


APPENDIX 'B'


ASSESSMENT OF EMPLOYMENT CONVERSION AND REDESIGNATION APPLICATIONS

A.	Owner/Applicant	Lindvest Properties (Cornell) Limited
	File No.	OP 12-132870
	Address/Location	Cornell Centre South of Hwy 7, West of Donald Cousens Parkway
		 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferrials</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>
	Site Area (net ha)	Total area of application: 31 ha Employment area proposed for conversion/redesignation: 14 ha

	<p><b>Site and Area Context</b></p> <p>Subject Lands: located on the south side of Hwy 7 rapid transit corridor; frontage along the Donald Cousens Parkway; visible from Hwy 407</p> <p>Surrounding Uses:</p> <p>North: vacant lands designated for high density residential and high density employment uses to the north, across Hwy 7</p> <p>East: vacant lands designated for employment uses (also owned by applicant), across Donald Cousens Parkway</p> <p>South: open space and stormwater management facilities, and Hwy 407</p> <p>West: vacant lands zoned for retail uses (also owned by applicant) and Bur Oak Avenue extension</p>
	<p><b>Official Plan designation(s)</b></p> <p>Lands in the vicinity of the Hwy 7/Donald Cousens Parkway intersection are identified in the York Region Official Plan as 'Strategic Employment Lands' Industrial (Business Park Area) in Markham OP</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>Business Park Area, Business Park Area – Avenue Seven Corridor</p>
	<p><b>Draft OP designation(s)</b></p> <p>Business Park Employment, Business Park Office Priority, Key Development Area (KDA)</p>
	<p><b>Zoning</b></p> <p>Agriculture 1 (A1), Rural Residential 1 (RR1), Rural Residential 2 (RR2) By-law 304-87</p>
	<p><b>Proposal</b></p> <p>To redesignate 14 ha of the total designated employment lands to low, medium and high density residential development; the remaining 8 ha of the employment lands, fronting Donald Cousens Parkway, are proposed to remain as employment lands</p> <p>Number of Proposed Units (on lands currently designated employment): 3,176 +/-</p> <ul style="list-style-type: none"> <li>- 317 grade-related</li> <li>- 2,858 apartments</li> </ul> <p>The number of dwelling units on the lands currently designated for employment are proposed to not result in an increase in total units within the limits of the application; i.e., no net gain in residential units over the application area</p>
	<p><b>Growth Plan Conversion Criteria</b></p> <p><b>Applicant's Justification</b></p>
	<p><b>a) Need for Conversion</b></p> <ul style="list-style-type: none"> <li>- The subject site is within a planned intensification corridor and centre, intended to be an important focus of east Markham; the redesigned community would contribute to the residential supply identified for Markham through the Regional land budget exercise</li> <li>- The need for the conversion arises from the opportunity to address the updated Regional Plan direction to assess updated economic input and more detailed planning of streets, blocks, community facilities and pedestrian connections in an overall community design</li> </ul>

	<p><b>b) Employment Forecasts can be met</b></p>	<ul style="list-style-type: none"> <li>- The proposed redesignation will not limit Markham’s ability to achieve the employment forecasts established by the ROP; the proposal is expected to generate approximately 5,000 jobs primarily in Major Office employment compared to the 4,000 jobs estimated to be generated from the current Secondary Plan, thereby delivering more jobs on less land</li> <li>- Although the redesignation would result in a slight reduction of the Employment Land area, the relevant policies at a provincial and regional level address total job forecasts and not land area; the concept plan is anticipated to balance the reduction in employment land area with provision and support for higher density employment yielding a greater number of jobs</li> <li>- The proposed concept will develop faster if it focuses on employment in office buildings rather than in traditional business parks</li> <li>- The reduction of 700 ELE jobs can be accommodated on a variety of sites more ideally suited for this type of employment, e.g., along Hwy 404 or in the Armadale Employment Area; the reduction in ELE jobs will be made up in MOE jobs</li> <li>- Lands directly south of Hwy 407 in Box Grove which have direct exposure to Hwy 407 are preferable as employment lands</li> </ul>
	<p><b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p>	<ul style="list-style-type: none"> <li>- The redesignation of the employment lands will not adversely affect the overall viability of the employment lands or limit Markham’s ability to achieve intensification or density targets; the lands will provide additional employment opportunities for the City; the lands are located along Hwy 7, an intensification corridor, and Donald Cousens Parkway, and will thus develop using higher density standards</li> <li>- The redesignation of 12.6 ha of Business Park lands (BPA BPA-AS) is not determinative given that the overall employment generation figures will be met or exceeded</li> </ul>
	<p><b>d) There is existing or planned infrastructure to accommodate the proposed use</b></p>	<ul style="list-style-type: none"> <li>- The intensified form of development can be accommodated in terms of overall existing and planned transportation infrastructure, schools and parks.</li> </ul>
	<p><b>e) The lands are not required over the long term for the employment purposes for which they are designated</b></p>	<ul style="list-style-type: none"> <li>- The lands are not required over the long-term for employment purposes for which they are designated; Markham is already transitioning to higher density and office-based forms of employment which is consistent with the intent underlying the reconfigured employment area</li> <li>- Interior portions of the subject lands are not suitable for space extensive employment uses or office uses; Internal parcels are better suited for residential development</li> <li>- The updated concept plan fully addresses the ROP policies re: strategic employment lands but continuing a strong presence on Donald Cousens Parkway and Reesor Rd</li> </ul>
	<p><b>f) Cross-jurisdictional issues have been addressed</b></p>	<ul style="list-style-type: none"> <li>- None applicable</li> </ul>

