

Submission Number
D05.2009.1.153
(D05.2009.1.073)

Date of Submission:
January 4, 2010

Submission Author:
Ron Stein on behalf of 1334618 Ontario Inc.

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

It appears that the Region has rejected our request to revise the Greenland boundaries in accordance with Conservation Authority mapping and the existing Town Official Plan. We therefore ask that you notify us of any decisions the Ministry makes with respect to the Plan.

Unfortunately, the Region has put us in a position whereby our only option appears to be to refer the matter to the Ontario Municipal Board, unless the Ministry is willing to modify the Plan in accordance with our request.

The Greenlands Boundaries in York Region's Official Plan are consistent with Conservation Authority mapping and the Town of East Gwillimbury's Draft Official Plan.

The Regional Greenlands System mapping was created using the most up to date data from the Lake Simcoe Region Conservation Authority's Natural Heritage Strategy, which has also been refined and reflected in the Town of East Gwillimbury's Draft Official Plan.

Both Town of East Gwillimbury and Regional staff have spoken with Mr. Stein and have explained that the Greenlands delineation in both the Town's and Region's plan can be refined through additional information when development applications on the lands are considered.

Should refinements be made to the Town's Greenlands System, then this would be reflected within the Region's Plan without the need for an Amendment.

Received January 4, 2010

D05.2009.1.153

1334618 Ontario Incorporated
16 Parnham Crescent
Sharon, Ontario
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cstein2000@rogers.com

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FACSIMILE

DATE	3-Jan-10	FILE	ORIGINAL MAILED	No
TO:	Larry Clay		FAX NO: (416) 585-6882	
CC:	Barb Jeffrey		FAX NO: (905) 895-3482	
CC:	Regional Clerk		FAX NO: (905) 895-3031	
FROM:	Ron Stein			
RE:	York Region OP		TOTAL NO. OF PAGES (Incl. Cover):	6

Please see attached.

The information contained in this transmission is confidential and is only for use of the individual(s) to whom it is addressed. If you have received this transmittal in error, please notify us immediately and return the original transmission to us. If the transmittal is not properly received, please call (905) 369-221-1744, Monday through Friday (9:00 am to 5:00 pm). Thank you.

DOS
Planning

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January 3, 2010

Ministry of Municipal Affairs and Housing
777 Bay Street, 2nd Floor
Toronto, Ontario
M5G 2E5

Attention: Larry Clay, Regional Director
Central Municipal Services Office

Dear Mr. Clay:

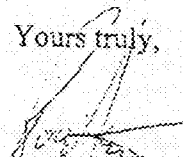
Re: York Region Official Plan

We have received notice that the Official Plan for the Region of York was adopted by York Regional Council on December 15, 2009. We have previously provided input during the Official Plan process expressing concern with the Greenland boundaries as they apply to our lands, and a copy of our latest correspondence is enclosed for your convenience.

It appears that the Region has rejected our request to revise the Greenland boundaries in accordance with Conservation Authority mapping and the existing Town Official Plan. We therefore ask that you notify us of any decisions the Ministry makes with respect to the Plan. Unfortunately, the Region has put us in a position whereby our only option appears to be to refer the matter to the Ontario Municipal Board, unless the Ministry is willing to modify the Plan in accordance with our request.

If you wish to discuss the matter further, please contact the undersigned. Thank you.

Yours truly,



Ron Stein
President

cc. Barbara Jeffrey, Region of York

1334618 Ontario Incorporated
16 Parnham Crescent
Sharon, Ontario
LOG 1V0

Tel: 905-478-8557

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Fax: 905-478-7963

October 7, 2009

The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attention: Bryan Tuckey, MCIP, RRP
Commissioner of Planning and Development Services

Dear Mr Tuckey:

Re: Region of York, Draft Official Plan
Part Lot 104, Concession 1 E.Y.S., Town of East Gwillimbury

We are unable to attend today's public statutory, so we are providing written input instead. My wife and I have been residents of East Gwillimbury for 25 years, and are the owners of a 31.89 acre parcel in Lot 104, Concession 1 EYS, identified as 18823 Yonge Street, as shown on Figure 1, attached. We have reviewed the Draft Official Plan and advise we cannot support the limits of the Regional Greenlands System, as shown on Map 2 for our lands, as well as some of the Greenland policies contained in the Plan.

The Greenland mapping on the Region's Geomatic web site is quite different from the Greenland system shown in the draft Official Plan, with the green area on the former not nearly as substantial over our property as the latter. We recognize that part of our property is more environmentally sensitive with a wooded area, and associated small creek, and therefore have no concern with the environmental boundaries shown on the Geomatic mapping. Figure 2, attached, is an excerpt from the Geomatic mapping and shows the limits of our property.

We understand that a considerable portion of the Region's work is based on Conservation Authority Natural Heritage System mapping. While we are awaiting mapping from the Conservation Authority to confirm this, it appears from our research that the Region is combining at least 2 levels, if not more, of the 4 levels of environmental sensitivity identified by the Conservation Authority. Our understanding, and again we are waiting to confirm this, is that if only the Level 1, (most sensitive areas), were identified as Greenlands in the York draft Plan, the boundaries would be close to, if not the same, as the Greenland limits shown on your Geomatic web site.

Based on the information received to date from the Conservation Authority, it appears that the Region's Draft Official Plan Greenland System boundary in the vicinity of our lands has been based on the Conservation Authority Fill line mapping, and not as the result of detailed environmental study. As you know, the Authority's Fill Regulation line is not intended to be an environmental boundary, or preclude development, but rather an area where Authority approval is required to build, and is based on generalized air photo interpretation.

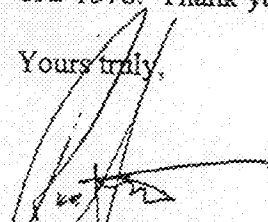
Theoretically, under Section 2.1 of the draft Official Plan, an Environmental Impact Statement (EIS) could accompany a development application to define the boundaries of the Greenland System. Based on our discussions with Authority staff, land uses have to be determined in order to assess their Environmental Impact, and as our property is proposed for inclusion in the Town's Draft Official Plan as 'Community - Future Urban Area', these land uses will not be established for many years. Therefore there is no opportunity to produce an EIS to define the Greenland boundary at the Regional Official Plan level. By expanding the Greenland boundaries on our property without an EIS, and without any knowledge of the land uses, proposed built form and infrastructure requirements, the Region is implementing expropriation without proper justification. This is not an equitable or acceptable process.

In view of our concerns outlined above, and our review of the draft Official Plan, we ask the following changes be made to the Official Plan before final adoption in order to address our concerns:

1. **Revise the boundaries of the Greenland System for our property, so they are consistent with the Region's Greenland boundaries as shown on Figure 2 attached.**
2. **Include clear policies in Chapter 2 of the Official Plan regarding Greenland securement to ensure the process is equitable.**
3. **Include clear policies regarding the flexibility in Greenland boundaries, as there seems to be some inconsistency between Section 8.4.1, which refers to deviations requiring an Official Plan Amendment, and Sections 2.1.5, and 8.4.3, which identifies boundaries are to be defined in local plans.**

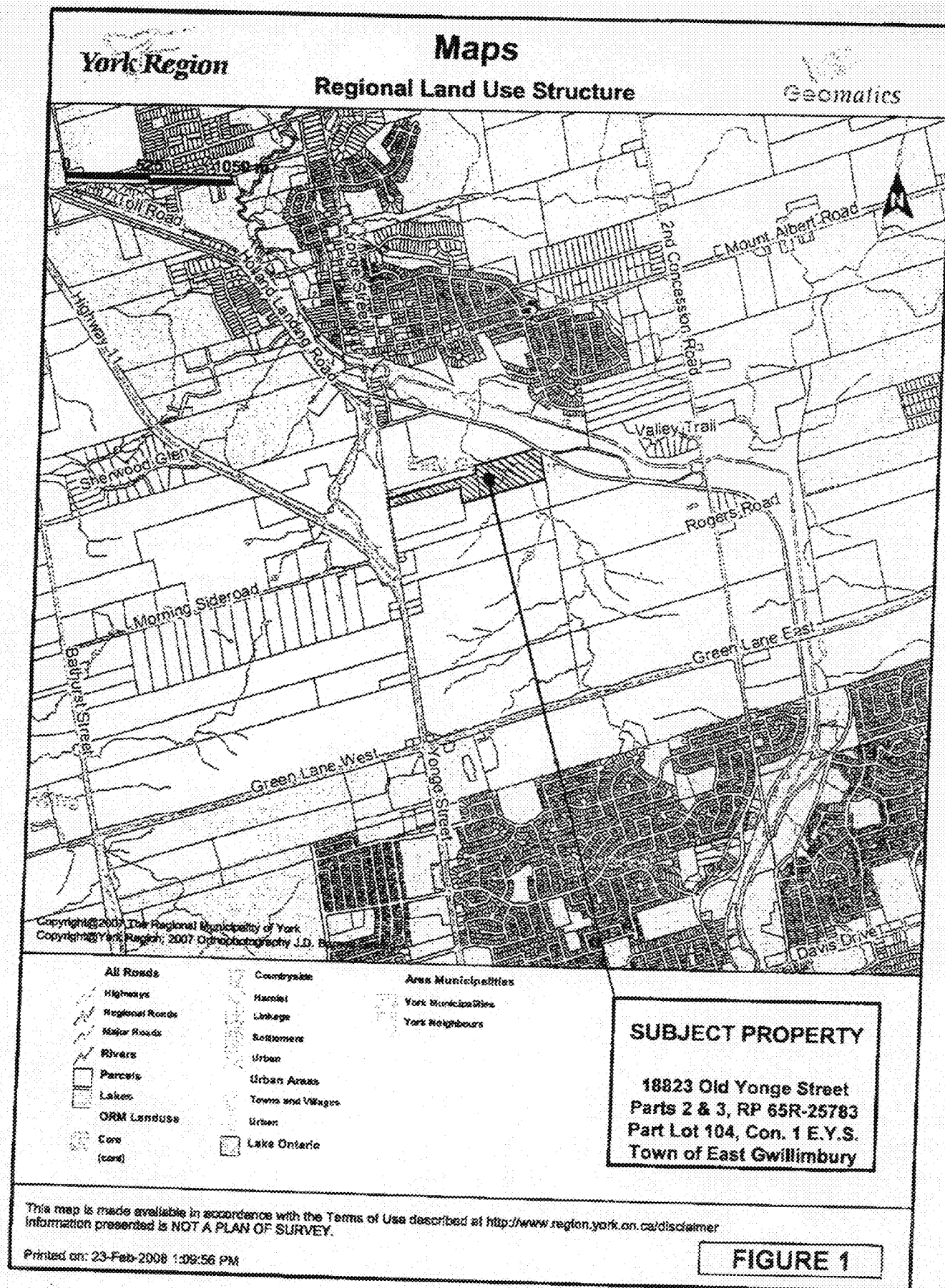
If you wish to discuss the matter further it is best to reach me on my cell phone at 416-892-1578. Thank you.

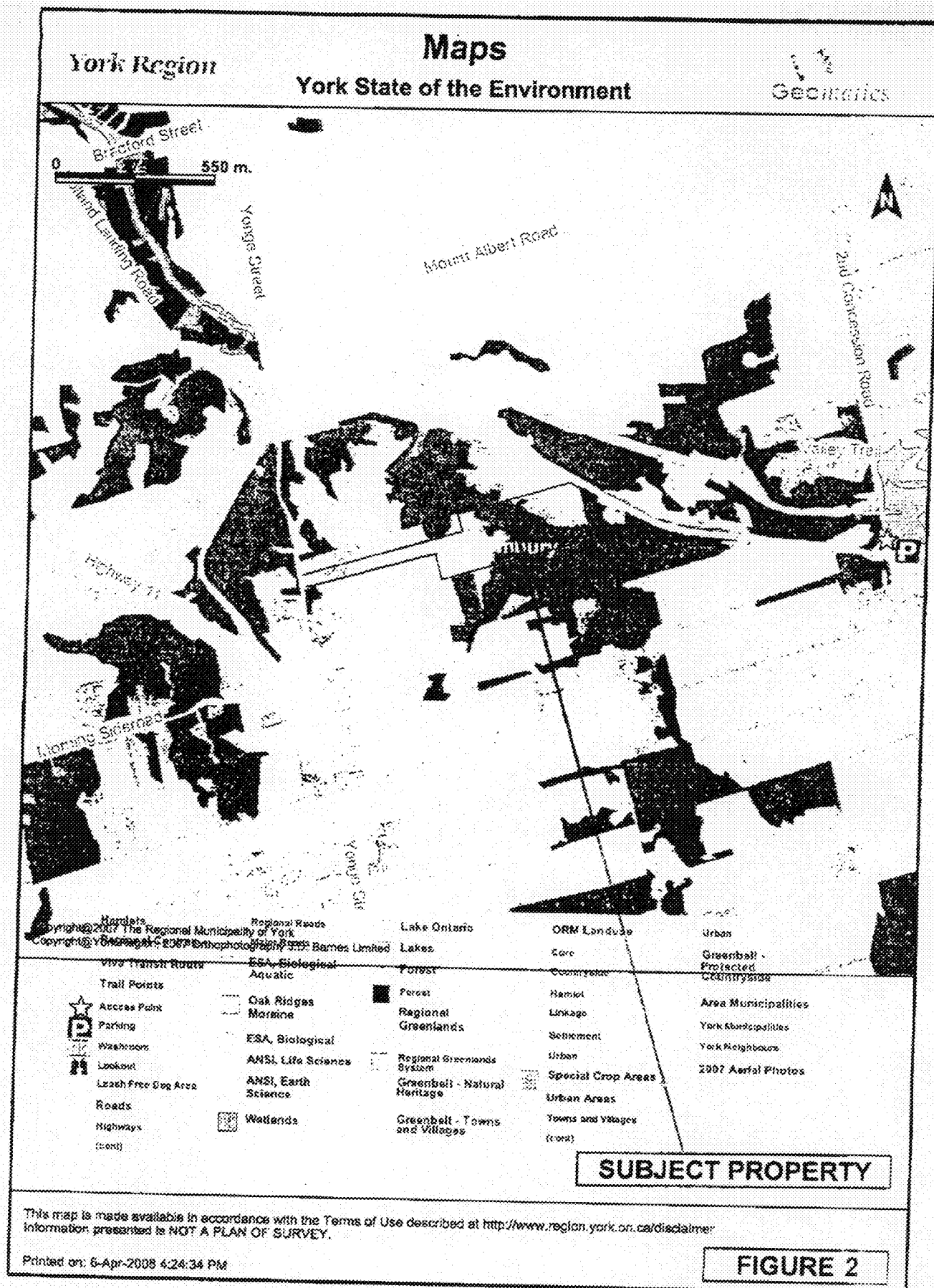
Yours truly,



Ron Stein
President

cc. Regional Clerk





Submission Number
D05.2009.1.156
(also D05.2009.1.111)

Date of Submission:
January 12, 2010

Submission Author:
Voices of the Vedas Cultural Sabha Inc.

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Properties: (8640 Yonge Street & 15 Garden Avenue) located at the southwest quadrant of Yonge Street and Garden Avenue; Richmond Hill.

Enquiring why their properties are not considered in the Region's/Town of Richmond Hill's intensification plan. Strongly object to the area being exempted from the intensification study area. Request that their properties should be included for intensification.

The subject properties are within the Richmond Hill Centre study area and are located within the Yonge Street Regional Corridor.

They are not included in the Urban Growth Centre (UGC) boundary. UGC boundaries were delineated by the Province under Places to Grow: Growth Plan for the Greater Golden Horseshoe.

The Regional Official Plan requires the local municipalities to complete a local intensification strategy that will identify appropriate areas for intensification. The Town of Richmond Hill is currently undertaking this work as part of the update of its own official plan.

The subject properties are within the Yonge Street Regional Corridor. This is a location where intensification is encouraged, subject to local intensification policy direction.

The landowner should continue to actively participate in Richmond Hill's Regional Centre study.

Attended Town meeting on December 16, 2009 and raised previous concern on why subject property is not included as an intensification area in the Town of Richmond Hill Official Plan.

Previous comments as stated above from submission 1.111 remain.



Voice of the Vedas Cultural Sabha Inc.

8640 Yonge St., Richmond Hill, Ontario, Canada L4J 1W8 Tel: (416) 886-1724

January 12, 2010

Town of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, Ont. L4C 4Y5

Attention: Mr. Paul Freeman MCIP
Manager of Planning

Re: Town and Region's Intensification Plan
West side of Yonge Street
North of Hwy 407 & Hwy 7
Town of Richmond Hill, Region of York

Dear Mr. Freeman,

I attended a meeting held on December 16, 2009 at the Sheraton Centre hosted by the Town of Richmond Hill on behalf of Voice of the Vedas Cultural Sabha Inc. (VOVCS) to discuss the Official Plan Amendments and related issues; this was a session for developers. I also spoke to you at the end of the session on behalf of the temple (VOVCS). The temple owns two properties at the locations below:

8640 Yonge Street and at 15 Garden Avenue

These properties are located at the south west quadrant of Yonge Street and Garden Avenue.

The plans shown to me indicates that the western corridor for redevelopment under the proposed official plan for the strip south of Garden Avenue is 15 Garden Ave or one property west of 15 Garden Ave. We are enquiring why the **Official Plan Subject Area** is not extended a further six or seven properties westerly to boundary on the watercourse which forms a natural divide between residential and commercial properties. A standard protocol in land development.

The Planning Act is the only mechanism where lands are added or subtracted from the Official Plan, to omit this critical and contentious area at this time is a waste of taxpayer's time and money and not provide the level of service to the property owners of Richmond Hill. Not even considering how many years will go by before this matter is reconsidered. The last time this area was done was over fifteen to twenty years ago.

At this time we strongly object to the area mentioned above being exempted, and hereby request that this area should be reconsidered and included for intensification under the Official Plan.

It is our humble opinion that since time is of the essence, why would the Region/Town want to revisit this area later when the Region/Town has other more important projects waiting to be processed. Not even considering all the time and money to be spent through hearings, Consultants and Council's time.



Voice of the Vedas Cultural Sabha Inc.

8640 Yonge St., Richmond Hill, Ontario, Canada L4J 1W8 Tel: (416) 886-1724

In summary Voice of the Vedas Cultural Sabha Inc. as owners of two properties in the strategy area, strongly objects to this proposal as shown on the plans shown at the meeting. We strongly recommend, and I am sure that the residents west of 15 Garden Avenue share my concerns, that the new boundary be the watercourse which is seven or eight properties west of Yonge Street.

Should you require additional information, please contact me at 905-832-9835 or on my mobile at 416-315-1741

Sincerely,

Mahadeo Singh P.Eng.

Technical Consultant to VOVCS

CC via email to:

Pfreeman@richmondhill.ca

Bryan.Tuckey@york.ca

John.Waller@york.ca

abassios@richmondhill.ca

dbarrow@richmondhill.ca

Submission Number

D.05.2009.1.157

D.05.2010.1.158

Date of Submission:

December 1, 2009

January 7, 2010

Submission Author:

Davies Howe Partners (on behalf of Daraban Holdings Ltd.);

Altus Group (on behalf of Daraban Holdings Ltd)

Comments or Requested Change to Draft Official Plan**Analysis and Recommendation**

Property: 17125 Regional Road 27; King.

Submission letter from December 1, 2009 indicates ROP fails to address clients concerns with respect to section 4.3. Further, Staff's previous submission fails to adequately respond to shortcomings of the Region's land budget.

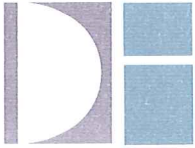
Submission letter from January 7, 2010 provides further background supporting the need for the development of a continuum of care senior's community in Schomberg on the Daraban property. Schomberg lacks a mix of housing, the Daraban lands are not required for King Township to reach its targeted 2031 employment, and future job growth should be focussed in King City and Nobleton, not Schomberg.

Section 4.3 Protecting Employment Lands contains policies for the protection of employment lands in the Region and indicates that the conversion of employment lands may be considered only through a regional comprehensive review. These policies are consistent with employment land policies contained in the Provincial Growth Plan.

An updated land budget report was made available in March, 2010. The Region's assumptions for both residential and employment land needs by local municipality to 2031 are detailed in that report. The Region's land budget is a key component of the Region's municipal comprehensive review and Growth Plan conformity exercise. The land budget work and detailed assumptions are required to conform to the Growth Plan. In addition detailed consultations were held with provincial staff on the land budget methodology and assumptions.

A comprehensive public consultation exercise throughout 2006, 2007, 2008 and 2009 also formed part of the Region's municipal comprehensive review and Official Plan update exercise.

The Township of King will be conducting its own municipal comprehensive review to conform to the Region's Official Plan and the Provincial Growth Plan.



Davies
Howe
Partners

Lawyers

The Fifth Floor
99 Spadina Ave
Toronto, Ontario
M5V 3P8

T 416.977.7088
F 416.977.8931
davieshowe.com

Please refer to: **Mark Flowers**
e-mail: markf@davieshowe.com

December 1, 2009

By E-Mail to *denis.kelly@york.ca*

The Regional Municipality of York
Planning and Economic Development Committee
Committee Room "A", Regional Administrative Centre
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attention: Mr. Denis Kelly, Regional Clerk

Dear Mr. Kelly:

**Re: Draft York Region Official Plan
Submissions on Behalf of Daraban Holdings Limited**

We are counsel to Daraban Holdings Limited ("Daraban"), the owner of lands municipally known as 17125 Regional Road 27, within the community of Schomberg, in the Township of King.

We previously made two written submissions on behalf of Daraban in respect of the Region's draft Official Plan. The first was a letter dated October 6, 2009, in which we identified a number of concerns regarding the proposed policies in Section 4.3 – Protecting Employment Lands of the June 2009 version of the draft Official Plan.

We subsequently sent a letter to Mr. John Waller, Director of the Region's Long-Range and Strategic Planning Branch, dated October 23, 2009, in which we provided Regional staff with a copy of a memorandum prepared by Altus Group Economic Consulting, entitled *Employment Land Needs Analysis, Township of King*.

We have since had an opportunity to review the report of the Commissioner of Planning and Development Services, dated November 4, 2009, entitled *York Region Official Plan – December 2009: Recommendation to Adopt the Official Plan*; staff's "Analysis and Recommendation" in response to our earlier written submissions; and Section 4.3 of the December 2009 Annotated Version of the draft Official Plan.



Davies
Howe
Partners

Regrettably, notwithstanding our earlier written submissions and the concerns highlighted by our client's planning and economic consultants at a meeting held with Regional staff on October 9, 2009, the revised version (December 2009) of the draft Official Plan fails to properly address our client's concerns with respect to Section 4.3. In fact, some of the proposed revisions to this section raise additional concerns.

Further, staff's analysis of our submissions fails to adequately respond to the shortcomings of the Region's land budget that we have previously identified. In that regard, we note that the staff report indicates that "an updated land budget report will be brought forward to Committee and Council in the near future". Thus, we expect that our previous comments will be considered by the Region as part of that updating exercise. In addition, kindly ensure that we are notified when this report is made available to the public.

We trust that the Committee will give due consideration to this submission at its meeting on December 2, 2009. In the meantime, please do not hesitate to contact us if you have any questions.

Yours truly,

DAVIES HOWE PARTNERS

Mark R. Flowers

copy: Client

Alan Young, Weston Consulting Group Inc.

Frank Clayton, Altus Group Economic Consulting

Independent Real Estate Intelligence



January 7, 2010

Mr. Stephen Kitchen
Director of Planning
Township of King
2075 King Road
King City, Ontario L7B 1A1

Dear Mr. Kitchen:

Re: Comments and Directions for the Schomberg Community Plan Review
Our File: P- 3907A

I am writing in my role as the economic and real estate market advisor to James Durbano of Daraban Holdings who owns the lands at 17125 Highway 27 in Schomberg. Daraban Holdings wants to have its vacant lands considered for the development of a continuum of care seniors' community encompassing a variety of housing forms, amenities, and services. A redesignation of the land from exclusively employment uses is required for the planned seniors' community to proceed.

This letter provides initial background supporting the need for the development of a continuum of care seniors' community in Schomberg on the Daraban property.

Schomberg Lacks a Mix of Housing

The information package prepared for the November 23, 2009 Open House clearly demonstrates the narrowness of the existing housing stock in Schomberg. Single-detached homes account for 82.9 percent of all dwellings. Fully 90 percent of the stock consists of ground-related housing forms – singles, semis and townhouses. There is only one apartment building with 30 units.

There is a current and future need for Schomberg, as well as King Township as a whole, to provide a broader variety of housing types and tenures to accommodate lifestyle aspirations of its residents. In particular, an assortment of housing options is and will be demanded as growing numbers of baby boomers enter the seniors' age groups. As you are aware, the need for housing specifically geared to seniors in King Township has recently been well documented.



Mr. Stephen Kitchen

January 7, 2010

Page 2

Seniors' housing encompasses a variety of housing options including independent living (bungalow-style homes and apartments), retirement homes and assisted living accommodation (both self-contained units and rooms), and long-term care facilities. A variety of tenure options is also of importance to seniors including freehold ownership, condominium, land lease, life lease, and rental.

The advantages of a continuum of care community over pockets of smaller single component developments include: (1) with all of these housing options within a single development, as residents age or require additional support, they can relocate within the same development and (2) a single, larger scale development is able to enhance the quality of life of its residents by providing a broader range of services and amenities on site.

We understand that Daraban's proposed continuum of care seniors' community would provide its residents with a variety of housing options, including innovative approaches to enhance affordability. It would also provide on-site employment, particularly in the retirement home/assisted living and long-term care components.

The Daraban Lands are not Required for King Township to Reach its Targeted 2031 Employment

I have analyzed the employment land needs and the supply of vacant employment designated land in King Township and concluded that the Township has more than enough vacant employment land to meet the demand over the period up to the year 2031. My analysis dated October 23, 2009 is attached to this letter.

The bottom line is the Township has a reservoir of about 58 net hectares of vacant employment land that could be considered for redesignation for uses that further the efficient use of its land resources.

Future Job Growth Should be Focussed in King City and Nobleton, Not Schomberg

Schomberg has a very high level of jobs relative to its population. Its 1,222 jobs in 2006 were equivalent to 68 percent of its population of 1,800. Nobleton and King City, in contrast, have jobs equivalent to just 18 percent and 25 percent of their respective 2006 population.

What this means is that a large proportion of the jobs in Schomberg are held by persons commuting to the community from elsewhere in King Township and from outside the Township. In contrast, the majority of residents of King City and Nobleton commute to jobs outside their community. This is counter to provincial and regional planning initiatives intended to create complete communities with a reasonable balance between population and employment opportunities.



Mr. Stephen Kitchen

January 7, 2010

Page 3

Employment to Population Ratio by Community, King Township, 2006

	Communities				King Township
	Schomberg	King City	Nobleton	Rural Area	
Total Employment (Jobs)	1,222	1,273	525	2,842	5,862
Total Population (Persons)	1,800	5,000	3,000	10,600	20,400
Employment to Population Ratio	0.68	0.25	0.18	0.27	0.29

Sources: Employment: York Region, *Employment and Industry 2006*

Population: King Township, *Schomberg Community Plan Review*, Public Open House, November 23, 2009

We would request that these comments be included and addressed in your upcoming report to Council regarding the Schomberg Community Plan review, and in any upcoming report relating to the Township's Growth Plan conformity exercise.

We are available to meet with you at your convenience to discuss housing mix and employment land matters as they relate to the Daraban lands.

Sincerely,

Frank A. Clayton, Ph.D.
Executive Vice President
Economic Consulting

Encl.

cc: Paul Kulyk, Township of King
Paul Bottomley, Region of York
James Durbano, Daraban Holdings
Mark Flowers, Davies Howe Partners
Alan Young, Weston Consulting Group Inc.
Frank Folz

Attachment

Altus Group Economic Consulting

Memo to Client Re: Employment Land Needs Analysis

October 23, 2009

October 23, 2009

Memorandum to: James Durbano, President
Daraban Holdings Limited

From: Frank A. Clayton, PhD, Executive Vice President
Altus Group Economic Consulting

Subject: Employment Land Needs Analysis, Township of King
Our File: P-3907A

As requested, we have reviewed the employment lands needs analysis contained in the report entitled *York Region 2031 Land Budget* (hereafter referred to as the "Land Budget Report") dated January 2009 which was prepared by York Region Planning and Development Services.

Summary

According to the Land Budget Report, King Township's 2006 supply of vacant employment land (93 net hectares) matches exactly the land required to accommodate the employment land employment growth forecast by the Region for King Township by the year 2031 (93 net hectares). In the Region's analysis, no additional employment lands are needed in King Township in the period up to 2031. There is no shortage of vacant employment lands either, so there are no surplus lands with the potential to be used for a higher and better use to the benefit of the Township and the Region.

In our opinion, the Region's employment land needs analysis understates the true supply of vacant employment lands in King Township and overstates the amount of land required to accommodate future employment growth. Our calculations indicate that in the year 2031 the Township is anticipated to have a surplus of vacant employment land equivalent to about 58 net hectares.

Therefore, the Township has a reservoir of about 58 net hectares of land that could be considered for redesignation for uses that further the efficient use of its land resources.



The Region's Employment Land Needs Analysis – King Township

According to the Region's analysis, the land demand associated with the accommodation of employment lands employment growth over the 2006-2031 interval will be exactly the same as the vacant designated land supply in 2006 (see Figure 1).

Figure 1

Employment Land Needs Analysis for King Township, 2006-2031 - as Calculated by York Region Planning and Development Services

	<u>Net Hectares</u>
Total Vacant Employment Land Supply, 2006 ¹	93
	<u>Employees</u>
Total Demand from Employment Lands Employment Growth: ²	
Employment Land Employment Growth	2,520
Assumed Average Employment Lands Density (Employees per hectare)	27.0
	<u>Net Hectares</u>
Demand for Vacant Employment Land (Employment Growth Divided by Average Density)	93
Surplus/Deficit	(0)

¹ Excludes industries in private services lands

² Includes small number of employees on lands with private services

Source: Altus Group Economic Consulting based on information in **York Region 2031 Land Budget**, January 2009, Tables 7, 8 and 10

Three data inputs produce this conclusion:

- The supply of vacant employment lands in 2006 in King Township is 93 ha;
- Employment land employment grows by 2,520 jobs between 2006 and 2031; and
- An average employment density (employees per hectare) for employment land development of 27 employees per ha is applicable over 2006-2031.



James Durbano
October 23, 2009
Page 3

Assessment of the Region's Data Inputs

Supply of Vacant Employment Land

The Region's Land Budget Report does not include the vacant portions of built-on parcels in the vacant land supply (so-called under-utilized parcels). To illustrate, a company buys 10 hectares of land and initially builds on 5 hectares leaving 5 hectares vacant for further expansion. The Region's inventory would not include these vacant hectares as part of the Township's vacant land supply. In our opinion, these vacant lands should be included in the vacant land inventory.

A November 28, 2007 report of the Region's Commissioner of Planning and Development Services, *York Region Vacant Employment Land Inventory*, indicates King Township has 18 hectares of vacant underutilized land (Table 5). Adding these underutilized lands increases the Township's net vacant land supply without the underutilized lands by 18.5%, a significant percentage. Thus these lands are much more important in King Township than for the Region as a whole (6.4%).

With the vacant underutilized land parcels included, the total vacant employment land supply in King Township now totals 111 net hectares (93 + 18).

Employment Lands Employment Growth

The Land Budget Report is premised on a marked shift in the mix of employment in King Township from population-related to employment land employment with employment land employment rising from 14.3% of total employment in 2006 to 29.8% of the total in 2031.

As a consequence, population-related employment in the Township is forecast to decline from 29.6 employees per 100 persons in 2006 to 24.2 employees per 100 persons in 2031. This decline is much more severe than that for the Region as a whole (a slight decline from 20.7 to 19.5 population-related employees). However, the Region does not provide any explanation for the more rapid decline that is forecast in King Township. In our opinion, a 26.6% ratio of population-related employment to total population in 2031 is more reasonable than the 24.2% forecast by the Region in light of the economic structure of King Township and the services required to support a growing population.

Assuming the 2031 total employment forecast remains the same, this adjustment to the 2031 ratio of population-related employment to total population results in an employment land employment



James Durbano
October 23, 2009
Page 4

ratio of 22.8% of total employment in 2031, for an increase of 1,763 employment land jobs between 2006 and 2031.

Our opinion is that employment land employment growth in King Township between 2006 and 2031 is more likely to be 1,763 jobs than the 2,520 jobs anticipated in the Land Budget Report.

