

Terry Goodwin

March 8, 2011

Councillor Valerie Burke  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario L3R 9W3

Official Plan

Dear Ms Burke,

There are three points that need care.

Density:

The interface between new intensification and existing residential areas should be to protect existing areas.

Storm water:

Consultant Calthorpe said on the 'phone that the volume of storm water can exceed the 100 year storm by 30%. Vaughan has had the 100 year storm rule for more than 25 years and it has been exceeded at least three times.

Transportation:

We have GRIDLOCK NOW. Please see the attached suggestions which of course require Provincial action. We are STALLED until that is taken.

I would be ready to answer questions.

Sincerely,

  
Terry Goodwin

✓ cc Tim Lambe, Manager of Policy and Research

### Possible Improvements for the Richmond Hill Langstaff GO Rail

At present there are four trains of 10 bi-level cars southbound in the morning and five northbound in the afternoon. The running time from Langstaff to Union station is 35 minutes. In another location where I grew up the station was the same distance from downtown the running time on steam power in 1930 was 25 minutes. When overhead electric with every axle live was installed 1933 the time dropped to 18 minutes!!!

Every axle live allows the motors to act like brakes as our street cars and subways do now and put power back in the grid. That is good for the environment. 18 minutes would attract greatly increased ridership -taking more cars off the road. The problem is the trackage south of 401 through the Don Valley. IF the tracks were tunnelled directly under Leslie to come out near the Brick Works a substantial time savings would show. But this is a broad brush concept only. If one tries the east side of the Don then the Broadview Station on the Bloor/Danforth subway line might become useful - then follow that thought with bringing the Queen and King street car lines up to the same interchange. That should take a major load off the Yonge-Bloor station where trains leave passengers on the platform TODAY.

It all looks good on flat paper but even a casual drive by on the Don Valley Parkway shows major vertical constraints. Maybe some street car tracks could be elevated over that part of the Parkway.

There is lots of opportunity and one really has to be "out of the box" on this one.

TG

## WHERE THE MONEY COMES FROM

Many local and regional councils don't like GRIDLOCK, but doing something about it costs money and the tradition annual deficits end up lost in the local tax rates. The continual temptation is to cut the service and reduce that deficit.

IF the transit systems - including GO RAIL - can be made a source of profit THEN the councils can be more aggressive. The solution is to pay each system a BONUS for each passenger kilometre carried. No deficits allowed, they MUST show a profit.

Where does that money come from? The existing partial education rate shows on a SEPARATE line on the tax bill. The Bloor Danforth subway was financed by a 2 mil rate shown on the tax bill. The assessment and mil rates were much different then. Now such a charge should be on a SEPARATE line on the tax bill. While such a charge should be operational, a small part could be toward capital costs. It also forms a platform for contributions from other levels of government. The suggested rate should be vetted by your board (who are appointed and not subject to harassment at election time) and then approved by an Order in Council. I do not know what the numbers are. Likely the bonus will be more that 10 cents per passenger kilometre carried but not more than 20 cents.

I would be glad to answer questions.

Terry Goodwin

January 13 2010

## LEGISLATIVE

### Traffic GRIDLOCK, How to get people out of their car, and WHERE THE MONEY COMES FROM

To get people out of their cars one must save TIME, be convenient, and hopefully be seamless. One must use ALL forms of transportation - Bus, GO RAIL, Subways, light rail, street cars. The systems MUST work together.

4 or 5 years ago GO Rail's time from Pickering to Union was one hour. When it changed to express the TIME became 30 minutes. The ridership jumped was it 50% or doubled? What is it today?

But where does the money come from? Transit traditionally runs at a deficit. It must be profitable to the municipality. A BONUS must be earned for every passenger kilometre carried - BUT NO DEFICIT ALLOWED. A separate line should be shown on the tax bill as was done for the Bloor Street Subway, and shows today for education. And Vaughan used it for \$80,000,000 for the land for a new Health Centre (and held their breath - no complaint).

When the original proposal was Bill 104 in the Spring of 2007 the writer suggested in Committee that it was dysfunctional. When MacIsaacs and Smith were appointed that was their complaint also. That was fixed but the BONUS thought forgotten. There should also be areas so that Kitchener-Waterloo, Ottawa, or others could have their own benefits with separate bonus rates.

Electrification is eventually required with every axle live so that power goes back to the grid. It is GREEN. The original Hawker-Siddeley cars were so designed and the next orders should be built that way. Of course the roadbed must be fixed first. Every axle live gives faster pickup - faster approach and power goes back to the Grid when the brakes go on. It is GREEN.

An example is attached showing the benefits on the Richmond Hill/Langstaff line.

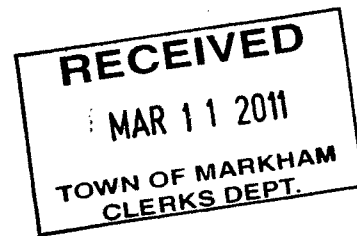
This thought should be bi-partisan to speed it up- it is needed NOW not 2013. There should be better prices now for construction and the jobs are needed now. It should be bi-partisan.

TG 2010

(2)

MARCH 10, 2011

TOWN OF MARKHAM  
% MAYOR AND ALL COUNCILLORS  
101 TOWN CENTRE BLVD.  
MARKHAM, ONTARIO  
L3R 9W3



AND TO;

THE ONTARIO MUNICIPAL BOARD  
% D. R. GRANGER, COMMISSIONER, RE PL090996  
655 BAY ST. STE 1500  
TORONTO, ONTARIO  
M5G 1E5

DEAR SIRs;

I WOULD LIKE TO GO ON RECORD TO STATE THAT I FEEL MY 4.8 ACRE SITE AT 4137 HWY 7 IN WWW.MARKHAMCENTRE.COM. (SEE STATUS OF DEVELOPMENT), IS FULLY ZONED AND SITE PLAN APPROVED FOR A HOTEL AND THREE HIGH RISE CONDOMINIUM BUILDINGS WITH TODAY'S DENSITY ALLOTMENT OF APPROXIMATELY 220 UNITS PER ACRE AS OF MAY 19, 2010. THAT WAS THE DAY THE TIMES DEVELOPMENT RECEIVED THEIR OMB APPROVAL ON THEIR 88 ACRE PROPERTY ON HWY 7 JUST WEST OF MY PROPERTY.

I WOULD LIKE THE TOWN OF MARKHAM IN THEIR NEW OFFICIAL PLAN DOCUMENTS TO RECOGNIZE THIS FACT. I SAY THIS IN ALL SINCERITY SINCE WE RESUBMITTED OUR HOTEL PLAN TO SWEENEY STERLING AND FINLAYSON AND CO. ARCHITECTS HIRED BY MARKHAM TO DO A NEW HIGHWAY 7 PRECINCT PLAN IN THE FALL OF 2009 UPON THE INVITATION OF SCOTT HEASLIP TO JOIN A ROUND TABLE MEETING OF ALL LAND OWNERS AFFECTED AND HE ASKED EVERYONE TO BRING IN THEIR CURRENT PLANS. AT THAT MEETING MY SON AND I INTRODUCED OUR LONGSTANDING PLAN OF THE HOTEL CONCEPT. WE WERE THE ONLY PRESENTERS AT THE MEETING OF ABOUT 20 PEOPLE. WE SHOWED OUR PLAN TO THE SWEENEY REP AND ALL OTHERS AT THAT TIME. WE SPENT TWENTY MINUTES INDIVIDUALLY WITH THE SWEENEY REP AND HE IMMEDIATELY IDENTIFIED OUR PLAN AS COMING FROM SAUL WASSERMUHL OF PAGE AND STEELE. HE SAID HE WAS GOOD FRIENDS WITH SAUL AND WOULD SPEAK TO OUR PLAN WITH HIM IN THE NEXT FEW DAYS. TO SAY THE LEAST HE WAS IMPRESSED WITH OUR PLAN. THIS PLAN HAD BEEN PRESENTED TO THE WORKING COMMITTEE OF THE DEVELOPMENT SERVICES DEPT. IN THE EARLY SUMMER OF 1998 BY PAGE AND STEELE, IT RECEIVED TENTATIVE APPROVAL CONTINGENT ON THE PASSING OF A NEW PRECINCT PLAN FOR OUR AREA.

ON PAGE 6 OF THE AYREH DEVELOPMENT PLAN, PL090996, ITEM I, IT REFERS TO THE MARKHAM COUNCIL APPROVED PRECINCT WHICH MY LAND IS PART OF. THIS IS ALSO EVIDENT IN PARAGRAPH J.

I THINK IT WAS AN ERROR ON BEHALF OF THE TIMES GROUP OMB COMMISSIONERS DECISION TO NOT ADDRESS MY PLAN AT THE SAME TIME. THIS COULD BE ATTRIBUTED TO THE FACT THAT THE FINAL SWEENEY REPORT HAD NO REFERENCE TO OUR ACTIVE HOTEL CONDO APPLICATION.

I WOULD LIKE THE OMB TO ACKNOWLEDGE NOW THROUGH THE AYREH APPLICATION AND FINAL RULING, THE STATUS OF 4137 HWY 7 AS FULLY ZONED AND SITE PLAN

APPROVED.

