

## Appendix A: Region's Response to Town's Modifications Request

Policy Item	Requested Modification	York Region's Response (this column is quoted from the Submission Analysis Attachment to Regional Report entitled "York Region Official Plan – December 2009 – Additional Submission Summary and Requested Regional Modifications" dated May 5 <sup>th</sup> , 2010 to the Regional Planning and Economic Development Committee)	Staff response regarding Region's response
General	Council Resolution: 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.	Agreed.	Town staff is satisfied with the Region's response and no further action is recommended.
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."	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.	This interpretation of section 2.2.8 of the ROP enables the Town to incorporate definitions of passive cultural uses within the upcoming Official Plan. Town staff is satisfied with the Region's response and no further action is recommended.
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."	Section 4.3 has been reorganized. Policies 4.3.1 to 4.3.5 being 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.	Town staff is satisfied with the Region's response and no further action is recommended.

		<p>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.</p> <p>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.</p>	
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.	Policy 4.3.8 has been deleted	Town staff is satisfied with the Region's response and no further action is recommended.
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."	<p>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:</p> <p>"That floodplain <i>special policy area</i> 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 <i>special policy area</i> have been comprehensively assessed by the municipality in accordance with Provincial criteria and procedures and approved by the Province. Any new <i>special policy area</i> or modifications to the policies or boundaries of an existing <i>special policy area</i> requires approval by the Province."</p>	Town staff is satisfied with the Region's response and no further action is recommended.
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.	Town staff is satisfied with the Region's response and no further action is recommended.
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 below grade parking structures as a preference and above grade	<p>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.</p> <p>Policy 5.4.8:</p> <p>That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:</p> <p>a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and</p>	Town staff is satisfied with the Region's response and no further action is recommended.

	<p>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."</p>	<p>complementary uses;</p> <ul style="list-style-type: none"> <li>b. shared parking requirements where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;</li> <li>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;</li> <li>d. an approach that anticipates and plans for the transition of surface parking to structured/underground parking as site <i>development</i> evolves; and,</li> <li>e. preferential locations for carpooling and car-sharing spaces.</li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>a. a system of municipal parking authorities to develop and/or operate shared public parking facilities;</li> <li>b. cash-in-lieu-of-parking policies; and,</li> <li>c. the planning for parking in structured or underground facilities by the final phasing of all site <i>development</i>.</li> </ul> <p>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 (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.</p>	
Revise policy 7.2.35 to read:	<p>"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."</p>	<p>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.</p> <p>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 <i>new community areas</i> and Regional Centres and Corridors.</p> <p>Policy 3.3.3:</p>	<p>The response states policies that indirectly deal with elements of our modification request. The intent of these policies is to encourage the location of future human facilities on major transit lines in Centres and Corridors in order to ensure that human services are</p>

		<p>To direct the location of major human service facilities to Regional Centres and Regional Corridors.</p> <p>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.</p> <p>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.</p>	<p>accessible to all residents.</p> <p>Town staff is satisfied with the Region's response and no further action is recommended.</p>
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."	<p>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.</p> <p>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.</p>	<p>Markham Council has always insisted on segregated bike lanes within the Regional street ROW, however this is a Regional matter for the Region to address regarding Regional roads. The Region's response does not actually specify the configuration of the bike lane and the Region's response mentions an upcoming workshop of Regional Council in May 2010 with the intention to work with local municipalities to reach practical solutions.</p> <p>Town staff is satisfied with the Region's response and no further action is recommended.</p>
Modify 7.2.85 by:	Modify this policy to exempt the designated residential lands within Cornell.	<p>Policy 7.2.86 (formerly policy 7.2.85) has been reworded and now reads as:</p> <p>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.</p>	<p>Town staff is satisfied with the Region's response and no further action is recommended.</p>
Modify Map 1 by:	Modify to correct Parkway Belt West Plan boundaries within the	Markham staff is correct, Regional staff will include correct Parkway Belt Boundary as part of	Town staff is satisfied with the

	Town of Markham.	Regional modifications to the ROP.	Region's response and no further action is recommended.
Modify Figure 2 by:	In accordance with the Markham Council resolutions dated October 27 <sup>th</sup> and December 2 <sup>nd</sup> 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.	Town staff is satisfied with the Region's response and no further action is recommended.