Average Employment Density

The Land Budget Report assumes that the average number of employees on employment lands built on during the 2006-2031 period will increase only slightly to 27 from the 26 employees per net hectare of built-on employment lands in 2006. This is a very low average employment density within the context of the Greater Toronto Area. Many municipalities within the Greater Toronto Area have employment densities in the vicinity of 37 employees per net hectare. It also is not consistent with planning goals endeavouring to increase the intensity and efficiency of land use.

In our opinion, an average employment density of 33.3 employees per net hectare is more reasonable for the 2006-2031 period than the 27 employees per net hectare being used by the Region.

Amended Employment Land Needs Analysis – King Township

Figure 2 illustrates the employment land supply/demand relationship using the same methodology as that in the Land Budget Report except for substituting our amended inputs for the vacant land supply, employment land employment growth and average employment density.



Figure 2

Amended Employment Land Needs Analysis for King Township, 2006-2031 - as Calculated by Altus Group Economic Consulting

	<u>Net Hectares</u>
Total Vacant Employment Land Supply, 2006 ¹	111
	<u>Employees</u>
Total Demand from Employment Lands Employment Growth: ²	
Employment Land Employment Growth	1,763
Assumed Average Employment Lands Density (Employees per hectare)	33.3
	<u>Net Hectares</u>
Demand for Vacant Employment Land (Employment Growth Divided by Average Density)	53
Surplus/Deficit	58

¹ Excludes industries in private services lands

² Includes small number of employees on lands with private services

Source: Altus Group Economic Consulting

The amended analysis indicates that King Township has a surplus of vacant employment land equivalent to about 58.3 net hectares.

The bottom line is the Township has a reservoir of about 58 net hectares of land that could be considered for redesignation for uses that further the efficient use of its land resources.

Submission Number

D05.2009.1.159

D05.2009.1.163

D05.2009.1.177

Date of Submission:

February 10, 2010

March 1, 2010

April 16, 2010

Submission Author:

Goodmans LLP (on behalf of Minotar Holdings Inc)

Goodmans LLP (on behalf of Minotar Holdings Inc, Corlots Development and Cherokee Holdings Inc)

Comments or Requested Change to Draft Official Plan**Analysis and Recommendation**

Property: Approximately 210 acres of land between Kennedy Road and McCowen Road, north of Major Mackenzie Drive; Markham.

Woodlands

The work of Minotar's natural heritage consultant, Natural Resources Solutions Inc (NRSI), as attached to our October 6, 2009 letter, supports certain further adjustments to OP Map 5. Please confirm that these adjustments may be made in future on the basis of the site level study that has been undertaken by NRSI without an Official Plan Amendment being required.

That is correct. Policy 2.2.41 states:

That site specific studies can be used to determine or verify the significance of *woodlands*. An amendment to this Plan shall not be required if a site specific study determines that a *woodland* does not meet any of the criteria identified in policy 2.2.39 of this Plan.

Key Hydrologic Features

The adopted OP Key Hydrologic Features Map (Map 4) indicates that a portion of a wetland is located on the Lands and that the Lands are traversed by a permanent or intermittent stream. As you know, a provincially significant wetland (PSW) has been delineated by the Ministry of Natural Resources (MNR) on the Lands, but detailed site level analysis of the Lands by NRSI has illustrated that the MNR wetland boundaries are inaccurate. As noted in our October 6, 2009 correspondence, we understand that, should the MNR and/or Conservation Authority revise the mapping of the PSW based on the more accurate and current information obtained by

That is correct. Policy 2.2.37 states:

That boundary refinements or reclassification of existing evaluated *wetlands* by the Province will not require an amendment to Map 4 of this Plan. Where new evaluated *wetlands* are identified by the Province, the Region will periodically amend this Plan to include updated information.

the owner, an amendment to the Regional Plan would not be required to address the revised boundary.

With respect to stream delineation remaining on Map 4, we request confirmation from Regional staff that the nature and bounds of the “stream” may be adjusted to reflect site level analysis without the requirement for an Official Plan Amendment.

Policy 2.2.1 includes streams as a key natural hydrologic feature.

That is correct. Policy 2.2.23 states:

That minor refinements to the extent or presence of *key natural heritage features* and *key natural hydrologic features* resulting from site specific studies conducted in accordance with the requirements in the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan and updated information from the Province or the appropriate conservation authority, will not require an amendment to this Plan.

However, where there is a boundary refinement to a *wetland, Life Science Area of Natural and Scientific Interest*, or significant habitat of endangered, or threatened species, confirmation will be required from the Province prior to any *development* or *site alteration* occurring in these areas. In regard to minor changes to *Environmentally Significant Areas*, approval will be required by the appropriate conservation authority.

Potential Urban Expansion

The adopted OP Regional Structure Map (Map 1) as recommended for Council adoption contained conceptual pink stars that illustrated potential urban expansion areas in Vaughan, Richmond Hill, Newmarket and Markham, including one in the vicinity of the Minotar Lands. Due to a modification made by Council Resolution, Map 1 as adopted did not contain the Potential Urban Expansions in the Town of Markham.

This modification did not reflect staff’s findings and the results of the exhaustive plan review process. Further to our

A report was received by Regional Council at it’s meeting of March 25, 2010 (Clause 3 of Report 2 of the Regional Planning and Economic Development Committee (PEDC)) which identified preliminary urban expansion areas in the Town of East Gwillimbury, City of Vaughan and Town of Markham. Regional Council adopted the recommendations of the report, but deferred the introduction of the urban expansion amendments (ROPA’s 1, 2 and 3) until the PEDC of May 5, 2010. This deferral also delays the Statutory Public meetings on the Amendments until the PEDC meeting of June 16, 2010.

discussion, we understand that it is intended that a future Regional Official Plan Amendment will deal with the question of urban expansion areas in detail. Through this process, we expect that Regional staff will support their prior finding that the vicinity of the Minotar Lands is an area suitable for future growth. We look forward to participating in that planning process; however, if the timing of the Region's proposed OPA addressing growth in this area does not coincide with the approval of the OP currently before the Province, our client may have no choice but to file an appeal.

We have reviewed the report of the Commissioner of Planning and Development respecting Preliminary Urban Expansion Areas. We wish to advise the Committee that our client does not support the boundary of the preliminary urban expansion area illustrated on Figure 3 respecting the Town of Markham. Between Major Mackenzie Drive to the south and Elgin Mills Road to the north, the easterly boundary of the proposed urban area bisects our client's lands. This boundary location will result in the creation of isolated neighbourhoods which will be difficult to access and service. The proposed delineation of the urban boundary also results in parcels being orphaned outside of the urban boundary with no logical connection to the agricultural area and no land use connection to the urban area.

We ask for the opportunity to be consulted before the boundary is finalized.

As you know, we are solicitors for Minotar Holdings Inc., Corlots Developments and Cherokee Holdings, owners of land located north of Major Mackenzie, in the Town of Markham between Kennedy Road and McCowan Road.

The boundaries for the preliminary urban expansion areas were created to fall along natural boundaries, such as existing roads or undevelopable land uses.

The boundary for the preliminary urban expansion area in Markham, while it does bisect the subject property, includes developable land of the subject property and coincides with the Markham staff recommendations in their Growth Management work. The remaining portion of the subject property, which would fall outside the urban boundary, is protected by the Greenbelt. Regional staff is of the opinion that this is a logical line for the boundary to occur.

A meeting was held on April 6, 2010 between Regional Staff and the submitter.

With respect to key natural heritage features and key hydrologic features on the mapping policies 2.2.4, 2.2.37, and 2.2.41 apply. Policy 2.2.4 precludes development and site alteration within features and adjacent lands unless requisite studies determine there is no negative impact on features or

Thank you for your time and consideration at our meeting on April 6, 2010. At that meeting, we discussed a possible new Policy to be added to the Regional Official Plan ("ROP") respecting key natural heritage features and key hydrologic features. This new Policy, it was suggested, would be similar to that which already exists at Policy 2.2.41 respecting woodlands, and so would make provision for adjustment to the ROP mapping without a ROP amendment in those instances where site specific study determines that the key natural heritage feature and/or key hydrologic feature is not present, or is present to a lesser extent than is shown on Plan mapping.

We have considered this further, and believe that such a Policy would be a useful addition. Accordingly, we propose the following draft language for a new Policy, following Policy 2.2.3:

Key Natural Heritage Features and Key Hydrologic Features

2.2... That site specific studies can be used to determine or verify the significance of key natural heritage features and key hydrologic features. An amendment to this Plan shall not be required if a site specific study determines that a key natural heritage feature or key hydrologic feature is not present, or is present to a lesser extent.

We would be pleased to discuss this matter with you further.

functions. Through this process, features are field-truthed and studied in detail. Policies 2.2.37 and 2.2.41 provide specific exceptions from mapping modification requirements for wetlands and woodlands.

In addition to those policies, the following policy in the implementation section of the ROP applies.

Policy 8.4.3 states:

That the boundaries and facilities identified on Maps 1 to 12 are intended to indicate the general location. Exact boundaries shall be defined in local official plans and zoning by-laws, except in the following cases:

- a. the boundary of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan. In this case, the boundary may only be clarified through reference to the applicable Provincial Regulations; and,
- b. the boundaries of the Urban Area identified on Map 1, are fixed where they are identified by a municipal street, rail line, parcel fabric as it exists on the day of adoption of this Plan, lot and/or concession blocks, or, other clearly identifiable physical features.

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Facsimile: 416.979.1234
goodmans.caDirect Line: 416.597.4183
clyons@goodmans.ca

February 10, 2010

Our File No.: 06.3883

By E-Mail – Regular MailJohn Waller, Director, Long Range and Strategic Planning
York Region Planning Department
York Region Administration Building
17250 Yonge Street, 4th Floor
Newmarket, ON L3Y 6Z1

Dear John:

Re: Region of York Adopted Official Plan, being considered by MMAH

As you know, we are solicitors for Minotar Holdings Inc., owners of approximately 210 acres of land between Kennedy Road and McCowen Road, north of Major McKenzie Drive, in Markham (the "Lands"). As you also know through our discussions on this matter, our clients have certain concerns respecting the Region of York's Adopted Official Plan (the "OP"), which we understand is now before the Province. In the context of the Region's discussions with the Province respecting potential modifications to the Plan, we wish to raise the following matters on behalf of our client (some of which we also addressed in our October 6, 2009 letter, a copy of which is attached hereto). We suggest that these concerns could be appropriately dealt with through modifications of the OP which is currently before the Province.

Woodlands

We appreciate staff's efforts in refining the *significant woodlands* definition, and in particular the Woodlands mapping respecting the Minotar lands, in the adopted OP. The work of Minotar's natural heritage consultant, Natural Resources Solutions Inc. ("NRSI"), as attached to our October 6, 2009 letter, supports certain further adjustments to OP Map 5. Please confirm that these adjustments may be made in future on the basis of the site level study that has been undertaken by NRSI without an Official Plan Amendment being required.

Key Hydrologic Features

The adopted OP Key Hydrologic Features Map (Map 4) indicates that a portion of a wetland is located on the Lands and that the Lands are traversed by a permanent or intermittent stream. As you know, a provincially significant wetland (PSW) has been delineated by the Ministry of Natural Resources (MNR) on the Lands, but detailed site level analysis of the Lands by NRSI has illustrated that the MNR wetland boundaries are inaccurate. As noted in our October 6, 2009 correspondence,

we understand that, should the Ministry of Natural Resources and/or Conservation Authority revise the mapping of the PSW based on the more accurate and current information obtained by the owner, an amendment to the Regional Plan would not be required to address the revised boundary.

With respect to stream delineation remaining on Map 4, we request confirmation from Regional staff that the nature and bounds of the “stream” may be adjusted to reflect site level analysis without the requirement for an Official Plan Amendment.

Potential Urban Expansions

The adopted OP Regional Structure Map (Map 1) as recommended for Council adoption contained conceptual pink stars that illustrated potential urban expansion areas in Vaughan, Richmond Hill, Newmarket and Markham, including one in the vicinity of the Minotar Lands. Due to a modification made by Council Resolution, Map 1 as adopted did not contain the Potential Urban Expansions in the Town of Markham.

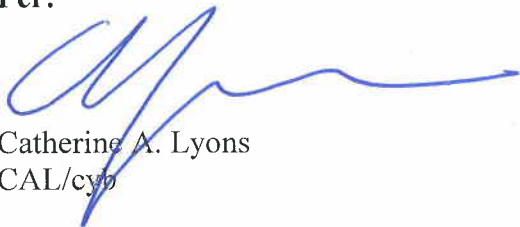
This modification did not reflect staff’s findings and the results of the exhaustive plan review process. Further to our discussion, we understand that it is intended that a future Regional Official Plan Amendment will deal with the question of urban expansion areas in detail. Through this process, we expect that Regional staff will support their prior finding that the vicinity of the Minotar Lands is an area suitable for future growth. We look forward to participating in that planning process; however, if the timing of the Region’s proposed OPA addressing growth in this area does not coincide with the approval of the OP currently before the Province, our client may have no choice but to file an appeal.

We would be pleased to discuss these matters with Regional and/or Provincial staff further, and will make ourselves available to meet at staff’s convenience.

Yours very truly,

GOODMANS LLP

Per:



Catherine A. Lyons
CAL/cyb

c.c. Client
Paul Bottomley

October 6, 2009

Our File No.: 06.3883

By E-Mail – Regular Mail

Chair and Members of Regional Council
Region of York
York Region Administration Building
17250 Yonge Street, 4th Floor
Newmarket, ON L3Y 6Z1

Attention: Denis Kelly, Regional Clerk

Dear Mr. Kelly:

Re: Region of York Draft Official Plan

We are solicitors for Minotar Holdings Inc. owners of approximately 210 acres of land between Kennedy Road and McCowen Road, north of Major McKenzie Drive, in Markham (the “Lands”). An air photo of the Minotar Lands is attached at Schedule A.

The Lands are primarily comprised of tablelands used for agricultural purposes, with natural heritage elements related to the Robinson Creek. A portion of the Lands are within the Greenbelt.

On Minotar’s behalf, we reviewed the Region of York Draft Official Plan (the “Draft OP”) with particular attention to the mapping and policies related to natural heritage matters. We have received expert advice in this exercise through Minotar’s natural heritage consultants, Natural Resources Solutions Inc. (“NRSI”). A detailed, site level review of the Lands has been undertaken by NRSI using the Ecological Land Classification model. A map which demonstrates the outcome of this analysis is attached as Schedule B.

Significant Woodlands

“Significant Woodlands” are identified on Draft OP Map 5. Based on detailed site level analysis, it is evident that there are at least four areas on the Minotar Lands which have been designated as “Significant Woodland” where no feature exists. Accordingly, we hereby request that the Map 5 of the Draft OP be corrected to reflect the more accurate information shown in Schedule B.

Key Hydrologic Features

Key Hydrologic Features are shown on Draft OP May 4. This map identifies a “Wetland” and a “Waterbody” on the Lands.

A provincially significant wetland (PSW) has been delineated by the Ministry of Natural Resources (MNR) on the Lands. We note that on the basis of the detailed site level analysis of the Lands by NRSI, the MNR Wetland boundaries are inaccurate. Please confirm that should the Ministry of Natural Resources and/or Conservation Authority revise the mapping of the PSW based on the more accurate and current information obtained by the owner, that an amendment to the Regional Plan would not be required to address the revised boundary.

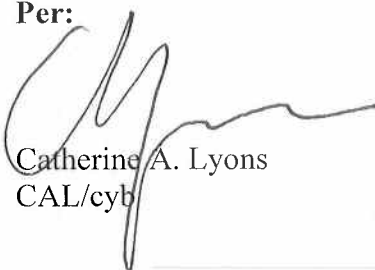
With respect to the “Waterbody” identified in the Region’s draft OP, on a number of maps including Draft OP Map 4, we note that the correct feature identification should be “Watercourse”. Accordingly we hereby request that the Draft OP be corrected to accurately show the Watercourse and not a Waterbody.

We note that the Town of Markham staff has been provided with the results of the natural heritage analysis of the lands as shown on Schedule B to this letter. Markham staff has advised it will update its mapping as appropriate.

It is critical that the errors noted above in the draft Official Plan be corrected prior to adoption of the plan. We look forward to receiving corrected maps for our review.

Yours very truly,
GOODMANS LLP

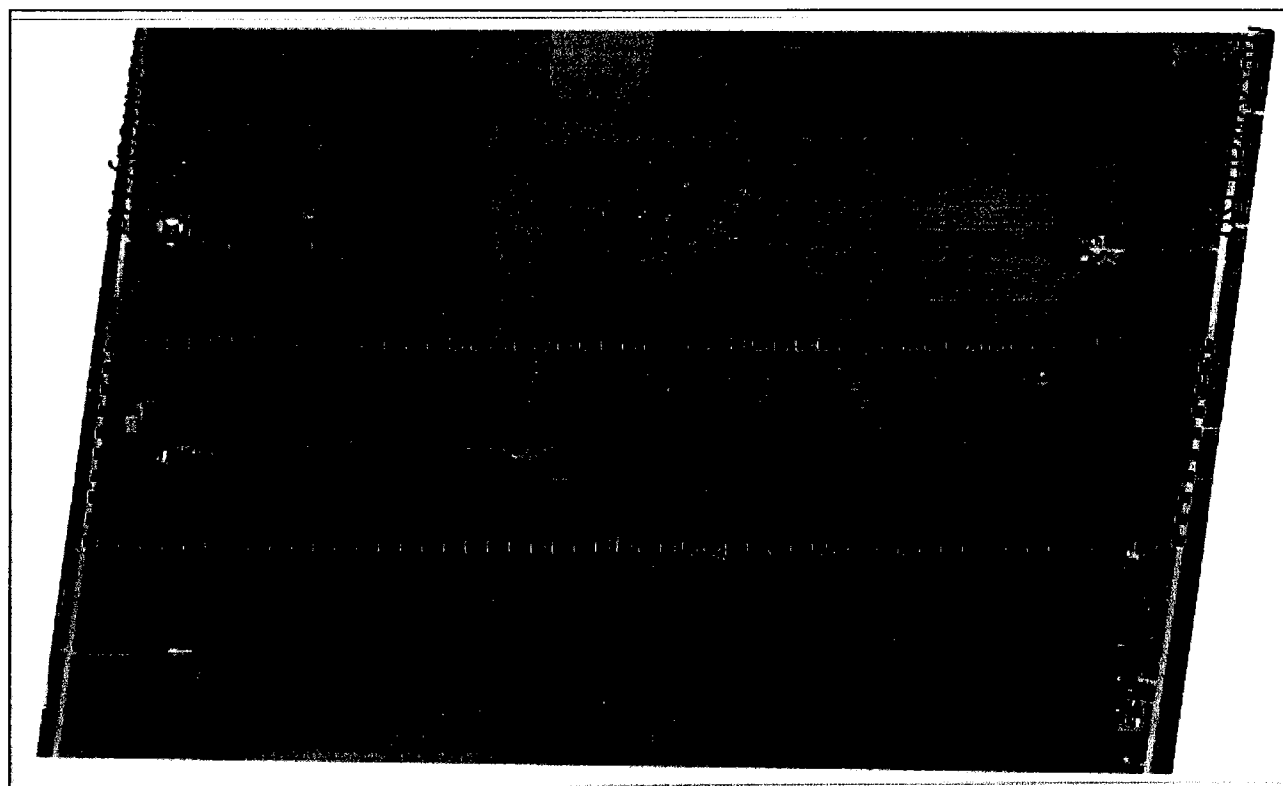
Per:



Catherine A. Lyons
CAL/cyb

c.c. Jim Baird
Paul Bottomley

Schedule A: Air Photo



Air Photo

Source: First Base Solutions &
York Region GIS Mapping.

Legend
■ ■ ■ Subject Lands



**ARMSTRONG
HUNTER
& Associates**

Schedule B: Site Level Analysis

Goodmans^{LLP}

Barristers & Solicitors

Bay Adelaide Centre
333 Bay Street, Suite 3400
Toronto, Ontario M5H 2S7

Telephone: 416.979.2211
Facsimile: 416.979.1234
goodmans.ca

Direct Line: 416.597.4183
clyons@goodmans.ca

March 1, 2010

Our File No.: 06.3883

Via Email

Denis Kelly, Clerk
Regional Clerk's Office
Corporate Services Department
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Dear Chair Young and Members of the Planning and Economic Development Committee:

**Re: Region of York Planning and Economic Development Committee, March 3, 2010
Item D.3: Preliminary Urban Expansion Areas in the Town of East Gwillimbury, City of
Vaughan and Town of Markham**

We are solicitors for Minotar Holdings Inc., the owner of land located north of Major MacKenzie, in the Town of Markham between Kennedy Road and McCowan Road.

We have reviewed the report of the Commissioner of Planning and Development respecting Preliminary Urban Expansion Areas. We wish to advise the Committee that our client does not support the boundary of the preliminary urban expansion area illustrated on Figure 3 respecting the Town of Markham. Between Major MacKenzie Drive to the south and Elgin Mills Road to the north, the easterly boundary of the proposed urban area bisects our client's lands. This boundary location will result in the creation of isolated neighbourhoods which will be difficult to access and service. The proposed delineation of the urban boundary also results in parcels being orphaned outside of the urban boundary with no logical connection to the agricultural area and no land use connection to the urban area.

We ask for the opportunity to be consulted before the boundary is finalized.

We will be in attendance at the March 3, 2010 Committee Meeting when this matter is considered.

Yours very truly,

GOODMANS LLP

Per:



 Catherine Lyons
cc: Minotar Holdings Inc.

\5820374

Goodmans ^{LLP}

Bay Adelaide Centre
333 Bay Street, Suite 3400
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April 16, 2010

Our File No.: 06.3883

Via Email

Barbara Jeffrey
Manager, Land Use Policy and Environment
Long Range & Strategic Planning
The Regional Municipality of York
17250 Yonge Street, 4th Floor
Newmarket, ON L3Y 6Z1

Dear Barbara:

**Re: Region of York New Official Plan
Proposed New Policy Language**

As you know, we are solicitors for Minotar Holdings Inc., Cor-lots Developments and Cherokee Holdings, owners of land located north of Major Mackenzie, in the Town of Markham between Kennedy Road and McCowan Road.

Thank you for your time and consideration at our meeting on April 6, 2010. At that meeting, we discussed a possible new Policy to be added to the Regional Official Plan ("ROP") respecting key natural heritage features and key hydrologic features. This new Policy, it was suggested, would be similar to that which already exists at Policy 2.2.41 respecting woodlands, and so would make provision for adjustment to the ROP mapping without a ROP amendment in those instances where site specific study determines that the key natural heritage feature and/or key hydrologic feature is not present, or is present to a lesser extent than is shown on Plan mapping.

We have considered this further, and believe that such a Policy would be a useful addition. Accordingly, we propose the following draft language for a new Policy, following Policy 2.2.3:

Key Natural Heritage Features and Key Hydrologic Features

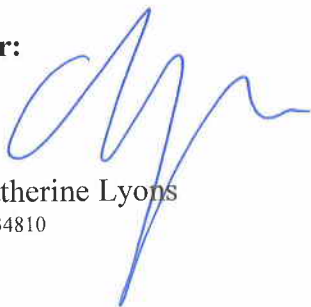
- 2.2.●. That site specific studies can be used to determine or verify the significance of *key natural heritage features* and *key hydrologic features*. An amendment to this Plan shall not be required if a site specific study determines that a *key natural heritage feature* or *key hydrologic feature* is not present, or is present to a lesser extent.

We would be pleased to discuss this matter with you further.

Yours very truly,

GOODMANS LLP

Per:



Catherine Lyons
\\5834810

Submission Number
D05.2009.1.162

Date of Submission:
February 23, 2010

Submission Author:
PMG Planning Consultants (on behalf of Mahamevna
Bhavana Asapuwa Toronto)

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Subject lands: 11175 Kennedy Road. 0.8 hectares, located on the east side of Kennedy Road, between Elgin Mills and 19th Avenue; Markham.

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. The property is zoned for Rural Residential uses. The property is currently used for a place of residence for the Buddhist Monks of the Mahamevna Bhavana Asapuwa; however the congregation has future plans for expansion. To this end, preliminary discussions with Town planning staff have already taken place. Mahamenva Bhavana Asapuwa is concerned with the recently adopted Regional Official Plan as it does not recognize the current zoning and use of the property.

While we recognize that Regional Council has already adopted the Regional Official Plan, we wish to be notified of any future correspondences from the Region.

The subject lands are located within the Agricultural Policy Area of the current Regional Official Plan, and the Agricultural Area of the Adopted Regional Official Plan. Transitional policies within the Regional Official Plan recognize legal non-conforming uses:

Adopted Policy 8.4.14 (formerly 8.4.13):

To recognize legally existing and approved land uses as they exist at the time this Plan is approved.

No further details are necessary in the Regional Plan. However, more detail may be provided by the Town of Markham Official Plan.

York Region and the Province are working in concert to ensure that all interested parties are kept informed about the status of the Regional Official Plan.

This submission will be provided to the Province, however, the Region has also contacted Mr. Dickie to recommend that he contact the Province directly to formally request notice of the Province's decision.

Received February 23, 2010

D05.2009.1.162

PMG
Planning
Consultants

227 Bridgeland Avenue
Toronto, Canada M6A 1Y7
Tel. (416) 787-4935
Fax. (416) 787-0004
E-Mail: pmg@pmgplanning.ca



FAX TRANSMITTAL

TOTAL NO. OF PAGES: 2

DATE: February 23, 2010

TO: York Region Planning

CO/FAX #: 1-905-895-3482

FROM: Randal Dickie

RE: York Region Official Plan
11175 Kennedy Road

PROJECT NO: 2811

MESSAGE:

Please see the attached.

Yours truly,

PMG Planning Consultants

Randal Dickie, MCIP, RPP
Manager of Planning

February 23, 2010

Commissioner of Planning and Development Services
York Region Administrative Centre
Planning and Development Services Department
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

PMG
Planning
Consultants

227 Bridgeland Avenue
Toronto, Canada M6A 1Y7
Tel. (416) 787-4935
Fax. (416) 787-0004
E-Mail: pmg@pmgplanning.ca



Re: Adoption of Regional Official Plan
11175 Kennedy Road
Town of Markham

We represent Mahamevna Bhavana Asapuwa Toronto, which currently resides at 11175 Kennedy Road, located on the east side of Kennedy Road, between Elgin Mills and 19th 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. The property is zoned for Rural Residential uses.

The property is currently used for a place of residence for the Buddhist Monks of the Mahamevna Bhavana Asapuwa; however the congregation has future plans for expansion. To this end, preliminary discussions with Town planning staff have already taken place.

Mahamevna Bhavana Asapuwa is concerned with the recently adopted Regional Official Plan as it does not recognize the current zoning and use of the property. While we recognize that Regional Council has already adopted the Regional Official Plan, we wish to be notified of any future correspondences from the Region.

I note the following facts concerning the subject property:

- It is relatively small in size, being only 0.8 hectares in area;
- 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 and the Mandarin Golf Course, neither of which are agricultural operations;
- Is already zoned for residential purposes, not agricultural.

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

Submission Number
D05.2009. 1.167

Date of Submission:
March 10, 2010

Submission Author:
Humphries Planning Group Inc. on behalf of Kirwen
Developments Inc.

Comments or Requested Change to Draft Official Plan**Analysis and Recommendation**

Description: Vaughan Urban Expansion Area

Request for information: Documentation which accounts for existing and proposed development on record with the City of Vaughan which the City/Region is relying upon to make assumptions regarding growth for planning period of 2031 on a site by site basis.

Request for information: documentation which accounts for the City/Region's assumptions on vacant lands and presumed development of such regarding the growth for the planning period of 2031 on a site by site basis.

Request for information: documentation which the City/Region is relying upon to determine population for the 2031 planning period and distribution of such population and associated density.

The Region released a number of background reports detailing the assumptions regarding existing and proposed development as well as assumptions for development on vacant lands within the Region.

Regional staff will provide all available background information reports.

Regional staff will meet with the consultant and client if further detail is required.

HUMPHRIES PLANNING GROUP INC.

March 10, 2010

Region of York
Commissioner of Planning & Development Services
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attn: Mr. Bryan Tuckey
Commissioner of Planning & Development Services

Dear Mr. Tuckey

Re: City of Vaughan Official Plan Review / Region of York Growth Management –
Vaughan Urban Expansion Area/ Region of York 2031 Land Budget

On behalf of Kirwen Developments Inc., Humphries Planning is requesting information as regarding the Region of York 2031 Land Budget and Vaughan Urban expansion area as follows:

- Documentation which accounts for existing and proposed development on record with the City of Vaughan which the City/Region is relying upon to make assumptions regarding growth for planning period of 2031. This information is being requested in detailed form on a site by site basis.
- Documentation which accounts for the City/Regions assumptions on vacant lands and presumed development of such regarding the growth for planning period of 2031. This information is requested in detailed form on a site by site basis.
- Documentation which the City/Region is relying upon to determine population for the 2031 planning period and distribution of such population and associated density.

Yours truly,

HUMPHRIES PLANNING GROUP INC.



Rosemarie L. Humphries BA, MCIP, RPP
President

cc. Kirwen Developments Inc.

Submission Number
D05.2009. 1.168

Date of Submission:
March 18 2010

Submission Author:
Malone Given Parsons Ltd. on behalf of Times Group
Corporation

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Description: Town of Markham's comments on adopted ROP

Malone Given Parsons (MGP) submitted a letter to the Ministry of Municipal Affairs and Housing regarding a concern with February 23, 2010 Markham Council resolution requesting the Minister to modify certain sections of adopted ROP and to request notice of any Ministerial modifications and approval of York ROP.

Specifically, Markham Council has requested the Minister to remove ROP policy 4.3.8. MGP on behalf of Times Group supports this policy and opposes the modification.

Policy 4.3.8 states:

That the conversion of employment lands within Regional Centres and *key development areas* along Regional Corridors do not require a municipal comprehensive review for mixed-use development that supports the policies contained in Section 5.4 of this Plan.

Policy 4.3.8 eliminates the need to undertake a municipal comprehensive review to redesignate employment lands if the employment lands are located within a Regional Centre or Key Development Area. Both the Towns of Markham and Richmond Hill had concerns with this policy in that the policy would signify a reduced importance of these lands for employment purposes and make it easier to convert them to non-employment uses.

Employment on employment lands within Regional Centres and Corridors is significant to the Region's economy. The Regional Centres and Corridors offer highly visible, accessible and attractive locations for employment served by rapid

transit. The potential conversion of employment lands in these areas would impact their competitive position and potential contribution to the Regional economy. These lands are also required in order to meet the Region's 2031 employment forecast.

Policy 4.3.8 has been deleted.



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Tel: 1-905-513-0170 x113
Fax: 1-905-513-0177
www.mgp.ca
cheydorn@mgp.ca

March 18, 2010

Mr. Larry Clay, Regional Director
Central Municipal Services Office
Ministry of Municipal Affairs and Housing
777 Bay Street, 2nd Floor
Toronto, Ontario
M5G 2E5

Dear Sir:

**Re: York Region Official Plan, adopted December 16, 2009;
Submission Regarding Town of Markham's Comments on the
Adopted Regional Official Plan**

Malone Given Parsons Ltd. is the planning consultant to Times Group Corporation, owners of the Leitchcroft lands and Markham Centre lands in the Town of Markham. We have been retained to monitor and comment on York Region's Official Plan Review and the Town of Markham's Growth Management Strategy and subsequent Official Plan Review. We have commented previously to the Region and the Town. The purpose of this letter is to outline our concern with the February 23, 2010 Markham Council resolution requesting the Minister to modify certain sections of the recently adopted York Region Official Plan and to request notice of any Ministerial modifications and approval of the Plan.

Markham's February 2, 2010 staff report entitled *Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009* includes proposed modifications to the York Region Official Plan. The staff recommendations as modified were adopted by Council on February 23rd. The Town is requesting that the Minister make modifications prior to the approval of the Official Plan; our primary concern is the recommendation concerning the treatment of employment lands in regional centres and key development areas.

Regional Official Plan policy 4.3.8 states:

"That the conversion of employment lands within Regional Centres and key development areas along Regional Corridors do not require a municipal comprehensive review for mixed-use development that supports the policies of Section 5.4 of this Plan."

We support this policy.

The February 2nd Markham staff report states:

"Staff recommends that the Town seek modification to several provisions of the ROP ... removal of policy permitting conversion of employment lands in regional centres and key development areas along regional corridors." (Page one)

Times Group Corporation opposes this requested modification.