I BELIEVE IT IS TIME THE ONTARIO GOVERNMENT PUSHED BACK AT SOME OF THESE BIG DEVELOPERS WHOSE INFLUENCE RUNS ROUGH SHOD OVER SMALL LAND OWNERS.

SINCERELY YOURS;

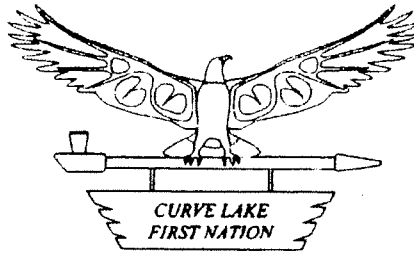
A handwritten signature in black ink, appearing to read 'Paul Young', with a long horizontal flourish extending to the right.

PAUL WILLIAM YOUNG

CC;

DALTON MC GUINTY, PREMIER PROVINCE OF ONTARIO  
MARKHAM CENTRE DEVELOPERS GROUP; IBM CANADA, YORK UNIVERSITY, LIBERTY  
DEVELOPERS, REMINGTON GROUP, HILTON HOTELS CANADA, H AND R DEVELOPMENTS,  
TIMES GROUP, H AND W GROUP, SHERIDAN NURSERIES LTD., MARKHAM LIVE GROUP,  
MOTOROLA CANADA INC., HONEYWELL CANADA INC., VIVA TRANSIT GROUP, YRPSB,  
YRSSB, TRIDEL LTD., YMCA. GO TRANSIT.  
ALSO; MARKHAM TOWN SQUARE DEV., CATHOLIC ARCHDIOCESE OF TORONTO, LEE  
DEVELOPMENT, VOLVO AND AUDI OF UNIONVILLE, VARIOUS LEGAL FIRMS.

GOVERNMENT SERVICES BUILDING  
AND CULTURAL CENTRE



CURVE LAKE, ONTARIO K0L 1R0

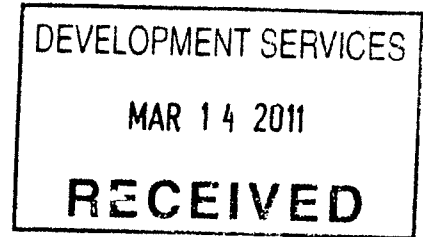
PHONE (705) 657-8045  
FAX (705) 657-8708

3

March 7, 2011

Valerie Shuttleworth  
Town of Markham  
Anthony Roman Centre  
101 Town Centre Boulevard  
Markham Ontario L3R 9W3

*Tim Lambel*



Dear Valerie Shuttleworth,

Re: Growth Management Study

We would like to acknowledge receipt of your correspondence dated February 2nd, 2010 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaty Territory and is the subject of a claim under Canada's Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaty.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the *Cemeteries Act* to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions, please feel free to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Keith Knott". The signature is fluid and cursive, with the first name "Keith" and last name "Knott" clearly distinguishable.

Chief Keith Knott  
Curve Lake First Nation  
(705)657-8045



4

March 29, 2011

Teema Kanji,  
Senior Project Coordinator  
The Town of Markham  
101 Town Centre Blvd.  
Markham, ON  
L3R 9W3

Via email: [officialplan@markham.ca](mailto:officialplan@markham.ca)

Dear Teema:

**Re: Official Plan Update for the Town of Markham  
Our File No. PAR 14233**

It is our understanding that you are updating the Official Plan for the Town of Markham. This letter replaces our previous response dated June 1<sup>st</sup> 2009 for consideration in the new Plan.

TransCanada has 2-3 high pressure natural gas pipelines within our right-of-way crossing the Town. TransCanada reviews all proposed development within 200 metres of TransCanada's pipelines to ensure it does not affect the safety and integrity of our facilities.

TransCanada PipeLines Limited is regulated by the National Energy Board which is a federal body. The National Energy Board Act and its regulations provide municipalities with the opportunity to ensure its interests are represented when any new facilities are proposed.

TransCanada's main goal is for landowners and developers to be aware of their facilities and know when they are required to contact TransCanada. It is important for developers to consult with us during the conceptual stage of development to ensure that any new development near the pipeline meets the National Energy Board's and TransCanada's requirements. We would appreciate a policy in the Plan encouraging early consultation.

We note that the Provincial Policy Statement considers the pipeline as "Infrastructure", a defined term, and that in Section 1.6.6.1 it states that "Planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs."

We also request a policy to establish a 7 metre setback from the limits of TransCanada's right-of-way for all permanent structures. The following is standard wording based on

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Authorized commenting Agency for

**LEHMAN**  
**& ASSOCIATES**

97 Collier St.,  
Barrie, ON L4M 1H2  
(705) 727-0663

 **TransCanada**  
*In business to deliver*

adopted policies in other Ontario municipalities. It is suggested for use in Official Plans and is provided for your consideration.

*"TransCanada PipeLines Limited operates high pressure natural gas pipelines within its right-of-way which crosses the Town and is identified on Schedule \_ to this Plan.*

*TransCanada is regulated by the National Energy Board which, in addition to TransCanada, has a number of requirements regulating development in proximity to the pipelines. This includes approval requirements for activities on or within 30 metres of the right-of-way such as excavation, blasting and any movement of heavy equipment. New development can result in increasing the population density in the area that may result in TransCanada being required to replace its pipeline to comply with the CSA Code Z662. Therefore, the Town shall require early consultation with TransCanada or its designated representative for any development proposals within 200 metres of its facilities.*

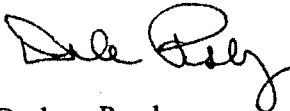
*No permanent building or structure may be located within 7 metres of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way. No building or structure is permitted within 3 metres of the right-of-way.*

*In areas of more urban development, the Town will encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights".*

To facilitate the inclusion of the TransCanada Pipeline on your OP Schedules we can provide a GIS shape file to the Town. Please let me know if you would be interested in this option. A confidentiality agreement would be required prior to releasing the files.

Thank you for the opportunity to comment. We would appreciate being advised in what manner our policies will be incorporated into the Plan. If you have any questions, please do not hesitate to contact our office.

Sincerely,



Darlene Presley,  
Project Manager

**LEHMAN**  
**& ASSOCIATES**

Authorized commenting Agency for

97 Collier St.,  
Barrie, ON L4M 1H2  
(705) 727-0663

 **TransCanada**  
*In business to deliver*

Project No. 10136

April 4, 2011

Kimberley Kitteringham, Town Clerk  
Town of Markham  
Markham Civic Centre  
110 Town Centre Boulevard  
Markham, Ontario L3R 9W3

Dear Ms. Kitteringham:

**Re:    *Town of Markham Official Plan Review Process***  
***1 Steelcase Road***

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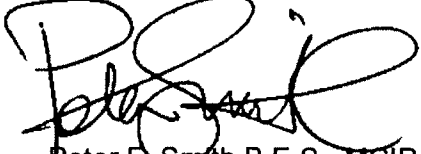
On behalf of our clients, Liberty Development Corporation and 2145312 Ontario Inc., we are writing to advise of our interest in the Town's Official Plan Review process in respect of redevelopment plans for the property at 1 Steelcase Road.

In conjunction with our client and its development team, we have been studying options for the redevelopment of the property with a mix of intensified employment uses, including office, service and retail uses.

As the redevelopment plans are refined, we anticipate providing a full submission to the Town so that the proposal may be considered in the context of the Official Plan Review process.

In the meantime, please ensure that we are added to the mailing list for any upcoming meetings regarding the Official Plan Review. Thank you for your assistance in this regard.

Yours very truly,

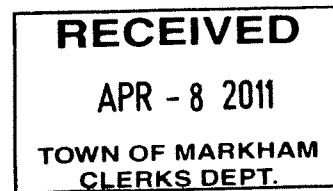
**Bousfields Inc.**

Peter F. Smith B.E.S., MCIP, RPP

PFS/kah:jobs

cc:    *Lezlie Phillips, Liberty Development Corporation*  
      *Barry Horosko, Bratty and Partners LLP*  
      *Jim Baird, Commissioner of Development Services*

April 7, 2011



Ms. Kitty Bovington  
Clerks Office  
Town of Markham

RE: Official Plan Review

I have been a resident of Markham for all of my adult years and for the last 55 years have resided at 10983 McCowan Road – Lot 27 Concession 7, Markham.

I have been a Realtor for 55 years and an Accredited Appraiser, (AACI) for 25 years and have been instrumental in bringing many well known individuals and businesses to Markham. – \*A partial list is below.


I and several of my neighbours are concerned about the Official Plan Review and would like to be kept informed of any changes or proposals which could affect land value.

The indicated plan for the Rouge River Conservation Area appears to be over zealous and extends westerly far beyond the high water mark of Hurricane Hazel limits.

A designation of over five acres of our land would seem unreasonable as the Lewis Brothers have farmed this area with grain crops for over forty years.

We believe that the area between 18<sup>th</sup> Avenue and 19<sup>th</sup> Avenue should have an appropriate land use in keeping with normal growth patterns and not restricted to long periods of inactivity. The area encompasses only about five or six township lots. Farm use in this area is now non-existent.

