

Schedule A

Modifications to Part III of OPA 149

1. Modify the Amendment such that all references to the proposed interchange at 19th Avenue is revised to “full interchange at 19th Avenue”.
2. Section 4.3.4 (c) be modified to include the following phrase: “a continuous and comprehensive collector road system”
3. Section 5.1.1 (e), last sentence, be modified by deleting the comma and words “, in consultation with” and replacing them with “and”.
4. A new section 6.1.10 be added as follows:

“6.1.10 Pedestrian Facilities

 - a) Requirements for pedestrian facilities within the Planning District, including sidewalks, connections to principal building entrances and connections to transit routes and stops shall be addressed in the Internal Functional Traffic Design Study and the Community Design Plan. The provision of pedestrian facilities shall be addressed through implementing development approvals.
 - b) Provision shall be made to provide sidewalks on roads within the Planning District to which buildings are primarily oriented or that incorporate transit routes. Sidewalks on roads incorporating transit routes will be located to provide access to the transit stops on the routes.
 - c) Provision shall be made for pedestrian connections from the principal entrances of buildings to the adjacent roads(s), including crossings of parking areas. Where a transit stop is located in the vicinity, such connections will be located to provide as direct a route as possible from (a) principal building entrance(s) to the transit stop.”
5. Section 6.1.1 g) modified by including the words bolded and italicized such that it reads as follows
 - 6.1.1 g) In the event that an Environmental Assessment necessitates revisions to the alignment or right-of-way of a road within the Planning District as depicted on Schedule BB- Transportation, and consequently to the pattern or design of other roads within the Planning District, the road pattern and

design requirements may be revised, pursuant to the Environmental Assessment, without further amendment to this Secondary Plan. ***The revised road pattern shall make maximum utility of the Highway 404 overpass and provide efficiency and flexibility for the secondary plan road network and adjoining lands. The revised road pattern shall be to the satisfaction of the Town and the Region of York.*** The Town may require revisions to completed transportation studies, or a further traffic study, in support of such revisions.

6. Section 6.1.5 c) modified by including the words bolded and italicized such that it reads as follows

6.1.5 c) In the event that an Environmental Assessment for the proposed overpass necessitates revisions to the alignment of the east-west Major Collector Road and consequently to the pattern of other roads within the Planning District as depicted on Schedule BB- Transportation, the road pattern may be revised, as required without further amendment to this Secondary Plan. ***The revised road pattern shall make maximum utility of the Highway 404 overpass and provide efficiency and flexibility for the secondary plan road network and adjoining lands. The revised road pattern shall be to the satisfaction of the Town and the Region of York.*** The Town may require revisions to completed transportation studies, or a further traffic study, in support of such revisions.

