning policy objective is to incorporate retail into new forms of development over time, particularly more intense mixed-use forms and to identify preferred alternate forms of large format retail that are better suited to highly urbanized, rather than suburban communities. In addition it is preferable to locate retail development where it can be accessed by pedestrians, transit users as well as cars.

Development Phasing

- Linking Transit to Development

Inquiry: How does the Town propose to coordinate development phasing and delivery of transit service?

Response: The Town is planning to link approval of development that is dependent on transit service, to the planned delivery of the service. A certain amount of transit service must be available before a new phase of development can be released. This approach has been used in Secondary Plans for Richmond Hill/Langstaff Gateway, the 'World on Yonge' development and Markham Centre.

Proposed Greenway System

- Delineation of Greenway System

Inquiry: How was the boundary for the Greenway System determined? Why are the proposed corridors outside the urban area wider than those established for the urban portion?

Response: The delineation of the Greenway System and the location of enhancement lands were determined through the Town's Environmental Policy Review and Consolidation Study. The current guidelines and standards for buffers, primarily established in Provincial Plans are, on a go forward basis, greater than those required in the past and identified in the current Official Plan.

- Parks part of the Greenway System

Inquiry: Are parks part of the Greenway System?

Response: Generally, local parks are not part of the Greenway System, but are included in some locations where they are contiguous to natural features in the System. The Rouge Park and Milne Park do fall within the Greenway System.

Employment

- Cornell Centre

Inquiry: What type of employment is planned for the employment lands (blue on the Structure figure) in Cornell Centre?

Response: Business park employment is planned for these lands in Cornell Centre which would include a mix of low rise prestige industrial buildings with office buildings, primarily in a campus setting. The office buildings should incorporate ground floor retail and service uses designed to serve employees within the business park.

Housing

- Facilitate aging in place (housing suited to aging market)

Inquiry: Will there be policies to facilitate aging in place?

Response: The Town has identified the further diversification of the housing stock as a goal to serve the needs of Markham's evolving population. This will include the provision for housing forms suited to an aging population and those requiring a supportive housing environment. The Town is completing an Affordable and Special Needs Housing Strategy and undertaking a study of Shared and Supportive Housing to identify policies for the new Official Plan.

- Housing costs

Inquiry: Will housing costs continue to be high in Markham?

Response: Markham housing costs are expected to continue to be relatively high within the context of the GTA housing market. One of the objectives of the new Official Plan is to put in place policies that will help to diversify the housing stock through the introduction of more apartments and medium density ground-related dwellings. These housing types will be intrinsically more affordable than the single detached dwellings that have dominated the market in the past.

- Apartments for families

Inquiry: Why not build apartments for families?

Response: Conventional apartments are more costly per square foot to construct than some ground related forms, making the price of apartment units large enough to accommodate families less competitive compared with other dwelling types like townhouses, plexes or stacked housing forms. Nevertheless, the Town is interested in working with the development industry to incorporate family housing into higher density development projects through the incorporation of other unit types suited to

families, lower priced units with fewer amenities and “convertible” units that may be altered over time to serve family needs.

- **Architectural Design**

Inquiry: Who oversees the design of new buildings?

Response: The Town has certain approval authority in regard to building design subject to the authority granted under the Planning Act. Markham has the ability to establish design guidelines which it uses to try to influence building design, and the Town does employ staff trained in architecture and urban design to review development applications. Council makes the final decisions in regard to design matters, usually through the process of site plan control. Nevertheless, the building developers do have a significant say in building design and appearance.

Agriculture

- A comment proposed that current Provincial legislation that permits urban development on farmland should be challenged. Farmers should be helped by financial incentives.