All of which is Respectfully Submitted



Philip F. Mihorean

\*Markville Shopping Mall (JDS Developments)  
Sherwood Park 300 Lot Subdivision (Wal-Don Investments)  
Laidlaw Industrial Subdivision  
Denison Mines (Industrial – Steeles Avenue & Woodbine)  
Romandale Farms (800+- acres)  
Cachet Country Club (Richard Person)  
Box Grove & Rouge Valley Subdivision (Richard Person)  
Angus Glen Farms & Golf Club (Stollery) (800 Acres)  
Varley Village Subdivision (Sciberras – John Grant)

C: T. Weatherill



April 7, 2011

Mr. Tim Lambe, MCIP, RPP  
Manager of Policy and Research Division  
Town of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

**Re: Town of Markham Official Plan Review Process**

Dear Mr. Lambe,

It is our understanding that the Town of Markham has initiated their Official Plan Review process and will be holding a public meeting on April 12, 2011, to discuss possible revisions to Markham's Official Plan as part of the five-year review process. One of Bell's main objectives is to become proactive in our involvement in the planning process, including ensuring that sufficient policy wording is in place to support the provisioning needs of utility infrastructure, such as telecommunications. This allows us to coordinate with the Town on the provisioning of appropriate telecommunications infrastructure for new growth and development in a timely fashion. It also allows for greater consideration of the size and locational needs of large telecommunications infrastructure and equipment that house key electronics.

At this time we would request 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. All types of growth and development place demands on existing telecommunications networks and associated support infrastructure, both through the outward expansion of an urban area and through intensification, infill and redevelopment. Beyond simply extending fibre or copper cable, growth and development can precipitate the need for reinforcement and replacement of the support infrastructure. Reinforcement and replacement of the telecommunications network can represent an extensive and costly undertaking, which needs to be managed to avoid disruption of public services. This is particularly critical in relation to the provisioning of 911 emergency services and the services essential to the Town of Markham's businesses operating in a global economy.

We would be happy to provide some of the policy wording related to the provisioning of utilities, such as telecommunications, which has been incorporated in other Official Plan documents across southern Ontario, if it would be of assistance.

Bell Canada  
Development and Municipal Services Control Centre  
Floor 5 BLUE, 100 Borough Drive  
Toronto, Ontario  
M1P 4W2

Telephone 905-853-4044  
Fax 905-895-3872  
john.lachapelle@bell.ca

April 7, 2011

2

We look forward to proactively participating in the Town's Official Plan Review process and would ask that we be advised of any further meetings, reports, decisions, etc. related to this matter we would ask all documents and information be forwarded to our Development and Municipal Services Control Centre:

Mr. John La Chapelle, MCIP, RPP  
Manager – Municipal Relations  
Access Network Provisioning, Ontario  
Development and Municipal Services Control Centre  
Bell Canada  
Floor 5 BLUE, 100 Borough Drive  
Toronto, Ontario  
M1P 4W2

If you have any questions, please direct them to the undersigned.

Yours truly,

A handwritten signature in black ink, appearing to read 'J. La Chapelle', with a long horizontal stroke extending to the right.

John La Chapelle, MCIP, RPP  
Manager – Municipal Relations  
Access Network Provisioning, Ontario

cc: Wayne Corrigan – Associate Director - Access Network – Bell Canada  
Louisa Hoy – Regional Manager, Access Network Provisioning – Bell Canada  
Chris Tyrrell – MMM Group Ltd

8



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

April 8, 2011

14.10225.001.P01

Mayor Frank Scarpitti and Members of Council  
Town of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

**RE: Town of Markham Official Plan Review Process,  
Special Meeting of Council (April 12, 2011),  
The Mandarin Golf and Country Club and AV Investments II Inc.**

Dear Mr. Mayor and Members of Council,

On behalf of our clients, The Mandarin Golf and Country Club ("Mandarin") and AV Investments II Inc. ("AV"), we would like to provide the following for consideration as part of the Special Meeting of Council on April 12, 2011, to identify areas to be addressed as part of the Town of Markham's Official Plan review process. Our clients have been proactively involved in both the Growth Management Strategy undertaken by the Town and the Region of York's Official Plan process and have provided a number of written submissions to ensure that their current business/land use and future land use interests are recognized.

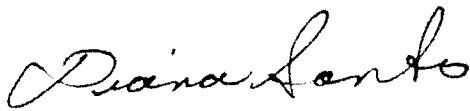
Mandarin owns approximately 55 hectares of land on the east side of Kennedy Avenue, south of 19<sup>th</sup> Avenue, and leases an additional 10 hectares from adjacent landowners which have been used as an 18-hole championship golf course and related facilities for over 20 years. AV owns approximately 20 hectares of land, the westerly portion of which has been used for more than two decades as the golf course's practice driving range and the balance of which are working agricultural fields. The following provides a general overview of our clients concerns and we would ask that we be provided with an opportunity to undertake discussions with staff early in this process to examine these matters in more detail.

We recognize that a portion of our client's landholdings are currently designated "Hazard Lands" in the 2006 Consolidated Official Plan. However, the Town of Markham's proposed Greenway System shows an exorbitant amount of our client's landholdings to be included in the Greenway System of the new Official Plan which has not been properly justified from a technical perspective. Our client has had ecological studies undertaken which do not support the increased size of this "greenway" system, as there are no natural heritage features exhibited on these lands. To the contrary, a man-made drainage ditch crosses the AV landholdings, which was installed for agricultural purposes and the Mandarin lands have been landscaped and sculpted for golf course purposes for over 20 years. It appears that the Town is trying to create an east-west natural link through these lands, however the proposed expansion area does not contain the necessary ecological and natural elements and appears to simply duplicate the function of the Provincial Greenbelt to the north of 19<sup>th</sup> Avenue, which has already been regulated for this purpose. As a result, we would ask that as part of this Official Plan process that the proposed greenway system on our client's landholdings be examined in a more detailed manner and that the expanded natural heritage system designation be removed.

Our clients also support the land use structure and rationale brought forward by the North Markham Landowners Group (*"Land Needs and a Recommended 2031 Urban Boundary Expansion for North Markham"*, April 2010), as it relates to the proposed "future urban designation" on our clients lands and lands outside of the proposed urban boundary expansion.

We would ask that we be notified of all future meetings related to this matter and be circulated on any staff reports, decisions, etc. If you have any questions, please feel free to contact the undersigned.

Kindest regards,



Diana Santo, MCIP, RPP  
Senior Planning Director  
Planning & Environmental Design

Cc. Jim Baird, Town of Markham  
Tim Lambe, Town of Markham  
Henry Hung, The Mandarin Golf and Country Club  
Herbert Chang, AV Investments II Inc.  
Rick Arblaster, Arblaster, Barrister & Solicitor



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

April 8, 2011

14.09207.001.P01

His Worship Mayor Frank Scarpitti and  
Members of Town Council  
Town of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

**RE: Town of Markham Official Plan Review Process  
Special Meeting of Council (April 12, 2011)**

Your Worship and Members of Council,

MMM Group Limited has been retained by Romandale Farms Limited to represent the interests of its lands in North Markham throughout the land use planning process, including the preparation of the Town's new Official Plan. Our client has been very actively involved in both the Growth Management Strategy undertaken by the Town, and the Region of York's Official Plan review processes, and has provided a number of written and oral submissions with a view to ensuring that its future land use interests are appropriately recognized. Romandale is a member of the North Markham Landowners Group (NMLG).

Romandale owns 210 acres on the south side of Elgin Mills Road, between Warden Avenue and Kennedy Road, which are currently included in the urban boundary expansion area in ROPA 3 and in the Town's Growth Management Strategy, as approved by Council last year.

Romandale also owns the "Snider" Farm, 97 acres west of Warden Avenue, on the north side of Elgin Mills Road. This parcel is also included in the urban boundary in ROPA 3 and the Town's Growth Management Strategy.

In addition Romandale owns the "McGriskin" farm, consisting of 182 acres located to the east of Warden Avenue, on the north side of Elgin Mills Road, between Warden Avenue and Kennedy Road. These lands not included in the currently proposed urban expansion area.

We would like to provide the following for consideration at the Special Meeting of Council on April 12, 2011, as matters to be addressed in the Official Plan review process. These are our client's general concerns with some of the background studies undertaken to date, and the potential implications for the future development of Romandale's lands.

### Urban Expansion

In 2010, the Town approved a Growth Management Strategy which proposes future employment lands in the area bounded by Elgin Mills Road to the south, Warden Avenue to the east, the municipal boundary to the north and Berczy Creek/Woodbine Avenue to the west, excluding the Hamlet of Victoria Square. It is my professional opinion that an employment use fronting on Elgin Mills Road, would not constitute good planning, and would undermine the extraordinary and costly efforts that have been made to date to protect the historic nature of the Hamlet of Victoria Square.

These efforts have included significant and extremely expensive infrastructure, in the form of the Woodbine By-Pass, which was funded by the local development community. There were conditions of draft plan approval constituted to limit truck traffic through the Hamlet of Victoria Square related to the development of Cathedraltown on Woodbine Avenue. Designating the lands along Elgin Mills Road, east of Victoria Square for employment purposes will funnel truck traffic through the heart of the Hamlet, causing a need for widening of the Elgin Mills/Woodbine intersection. The By-Pass was created precisely to avoid this widening and protect the historic character of the Hamlet.