		<p><b>Staff Response:</b></p>
		<p>a) Need has not been demonstrated – additional residential lands are not needed in Cornell to achieve Markham’s residential intensification targets; the current Secondary Plan designations provide for higher density residential development to support planned rapid transit along Hwy 7; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts, and to ensure a range of employment uses are available to 2031, not just major office</p> <p>b) It has not been demonstrated that the employment forecasts can be met – the applicant’s estimated 1,000 additional jobs is proposed to be achieved through major office development; the current Business Park designations already provide for high intensity office development, particularly along Hwy 7, in addition to lower intensity employment uses; it has not been demonstrated how the reduced Business Park lands will achieve an even higher density than that provided for in the current Secondary Plan; in addition the proposal assumes the lost ELE jobs will be accommodated elsewhere in the City, however some of these other locations are also under application for conversion</p> <p>c) The redesignation of the employment lands will reduce the competitiveness of the remaining employment lands because of the increased distance from the VIVA transit station and the shallower building lots; if the demand for office does not materialize to the extent proposed by the applicant, the lands may not be suitable for other employment uses, leading to future pressure to take them out of the employment lands supply; lands for ELE (industrial) development are already under pressure in Markham; the proposal represents further incremental erosion of the employment land supply, similar to what has been experienced in Box Grove</p> <p>d) Existing or planned infrastructure capacity is assumed to be available; to be confirmed through future development approvals</p> <p>e) The lands are required as employment lands in the long term to ensure a variety of employment uses in Cornell Centre in order to achieve the complete (live-work) community anticipated in the Secondary Plan; although the proposal indicates more jobs on less land, it would be prudent to monitor the types of employment that are developed in this area before removing 14 ha from the employment land supply; Markham should be retaining office employment lands along the Hwy 7 transit corridor within the Cornell Centre key development area; as well as along Donald Cousens Parkway, the area identified as Strategic Employment Lands in the ROP</p> <p>f) No cross-jurisdictional issues applicable.</p>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the Business Park Area and Business Park Area – Avenue Seven Corridor designations on the subject site should remain in an ‘Employment Lands’ designation in the new Official Plan.</p> <p>Elements of the OPA application not pertaining to the existing employment lands (south and west of the woodlot) may be considered through the OPA application review process.</p>

<p><b>B. Owner/Applicant</b></p>	<p><b>Neamsby Investments Inc</b></p>
<p><b>File No.</b></p>	<p>OP 13-108448</p>
<p><b>Address/Location</b></p>	<p>Armadale Industrial Area  5659-5933 14<sup>th</sup> Avenue  South of 14<sup>th</sup> Avenue, between Middlefield Road and Markham Road</p>  <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferals</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>
<p><b>Site Area (net ha)</b></p>	<p>Total area of application: 32 ha  Employment area proposed for conversion/redesignation: 22 ha</p>

