

APPENDIX 'D' : SUMMARY OF AGENCY COMMENTS

AGENCY	
Ministry of Municipal Affairs (MMA)	<ul style="list-style-type: none"> • Recommend that the 'Future Urban Area' be identified as 'New Community Area' in the associated policies and maps to be consistent with the York Region Official Plan. • Request a new policy that indicates that within the portion of the urban expansion area that is subject to the Ministers Zoning Order (MZO), development will not occur until the MZO has been removed or amended to permit the proposed development. • Recommend all prime agricultural lands be identified as 'Agricultural Area' not 'Countryside Area' and separately designated on a land use schedule as per Section 2.3 of the Provincial Policy Statement and conform with prime agricultural lands designated as 'Agricultural Area' on Map 8 of the Region of York Official Plan. • Recommend Section 8.1.1 be modified to prohibit non-agricultural uses such as publicly owned and operated community facility, including a library, community centre and recreation centre, publicly owned parkland and cemetery on agricultural lands 'Countryside'. • Region is requested to a make a 'deferral' or withhold approval on the draft special policy area Official Plan polices contained in Section 3.4 and associated Map 8 – Special Policy Area until such time as the changes made have been approved by the Province. • Map 6 – Hydrologic Features needs to be updated to reflect current wetland mapping and status of wetlands in Markham. • Maps 3 and 7 need to be revised to reflect the Ministry Parkway Belt West Plan boundary. • Recommend adjustments to certain policies in Section 5 and 8 to ensure conformity with policies of the Greenbelt Plan
Ministry of Aboriginal Affairs (MAA)	<ul style="list-style-type: none"> • MAA is not the approval or regulatory authority for Markham's Official Plan
Metrolinx	<ul style="list-style-type: none"> • Recommend that definition and Official Plan Maps identify Regional Rapid Transit Corridors, Special Study Area Rapid Transit Corridors and Regional Transit Priority routes in a manner distinct from projects identified as part of the regional rapid transit network as identified in The Big Move. • Identify the McCowan Rapid Transit as part of the 25-year plan. • Four locations listed as 'Potential Secondary Mobility Hubs' are not identified as mobility hubs in The Big move and do not meet criteria to be designated a mobility hub. These locations should be identified as Major Transit Station or an alternative designation in the Official Plan.

	<ul style="list-style-type: none"> • Recommend that Policy 7.1.7 be amended to acknowledge an ongoing process to determine the location of stations on the Havelock line. • Recommend that Policy 11.18.9 (Thornhill Centre) be amended to acknowledge an ongoing process to determine the feasibility of introducing a new station in this location.
Region of York	<ul style="list-style-type: none"> • Population and employment forecasts should be revised to be consistent with Table 1 in the 2010 Regional Official Plan. • Greenway System components should include Highly Vulnerable Aquifer Areas (HVA's) from the TRCA's updated assessment report. Include additional map to reflect HVA's outside the Oak Ridges Moraine. • Recommend adding policy to Section 3.2 "To work in cooperation with York Region to track and measure the health and environmental benefits of the urban forest." • Recommend making reference to HVA's in Section 3.3 (Water Systems). • Consider revising Section 3.3.2.8 - Prohibition of permanent dewatering is not feasible, and may be required in some locations under certain circumstances, which is managed by the Ministry of the Environment and the Water Resources Act. • Recommend adding policy to Section 3.4.2 (Environmental Hazards) – "That require development, redevelopment and site alteration of lands adjacent to sensitive land uses to be appropriately designed and buffered using land use restriction, building design and landscaping to address air emissions." • Recommend adding policy to Section 4.2.3.1 (Community Infrastructure) – "d) consider active transportation as the primary mode of transportation and participate in programs, such as the Active and Safe Routes to School programs." • York Region archaeological policies (resulting from the completion of the archaeological management plan exercise) may not be available to include in Markham's draft Official Plan. • 5.1.2.3 (Protecting Employment Lands) – Add reference to limiting ancillary uses on employment lands by not exceeding 15% of an employment area, in accordance with the 2010 Regional Official Plan policy 4.3.11. • Clarify intent of Policy 5.1.2.4. • Recommend adding a policy that recognizes that notwithstanding the goals of the applicable Section 6.1.3.4 a), the street network shall adhere to the minimum spacing requirements of the Ministry of Transportation and York Region. • Policy 6.2.3.1 should reference the water and energy targets