As input to the Town's Growth Management process, the NMLG provided the Town with a Land Needs Analysis Report which included a proposed urban boundary expansion for North Markham to 2031. This plan shows the area along the north side of Elgin Mills Road, east of Berczy Creek to Warden Avenue and on the south side of Elgin Mills, east of Warden as "Community Amenity Area" (residential). The intent of this designation is to provide a transition area between the existing Hamlet of Victoria Square and the proposed employment lands to the north along Highway 404 and south of 19<sup>th</sup> Avenue. In addition, the NMLG report suggests that the lands outside of the proposed urban boundary expansion area in the remaining "whitebelt" be designated "Future Urban" to implement the policy direction in *Places to Grow* and preserve lands for urban growth.

We look forward to opportunities to discuss the merits of this land use approach with the Town as part of the Official Plan review process.

### Greenways System

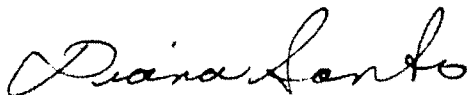
The Town has undertaken work related to an enhanced greenways system which is intended to be incorporated into the Official Plan review process. This proposed system has identified additional lands on the north and south sides of Elgin Mills Road, which are to be added to the existing greenways system, including a plantation of non-native species on our client's lands. The "designation" of these lands as part of an enhanced greenway system has not been properly justified from an environmental perspective. Field research has been undertaken by qualified ecologists which does not support inclusion of these lands in the greenways system.

It is important to note that the "whitebelt" lands in North Markham are intended to be the next urbanized area to meet growth needs in York Region through the creation of complete communities. Leaving aside the lack of ecological merit, the proposed greenway system would create fragmentation between future development areas, thus making it difficult to create sustainable, compact and complete communities.

In addition, significant amounts of Romandale's lands are already protected for environmental purposes; they are subject to the Province's Greenbelt Legislation and Plan. Sufficient east-west linkages have already been preserved. Also, a short distance to the north is the vast reserve of the Oak Ridges Moraine.

We would like to thank you for the opportunity to provide our preliminary input into this process and request that we be notified of all future meetings related to this matter and be circulated on any staff reports, decisions, etc. If you have any questions, please feel free to contact the undersigned.

Yours truly,



Diana Santo, MCIP, RPP  
Senior Planning Director  
Planning & Environmental Design

Cc John Livey, Town of Markham  
Jim Baird, Town of Markham  
Tim Lambe, Town of Markham  
Helen Roman-Barber, Romandale Farms Ltd  
Michael Melling, Davies Howe Partners LLP  
Don Given, Malone Given Parsons Limited

April 7, 2011

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

VIA Email: [judycarroll@markham.ca](mailto:judycarroll@markham.ca)

Dear Mayor Scarpitti and Members of Council:

**RE: April 12, 2011 Special Meeting of Markham Council- Official Plan Review  
The York Downs Golf and Country Club  
4134 16<sup>th</sup> Avenue, Markham**

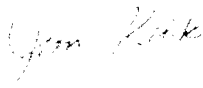
Malone Given Parsons Ltd. previously submitted correspondence on behalf of the York Downs Golf and Country Club (YDGCC), to the Town Planning Department (dated April 16, 2010) as part of the Growth Management Strategy, to advise that YDGCC is seeking an urban designation for its entire land holdings. A copy of our previous letter is attached hereto.

The purpose of this letter is to formally advise the Town (Members of Council and Town staff) that YDGCC continues to request an urban designation in the new Official Plan.

We advised Town Staff in our April 2010 letter that YDGCC would retain an environmental consultant to establish the limits of the environmental features on the property. This exercise is complete; the environmental limits have been staked with the Toronto and Region Conservation Authority and Town of Markham staff. The results of the site staking exercise were captured on a site survey and a copy was provided to Lilli Duoba, Senior Project Coordinator at the Town. We are further requesting that the staked limits of the environmental features for the YDGCC property be incorporated into the Town's new Official Plan.

We thank you for the opportunity to provide our initial comments on the Town's new Official Plan.

Yours very truly,  
**MALONE GIVEN PARSONS LTD.**



Jim Kirk, MCIP, RPP  
Partner  
[jkirk@mgp.ca](mailto:jkirk@mgp.ca)

Attachments: April 16, 2010 Letter to Town of Markham re: Request for an Urban Designation  
cc: Leonardo De La Fuente, General Manager, York Downs Golf and Country Club

April 16, 2010

Ms. Valerie Shuttleworth  
Director of Planning and Urban Design  
Town of Markham  
101 Town Centre Boulevard  
Markham ON, L3R 9W3

09-1868

Dear Ms. Shuttleworth:

**Re: Markham Growth Management Strategy- Request for an Urban Designation  
York Downs Golf and Country Club  
4314 16<sup>th</sup> Avenue**

Thank you for meeting us and with representatives from York Downs Golf and Country Club (YDGCC) on March 8, 2010 to discuss the Town's Growth Management Strategy, the Environmental Policy Review and Consolidation Study (EPRC) and its potential implications for the golf course property. The purpose of this letter is to follow up on our discussions, to advise of YDGCC's intention to study the environmental limits on the lands and to request an urban designation for the YDGCC property.

The club is monitoring the Town's GMS process and understands that the EPRC is a component of the GMS. YDGCC further recognizes that the property represents a significant land holding in the Town's urban area (and the Growth Plan's Built Up Area) and is balancing competing interests; the continued operation of the golf course and future development opportunities.

As part of the GMS process, the Town's EPRC concludes that a large portion of the golf course lands should be designated for environmental protection (Greenway System). YDGCC has concerns with the proposed designation. It believes that lands without environmental significance have been recommended for protection. At our meeting, Lilli Duoba noted that any refinements to the proposed Greenway System designation will require a site specific environmental impact study. The club intends to retain an environmental consultant to review the EPRC and determine the appropriate environmental limits on its lands. The terms of reference will be reviewed with the Town of Markham and outcomes will be presented. Should the consultant conclude that there are lands with no environmental significance included in the proposed Greenway System designation, the club will request that those lands be removed from the environmental designation in the new Official Plan.

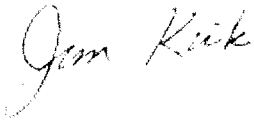
While the Club has no current intent to proceed with the development of its lands, the Club from time to time, has been approached by developers. In addition, neighbouring lands are currently in the process of urban development. There is a distinct probability that urban development on some portion of the Club's lands could take place within the next 20 years.

The Club therefore requests an urban designation in the new Official Plan.

We thank you for the consultation we have had to date. We will contact municipal officials to discuss the above in greater detail.

Yours very truly,

**MALONE GIVEN PARSONS LTD.**

A handwritten signature in cursive script, appearing to read "Jim Kirk".

Jim Kirk, MCIP, RPP  
Partner

C.C    Mr. Jim Baird, Commissioner of Planning  
         Ms. Lilli Duoba, Environmental Planner  
         Mr. Leonardo De La Fuente, YDGCC

April 8, 2011

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

140 Renfrew Drive, Suite 201  
Markham, Ontario L3R 6B3  
Tel: 905-513-0170  
Fax: 905-513-0177  
www.mgp.ca

*MGP File: 07-1693*

VIA Email: [judycarroll@markham.ca](mailto:judycarroll@markham.ca)

Dear Mayor Scarpitti and Members of Council:

**RE: April 12, 2011 Special Meeting of Markham Council- Official Plan Review  
404/19<sup>th</sup> Ave Developments Inc. – north east Hwy 404 and 19<sup>th</sup> Ave.**

We are land use planners for the above-captioned property in the 404 North Business Park. Town maps identify part of the property as Greenway because it is shown to be in the provincial Greenbelt Plan. We have previously asked that the maps not identify those parts as Greenway since they are subject to special provisions and pending removal. We request that the Town attend to this in the Official Plan Review.

The Town and the Region of York Councils last year requested the Province delete that part of the property from the Greenbelt Plan and amend the Growth Plan accordingly. That part was included erroneously in the Oak Ridges Moraine and therefore included in the provincial Greenbelt Plan. The landowner successfully proved the lands should not be included and the Councils agreed.

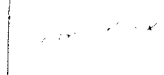
Secondly, an additional 14 acre part of the property adjoining that first part is in the Greenbelt Plan but is 'grandfathered' since it was approved for employment land use in the 404 Business Park Secondary Plan (OPA 149) which pre-dates the Greenbelt Plan. It was included in the Greenbelt Plan only because it allegedly was next to a part of the Oak Ridges Moraine, which was subsequently proved incorrect (see attached map).

The Province is considering the Town and Region request for removal of the part from the Greenbelt Plan; the new Official Plan maps and schedules should note this and of course should the Province remove the land from the Greenbelt Plan before adoption of the new Markham Official Plan, the Greenway designation should be removed completely.

We thank you for the opportunity to provide our initial comments on the Town's new Official Plan.

Yours very truly,

**MALONE GIVEN PARSONS LTD.**

  
Jim Kirk, MCIP, RPP  
Partner

Attachments: marked up extract of Markham Proposed Greenway Components - June 2009;  
MGP letter March 30, 2011  
cc: Mr. A. Lio, 404/19<sup>th</sup> Ave Developments Inc.