	<p><b>Site and Area Context</b></p> <p>Subject Lands: comprise a large part of the Armadale employment area along 14<sup>th</sup> Avenue</p> <p>Surrounding Uses:</p> <p>North: employment lands, across 14<sup>th</sup> Avenue  East: commercial development (Armadale Square)  South: low density residential  West: low density residential, across Middlefield Rd</p>
	<p><b>Official Plan designation(s)</b></p> <p>Industrial (General Industrial and Business Corridor)</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>General Industrial and Business Corridor</p>
	<p><b>Draft OP designation(s)</b></p> <p>General Employment</p>
	<p><b>Zoning</b></p> <p>Rural Residential (RR2) (RR4) By-law 304-87; Business Corridor (BC) and General Industrial (M), (M*144) By-law 177-96</p>
	<p><b>Proposal</b></p> <p>To redesignate the southerly 22 hectares of General Industrial lands to a residential designation to permit 654 residential ground-related units (283 detached, 371 townhouse)</p> <p>To maintain the northerly frontage (9.8 ha) as Business Corridor or equivalent designation for the following purposes:</p> <ul style="list-style-type: none"> <li>- Community Centre/park – 5.4 ha</li> <li>- Business Corridor uses, including 10 storey office building and light industrial suites – 4.4 ha</li> </ul> <p>Intent is to pursue a LEED Platinum accreditation for a greenfield, low rise ground related LEED community</p>
	<p><b>Growth Plan Conversion Criteria</b></p> <p><b>Applicant's Justification</b></p>
	<p><b>a) Need for Conversion</b></p> <ul style="list-style-type: none"> <li>- The proposed conversion is needed and timely given that the current Industrial designation has been in place for at least 35 years, during which time the locational and surrounding compatibility context have changed considerably while the intended industrial planned function has not</li> <li>- The location of the site is also noted as being a large factor in the unsuitability of the lands for ELE e.g., difficulty competing with Highway 400 corridors; market feedback over the years have indicated that the lands are not viewed as being competitive or preferred as compared to other locations in respect of location, accessibility, rail access and particularly in terms of proximity to residential and other sensitive uses</li> <li>- The proximity of sensitive land uses (residential, community centre/park) limits the function of the lands, and the type of employment the lands can provide would contribute to very few jobs</li> </ul>

	<p><b>b) Employment Forecasts can be met</b></p> <ul style="list-style-type: none"> <li>- The proposal results in no reductions to the employment inventory, with the continued provision of a comparable level of employment but in a more contemporary, compatible and complementary context (i.e., a 10 storey office building on the retained Business Corridor lands)</li> </ul>	
<p><b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p>	<ul style="list-style-type: none"> <li>- There is limited viability for ELE employment due to proximity to sensitive land uses as well as parcel size of the subject employment parcel; compatibility issues related to the sensitive uses are not likely to change in foreseeable future (MOE certificate related issues such as odour, noise, dust, vibration, etc)</li> <li>- The conversion would not establish a precedent as there are unique locational considerations/factors that apply to this site that may not apply elsewhere; i.e., the lands are no longer located within an intended predominant area of interior industrial activity</li> <li>- There are no compatibility issues with the introduction of the residential on the remaining employment lands</li> </ul>	
<p><b>d) There is existing or planned infrastructure to accommodate the proposed use</b></p>	<ul style="list-style-type: none"> <li>- The lands are located within an area well served by existing and adequate transportation, servicing and community infrastructure</li> </ul>	
<p><b>e) The lands are not required over the long term for the employment purposes for which they are designated</b></p>	<ul style="list-style-type: none"> <li>- The current locational and the surrounding compatibility of the lands do not satisfy the current, long term locational criteria and requirements for industrial lands, including those of the Draft OP, and as such a reassessment of the employment role, function, compatibility and size of the current, and proposed 22.2 ha employment lands designation is appropriate</li> <li>- There are locational disadvantages of the subject lands for the employment function for which they were designated, which is unachievable for the long term</li> <li>- The proposed designation is preferable and more compatible with the urban residential uses around the subject area than the employment or retail activities</li> </ul>	
<p><b>f) Cross-jurisdictional issues have been addressed</b></p>	<ul style="list-style-type: none"> <li>- None applicable</li> </ul>	
	<p><b>Staff Response:</b></p>	
	<p>a) Additional residential lands are not needed to achieve Markham's residential targets; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts, and particularly ELE lands, to ensure a range of employment uses are available to 2031</p> <p>b) The accommodation of the lost ELE jobs has not been addressed; it is proposed that additional office jobs within the</p>	

		<p>Business Corridor designation will make up for lost ELE jobs; however, office uses are already permitted within the Business Corridor designation and taken into account in Markham’s employment forecasts; the loss of the General Employment lands, which form the majority of the subject lands, reduces the viability of the remaining Business Corridor/Service Employment lands along the 14<sup>th</sup> Avenue frontage</p> <ul style="list-style-type: none"> <li>c) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</li> <li>d) There is a long term need for ELE lands in Markham to ensure a diversity of employment types; the interface with adjoining uses can be appropriately managed, as evidenced at other locations in Markham; the redesignation of the General Employment lands to residential may have the effect of further restricting the uses on the 14<sup>th</sup> Avenue lands, further compromising Markham’s employment forecasts</li> <li>e) No cross-jurisdictional issues applicable</li> </ul> <p>Staff note that these lands are identified in other application submissions as being more ideally suited for manufacturing and warehouse related uses.</p>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the General Employment designation on the subject site should remain in an ‘Employment Lands’ designation in the new Official Plan.</p>