	<p>in the Regional Official Plan.</p> <ul style="list-style-type: none"> ● Section 7.1 (Transportation System) - Add a new policy that seeks to promote the early implementation of transportation facilities that require crossing of natural or man-made barriers, such as railway tracks and the 400 series highways. ● Development should be phased in all instances and not just in new mixed use and intensification areas to align with available transportation infrastructure. ● Recommend revising policy 7.1.3.3 a) to be consistent with the Regional Official Plan. ● 8.5.1.5 – Buttonville Airport Redevelopment Area is intended to apply to all lands under Buttonville Airport’s ownership at that location. ● Clarify how the ancillary uses collectively will not exceed 15% of an employment area. ● Clarify the classification and function of Reesor Road. ● Recommend additional map to reflect highly vulnerable areas outside of the Oak Ridges Moraine. ● Recommend that Markham adopt a property standards by-law that sets minimum standards for the interior dwelling units pursuant to s.15 of the Building Code Act.
Durham Region	<ul style="list-style-type: none"> ● Lands within Minister’s Zoning Order (MZO) 104/72 are prohibited from development until the MZO for Pickering Airport is lifted (relates to some of the lands designated Future Neighbourhood Area).
Parks Canada	<ul style="list-style-type: none"> ● Parks Canada cannot legislate or plan on lands it does not own ● The two hamlets should follow lot lines. ● Support the additional uses allowed in the Hamlets (e.g. food, accommodation and other services to park visitors) and recommend that these uses be given priority for any new development in these two hamlets. ● Support the national urban parks role in the provision of the environmental corridors
Toronto Region and Conservation Authority (TRCA)	<ul style="list-style-type: none"> ● Consider including policies that encourage the ‘re-establishment of lost linkages’ within the Plan due to past development/agricultural practices. ● Consider the requirement for a site-specific Official Plan Amendment requirement for Special Policy Area’s should intensification be targeted in these areas by landowners. ● Consider using the term Stormwater Management Facility, as this would promote various alternative methods to stormwater management, as opposed to limiting facilities to traditional ponds. ● Recommend clarification of policies related to locating stormwater management facilities in valley corridors. This

	<p>practice should be discouraged for new development, as it may negatively impact important natural features. Should they be considered, it should be considered on a site by site basis and subject to a number of studies to justify its location, not based on developable land base, but technical limitations.</p> <ul style="list-style-type: none"> • Consider including policies with respect to stormwater outfall. • Consider reviewing the document for additional terminology which may require defining in the glossary of terms and ensure they are consistent with other policy documents. • Consider requiring feasibility studies in the review process with respect to impacts related to increase in densities or land uses on natural systems (above and below grade).
Town of Richmond Hill	<ul style="list-style-type: none"> • Map 2 should be revised to show the proposed Key Development Areas located on Highway 7 between Bayview Avenue and Leslie Street within the Markham municipal boundary. • Map 10 shows a Provincial 400 series mid-block crossing located immediately north of the approved mid-block crossing at Centurian Drive/East Pearce Street. The new proposed mid-block crossing is shown as an extension of Valleywood Drive/Apple Creek Boulevard with a potential connection over Highway 404 into Richmond Hill. The potential traffic that would be generated into Richmond Hill by this proposed flyover is a concern. • Map 12 of the Regional Official Plan does not contemplate two mid-block crossings over Highway 404 between 16th Avenue and Highway 7. Request that the City of Markham and York Region staff provide further details as to why this mid-block crossing is planned at this location. • Reference to the Urban Growth Centre at Yonge Street and Highway 7 should be consistent with the Growth Plan and referenced as Richmond Hill/Langstaff Gateway. • Clarification of the intent of Policy 2.5.1.4, which indicates that the Langstaff Gateway Secondary Plan be coordinated with the secondary plan policies for the adjoining Richmond Hill Centre.
City of Vaughan	<ul style="list-style-type: none"> • Has SP PD 3-1 been incorporated into the latest version of the Plan or is it a freestanding document? Is this the one that is currently in effect? • There does not seem to be a requirement for a secondary plan for the Yonge North Corridor. Does this mean that the policies that the policies that apply from the Part 1 of the new plan would apply?
York Catholic District School Board (YCDSB)	<ul style="list-style-type: none"> • Consider identifying child care centre as a permitted use in all public schools. • There are a number of challenges with delivering urban