# Environmental Policy Review and Consolidation Study

## PROPOSED GREENWAY COMPONENTS

June 2009

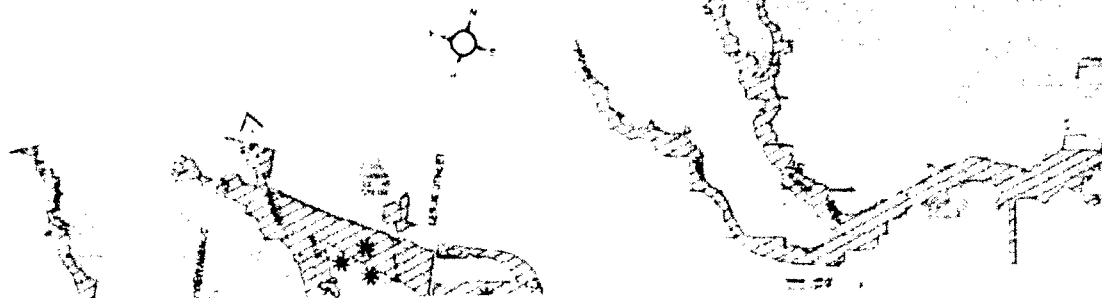
### Legend

#### Greenway System

- Oak Ridges Moraine Planning District
- Greenbelt Agriculture
- Natural Heritage Network
- Natural Heritage Network - Enhancement Area
- Proposed Hamlets (Subject to Hamlet Policies in the Official Plan)
- Special Policy Area (Subject to Special Policy Area Policies in the Official Plan)
- Linkages
- TransCanada Pipeline

Scale 1:20,000 (metres)

0 500 1,000 2,000 3,000 4,000 Meters





March 30, 2011

140 Renfrew Drive, Suite 201  
Markham, Ontario L3R 6B3  
Tel: 905-513-0170  
Fax: 905-513-0177  
www.mgp.ca

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

*MGP File: 07-1693*

Attention: Mr. James Baird, *M.C.I.P., R.R.P.*  
Commissioner of Development Services, Town of Markham

Dear Sir:

**Re: 404/19<sup>th</sup> Avenue Developments Inc.  
Town of Markham – Environmental Policy Review and Consolidation Report  
Update on Objection to Inclusion of Property in the Greenway System**

Malone Given Parsons are the planners for 404/19<sup>th</sup> Avenue Developments Inc., owners of land at northeast Highway 404 and 19<sup>th</sup> Avenue. At the Development Services Committee meeting on March 22, 2011, staff made a presentation on the Oak Ridges Moraine, which displayed a portion of the subject lands as being located within the Moraine.

In December 2008, we provided written correspondence objecting to the inclusion of portions of the subject property (affected by ORM and/or Greenbelt) in the Town's Greenway system. The final staff report responded to our comments as follows:

*Where transition rights in the Greenbelt Plan apply, they will be addressed through policy. The Town cannot modify the outer Greenbelt Plan boundary as identified by the Province.*

We concur that the transition rights on the property can be addressed through policy (similar to the Secondary Plan). The issue of the Greenbelt Plan boundary has shifted since that time;

Town of Markham Council in April 2010 passed the following recommendation:

*That the Town of Markham requests the Region of York to ask that the Honourable Jim Bradley, Minister of Municipal Affairs and Housing effect a technical amendment to the Greenbelt Plan Area to permit the deletion of the subject property from the area and further request that the Honourable Brad Duguid, Minister of Energy and Infrastructure make a parallel amendment to the Growth Plan Area; and further,*

Subsequently, in June 2010, Region of York Council passed the following recommendation:

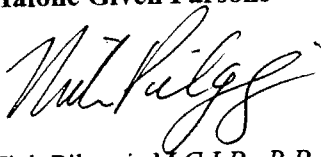
*York Region requests, in conjunction with the Town of Markham, that the Minister of Municipal Affairs and Housing and the Minister of Energy and Infrastructure delete the subject lands from the Greenbelt Plan and effect a parallel amendment to the Growth Plan.*

Given the support of both Town and Regional Council, it would be counter-productive to add another layer of potential regulation (being the 'Greenway system') to the Greenbelt-affected lands on the subject property.

It is our opinion, that once the environmental policies are revisited as part of the new Official Plan review process, that this discrepancy be corrected and the lands be removed from the 'Greenway system'. In addition, we would ask staff to consider a notation for the subject lands (describing the Council resolutions related to the site) on publicly displayed documents/presentations.

We have attached the Town of Markham staff report and Council resolution (April 2010) as noted above, for your reference, along with mapping that reflects/supports the Town and Regional Council resolutions.