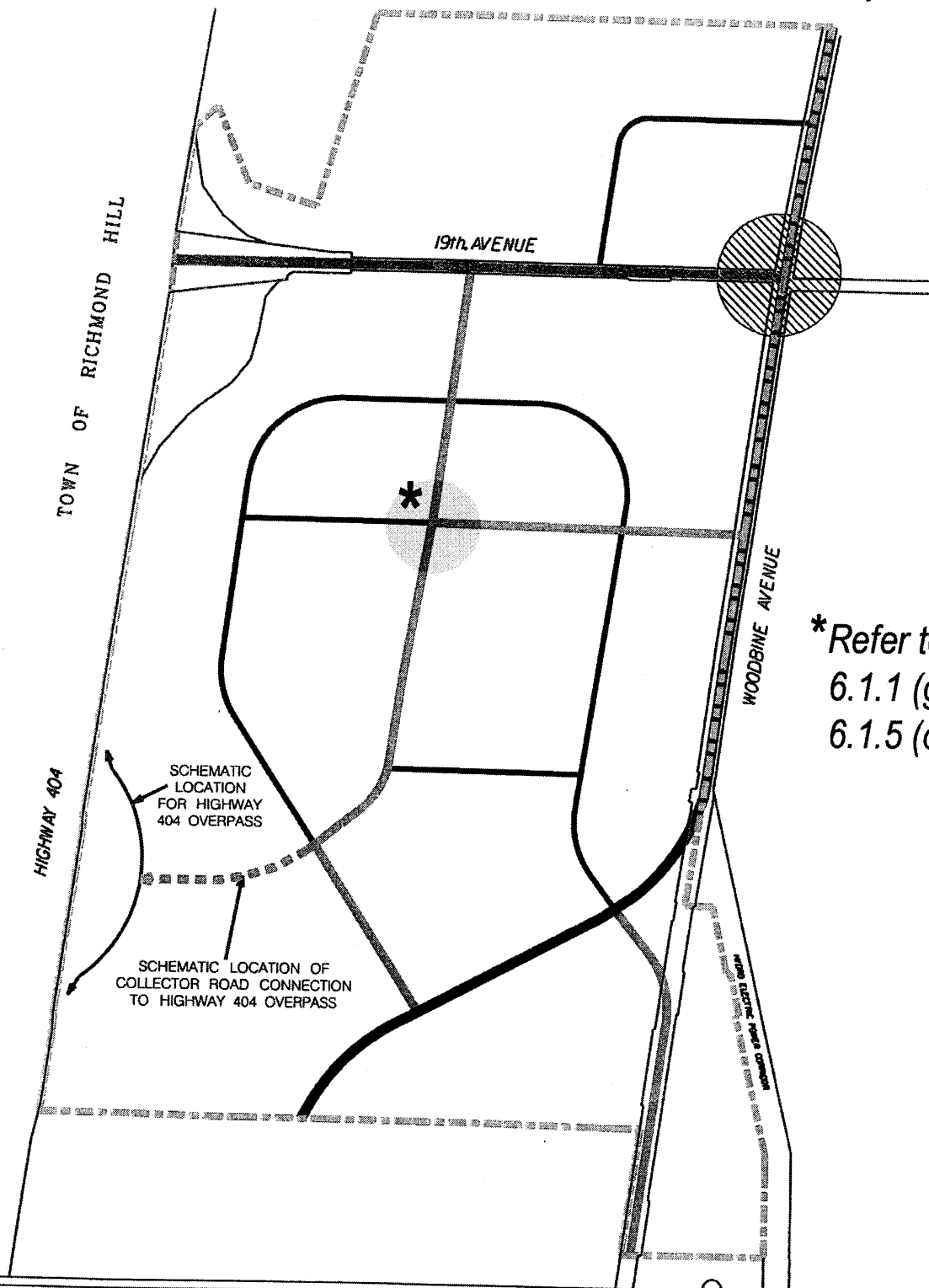
7. The amendment modified by adding new clauses b) to e) to Section 7.4 (Noise & Vibration), as follows:

“7.4

- b) Noise attenuation reports in accordance with the York Region Noise Policy and SOP's, approved and recommended by the local municipalities must be provided to York Region during the submission of draft plan of subdivision or prior to Site Plan Approval, in order that noise attenuation measures can be evaluated during review of the draft/site plan;
- c) Alternate methods of reducing the noise impact shall be considered prior to considering noise barriers;
- d) Noise attenuation barriers shall be constructed along the extreme outer edge of the landowners/homeowners property line provided it is a minimum of 2.2 meters in height. However, the Commissioner of Transportation and Works can approve noise attenuation barriers up to a maximum height of up to 3.0 meters in situations where deemed appropriate and where recommended by the local municipality; and

- e) Noise barriers are only to be used as a last resort where no other options are feasible. In these situations enhanced warning clauses shall be provided to warn purchasers including specific maintenance obligations and the municipalities' recourse to take corrective actions, should the owner fail to maintain the noise barriers in a state of good repair."

- 8. Schedule BB – Transportation, modified to include reference to policies in the secondary plan as shown on the attached schedule.

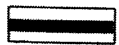


*Refer to policies
6.1.1 (g)
6.1.5 (c)

OFFICIAL PLAN AMENDMENT No. 149
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED
SCHEDULE BB - TRANSPORTATION



BOUNDARY OF AREA COVERED BY THIS AMENDMENT



REGION OF YORK ARTERIAL ROAD



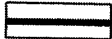
MAJOR COLLECTOR ROAD



INTERSECTION IMPROVEMENT



MAJOR ARTERIAL ROAD (TOWN OF MARKHAM)



INDUSTRIAL COLLECTOR ROAD
23 metre right-of-way



SCHEMATIC LOCATION
(see section 6.1.5)



DEVELOPMENT SERVICES COMMISSION

SECONDARY PLAN PD 42-1

DRAWN BY: DD

CHECKED BY: TL

SCALE: 1:10 000

DATE: 05/1/24