



CORNELL ADVISORY GROUP MINUTES OF MEETING – February 11, 2008

Attendees :

- ❑ Jack Heath – Deputy Mayor
- ❑ John Webster – Ward 5 Councillor
- ❑ Gord Landon – Regional Councillor
- ❑ Renee Torrington – Pres. Cornell Ratepayers Assoc.
- ❑ Andrew Keyes – Cornell Ratepayers Assoc.
- ❑ Robert Baird – President, Sherwood-Amberglen Ratepayers Assoc.
- ❑ Phil Howes – Manager, Markham Village Business Association
- ❑ Al Bishop – Landowners Rep. Manager, Cornell Landowners Group
- ❑ Niomie Massey - Landowners Rep. Cornell Rouge
- ❑ Dan Leeming – Consultant - The Planning Partnership
- ❑ Sean Hertel – York Region Planning
- ❑ Giovanna DeGirolamo - YCDSB
- ❑ Gilbert Luk – YRDSB
- ❑ Kevin Huang – Toronto Region Conservation Authority (TRCA)
- ❑ Carolyn Woodland – Toronto Region Conservation Authority (TRCA)
- ❑ Valerie Shuttleworth – Director of Planning & Urban Design
- ❑ Biju Karumanchery – Manager of Development, East District
- ❑ Marg Wouters – Sr. Project Coordinator, Policy and Growth Management, ext.2758
- ❑ Wendy Bond – Administrator, ext. 2466

Regrets:

- ❑ Mac Cosburn – Vice President, Redevelopment, Markham Stouffville Hospital
- ❑ Suman Bahl – Director of Redevelopment, Markham Stouffville Hospital
- ❑ David Clark – YRRTC
- ❑ Gord Weeden – Rouge Park Alliance

Guests

- ❑ Sal Crimi – Landowners Rep, S.C. Land Management (alternate)
- ❑ Pat Durst – Markham Library Board (chair)
- ❑ Shirley Marsh – Urban Design, Town of Markham
- ❑ Lorenzo Mele – Transportation Demand Management Co-ordinator, Town of Markham

Chair: Councillor John Webster

1. Adoption of Minutes – Councillor John Webster:

- Clarification was requested regarding the proposed Cornell Parking Strategy, i.e., whether the Strategy will include the consideration of reduced parking requirements/standards. The Strategy will likely include a reduced parking standard as well as a maximum parking standard to encourage transit use. The need for parking spaces will be reduced as the level of public transit service increases.
- Staff confirmed that no further details/plans had been submitted by landowners International Business Consortium (IBC) since their presentation at the December meeting.
- The motion to accept the December 17, 2007 meeting minutes was made by Jack Heath and seconded by Andrew Keyes. The minutes were adopted.

2. Business Arising from Minutes:

Cornell Secondary Plan Approval - Marg Wouters

- The final draft of the updated Cornell Secondary Plan went before Development Services Committee for approval on January 15, 2008. The plan was well-received with no deputations from the audience, but Committee made a revision to the designation and policies for the provincially owned (ORC) lands east of Reesor Road.
- After Council discussion as to the appropriate use of the lands, i.e., business park vs Rouge Park or other open space uses, the Committee voted to remove the lands from the Deferral Area and identify the lands as 'Study Area' for further consideration by the stakeholders, including the Region, the Town, the TRCA, Rouge Park Alliance and ORC. A policy to this effect was added to the land use policies (Section 6.1.1 c). Discussions regarding the appropriate use of these lands have been taking place at the senior staff level and will continue. With this revision, the Plan was adopted by Council on January 22, 2008 and forwarded to the Region for approval.
- Thanks were expressed to Advisory Group members for their role in getting the Secondary Plan approved.
- Copies of the Council-adopted Secondary Plan, the accompanying staff report and Council resolution were distributed to the members.

Discussion:

- Councillor Webster expressed disappointment that the ORC lands were removed from the business park designation. This is an excellent area for employment, high tech companies, research campuses, etc. Cornell is being developed as a live, work and play community and this would provide the balance required.