Yours very truly,  
**Malone Given Parsons**

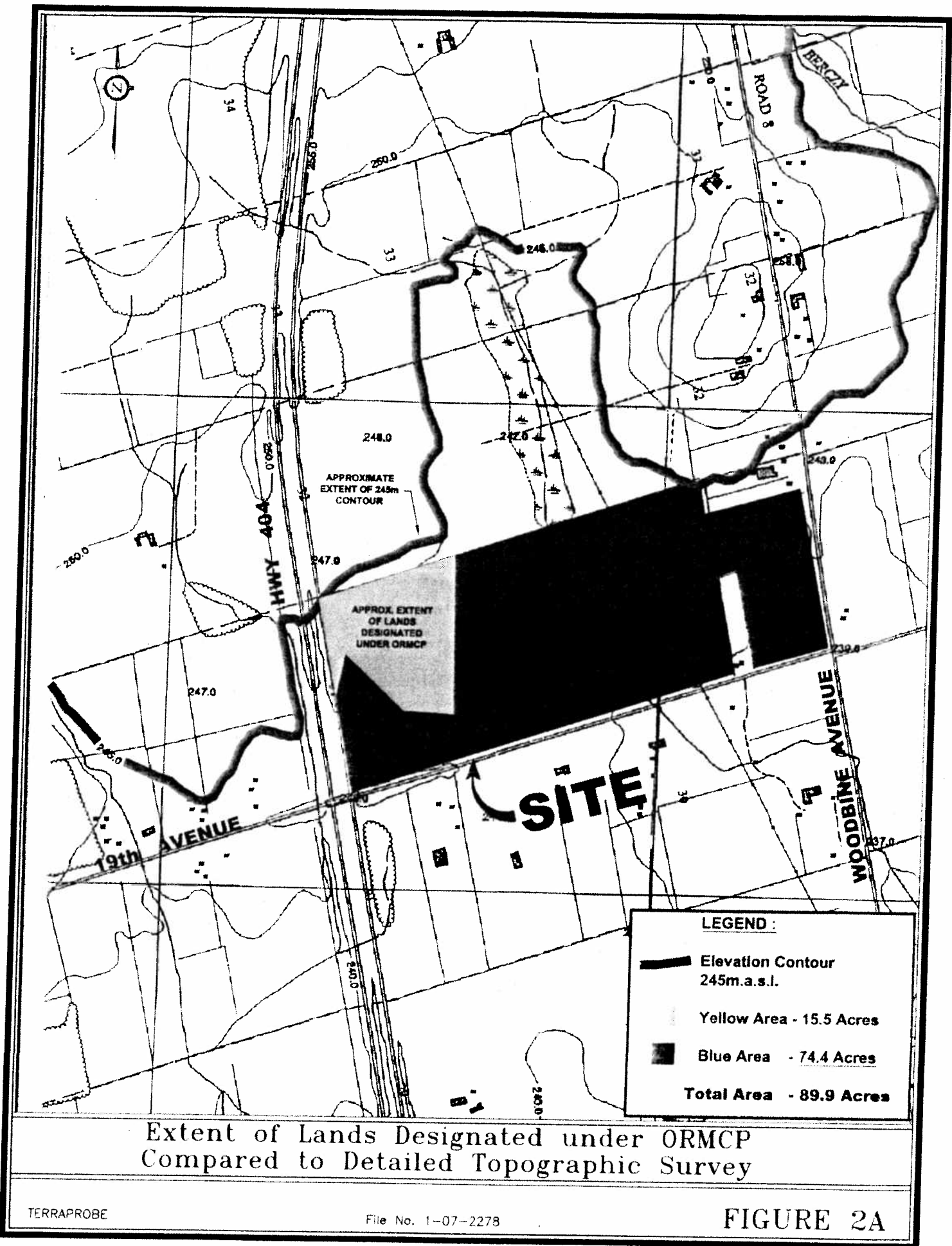


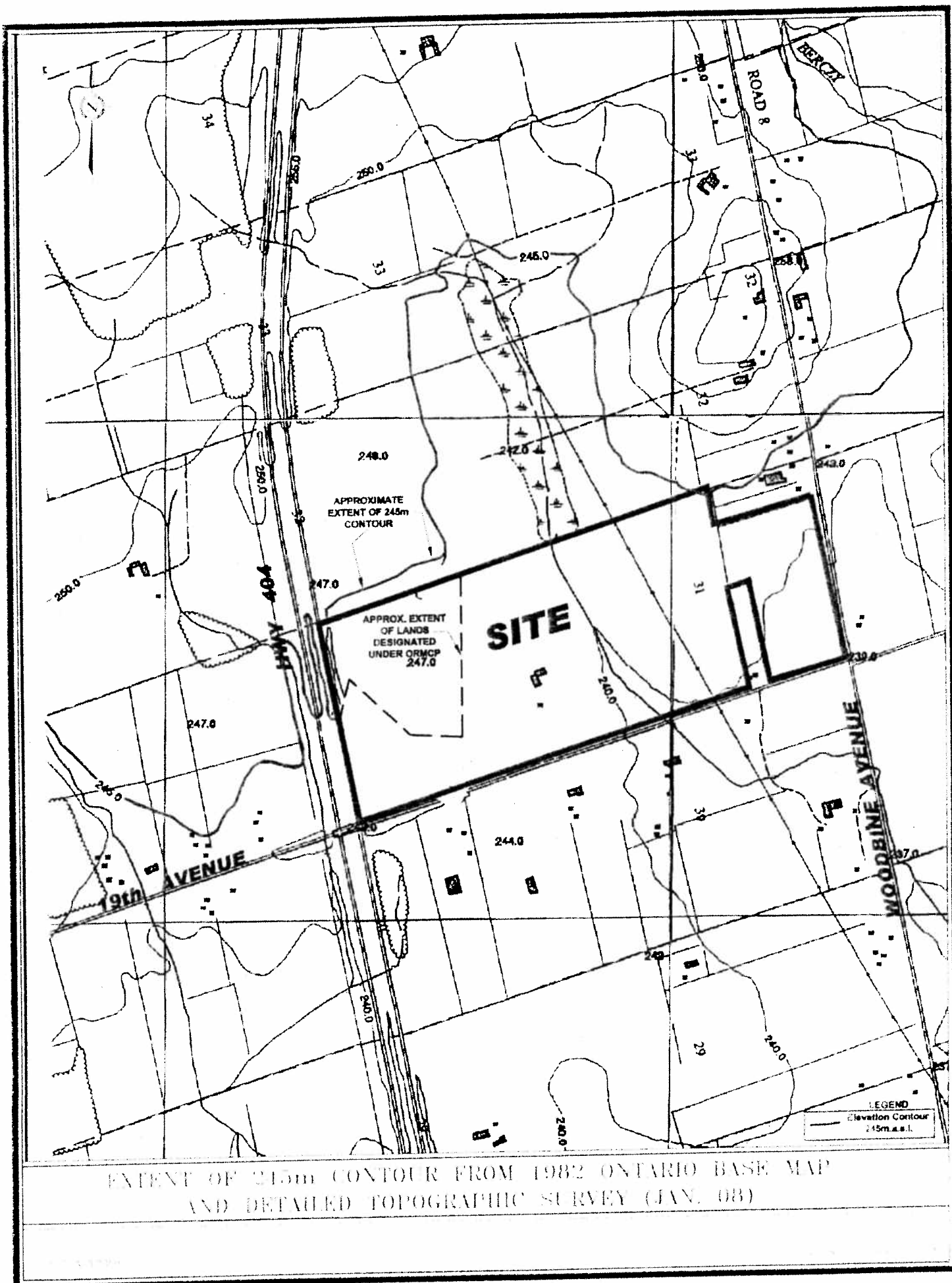
Nick Pileggi, *M.C.I.P., R.P.P.*  
Principal

cc Lilli Duoba, Senior Project Coordinator, Town of Markham  
Mr. Attilio Lio, 404/19<sup>th</sup> Ave Developments Inc.  
S.Waque, Borden Ladner Gervais

Attachments:

Town of Markham staff report on 'Peer review of Oak Ridges Moraine Boundary at 2780 19<sup>th</sup> Ave. in Markham;  
Council Resolution – April 24, 2010; and,  
Mapping – Extent of 245m contour and Extent of Lands Designated.





EXTENT OF 245m CONTOUR FROM 1982 ONTARIO BASE MAP  
AND DETAILED TOPOGRAPHIC SURVEY (JAN. 08)

12



April 8, 2011

140 Renfrew Drive, Suite 201  
Markham, Ontario L3R 6B3  
Tel: 905-513-0170  
Fax: 905-513-0177  
www.mgp.ca

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

MGP File: 08-1792

Via Email: [judycarroll@markham.ca](mailto:judycarroll@markham.ca)

Dear Mayor Scarpitti and Members of Council:

**RE: April 12, 2011 Special Meeting of Council - Official Plan Review  
Times Group Corp., Leitchcroft property**

Malone Given Parsons is planning consultant for Times Group Corp., owners of lands in Leitchcroft at the south side of Hwy 7 east of Bayview Ave. We have corresponded previously to advise the Town of our client's intent to propose mixed use residential, office and commercial development on the vacant lands at the west side of the Leitchcroft community.

The notice of Special Council Meeting on April 12, 2011 refers to, among other things, the Council endorsed growth alternative to 2031. The Town has identified the subject lands as a key development area. Key Development areas are typically along existing or planned transit corridors, with existing infrastructure that makes them candidates for intensification and redevelopment. In analysing the new OP, we feel it is important for the Town to pay special attention to the Leitchcroft community and consider a mix of residential and commercial uses on the subject lands.

We also ask that you add Malone Given Parsons to the list for future notifications regarding the OP review.

We thank you for the opportunity to provide initial comments on the Town's new Official Plan.

Yours very truly,

**MALONE GIVEN PARSONS LTD.**

A handwritten signature in black ink, appearing to read 'Nick Pileggi', is written over the printed name.

Nick Pileggi, MCIP, RPP  
Principal  
[npileggi@mgp.ca](mailto:npileggi@mgp.ca)

Attachments: March 17, 2009 letter to Town of Markham (Jim Baird)  
April 3, 2009 letter to Town of Markham (Jim Baird)

cc: Hashem Ghadaki, Times Group Corporation  
Ira Kagan, Kagan Shastri LLP  
J. Carroll, Town of Markham Clerks Department

April 3, 2009

Mr. Jim Baird, MCIP, RPP,  
Commissioner of Development Services  
**Town of Markham**  
101 Town Centre Blvd.  
Markham, Ontario  
L3R 9W3

08:1792

Dear Mr. Baird:

**Re: Leitchcroft West and Growth Management**

This is to follow up our letter last March 17, 2009 regarding the Times Group – Leitchcroft lands at Highway 7 and South Park Drive. We have been monitoring the recent phases of the Town's Intensification Strategy and Employment Lands Strategy which reaffirms our opinion that the lands provide an opportunity for higher density residential and mixed-use intensification.

The 13.1 hectare (32.4 acre) Leitchcroft West lands are described as Blocks 45, 46 and part of Block 49, R.P. 65M-3226 and Block 3, R.P. 65M-3575. These are the last remaining undeveloped parcels in the 54.0 hectare (133 acre) Leitchcroft Planning District. The eastern portion of Leitchcroft developed as a high density award-winning community, while the western lands have remained serviced but vacant. Originally, the Leitchcroft West lands were designated for employment use to support and take advantage of the future Highway 407 transitway station. However, the area was rezoned in 2005 to limit uses to non-industrial employment uses and it has now been confirmed that the technically preferred 407 transitway does not include a station at Leitchcroft, instead locating a station at Yonge Street (Gateway Langstaff) and a station at Leslie Street.

We have reviewed the Town's work to date on the Growth Management Strategy, specifically the Employment Lands and the Intensification Strategies and our conclusions are as follows:

- There is a sufficient supply of employment land in Markham for major office without the Leitchcroft West lands. The remaining vacant employment land in the Town and the increase in office development within existing employment areas (such as South Don Mills) provide an ample supply of office land.
- The Leitchcroft site is not a good location for office use. While the site has visibility from Highway 407, vehicular access is difficult and circuitous. Furthermore, removal of the 407 transitway station lessens future accessibility.

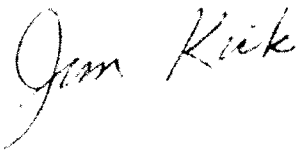
- 
- The context of the site is not conducive to major office development. The Leitchcroft West lands are too small to attract a premier business leader to locate on the site. Moreover, it is disjointed from the established office park developments to the east (Commerce Gate Business Park and Beaver Creek Business Park).

We believe Leitchcroft West presents an opportunity to develop a high quality, high density residential development with a mixed use component to serve the community needs. This would complete the Leitchcroft Planning District would reflect a development that is more compatible with its surrounding context. Moreover, a development of this type would achieve the municipal goal of residential intensification without redevelopment of stable neighbourhoods.

Markham Staff recently presented status reports to the Development Services Committee on Growth Management including intensification and employment lands strategies. One recommended principle of the Intensification Strategy is that employment areas should be protected from residential intensification and similarly, the Employment Lands Strategy states that conversion of the current employment lands is not supportable. Our conclusion is that Leitchcroft is a worthy exception and as such, this principle should be reconsidered.

We will continue to monitor the progress of the Town's Intensification and Employment Land Needs Strategies. We look forward to receiving final documentation and the detailed background material of these initiatives, at which point, we will complete our own comprehensive analysis of the methodology used and the results produced.