We wish to be notified of the Minister's decision on the Region of York Official Plan. Please do not hesitate to contact me at 905-513-0170 ext. 113 should you have any questions or comments with respect to our submission.

Yours very truly,

MALONE GIVEN PARSONS LTD.



Jim Kirk, MCIP, RPP
Partner

cc: Bruce Macgregor, *Chief Administrative Officer, York Region*
John Waller, *Director, Long Range and Strategic Planning Branch, York Region*
Barbara Jeffrey, *Manager, Land Use Policy and Environment, York Region*
Hashem Ghadaki, *Times Group Corporation*
Ira Kagan, *Kagan Shastri LLP*

Submission Number
D05.2009.1.170

Date of Submission:
March 12, 2010

Submission Author:
Elizabeth & Frank Markovits, Carol & Lorne Smith, Maria & Mario Frocione, and Sylvia & Jessie Leffering

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

5 Properties (Lot 22, Conc. 6; approximately 30.5 ha) located at the northwest corner of McCowan Road and Major MacKenzie Drive; Markham.

An examination of Figure 8 of the Report entitled “Preferred Growth Alternatives to 2031” dated November 13, 2009 directed to the [Markham] Development Services Committee illustrates that the above enclave is encircled by the Greenbelt Area to the north and west, by McCowan Road to the east, and by Major MacKenzie Drive to the south. This enclave contains 5 parcels as above set out. We do not believe these parcels are suitable for current and future economic agricultural operations.

We understand that development of the lands to the west is to include high density residential buildings consisting of high-rise and mid-rise buildings along the north side of Major MacKenzie Drive. The lands at the north east corner of McCowan Road and Major MacKenzie Drive, we understand, have been purchased by Shell Oil as a potential gas station site.

Economic agricultural operations within this enclave would, we respectfully submit, be in conflict with the planned urban development to the west, and proposed rapid transit along Major MacKenzie Drive. Farming operations including livestock, noise, pesticides, manure odours, machinery, hours of operation, and the movement of farm machinery along

Map 8 in the York Region Official Plan, as adopted by Council Dec 16, 2009 identifies the subject lands as part of the Agricultural Area, and is subject to the policies of Section 6.3.

A report was received by Regional Council at it’s meeting of March 25, 2010 (Clause 3 of Report 2 of the Regional Planning and Economic Development Committee (PEDC)) which identified preliminary urban expansion areas in the Town of East Gwillimbury, City of Vaughan and Town of Markham. Regional Council adopted the recommendations of the report, but deferred the introduction of the urban expansion amendments (ROPA’s 1, 2 and 3) until the PEDC of May 5, 2010. This deferral also delays the Statutory Public meetings on the Amendments until the PEDC meeting of June 16, 2010.

The boundaries for the preliminary urban expansion areas take into account the amount of land required for development to 2031, and were created to fall along natural boundaries, such as existing roads or undevelopable land uses. The Greenbelt area to the west of the property is a logical location for the urban expansion area boundary.

The boundary for the preliminary urban expansion area in Markham coincides with the Markham staff

Major MacKenzie Drive and McCowan Road are inconsistent with urban safety and lifestyles.

Our observation of previous growth in Markham indicates that development occurs block by block between Concession roads, with north-south roads and east-west roads dictated by secondary plans within the blocks. These secondary plans would set out the east-west roads and north-south roads linking established road patterns between Kennedy Road, McCowan Road and Major MacKenzie Drive.

The possibility of an east-west collector road between Kennedy and McCowan Road appears to be limited due to substantial Greenbelt lands within the block. However, an east-west collector road between McCowan and Kennedy Roads would be possible with the inclusion of our enclave in the development plan.

Another benefit of including our block is that all service infrastructures, such as water, sewage and gas lines are already in place.

We would appreciate your attention to this letter with respect to the inclusion of our enclave within the proposed development area, and your advice as to any further steps, we, as a group, should take to resolve this matter.

recommendations in their Growth Management work.

While the lands are not required for development by 2031, the Region agrees that this area may be an appropriate place for development in the future. However, further studies and land budgets will be needed to determine the logical placement of any urban boundary expansions in the future, beyond the 2031 horizon.

THE CORPORATION OF THE TOWN OF MARKHAM
101 Town Centre Boulevard
Markham, ON, L3R 9W3

March 12, 2010

Attention: Mayor Frank Scarpitti; Ms. Valerie Shuttleworth; and Mr. Jim Baird.

CC: York Region Commissioner John Waller, Director of Long Range & Strategic Planning;
Markham Council.

Dear Mayor Scarpitti, Ms. Shuttleworth and Mr. Baird:

Thank you again for meeting with me, Frank Markovits, my daughter Anne-Marie Markovits-Gyorody and her husband on February 10, 2010 with respect to the possibility of including our lands and the lands of our immediate neighbours, situated at the northwest corner of McCowan Road and Major MacKenzie Drive, in the proposed development area. On behalf of our family and immediate neighbours, we hope you will consider the following information.

This enclave of neighbours contains five (5) parcels of land, the ownership and area of which are as follows:

NAME	LOT, CONCESSION	AREA
Elizabeth and Frank Markovits	Lot 22, Conc. 6	10-1/2 acres
Carol and Lorne Smith	Lot 22, Conc. 6	23 acres
Maria and Mario Frocione	Lot 22, Conc. 6	21.66 acres
Sylvia and Jessie Leffering	Lot 22, Conc. 6	10 acres
Shell Oil	Lot 22, Conc. 6	10.16 acres

An examination of Figure 8 of the Report entitled "Preferred Growth Alternatives to 2031" dated November 13, 2009 directed to the Development Services Committee illustrates that the above enclave is encircled by the Greenbelt Area to the north and west, by McCowan Road to the east, and by Major MacKenzie Drive to the south. This enclave contains five (5) parcels as above set out. We do not believe these parcels are suitable for current and future economic agricultural operations.

We understand that development of the lands to the west is to include high density residential buildings consisting of high-rise and mid-rise buildings along the north side of Major MacKenzie Drive. The lands at the north east corner of McCowan Road and Major MacKenzie Drive, we understand, have been purchased by Shell Oil as a potential gas station site.

Economic agricultural operations within this enclave would, we respectfully submit, be in conflict with the planned urban development to the west, and proposed rapid transit along Major MacKenzie Drive. Farming operations including livestock, noise, pesticides, manure odours, machinery, hours of operation, and the movement of farm machinery along Major MacKenzie Drive and McCowan Road are inconsistent with urban safety and lifestyles.

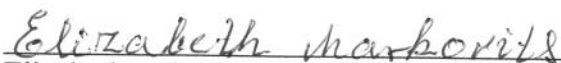
Our observation of previous growth in Markham indicates that development occurs block by block between Concession roads, with north-south roads and east-west roads dictated by secondary plans within the blocks. These secondary plans would set out the east-west roads and the north-south roads linking established road patterns between Kennedy Road, McCowan Road and Major MacKenzie Drive.

The possibility of an east-west collector road between Kennedy and McCowan Roads appears to be limited due to substantial Greenbelt lands within the block. However, an east-west collector road between McCowan and Kennedy Roads would be possible with the inclusion of our enclave in the development plan.

Another benefit of including our block is that all service infrastructures, such as water, sewage and gas lines are already in place.

We would appreciate your attention to this letter with respect to the inclusion of our enclave within the proposed development area, and your advice as to any further steps, we, as a group, should take to resolve this matter.

Thank you on behalf of all of the undersigned,





Elizabeth and Frank Markovits
10228 McCowan Road, Markham, ON, L3P 3J3





Carol and Lorne Smith
10292 McCowan Road, Markham, ON, L3P 3J3

Mario Frocione Maria Frocione

Maria and Mario Frocione

10192 McCowan Road, Markham, ON, L3P 3J3

J. Leffering J. Leffering

Sylvia and Jessie Leffering

10144 McCowan Road, Markham, ON, L3P 3J3

Submission Number
D05.2009.172
D05.2009.173

Date of Submission:
March 26, 2010 (to EG)
April 5, 2010

Submission Author:
Michael Manett Planning Services on behalf of York Region
Equipment Centre

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

York Region Equipment is the owner of 2.46 ha of land at the southwest corner of Ravenshoe Road and Woodbine Avenue

York Region Equipment Centre provides service to the surrounding agricultural community including:

- the servicing, repair and sales of agricultural utility, compact and lawn and garden tractors, implements and attachments; service,
- repair and sales of mini excavators and backhoes; agricultural/farm parts supplies such as belts, bearings, tire service, filters and miscellaneous parts;
- on-site testing and demonstrating of agricultural equipment and implements.

The site size requirements, in order to operate this type of business, are not generally available within an urban area and the nature of the uses of this business are not generally considered compatible or appropriate with an urban area. The subject site of 2.46 ha., (just over 6 acres), is not of sufficient size to operate as a productive agricultural property and its location and size perfectly fit the locational requirements for the nature of its uses.

Under the Provincial Greenbelt Plan, agricultural-related uses are supported and permitted within the Protected Countryside.

Lands are within the Greenbelt Protected Countryside and high scoring on LEAR evaluation. Designated Agriculture in the Adopted York Region Official Plan – December 2009.

Uses permitted in the Agricultural Area include a full range of Agricultural uses, agricultural related uses and secondary agricultural uses. Agricultural related uses are defined as "farm-related commercial, farm-related industrial that are small in scale and directly related to the farm operation and required to be in close proximity to then farm operation"

Providing proposal can be considered an agricultural related commercial use then it could be permitted without designation to Rural, subject to local municipal policies.

Applicant and Town of East Gwillimbury are working towards a potential solution.

No changes recommended to Regional policies or designations



MICHAEL S. MANETT PLANNING SERVICES LTD.

Received March 26, 2010

D05.2009.1.172

TOWN OF
EAST GWILLIMBURY

MAR 23 2010

March 18, 2010

Town of East Gwillimbury
19000 Leslie Street
Sharon, Ontario L0G 1V0

Attn: Dan Stone, Manager of Policy
Development and Legal Services

Dear Mr. Stone:

Re: Official Plan Review

I act on behalf of York Region Equipment Centre, the owner of 2219 Ravenshoe Road, which is a 6.1 acre (2.46 ha) property located at the southwest corner of Ravenshoe Road and Woodbine Avenue. It is the intention of the owner to relocate his York Region Equipment Centre business from Keswick, (currently located at the northwest corner of The Queensway South and Ravenshoe Road) to the subject property. We are in the process of preparing a Concept Plan, with the intention of filing the required planning applications necessary for approval of the proposed use at the subject location.

In light of the pending applications I have reviewed the Proposed Draft Official Plan, dated August 2009, and have a number of comments and suggestions/requests related to our proposed use and how the Proposed Draft Official Plan deals with such uses in general.

The nature of the York Region Equipment Centre uses are specifically related to serving the farming community with the service, repair and sales of agricultural utility, compact and lawn and garden tractors, implements and attachments; service, repair and sales of mini excavators and backhoes; agricultural/farm parts supplies such as belts, bearings, tire service, filters and miscellaneous parts; on-site testing and demonstrating agricultural equipment and implements; snow and ice management sales and service and parts of equipment and attachments; aggregate sales of mulches, sand, soil and screenings; equipment rentals of tractors, implements, attachments, irrigation equipment, backhoes, loaders, material handlers, back up generators and landscaping equipment.

The company also provides storage space for tractors, implements, and other rental equipment in a clean protected compound. York Region Equipment Centre serves farms, local municipalities, landscape contractors and larger property owners with hobby farms

and smaller agricultural operations in the northern part of York Region.

Based on business growth and success, the company needs to move to a larger site and based upon the nature of the activities and the need to serve the local farming community, the current location within an urban area of the Town of Georgina is no longer feasible. An appropriate location, such as the subject property, provides for a centralized location where the farming community does not have to bring their agricultural equipment into the urban area. The subject property, being a relatively small parcel of 6.1 acres, although located in the "Greenbelt Prime Agricultural Area, is not of a suitable size for a viable farm operation, but lends itself to a business that directly supports prime agricultural uses. The subject property is located immediately adjacent to the approved Hwy. 404 interchange at Ravenshoe Road and Woodbine Avenue, which is an ideal location for a business serving the agricultural community.

In reviewing the Draft Official Plan, I believe that policy 6.1 I) supports the type of use being proposed in the *Rural Planning Area* through the direction to provide opportunities for appropriate non-farm development in such area. The proposed use should be considered as appropriate non-farm development since it provides a support service/business to the agricultural uses and farm activities within the *Rural Planning Area*. Policy 6.1 iii) indicates that the Plan shall "Support a healthy and productive agricultural industry as an important element to the Town's heritage, identity and economic base". The proposed use clearly supports this policy by providing a direct and necessary service to the area's agricultural industry.

Policy 6.1.1 addresses the need to minimize incompatibility between farm operations and urban areas and deals with providing means to minimize traffic conflicts on roads. Having the subject use outside of the urban area, at a location that is easily accessible to the farming community, will avoid the conflict of having farm equipment having to driven into the urban areas for service.

In reviewing the Draft Official Plan there appears to be a lack of policy that directly addresses this type of land use within the Greenbelt Prime Agricultural Area. We believe that it would be appropriate for the new Plan to have specific policy that would permit businesses that support the agricultural and rural economy to locate within the rural/agricultural area and avoid the need to be located within urban areas. The location of such uses should be based upon a specific set of locational criteria and size restrictions. These criteria could include the need to be at intersections of main arterial/regional roads or along an arterial road or regional road within a certain distance of Hwy. 404, on lands that are not suitable for agricultural production due to having a small lot size (less than 10 acres), the proposed use does not require full services and/or other criteria. A list of specific uses that would fall into this category could be prepared which could be established through specific input from the farming community and affected businesses. These uses would have to provide services and products that specifically relate to the agricultural economy (the opposite to policy 6.4.8.6).

A policy addressing this specific issue could be included under Policy 3.2 Locations for Economic Development which could address specific businesses that could locate within the Rural Planning Area along with the related criteria similar in format to policy 3.2 vi). It is suggested that there could also be a new definition added to the definition section for *Agricultural Business-Related Uses* or *Farm Related Business Uses*. A policy could also be added to Section 3.4 Agriculture and the Rural Economy that specifically permits the *Agricultural Business-Related Uses* or *Farm Related Businesses* in a form such as 3.4 viii).

There should also be a specific policy in Section 6.2.7 Non-Agricultural Uses in Protected Countryside that would provide for such Farm Related Businesses or Agricultural Business-Related Uses to be permitted within the *Rural Planning Area* subject to Council being satisfied that a specific set of criteria are met. This policy could be set up similar to policy 6.2.7.3.

We would be pleased to work together with Town staff to develop the wording for the related sections and policies for insertion into the new Official Plan or participate in a working group established for such purpose. We look forward to your positive response to our suggestions and hope that you will bring these ideas forward to Council for consideration.

Please add my name and contact information to your list of interested parties for notification regarding the Official Plan Review process so that we can be informed of upcoming meetings and new reports or Draft Plans as they become available. Thank you.

Yours truly,

MICHAEL S. MANETT PLANNING SERVICES LTD.

A handwritten signature in black ink, reading "Michael S. Manett". The signature is fluid and cursive, with a horizontal line extending from the end of the name.

per: Michael S. Manett, MCIP, RPP.

cc. York Region Equipment Centre



Received April 5, 2010

D05.2009.1.173

April 5, 2010

Barbara Jeffrey
Manager, Land Use Policy and Environment
Long Range & Strategic Planning
The Regional Municipality of York
17250 Yonge Street, 4th. Floor
Newmarket, Ontario L3Y 6Z1

Dear Ms. Jeffrey:

Re: Draft York Region Official Plan
Submission Number D05.2009.1.172
York Region Equipment Centre
2219 Ravenshoe Road

Further to our telephone conversation of April 1, 2010 concerning the letter of March 29, 2010 from John Waller in response to my March 18, 2010 letter to the Town of East Gwillimbury, which provided comment and input to their Official Plan Review, thank you for including my submission as comment on the York Region Official Plan, 2009. You indicated as part of our discussion that it would be helpful if I could expand upon my suggested input to the Plan Review process for both Official Plans by providing more details on a proposed method for providing for agricultural related uses within the Permanent Agricultural designations while still conforming to the intent of the Provincial Greenbelt Plan.

As indicated in my letter of March 18, 2010, I act for York Region Equipment Centre, the owner of 2219 Ravenshoe Road which is a 2.46 ha (6.1 acre) property at the southwest corner of Ravenshoe Road and Woodbine Avenue, immediately adjacent to the planned interchange of Ravenshoe Road and Hwy. 404. York Region Equipment Centre is currently located in Keswick at the northwest corner of The Queensway South and Ravenshoe Road, which is two km. west of 2219 Ravenshoe Road. York Region Equipment Centre provides service to the surrounding agricultural community including the servicing, repair and sales of agricultural utility, compact and lawn and garden tractors, implements and attachments; service, repair and sales of mini excavators and backhoes; agricultural/farm parts supplies such as belts, bearings, tire service, filters and miscellaneous parts; on-site testing and demonstrating of agricultural equipment and implements; snow and ice management sales and service and parts of equipment and attachments; aggregate sales of mulches, sand, soil and screenings; equipment rentals

of tractors, implements, attachments, irrigation equipment, backhoes, loaders, material handlers, back-up generators and landscaping equipment. The company also provides storage space for tractors, implements and other rental equipment in a clean compound.

York Region Equipment Centre serves farms, local municipalities, landscape contractors and large property owners with hobby farms and smaller agricultural operations in northern York Region. The company has outgrown its current facility in Keswick and a new site to carry out this agricultural related business is not appropriate within an urban boundary. The site size requirements, in order to operate this type of business, are not generally available within an urban area and the nature of the uses of this business are not generally considered compatible or appropriate with an urban area. The subject site of 2.46 ha., (just over 6 acres), is not of sufficient size to operate as a productive agricultural property and its location and size perfectly fit the locational requirements for the nature of its uses. Therefore, York Region Equipment Centre has purchased the subject site with the intention of moving their business to the subject site.

Under the Provincial Greenbelt Plan, agricultural-related uses are supported and permitted within the Protected Countryside. Policy 4.1.1.1 states that non-agricultural uses are not permitted within *prime agricultural areas* in the Protected Countryside as designated within municipal official plans. It would therefore appear that in order for the subject use to be conform to the Provincial Greenbelt Plan it would be necessary for a site for this type of agricultural-related use, which clearly is supportive of the agricultural community, to be designated as "rural" in order to comply with provincial policy. Policy 4.1.1.2 of the Provincial Greenbelt Plan provides specific criteria that must be met in order for non-agricultural uses to locate in a rural area. These criteria are as follows:

- a) The use is appropriate for location in a rural area;
- b) The type of water and sewer servicing proposed is appropriate for the type of use;
- c) There are no negative impacts on key natural heritage features and/or key hydrologic features or their functions; and
- d) There are no negative impacts on the biodiversity or connectivity of the Natural Heritage System.

It is my opinion that the proposed use at the subject location would clearly be able to meet these criteria.

It is my suggestion that the municipal Official Plans could have a policy that, within the designated Agricultural Areas, based upon meeting a specific set of criteria, a property could be considered as "Rural" under a Special Provision Section, such as Section 4.2.4 of the current Town of East Gwillimbury Official Plan. The criteria should include a lot size

maximum, location on a Regional or arterial road or at the intersection of Regional and arterial roads, meeting the requirements of Policy 4.1.1.2 of the Provincial Greenbelt Plan, and other specific criteria that could be established in consultation with municipal staff and affected parties.

Having reviewed the York Region Official Plan, 2009, it would appear that a minor change to the definition of "Agricultural-Related Use could accommodate the above suggested proposal, since under Policy 6.3.2, agricultural-related uses are supported and permitted within the Agricultural and Holland Marsh Specialty Crop Areas designation.

It is therefore recommended and requested that the definition for "Agriculture-Related Uses" be changed from its current form to read as follows:

"Those farm-related commercial and farm-related industrial uses that are small in scale, directly related to farm operations and required to be in close proximity to farm operations."

It is suggested that the Town of East Gwillimbury also adopt this wording for its "Agricultural-related Uses" definition in the Proposed Official Plan since the current definition proposed is the same as in the proposed Regional Plan.

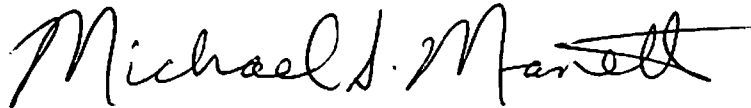
It is my view that with appropriate criteria established as the basis for consideration of an Official Plan Amendment at the local municipal level, there would be only a limited number of cases where such uses would be considered appropriate and receive approval. However, it is also my opinion, that there is a gap in current policy that provides for the legitimate development of the uses such as that being requested within the agricultural designated areas, which specifically serve the agricultural community and are not appropriate within urban areas. These types of uses require sites that are generally larger than can be found in the urban areas and have uses such as outdoor storage of farm equipment and supplies and the servicing of farm equipment that clearly is an agricultural related use and not an urban use. It is also not good planning to require farmers to drive their equipment into the urban area to be serviced if a more convenient location on a main road serving the farming area is available. The requirement, as suggested to be included in the proposed criteria of limiting the lot size will not take away any productive farm land since smaller parcels cannot exist as viable agricultural production parcels on their own. It would therefore be appropriate that additional criteria be established that would limit the approval for such uses to existing lots of record and that no land can be created by consent/severance or subdivision to create a lot for such agricultural-related use.

Please consider this suggestion as input to the Regional Plan approval process prior to finalizing the text of the new Plan. If you feel that it would be appropriate I would be pleased to meet with you to discuss this matter further.

Thank you for the opportunity of providing further input to the Regional Plan approval process.

Yours truly,

MICHAEL S. MANETT PLANNING SERVICES LTD.

A handwritten signature in black ink, reading "Michael S. Manett". The signature is fluid and cursive, with a long horizontal stroke at the end.

per: Michael S. Manett, MCIP, RPP.

cc. York Region Equipment Centre
Town of East Gwillimbury - Attn: Dan Stone

Submission Number
D05.2009. 1.176

Date of Submission:
April 11, 2010

Submission Author:
Gatzios Planning and development Consultants on behalf of
Grace Chinese Gospel Church

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Proposed church site on the north side of major Mackenzie Drive west of McCowan Road (5172 Major Mackenzie Drive, Markham)

Wish to be included in the Urban Area to permit the development of church and related institutional facilities on the 15 acre site, adjacent to Robinson Creek on the west.

Request Notice of meetings and decisions in regard to this matter

Lands are designated Agriculture in the Adopted York Region Official Plan - December 2010, based on the LEAR evaluation.

Lands are not included in proposed urban expansion area in either Proposed Regional Amendment 3 – Town of Markham Urban Expansion Areas or in the urban expansion area identified in the recommended Markham Growth Alternative to 2031 report considered by Markham Development Services Committee on April 20 and 27, 2010.

Lands are separated from the proposed urban expansion area by part of the Greenbelt Plan to the west and by Major Mackenzie Drive on the south.

Notice of release of Proposed ROPA 3 and statutory public meeting sent to Gatzios Planning and party has been added to the Region's list of those to be notified of decisions. Regional will be approval authority for ROPA 3, so party has been added to Notice list for that Amendment as well.

Suggest that Gatzios Planning on behalf of this party also request notice from the Ministry of Municipal Affairs and Housing as Regional Plan is before the Minister for approval



D05.2009.1.176

Received April 13, 2010

Gatzios Planning + Development Consultants Inc.

File No: 65MA-1011

April 11, 2010

Ms. Valerie Shuttleworth, Director of Planning & Urban Design
Development Services Commission

Town of Markham

101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

and to:

Ms. Barbara Jeffrey, Manager Land Use Policy & Environment
Planning and Development Services Department

Region of York

17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

**Regarding: GRACE CHINESE GOSPEL CHURCH OF NORTH YORK PROPERTY
PROPOSED NEW 'PEOPLES GOSPEL CHURCH' CHURCH FACILITY
5172 MAJOR MACKENZIE DRIVE EAST, WEST OF McCOWAN ROAD
(NORTH SIDE OF MAJOR MACKENZIE DRIVE EAST)
TOWN OF MARKHAM**

Dear Ms. Shuttleworth and Ms. Jeffrey:

I am writing on behalf of the landowner, the Grace Chinese Gospel Church of North York (the "Church") as planning consultant for their property at the above-noted address in the Town of Markham.

The Church's intention is to obtain the appropriate land use designation/s to permit a new church facility on this property. To this end, our request to both the Town and the Region at this point in time is to include this property in an Urban Area expansion for specifically Institutional land uses.

SITE DESCRIPTION

The site is approximately 13 acres with frontage on the north side of Major Mackenzie, west of McCowan Road, and contains environmental features associated with Robinson Creek which sits at the property's western edge. An Airphoto location map is attached for reference.

The designation in the Town of Markham's current Official Plan is 'Agriculture A1', and as you know the property sits immediately north of the current urban boundary situated on Major Mackenzie Drive.

Attached is a recently published 'Figure 3 – Council Attachment 1" to the March 25, 2010 Regional Staff Report entitled "PRELIMINARY URBAN EXPANSION AREAS IN THE TOWN OF EAST Gwillimbury, City of Vaughan and Town of Markham". We note that the subject property is immediately east of the proposed expanded 'Urban Area' along Major Mackenzie Drive East, which at this time follows the western edge of the valley corridor associated with Robinson Creek.

CHURCH HISTORY AND THE NEED FOR A NEW CHURCH FACILITY

The Grace Chinese Gospel Church of North York is a member of the Associated Gospel Churches (AGC) representing over 140 churches, congregations and ministries in Canada. The Church has twenty years of history partnering with municipal, provincial and federal governments in providing services to the community, in addition to the fundamental religious services, such as nursery schools, ESL classes, student enrichment and youth leadership programs, summer camp, coordination and partnering with Hong Fook Mental Health Centre, seniors home visiting programs, EQ parenting courses, etc.

In 2005, the Church started the Peoples Gospel Church (PGC) in Markham to meet the wide range of needs in this growing community, and currently rents space in the Bur Oak Secondary School (near Major Mackenzie Drive and McCowan Road). In the last five years, the number of Markham residents accessing the Church and its services has quickly grown and the rented school space can no longer support the growing needs of this rapidly expanding church community.

In early 2007, the Church purchased the subject property with the hopes that they would be able to obtain the appropriate permissions to construct a new church and related uses facility.

BASIS OF INCLUSION REQUEST

It is our request of the Town and the Region to consider the inclusion of this parcel of land in any Urban Area expansion undertaken in the Town of Markham specifically for the purposes of Institutional land uses, in order to permit a church and related facilities and services on the developable portion of this property.

We note from the March 25, 2010 Region of York staff report that the Town of Markham is expected to require an additional 682 ha of Community Lands in order to accommodate projected growth to the year 2031, and that FIGURE 3 from that staff

report illustrates the location that is currently being contemplated for this community growth in the Town.

We understand that the amount of land area being estimated for 'Community Lands' includes not only residential land uses, but also associated land uses such as Institutional lands to be used for churches and associated facilities, and that it is intended that when the appropriate Official Plan Amendment/s to the Town Official Plan are brought forward, the Community Lands will be detailed with a variety of land use designations, potentially including churches, institutional or places of worship, among others.

As you can appreciate, given the demand for residential development in the current Urban Area in the Town of Markham, and given that new places of worship are not at this time pre-identified or pre-zoned, it is often difficult for Church organizations to actually locate, obtain and indeed afford a parcel otherwise destined for residential development in order to accommodate a new church and related facilities.

Inclusion of this property in an Urban Area expansion would afford the opportunity for a new church and associated facilities to be established on this site, subject of course to the additional reports, applications and planning approvals that would be necessary in order to proceed to development. Given the location of the site on an arterial road, beside the Robinson Creek which would form a natural edge and setting to the Institutional uses, adjacent to the potential new residential development that may take place west of the valleylands, and also of course immediately north of the current urban development in Markham, this site could represent an excellent location for a new church and related facilities.

We are hopeful that the Region and the Town will consider this request for inclusion for a new Institutional facility, and will facilitate the development by including these lands in any future Urban Area expansion. The Church is aware that they may file their own OPA's to the Town and to the Region in order to pursue the appropriate land use designations independent of the current growth management exercise currently underway, however it is our hope that working with the Region and the Town through these current municipal processes would be the most advantageous for the Church, the Town and the Region.

We would be pleased to discuss any aspect of this submission with you, and will be contacting each of your offices shortly to set up a meeting to investigate opportunities for inclusion of this site in an urban land use designation.

In the meantime, would you kindly ensure that we are provided with notification of any Regional or Town meetings, reports or consultations regarding potential urban area expansions or places of worship or related matters.

Thank you very much for your attention to this matter.

Sincerely,

Gatzios Planning + Development Consultants Inc.

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

Maria Gatzios, MCIP RPP

Copy to:

- Mr. Ken Lee & Mr. K.K. Choong, GCG Church of North York
- Ward 4 Councillor Carolina Moretti



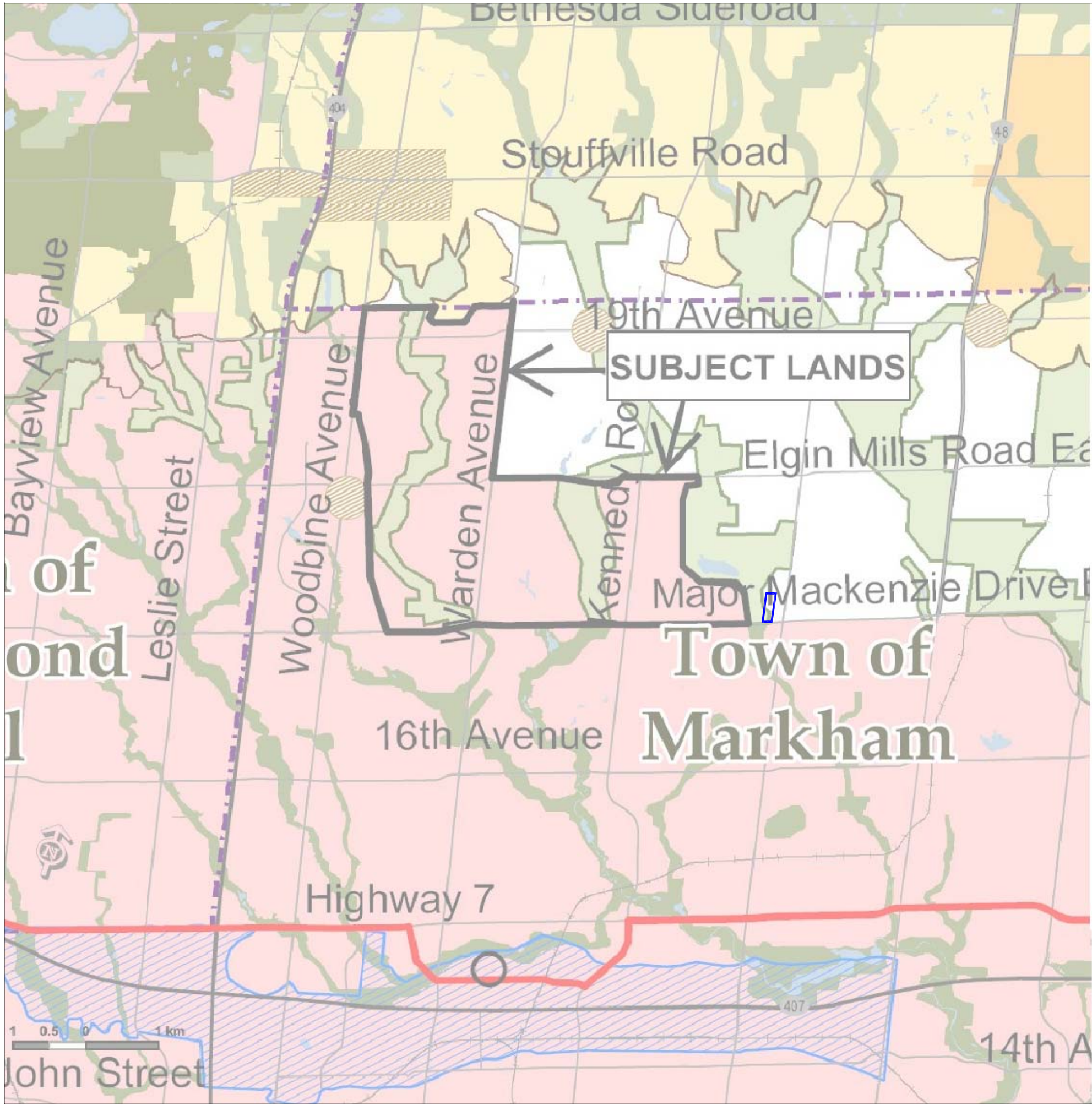
GRACE CHINESE GOSPEL CHURCH OF NORTH YORK PROPERTY

PROPOSED LOCATION OF NEW PEOPLES GOSPEL CHURCH FACILITY

5172 Major Mackenzie Drive East

Town of Markham





EXCERPT FROM MAP 1

REGIONAL STRUCTURE

- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Potential Urban Expansions
Location, Size and Phasing to be Determined
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2)
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation / Hamlet
- Greenbelt Plan
- Greenbelt Plan Area Boundary
- Greenbelt Protected Countryside / Hamlet
- Holland Marsh Specialty Crop Area
- Parkway Belt West Plan
- Ministers Decision on ORMCP Designation Deferred
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Proposed
- Conceptual - Alignment Not Defined
- Municipal Boundary
- Regional Boundary

GRACE CHINESE
GOSPEL CHURCH
OF NORTH YORK
PROPERTY

PROPOSED LOCATION
OF NEW PEOPLES
GOSPEL CHURCH
FACILITY

5172 Major Mackenzie Drive East
Town of Markham

Proposed
Church Lands



Produced by: Geomatics
Planning and Development Services Department
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© Copyright, The Regional Municipalities of Durham
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© Queen's Printer for Ontario 2003-2010, Includes Greenbelt
and Oak Ridges Moraine Boundaries and Water Features

Council Attachment 1
Figure 3

Submission Number
D05.2009.2.017

Date of Submission:
November 25, 2009

Submission Author:
Bob Youngberg

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

To protect Markham's quality of life, environment, foodlands, communities and property values, I strongly urge Markham Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred

York Region was required, under provincial legislation, to conform to the Growth Plan, by June 2009. An Official Plan was adopted by Regional Council in December in order to meet the provincial legislation.