Specific Comments

Toronto Region and Conservation Authority

Town staff met with staff at the Toronto Region Conservation Authority on April 13, 2011 to discuss the Official Plan process and environmental theme areas that were of particular interest to the TRCA. The TRCA provided the Town with the following preliminary input:

- The TRCA suggests Markham continue to advance the natural heritage systems planning undertaken through the Environmental Policy Review and Consolidation Study.
- The TRCA identified that floodplain management policies would be required and should be addressed through Hazard Lands and Special Policy Areas. The Special Policy Area policies in the existing Official Plan may need minor wording modifications to reflect the intent for Special Policy Areas as identified in the Provincial Policy Statement. The Town will also need to address appropriate technical and engineering study requirements for the Special Policy Area. The TRCA will provide the Town with suggested flood vulnerable policies and mapping to assist in review of these areas. The TRCA also identified the need to include groundwater policies to support TRCA objectives for water balance.
- The TRCA identified the need and benefit of (a) subwatershed(s) study process for the Rouge watershed within the growth areas, to address natural heritage and hydrological issues related to future urbanization.
- The TRCA encouraged the Town to identify the requirements for Master Environmental Servicing Plans and develop requirements to address major intensification areas. The Town is asked to clarify the approval process for these large scale studies.
- The TRCA encouraged the Town to use the Watershed Plans to guide policies in the area of sustainable urban form and introduce the concept of Low Impact Development into the Official Plan.

- The TRCA requested the Town review policies to ensure the protection of hazards lands and their buffers from encroachment of non compatible uses such as stormwater management ponds. The TRCA also requested the Town review policies to discourage parkland dedication of environmental buffer lands.
- The TRCA identified that policies should be included in the Official Plan to address the protection and management of small stream features, compliance with the Endangered Species Act and policies to support the Rouge Park.
- The TRCA requested that the new TRCA Storm Water Management guidelines should be considered in the preparation of the Town's stormwater management guidelines

The Town will continue to work with the TRCA throughout the new Official Plan program to ensure all regulatory requirements and policy directions are addressed.

Archaeological Survey Findings/First Nation Group & Metis

- First Nations representatives have identified a particular concern for the remains of their ancestors and would like the Official Plan to contain policies that First Nations be notified should excavation unearth bones, remains or other such evidence of a native burial site or any archaeological findings.

Comment: The Town is currently monitoring the preparation of an Archaeological Management Plan by the Region of York, which is intended to establish common procedures regarding the treatment of archaeological resources and human remains. A common set of planning policies is also being developed. Markham has also hired a consultant to prepare archaeological policies for the new Official Plan and to advise on matters of interest to First Nations and Metis.

Heritage Markham – An extract of the Minutes of Heritage Markham from April 13, 2011 regarding a Staff presentation on the Official Plan program and draft policies provided by Staff for comment is included below.

"The Committee had several comments:

- Encourage promotion of Canadian businesses in the materials and brochures
- Expand the use of the word "heritage" in the strategic objectives

With respect to the draft Cultural Heritage Policies which had been prepared by Heritage staff, the Committee offered the following comments:

- The requirement for an assessment by a "qualified heritage professional" (Sec. 4.5.3.c) should be amended to "preferably but not limited to..." to allow the opinions of an experienced non-expert.
- The treatment of infill or demolished building within a heritage conservation district was discussed (Sec. 4.5.3.4). It was cautioned that this should address the issue of compatibility with adjacent "heritage" buildings as opposed to compatibility with newer construction.

- Changes to Heritage cemeteries (public and private) should require a Heritage Permit.
- Ensure compatibility with existing heritage assets.
- Encourage relocation of threatened heritage buildings into heritage districts or hamlets.
- Encourage the establishment of a second Heritage Estates subdivision."

TransCanada Pipelines

- Requests a policy to establish a 7 metre setback from the limits of TransCanada's right-of-way for all permanent structures.
- Provides suggested policies for consideration in the Town's new Official Plan as they relate to setbacks and uses permitted within TransCanada right-of-way.

Bell Canada

Bell Canada requests that, "utility infrastructure, such as telecommunications be considered as part of the Official Plan review as it is critical to understand the implications of growth and land use planning on the provisioning of utilities required to meet the public need." The company will provide suggested policy wording to consider.