Yours very truly,  
**MALONE GIVEN PARSONS LTD.**

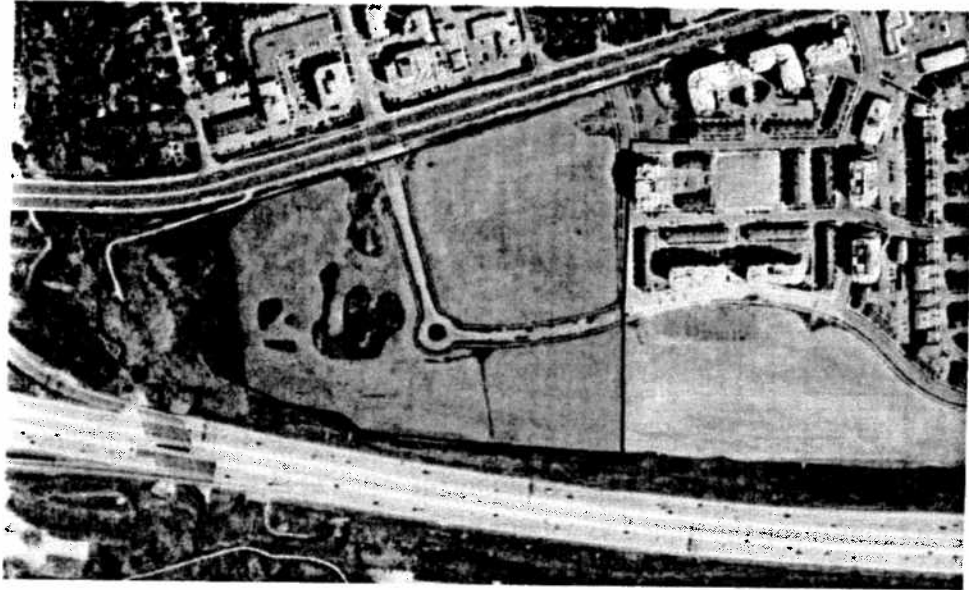


Jim Kirk, MCIP, RPP  
Partner

*Attached: March 17, 2009 letter  
Location Plan*

- cc:
- Council Members
  - V. Shuttleworth, Director of Planning and Urban Design,
  - J. Livey, CAO
  - H. Ghadaki, Times Group Corporation
  - I. Kagan, Kagan Shastri

## Leitchcroft West





March 17, 2009

Mr. Jim Baird, MCIP, RPP,  
Commissioner of Development Services  
**Town of Markham**  
101 Town Centre Blvd.  
Markham, Ontario  
L3R 9W3

08:1792

Dear Mr. Baird:

**Re: Leitchcroft West**

This is to follow up our letter last July 7, 2008 regarding lands in and around the proposed transitway station on the Times Group - Leitchcroft lands at Highway 7 and South Park Drive. We have been monitoring the transitway plans and the Town's work on growth management and believe it is appropriate now to review the future of the Leitchcroft West lands for more residential use.

The "Leitchcroft West" lands comprise 13.1 hectares (32.4 acres) described as Blocks 45, 46 and part of Block 49, R.P. 65M-3226 and Block 3, R.P. 65M-3575 and shown on the attached plan. The Leitchcroft Secondary Plan designates the lands Business Park and Business Corridor. The designation on most of Block 46 however was deferred since it is subject to the Parkway Belt West Plan and Minister's Order; the site was marked by the Province for a station as part of the planned 407 transitway system. The policies for Block 45 permit business park-type uses but in 2004, Official Plan Amendment 127 excluded industrial, warehousing and similar uses from the permitted uses in recognition of possible impact on the adjoining residential area that shares the road network. The Block 3 site is designated Community Amenity Area - Mixed Use but is restricted to certain non-residential uses.

We understand now that the planned transitway station may not be approved on the Leitchcroft lands; future planning points to the Langstaff Gateway/Urban Growth Centre as a likely candidate site.

We also are aware of the Town's initiatives in reviewing its Growth Management Strategy preparatory to a new Official Plan. Among other things this will identify areas of intensification within the built boundary to accommodate 50% or more of future housing growth. Preliminary work by the Town identifies Leitchcroft West as a potential intensification area, a prospect which Times Group supports.

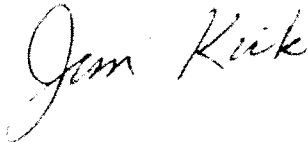
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We believe Leitchcroft West is an opportunity site for higher density residential growth for the following reasons:

- The area has ideal transportation facilities including York Transit, the Viva Transitway, the 407 Transitway and linkages to the Don Mills/Leslie LRT and the 400-series highway system;
- There are no existing low density neighbourhoods nearby to be adversely affected;
- Land uses immediately to the east are developed or planned for higher density residential use and complementary parkland and school space.

We believe it is appropriate in this context to engage in discussions with the Town on the future land use designation of Leitchcroft West. We wish to meet with you in the near future to commence discussions and specifically to review a concept plan. We will call for an appointment.

Yours very truly,  
**MALONE GIVEN PARSONS LTD.**



Jim Kirk, MCIP, RPP  
Partner

*Attached: July 3, 2008 letter  
Location plan*

cc: - Council Members  
- V. Shuttleworth, Director of Planning and Urban Design,  
- J. Livey, CAO  
- H. Ghadaki, Times Group Corporation  
- I. Kagan, Kagan Shastri

April 8, 2011

Town of Markham  
Clerk's Department  
101 Town Centre Boulevard  
Markham, Ontario, L3R 9W3

MGP File: 05-1470

VIA Email: [judycarroll@markham.ca](mailto:judycarroll@markham.ca)

Dear Mayor Scarpitti and Members of Council:

**RE: April 12, 2011 Special Meeting of Markham Council- Official Plan Review  
Unionville Montessori School – northwest Kennedy Road and 16<sup>th</sup> Avenue.**

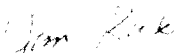
Malone Given Parsons is the planning consultant for Unionville Montessori School (UMS) which is located at northwest Kennedy Road and 16<sup>th</sup> Avenue. We have assisted with the expansion of the campus over the years as enrolment at the school increased. UMS is preparing to propose expansion by incorporating 4488 16<sup>th</sup> Ave. and 9286 Kennedy Rd. in the campus and will be submitting plans in the near future.

The notice of Special Council Meeting on April 12, 2011 refers to, among other things, the Council endorsed growth alternative to 2031. The Town has identified northwest Kennedy Rd. and 16th Ave. as vacant *Residential Development Potential* lands (Growth Management Strategy Presentation, Feb. 6, 2010) and *Neighbourhood Area* on the draft Town Structure schedule (Endorsed Growth Alternative, May, 2010). UMS wants to ensure that 4488 16<sup>th</sup> Ave. and 9286 Kennedy Rd. are not prohibited from being used for private schools and related uses.

We also ask that you add Malone Given Parsons to the list for future notifications regarding the OP review.

We thank you for the opportunity to provide initial comments on the Town's new Official Plan.

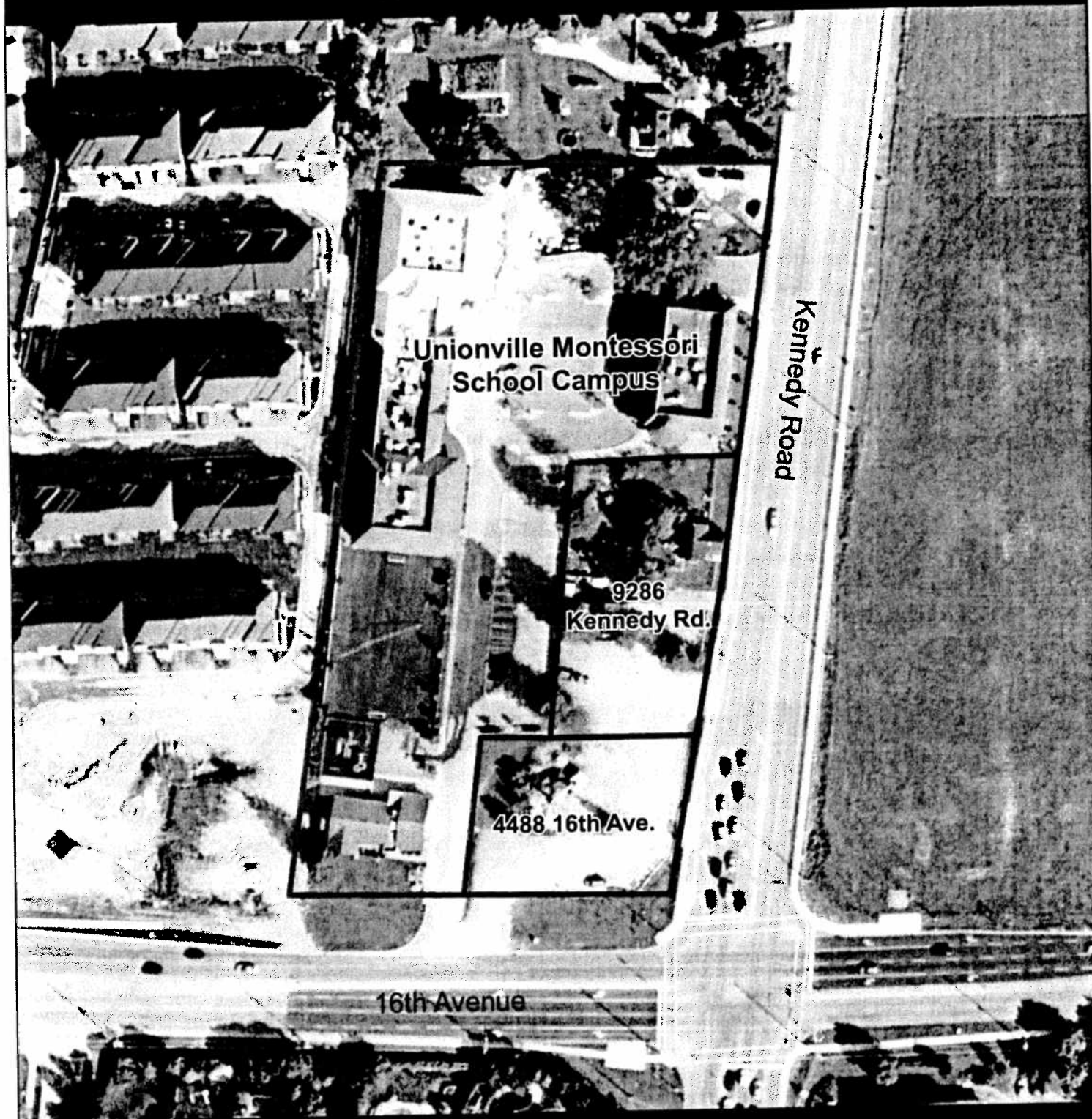
Yours very truly,  
**MALONE GIVEN PARSONS LTD.**