	<p>schools and multi-storey buildings in a mixed-use format (e.g. underground parking, structured parking, and additional storeys above the current school model.</p> <ul style="list-style-type: none"> ● Revise Section 4.2.3.2 to indicate the disposition of surplus school properties. ● Consider referring to the Ontario Building Code when calling for conservation measures. ● Consider building and site design policies that support Active and Safe Routes to School. ● Board is supportive of Markham’s requirement for Transportation Demand Management Strategy for new significant development applications.
<p>York Region District School Board (YRDSB)</p>	<ul style="list-style-type: none"> ● There are a number of challenges with delivering urban schools and multi-storey buildings in a mixed-use format (e.g. underground parking, structured parking, and additional storeys above the current school model. ● Revise Section 4.2.3.2 to indicate the disposition of surplus school properties. ● Request to review and comment on flexible zoning standards to be applied to school sites. ● Request to review and comment on City wide parking strategy (as indicated in Policy 7.1.5) in order to ensure consistency with school needs to accommodate students. ● The Board does not locate elementary schools on arterial roads or major collector roads. If a daycare is located in an elementary school, the daycare must also be a permitted use on a minor collector. The Board may locate secondary schools on major collectors or arterial roads. ● Request that public schools be exempt from the minimum height of 3 and 4 storeys, floor space index which ranges between 1.5 and 3.5, gross floor area maximum of 500 square metres and maximum of 1,000 square metres, and any other requirements in the Residential and Mixed Use designations. ● Request that public schools be included in the list of community benefits identified in Policy 9.2.4.3 (Section 37).
<p>Conseil Scolaire Publique</p>	<p>No Comments</p>
<p>Bell</p>	<ul style="list-style-type: none"> ● Consider Provincial Policy Statement definition of infrastructure within Section 10.2. ● Consider including communications/telecommunications as a permitted use in all land use designations (8.1.1). ● Consider modifying Policy 8.6.1.2 to allow communications/telecommunications infrastructure, subject to the requirements of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan. ● Locating cables and other utility structures is a costly procedure and not always feasible. Consider adding words

	“where feasible”.
Canada Post	<ul style="list-style-type: none"> • No comments on Part 1 • Submitted brochures regarding Community Mail Box Set-Up Fee effective January 2013, to be considered as comments regarding mail and parcel delivery within new neighbourhoods.
Markham District Energy	<ul style="list-style-type: none"> • District Energy delivers both environmental solutions and economic development benefits to our communities. The local electric utility’s role is strategically important for economic growth including service reliability, planning, rates and policies. Suggest that the following addition be made to Section 2.2.4.1 – “(d) working to ensure that the local electrical distribution utility and the District Energy utility provides reliable, competitive and innovation energy services to support their Markham customers. • Consider revising sub-section 5.1.1.7 (d) the development of combine heat and power (cogeneration) which may also contribute to the expansion of District Energy grids in the applicable business parks. • Support of the references to the role of District Energy included in Chapter 6, in particular sub-section 6.2.2 sustainable communities and Chapter 7 (7.2.3.10).
PowerStream	<ul style="list-style-type: none"> • PowerStream requires that they be consulted through the development approval process. Design and construction for either the overhead or underground electrical distribution system, as well as individual servicing projects will need to be incorporated into overall development plans. If the development intends to have all underground facilities, it is imperative that consultation with PowerStream commence as early as possible. • Road cross-sections shall be designed to incorporate adequate electrical facilities. • All structures (e.g. buildings, signs, structures) must meet the clearance requirements from the adjacent existing overhead and underground electrical distribution system, such that there are no violations of any of the applicable standards, acts or codes. If installation violates any of the applicable standards, acts or codes referenced, the customer will be responsible for 100% of PowerStream’s cost for any relocation works. • PowerStream would like to be consulted on any plan involves reduction on the carbon foot prints, net zero emissions, district energy, integration of electric vehicles and other items related to reduction in energy consumption
TransCanada Pipelines	<ul style="list-style-type: none"> • TransCanada does not have a compressor station located in Markham and therefore, policy 7.2.3.7 (e) is not required.
Hydro One Networks	Do not provide comments on Official Plans.

Note : The following comments were pending at the time this report was prepared :

- City of Pickering
- Town of Whitchurch-Stouffville
- City of Toronto
- Enbridge Gas Distribution
- Canadian Pacific Railways
- Canadian National Railways
- GO Transit
- ETR 407
- Conseil Scolaire Viamonde