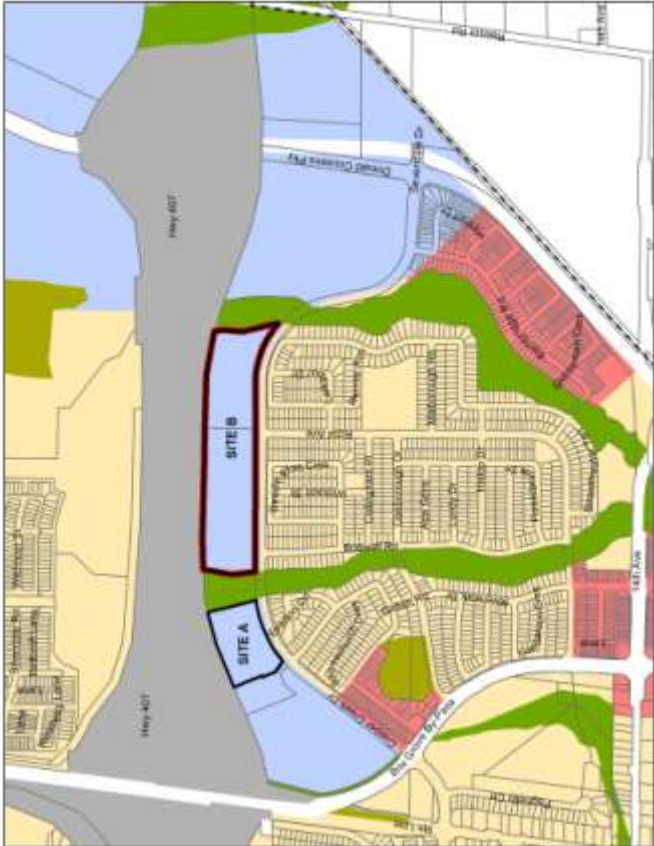


C.	<b>Owner/Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>Times Group Corporation</b> OP 13-131100 Leitchcroft Community South of Hwy 7, East of Bayview Ave (Leitchcroft)
	<b>Site Area (net ha)</b>	Total area of application: 12 ha Employment area proposed for conversion/redesignation: 12 ha

	<p><b>Site and Area Context</b></p> <p>Subject Lands: located on the south side of the Hwy 7 rapid transit corridor (VIVA BRT); visible from Hwy 407</p> <p>Surrounding Uses:  North: commercial and residential development across Hwy 7 in Richmond Hill  East: medium and high density residential  South: Hwy 407  West: open space and Hwy 407</p>
	<p><b>Official Plan designation(s)</b></p> <p>Parcel 1: Industrial – Business Park Area  Parcel 2: Industrial – Business Corridor Area, Business Park Area (deferred, subject to removal of Parkway Belt West designation)</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>Parcel 1: Business Park Area  Parcel 2: Business Corridor Area, Business Park Area (deferred, subject to removal of Parkway Belt West designation)</p>
	<p><b>Draft OP designation(s)</b></p> <p>Business Park Office Priority Employment (100%) with Parkway Belt West Plan overlay on Parcel 2</p>
	<p><b>Zoning</b></p> <p>Parcel 1: Business Park (BP*49*36)(H); BP*36(H) By-law 177-96  Parcel 2: Business Park (BP*34)(H); Business Corridor (BC*37*49)(H); BC*37(H) By-law 177-96</p>
	<p><b>Proposal</b></p> <p>Redesignation of Parcels 1 and 2 to a mixed use designation to permit a mix of retail, office and residential uses as follows:  2,762 apartments  68 townhouses  11,800 m<sup>2</sup> retail  7,710 m<sup>2</sup> office</p>
	<p><b>Growth Plan Conversion Criteria</b></p> <p><b>Applicant's Justification</b>  <i>(for Parcel 1 only; applicant's position is that Parcel 2 does not currently have an employment designation because of the deferral of the Official Plan and Secondary Plan designations and therefore proposed redesignation is not a conversion)</i></p>
<p><b>a) Need for Conversion</b></p>	<ul style="list-style-type: none"> <li>- Parcel 1 will add 1,034 residential units (1,020 apts, 14 townhouses) thereby contributing to Markham's ability to achieve its intensification target with a balanced housing supply</li> <li>- the subject lands will still fulfill identified needs for employment uses; job yield expectations will still be met</li> </ul>
<p><b>b) Employment Forecasts can be met</b></p>	<ul style="list-style-type: none"> <li>- The proposal retains an employment function on the site, yielding 620 jobs (305 office and 293 retail); essentially the same quantum as would be generated by a 50/50 mix of the office and other permitted uses on the site</li> <li>- Parcel 1 is a small fraction of the land base expected to accommodate employment lands or major office job growth forecasts in Markham</li> <li>- The scale and location of the site in regional and municipal contexts, and its separation from the remainder of the</li> </ul>