Jim Kirk, MCIP, RPP  
Principle  
[jkirk@mgp.ca](mailto:jkirk@mgp.ca)

Attached: Aerial Photo of Unionville Montessori Land Holdings  
CC: A. Remtulla, Unionville Montessori School

# UNIONVILLE MONTESSORI SCHOOL LAND HOLDINGS



## SITE LOCATION

 MALONE GIVEN PARSONS LTD.



Unionville Montessori School Campus

Other Lands Owned by Unionville Montessori School



0 12.5 25 50  
metres

April 8, 2011

Project Number: 11-2006

Source: Google 2009.

~~CONFIDENTIAL~~  
From: April 12, 2011 3:38 PM  
Sent: Bavington, Kitty  
To: Official Plan Review.  
Subject:

14

Please be advised that , as a life long resident of the Township/Town of Markham , I continue to be concerned about the trend of many of our elected officials to enthusiastically approve most (if not all) applications from the Development Industry , thus eliminating more and more of Canada's top farmland. The fact that these very same Officials accept large Developer financial donations is very troubling. As soon as they have voted in Council to cover all fields north of Major Mackenzie Drive , will they start working extending the urban sprawl beyond Elgin Mills Road? I believe that this trend must stop , and the current Provincial legislation should be challenged. A good start would be looking at every means possible to help what few Farmers we have remaining , to have the financial incentives to continue , rather than selling out to people who would destroy more of our foodbelt.

I would be grateful if you could make my thoughts known to all members of Markham Council. Sincerely,

Fraser McTavish.

Markham.

Sent wirelessly from my BlackBerry device on the Bell network.

Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

Subject: Input for Markham's Official Plans

Date: Tuesday, April 12, 2011 4:11 PM

From: Jeanne Ker-Hornell

To: To the Mayor and Council

15

Speaking to Council April 14th 2011 by Jeanne Ker-Hornell

Thank you Your Worship, and Members of Council, for planning our Town's future, and giving communities a chance for input into these very important plans.

Markham is rapidly becoming an outstanding, distinct Town, with many facets to be considered. We are being watched and envied by other communities, and the One Aspect that can make or break our continual success is the planning of how our Town will be shaped in its future growth.

**I am speaking of the importance of Place Making, the Neighborhoods.**

We have a prime example of a new Place, the Markham Centre in Unionville, and it certainly is a centre, the very centre of Markham in fact.

Other New Places are being created continually, and Cornell comes readily to mind.

Also, we have the old Heritage Places that are our beginnings, more than 200 years ago.

Growth is inevitable, and we know infills will happen in the heritage areas as well as elsewhere.

We know the BIG DOLLAR means, big as possible houses must be built, without much thought of the impact on the neighborhoods.

Right now, there are ideas for buildings with 5 or more stories, in the very heart of Unionville, even on our Heritage Main Street.

**The time has come in our Town's Official Plans, to take control of our Town's development, to make stricter rules to preserve our heritage communities, to balance these future plans.**

A sensible preservation plan would be to include the Pioneer Stiver Mill on Station Lane in Unionville as a distinct Place. It stands right next to the Restored Heritage Railway Station.

Station Lane is a poor little neglected Lane that can be made into a seriously important Heritage Landmark to anchor the south end of Unionville's Main Street, for tourists, and for the community to enjoy.

It would be fitting, as the Fred Varley Art Gallery nicely anchors the North end of the Heritage Commercial Area.

Unionville was an agricultural village, so Station Lane was the VERY HUB of 19th Century Unionville, with the Stiver Mill dealing with the farmers' grains along with the symbiotic railway activities.

It has earned the right to be upgraded and preserved for posterity.

After all, Unionville's Heritage Main Street IS York Region's second highest Tourist attraction, after Wonderland.

There is diversity for you in our so diversely populated town, for less than a kilometer away from our 19th century village, we have the huge 21st Century Markham Centre.

That is something to be proud of.

Lastly:

When preserving and creating distinct Places, please consider directing Town Staff to include the very First House built in Markham, believed to be the Oldest Standing House in York Region.

The Berczy Log House was built over 200 years ago, circa 1808, and still stands by the pioneer cemetery where the pioneers of our Town are buried.

This house is situated, as you know, on the vastly important Becket Farm on 16th and Kennedy corner, where Unionville had its beginnings before gradually moving to its present site.

I did speak of this to you earlier this year.

Because of its intrinsic value, the Berczy Log House should be made into a quietly preserved Heritage Place for people to visit and reflect on the Past.

The Markham Museum has many artifacts that can be used.

**BOTTOM LINE:**

In your collective wisdom, please recognize the value of all the Heritage Villages and Hamlets of our Town of Markham.

Allow them to stand proudly, strictly preserved, for hundreds more years, along with the incredible new Places.

Thank you for listening.

Jeanne Ker-Hornell

April 12, 2011

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Re: Markham Official Plan Review  
11175 Kennedy Road  
Town of Markham

We represent Mahamevna Bhavana Asapuwa Toronto (Mahamevna), which currently resides at 11175 Kennedy Road, located on the east side of Kennedy Road, between Elgin Mills and 19<sup>th</sup> Avenue. The property has an area of 0.8 hectares (2.0 acres), and is surrounded by the Mandarin Golf Course and Camp Green Acres.

The property is occupied with a two-storey former farmhouse, together with a swimming pool, a series of out-buildings, driveways and parking areas, and grassed lawns. No part of the property is being used for agricultural purposes, nor has been for decades. The dwelling is zoned for Rural Residential uses.

The property is currently used for a place of residence for the Buddhist Monks of Mahamevna; however the congregation has future plans for expansion. To this end, preliminary discussions with Town planning staff have already taken place. It is the intention of Mahamevna to file the necessary Official Plan and Zoning By-law Amendments to the Town.

I note the following facts concerning the subject property:

- It is relatively small in size, being only 0.8 hectares in area, too small to require a justification for removal from a Agricultural designation under the current Town Official Plan;
- Currently is improved with a dwelling and associated structures;
- Is not, nor has been for a lengthy period of time, used for agricultural purposes;
- The small property is surrounded by Camp Green Acres, the Mandarin Golf Course, and Melville United Church, none of which are agricultural operations;
- Is already zoned for residential purposes.

Mahamevna wishes Markham Council to remember that their site has a different context from perhaps other sites outside the urban boundary. Any "blanket policy" across the entire Future Urban Area may not be appropriate for a smaller parcel such as Mahamevna, which has a different planning context.



Mahamevna is also concerned with the recently approved Region of York Official Plan, and has appealed that document. That document designates these lands as Agricultural, and under policy 6.3.3, would prohibit my client (over even the Town of Markham) from even requesting an amendment to permit such a use.

Furthermore, Policy 6.3.4 of the Regional Plan states that Agricultural Uses shall be designated in the Town Official Plan and the Zoning By-law. This could be interpreted to mean that the Town of Markham has no say in land use within its own boundary.



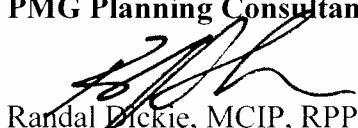
As a professional land use planner, I am very much aware of provincial and regional level issues such as the Provincial Growth Plan and the desire to protect viable agricultural uses in proximity to the urban area. I am also very much aware of the problems that can occur when such high level, blanket policies are applied across an entire area, without regard for the unique attributes or characteristic of a particular property. This has been particularly apparent in the last 5 years or so.

Please keep in mind that all sites should be considered based upon their own context; one size does NOT fit all.

Please keep us advised of any decision by Council. Should you have any questions, please do not hesitate to contact me at 416-417-1357.

Yours truly,

**PMG Planning Consultants**



Randal Dickie, MCIP, RPP  
Manager of Planning