9th Line Environmental Assessment (EA) – Marg Wouters

- A request had been made for additional information on the 9th Line EA process currently underway from Major Mackenzie Drive to Stouffville Main Street.
- The history behind the study: the 1999 EA for 9th Line from Hwy.407 to Main Street Stouffville recommended road widening to 4 lanes from Hwy. 407 to Major Mackenzie Drive, and the reconstruction but not widening of the 2-lane rural cross section from Major Mackenzie to Stouffville Main Street. 9th Line is currently being widened south of Major Mackenzie and the intersection improvement at Major Mackenzie is scheduled for this year.
- Recently the Town of Whitchurch-Stouffville requested that the EA recommendations for 9th Line north of Major Mackenzie be revisited given the higher than anticipated growth forecasts in Stouffville. A public consultation centre was held on October 30, 2007. The Region is analyzing the impacts of the proposed widening on 9th Line south of Major Mackenzie. Another public consultation centre will be held when the analysis is completed, probably mid May. The Region is also reviewing the configuration of the intersection of 9th line and Donald Cousens Parkway in a separate exercise.
- A brochure from the Region's October 2007 public consultation centre was distributed.

Discussion:

- A suggestion was made that a member of the Advisory Group attends the next public consultation centre. A representative was not identified. It was mentioned that residents have been requesting changes to the 9th Line/Donald Cousens Parkway intersection for a number of years.

3. Pathways & Trails Master Plan and Cycling Master Plan – Shirley Marsh, Urban Design and Lorenzo Mele, Transportation Demand Management Co-ordinator, Town of Markham

- The Cycling Master Plan was presented by Lorenzo Mele. The Town of Markham is developing a network of paths, trails and cycling routes comprised of off-road multi-use paths/trails, on-road bicycle lanes, signed routes and sidewalks that will facilitate a variety of recreation, fitness and commuter needs. The public wants facilities that will encourage an environmental and healthy lifestyle. In 2002 this was identified as a priority in the Transportation Planning Study and Parks, Recreation, Culture and Library Master Plan 2005-2021.
- In 2004 a Cycling & Pedestrian Advisory Committee (CPAC) was established by Council, and a Cycling Strategy containing cycling lanes and paths was updated and endorsed. In 2005 the Markham Cycling Master Plan was initiated and in 2006 the Town wide Pathways and Trails Master Plan Study was initiated. Extensive public consultation occurred in the summer of 2007, the public commenting on policies, making

recommendations, design guidelines and network routes. CPAC endorsed the draft Cycling Master Plan and the Pathways and Trails Master Plan in January 2008.

- Implementation is a 15- 20 year program and is being prioritized based on short and long term detailed projects and the availability of capital, operational and replacement funding. This is being reviewed.
- The public identified the need for the construction of a cycling infrastructure to begin now, that routes and paths be accessible, connects throughout the Town, and ongoing maintenance is incorporated into the plan. The public would prefer separate bike lanes on and off the road, split identified lanes on paths, route/path availability and cyclists and motorist's safety awareness education, i.e., CAN-BIKE Cycling Courses. As the opportunities for road upgrades are identified, separate bike lanes will be installed.
- The Pathways & Trails Master Plan was presented by Shirley Marsh. All open spaces within the Town are considered for paths and trails, with opportunities found in the valley lands, hydro corridors, road network right of ways and sidewalks. Areas of restriction are rail crossings, private property issues and ecological sensitive areas.
- Projects are prioritized based on the ability to meet specific criteria, i.e., links between existing cycling routes and path/trail/park systems, the routes that would yield the most benefits, property primarily publicly owned or willing partnerships with private citizens, and extensions of existing route. Secondary factors considered: are routes physically possible with few major barriers, do they provide commuter linkages, are they accessible to multiple neighbourhoods, and will they significantly impact on ecological areas.
- The Town has applied for funding through Ontario's new Municipal Infrastructure Investment Initiative. \$300 million is available to be shared with Ontario municipalities to assist in infrastructure programs. One project is identified per municipality. The Town has requested \$4.5 million to be used in 2008 to extend an 8.5 km. multi use boulevard trail along Major Mackenzie Drive, to build a 7.0 km multi use boulevard trail along Donald Cousens Parkway and to build a 3.0 km multi use trail in Milne Park.
- Priority projects identified in the next five years are located in east/west hydro corridor pathways (est. cost \$2.0 million), and north/south hydro corridor pathways (est. cost \$1.2 million). These have been chosen because of willing partnerships. Other priority projects include improved education, maps, and bike parking at transit stops.