2. Work with other levels of government to limit Markham's population growth to less than 25% over the next 22 years

The Region has conducted an extensive comprehensive public consultation exercise throughout 2006, 2007, 2008 and 2009 as part of the Region's Growth Plan conformity exercise and Official Plan update.

The Province, through the Growth Plan, mandated that the Region accommodate a population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

Since the Greenbelt Plan was approved, there are essentially only three relatively small areas in the Region that can accommodate significant Greenfield growth beyond those lands that are currently approved for development; Northern Markham and Vaughan and East Gwillimbury. Each of these three municipalities has been allocated a share of the anticipated Greenfield growth to 2031.

A total of 77,000 ha or 43% of the Region's total land area is protected for agricultural uses. 88% of growth (including 40% intensification) in the Region will be accommodated within the existing approved urban area.

3. Place a 10 year moratorium on Urban Expansions to protect Markham's rural heritage, foodland and greenspace

The Region has a sustainable approach to growth management that is based on the triple bottom line of economic vitality, healthy communities and sustainable natural environment. All key planning documents including the Regional Official Plan and the Master plans for transportation, water and wastewater are premised on sustainability principles.

As stated above, the Region is required to conform to the Growth Plan forecasts and urban expansions are required to accommodate the population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

The Regional Official Plan contains a number of policies that support Markham's rural heritage, foodlands and greenspace including:

- the enhancement of an updated linked Greenlands System to ensure a natural heritage legacy for York Region.
- the retention of the character of lands in the rural area and the protection of existing agriculture, agriculture-related and secondary agriculture uses.
- The protection of the Agricultural, Rural, and Holland Marsh Specialty Crop Areas.

Approximately 69% of the Region is within the Greenbelt Plan Area, including the Oak Ridges Moraine Conservation Plan Area and is protected from major development.

4. Expand the Greenbelt to protect Markham's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System

In 2008, the Province released criteria for expanding the Greenbelt's boundaries. Municipalities are required to

5. Better protect residential communities from over-intensification by enacting height restrictions (e.g. 6 storeys) near existing residential communities.

prepare a submission that demonstrates how each of the criteria have been met. The Province will review the submission and may initiate the process to amend the Greenbelt Plan. Under the Greenbelt Act, 2005, The Minister of Municipal Affairs and Housing is required to consult with affected bodies including the Greenbelt Council, affected municipalities and the public before recommending it to Cabinet for approval.

The Greenbelt is scheduled for review in 2015. The Regional Official Plan includes policies that direct the most intense development to regional centres and corridors and intensification areas supported by transit and in a number of areas along the proposed subway lines. Policy 5.4.1 states that:

That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region.

The Region has a number of policies that protect stable neighbourhoods that are in the vicinity of intensification areas including policy 5.3.6:

That intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.

And policy 5.5.1:

That local centres and corridors serve as important neighbourhood focal points and mainstreets that provide a range of employment, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.

From: Bob Youngberg [REDACTED]

Sent: Wednesday, November 25, 2009 5:02 PM

To: fscarpitti@markham.ca; jheath@markham.ca; jwebster@markham.ca; Regional Clerk; hjaczek.mpp.co@liberal.ola.org; Calandra.P@parl.gc.ca

Cc: jjones@markham.ca; jvirgilio@markham.ca; vburke@markham.ca; eshapero@markham.ca; cmoretti@markham.ca; dhorchik@markham.ca; lkanapathi@markham.ca; achiu@markham.ca; mchan.mpp.co@liberal.ola.org; peter.shurmanco@pc.ola.org; McCalJ@parl.gc.ca; Kent.P@parl.gc.ca

Subject: Markham's Future

Importance: High

Ladies and gentlemen,

With regards to the November 9 meeting at which York Region's draft Official Plan was presented.

I understand that key elements of the Plan include:

- a proposed 50% increase in Markham's population by 2031 (another 151,000 people);
- a proposed 7.3 square kilometre (7.3 million square metre) increase in sprawl onto Markham's irreplaceable farmland and greenspace.

I've lived and worked in Markham for 20 years. I care about what happens to our community in the future and this is not the future I care to see.

If this York Region Growth Plan is approved, Markham residents will suffer many, many more years of:

- traffic congestion, over-development and loss of quality of life;
- increased pollution, flooding, property taxes and damage to community values and character;
- permanent loss of some of the finest foodland and greenspace in Canada.

To protect Markham's quality of life, environment, foodlands, communities and property values, I strongly urge Markham Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred;
2. Work with other levels of government to limit Markham's population growth to less than 25% over the next 22 years;
3. Place a 10 year moratorium on Urban Expansions to protect Markham's rural heritage, foodland and greenspace;
4. Expand the Greenbelt to protect Markham's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System;
5. Better protect residential communities from over-intensification by enacting height restrictions (e.g. 6 storeys) near existing residential communities.

Both myself and some other concerned citizens will be at the next Markham Council Meeting on this subject, December 1, to press for these alternatives. Will we have your support?

Respectfully yours,

Bob Youngberg, Markham Resident



Submission Number
D05.2009.2.018

Date of Submission:
November 25, 2009

Submission Author:
Eileen Liasi

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Work to extend the provincial deadlines to upper and lower tier municipalities to give planning staff more time to do the studies which will properly inform decision-making and to give the public more time to read, understand and respond to the emerging plans?

Work to spread growth in a more balanced way between the north and the south so that new settlements and employment lands can be established in the north, so that southern municipalities can save what little farmland they have left, so that suitable local jobs are provided for northern residents close to home and so that commuting south can be greatly reduced, resulting in the need for fewer expensive transportation changes, less traffic and less pollution?

York Region was required, under provincial legislation, to conform to the Growth Plan, by June 2009. An Official Plan was adopted by Regional Council in December in order to meet the provincial legislation.

The Region has conducted an extensive comprehensive public consultation exercise throughout 2006, 2007, 2008 and 2009 as part of the Region's Growth Plan conformity exercise and Official Plan update.

The Province, through the Growth Plan, mandated that the Region accommodate a population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

Since the Greenbelt Plan was approved, there are essentially only three relatively small areas in the Region that can accommodate significant Greenfield growth beyond those lands that are currently approved for development; Northern Markham and Vaughan and East Gwillimbury. Each of these three municipalities has been allocated a share of the anticipated Greenfield growth to 2031.

A total of 77,000 ha or 43% of the Region's total land area is protected for agricultural uses. 88% of growth (including 40% intensification) in the Region will be accommodated within the existing approved urban area.

The Region has a sustainable approach to growth management that is based on the triple bottom line of

Work with the Town of Markham and Markham residents to the effect that Markham does not have to increase its population by more than 25% over the next 22 years (a move which will still give Markham the second largest population in York Region, second only to Vaughan), and will not have to expand its urban area over first class farmland? Support a 10 year moratorium on urban expansion in the Town of Markham to protect local foodlands, greenspace and rural heritage, while the Town works towards expanding its Greenbelt (see point 5 below)?

economic vitality, healthy communities and sustainable natural environment. All key planning documents including the Regional Official Plan and the Master plans for transportation, water and wastewater are premised on sustainability principles.

See comment above.

As stated above, the Region is required to conform to the Growth Plan forecasts and urban expansions are required to accommodate the population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

The Regional Official Plan contains a number of policies that support Markham's rural heritage, foodlands and greenspace including:

- the enhancement of an updated linked Greenlands System to ensure a natural heritage legacy for York Region.
- the retention of the character of lands in the rural area and the protection of existing agriculture, agriculture-related and secondary agriculture uses.
- The protection of the Agricultural, Rural, and Holland Marsh Specialty Crop Areas.

Approximately 69% of the Region is within the Greenbelt Plan Area, including the Oak Ridges Moraine Conservation Plan Area and is protected from major development.

Encourage and enable the Town of Markham to work towards expanding its Greenbelt to include at least 75% of the Whitebelt as a permanent local Foodbelt and Natural Heritage System and to protect that land from development in perpetuity?

Support the creation of a 40 000 acre Rouge National Park, because greenbelts and whitebelts come and go, as we saw with the Toronto-Centred Region Plan of the early 1970s, but parks protect greenspace for ever?

Work to better protect existing residents and communities from over-intensification of small local retail sites by supporting height and density caps such as 6 storey maxima near stable low density residential neighbourhoods?

In 2008, the Province released criteria for expanding the Greenbelt's boundaries. Municipalities are required to prepare a submission that demonstrates how each of the criteria have been met. The Province will review the submission and may initiate the process to amend the Greenbelt Plan. Under the Greenbelt Act, 2005, The Minister of Municipal Affairs and Housing is required to consult with affected bodies including the Greenbelt Council, affected municipalities and the public before recommending it to Cabinet for approval.

The Greenbelt is scheduled for review in 2015. The Regional Official Plan identifies, protects and enhances a linked Regional Greenlands System which includes the portion of the Rouge national Park that is within York Region.

New policy 6.1.9 states:

That the Rouge Park connecting Lake Ontario to the Oak Ridges Moraine in eastern Markham, Whitchurch-Stouffville, and Richmond Hill is contained within the Greenbelt Plan and the Regional Greenlands System. Within the Rouge Park, land uses shall be permitted in accordance with the Greenbelt Plan and the Rouge North Management Plan.

The Regional Official Plan includes policies that direct the most intense development to regional centres and corridors and intensification areas supported by transit and in a number of areas along the proposed subway lines. Policy 5.4.1 states that:

That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for

the most intensive and greatest mix of development within the Region.

The Region has a number of policies that protect stable neighbourhoods that are in the vicinity of intensification areas including policy 5.3.6:

That intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.

And policy 5.5.1:

That local centres and corridors serve as important neighbourhood focal points and mainstreets that provide a range of employment, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.

Work to better protect residents from the routing of new rapid transit LRT rail lines through the middle of existing stable low density residential neighbourhoods? Markham planners have placed these areas off-limits for intensification and they should be off-limits for provincial and regional transportation planners as well.

The Region's Official Plan (Map 11) and Transportation Master Plan detail the Rapid Transit Corridors in the Region. These corridors which will include a combination of BRT and LRT routes, are planned along the Region's major arterial streets (i.e. Yonge St., highway 7, Steeles Ave., Major Mackenzie Dr., etc). As such they are not being planned through the middle of existing stable low density residential neighbourhoods.

From: eileen liasi [REDACTED]
Sent: Wednesday, November 25, 2009 2:16 PM
To: Regional Clerk
Subject: Growth Plans: York Region and Markham

Regional Clerk's Office,

Would you please distribute this email with the attached letter to all Members of Regional Council except Chairman Fisch who has already been contacted.

Thank you,

Eileen Liasi.

Dear Regional Council Member,

Please accept the attached letter on the Growth Plans for Markham and the Region. I understand how much hard work, good intentions and good planning have gone into these plans, and that planning is a process, but for residents in Markham, and Thornhill in particular, the final plans for Markham have become too extreme and those of the Region too unbalanced to support, worsening our problems needlessly.

I hope you have time to answer my questions and that you agree with at least some of my points.

Sincerely,

Eileen Liasi.(Resident Thornhill Markham)



November 25, 2009.

Dear Regional Council member,

I am writing to you today to express some serious concerns with the way the Places To Grow legislation, the Growth Plan For The Greater Golden Horseshoe, and the provisions in the Provincial Policy Statement and the Planning Act are being implemented in York Region and in the Town of Markham.

Reasonable Beginnings

Several years ago when the Province first began the growth initiative, there was much talk about the minimum 40% intensification requirement in areas which were already built up and visuals, showing what 40% intensification would look like, showed buildings which appeared to be just a little higher and it all still looked quite reasonable and acceptable. **This is the scenario which was sold to the public.**

Overintensification

Down the road the harsh reality of intensification begins to set in as York Region assigns the majority of growth to the three southernmost municipalities, supposedly due to the smaller populations and more rural nature of the northern areas. The Region assigned 52% intensification to the Town of Markham, a level already 12% higher than the mandated minimum and developers are salivating at the sight of redevelopment plans which show multiple high rise condo buildings, 30 plus storeys high, replacing single and two storey retail sites next to low density residential neighbourhoods. Is this what the Province intended? I don't think so.

Later on we hear mention of 55% and 60% intensification from Town of Markham planners and now we have a 60% intensification proposal going before Council, 20% above the provincially mandated minimum. Then there is the adoption of Section 37, Height and Density Bonusing which pushes intensification levels up another 15 to 25 %. So now intensification in Markham, at 75-85%, looks nothing like the visuals we were shown just a few years ago and residents are left feeling they have been misled by planners at all levels. Is this what the Province intended? I don't think so.

All this to save the Whitebelt. Now we hear that even this much intensification is not enough, as we are told updated population projections from the Region will result in the loss of 50% of Markham's Whitebelt by 2031. At this point residents are beginning to recognize the trend and realise that future population updates will most likely take care of the other 50% of the Whitebelt. We can also see the way the process works. 40% isn't 40% at all, it's just the start of a climb towards 85% and higher. Population projections are replaced by updated projections. The process consists of gradual

incremental steps so as not to alarm the public and use of terms such as Section 37 instead of Height and Density Bonusing mystify and disguise. The overall effect is clear, **unprecedented acceleration of growth**. Is this what the Province intended? I don't think so.

Provincial policy says intensification must be compatible with surrounding land uses and we saw the original visuals representing 40% intensification and were not alarmed. So how is it we are now seeing 30 storey buildings next to 1 and 2 storey detached homes, excused by urban design features such as angular planes and podiums? **Provincial policy did not qualify compatibility with excuses for circumventing the policy**. As one of my neighbours put it, " Please don't ask me to pretend that there isn't a 36 storey condo tower behind that 6 story podium." Is this what the Province intended? I don't think so.

Time, Money and Unknown Consequences

The Province and Region are allowing too little time for planning to occur responsibly. Local municipalities do not have the time for studies to be done, which will best guide decisions. Too much time, money and resources are being spent providing for new complete communities and too little time, money and resources are being spent on existing incomplete communities, and especially on remediating the infrastructure deficit in older areas, deficits which have already lasted decades and which leave many residents exposed to risks such as flooding from failure of and surcharging of sanitary sewers, and storm sewers which are overwhelmed by even 2 year and 5 year design storms. **In Markham, we can't provide adequately for the areas we have now, while at the same time we are rushing madly into a future which will destroy our foodlands, countryside and the ability of whatever little greenspace we have left to absorb the increasing amounts of stormwater from increasingly intense rainfall events, courtesy of climate change.** What will be the environmental consequences of all this change? Have the studies been done? I do not think so.

Change Course

We need to slow down the process, change course slightly and plan for LOWER, MORE BALANCED, MORE EQUITABLE AND MORE SUSTAINABLE GROWTH WHICH PROTECTS THE URBAN AND SUBURBAN ENVIRONMENTS IN THE SOUTH AS WELL AS THE RURAL ENVIRONMENTS OF THE NORTH. and we need to give priority one to **PROTECTING THE QUALITY OF LIFE OF EXISTING RESIDENTS AND LOCAL COMMUNITIES** as well as **ENVIRONMENT FIRST** which seems to refer to the rural environment only. What progress have we made if we ignore and degrade one environment to save the other? We must strike a balance and look after both, proceed with caution and make sure we get it right.

Spread Growth

We need to spread growth in a more balanced and more equitable way so that municipalities such as Markham do not have to bear such a disproportionate share. By 2031 the projected population for Markham will still be more than the combined populations of the six northern municipalities. How balanced is that? **If farmland has to be used up for growth, why does it have to be southern farmland of which there is so little left?** We need to protect local foodlands especially in southern York Region so they cannot fall into the hands of developers and preserve that land in perpetuity, just like parks are preserved. There is much more farmland in northern York Region available for urban expansion than in southern York Region. Using up southern farmland is just

increasing urban sprawl, when preventing that is the whole point of the GPGGH.

If settlements in northern York Region are too small to add significant growth, then why not plan for new settlements to absorb some of the population growth being loaded onto southern municipalities. Add to those new settlements sufficient employment lands which will keep the majority of the northern population employed in the north. People in northern York Region need good jobs and the same variety and range of jobs as is available to people who live farther south. I disagree strongly with the discouragement of and limitations on non-resource based industrial and commercial uses in the north (Draft ROP 6.4.6). Resource based activities employ a very low percentage of Canadians in the modern world, which is why Mexicans and other foreign nationals come to Canada and York Region to do the labour intensive work on many farms. The highly educated and skilled work force in northern York Region shouldn't have to commute long distances south to and through Markham, Richmond Hill and Vaughan and into Toronto to get good jobs in today's modern economy, because there aren't enough suitable jobs where they live. Instead of trying to reduce the Toronto-centric commute south, York Region planning policy is perpetuating and increasing it with policies like this. Moreover if more population growth was directed to new, compact, complete communities in the north, along with a full range of employment opportunities, York Region would not need all the new expensive transportation plans which bring so much traffic, noise and pollution to residents in the three southern municipalities.

Set Upper Height and Density Caps For Small Retail Sites.

The Province started the intensification process at the lower limit of 40% but did not put an upper limit or cap in place. This needs to be changed to protect the quality of life of existing residents and local communities in areas already built-up, from the excessive demands of the development industry and from overexuberant planners. Why doesn't the Region put an upper cap on intensification especially outside the Yonge and Avenue 7 Corridors, and especially where small scattered retail sites are being redeveloped next to existing stable low density neighbourhoods. Regional planning wants intensification to be concentrated not scattered, but smaller retail sites are by necessity scattered as they each serve their respective communities and are mostly located along major roads or at intersections where people have easy access to them, locations which might be viewed as prime intensification sites if it wasn't for their small size, scattered nature and the fact that they are located next to stable low density residential neighbourhoods. Redevelopment and intensification of these small retail sites will inevitably result in a scattering of intensification and unless the Region wants to see these sites here, there and everywhere with 30 storey condo towers sticking out like sore thumbs from the surrounding low density communities they serve, height and density restrictions or caps should be put in place.

I have eight questions which I would like you to respond to, although you are welcome to respond to any of the points I have made.

Will you please:

1. Work to extend the provincial deadlines to upper and lower tier municipalities to give planning staff more time to do the studies which will properly inform decision-making and to give the public more time to read, understand and respond to the emerging plans?
2. Work to spread growth in a more balanced way between the north and the south so that new settlements and employment lands can be established in the north, so that southern municipalities can

save what little farmland they have left, so that suitable local jobs are provided for northern residents close to home and so that commuting south can be greatly reduced, resulting in the need for fewer expensive transportation changes, less traffic and less pollution?

3. Work with the Town of Markham and Markham residents to the effect that Markham does not have to increase its population by more than 25% over the next 22 years (a move which will still give Markham the second largest population in York Region, second only to Vaughan), and will not have to expand its urban area over first class farmland?

4. Support a 10 year moratorium on urban expansion in the Town of Markham to protect local foodlands, greenspace and rural heritage, while the Town works towards expanding its Greenbelt (see point 5 below)?

5. Encourage and enable the Town of Markham to work towards expanding its Greenbelt to include at least 75% of the Whitebelt as a permanent local Foodbelt and Natural Heritage System and to protect that land from development in perpetuity?

6. Support the creation of a 40 000 acre Rouge National Park, because greenbelts and whitebelts come and go, as we saw with the Toronto-Centred Region Plan of the early 1970s, but parks protect greenspace for ever?

7. Work to better protect existing residents and communities from over-intensification of small local retail sites by supporting height and density caps such as 6 storey maxima near stable low density residential neighbourhoods?

8. Work to better protect residents from the routing of new rapid transit LRT rail lines through the middle of existing stable low density residential neighbourhoods? Markham planners have placed these areas off-limits for intensification and they should be off-limits for provincial and regional transportation planners as well.

Existing residents and communities and their environment deserve to be respected and protected from the worst effects of over-intensification. We know we have to grow and we are willing to do our part to save Whitebelt farmland, but we are not willing to sacrifice our quality of life to over-intensification, especially when the farmland for which we are accepting thousands of new residents into our neighbourhoods remains unprotected and which in all likelihood will have disappeared by 2031, and when planning circumvents the written word of provincial legislation, policy and guidelines in order to push intensification beyond reasonable limits.

Sincerely,

Eileen Liasi.

Submission Number
D05.2009.2.019

Date of Submission:
November 30, 2009

Submission Author:
Carolyn and Brian Rapson

Comments or Requested Change to Draft Official Plan	Analysis and Recommendation
My husband and I would hereby like to voice our objection to York Region's request for approval to increase Markham's population by 50% and to pave 7,3 square kilometres of farmland.	York Region was required, under provincial legislation, to conform to the Growth Plan, by June 2009. An Official Plan was adopted by Regional Council in December in order to meet the provincial legislation.
We would urge you to conduct further public consultation before approving this plan. Secondly, we would suggest that Markham's population growth be limited to less than 25% over the next 22 years. We would also encourage a 10-year moratorium be placed on urban expansion. Finally, we would love to see a permanent Markham foodbelt created from the Oak Ridges Moraine south to Major Mackenzie Drive!	The Region has conducted an extensive comprehensive public consultation exercise throughout 2006, 2007, 2008 and 2009 as part of the Region's Growth Plan conformity exercise and Official Plan update. The Province, through the Growth Plan, mandated that the Region accommodate a population forecast of 1.5 million and an employment forecast of 780,000 by 2031.
We are subjected on a daily basis to an increase in traffic and pollution due to the construction just to the east of us. We abhor the destruction of prime farmland and would urge you to reign in your plans for continued and further out-of-control development.	Since the Greenbelt Plan was approved, there are essentially only three relatively small areas in the Region that can accommodate significant Greenfield growth beyond those lands that are currently approved for development; Northern Markham and Vaughan and East Gwillimbury. Each of these three municipalities has been allocated a share of the anticipated Greenfield growth to 2031. A total of 77,000 ha or 43% of the Region's total land area is protected for agricultural uses. 88% of growth (including

40% intensification) in the Region will be accommodated within the existing approved urban area.

The Region has a sustainable approach to growth management that is based on the triple bottom line of economic vitality, healthy communities and sustainable natural environment. All key planning documents including the Regional Official Plan and the Master plans for transportation, water and wastewater are premised on sustainability principles.

The Regional Official Plan contains a number of policies that support Markham's rural heritage, foodlands and greenspace including:

- the enhancement of an updated linked Greenlands System to ensure a natural heritage legacy for York Region.
- the retention of the character of lands in the rural area and the protection of existing agriculture, agriculture-related and secondary agriculture uses.
- The protection of the Agricultural, Rural, and Holland Marsh Specialty Crop Areas.

Approximately 69% of the Region is within the Greenbelt Plan Area, including the Oak Ridges Moraine Conservation Plan Area and is protected from major development.

From: Carolyn Dunn [REDACTED]
Sent: Monday, November 30, 2009 8:21 PM
To: Regional Clerk
Subject:



Dear Sir:

My husband and I would hereby like to voice our objection to York Region's request for approval to increase Markham's population by 50% and to pave 7,3 square kilometres of farmland.

We would urge you to conduct further public consultation before approving this plan. Secondly, we would suggest that Markham's population growth be limited to less than 25% over the next 22 years. We would also encourage a 10-year moratorium be placed on urban expansion. Finally, we would love to see a permanent Markham foodbelt created from the Oak Ridges Moraine south to Major Mackenzie Drive!

We are subjected on a daily basis to an increase in traffic and pollution due to the construction just to the east of us. We abhor the destruction of prime farmland and would urge you to reign in your plans for continued and further out-of-control development.

Yours sincerely,

Carolyn and Brian Rapson

Submission Number
D05.2009.2.020

Date of Submission:
December 4, 2009

Submission Author:
William Parish

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

To protect Markham's quality of life, foodlands, communities, environment and property values, I (or our Ratepayers Association, group, etc) strongly urge Markham Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred

York Region was required, under provincial legislation, to conform to the Growth Plan, by June 2009. An Official Plan was adopted by Regional Council in December in order to meet the provincial legislation.

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2. Work with other levels of government to limit Markham's population growth to less than 25% over the next 22 years

The Province, through the Growth Plan, mandated that the Region accommodate a population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

Since the Greenbelt Plan was approved, there are essentially only three relatively small areas in the Region that can accommodate significant Greenfield growth beyond those lands that are currently approved for development; Northern Markham and Vaughan and East Gwillimbury. Each of these three municipalities has been allocated a share of the anticipated Greenfield growth to 2031.

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3. Place a moratorium on Urban Expansions to protect Markham's rural heritage, foodland and greenspace

40% intensification) in the Region will be accommodated within the existing approved urban area.

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Approximately 69% of the Region is within the Greenbelt Plan Area, including the Oak Ridges Moraine Conservation Plan Area and is protected from major development.

4. Expand the Greenbelt to protect Markham's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System

In 2008, the Province released criteria for expanding the Greenbelt's boundaries. Municipalities are required to prepare a submission that demonstrates how each of the criteria have been met. The Province will review the submission and may initiate the process to amend the Greenbelt Plan. Under the Greenbelt Act, 2005, The Minister of Municipal Affairs and Housing is required to consult with affected bodies including the Greenbelt Council, affected municipalities and the public before recommending it to Cabinet for approval.

The Greenbelt is scheduled for review in 2015.

5. Better protect residential communities from over-intensification by enacting height restrictions (e.g. 6 storeys) near existing residential communities.

The Regional Official Plan includes policies that direct the most intense development to regional centres and corridors and intensification areas supported by transit and in a number of areas along the proposed subway lines. Policy 5.4.1 states that:

That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region.

The Region has a number of policies that protect stable neighbourhoods that are in the vicinity of intensification areas including policy 5.3.6:

That intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.

And policy 5.5.1:

That local centres and corridors serve as important neighbourhood focal points and mainstreets that provide a range of employment, shopping, recreation,

human services and housing opportunities with appropriate forms and scale that complement the surrounding community.

From: Parish, William
Sent: Friday, December 04, 2009 1:54 PM
To: 'Regionalclerk@york.ca'
Cc: 'futureyork@york.ca'; 'jim.robb@rogers.com'
Subject: Stop the sprawl

Dear Chairman Fisch & York Regional Councillors,

As a resident of Markham, a parent, and a concerned advocate for the protection of our disappearing green spaces and irreplaceable Class 1 farmland I encourage you to strongly consider the recommendations below.

It was abundantly clear from the turnout last night (Dec. 1 Markham Council meeting) that public concern surrounding the protection of our "whitebelt" lands outside of the greenbelt is widespread. All of the presenters at last night's meeting made it clear that the preservation of these lands speaks to the quality of life in our community as well as the protection of a way of life (farming) that represents Markham's history and heritage.

At last night's meeting it was also made clear that council has the ability to say NO to further expansion into the whitebelt. As Mr. Robb pointed out it will not be easy, but leaders with vision and the ability to look forward beyond a 20 year window are rare. The "vision" of many developers seems limited to "tear it up and pave it" and people will come. While no one can dispute that unfortunate reality, it was emphasized by many last night that that approach to planning is backwards and puts "the cart before the horse".

These decisions begin with the current council, and truly is an opportunity to create a legacy for the Town of Markham as a leader in sustainable development and the preservation of our forests, fields and streams for all to enjoy and appreciate.

To protect Markham's quality of life, foodlands, communities, environment and property values, I (or our Ratepayers Association, group, etc) strongly urge Markham Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred;
2. Work with other levels of government to limit Markham's population growth to less than 25% over the next 22 years;
3. Place a moratorium on Urban Expansions to protect Markham's rural heritage, foodland and greenspace;
4. Expand the Greenbelt to protect Markham's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System;
5. Better protect residential communities from over-intensification by enacting height restrictions (e.g. 6 storeys) near existing residential communities.

Thank You,

Bill Parish



Submission Number
D05.2009. 2.021

Date of Submission:
December 3, 2009

Submission Author:
Paul Young, 4137 Hwy 7, Markham

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Mr. Young is the owner of property on the south side of Hwy 7, east of Warden Avenue and west of the Railway tracks.

Mr. Young cites a letter from Steven Zakem on behalf of Loblaw's properties on the north side of Major Mackenzie, east of 404 and the Loblaw's request that the woodland should be removed from Map 5 of the ROP.

Mr. Young has issues with the town's apparent desire to protect a woodland on neighbouring property to the east and in so doing would require locating a proposed roadway on to Mr. Young's property.

Mr. Young's issue is that neither the woodland on the neighbour's property nor trees on his property were in good health and that this should not result in the diversion of a roadway in this areas to save these trees.

Neither trees on Mr. Young's property nor the woodland on the property to the west are shown on the Region's woodland mapping in the adopted York Region Official Plan

Mr. Young's issue deals with a local road – Sciberras Road and planning in the Highway 7 Precinct in the Town of Markham.

Secondary planning studies, which will determine the pattern of development and road access are ongoing.

As such the matter is a local issue and no change to the Regional policies or mapping is required.

Received December 5, 2009

D05.2009.2.021

From: Paul Young [REDACTED]
Sent: Saturday, December 05, 2009 12:33 PM
To: Regional Clerk
Subject: dec. 16 council re new official york region plan

december 3, 2009

region of york
clerks dept. att. dennis kelly
17250 yonge st.
newmarket, on
l3y 6z1

dear sirs:

steve zakem of aird and berlis wrote to you on november 25, 2009 regarding the new york region official plan and how it may hurt his client loblaw properties on their endeavor to develop land at the corner of major mac and the 404. the new plan mentions a woodlot on their land which has already been zoned commercial. he wants the region to acknowledge their right to develop their property without hinderance.

i too have a similar situation that i have notified the town of markham on in writing over the last ten years. in 1999 david clark a markham town planner made a presentation regarding the future road structure near my land at 4137 hwy 7. he mentioned that markham wanted to preserve a small woodlot on my western neighbour's property, 4121 hwy 7. this would entail bending a connecting road up to hwy 7 around the trees and probably onto my land. at the time i shook my head in disbelief knowing that this woodlot was an overgrown christmas tree farm that was never harvested. i spoke to dave and he admitted that he had never walked the property and he was relying on a consultants report. i documented my concerns at the time and forwarded them to markham.

two years ago i noticed that a good many of my mature pine trees were falling over dead. they had just snapped off at the trunk. when i looked at the stump you could see thousands of worm holes like swiss cheese in every tree. i went over to 4121 hwy 7 and noticed hundreds of fallen trees. in fact it was hard to find any healthy pine trees in the forest, they were all dead or dying. there are no hardwoods in this forest. they were dying because they were planted too close to each other 40 years ago about 5 ft apart. this was ok for a christmas tree that is harvested in 5 or 6 years but not for a sustainable forest. i spoke to my neighbour to my east at 4151 hwy 7 and he exclaimed that he had just replaced 200 new pine trees that he had planted three years before to line his driveway at great expense. he and i started looking further east onto the town of markham's land that the town bought for scibbaras road extension. their land also had many downed pine trees.

at this point we contacted richard kendall of markham and gave him pictures of the stumps. he sent out a town arborist who confirmed the investation. the arborist contacted sheridan nurseries who own land to the west of 4121 and gave them new pictures of other tress so afflicted at the back of their property on town of markham land scheduled for a storm water facility. sheridan's own arborist also confirmed the investation. what surprises me the most is up until this point nothing has been down to stop the devastation.

i have been sidetracked from the point of this letter. in no way should this sad example of a woodlot force a new road around it onto my land. needless to say markham received very poor results from the consultant on this project. they should ban them from doing any further work for the town.

sincerely yours:

paul w. young
[REDACTED]

Submission Number
D05.2009 2.022
(also D05.2009. 2.013)

Date of Submission:
January 11, 2010

Submission Author:
Karen Wight

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

From: Karen Wight [REDACTED]
Sent: Monday, January 11, 2010 11:18 PM
To: Jeffrey, Barb
Subject: official plan

I recently received correspondence from John Waller re: the official plan. He directed me to contact you with any questions I might have.

