



Planning and Development Services Department
Long Range and Strategic Planning Branch

July 19, 2007

Brad Graham
Assistant Deputy Minister
Ministry of Public Infrastructure Renewal
4th Floor, Suite 425
777 Bay Street
Toronto, Ontario, M5G 2E5

Dear Mr. Graham:

Re: Built Boundary suggested revisions: rationale for the inclusion of Cornell Centre

As you know, we have been working closely with Ministry staff to identify the built boundary. This has taken a considerable amount of effort and dialogue. All issues have now been resolved with the exception of one major concern, Cornell Centre.

This letter is to provide rationale for the inclusion of Cornell Centre (please see attached map for suggested revision #M_047) in addition to the rationale that was incorporated in the revision table sent to the Ministry on June 8, 2007 (please see attached suggested revisions table).

Cornell Centre is a key component of York Region's planned urban structure, based on a system of Regional Centres linked by Regional Corridors, served by Rapid Transit. This structure has been enshrined in the Regional Official Plan since its approval in 1994, and was reaffirmed and strengthened through Regional Official Plan Amendment (ROPA) 43 in 2005 (please see attached). The inclusion of Cornell Centre in the Built Boundary will help to achieve the implementation of compact, mixed-use and transit-supportive development in this area and contribute significantly to the achievement of the Growth Plan intensification target.

The Regional Municipality of York and the Town of Markham believe Cornell Centre should be considered as an area within an *Intensification Corridor* as defined by the Growth Plan and should be included in the built boundary for the following reasons:

- The Centre has been planned as a complete mixed-use community to meet the principles, objectives and intensification policies found in the Growth Plan
- As a Regional gateway, the Centre will anchor the Highway 7 Regional Corridor (please see attached conceptualization of the Highway 7 Regional Corridor system in Markham)
- The Centre functions as a Key Development Area on a high-order transit corridor with the VIVA transit terminus, consistent with the Regional Corridor policies found in the Regional Official Plan. It remains the only Key Development Area within the Region, not yet incorporated into the built boundary.

- The Centre is surrounded by a series of major existing and emerging uses. The Box Grove Community, Cornell Community, Markham-Stouffville Hospital and existing VIVA transit terminus are in the immediate vicinity.

According to the definitions found in the Growth Plan, *Intensification Areas* include lands identified by municipalities within a settlement area “that are to be the focus for accommodating intensification...”. *Intensification Areas* include *Intensification Corridors*. Further, *Intensification Corridors* are “*Intensification Areas* along major roads, arterials or *higher order transit* corridors have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels”.

Both the Regional Municipality of York and the Town of Markham believe Cornell Centre should be considered an area within an *Intensification Corridor*. Highway 7, which is identified as a Regional Corridor in ROPA 43 intersects Cornell Centre. The Regional Official Plan further specifies that Key Development Areas adjacent to Regional Corridors will serve as the primary locations where the highest concentrations of infill and intensification will occur. Recognition of Cornell Centre as contributing to the intensification target of the Growth Plan supports the policies of ROPA 43 and the efforts of the Town of Markham to align with and support Provincial and Regional growth management objectives.

Cornell Centre has been planned as a Key Development Area in accordance with the provisions found in ROPA 43. The lands within Cornell Centre are planned to be mixed-use with a density exceeding 130 people and jobs/ha, and a planned VIVA transit terminal. The medium and high density units planned for this area have been incorporated in all preliminary regional and local growth management work as intensification units.

The inclusion of Cornell Centre was identified as a key issue during York Region’s evaluation of the built boundary methodology. The attached package includes copies of letters from York Region and the Town of Markham to MPIR as well as a York Region staff report specifying this as a key issue.

We look forward to further discussing the inclusion of Cornell Centre as an intensification area within the built boundary with you and your staff. Should you or your staff have any questions in regard to our rationale for the inclusion of Cornell Centre in the built-up area please call John Waller, Director of Long Range and Strategic Planning at 905-895-4444 ext. 1525.

Sincerely,

Bryan Tuckey
Commissioner of Planning and Development Services

JBW/shc

Attachment: Maps - Built Boundary Suggested Revision #M_047: Cornell Centre
Town of Markham Built Boundary Suggested Revisions table: Revision M_047
Map – Town of Markham Structural Context for Intensification
January 19/07 letter from York to Minister Caplan commenting on Built Boundary methodology
January 18, 2007 letter from the Town of Markham to Tija Dirks commenting on the Built Boundary methodology (submitted to Minister Caplan with York Region comments)

January 25, 2007 York Region staff report on the Technical Paper on a Proposed Methodology for
Developing a Built boundary for the Greater Golden Horseshoe
Regional Municipality of York Regional Official Plan Amendment #43

Copy to: Valerie Shuttleworth, Director of Planning and Urban Design, Town of Markham
Tija Dirks, Director Growth Policy, Planning and Analysis, Ministry of Public Infrastructure
Renewal

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