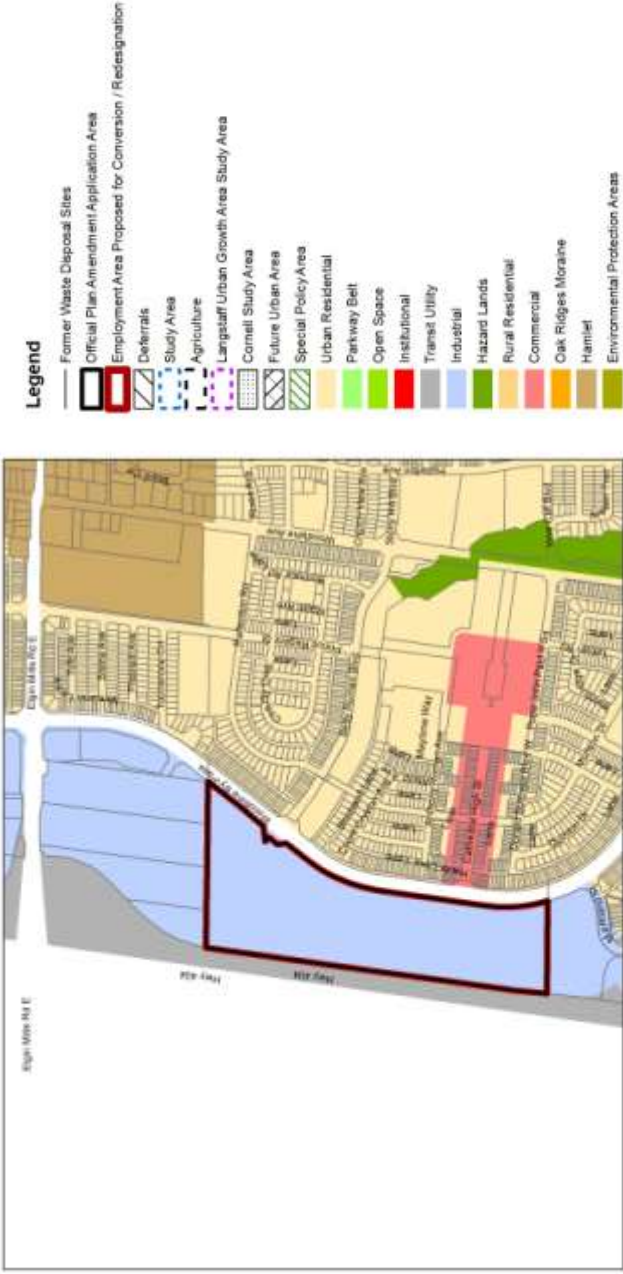
		<p>Commerce Valley major office node leaves the site at a competitive disadvantage relative to larger and better located employment areas</p> <ul style="list-style-type: none"> <li>- Any possible minor loss of major office employment potential is reasonably expected to be compensated for many times over by higher than anticipated job potential arising from development of other KDA and employment area lands, such as the redevelopment of the Buttonville Airport site</li> </ul>
	<p><b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p>	<ul style="list-style-type: none"> <li>- there is not expected to be any negative influence on the already built-out employment lands in the Leitchcroft Secondary Plan or Commerce Valley Employment Area; i.e., not expected to set a precedent for other sites in the City</li> <li>- the conversion will contribute to York Region and Markham achieving the Growth Plan intensification target</li> </ul>
	<p><b>d) There is existing or planned infrastructure to accommodate the proposed use</b></p>	<ul style="list-style-type: none"> <li>- The proposed development will be considered as part of a future community facilities and infrastructure study as required by the City</li> </ul>
	<p><b>e) The lands are not required over the long term for the employment purposes for which they are designated</b></p>	<ul style="list-style-type: none"> <li>- the decrease in employment potential from the site is reasonably expected to be compensated for by development and redevelopment of other lands in Markham (e.g., Buttonville Airport site) both before and after the 2031 horizon.</li> <li>- Future OP reviews will provide opportunities to designate new greenfields lands to accommodate long term future employment growth</li> </ul>
	<p><b>f) Cross-jurisdictional issues have been addressed</b></p>	<ul style="list-style-type: none"> <li>- None applicable</li> </ul>
		<p><b>Staff Response:</b></p>
		<p>a) Need has not been demonstrated – additional residential lands are not needed to achieve Markham’s residential intensification targets; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts to ensure a range of employment uses are available to 2031</p> <p>b) The subject lands are considered a very important contribution to accommodating major office employment forecasts, particularly given its location within a rapid transit corridor within a Key Development Area (KDA)</p> <p>c) The proposal would remove the remainder of the employment lands in the Leitchcroft Community portion of the KDA</p>

