

Part A – Comments from Other Agencies

The Toronto Region Conservation Authority suggested modifications dealing with water balance requirements, sustainability and incorporation of the principles of the Rouge Park North. In this regard, the policies of the secondary plan now include sustainability provisions, and the Town has indicated that prior to any development, an Environmental Management Study must be completed to the Town's satisfaction, in consultation with the Conservation Authority. The Environmental Management Study will address environmental matters including water balance budget and delineation of the Rouge North Park boundary.

The Ministry of Transportation has indicated that the interchange at Highway 404 and Nineteenth Avenue, and the mid-block overpass of Highway 404, are subject to design approval by the Ministry, and all costs for design and construction are the responsibility of the owner, and/or developer as the Ministry does not currently have plans for these facilities.

Markham circulated the amendment to Hydro One, however, no comments were received. Setback provisions for residential lands adjacent to the hydro transmission corridor are included in the secondary plan.

Trans-Canada Pipelines has not provided written comments on the amendment; however, prior to adoption, Markham staff had discussions with Trans-Canada staff and incorporated their requirements into the adopted amendment.

Part B – Comments from Regional Departments/Branches

Infrastructure Planning Branch - Transportation

The Infrastructure Planning Branch has requested a number of clarifying modifications and requested the collector road system be revised to show an east- west collector road connecting the 404 overpass and Woodbine Avenue. These modifications are set out in *Attachment No. 1*.

OPA 149 also contains the northerly leg, Phase 3, of the proposed Woodbine Avenue by-pass. Phase 3 of the by-pass is in the Region's Capital Plan for 2012. The southern portion of the by-pass, Phases 1 and 2 (from Woodbine Avenue to approximately 250 m north of Elgin Mills road) is the subject of a Pre-paid Development Charge Credit Agreement which is anticipated to be executed shortly. If the landowners or Town request that the timing of Phase 3 be advanced, a Pre-Paid Development Charge Credit Agreement will likely be required for this phase.

Infrastructure Planning Branch, Water and Waste Water

Water

In 2004, the Region prepared a Long Term Water Master Plan (LTWMP) to accommodate projected growth to 2036. This LTWMP forms the basis of the Region's 10-year Capital Plan. The LTWMP incorporated the population growth projected for the Highway 404 North Secondary Plan; however, the impact of servicing these lands will need to be reassessed when the more detailed development proposal for the area becomes available at the Master Servicing Study stage.

The Secondary Plan Area is located within Pressure District No. 7. The full build out of the area may require the completion of the following Regional infrastructure for water:

- i. Bayview Ave. watermain (Elgin Mills to 19th Ave) (2007 projected completion);
- ii. Elgin Mills watermain (Bathurst to Bayview) (2010 projected completion);
- iii. Pugsley Ave./Enford Rd. watermain (Richmond Hill PS to Elgin Mills Rd.) and Major Mackenzie Dr. watermain (Richmond Hill PS to Bayview Ave.) (2011 projected completion);
- iv. Bathurst watermain (Elgin Mills to Jefferson Reservoir) (2011 completion);
- v. North Bayview Reservoir (2027-2036 projected completion); and
- vi. Bayview Avenue watermain (19th Ave. to North Bayview Reservoir) (projected completion 2027-2036).

Additional water supply will also be required from the City of Toronto and/or Peel Region. The water supply from Toronto and/or Peel Region may require the Markham By-pass watermain and Pumping Station (2011 projected completion), the Toronto Cost Shared Work (2021 completion), the Peel Cost Shared Works (2021 projected completion) and the Peel Buy-In Payments (2011 projected completion).

Sanitary Service

In 2002, the Region prepared the York-Durham Sewerage System Master Plan Update to accommodate projected growth to 2036. This Master Plan Update forms the basis of the Region's 10-year Capital Plan. The 2002 Master Plan Update did incorporate the population growth projected under the Highway 404 North Secondary Plan.

Due to known capacity constraints within the YDSS, the full build-out of the Secondary Plan Area will require the completion of the 16th Avenue Trunk Sewer Phase 2 (2007 projected completion), the Southeast Collector Trunk Sewer (2010 projected completion) and the Duffin Creek WPCP Phase 3 Expansion (2010 projected completion).