York Region Public and Separate School Boards

- The Boards request flexible policies around permitted uses (eg. continuing education) in school buildings to allow them to partner with other community service providers so that schools can function as community hubs.
- The introduction of full day kindergarten and the increase in primary class sizes requires a larger first floor footprint and play areas. These requirements are expected to have implications for site size and building design.
- Policies focused on encouraging green building initiatives should be flexible, recognizing that school board funding may not be adequate to incorporate capital intensive green building features, and that the priority for the available funding must be accommodating the educational function of the schools.

Landowners

Following the Special Meeting of Council on April 12th, the Town received 12 additional letters from individual landowners (Appendix A) identifying specific requests for their properties that included:

- Retaining current land use permissions
- Including lands within an urban expansion area
- Identifying preferred land use designations and policies for specific properties
- Seeking removal or amendment of the proposed Greenway System relative to specific properties

A summary of all individual landowner requests/comments is provided in Appendix C. Staff has met with some of these landowners to discuss their comments and will continue to be available to consult with them in preparing a new Official Plan .

Next Step in the Consultation Program for the Official

Consultation and communication will take place throughout the Official Plan program. The first round of consultation including the requirements of the Planning Act is now complete. Comments may continue to be received as the work to prepare a new Plan proceeds. The next step in the Official Plan program will be to prepare the draft policies and incorporate these into a document together with required mapping. A draft document is targeted to be brought forward to Development Services Committee early in 2012. A second phase of the consultation program will be developed to ensure that the community, stakeholder and agency groups, First Nation Groups and Metis, Town departments and members of Council have an opportunity to provide comments on the proposed draft policies.

FINANCIAL CONSIDERATIONS AND TEMPLATE: (external link)

Not applicable at this time.

HUMAN RESOURCES CONSIDERATIONS

Not applicable at this time.

ALIGNMENT WITH STRATEGIC PRIORITIES:

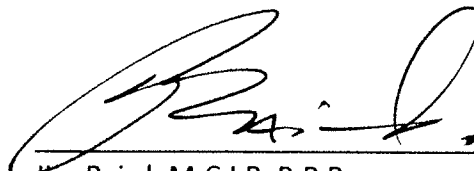
The preparation of the new Official Plan relates to all strategic priorities of "Building Markham's Future Together", and specifically forms part of implementing the Growth Management priority.

BUSINESS UNITS CONSULTED AND AFFECTED:

Business units across the Town have been consulted on possible revisions to the Official Plan. Staff will continue to work with various representatives from the different Departments in developing new policies for the Town's new Official Plan.

RECOMMENDED BY:

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



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

ATTACHMENTS:

- Appendix A Correspondence received after the Special Meeting of Council (April 12, 2011)
- Appendix B List of Agencies/Groups/Departments Consulted
- Appendix C Summary of Comments Received From Individual Landowners
- Appendix D First Nations and Metis Groups Consulted
- Appendix E Letter from Ministry of Aboriginal Affairs

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Appendix B

List of Agencies/Groups/Departments Consulted

Region of York

Toronto Region & Conservation Authority

York Region Public School Board

York Region Separate School Board

Markham Directors Forum

Markham Environmental Advisory Committee

Markham Action Group for Improved Community (MAGIC)

Markham Youth Task Force

Markham Developers Round Table

Markham Board of Trade

Markham Seniors Advisory Committee

Heritage Markham

First Nations and Metis groups consulted are listed in Appendix D

Town Departments

Staff has met with representatives in the following Town Departments: Community Services Department (Fire, Waste Management, Recreation, Culture), Engineering Department, Urban Design and Parks Planning Sections within the Planning and Urban Design Department, Sustainability Office and Economic Development. Meetings with the Town Clerk and the Finance Department were being scheduled at the time of preparing this report.