		<ul style="list-style-type: none"> <li>d) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</li> <li>e) The lands are among the last available large properties with visibility from Hwy 407 and direct access to Hwy 7; the Growth Plan directs major office employment to Key Development Areas within rapid transit corridors, and as such the lands should be maintained for office employment uses</li> <li>f) No cross-jurisdictional issues applicable.</li> </ul>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the subject site should remain in an 'Employment Lands' designation in the new Official Plan.</p>

<b>D.</b>	<b>Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>Box Grove Hill Developments Inc.</b> OP 13-108173 Box Grove Community South of Hwy 407, north of Copper Creek Drive (Box Grove)
		 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferrials</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>
	<b>Site Area (net ha)</b>	Total area of application: 11 ha Employment area proposed for conversion/redesignation: 8 ha

	<p><b>Site and Area Context</b></p> <p>Subject Lands: Frontage along Hwy 407</p> <p>Surrounding Uses:  North: Hwy 407  East: open space and retail development  South: low density residential  West: retail and medical office development</p>
	<p><b>Official Plan designation(s)</b></p> <p>Industrial (Business Park Area)</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>Business Park Area</p>
	<p><b>Draft OP designation(s)</b></p> <p>Business Park Employment</p>
	<p><b>Zoning</b></p> <p>Site A: Business Park ( BP*229) By-law 177-96  Site B: Business Park (BP*229), (BP) By-law 177-96</p>
	<p><b>Proposal</b></p> <p>Redesignation of Site A to permit banquet/conference hall and restaurant uses (2,790m<sup>2</sup>)  Redesignation of Site B to permit 119 townhouses and 74 live-work units</p>
	<p><b>Growth Plan Conversion Criteria</b></p>
	<p><b>a) Need for Conversion</b></p> <ul style="list-style-type: none"> <li>- The proposal will add 193 dwelling units to the available housing stock within Markham's Built Boundary, which contributes to achieving the intensification target</li> <li>- The residential units will also contribute to supplying housing to forestall the near term supply shortfall for ground related housing and its related impacts on municipal development charges and fiscal cash flow</li> </ul>
	<p><b>b) Employment Forecasts can be met</b></p> <ul style="list-style-type: none"> <li>- The proposal maintains employment forecasts at densities comparable to the range anticipated from current permissions. The proposal is expected to generate 225 jobs on the lands only 305 fewer jobs than what the lands may have been able to accommodate if they remained employment</li> <li>- The lands represent a small fraction of the land base for employment city-wide; the decrease in employment potential from the site is reasonably expected to be compensated for many times over by higher than anticipated job growth from development and redevelopment in other areas of the city including Buttonville Airport.</li> </ul>
	<p><b>c) Conversion will not adversely affect viability of the</b></p> <ul style="list-style-type: none"> <li>- there are fundamental uncertainties about the attractiveness of these lands as an employment location</li> </ul>


	<ul style="list-style-type: none"> <li>- The proposal will contribute to meeting the City’s intensification target and resolving near term supply shortages</li> <li>- The proposal furthers provincial, regional and municipal policy direction encouraging compact, complete communities.</li> <li>- Proposal is not expected to affect the viability of the remaining employment lands in the Box Grove Employment Area (east of Donald Cousens Parkway)</li> </ul>	<p>employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</p>
<p>d) There is existing or planned infrastructure to accommodate the proposed use</p>	<ul style="list-style-type: none"> <li>- There is adequate transportation, sewer and community facility infrastructure to serve the proposed population; the York Region District School Board may be under pressure to accommodate the students</li> </ul>	
<p>e) The lands are not required over the long term for the employment purposes for which they are designated</p>	<ul style="list-style-type: none"> <li>- Scale and location characteristics affect ability of the site to fulfill intended employment function</li> <li>- Future Official Plan Reviews will provide opportunities to designate new greenfield lands to accommodate long term future employment growth</li> </ul>	
<p>f) Cross-jurisdictional issues have been addressed</p>	<ul style="list-style-type: none"> <li>- None applicable</li> </ul>	
	<p><b>Staff Response:</b></p>	
	<ul style="list-style-type: none"> <li>a) Need has not been demonstrated – additional residential lands are not needed to achieve Markham’s residential intensification targets; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts to ensure a range of employment uses are available to 2031</li> <li>b) The subject lands have potential to contribute to achieving a range of employment types; the jobs generated by live-work units are generally population-related whereas the employment designations are planned for MOE and ELE types of jobs</li> <li>c) The proposal would result in the loss of almost all of the vacant employment lands in Box Grove west of the Donald Cousens Parkway</li> <li>d) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</li> <li>e) Markham has a limited supply of vacant employment lands with Hwy 407 frontage; the future demand potential for these lands is considered to be positive</li> <li>f) No cross-jurisdictional issues applicable</li> </ul>	
<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the subject site should remain in an ‘Employment Lands’ designation in the new Official Plan.</p>	