I have a 10 acre piece of property at 2581 Boag Rd. in Queensville. I would like to sever 1-2 acre lot off for our retirement.

Under the new official plan is this permissible?

Karen Wight

Response by Email from Barbara Jeffrey, January 12, 2010

Ms. Wight:

I'm attaching the analysis sheet we undertook for your initial request that came through Chair Bill Fisch's office to us. In short neither the Region's existing Plan nor the Town of East Gwillimbury Official Plan would permit this type of a severance. Neither of the new official plans permit this either. The analysis sheet indicates :

The property is with the Greenbelt Plan Area and designated Agricultural Policy in both the Region's 1994 Official Plan and the Town's 1997 Rural Area Plan (OPA95).

Policy 2.3.4.3 of the 2005 Provincial Policy Statement permits residential lots in prime agricultural area only where there is a *residence surplus to a farming operation* as a result of farm consolidation.

The Town of East Gwillimbury consent polices, in place since 1982, identify that a consent for non-farm residential purposes is subject to the 1956 landholding clause that would not permit severance of an agricultural lot less than 20 hectares.

From: Karen Wight [REDACTED]
Sent: Monday, January 11, 2010 11:18 PM
To: Jeffrey, Barb
Subject: official plan

I recently received correspondence from John Waller re: the official plan. He directed me to contact you with any questions I might have.
I have a 10 acre piece of property at 2581 Boag Rd. in Queensville. I would like to sever 1-2 acre lot off for our retirement.
Under the new official plan is this permissable?
Karen Wight

From: Karen Wight [REDACTED]
Sent: Tuesday, January 12, 2010 11:18 AM
To: Jeffrey, Barb
Subject: RE: official plan

Dear Barb,
Thank you for your reply.
My request is that this issue continue to be brought forward/considered in future planning.
Personally, the zoning and governing by-laws seem dated to me. As the region continues to expand as such a rapid rate, this land-owner would like the same opportunity for development as others in the region.
Thank you again.
Karen Wight



Beausoleil First Nation

One O-Gema Street
Christian Island, ON
L0K 1C0

705-247-2051 Fax: 705-247-2239 Email: acopegog@chimnissing.ca

October 27, 2009

Barbara Jeffrey, M.C.I.P., R.P.P.
Regional Municipality of York
17250 Yonge Street,
Newmarket, Ontario
L3Y 6Z1

Attention: Barbara Jeffrey, M.C.I.P., R.P.P.
Manager, Land Use Policy & Environment

RE: Draft York Region Official Plan

This to acknowledge receipt of your letter dated September 9, 2009 and received on September 17, 2009.

A copy of your letter has been forwarded to Karry Sandy, Barrister/Solicitor, and Coordinator for the Williams Treaty First Nations for further review and response directly to you. Ms Sandy's address is 8 Creswick Court, Barrie, ON, L4M 2J7 and her telephone number is (705) 792, 5087.

We appreciate your taking the time to share this important information with us.

Sincerely

A handwritten signature in cursive script, reading "Jennifer Copegog", is written over the printed name.

Jennifer Copegog
Lands Manager
Beausoleil First Nation

Submission Number
D05.2009.3.030

Date of Submission:
December 15, 2009

Submission Author:
Bell Canada

Comments or Requested Change to Draft Official Plan	Analysis and Recommendation
<u>Definitions</u> We appreciate the fact that the Region has identified utilities and communications as services that are “vital to maintaining and improving quality of life and economic competitiveness” in the introduction to Chapter 7 and in Section 7.5. However, to provide consistency with respect to the terminology used in these two sections we would ask that the following change be made to the introduction of Chapter 7: “Services include transit, streets, water, wastewater, waste management, energy, rail, airport, utilities, and communications/telecommunications operated by a variety of public and private sector agencies”.	The introduction to Chapter 7 is intended to provide a high-level list of services that are vital to residents and businesses. The terms ‘utilities’ and ‘communications’ represent what will be discussed in Section 7.5. The introduction to Section 7.5 then provides additional details on these services. These two introduction paragraphs are not intended to be identical lists.
<u>Section 5.4 – Regional Centres and Corridors</u> Telecommunications infrastructure includes sensitive technological and electrical equipment, which for safety, access and technological reasons cannot be located underground. As a result, to recognize the different provisioning requirements of the various types of utility infrastructure and provide greater flexibility we would ask that the following be added to Section 5.4.14.a: a. working with utility providers to ensure appropriate utility design and placement, including burying cables and structures, where feasible, consistent with Transit-Oriented Design Guidelines for Regional Centres and Corridors;	The Regional Official Plan is intended to be read as a whole, and policy 7.5.4 provides the additional detail requested in this submission. Policy 5.4.14.a mentions burying cables and structures as one example of utility design and placement that may be considered appropriate.

Section 7.5 – Energy and Utilities

Bell Canada recognizes the public interest in providing a more functional and attractive public realm, however there is a risk with viewing the technical and feasibility considerations of providing telecommunications infrastructure as secondary to issues of aesthetics. This can result in greater costs to service providers, inappropriate locations for infrastructure and a reduced quality of service to customers. Therefore, we would ask that the following minor modification be made:

7.5.4 "To require local municipalities to engage cellular service providers early in the development process, to facilitate the integration of cellular transmission facilities with new buildings, *where feasible*."

In reviewing Section 7.5.6, we would note that the intent of the policy seems to be related exclusively to cellular transmission facilities and the desire to encourage a specific form of infrastructure over another. This objective is made unclear by including wording related to other forms of major utilities. As a result, we would recommend that the following be removed from this policy for greater clarification:

"7.5.6 To encourage the use of steel poles instead of lattice towers when it is not feasible to ~~install major utilities underground or~~ integrate cellular transmission facilities within buildings."

We would also note that although the objective of Section 7.5 is to provide policies to "encourage the co-ordinated, efficient and safe integration of utilities to better serve residents and businesses" that the focus with respect to the provisioning of necessary larger utility infrastructure seems to

The intent of this policy is to facilitate the identification of sites that would be appropriate for both utility providers and municipalities, at a stage in the development process that is early enough to allow for the integration of the necessary utility infrastructure. It is not a requirement placed on cellular service providers.

This policy also applies to all major utilities, including hydro power lines.

The intent of the suggested policy corresponds with the vision of the Regional Official Plan. However, these concepts are already covered by policies 7.5.1 (adapting to emerging technologies) and 7.5.2 (promoting shared rights-of-way).

be on cellular facilities. To provide greater depth and include the broader scope of utility infrastructure we would also request that the following policy be added to Section 7.5:

7.5.X To encourage innovative methods of containing larger utility infrastructure, on or within streetscape features such as gateways, lamp posts, transit shelters etc., and determine appropriate locations or cluster sites through discussions with utility providers.

In our September 2009 letter, Bell had also asked that a policy be added to Section 7.5 with respect to utility infrastructure, such as communications/telecommunications being permitted in all land use designations. We note that it was not added as the Region felt that “this would not provide any additional strength to this issue, as this is a Federal approvals process and beyond the control of the Region”. Although we agree that the approval of cellular mobility infrastructure is a Federal issue through Industry Canada’s standards, we would like to clarify that other communications/telecommunications infrastructure, such as linear cables, outside plant interfaces and walk-in-cabinets, is not regulated in the same manner. As a result, we continue to request that the following policy be added to ensure that all forms of utility infrastructure is covered under Section 7.5, not just cellular facilities:

7.5.X To encourage municipalities to permit utility infrastructure in all land use designations, except Environmentally Sensitive Areas, where exceptions will only be permitted in limited circumstances where deemed necessary by the approval authority and subject to detailed design.

The permissions given to infrastructure within various land use designations across the Region are discussed in a number of policies across the Plan, such as policies 2.1.12, 6.1.7 and 6.2.15 (formerly policy 6.2.16). Local municipal plans may provide additional details.



December 15, 2009

Mr. John Waller, MCIP, RPP
Director of Long Range and Strategic Planning Branch
Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

**Re: York Region Official Plan Review
December 2009 Draft**

Dear Mr. Waller,

Further to our preliminary letter of April 7, 2009, our follow-up letter of September 21, 2009, and our meeting with Regional staff, we offer the following detailed comments in response to our review of the December 2009 draft Official Plan document and the Region's response to our previous requests.

Definitions

Bell is of the opinion that definitions for the terms infrastructure and utilities are required to provide greater clarity to the policies in the Official Plan and can be general enough to include existing and future technology, as outlined in our September 2009 letter.

We appreciate the fact that the Region has identified utilities and communications as services that are "vital to maintaining and improving quality of life and economic competitiveness" in the introduction to Chapter 7 and in Section 7.5. However, to provide consistency with respect to the terminology used in these two sections we would as that the following change be made to the introduction of Chapter 7:

"Services include transit, streets, water, wastewater, waste management, energy, rail, airport, utilities, and communications/**telecommunications** operated by a variety of public and private sector agencies".

Section 5.4 – Regional Centres and Corridors

We appreciate the Region's incorporation of wording in the revised document to address our concern that discussions need to be undertaken with utility providers to ensure that aesthetics can be balanced with the provisioning of essential public services. As stated in our previous letter, we are willing to work with municipalities to ensure compatibility

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

between our larger infrastructure and the surrounding area however, it is important to recognize that not all of Bell's infrastructure can be buried. Telecommunications infrastructure includes sensitive technological and electrical equipment, which for safety, access and technological reasons cannot be located underground. As a result, to recognize the different provisioning requirements of the various types of utility infrastructure and provide greater flexibility we would ask that the following be added to Section 5.4.14.a:

- a. working with utility providers to ensure appropriate utility design and placement, including burying cables and structures, **where feasible**, consistent with Transit-Oriented Design Guidelines for Regional Centres and Corridors;

This is similar to the addition of "where feasible" in Section 7.5.4, which was incorporated based on our previous request.

Section 7.5 – Energy and Utilities

We appreciate that Section 7.5.5 builds upon the understanding that discussions with wireless telecommunications providers are necessary to ensure that the needs of businesses and residents in the Region are met. However, we would reiterate the fact that not all cellular transmission facilities can be incorporated with buildings, depending on their size and function, and that these facilities are exclusively regulated by the Federal Government, through Industry Canada.

Bell Canada recognizes the public interest in providing a more functional and attractive public realm, however there is a risk with viewing the technical and feasibility considerations of providing telecommunications infrastructure as secondary to issues of aesthetics. This can result in greater costs to service providers, inappropriate locations for infrastructure and a reduced quality of service to customers. Therefore, we would ask that the following minor modification be made:

- 7.5.4 "To require local municipalities to engage cellular service providers early in the development process, to facilitate the integration of cellular transmission facilities with new buildings, **where feasible**."

In reviewing Section 7.5.6, we would note that the intent of the policy seems to be related exclusively to cellular transmission facilities and the desire to encourage a specific form of infrastructure over another. This objective is made unclear by including wording related to other forms of major utilities. As a result, we would recommend that the following be removed from this policy for greater clarification:

“7.5.6 To encourage the use of steel poles instead of lattice towers when it is not feasible to ~~install major utilities underground or~~ integrate cellular transmission facilities within buildings.”

We would also note that although the objective of Section 7.5 is to provide policies to “encourage the co-ordinated, efficient and safe integration of utilities to better serve residents and businesses” that the focus with respect to the provisioning of necessary larger utility infrastructure seems to be on cellular facilities. To provide greater depth and include the broader scope of utility infrastructure we would also request that the following policy be added to Section 7.5:

7.5.X To encourage innovative methods of containing larger utility infrastructure, on or within streetscape features such as gateways, lamp posts, transit shelters etc., and determine appropriate locations or cluster sites through discussions with utility providers. “

In our September 2009 letter, Bell had also asked that a policy be added to Section 7.5 with respect to utility infrastructure, such as communications/telecommunications being permitted in all land use designations. We note that it was not added as the Region felt that “this would not provide any additional strength to this issue, as this is a Federal approvals process and beyond the control of the Region”. Although we agree that the approval of cellular mobility infrastructure is a Federal issue through Industry Canada’s standards, we would like to clarify that other communications/telecommunications infrastructure, such as linear cables, outside plant interfaces and walk-in-cabinets, is not regulated in the same manner. As a result, we continue to request that the following policy be added to ensure that all forms of utility infrastructure is covered under Section 7.5, not just cellular facilities:

7.5.X To encourage municipalities to permit utility infrastructure in all land use designations, except Environmentally Sensitive Areas, where exceptions will only be permitted in limited circumstances where deemed necessary by the approval authority and subject to detailed design.

Bell would like to thank the Region for the continued opportunity to participate in the Official Plan review process and would be happy to undertake further discussions on any of the above noted items with staff.

December 15, 2009

4

We would also ask that all documents and information related to any further meetings, reports, decisions, etc. concerning this initiative 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
Floor 5 BLUE, 100 Borough Drive
Toronto, Ontario
M1P 4W2

If you have any questions, please feel free to contact the undersigned.

Yours truly,

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

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

cc: Barbara Jeffrey - Region of York
Wayne Corrigan - Associate Director - Access Network – Bell Canada
Scott Moon - Associate Director - Access Implementation – Bell Canada.
Chris Tyrrell - MMM Group Ltd.

Submission Number
D05.2009.3.031

Date of Submission:
December 14, 2009

Submission Author:
Town of Richmond Hill

Comments or Requested Change to Draft Official Plan	Analysis and Recommendation
Policy 2.2.44 (Linking Greenlands Enhancement to Compact Community Design) The policy appears to be somewhat contradictory in that it indicates that all or part of a significant woodlot may be developed or altered provided that it doesn't affect the remaining portion of the woodlot. The obvious question arises, how can you develop the whole woodlot and yet not affect the significance of the remaining portion, if no woodlot were left? A further question arises in terms of the application of criteria to allow for development or alteration of a significant woodlot. The policy would provide for development or alteration if the woodlot is in an area strategic to the achievement of the community objectives of Sections 5.2 and 5.6. Section 5.2 is very broad and far reaching in how it deals with the development of sustainable communities. Section 5.6 deals with the similar topic of "complete communities" but it applies only to "<i>new communities</i>" which are whitebelt areas to be added to the urban area. One of the qualifying requirements to utilize this policy is that it be located in the "<i>Urban Area</i>". The woodlot in question can't both be in the "<i>Urban Area</i>" and "<i>New Community</i>" at the same time.	Policy 2.2.44(f) reads: f. <i>development or site alteration</i> within part or all of the <i>woodland</i> does not affect the ability of a retained portion of the <i>woodland</i> <u>and/or adjacent woodlands</u> to remain significant in accordance with the criteria in policy 2.2.39 of this Plan. The only woodlands that are subject to this policy are cultural woodlands. In the case where a whole woodlot is developed, this policy ensures that the significance of adjacent woodlands is not affected (see added underline above). The new community areas are the new urban expansion areas within the Urban Area designation of the Regional Official Plan. Prior to lands within New Community Areas being considered for development, an urban area expansion must occur to designate these lands as Urban Area. It is at this time that a woodlot could be located within both the Urban Area and a New Community Area.

Generally, the policies of Section 5.2 and 5.6 represent modern good planning. Policy 2.2.44 needs to have a specific policy intent. Is the intent that if one does good planning, significant woodlots may be altered or developed?

The intent of policy 2.2.44 is to integrate the Regional Greenlands System enhancement objectives with the intensification and compact community design objectives of this Plan. The intent of the policy is to allow an assessment of the land use for natural heritage or urban development purposes.

It should be noted that policies 2.2.46, 8.3.3 and 8.4.9 (see below) allow for local municipal plans to be more restrictive than this Plan, and for local municipalities to define locally significant woodlands to be protected.

Policy 2.2.46 states:

That local municipalities shall develop an Urban Forest Management Plan, together with York Region that may include additional locally *significant woodlands*.

Policy 8.3.3 states:

To support local official plan and secondary plan policies that are more specific or restrictive than this Plan, provided such policies are consistent with the general intent and provisions of this Plan and applicable Provincial Plans. Policies on agriculture, mineral aggregate and wayside pits may not be more restrictive than the Oak Ridges Moraine Conservation Plan or the Greenbelt Plan.

Policy 8.4.9 states:

That nothing in this Plan prevents local municipal official plans and zoning by-laws from being more restrictive.

Notwithstanding the above, neither this Plan nor local municipal official plans or zoning by-laws may be more restrictive than the Greenbelt Plan or the Oak Ridges Moraine Conservation Plan Areas insofar as

agricultural uses, mineral aggregate operations and wayside pits are concerned.

Policy 4.3.8 (Conversion within a Regional Centre and Key Development Areas)

Recent changes to this policy would eliminate the need to undertake a municipal comprehensive review to redesignate employment lands if the employment lands are located within a Regional Centre or Key Development Area. Richmond Hill is proposing an Employment Key Development Area at the intersection of Leslie Street and Highway 7 in its new Official Plan. This Regional policy would not only signify a reduced importance of these lands for employment purposes but also make it easier to convert them to non-employment uses.

This policy would contravene the Provincial Policy Statement and Growth Plan, each of which require a municipal comprehensive review in order to redesignate employment lands. If a Regional Centre or Key Development Area were considered a municipality's downtown, an exception would be provided to allow this policy to be operative, however, not all Regional Centres and Key Development Areas will be "downtowns".

Policy 4.3.12 (Protecting Employment Lands through adjacent uses)

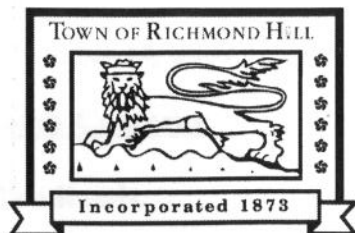
This policy requires municipalities to include official plan policies, secondary plan policies and zoning provisions to exclude land uses other than employment uses for areas that are on Local Corridors or major streets within and/or adjacent to employment lands. The effect of the wording of this

Policy 4.3.8 is being removed from the ROP

The policy is intended to apply to the centre line of local corridors and/or major streets that are within and/or adjacent to employment areas. Policy 4.3.12 has been revised and renumbered to 4.3.13 to provide more clarity:
4.3.13

policy would be that an employment area could never end geographically if it always had to have adjacent designations and zoning that only permit employment uses. In the Richmond Hill context, residential uses that are located across Leslie Street from employment lands in the Headford and Enford Business Parks would have to be redesignated and rezoned in order to comply with this policy.

That local municipalities include official plan and secondary plan policies and zoning provisions to exclude land uses other than employment and *ancillary uses* on Local Corridors and other major streets within employment lands and to the centreline of streets adjacent to employment lands.



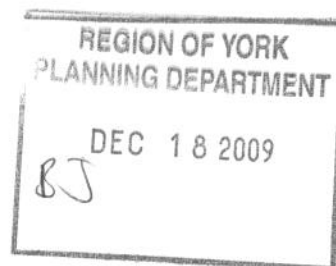
Town of Richmond Hill

P.O. Box 300
225 East Beaver Creek Road
Richmond Hill, Ontario
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www.richmondhill.ca

PLANNING AND DEVELOPMENT DEPARTMENT

December 14, 2009

Mr. Bryan Tuckey
Commissioner of Planning & Development
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



Dear Mr. Tuckey:

Re: Draft Regional Official Plan to be considered by Regional Council

Richmond Hill Planning staff would like to express concerns regarding the process of finalizing the draft Regional Official Plan to be considered by Regional Council on December 16, 2009. In addition we have identified 3 specific policy concerns that affect Richmond Hill. Given the limited time to review the final draft, the Town reserves the right to identify further policy concerns.

Process

Although regional staff was very accommodating in meeting with Richmond Hill staff to discuss the Town's concerns and comments on the June 2009 draft, no similar opportunity was provided regarding the December 2009 draft. After reviewing the Town's comments on the June 2009 draft, Regional staff provided a table outlining the responses to the Town's concerns. Unfortunately, the table only dealt with the proposed changes to be made in response to Richmond Hill's concerns and did not include other changes made at the request of other local municipalities that have an effect on Richmond Hill. Similarly, changes made at the request of Richmond Hill would not have been communicated to other local municipalities that may be affected by these changes.

The December version of the Official Plan was only made available to the local municipalities at the same time the agenda was made available to the public. Accordingly, this only allowed for about 2 working days to identify all changes made to the Plan. Given that the local municipalities are the implementers of Regional policies, we are effectively the Region's partners. In light of this, it would be expected that local municipalities would have had at least one chance to review the revised draft.

We understand that the Plan must go forward at some time and that it would be difficult to get the Plan to everyone's satisfaction, however, at least one look at the revised draft and a limited time for local municipalities to respond would have been the prudent course of action. By only identifying those changes made in relation to the particular local municipal concern, and not others, the perception of a "divide and conquer" strategy emerges.

Policy Concerns

Woodlands:

Policy 2.2.44 (Linking Greenlands Enhancement to Compact Community Design)

This policy is timely for Richmond Hill as we attempt to develop a planning framework for the David Dunlap Observatory lands which contain several woodlots.

This intent of the recent changes to this policy is unclear. The policy appears to be somewhat contradictory in that it indicates that **all** or part of a significant woodlot may be developed or altered provided that it doesn't affect the remaining portion of the woodlot. The obvious question arises, how can you develop the whole woodlot and yet not affect the significance of the remaining portion, if no woodlot were left?

A further question arises in terms of the application of criteria to allow for development or alteration of a significant woodlot. The policy would provide for development or alteration if the woodlot is in an area strategic to the achievement of the community objectives of Sections 5.2 and 5.6. Section 5.2 is very broad and far reaching in how it deals with the development of sustainable communities. Section 5.6 deals with the similar topic of "complete communities" but it applies only to "*new communities*" which are white belt areas to be added to the urban area. One of the qualifying requirements to utilize this policy is that it be located in the "*Urban Area*". The woodlot in question can't both be in the "*Urban Area*" and "*New Community*" at the same time.

Generally, the policies of Section 5.2 and 5.6 represent modern good planning. Policy 2.2.44 needs to have a specific policy intent. Is the intent that if one does good planning, significant woodlots may be altered or developed?

Protecting Employment Lands

Policy 4.3.8 (Conversion within a Regional Centre and Key Development Areas)

Recent changes to this policy would eliminate the need to undertake a municipal comprehensive review to redesignate employment lands if the employment lands are located within a Regional Centre or Key Development Area. Richmond Hill is proposing an Employment Key Development Area at the intersection of Leslie Street and Highway 7 in its new Official Plan. This Regional policy would not only signify a reduced importance of these lands for employment purposes but also make it easier to convert them to non-employment uses.

This policy would contravene the Provincial Policy Statement and Growth Plan, each of which require a municipal comprehensive review in order to redesignate employment lands. If a Regional Centre or Key Development Area were considered a municipality's downtown, an exception would be provided to allow this policy to be operative, however, not all Regional Centres and Key Development Areas will be "downtowns".

B. Tuckey
December 14, 2009

Policy 4.3.12 (Protecting Employment Lands through adjacent uses)

This policy requires municipalities to include official plan policies, secondary plan policies and zoning provisions to exclude land uses other than employment uses for areas that are on Local Corridors or major streets within and/or adjacent to employment lands. The effect of the wording of this policy would be that an employment area could never end geographically if it always had to have adjacent designations and zoning that only permit employment uses.

In the Richmond Hill context, residential uses that are located across Leslie Street from employment lands in the Headford and Enford Business Parks would have to be redesignated and rezoned in order to comply with this policy.

Moving Forward

Based on our discussions with Regional Planning staff, it is our understanding that the Region will work with the local municipalities to identify Minister's modifications to the Regional Plan once adopted. We look forward to working with Regional to resolve all outstanding issues.

Yours truly



Ana Bassios
Commissioner of Planning & Development
Town of Richmond Hill

c.c. Joan Anderton

Submission Number
D05.2009. 3.032Date of Submission:
February 16, 2010Submission Author:
Town of Markham

Comments or Requested Change to Draft Official Plan	Analysis and Recommendation
(Markham Council resolutions and Markham Staff comments for <u>Regional staff follow up</u>): <u>That the Region review where rapid transit lines intersect to ensure that the proposed density is appropriate and that the forecasted growth will be transit supported</u> This issue relates to the first clarification of policy matters identified in the staff report of February 2, 2010. Staff will ask the Region to continue to review these matters as part of the scope of that discussion item. Modify 2.2.5 to read: "That passive cultural and recreational uses, such as trails and heritage interpretation for First Nations cultural sites, may be permitted within key natural heritage features and key hydrologic features and their associated vegetation protection zones be subject to the requirements of policy 2.2.4 of this Plan and the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Lake Simcoe Protection Plan."	Agreed. The current wording of policy 2.2.5 is consistent with the requirements of the ORMCP and Greenbelt Plan. While passive cultural uses is not necessarily defined within Provincial plans, policy 2.2.8 provides local municipalities with the ability to define the permitted uses within features. ROP Policy 2.2.8 "To require local municipalities to identify <i>key natural heritage features</i> and <i>key hydrologic features</i> or equivalents in local official plans and zoning by-laws, to provide appropriate policies for their protection, including: requirements for environmental impact statements and <i>vegetation protection zones</i>; the definition of permitted uses; and to prohibit incompatible uses." Allows local municipalities to establish uses such as passive cultural uses within their local official plans. Section 4.3 has been reorganized. Policies 4.3.1 to 4.3.5 being

Modify policy 4.3.4 to read: "To protect strategic employment lands, including lands identified in Figure 2, and lands beyond the planning horizon of this Plan. Strategic employment lands are identified based on their proximity to existing or planned 400-series highways. Strategic employment lands should be identified and protected in local municipal official plans."

Delete policy 4.3.8. (and replace with 5.4.6 q.), or amend to ensure that employment forecasts are achieved for the area consistent with other ROP policies.

replaced by the following policies 4.3.1 to 4.3.7.

4.3.1 That the employment forecasts in Table 1 of this Plan and the Region's land budget, which form part of the Regional municipal comprehensive review, be used as the basis for planning for employment lands.

4.3.2 To recognize that employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region.

4.3.3 To protect, maintain and enhance the long term viability of all employment lands for employment land uses.

4.3.4 To require local municipalities to designate and protect employment lands in local municipal official plans.

4.3.5 To protect all employment lands designated in local municipal official plans for employment land uses.

4.3.6 To protect strategic employment lands, including lands identified in Figure 2. These lands are identified based on their proximity to existing or planned 400-series highways and should be identified and protected in local municipal official plans.

4.3.7 To require local municipalities to give priority to the strategic employment lands identified in Figure 2 when considering additional employment land designations.

Policy 4.3.8 has been deleted

Replace 5.3.14 to read “Where intensification areas have been identified to include Special Policy Areas in an approved municipal Official Plan, appropriate planning and environmental studies shall be completed and land uses shall be organized to maximize both the implementation of sustainable building standards and open space opportunities to the extent possible.”

A revised policy dealing with SPA areas has been agreed to after consultation with the province, TRCA and local municipalities including Markham. We anticipate the province will agree with the proposed regional modification as follows:

“That floodplain *special policy area* should not be planned for intensification beyond the level of development that is currently provided for in the local municipal official plan, unless no other alternatives exist outside the floodplain and modifications to the *special policy area* have been comprehensively assessed by the municipality in accordance with Provincial criteria and procedures and approved by the Province. Any new *special policy area* or modifications to the policies or boundaries of an existing *special policy area* requires approval by the Province.”

Add new policy 5.4.6 q. to read: “q. policies that provide for flexibility in the deployment of employment uses (within an area designated for mixed-use development), provided employment objectives including accommodating employment by type for the area will be achieved.”

This policy is not required as policy 4.3.8 has been deleted.

Add a new sentence to the end of 7.2.25f: “Where intermodal terminals or hubs (including the 407 Transitway, VIVA rapid transit) are provided in the Region’s Centres and Corridors, they shall focus on integrating transit modes rather than accommodating parking and that any commuter parking supply shall be restricted to discourage use of single occupant vehicles and encourage use of transit to access intermodal terminals or hubs. Any such limited parking provided should

Specific parking policies for Centres and Corridors are dealt with in Section 5.4. Detailed mobility plans that address parking management are required as part of Comprehensive secondary plans for Centres and Corridors.

Policy 5.4.8:

That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards

be accommodated in below grade parking structures as a preference and above grade parking structures where below grade is not feasible. Parking structures should be designed to be physically integrated with adjacent development to provide for shared parking opportunities with priority spaces to be designated for car poolers and auto share users.”

that include:

- a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b. shared parking requirements where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
- c. site design that orients the main building entrance(s) towards the street(s), and that does not permit the placement of surface parking spaces between the main building entrance and the major street;
- d. an approach that anticipates and plans for the transition of surface parking to structured/underground parking as site *development* evolves; and,
- e. preferential locations for carpooling and car-sharing spaces.

Policy 5.4.26 has been revised and now reads:

To work with local municipalities in the area of parking management, for the long term establishment of the following within the Regional Centres:

- a. a system of municipal parking authorities to develop and/or operate shared public parking facilities;
- b. cash-in-lieu-of-parking policies; and,
- c. the planning for parking in structured or underground facilities by the final phasing of all site *development*.

The policies of the Regional Plan emphasize the need for transit (Section 7.2), require mobility plans for Centres (policies 5.4.6.n and 5.6.12) and require parking strategies

Revise policy 7.2.35 to read: "To provide accessible and integrated public transit, including services addressing the needs of people with disabilities, residents who are transit dependent, and service providing access to social services, cultural and recreational services, and tourism priority locations."

New Policy after 7.2.42: "To work with area municipalities to develop and implement joint cycling lands on Regional roads including segregated cycling facilities."

(policies 5.4.8 and 5.4.26). The intent is to carefully manage the amount and type of parking in Regional Centres and Mobility Hubs.

Believe that Markham Council's comments on removing "new Canadians" referred to the June 2009 ROP draft. The December 2009 policy 7.2.35 now reads:

To provide accessible and integrated public transit to people with disabilities.

The other elements of the proposed policy are addressed through policy 3.1.5, Section 3.3 Provision of Human Services, and policies 3.3.3 and 3.3.5 in particular.

Policy 3.1.5:

That public health and other human services be incorporated into the design and evaluation of *new community areas* and Regional Centres and Corridors.

Policy 3.3.3:

To direct the location of major human service facilities to Regional Centres and Regional Corridors.

Policy 3.3.5:

To ensure that public buildings and facilities are designed to be accessible, and are located in proximity to pedestrian, cycling and transit systems.

The intent of these policies is to encourage the location of human service facilities on major transit lines in Centres and Corridors in order to ensure that human services are accessible to all residents.

Regional Council approved the 2008 Pedestrian and Cycling Master Plan. ROP Map 12 outlines the cycling network to be implemented over the next 25 years and beyond. In a report to Regional Council (Report No. 9, Clause 5, of the Planning and Economic Development Committee Regional Council

Meeting of December 16, 2009) Regional Staff committed to a 2010 Work Plan that will begin to establish safe cycling programs and products while continuing to coordinate the implementation of cycling infrastructure.

A Regional Council workshop is scheduled for May, 2010 that will set the stage for more specific direction on the provision of cycling facilities. It is the intent of these policies and the process to work with local municipalities to reach practical solutions.

Modify 7.2.85 by: Modify this policy to exempt the designated residential lands within Cornell.

Policy 7.2.86 (formerly policy 7.2.85) has been reworded and now reads as:

To prohibit new official plan approvals for residential development and other sensitive land uses within the Interim Airport Protection Area, as defined by the Greater Toronto Airport Authority's Pickering Airport Draft Plan Report, 2004, until such time that an Airport Operating Area is clearly defined.

Modify Map 1 by: Modify to correct Parkway Belt West Plan boundaries within the Town of Markham.

Markham staff is correct, Regional staff will include correct Parkway Belt Boundary as part of Regional modifications to the ROP.