Appendix C**Summary of Comments Received From Individual Landowners**

No.	Owner/Address	Comments
1	Paul William Young 4137 Highway 7	Requesting that status of current zoning and approvals for the property be recognized in the Official Plan.
2	Liberty Development Corporation 1 Steelcase Road	Owner is studying options to redevelop property with a mix of intensified employment uses, including office, service and retail uses; please add to mailing list
3	York Downs Golf & Country Club 4134 16 th Avenue	Requesting an urban designation for the entire land holding and that the staked limits of the environmental features for this property be incorporated into the Town's new Official Plan
4	Times Group Corp., Leitchcroft property (Highway 7 and South Park Drive)	Owner intends to propose mixed use residential, office and commercial development on the lands located within a proposed key development area. Requesting that the Town pay special attention to the Leitchcroft community and consider a mix of residential and commercial uses on the lands. Please add to notification list.
5	Unionville Montessori School 4488 16 th Ave. & 9286 Kennedy Rd.	Proposing to submit plans in the future for an expansion to the existing school and want to ensure that they are not prohibited from being used for private schools and related uses. Please add to notification list.
6	404/19 th Avenue Developments Inc. North east of Hwy 404 and 19 th Ave.	Town maps identify lands as Greenway System because lands are shown as part of Greenbelt in Greenbelt Plan. Lands are subject to special provisions and removal from Greenbelt is pending. Requesting that lands not be shown as part of Greenway System in Official Plan.
7	Mandarin Golf and Country Club and AV Investments II Inc., east side of Kennedy Road south of 19 th Avenue	Requesting that the proposed greenway system identified on the property be examined in a more detailed manner and that the expanded natural heritage system designation be removed; Please add to notification list.
8	Romandale Farms Limited <ul style="list-style-type: none"> • South side of Elgin Mills, between Warden Avenue & Kennedy Road (within proposed urban expansion boundary) • West Warden Avenue & Kennedy Road (within proposed urban expansion boundary) • East of Warden Avenue, on north side of Elgin Mills between Warden Avenue & Kennedy Road (not within urban expansion boundary) 	Do not agree with proposed employment designation or Greenway System identified on their lands. Support a Community Amenity Area (residential) designation as proposed by the North Markham Landowners Group.
9	Mahamevna Bhavana Asapuwa Toronto (Mahamevna) 11175 Kennedy Road	Property is currently used for a place of residence for the Buddhist Monks of Mahamevna and the congregation has future plans for expansion. It is the intention of Mahamevna to file the necessary Official Plan and Zoning By-Law Amendments to the Town.
10	Catholic Cemeteries Archdiocese Toronto Northeast corner of Woodbine Avenue/19 th Avenue	Object to proposed designation of lands for employment and require an Institutional designation to permit the development of a cemetery

11	Grace Chinese Gospel Church of North York 5172 Major Mackenzie Drive East	Request that their lands be included in the Urban Area expansion and specifically designated for Institutional land uses
12	Kau & Associates L.P (1045064 Ontario Limited), 71 Cochrane Drive	Request that current permissions on the property related to COMMERCIAL –Retail Warehouse be maintained in the new Official Plan and that any new use permissions contemplated for other commercial sites in the area be added to the above at the Town's discretion
13	Sheridan Nurseries 4077 Highway 7	Owner is considering a rezoning of the property; please add to mailing list re Official Plan
14	Philip Mihorean, Lot 27 Concession 7	Comments relate to the boundary of the Rouge River Conservation Area, a designation (unspecified) of over 5 acres of land, and that the area between 18 th and 19 th Avenues should have an appropriate land use in keeping with normal growth patterns and not restricted to long periods of inactivity.

Appendix D

First Nations and Metis Groups Consulted

Alderville First Nation
Beausoleil First Nation
Chippewas of Georgina Island
Chippewas of Mnjikaning
Curve Lake First Nation
Hiawatha First Nation
Kawartha-Nishnawbe First Nation of Burleigh Falls
Métis Nation of Ontario
Mississaugas of Scugog Island
Mississaugas of the New Credit First Nation
Nation Huronne Wendat
Six Nations of the Grand River
Williams Treaties First Nations
Ogemawahj Tribal Council
Union of Ontario Indians