E.	<b>Owner/Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>Cathedral Town Ltd</b> OP 13-114066 Cathedral Community South of Eigin Mills Road, between Hwy 404 and Woodbine By-Pass
		
	<b>Site Area (net ha)</b>	Total area under application: 19 ha Employment area proposed for conversion/redesignation: min 9 ha (up to 19 ha)



	<p>Subject Lands: frontage on Hwy 404</p> <p>Surrounding Uses:  North: undeveloped employment lands  East: residential and mixed use development across Woodbine Ave By-Pass  South: undeveloped employment lands  West: Hwy 404</p>
<b>Site and Area Context</b>	
<b>Official Plan designation(s)</b>	Industrial (Business Park Area)
<b>Secondary Plan designation(s)</b>	Business Park Area
<b>Draft OP designation(s)</b>	Business Park Employment
<b>Zoning</b>	Business Park (BP) By-law 177-96
<b>Proposal</b>	To permit a mix of uses including employment and residential uses through a Commercial designation
<b>Growth Plan Conversion Criteria</b>	<b>Applicant's Justification</b>
a) Need for Conversion	<ul style="list-style-type: none"> <li>- The single-use overly-prescribed nature of these lands has seen them lay undeveloped for a period of time approaching almost 2 decades; Business Park Area designation will continue to sterilize these lands to investment</li> <li>- A mixed-use designation along Woodbine Ave would be a better form of land use and would not adversely impact the employment growth targets set for Markham</li> <li>- Cathedraltown is an inappropriate location for single-purpose business park due to lack of amenities they offer and their automobile-oriented design. The community is intended to achieve an integration of employment, residential, commercial and institutional uses.</li> <li>- There has been an increase in Business Park Area lands elsewhere throughout Markham which are more desirable locations and on larger swathes of land; mainly those newly designated Business Park areas much closer to Highway 404 and 407 interchange, e.g., Buttonville Airport site</li> <li>- Narrow lot depths and the requirements of the Community Design Plan have resulted in lack of take-up</li> </ul>
b) Employment Forecasts can be met	<ul style="list-style-type: none"> <li>- Just over half the 19 ha would be required to meet not only the minimums set by the Region, but to achieve the average MOE job density across Markham</li> <li>- There will be no impact on the ability of the municipality to achieve it's forecasted employment, and will be able to achieve an even greater number of jobs within the site with the proposal.</li> </ul>
c) Conversion will not adversely affect viability of the employment area, and	<ul style="list-style-type: none"> <li>- Required MOE and ELE jobs could be accommodated on half the lands, with 9 ha of land remaining which could be dedicated to other uses</li> </ul>


	<p>achievement of intensification target, density targets and other policies of the Growth Plan</p>	<ul style="list-style-type: none"> <li>- The added density on these lands will support the community's role as a 'local centre' and make higher order transit more viable</li> <li>- Three scenarios tested provide for the same amount of MOE and ELE jobs and will not only leave employment numbers unaffected but also help the City achieve its intensification targets through intensifying the area more than initially planned</li> </ul>
d)	<p>There is existing or planned infrastructure to accommodate the proposed use</p>	<ul style="list-style-type: none"> <li>- There is existing and planned infrastructure to support mixed-use development on the site provided through the Cathedraltown Landowners Group Cost Sharing Agreement</li> </ul>
e)	<p>The lands are not required over the long term for the employment purposes for which they are designated</p>	<ul style="list-style-type: none"> <li>- The concept of single use business parks is becoming increasingly challenged</li> <li>- Encouraging employment to locate within close proximity to 400-series highways is a major factor in congestion, and locating all employment uses along the 404, makes taking public transit a less viable option for residents</li> <li>- Uniform business and industrial parks do not reflect the direction of the 21<sup>st</sup> century work - places which encourage creativity and collaboration, and built form which blurs the line between working and living is preferred</li> </ul>
f)	<p>Cross-jurisdictional issues have been addressed</p>	<ul style="list-style-type: none"> <li>- The current planning of office and industrial parks or campuses, which the site is planned to function as, is becoming an outdated planning idea which is having an adverse impact on the region in the form of congestion</li> </ul>
	<p><b>Other Considerations</b></p>	
		<p><b>Staff Response:</b></p>
		<ul style="list-style-type: none"> <li>a) Need has not been demonstrated – additional residential lands are not needed to achieve Markham's residential intensification targets; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts to ensure a range of employment uses are available to 2031</li> <li>b) The achievement of ELE jobs on commercially designated lands is questionable given land values associated with commercial lands</li> <li>c) The viability of delivering ELE jobs within mixed use lands is questionable; the Hwy 404 corridor is a key employment corridor in Markham and should not be compromised by the introduction of residential uses</li> <li>d) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</li> <li>e) Markham has a limited supply of vacant employment lands with Hwy 404 frontage; the future demand potential for these lands is considered to be positive; permissions for a mix of uses would make it less likely that ELE jobs will be achieved</li> <li>f) No cross-jurisdictional issues applicable</li> </ul>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the subject site should remain in an 'Employment Lands' designation in the new Official Plan.</p>