Modify Figure 2 by: In accordance with the Markham Council resolutions dated October 27th and December 2nd 2009, it is also requested that the Region and the Province defer the conceptual depiction of "Strategic Employment Lands" in Markham on Figure 2 to the ROP, until the Town of Markham's Growth Management Strategy is completed and endorsed by Town Council.

Markham is proceeding with a staff recommendation on April 20, 2010 and a Markham Council decision is expected in May, 2010.

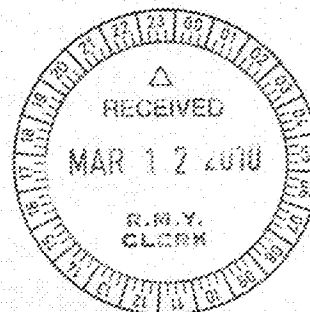
Received March 12, 2010

1704065
D05.2009.3.032



March 9, 2010

Mr. Denis Kelly
Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



**RE: TOWN OF MARKHAM COMMENTS ON
THE REGION OF YORK OFFICIAL PLAN,
AS ADOPTED DECEMBER 16, 2009
(EDITED APPENDIX A: REQUESTED MODIFICATIONS
TO THE YORK REGION OFFICIAL PLAN) (10.17)**

Dear Mr. Kelly:

This will confirm that at a meeting held on February 23, 2010, Town of Markham Council adopted the following resolution:

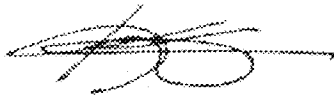
- "1) That this memo entitled "Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009 (Edited Appendix A : Requested Modifications to the York Region Official Plan)" dated, February 16, 2010 be received; and,
- 2) That Development Services Committee adopt the edited Appendix A attached; and,
- 3) That prior to approval, the Ministry of Municipal Affairs be requested to make the modifications to the Region of York Official Plan, as discussed in this memorandum and the report dated February 2, 2010 entitled "Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009" and listed in edited Appendix 'A', attached; and,
- 4) That the Region of York's Planning and Development Services Commission -- Long Range and Strategic Planning Department be requested to clarify the additional policy matters identified in this memorandum and the report dated February 2, 2010 entitled "Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009"; and,

....2/

- 5) That the Ministry and the Region be requested to consult with the Town of Markham in considering any other proposed modifications or revisions to the Regional Official Plan that would affect policies or schedules pertaining to lands in the Town of Markham ; and,
- 6) That the Region of York be thanked for the removal of original asterisks from Map 1 of the Plan, which had conceptually depicted potential future urban expansion lands in Markham; and further,
- 7) That staff be authorized and directed to do all things necessary to give effect to this resolution." (Item 6 of Report No. 7)

If you have any questions, please contact Elisabeth Silva Stewart, Planner at 905-477-7000 ext. 3115.

Yours sincerely,



Kimberley Kitteringham
Town Clerk

nhp:kk

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MEMORANDUM

To: Development Services Committee

From: Jim Baird, Commissioner of Development Services
Valerie Shuttleworth, Director of Planning and Urban Design

Date: February 16, 2010

Subject: Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009 (Edited Appendix A : Requested Modifications to the York Region Official Plan)

RECOMMENDATION:

1. That this memo entitled "Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009 (Edited Appendix A : Requested Modifications to the York Region Official Plan)" dated, February 16, 2010 be received;
2. And that Development Services Committee adopt the edited Appendix A attached;
3. And that prior to approval, the Ministry of Municipal Affairs be requested to make the modifications to the Region of York Official Plan, as discussed in this memorandum and the report dated February 2, 2010 entitled "Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009" and listed in edited Appendix 'A', attached;
4. And that the Region of York's Planning and Development Services Commission – Long Range and Strategic Planning Department be requested to clarify the additional policy matters identified in this memorandum and the report dated February 2, 2010 entitled "Town of Markham Comments on the Region of York Official Plan, as adopted December 16, 2009";
5. And that the Ministry and the Region be requested to consult with the Town of Markham in considering any other proposed modifications or revisions to the Regional Official Plan that would affect policies or schedules pertaining to lands in the Town of Markham ;

6. And that staff be authorized and directed to do all things necessary to give effect to this resolution.

BACKGROUND:

On December 16, 2009, Regional Council adopted a new York Region Official Plan. As part of the Regional Council Resolution adopting the Official Plan, the original asterisks on Map 1, which had conceptually depicted potential future urban expansion lands in Markham, were removed. This was done in response to Markham Council Resolutions dated October 27th, 2009, and December 2, 2009.

Town Staff completed a review of the Regional Official Plan (ROP), as adopted and some concerns with the provisions of the document remain. These concerns were identified in the February 2, 2010 report to DSC. Staff recommended that the Town seek modifications to several provisions of the ROP.

The report outlined concerns and provided suggested modifications to policy wording. The exact modification requests were listed in Appendix 'A'. The report also identified several policy items which require clarification from the Region.

At the February 2, 2010 Development Services Committee meeting, Members of Council suggested further revisions be considered by staff. DSC directed staff to amend Appendix "A" attached to the February 2, 2010 report to respond to the suggestions and report back at the February 16, 2010 DSC Meeting.

DISCUSSION:

The following are the list of suggestions made by Councillors at the Development Services Committee and Staff comments related to them.

Remove 'to discourage use of single occupant vehicles and encourage use of transit to access intermodal terminals or hubs.' in policy 7.2.25f).

Staff believes that it is important to discourage the use of single occupant vehicles to access intermodal terminals. The language in the ROP does not prohibit single occupant vehicles from accessing the hub, but clearly discourages it and promotes transit usage. Staff believes reduction in single occupant vehicles in hub areas is essential to their long term success. Staff do not recommend removing this phrase from the amended Appendix A (attached).

Region should be looking at the 407 Transitway throughout the entire document

The Region of York Official Plan does contain a 407 Transitway policy (Policy 7.2.22):
"7.2.22 To work with partners to complete the transit network, as illustrated on Map 11, including subway line extensions, Metrolinx enhancements, the 407 Transitway and other rapid transit corridors."

Map 11 illustrates the right-of-way for the future 407 transitway.

This issue is related to the next item. Noting that the 407 Transitway is currently beyond the 15 year horizon in the Metrolinx Plan, staff will add this matter to the list of items to be discussed with the Region to ensure that the Region continues to review the role and importance of the 407 Transitway.

That the Region review where rapid transit lines intersect to ensure that the proposed density is appropriate and that the forecasted growth will be transit supported

This issue relates to the first clarification of policy matters identified in the staff report of February 2, 2010. Staff will ask the Region to continue to review these matters as part of the scope of that discussion item.

Amend the proposed wording for section 7.2.25f to clearly state that below grade parking is preferred

Staff has integrated the suggested wording as appropriate into the edited Appendix 'A' (attached). Staff believes the intent of the wording suggested at the DSC meeting is maintained.

Use another term instead of "New Canadians"

Staff has changed the term 'New Canadians' to 'residents who are transit dependent' for policy modification 7.2.35.

Strengthen the need for segregated bike lanes

Staff believes that the modification request to policy 7.2.42 as included in the February 2, 2010 Appendix meets this objective. Also, at the Town, we continue to deal with this at the policy level as well as through the Environmental Assessment review process related to Regional Road improvements.

Technical modifications

In addition to the suggested revisions by DSC, staff also made some additional technical modifications to the edited Appendix. These technical modifications clarify the modifications requested and correct a typographical error and do not change the policy intent of the report dated February 2, 2010.

CONCLUSION:

Staff has considered Councillor suggestions and have made changes to Appendix 'A', as appropriate. The amended Appendix A is attached for DSC's consideration and adoption.

Once adopted, the February 2, 2010 report along with this memorandum will be sent to the Region of York and the Ministry of Municipal Affairs and Housing to formally request the listed modifications to the Region of York Official Plan document, as well as to request clarification on the various policy matters identified.

Staff will report back to DSC on the progress of these discussions and requests as they evolve.

ATTACHMENTS:

Edited Appendix 'A' – Requested Modifications to the York Region Official Plan

Edited Appendix 'A':

Requested Modifications to the York Region Official Plan

Policy Item	Requested Modification
Modify 2.2.5 to read:	"That passive cultural and recreational uses, such as trails and heritage interpretation for First Nations cultural sites, may be permitted within key natural heritage features and key hydrologic features and their associated vegetation protection zones be subject to the requirements of policy 2.2.4 of this Plan and the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Lake Simcoe Protection Plan."
Modify policy 4.3.4 to read:	"To protect strategic employment lands, including lands identified in Figure 2, and lands beyond the planning horizon of this Plan. Strategic employment lands are identified based on their proximity to existing or planned 400-series highways. Strategic employment lands should be identified and protected in local municipal official plans." In accordance with the Markham Council resolutions dated October 27th and December 2nd 2009, it is also requested that the Region and the Province defer the conceptual depiction of "Strategic Employment Lands" in Markham on Figure 2 to the ROP, until the Town of Markham's Growth Management Strategy is completed and endorsed by Town Council.
Delete policy 4.3.8 and renumber others that follow accordingly.	Delete policy 4.3.8. (and replace with 5.4.6 q., below), or amend to ensure that employment forecasts are achieved for the area consistent with other ROP policies.
Replace 5.3.14 to read:	"Where intensification areas have been identified to include Special Policy Areas in an approved municipal Official Plan, appropriate planning and environmental studies shall be completed and land uses shall be organized to maximize both the implementation of sustainable building standards and open space opportunities to the extent possible."
Add new policy 5.4.6 q. to read:	"q. policies that provide for flexibility in the deployment of employment uses (within an area designated for mixed-use development), provided employment objectives including accommodating employment by type for the area will be achieved."
Add a new sentence to the end of 7.2.25f:	"Where intermodal terminals or hubs (including the 407 Transitway, viva rapid transit) are provided in the Region's Centres and Corridors, they shall focus on integrating transit modes rather than accommodating parking and that any commuter parking supply shall be restricted to discourage use of single occupant vehicles and encourage use of transit to access intermodal terminals or hubs. Any such limited parking provided should be accommodated in above or below grade parking structures as a preference and above grade parking structures where below grade is not feasible. Parking structures should and be designated to be physically integrated with adjacent development to provide for shared parking opportunities with priority spaces to be designated for car poolers and auto share users."

Revise policy 7.2.35 to read:	"To provide accessible and integrated public transit, including services addressing the needs of people with disabilities, new Canadians , residents who are transit dependent, and service providing access to social services, cultural and recreational services, and tourism priority locations."
New Policy after 7.2.42:	"To work with area municipalities to develop and implement joint cycling lands on Regional roads including segregated cycling facilities."
Modify 7.2.85 by:	Modify this policy to exempt the designated residential lands within Cornell.
Modify Map 1 by:	Modify to correct Parkway Belt West Plan boundaries within the Town of Markham.
Modify Figure 2 by:	In accordance with the Markham Council resolutions dated October 27 th and December 2 nd 2009, it is also requested that the Region and the Province defer the conceptual depiction of "Strategic Employment Lands" in Markham on Figure 2 to the ROP, until the Town of Markham's Growth Management Strategy is completed and endorsed by Town Council.

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Submission Number
D05.2009. 3.033

Date of Submission: February
26, 2010

Submission Author:
Peel Region

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

That clause a) in item 53 (page 85), Section 7.2., Moving People and Goods be revised calling for the construction of Highway 427 north beyond Highway 7 linking it with the proposed GTA West Corridor, Highway 9 and beyond.

Agreed. Policy 7.2.52 a) has been modified to read: Highway 427 north to the GTA West Corridor.

That a new policy calling for the maintenance of a buffer between the protected alignment for the Highway 427 north extension and future residential land uses, and direct the area municipality to require the developer/s to post a notice informing future residents of a proposed highway link.

As per our response of October 14, 2009, the Provincial Ministry of Transportation standards already require an offset separating development from the highway right-of-way, and as you are likely aware, have notification procedures in place. York Region has a series of policies which identify and protect areas adjacent to 400-series highways for employment land uses as well as requesting that the Province work with both the Region and the local municipalities to ensure corridor protection.



February 24, 2010

Ms. Heather Hood, Planner
Municipal Services Offices
Ministry of Municipal Affairs and Housing
777 Bay Street
Toronto, ON M5G 2E5

Dear Ms. Hood:

Subject: York Region Official Plan
MMAH File No: 19-OP-2009

Thank you for the opportunity to comment on the above referenced document.

Staff of Peel Region commented on the June 2009 Draft of the Official Plan for York Region on September 19, 2009. Comments were provided to Ms. Barbara Jeffrey (attached).

At that time, Peel staff comments suggested the following revisions to the Plan:

1. That clause a) in item 53 (page 85), Section 7.2, Moving People and Goods be revised calling for the construction of Highway 427 north beyond Highway 7 **linking it with the proposed GTA West Corridor, Highway 9 and beyond.**

For clarity, please refer to clause a) item 52, page 97, in the York Regional Council adopted version.

York Region staff response: York Region has identified the need for the extension of Highway 427 beyond Highway 7 to the future GTA West Corridor. The exact alignment and any need for further extension will be determined through the Environmental Assessment Process.

2. That a new policy calling for the maintenance of a buffer between the protected alignment for the Highway 427 north extension and future residential land uses, and direct the area municipality to require the developer/s to post a notice informing future residents of a proposed highway link.

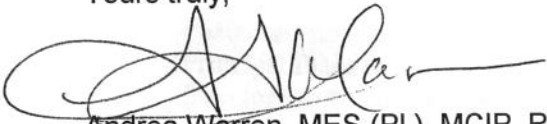
York Region staff response: Agreed, however the Provincial Ministry of Transportation standards already require an offset separating development from the highway right-of-way. York Region has a series of policies which identify and protect areas adjacent to 400-series highways for employment land uses.

It continues to be the opinion of Peel staff that the suggested revisions add strength and clarity regarding the long-term vision for inter-regional transportation infrastructure and associated land uses.

It is therefore respectfully requested that consideration be given to incorporating Peel's suggested revisions as modifications, at the time of approval of the York Region Official Plan.

I would appreciate being notified of the Ministry's decision. If you have any questions or concerns, you are encouraged to contact me at 905-791-7800, #4355 or warrena@peelregion.ca

Yours truly,



Andrea Warren, MES (Pl.), MCIP, RPP, PMP
Planning Manager
Development Services Division

Cc. Tom Slomke, Peel – Director, Development Services
Tom AppaRao, Peel – Director, Transportation Planning
Barbara Jeffrey, York – Manager, Land Use Policy & Environment

**REGION OF YORK
PLANNING DEPARTMENT**

FEB 26 2010

September 17, 2009

Ms. Barbara Jeffrey
Manager, Land Use Policy and Environment
Long Range and Strategic Planning Branch
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Dear Ms. Jeffrey:

Subject: York Region Official Plan – June 2009 Draft

Thank you for the opportunity to comment on the subject document. Peel Region staff have reviewed it and have the following comments.

We find the Draft Official Plan a comprehensive policy document to manage growth in York Region up to 2031 in a sustainable manner. One area of concern to us is the future extension of Highway 427 beyond Highway 7. Peel Regional Council by resolution has advised the Province on the importance of extending Highway 427 further north to Highway 9 and beyond. However, the Province has decided to extend Highway 427 up to Major Mackenzie Drive at this point in time. In a letter dated August 4, 2009 to the Ministry of Transportation, Mayor Linda Jackson has expressed concern in the importance of extending Highway 427 beyond Major Mackenzie Drive. Mayor Jackson's concern complements Peel Regional Council's resolution.

We note that the GTA West Corridor envisioned in the Places to Grow Growth Plan for the Greater Golden Horseshoe is acknowledged in the Draft Official Plan. As you likely know, the Terms of Reference for the GTA West Corridor Environmental Assessment (EA) initiated by the Province was approved on March 4, 2008. The EA has commenced and we anticipate the need to link the GTA West Corridor to Highway 427 would be identified through this process. Accordingly, we recommend that you revise clause a) in item 53 (page 85), Section 7.2, Moving People and Goods, to read as follows;

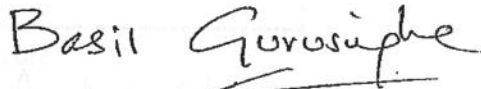
- a) Highway 427 north beyond Highway 7 linking it with the proposed GTA West Corridor, Highway 9 and beyond;

Another issue related to this area of concern is taking adequate measure to alleviate objections from future occupants of residences in the general area of the protected alignment, to the construction of a highway linking the GTA West Corridor with

Highway 427. In this regard, we recommend that you include a policy in your Official Plan calling for the maintenance of a buffer between the right-of-way of the protected alignment and future residential land uses, and direct the area municipality to require the developer to post a notice informing future residents of a proposed highway link.

If you have any questions, please call me at 905-791-7800, Extension 4416.

Yours truly,



Basil Gursinghe
Principal Planner
Development Planning Division

Submission Number
D05.2009. 3.035

Date of Submission:
April 23, 2010

Submission Author:
David Burnett on behalf of Toronto and Region Conservation Authority

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

TRCA in comments to the Ministry of Municipal Affairs and Housing expressed issues with the depiction of Teston Road between Dufferin Street and Keele Street as Regional Street Planned Basic Street Width “up to 36 metres”.

The issues relate to the topography and sensitivity of the existing un-opened road allowance and the need to provide statements in the Official Plan that coincide with the Transportation Master Plan..

In their Email of April 23, 2010, TRCA staff acknowledged the proposed Regional modifications to show Teston Road in a new road classification “proposed up to 36 metres Planned basic Street Width” as well as the inclusion of a new policy 7.2.63.

The Authority requested further changes to the new proposed Policy as follows:

“That an ~~Individual Environmental Assessment~~ comprehensive network analysis will be undertaken for the broad area encompassing the unopened road allowance of Teston Road between Dufferin Street and Keele Street to assess other potential east-west transportation corridors to determine the preferred transportation strategy for the area. ~~in the corridor~~

As well the Authority requested that the new legend classification of “Proposed up to 36 metres” be referenced to

TRCA first raised this issue in reviewing the draft ROP in June 2009. The Transportation Master Plan commits the Region to undertaking an Individual Environmental assessment for unopened Teston Road right-of-way between Dufferin Street and Keele Street. Further the IEA requires that a comprehensive network analysis be undertaken for the broad study area.

The issue of Teston Road was again raised in March 2010 in comments to MMAH and Regional Councillor Hogg. To deal with the issue, Regional staff recommended a new policy 7.2.63 as well as Map 12 changes to be considered as part of the regional modifications being brought forward in May 2010. The April 23, 2010 Email suggests some further changes to the proposed policy.

Regional staff has carefully considered the Authority’s request and recommends the proposed Policy 7.2.63 be modified to read:

"That an Individual Environmental Assessment will be undertaken for the unopened road allowance of Teston Road between Dufferin Street and Keele Street which will include a comprehensive network analysis and environmental impact assessment to determine a preferred transportation strategy in the corridor.

the paragraph on the legend referring “proposed alignments and locations for specific projects being conceptual...”

No reference to the legend caveat on the Map is necessary.

The new policy has been included in the Proposed Regional modifications.

From: David Burnett [mailto:DBurnett@trca.on.ca]
Sent: Friday, April 23, 2010 12:09 PM
To: Jeffrey, Barb
Cc: June Murphy; Bill Kiru
Subject: Re: Teston Road treatment in the York Region ROP

Hi Barb:

Thanks for addressing our concerns regarding Teston Road through both mapping and policy proposals. The 2 mods you have proposed are a big step in the right direction. I am suggesting some further minor edits as follows:

Map 12

We support the addition of a new legend classification "Proposed up to 36 metres", denoted by a dashed green line, and the Teston segment between Keele & Dufferin being shown by/designated as this new line/classification.

We request that this new legend classification be specifically related (via 4 asterisks or other symbol) to the paragraph in the legend immediately above the York Region logo that speaks to the alignment being conceptual.....subject to further individual EA process

Proposed new policy 7.6.3

We appreciate the inclusion of a new policy related to Teston road studies. We feel, however, that the words at the end of the proposed new policy "in the corridor" are too limiting so as not to address our fundamental concern. Similar to the Pine Valley extension proposal, we are suggesting that a "comprehensive network analysis" is needed that looks at the traffic patterns in Vaughan and the broader regional area with serious consideration of other potential east-west corridors. We suggest the following amendment to the proposed policy:

"7.6.3 That an ~~Individual Environmental Assessment~~ **comprehensive network analysis** will be undertaken for the **broad area encompassing the** unopened road allowance of Teston Road between Dufferin Street and Keele Street to **assess other potential east-west transportation corridors, to** determine the preferred transportation strategy **for the area.** ~~in the corridor.~~"

thanx for your consideration of this.
db

David Burnett, MCIP, RPP, Manager, Provincial & Regional Policy, Planning and Development
Toronto and Region Conservation Authority | 5 Shoreham Drive | Toronto, ON | M3N 1S4 |
☎ 416 661-6600 ext. 5361 | 📠 416-661-6898 | ✉ dburnett@trca.on.ca | 🌐 www.trca.on.ca

Submission Number
D05.2009.4.010

Date of Submission:
November 30, 2009

Submission Author:
Markham Village Conservancy

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

We have grave concerns regarding the Official Plan for York Region and the ensuing negative impact of a growth rate set at a minimum of 40% intensification for the Region based on the Ontario government's Places to Grow legislation.

Our concerns are exacerbated when Town Staff, in an effort to "lead the way", have looked at targets of 52 to 60 percent for Markham.

As citizens and community volunteers, it is difficult for us to imagine this level of intensification based on the infrastructure issues that exist today in traffic, water supply, community facilities, loss of prime farmland and greenspace, and ultimately, an irreplaceable loss of the heritage character of our community and our deeply valued quality of life.

We are encouraged that Council has asked for further public input in early 2010 (Markham Economist & Sun, November 18, 2009) and we are requesting that no decisions be made until all citizens are fully aware of the ramifications of York Region's Official Plan and the Town of Markham's response to it.

We are urging Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred

York Region was required, under provincial legislation, to conform to the Growth Plan, by June 2009. An Official Plan was adopted by Regional Council in December in order to meet the provincial legislation.

The Region has conducted an extensive comprehensive public consultation exercise throughout 2006, 2007, 2008 and 2009

2. Work with other levels of government to limit Markham's population growth to less than 25% over the next 22 years

as part of the Region's Growth Plan conformity exercise and Official Plan update.

The Province, through the Growth Plan, mandated that the Region accommodate a population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

Since the Greenbelt Plan was approved, there are essentially only three relatively small areas in the Region that can accommodate significant Greenfield growth beyond those lands that are currently approved for development; Northern Markham and Vaughan and East Gwillimbury. Each of these three municipalities has been allocated a share of the anticipated Greenfield growth to 2031.

A total of 77,000 ha or 43% of the Region's total land area is protected for agricultural uses. 88% of growth (including 40% intensification) in the Region will be accommodated within the existing approved urban area.

The Region has a sustainable approach to growth management that is based on the triple bottom line of economic vitality, healthy communities and sustainable natural environment. All key planning documents including the Regional Official Plan and the Master plans for transportation, water and wastewater are premised on sustainability principles.

3. Place a 10 year moratorium on Urban Expansions to protect Markham's rural heritage, foodland and greenspace

As stated above, the Region is required to conform to the Growth Plan forecasts and urban expansions are required to accommodate the population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

The Regional Official Plan contains a number of policies that

support Markham's rural heritage, foodlands and greenspace including:

- the enhancement of an updated linked Greenlands System to ensure a natural heritage legacy for York Region.
- the retention of the character of lands in the rural area and the protection of existing agriculture, agriculture-related and secondary agriculture uses.
- The protection of the Agricultural, Rural, and Holland Marsh Specialty Crop Areas.

Approximately 69% of the Region is within the Greenbelt Plan Area, including the Oak Ridges Moraine Conservation Plan Area and is protected from major development.

4. Expand the Greenbelt to protect Markham's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System

In 2008, the Province released criteria for expanding the Greenbelt's boundaries. Municipalities are required to prepare a submission that demonstrates how each of the criteria have been met. The Province will review the submission and may initiate the process to amend the Greenbelt Plan. Under the Greenbelt Act, 2005, The Minister of Municipal Affairs and Housing is required to consult with affected bodies including the Greenbelt Council, affected municipalities and the public before recommending it to Cabinet for approval.

The Greenbelt is scheduled for review in 2015.

5. Better protect residential communities from over-intensification by enacting height restrictions (e.g. 6 storeys)

The Regional Official Plan includes policies that direct the most intense development to regional centres and corridors

near existing residential communities.

and intensification areas supported by transit and in a number of areas along the proposed subway lines. Policy 5.4.1 states that:

That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region.

The Region has a number of policies that protect stable neighbourhoods that are in the vicinity of intensification areas including policy 5.3.6:

That intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.

And policy 5.5.1:

That local centres and corridors serve as important neighbourhood focal points and mainstreets that provide a range of employment, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.

From: Dianne MORE [mailto:addcmore@rogers.com]

Sent: Monday, November 30, 2009 8:48 AM

To: fscarpitti@markham.ca; jheath@markham.ca; jwebster@markham.ca; Regional Clerk; hjaczek.mpp.co@liberal.ola.org; Calandra.P@parl.gc.ca; FutureYork

Cc: jjones@markham.ca; jvirgilio@markham.ca; vburke@markham.ca; eshapero@markham.ca; cmoretti@markham.ca; dhorchik@markham.ca; Ikanapathi@markham.ca; achiu@markham.ca; mchan.mpp.co@liberal.ola.org; peter.shurmanco@pc.ola.org; McCalJ@parl.gc.ca; Kent.P@parl.gc.ca; Annette Ali; Linaire & David Armstrong; Tim Armstrong; Dorothy Gilbert; Jack Heath; Ken Hoyle; Mervin Joseph; Di @ home More; Di More; Wayne Moss; Nirmala Persaud; Elizabeth Plashkes; Barbara Pollard; Theo Rothe; Ken Rudy; Rutherford Spraggon; Allan Stevenson; Mari Lyn Van Zetten

Subject: Markham Village Conservancy - Submission for December 1, 2009 Council Meeting

Dear Elected Representatives,

The Markham Village Conservancy has worked tirelessly since 1996 to strengthen the sense of community in Markham Village, Ontario, Canada; to preserve the quality of life in the Village; and to conserve the heritage and natural elements of the Village.

We have grave concerns regarding the Official Plan for York Region and the ensuing negative impact of a growth rate set at a minimum of 40% intensification for the Region based on the Ontario government's Places to Grow legislation.

Our concerns are exacerbated when Town Staff, in an effort to "lead the way", have looked at targets of 52 to 60 percent for Markham.

As citizens and community volunteers, it is difficult for us to imagine this level of intensification based on the infrastructure issues that exist today in traffic, water supply, community facilities, loss of prime farmland and green space, and ultimately, an irreplaceable loss of the heritage character of our community and our deeply valued quality of life.

We are encouraged that Council has asked for further public input in early 2010 (Markham Economist & Sun, November 18, 2009) and we are requesting that no decisions be made until all citizens are fully aware of the ramifications of York Region's Official Plan and the Town of Markham's response to it.

We are urging Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred;
2. Work with other levels of government to limit Markham 's population growth to less than 25% over the next 22 years;
3. Place a 10 year moratorium on Urban Expansions to protect Markham 's rural heritage, foodland and greenspace;
4. Expand the Greenbelt to protect Markham 's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System;
5. Better protect residential communities from over-intensification by enacting height restrictions (e.g.. 6 storeys) near existing residential communities.

We will be in attendance at the December 1, 2009 Markham Council Meeting and hope that Council will support the above recommendations.

Respectfully,

Dianne More

Dianne More
President, Markham Village Conservancy
74 Parkinson Road
Markham, ON L3P 4G5
905-294-7766
addcmore@rogers.com
www.markhamvillage.ca

Submission Number
D05.2009. 4.011

Date of Submission:
December 1, 2009

Submission Author:
Richmond Hill Naturalists

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Since 1955, our organization has been actively and continuously improving southern York Region, through tree planting, education, restoration and participating in planning and environmental assessments.

The Richmond Hill Naturalists (RHN) have also volunteered with the York Regional Forest, and are proud of the Region's FSC certification program. Your draft official plan is encompassing all your public consultation and comments back from the public. Incorporating all the new legislation and future forward thinking has been put together into a well informed document by staff at York Region. However, on further consideration, we are concerned that the *environment first* may be taking many steps forward, but may be displaced when development applications are placed on the table.

In your draft official plan on page 15 -17, significant woodland study and regional forest official plan 2008 mentions "... much of the remaining woodland cover is fragmented and lacking in interior habitat areas, maintaining and enhancing significant woodlands and integrating them into the Region's communities is extremely important." Yet, page 17; 38 speaks to loss or threat of removal in areas, after determination of no species significance within a significant woodland.

Many urban areas or areas slated for urban expansion will now be under even more pressure for removal of our

The policies of Section 2 of the ROP, including the significant woodland policies are based on a rigorous approach to natural heritage protection.

Significant Woodland policies implement the Regional Significant Woodland Study, 2005. ROP policies ensure that significant woodlands throughout the Region are protected.

Significant Woodland policies in the ROP, particularly policy 2.2.38 in the June 2009 draft, has been revised significantly, and is now numbered Policy 2.2.44 in the December 2009 version.

Within the Urban Area, including the new community areas, policies have been revised to:

- provide the opportunity to integrate the Regional Greenlands System enhancement objectives with the intensification and compact community design objectives of the ROP by providing criteria which contemplate some development within cultural woodlands.
- ensure that development does not occur in woodlands that contain globally or provincially rare plants, animals or communities or threatened, endangered, or of special concern species.
- ensure that development is only permitted in "cultural woodlands" (woodlands which originate

dwindling woodland cover. Many of the forests in York Region are no longer of the previous quality or quantity and have lost species through fragmentation and human impacts. There is now potential for restoration to improve this and create better functioning of existing woodlands.

Many of the woodlands include other areas, of marsh, wetlands, springs and aquifers and therefore should be evaluated contextually as well. Conservation landforms outside areas protected by the Oak Ridges Moraine Act, must be considered with provisions to protect landscapes and views as these are essential to our identification within our local communities.

One property, as an example, is the David Dunlap Observatory located in Richmond Hill. The forest is covered by York Region's Significant woodland study but if studied in detail would probably not meet the requirements to protect all of the site's woodland. Some of the trees were purpose planted to protect the site, others donated by the Ontario government, planted by the University. 9,000 trees were planted by community members and are culturally and historically important. Even hedgerows and windbreaks are important in the overall plan.

These constitute a cultural woodland and form ecological land conservation with the urban context. Thus, under the new Official Plan, the site would allow consideration for development, removing these trees and perhaps planting on the site or elsewhere. We need to restore exactly what is lost, a larger tree would be replaced by many smaller trees, within the same community that removal occurred.

from, or are maintained by, human influences and disturbances and often contain a large proportion of non-native species.)

- ensure that alteration to a cultural woodland cannot occur if it diminishes the significance of adjacent woodlands.
- If development is permitted within a woodland, then woodland compensation is required which will provide significant gains to the Regional Greenlands System.
- An implementation guide will be prepared to assist in the implementation of these policies.

Some of the woodlands on the David Dunlap Observatory Lands may also be within the portions of the site which have cultural and historic significance.

Local official plans can be more specific or more restrictive than the Regional Official Plans with respect to locally or culturally significant woodlands. Policy 2.2.46 addresses this point with respect to Urban Forest Management.

On the issues of landform or drumlins on site, the ROP contains policies which protect landform conservation areas, consistent with the Oak Ridges Moraine Conservation Plan, and Earth Science Areas of Natural and Scientific Interest, consistent with the provisions of the PPS. The DDO lands are not covered by either of these areas.

As referenced above, the significant woodland policies have been revised extensively from the June 2009 draft to the December 2009 version to ensure a very limited application of

This Dunlap site also encompasses an important natural science land form - a drumlin and is of one of the last remaining in southern York Region and is the reason it was chosen to site Canada's largest telescope dome. This is historically, culturally and scientifically important and should be protected.

Other woodlots that have been previously fragmented, especially in growth areas would likely disappear along with viewscales and landscapes. "Places to Grow" needs to be balanced with sustainable communities with green infrastructure to support growth. Natural Heritage Systems are currently being used and TRCA targets areas to restore many small parcels of greenspace to assist in protecting communities from flooding and improving quality of our living environments. Consider reviewing the environmental section, ensuring that a detailed ecological plan is in place to prevent further loss of trees, fragmentation, loss of greenspace and reaching York Region's targets for Greening. Please defer implementation until these matters are addressed.

development opportunities in woodlands in the urban area, and that higher tests are applied to these situations. In particular, any development permitted in cultural woodlands must not diminish the ability for adjacent woodlands to maintain their significance.