Discussion:

- Regional Councillor Landon indicated that a proposal is being presented to Council requesting that bike lanes not be installed unless they are physically separate from traffic and paths/trails have separate cycling lanes. Staff indicated that the 5 year plan is for the construction of off-road paths and trails. Currently it is not felt that pedestrian traffic on paths is at a level to warrant a split path. The paths will be built and monitored. Safe use of the paths/trails will be promoted to protect the pedestrian. This plan will provide time to develop road designs incorporating cycling and a program for retrofits if warranted. Toogood Pond in Unionville and Seaton Trail in Pickering (bordering on Markham) was identified as examples where high speed cycling occurs, and split cycling lanes and signage would benefit.

4. Town of Markham Servicing Allocation Update – Presented by Val Shuttleworth

- A report on servicing allocation was before Development Services Committee on February 5, 2008. The report reviewed the status of the servicing allocation distribution throughout the Town, and also recommended the re-assignment of all remaining allocation in the reserve, as well as the assignment of the Region's recent release of a one-year additional supply of allocation.
- The remaining reserve allocation of 1,487 population included 633 population which had never been assigned plus 854 population which had been taken back from developers throughout the Town who were not moving forward with development (enforcement of the 'use it or lose it' policy). 953 population of this reserve allocation is being assigned to Cornell, for high density development along Highway 7 and lower density development outside Cornell Centre.
- The Duffin Creek Water Treatment Control Plant expansion is scheduled to be completed by 2011. The construction of the Southeast Collector Trunk Sewer is delayed until January, 2013. To permit additional growth to proceed during these two years, the Region is proposed a sanitary storage option, which will allow for a one-year supply of additional allocation. Assuming construction stays on schedule for required infrastructure; triggers have been established to ensure occupancy of units coincides with the completion of the required infrastructure.

- The Town's share of the Region's new conditional one-year allocation assignment is 10,185 populations. A minimum of 30% of this allocation is being targeted for high density and a maximum of approximately 70% is meant for low density to complete Secondary Plan areas. The proposed allocation assignment to Cornell is 1,332 population, second only to Markham Centre (1,362 population) of all the communities in Markham.
- The Region is now also in a position (less than 4 years from completion of required infrastructure) to release conditions of draft approval for subdivisions that do not have allocation, subject to certain criteria (including pre-sales restrictions and holds on zoning). This will allow applications meeting the criteria to proceed to the point of draft approval.
- The Region has also introduced a program that will provide a 20-35% increase in servicing allocation for developments that are sustainable (i.e., achieve significant water conservation, are served by VIVA, or within a Regional centre or corridor or local centre, meet transit-oriented development guidelines, include a 3-stream waste system, and achieve LEED silver accreditation at minimum. A strategy to implement this program is currently being prepared by the Region.
- The Town continues to face a number of servicing allocation challenges including: insufficient allocation to continue with our 5-year building average; limited supply of 'real' allocation to 2011, administration and tracking of the servicing allocation numbers, and having more than 17,000 units under application which do not have allocation.
- The Town will continue discussions with the Region and industry regarding the process through to 2012 and beyond, and will continue processing development applications, giving priority to those applications with allocation.
- A copy of the presentation was distributed.

Discussion:

- Release of pre-sales for high density developments was discussed; the Town is proposing pre-sales for apartment buildings are allowed to proceed at 18 months before occupancy, and building permits 12 months prior to account for the longer construction period.
- It was suggested that the request to Council by the Advisory Group in Spring, 2007 to recognize Cornell as the first priority over Markham Centre had little effect as Markham Centre continues to be the first priority. Staff indicated that the Advisory Group request was attached as an addendum to the staff report along with all other requests, and that Cornell received more allocation than any other community.
- The impact of the lack of servicing allocation on declining construction and impact on infrastructure and parks construction was discussed. 2006/2007 probably represented the peak of development, with a slight decline anticipated to 2011. Activity will probably intensify after 2013 when servicing infrastructure is in place. The impact on infrastructure and parks developments depends on whose responsibility the infrastructure is (e.g., Region, Town or developer) and how much is upfronted by developers. Parkland conveyance to the Town (eg., Cornell Community Park) should be able to proceed through draft approvals or agreements with the Developers Group.

5. Other Business:

- None

6. Next Meeting (March 3, 2008):

- Landscape Plan along 9th Line – Presentation from Region of York (tentative)
- Adjourned 7:40pm.