Richmond Hill Naturalists

Chair James Young and Committee Members
Planning & Economic Development
Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

December 1, 2009

Dear Chair Young and Committee Members,

RE: **Regional Official Plan**

Since 1955, our organization has been actively and continuously improving southern York Region, through tree planting, education, restoration and participating in planning and environmental assessments. The Richmond Hill Naturalists (RHN) have also volunteered with the York Regional Forest, and are proud of the Region's FSC certification program.

Your draft official plan is encompassing all your public consultation and comments back from the public. Incorporating all the new legislation and future forward thinking has been put together into a well informed document by staff at York Region.

However, on further consideration, we are concerned that the *environment first* may be taking many steps forward, but may be displaced when development applications are placed on the table. In your draft official plan on page 15 -17, significant woodland study and regional forest official plan 2008 mentions "... much of the remaining woodland cover is fragmented and lacking in interior habitat areas, maintaining and enhancing significant woodlands and integrating them into the Region's communities is extremely important." Yet, page 17; 38 speaks to loss or threat of removal in areas, after determination of no species significance within a significant woodland.

Many urban areas or areas slated for urban expansion will now be under even more pressure for removal of our dwindling woodland cover. Many of the forests in York Region are no longer of the previous quality or quantity and have lost species through fragmentation and human impacts. There is now potential for restoration to improve this and create better functioning of existing woodlands. Many of the woodlands include other areas, of marsh, wetlands, springs and aquifers and therefore should be evaluated contextually as well.

Conservation landforms outside areas protected by the Oak Ridges Moraine Act, must be considered with provisions to protect landscapes and views as these are essential to our identification within our local communities.

One property, as an example, is the David Dunlap Observatory located in Richmond Hill. The forest is covered by York Region's Significant woodland study but if studied in detail would probably not meet the requirements to protect all of the site's woodland. Some of the trees were purpose planted to protect the site, others donated by the Ontario government, planted by the University. 9,000 trees were planted by community members and are culturally and historically important. Even hedgerows and windbreaks are important in the overall plan. These constitute a cultural woodland and form ecological land conservation with the urban context.

Thus, under the new Official Plan, the site would allow consideration for development, removing these trees and perhaps planting on the site or elsewhere. We need to restore exactly what is lost, a larger tree would be replaced by many smaller trees, within the same community that removal occurred.

This Dunlap site also encompasses an important natural science land form - a drumlin and is of one of the last remaining in southern York Region and is the reason it was chosen to site Canada's largest telescope dome. This is historically, culturally and scientifically important and should be protected.

Other woodlots that have been previously fragmented, especially in growth areas would likely disappear along with viewsapes and landscapes.

"Places to Grow" needs to be balanced with sustainable communities with green infrastructure to support growth. Natural Heritage Systems are currently being used and TRCA targets areas to restore many small parcels of greenspace to assist in protecting communities from flooding and improving quality of our living environments. Consider reviewing the environmental section, ensuring that a detailed ecological plan is in place to prevent further loss of trees, fragmentation, loss of greenspace and reaching York Region's targets for Greening. Please defer implementation until these matters are addressed.

Thank you,

Marianne Yake
President
Richmond Hill Naturalists
P.O. Box 32217
Harding Postal Outlet
Richmond Hill, ON L4C 9S3

Submission Number
D05.2009.4.012

Date of Submission:
December 2, 2009

Submission Author:
Rouge Fairways Residents' Association

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

We believe York Region's plan to increase Markham's population by 50% and develop 7.3 million square metres of Markham's prime farmland by 2031 will have long lasting negative consequences including:

- increased traffic, crowding of schools and hospitals;
- permanent loss of the finest foodland in Canada;
- increased pollution, flooding and property damage from upstream development;
- damage to community values and property values;
- over-intensification near existing communities.

To protect Markham's quality of life, foodlands, communities, environment and property values, the Rouge Fairways Residents' Association strongly urge Markham Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred

York Region was required, under provincial legislation, to conform to the Growth Plan, by June 2009. An Official Plan was adopted by Regional Council in December in order to meet the provincial legislation.

The Region has conducted an extensive comprehensive public consultation exercise throughout 2006, 2007, 2008 and 2009 as part of the Region's Growth Plan conformity exercise and Official Plan update.

2. Work with other levels of government to limit Markham's population growth to less than 25% over the next 22 years

The Province, through the Growth Plan, mandated that the Region accommodate a population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

3. Place a moratorium on Urban Expansions to protect Markham's rural heritage, foodland and greenspace

Since the Greenbelt Plan was approved, there are essentially only three relatively small areas in the Region that can accommodate significant Greenfield growth beyond those lands that are currently approved for development; Northern Markham and Vaughan and East Gwillimbury. Each of these three municipalities has been allocated a share of the anticipated Greenfield growth to 2031.

A total of 77,000 ha or 43% of the Region's total land area is protected for agricultural uses. 88% of growth (including 40% intensification) in the Region will be accommodated within the existing approved urban area.

The Region has a sustainable approach to growth management that is based on the triple bottom line of economic vitality, healthy communities and sustainable natural environment. All key planning documents including the Regional Official Plan and the Master plans for transportation, water and wastewater are premised on sustainability principles.

As stated above, the Region is required to conform to the Growth Plan forecasts and urban expansions are required to accommodate the population forecast of 1.5 million and an employment forecast of 780,000 by 2031.

The Regional Official Plan contains a number of policies that support Markham's rural heritage, foodlands and greenspace including:

- the enhancement of an updated linked Greenlands System to ensure a natural heritage legacy for York Region.

- the retention of the character of lands in the rural area and the protection of existing agriculture, agriculture-related and secondary agriculture uses.
- The protection of the Agricultural, Rural, and Holland Marsh Specialty Crop Areas.

Approximately 69% of the Region is within the Greenbelt Plan Area, including the Oak Ridges Moraine Conservation Plan Area and is protected from major development.

4. Expand the Greenbelt to protect Markham's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System

In 2008, the Province released criteria for expanding the Greenbelt's boundaries. Municipalities are required to prepare a submission that demonstrates how each of the criteria have been met. The Province will review the submission and may initiate the process to amend the Greenbelt Plan. Under the Greenbelt Act, 2005, The Minister of Municipal Affairs and Housing is required to consult with affected bodies including the Greenbelt Council, affected municipalities and the public before recommending it to Cabinet for approval.

The Greenbelt is scheduled for review in 2015.

5. Better protect residential communities from over-intensification by enacting height restrictions (e.g. 6 storeys) near existing residential communities.

The Regional Official Plan includes policies that direct the most intense development to regional centres and corridors and intensification areas supported by transit and in a number of areas along the proposed subway lines. Policy 5.4.1 states that:

That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region.

The Region has a number of policies that protect stable

neighbourhoods that are in the vicinity of intensification areas including policy 5.3.6:

That intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.

And policy 5.5.1:

That local centres and corridors serve as important neighbourhood focal points and mainstreets that provide a range of employment, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.

RFRA

Rouge Fairways Residents' Association

a non-profit organization serving the residents at Markham Rd. and 14th Ave.

December 1, 2009

Mayor Frank Scarpitti
Council Members
Town of Markham
101 Town Centre Boulevard,
Markham, Ontario, Canada, L3R 9W3

RE: York Region's Growth Plan for Markham

Dear Mayor Scarpitti and Council Members

Upon careful consideration, the Executives & Directors of the Rouge Fairways Residents' Association (an area bordered by 14th Avenue to the North, the Rouge River to the East and the CN Rail line to the South-West) are, by way of this letter, expressing our concern for York Region's unsustainable growth plan for the Town of Markham.

We believe York Region's plan to increase Markham's population by 50% and develop 7.3 million square metres of Markham's prime farmland by 2031 will have long lasting negative consequences including:

- increased traffic, crowding of schools and hospitals;
- permanent loss of the finest foodland in Canada;
- increased pollution, flooding and property damage from upstream development;
- damage to community values and property values;
- over-intensification near existing communities.

To protect Markham's quality of life, foodlands, communities, environment and property values, the Rouge Fairways Residents' Association strongly urge Markham Council to:

1. Ask York Region to refrain from passing the Regional Official Plan until further public consultation has occurred;
2. Work with other levels of government to limit Markham's population growth to less than 25% over the next 22 years;
3. Place a moratorium on Urban Expansions to protect Markham's rural heritage, foodland and greenspace;
4. Expand the Greenbelt to protect Markham's "whitebelt" lands as a permanent Foodbelt and Natural Heritage System;

5. Better protect residential communities from over-intensification by enacting height restrictions (e.g. 6 storeys) near existing residential communities.

Respectfully Submitted,

On Behalf of the Executives and Directors of the RFRA,

Gina Daya

Gina Daya
Vice President, RFRA

Rouge Fairway Residents' Association, 67 Boxwood Cres., Markham, ON, L3S 3P9, Phone 905-471-5575 Fax: 416-369-9295

Submission Number
D05.2009.4.013

Date of Submission:
December 2, 2009

Submission Author:
Rouge Duffins Greenspace Coalition

Comments or Requested Change to Draft Official Plan	Analysis and Recommendation
York Region can help Markham protect its remaining rural heritage and foodlands by expanding the Greenbelt between Major Mackenzie Drive and the ORM. To do so, York Region Council will need to:	York Region was required, under provincial legislation, to conform to the Growth Plan, by June 2009. An Official Plan was adopted by Regional Council in December in order to meet the provincial legislation.
Ask the Province for an extension to the Planning process to give Markham for better public consultation and planning.	The Region has conducted an extensive comprehensive public consultation exercise throughout 2006, 2007, 2008 and 2009 as part of the Region's Growth Plan conformity exercise and Official Plan update.
Work with Markham, Toronto and the Province to transfer some of the proposed growth in Markham to an adjacent area like Toronto.	The Province, through the Growth Plan, mandated that the Region accommodate a population forecast of 1.5 million and an employment forecast of 780,000 by 2031.
Remove any urban expansion marks (asterisk) on the draft Regional Official Plan Map (s) north of Major Mackenzie Drive and any draft Regional Plan objectives, policies, maps or schedules which would allow this urban expansion in Markham.	Since the Greenbelt Plan was approved, there are essentially only three relatively small areas in the Region that can accommodate significant Greenfield growth beyond those lands that are currently approved for development; Northern Markham and Vaughan and East Gwillimbury. Each of these three municipalities has been allocated a share of the anticipated Greenfield growth to 2031.
	A total of 77,000 ha or 43% of the Region's total land area is protected for agricultural uses. 88% of growth (including 40% intensification) in the Region will be accommodated within the existing approved urban area. The Region has a sustainable approach to growth

Work with Markham to put forward a Greenbelt expansion request to create a permanent Foodbelt and Natural Heritage System between Major Mackenzie Driver and the ORM.

management that is based on the triple bottom line of economic vitality, healthy communities and sustainable natural environment. All key planning documents including the Regional Official Plan and the Master plans for transportation, water and wastewater are premised on sustainability principles.

In 2008, the Province released criteria for expanding the Greenbelt's boundaries. Municipalities are required to prepare a submission that demonstrates how each of the criteria have been met. The Province will review the submission and may initiate the process to amend the Greenbelt Plan. Under the Greenbelt Act, 2005, The Minister of Municipal Affairs and Housing is required to consult with affected bodies including the Greenbelt Council, affected municipalities and the public before recommending it to Cabinet for approval.

The Greenbelt is scheduled for review in 2015.

Jim Robb

Rouge Duffins Greenspace Coalition Volunteer
General Manager, Friends of the Rouge Watershed
1 Braeburn Blvd., Scarborough, ON, M1J 2P9

December 2, 2009

The Regional Municipality of York,
Planning and Development Services Department
17250 Yonge Street, Newmarket, Ontario L3Y 6Z1
Tel: (905) 895-1231, Fax: (905) 895-3482
Email futureyork@york.ca



**Re: York Official Plan Amendment: Planning for Tomorrow
Submission to York Region Planning Committee**

Dear Chairman Fisch and York Region Council:

Over the last few weeks, Markham ratepayer and environmental groups have worked together to increase public awareness and involvement in the crucial planning for Markham's future and York Region's Growth Plan. Ratepayer and environmental groups have printed and distributed 8,000 flyers and funded two newspaper advertisements to encourage public attendance at Markham Council's December 1, 2009 Meeting. This community-based work is designed to help Markham Council protect Markham's Foodbelt, heritage, quality of life and sustainability.

Between August 1990 and 1996, I served as a Vice Chair with the Ontario Environmental Assessment Board and I was later cross-appointed as an adjudicator with the Niagara Escarpment Hearings Office, the Environmental Appeal Board and the Mining and Lands Commission. In these roles, I presided over complex environmental and planning hearings involving policy and law. My many decisions withstood the tests of legal challenge and Cabinet review.

After reviewing York Region Growth Plan documents, recent TRCA scientific findings on the Rouge River Watershed, and Reports by Ontario's Environmental Commissioner, I firmly believe that York Region's current Growth Plan is unscientific, unsustainable and contrary to Provincial Policy Statements under the *Planning Act* for the protection of water quality, public health and safety, and prime farmland. Below please find my review of the science and policies.

Between 2002 and 2005, the Rouge Duffins Greenspace Coalition, worked with community and environmental groups and forward-thinking political leaders (Hon. David Crombie, Hon. Janet Ecker, Hon. Dalton McGuinty), to persuade the provincial government to create the 3000 ha Duffins Rouge Agricultural Preserve in Pickering and eastern Markham, despite intense municipal and developer opposition.

This local example demonstrates that Markham and York Region Councils have the opportunity to work with ratepayer and environmental groups and the Province to create a Markham Foodbelt between Major Mackenzie Drive and the ORM. York Region can help Markham to protect its remaining rural heritage and foodlands by expanding the Greenbelt between Major Mackenzie Drive and the ORM.

To do so, York Region Council will need to:

1. Ask the Province for an extension to the Planning process to give Markham time for better public consultation and planning;
2. Work with Markham, Toronto and the Province to transfer some of the proposed growth in Markham to an adjacent area like Toronto;
3. Remove any urban expansion marks (asterisk) on the draft Regional Official Plan Map(s) north of Major Mackenzie Drive and any draft Regional Plan objectives, policies, maps or schedules which would allow this urban expansion in Markham;
4. Work with Markham to put forward a Greenbelt expansion request to create a permanent Foodbelt and Natural Heritage System between Major Mackenzie Drive and the ORM.

By rising to this challenge, York Region and Markham will affirm their leadership and dedication to sustainability and create a proud legacy which wins the respect of current and future generations. If you fail to rise to this challenge, you will be letting down past, present and future generations of Markham and York Region residents. Attached please find a slide show supporting a moratorium on urban expansion and the creation of Markham's Foodbelt.

Markham has sufficient land already designated within the urban area to accommodate projected growth for more than 10 years. If York's future growth allocation to Markham is reduced and/or if Markham's existing urban land is used more efficiently, there will be sufficient opportunities for growth without paving Markham's prime foodland.

According to respected Markham resident, Peter Miasek: "a growing body of studies show that, due to baby boomer demographics and housing preferences, the stock of detached homes will be adequate. So going with a 10 year moratorium on urban expansions while we confirm these trends is a sensible alternative with little risk."

Scientific and Policy Matters which Support a Moratorium on Urban Expansions

Growth Targets were established without Good Scientific Studies & Public Consultation

In his 2006/07 Annual Report, Ontario's Environmental Commissioner notes:

"The province established population projections for some communities subject to the Growth Plan, before assessing the related water and wastewater infrastructure needs, their associated costs and environmental impacts. **This puts the cart before the horse.**

....many parts of Southern Ontario have reached their capacity to accommodate additional infrastructure, housing and human populations."

York's Growth Plan and Urban Expansion - Contrary to PPS 2.2.1 on the Protection of Water

Provincial Policy Statement 2.2.1 states:

Planning authorities shall protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for planning;*
- b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts*

Despite this provincial policy, the Provincial Growth allocations to York Region were established prior to the completion of the Rouge Watershed Strategy and Report Card in 2007.

The TRCA's Rouge River Watershed Strategy Scenario Modeling and Analyses Report concludes:

**"meeting water quality targets will become an increasingly distant goal
as the footprint of development expands"**

Section 4.2.9 Summary and Conclusions

As the urban envelope expands, E. Coli and chloride levels exceed provincial standards

Section 4.2, Figures 4.2-6 and 2.8

"Several studies suggest that the maximum impervious cover that a watershed can withstand before experiencing severe hydrologic changes and consequent geomorphic and ecological impacts is approximately 10%. "The Main Rouge subwatershed has been subject to significant urbanization with an approximate total impervious cover of 18% as of 2002."

Rouge River Report Card (2007) Key Findings - Surface Water

**"middle tributaries (Markham communities) would be subject to major hydrological impacts"
if the urban envelope is expanded**

S. 4.1.49 - Rouge River Watershed Strategy and Implementation Plan
Scenario Modeling and Analysis Report

York's Growth Plan - Contrary to Public Support for Local Foodland Protection

According to the Key Findings of Markham's Agricultural Assessment (2009)

- The land base in the rural area of Markham is comprised of prime agricultural land as defined in the Provincial Policy Statement (PPS) with the majority of the land qualifying as Class 1. Class 1 land is a limited, non renewable resource in Canada comprising only .5% of the Canadian land mass.

- Markham enjoys a climate that supports higher productivity and longer growing seasons which when combined with the soil resource, allows a flexible and diverse production profile. Commodities such as fruit and vegetables, which are difficult to grow in less temperate areas, grow well in Markham.
- The number of farms and area of farmland is declining more rapidly in Markham than in adjacent municipalities, the Region of York as a whole or the Golden Horseshoe. Between 2001 and 2006, the amount of farmland in Markham declined by 43% as compared to York Region at 5% and Ontario at 1.5%.

Provincial Policy Statement 2.3.1 states: *Prime agricultural areas shall be protected for long-term use for agriculture.*

With the growing public support for local food production and the importance of local food security in a time of climate change, **it makes no sense to pave-over some of the finest foodland in Canada in one of our best climate zones.**

Provincial Policy Statement 1.3.9 does allow the designation of a settlement area within an agricultural area where it has been demonstrated that a) sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon; and b) “the infrastructure and public service facilities which are planned or available are suitable for the development over the long term and **protect public health and safety**”.

York Growth Plan – Contrary to the Protection of Public Health and Safety

York Region’s proposed expansion of the urban envelope in Markham is contrary to public health and safety. Scientific research and monitoring shows that urban expansion would lead to increased E. coli bacteria and pollution in our water and increased flooding and erosion damage in vulnerable downstream Markham communities. For example, the TRCA’s 2007 Rouge Watershed Report Card and Rouge Watershed Strategy Scenario Modeling and Analysis Report, state:

“Modeling indicates that the **middle tributaries** would be subject to **major hydrological impacts** under OP build-out and full build-out conditions” ... **Page 4.1.49**

.... “future urbanization will increase the magnitude and duration of erosive flows in receiving watercourses despite the use of current extended detention criteria to control runoff from more frequent events”. **Page 4.1-43**

“Given the HSP-F modeling results and the findings of other researchers, there is some doubt as to the whether stormwater management ponds based on synthetic design storms are sufficient to fully mitigate the effects of urban development on flooding under real world rainfall (and snow) conditions.”

“flood-vulnerable roads (129) and flood vulnerable areas (533 properties and/or buildings) remain in the Rouge River watershed, as shown in Table 5-3 and Figure 5-10.

The majority of these are located within the Town of Markham, along the Main Rouge River The relatively flat topography and the lack of valley definition of the Rouge River and its tributaries as the river flows east-west through Markham make this area particularly vulnerable to flooding.”

“Over 500 flood vulnerable areas within Markham would be expected to be inundated during the Regional Storm (Hurricane Hazel) and a number of roads and homes are predicted to flood in flows as low as the 2-year flood event.”

Rouge River State of the Watershed Report (2007) Page 5-25

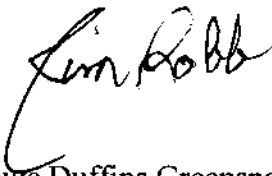
Many scientists are observing and predicting a significant increase in the frequency and intensity of severe storm events and flooding due to global warming. Within this context and with the existing scientific information, the currently envisioned expansion of Markham's urban area is unscientific. It lacks the due diligence required to avoid increased damage to public health and safety, and private and public properties, within Markham's many flood vulnerable areas.

Conclusion:

I trust that the strong public support for the protection of Markham's heritage, foodland and quality of life will empower York Region and Markham Councils to work with residents and environmental groups and the Province of Ontario to wisely address the concerns and recommendations outlined in this submission.

Sincerely,

Jim Robb



for the Rouge Duffins Greenspace Coalition
1 Braeburn Blvd., Scarborough, ON, M1J 2P9
Phone: 647-891-9550
Email: jimrobb@frw.ca or jim.robbs@rogers.com

Grow the Greenbelt
Protect Markham's Foodbelt
and Quality of Life, Stop Sprawl



What future will we choose?



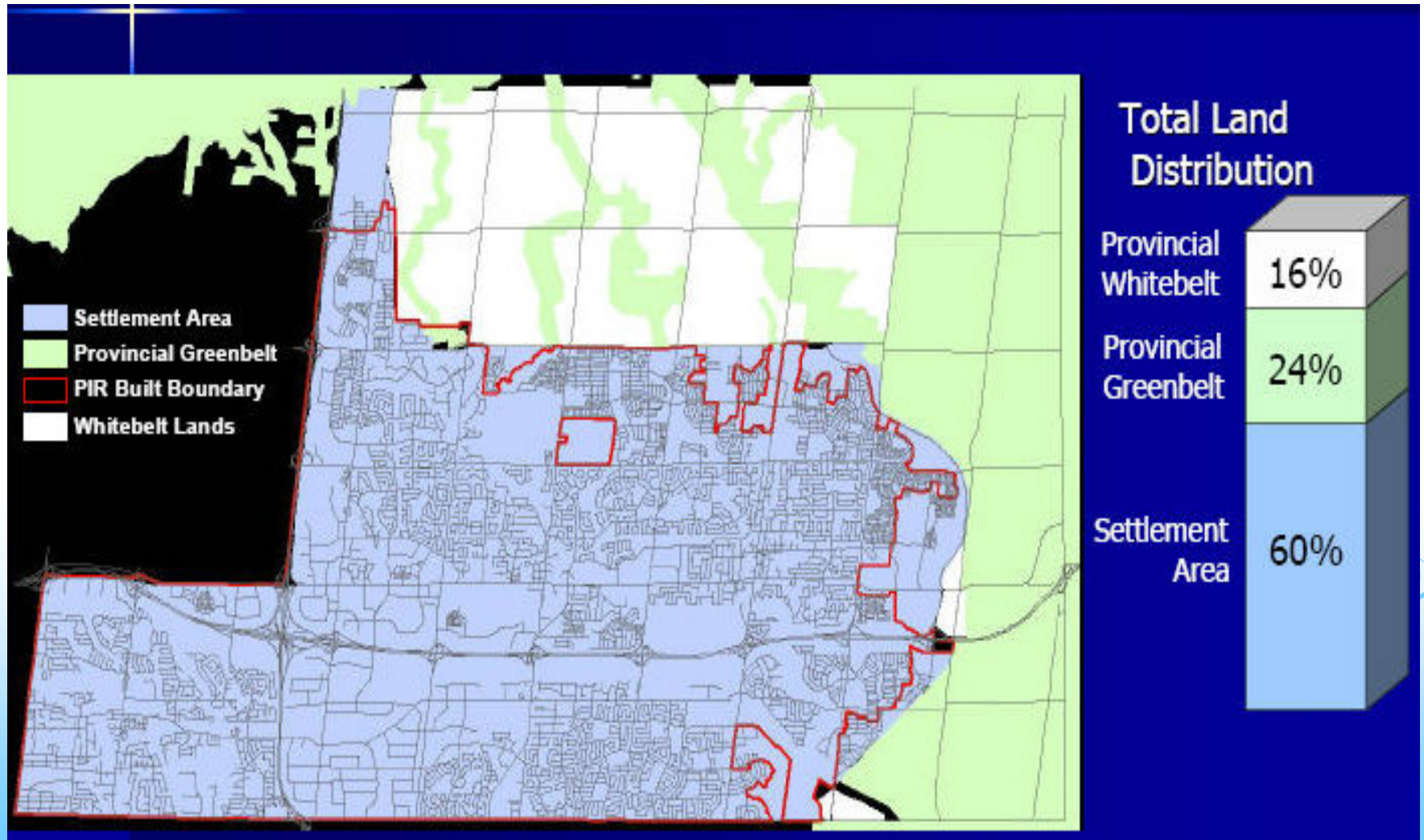
Canada's Finest Foodland Soils Piled for Disposal in Markham



Markham Trees in Wood-chip Piles only 5% forest cover remains



Only 16% of Markham Remains Protect Markham's Irreplaceable Foodbelt



Proposed 50% Growth for Markham is Unsustainable

Forecasted Town Growth

Regional Forecasts for the Town of Markham

	2006	2031	Increase 2006-31
Population	272,500	423,500	151,000
Households	77,200	139,300	62,100
Employment	144,800	248,500	103,700

Backward Planning & Rapid Growth

Threaten our Food Security, Health & Quality of Life

- The province established population projections for some communities subject to the Growth Plan, *before assessing* the related water and wastewater infrastructure needs, their associated costs and **environmental impacts**.

This puts the cart before the horse.

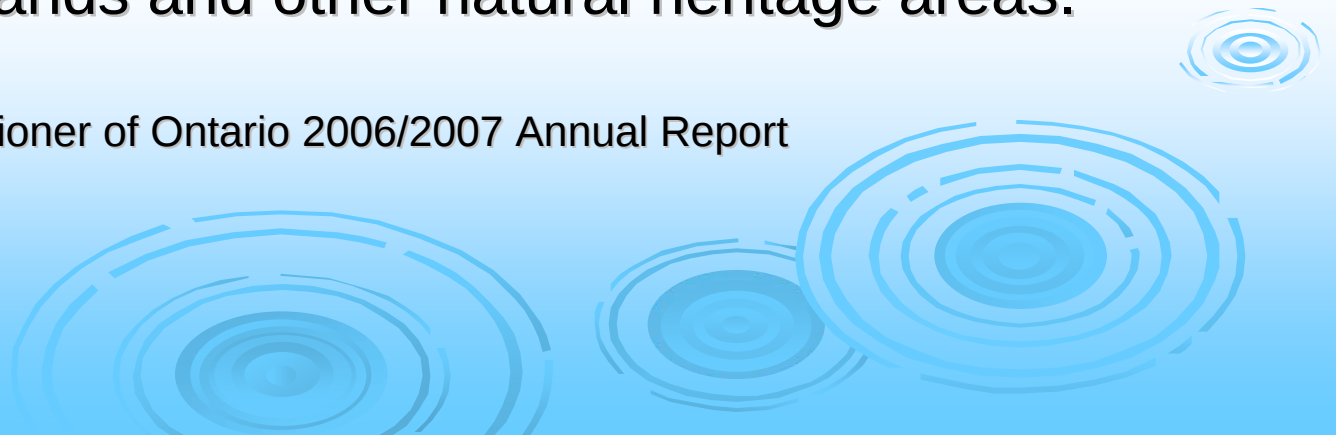
- Ontario Environmental Commissioner 2006/07 Report



50% Growth is Unsustainable

- the landscapes of many parts of Southern Ontario have **reached their capacity to accommodate additional infrastructure, housing and human populations.**
- Current land development pressures are **gobbling up valuable greenspace and agricultural lands.**
- Infrastructure corridors for highways and utilities are bisecting wetlands and other natural heritage areas.

Environmental Commissioner of Ontario 2006/2007 Annual Report



Serious Ratepayer Concerns about York's Growth Plans for Markham

- increased traffic, crowding of schools and hospitals;
- permanent loss of the finest foodland in Canada;
- increased pollution, flooding and property damage from upstream development;
- damage to community values and property values;
- over-intensification near existing communities.



Key Recommendations

- 1. Ask the Province for an extension to the Planning process to give Markham time for better public consultation and planning;
- 2. Work with Markham, Toronto and the Province to transfer some of the proposed growth in Markham to an adjacent area like Toronto;
- 3. Remove any urban expansion marks (asterisk) on the draft Regional Official Plan Map(s) north of Major Mackenzie Drive and any draft Regional Plan objectives, policies, maps or schedules which would allow this urban expansion in Markham;
- 4. Work with Markham to put forward a Greenbelt expansion request to create a permanent Foodbelt and Natural Heritage System between Major Mackenzie Drive and the ORM.



Markham's Prime Foodbelt Going, Going ...

Markham Farmland Loss	12,085 acres (2001 - 06)
Markham Farmland Loss	43% between (2001 - 06)
York Region Farmland Loss	5% between 2001 and 2006
Ontario Farmland Loss	1.5% between 2001 and 2006

Source: Markham 2009 Agricultural Assessment



**York Region
& Markham
have
already
approved
too many
Urban
Expansions**

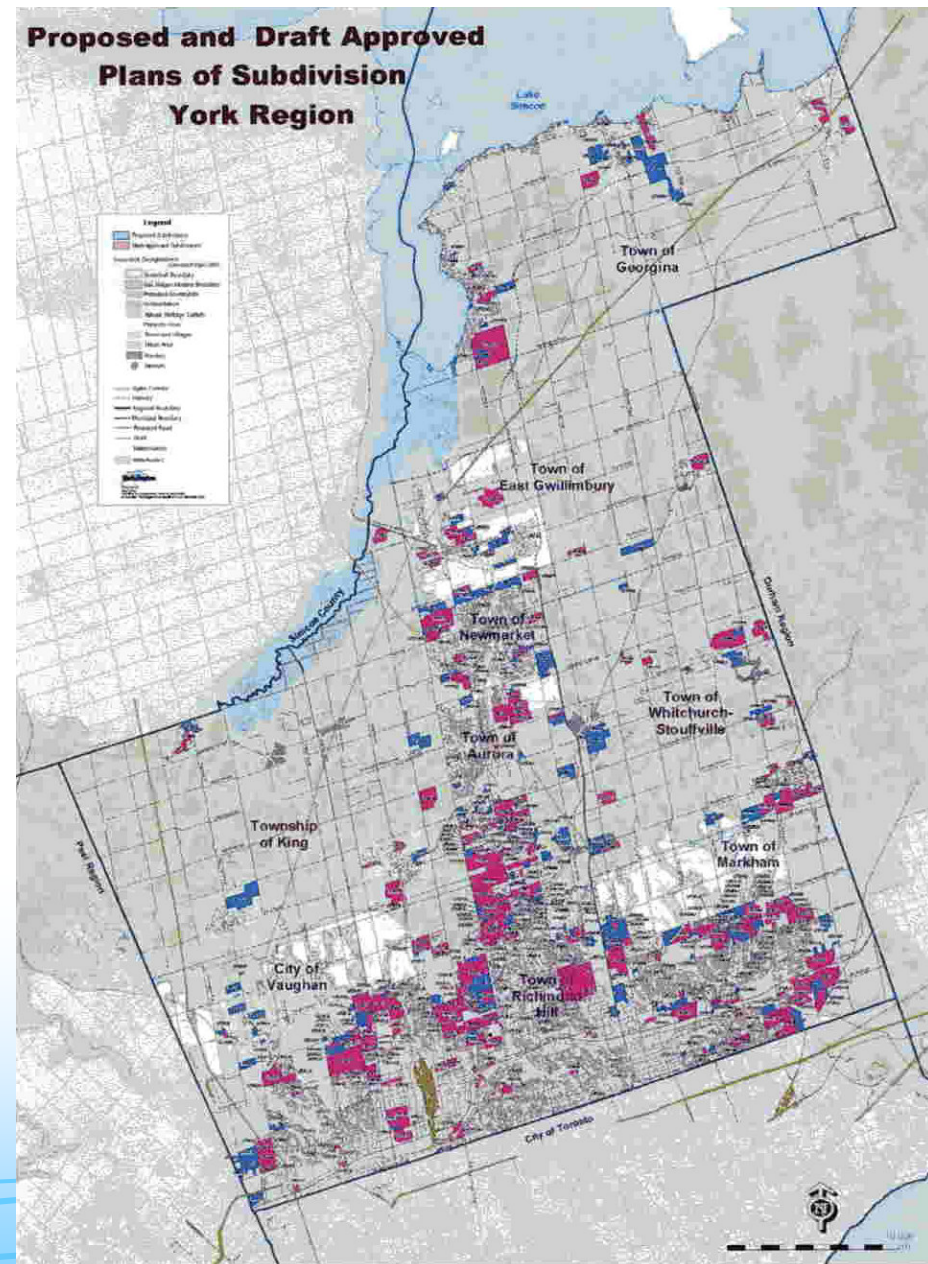


Figure 3-3: Proposed and Draft Approved Plans of Subdivision

York Region's Growth Plan would pave another 7.27 km² of Markham's Prime Foodland

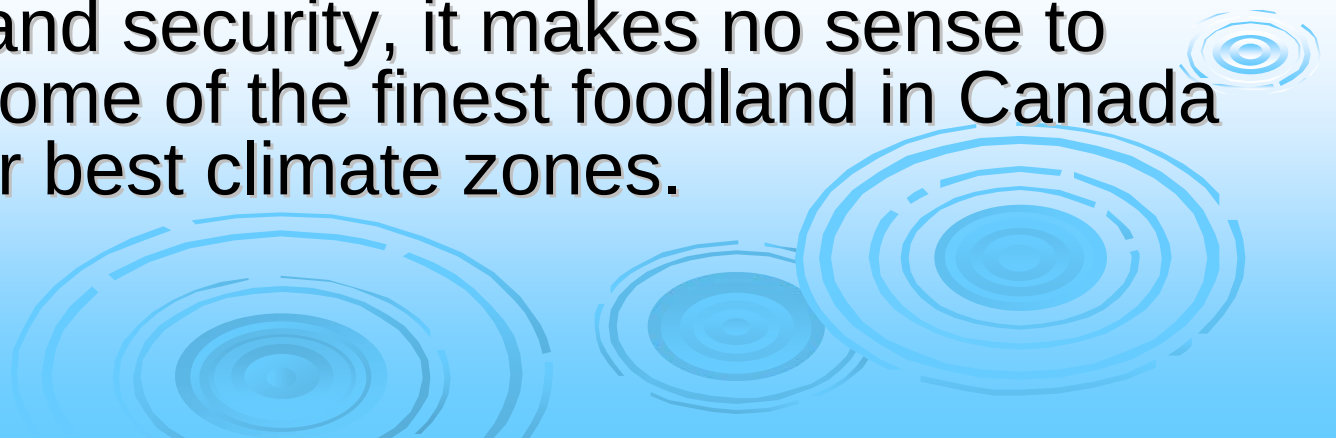
2031 Community Land Requirements in the Whitebelt by Local Municipality

	2031 Whitebelt Units	Density	2031 Area Requirement (ha)	Major Retail Area Requirement (ha)	2031 Total Area Requirement (ha)
East Gwillimbury	7,360	20	368	56	427
Markham	12,140	20	607	120	727
Vaughan	9,930	20	497	120	617
Total	29,430	20	1,472	296	1,771

Source: York Region Planning and Development Services Department, 2008

Paving Prime Foodland is Wrong

- Markham has sufficient land already designated urban to accommodate growth for 10+ yrs.
- If Markham's existing urban land is used more efficiently, there will be opportunities for growth without paving Markham's prime foodland.
- With the growing public support for local food production and security, it makes no sense to pave-over some of the finest foodland in Canada in one of our best climate zones.



Expanding the Urban Envelope Allows Developers to “Drive” Planning

- Once the urban envelope is expanded, developers can “drive” the planning process through their deep-pocketed ability to beat municipalities with consultants and lawyers and OMB hearings.
- Once the urban envelope is expanded, developers can avoid the planning and development charges and steps necessary to protect community and ecosystem health and ensure development pays for itself.



Golden Horseshoe Consequences of 'Growth as Usual' by 2031

Potential Loss of Farmland

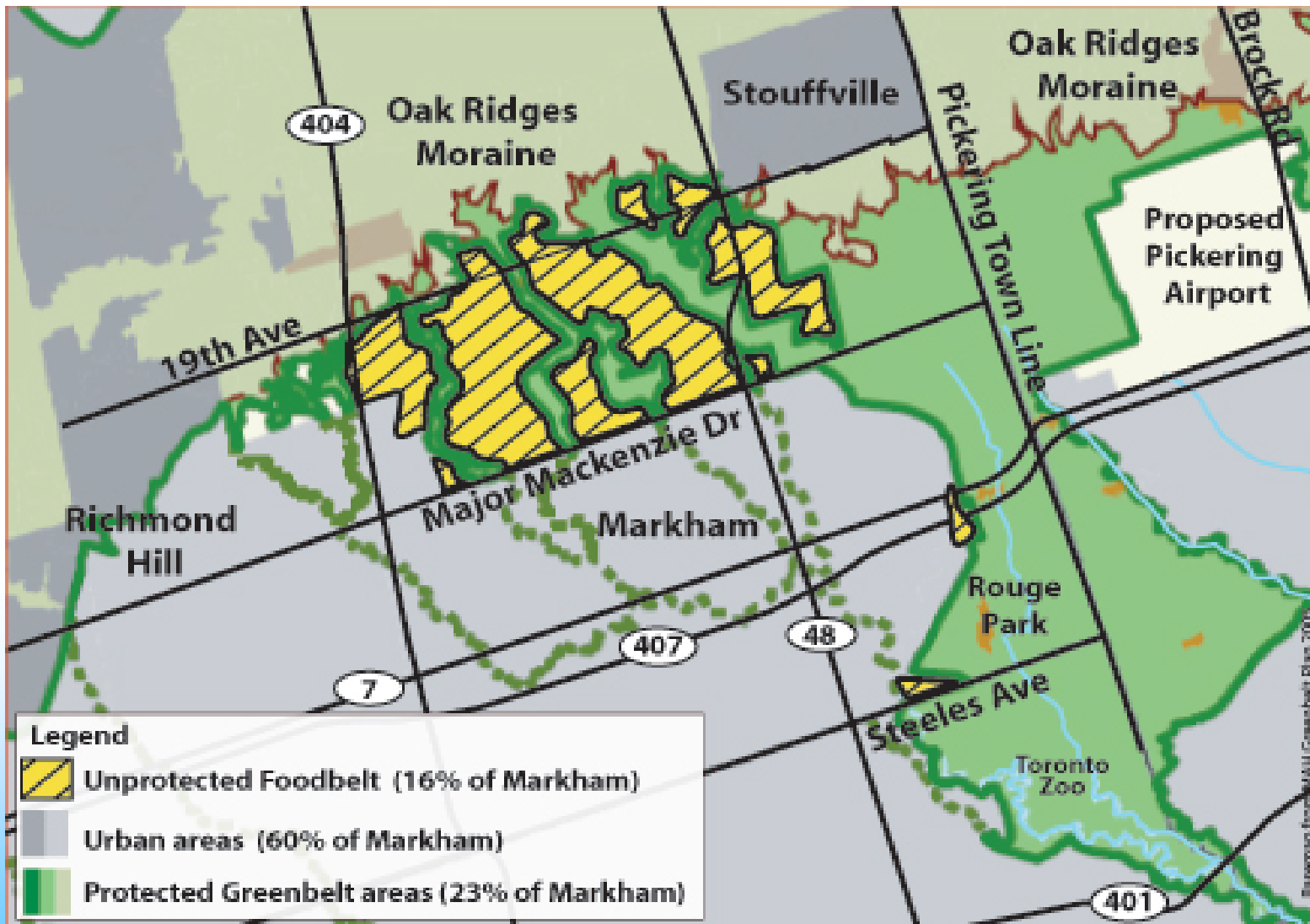
- 3000 ha/year (30 square kilometres/yr)
- 92% prime agricultural land (69% Class 1)

Potential Area of Sprawl

- 1000 square Km total by 2031
- 2x size of existing City of Toronto



Protect Markham's Foodbelt



Markham

Canada's Best Farmland

- Markham's rural area is predominantly the top category of Class 1 farmland according to the Canada Land Inventory;
- The Greenbelt study completed by the Province also indicated that the rural area in Markham is prime agricultural land;
- Markham's rural area qualifies as prime agricultural land under the Provincial Policy Statement (PPS);
- Less than 0.5% of Canada is Class 1 farmland.

Markham Source: Markham 2009 Agricultural Assessment



Markham's Ideal Growing Conditions

- **Markham's moderate climate, fertile soils and good rainfall and water sources support high foodland productivity;**
- **Markham enjoys a flexible and diverse food production profile which includes cash crops, fruit and vegetables;**
- **Climate change will increase the diversity of crops which can be grown in Markham;**
- **With climate change and population growth, it is imperative to protect foodlands with good rainfall, like Markham.**



Farming has “Growing” Economic Potential

- **Markham farmers want to keep farming;**
- **Markham farming is diverse, flexible and productive;**
- **Demand is growing for fresh, healthy, local food;**

Source: Markham 2009 Agricultural Assessment



Farming is Economically Important

In Canada, agriculture and the agri-food sector:

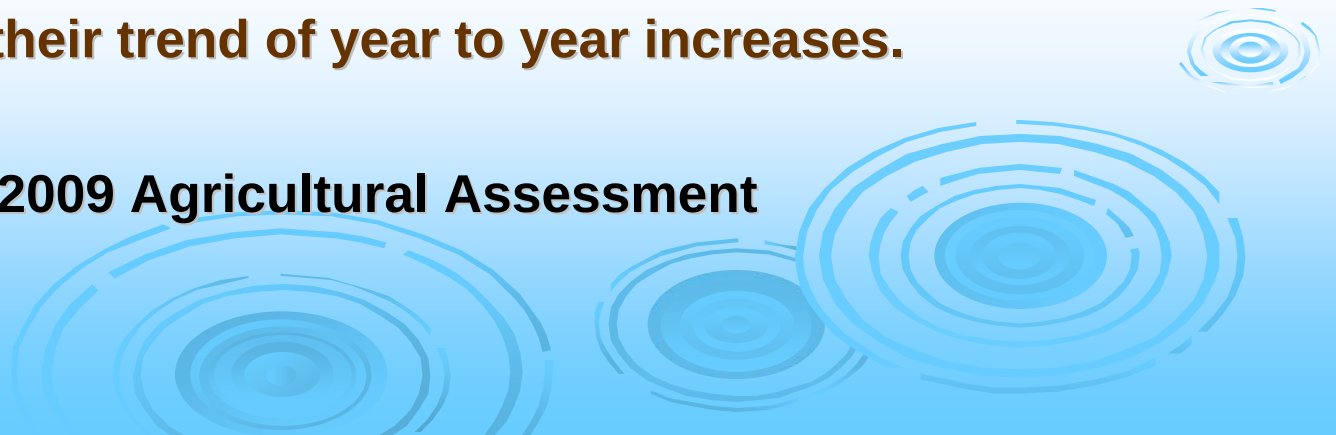
- **provide 1 in 8 jobs;**
- **account for approximately 8% of GDP;**
- **provide good food at one of the lowest costs in developed countries.**



Economic Benefits of Farming in Markham

- **2006 Markham Agri- related Revenues \$62 million**
- **Markham's Gross Farm Receipts / hectare (\$1,272):**
 - **28% higher than the average for GTA farms (\$999/ha)**
 - **63% higher than the average for Ontario farms (\$777/ha)**
 - **Continuing their trend of year to year increases.**

Source: Markham 2009 Agricultural Assessment



Urban Expansion and Development Increases Flooding and Erosion

- Markham has **533 areas (including homes and businesses)** and **129 roads which would be flooded** during the Regional Storm and a number of roads and homes which would flood in flows as low as the 2-year flood event.

Source: Toronto and Region Conservation Authority
Page 5-25 Rouge River State of the Watershed Report



Urban Expansion Increases Damage to Existing Downstream Properties

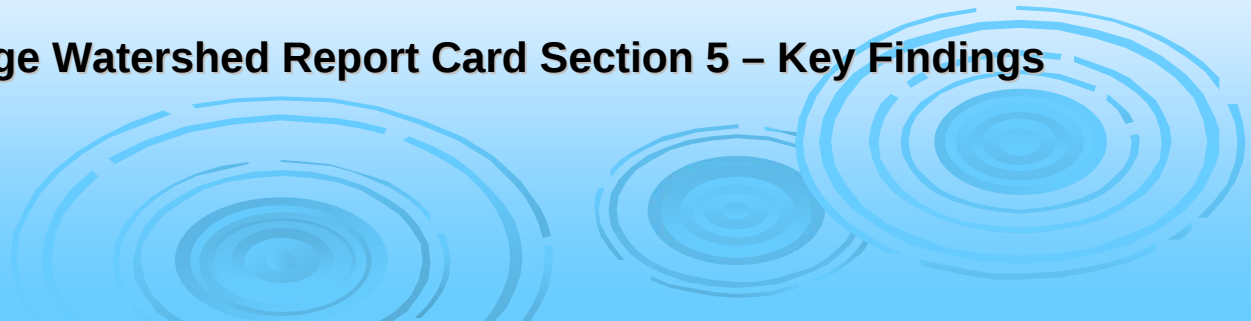
- Urban expansion *increases the magnitude and duration of erosive flows in receiving watercourses*
- *middle tributaries (Markham communities) would be subject to **major hydrological impacts*** if the urban envelope is expanded
- ... development-induced changes to the flow regime *cause uncontrolled erosion, enlargement, and habitat degradation*

Source: 2007 TRCA Rouge River Watershed Scenario Modelling and Analysis Report

Main Rouge Watershed

well above threshold for “severe” impacts

- the **maximum impervious** cover that a watershed can withstand before experiencing **severe hydrologic changes and consequent geomorphic and ecological impacts** is approximately 10%.
- The Main Rouge subwatershed has significant urbanization and an approximate **total impervious cover of 18%** as of 2002.
- Source: TRCA Rouge Watershed Report Card Section 5 – Key Findings



Flooding Damage is Increasing with Climate Change



Costly Infrastructure Damage

- Canadians spent more than \$3 billion in 1998 to repair damages caused by extreme weather.
- Disaster recovery payments by insurance companies and taxpayers have been doubling every five years throughout the 1980's and 1990's, an alarming trend that cannot be allowed to continue" (IBC National Strategy, 1999).



Provincial Policy Statement

- **PPS 2.2.1** Planning authorities **shall** protect, improve or restore the *quality and quantity of water* by:
- minimizing potential *negative impacts*, including cross-jurisdictional and cross-watershed impacts;



Urban Expansion Pollutes our Streams & Drinking Water Sources

- **“meeting water quality targets will become an increasingly distant goal as the footprint of development expands”**
- **Source: Rouge River Watershed Strategy and Implementation Plan
Water Quality Section 4.2-30 Summary and Conclusions**



Polluted Water entering Robinson Creek Trout Stream, Markham



Dead Rainbow Trout in Polluted and Eroded Robinson Creek, Markham



E. Coli Bacteria in Streams at Markham / Toronto Border (Oct. 2, 2009)

➤ Little Rouge River at Steeles

E. Coli bacteria level 250

➤ Main Rouge River

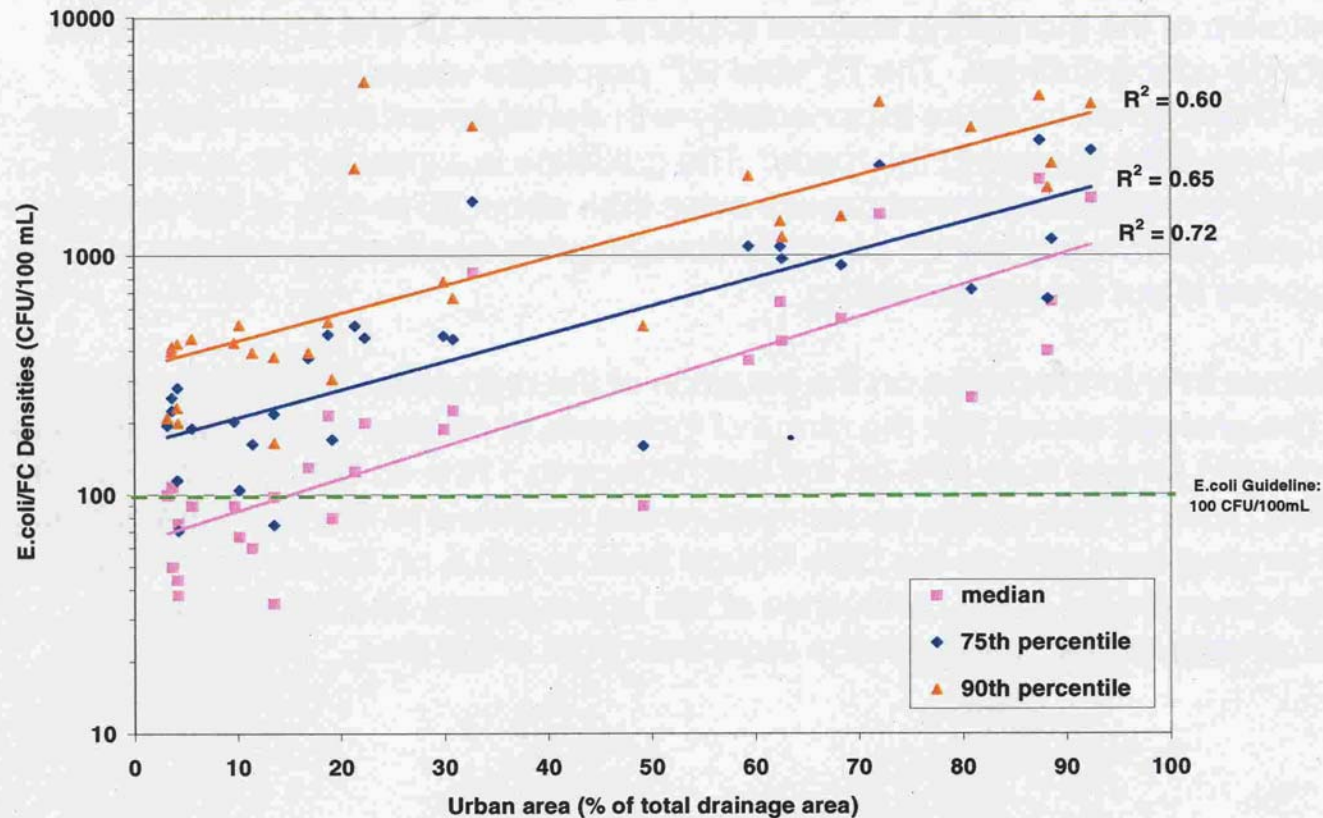
E. Coli bacteria level 380

MOE Standard - less than 100



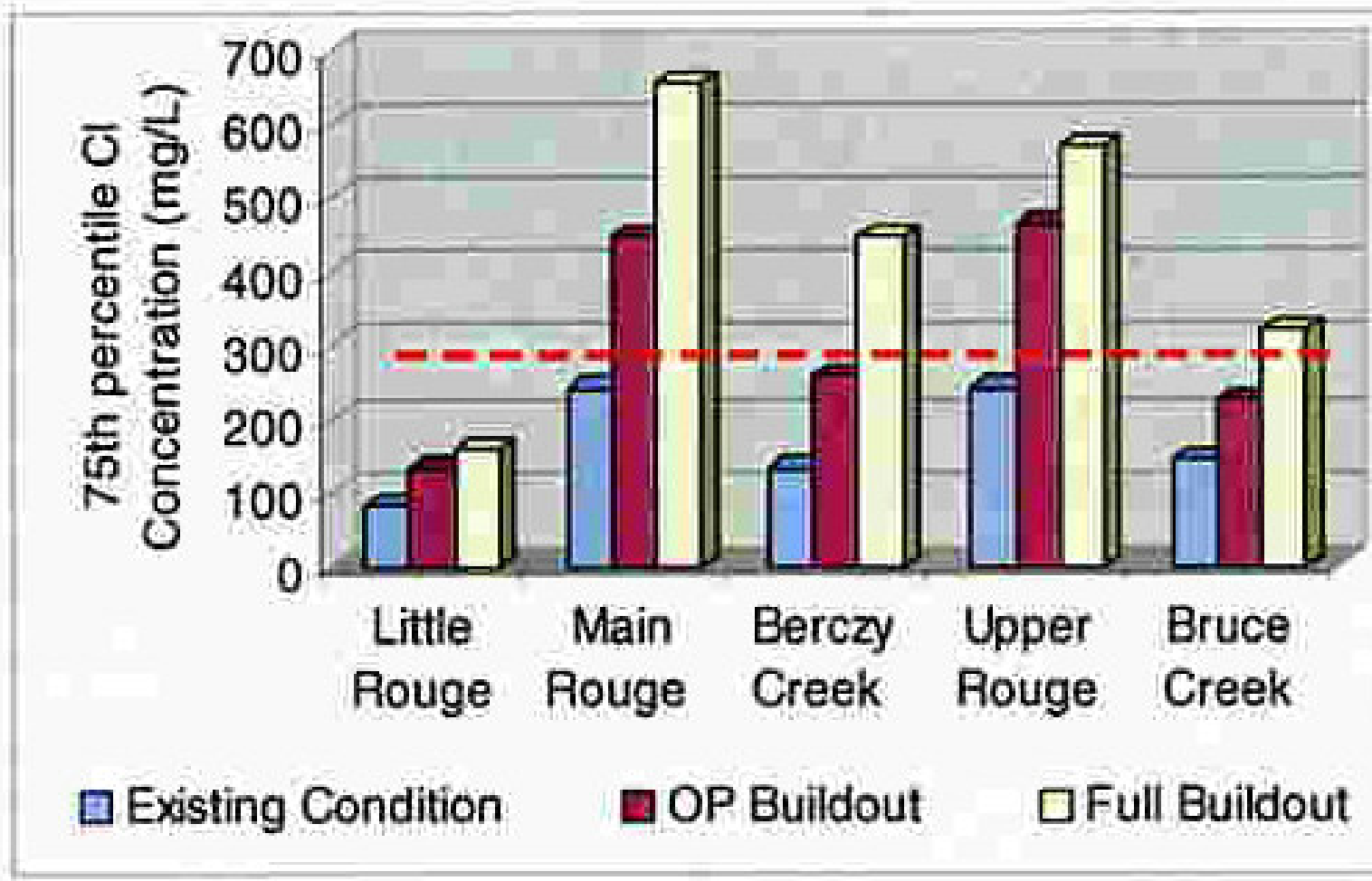
E. Coli Bacteria Levels exceed MOE Public Health Standards as the Urban Envelope Expands

Figure 4.2-6: Relationships between *E.coli*/*F.coli* densities and the extent of urbanization upstream of GTA monitoring stations (Regional Watershed Monitoring Network, 2002-2005).



Chloride Levels exceed MOE Standards as Urban Envelope Expands

Source: TRCA Rouge Modeling and Analyses Report (2007) P. 4-2-16



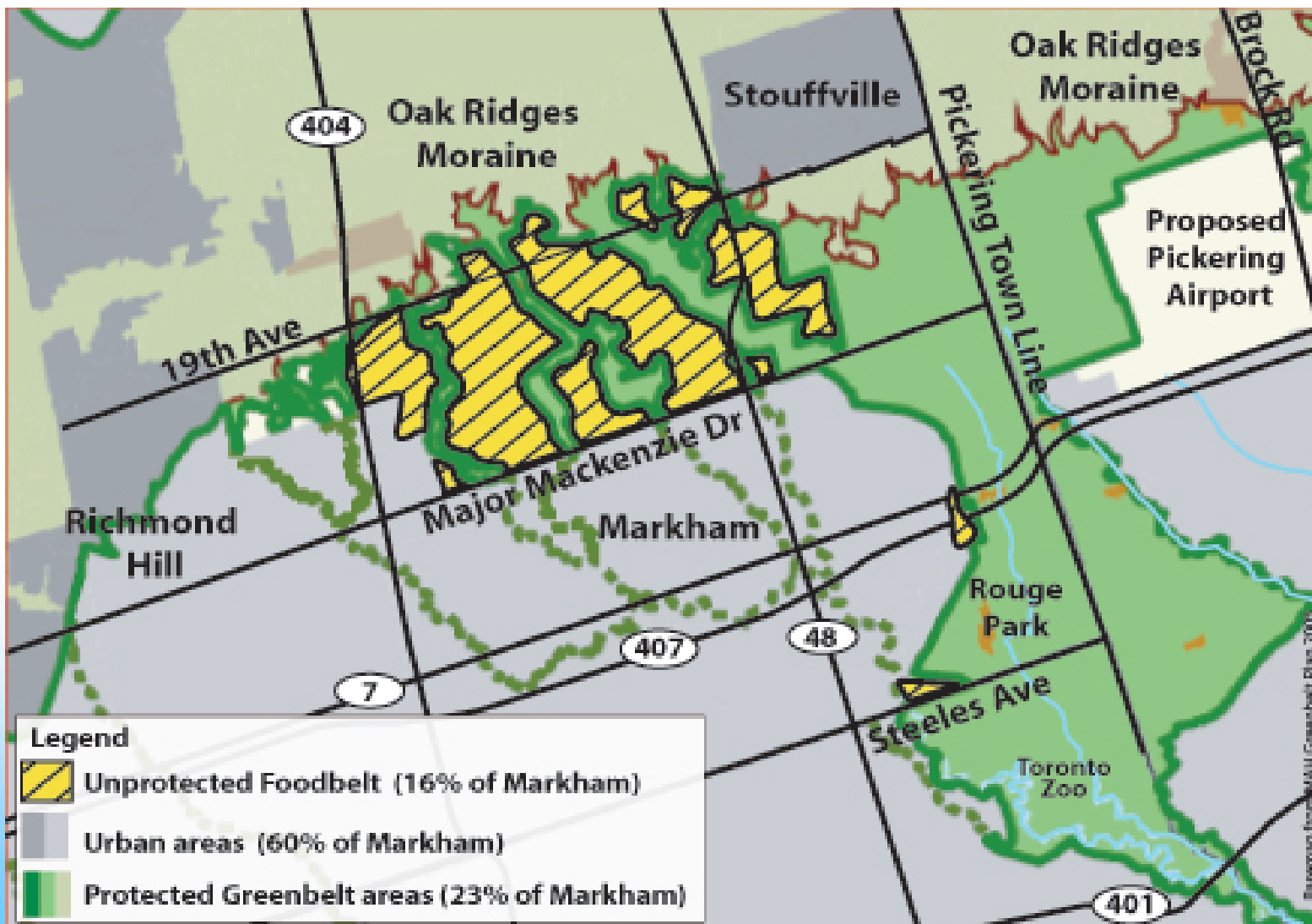
L. Ontario, Markham's Water Source already polluted from too much human waste



What will your Markham Legacy be?



Protect Markham's Foodbelt and Quality of Life



Additional Information

- Website: protectmarkham.wordpress.com
- Email: markhamfoodbelt@gmail.com



Submission Number
D05.2009. 4.014

Date of Submission:
December 9, 2009

Submission Author:
Margaretha Vandervelden and Peter Sibbald Brown
on behalf of North Sutton Ratepayers Association and the
Lakewatch Society

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

The Lakewatch Society and the North East Sutton Ratepayers Association support the York Region Official Plan [YROP (December 2009)]. We recognize that your planning task was considerable and appreciate your efforts to provide us with a thoughtful analysis of our formal submission. Thank you.

Specifically, we appreciate the Revised December Policy 2.2. 44 under which any exemption from Policy 2.2. 43 (no development/site alteration in significant woodlands) is strictly regulated and explicitly confined to greenfields in the "Urban Area(s)." We are hopeful that by limiting further loss of significant woodlands north of the Oak Ridges Moraine, precious larger woodlands (10 ha or more) will be saved as will essential habitat for many of the Region's wildlife species, including interior forest birds.

That said, and in order to preclude argument in future land-use conversions, we suggest that separate descriptive entries under DEFINITIONS for "Urban Area" and for "Townships and Villages" are included to supplement the identification of these two areas (pink and yellow, respectively) as per the MAPS included in the YROP. As indicated by our Comment 2 ("Plan fails to Address the Problem of an Inherently Biased Environmental Analysis Process"), unless policies are explicit, Towards a Sustainable Region will remain hollow, to be tested again and again by short-term interests.

The "Urban Area" and "Townships and Villages" are land use designations within the Official Plan. These terms are not defined in the definition section of the Plan, as their locations are mapped on Map 1 and are specifically addressed in the policies of the Plan.

Staff have discussed the policies with the submitters.

From: Margaretha VANDERVELDEN [<mailto:grethav@rogers.com>]
Sent: Wednesday, December 09, 2009 7:30 PM
To: Jeffrey, Barb; Waller, John
Subject: York Region OP December 2009

Dear John Waller and Barbara Jeffrey,

The Lakewatch Society and the North East Sutton Ratepayers Association support the York Region Official Plan [YROP (December 2009)]. We recognize that your planning task was considerable and appreciate your efforts to provide us with a thoughtful analysis of our formal submission. Thank you.

Specifically, we appreciate the Revised December Policy 2.2. 44 under which any exemption from Policy 2.2. 43 (no development/site alteration in significant woodlands) is strictly regulated and explicitly confined to greenfields in the "Urban Area(s)." We are hopeful that by limiting further loss of significant woodlands north of the Oak Ridges Moraine, precious larger woodlands (10 ha or more) will be saved as will essential habitat for many of the Region's wildlife species, including interior forest birds.

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With thanks and best regards,

Margaretha Vandervelden, North East Sutton Ratepayers Association Inc.
Peter Sibbald Brown, Lakewatch Society (Canada)

Submission Number
D05.2009.4.015

Date of Submission:
December 15, 2009

Submission Author:
Unionville Villagers' Association

Comments or Requested Change to Draft Official Plan

Analysis and Recommendation

Last night, at the meeting of the Unionville Villagers' Association, the following motion was passed unanimously:

"That the Unionville Villagers' Association supports the Town of Markham's resolution of December 1, 2009:
"That Council reaffirm its request of October 27, 2009 that the policies and mapping related to new communities and any urban expansion (including strategic employment lands as referenced on Figure 2) within the Town of Markham contained in the draft Regional Official Plan be deferred until the Town of Markham's Growth Management Strategy is completed and endorsed by Town Council;"
and further, that the Unionville Villagers' Association opposes any expansion of the current Urban Boundaries of the Town of Markham."

On December 16, 2009, York Region Council adopted the York Region Official Plan, with an amendment to Map 1. This amendment removed the 'asterisks' displayed in the Town of Markham. The asterisks were being used to define potential areas of urban expansion.

In preparation for possible urban expansions, the Region has conducted a municipal comprehensive review. This includes:

- the use of the Provincial Growth Plan's forecasts
- the completion of an intensification strategy that identifies a minimum 40% residential intensification target between 2015 to 2031 (Note: the intensification requirement for Markham is a minimum 52%), and plans for a significant portion of future population and employment growth within the Built-up Areas
- an assessment of the available residential and employment land supplies and demonstration of the need for a proposed urban expansion, and
- a demonstration of how the minimum Designated Greenfield Area density target of 50 people and jobs per hectare is to be achieved.

York Region's forecast anticipates 1.5 million people, 510,000 households and 780,000 jobs by 2031. Based on the analysis undertaken as part of the municipal comprehensive review,

an urban boundary expansion is required to accommodate the 2031 forecasted population and employment growth in York Region.

The Region is working closely with the Town of Markham to coordinate land budget and urban expansion work. When this work is completed in early 2010, specific recommendations will be brought forward to Council through an Official Plan Amendment. This Amendment will be subject to public review and an appeal process.

From: president@unionvillevillagers.com [mailto:president@unionvillevillagers.com]

Sent: Tuesday, December 15, 2009 4:06 PM

To: Wayne Emmerson; Gino Rosati; Mario Ferri; Joyce Frustaglio; Linda Jackson; Vito Spatafora; Brenda Hogg; David Barrow; John Taylor; Tony Van Bynen; Margaret Black; Danny Wheeler; Robert Grossi; James R. Young; Phyllis Morris; Frank Scarpitti; Joe Virgilio; Jim Jones; Jack Heath; Gordon Landon; Regional Chair; Regional Clerk

Cc: Michael Chan M.P.P.; Helena Jaczek M.P.P.; Peter Shurman M.P.P.; Paul Calandra M.P.; John McCallum M.P.; Peter Kent M.P.; Bernie O'Neill; Tiffany Hsieh; president@unionvilleratepayers.com; Unionville BIA; Kimberley Kitteringham; Valerie Burke; Logan Kanapathi; John Webster; Joe Virgilio; Jim Jones; Jack Heath; Gordon Landon; Frank Scarpitti; Erin Shapero; Dan Horchik; Carolina Moretti; Alex Chiu; Don Hamilton

Subject: York Region Official Plan and Markham's Urban Boundaries

Importance: High

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"That the Unionville Villagers' Association supports the Town of Markham's resolution of December 1, 2009

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and further that the Unionville Villagers' Association opposes any expansion of the current Urban Boundaries of the Town of Markham."