F.	<b>Owner/Applicant</b> <b>File No.</b>	<b>Jolis Investments (Ontario) Limited</b> OP 13-114950
	<b>Address/Location</b>	Woodbine North Block 3, Registered Plan 65M-3925 North/east side of Markland Street, west of Woodbine Avenue
		
	<b>Site Area (net ha)</b>	Total area of application: 2 ha Employment area proposed for conversion/redesignation: 2 ha

	<p><b>Site and Area Context</b></p> <p>Subject Lands:</p> <p>Surrounding Uses:</p> <p>North: low density residential</p> <p>East: mixed commercial/industrial development under construction (Kings Square)</p> <p>South: undeveloped employment lands, across Markland Street</p> <p>West: prestige office/industrial buildings, across Markland Street</p>
	<p><b>Official Plan designation(s)</b></p> <p>Industrial (Business Park Area)</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>Industrial (Business Park Area)</p>
	<p><b>Draft OP designation(s)</b></p> <p>Business Park Employment</p>
	<p><b>Zoning</b></p> <p>Select Commercial and Industrial (M.C.50%) By-law 165-80</p>
	<p><b>Proposal</b></p> <p>To redesignate the employment lands to low and mid rise residential development:</p> <ul style="list-style-type: none"> <li>- 8 detached units along northerly limit</li> <li>- 112 apartment units (2 mid-rise buildings; max 8 storeys)</li> </ul>
	<p><b>Growth Plan Conversion Criteria</b></p>
	<p><b>a) Need for Conversion</b></p> <ul style="list-style-type: none"> <li>- A Business Park designation is inappropriate for this site given the irregular configuration of the site, the low density residential uses to the north, and the approved commercial development immediately to the east</li> <li>- The irregular, triangular shape of the parcel, and the YDSS easement, limits utilization of the site for industrial uses</li> <li>- The property is adjacent to sensitive residential uses, and any industrial development would likely be subject to residential complaints such as noise, lighting, and truck traffic; industrial users have increased concerns over security when next to residential uses; the sensitive use issue would be exacerbated if residential uses are approved on the King Square property to the east.</li> </ul>
	<p><b>b) Employment Forecasts can be met</b></p> <ul style="list-style-type: none"> <li>- The loss of employment (approx. 60 jobs) is not significant in comparison to the total employment forecast to 2031; and could be offset by intensifying other nearby Jolis lands within this subdivision and in the subdivision on the west of the Rouge River</li> <li>- The proposed population (256 persons) would be insignificant when looking at the total anticipated population for 2031.</li> </ul>
	<p><b>c) Conversion will not</b></p> <p>The conversion to mid-rise housing is in keeping with the shift towards more balanced housing stock composition and</p>

	<p><b>adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p>	<p>responds to providing a greater share of apartment and multiple units rather than single dwellings.</p> <ul style="list-style-type: none"> <li>- The conversion to residential on this parcel is the same as infill development. It is small-scale next to a residential area and reflects the existing pattern and character of the adjacent development and would complement sizes of existing lots to the north</li> <li>- The mid-rise buildings are on Markland Street, a major collector road, with the 8 detached units providing appropriate transition from the existing low density residential uses to the north; the mid-rise buildings would be adjacent to the King Square commercial development to the east</li> <li>- There would be no precedent created by this proposal because the unique circumstances of this site would not exist elsewhere; and no land use compatibility issues will be arising from the proposal</li> </ul>
	<p><b>d) There is existing or planned infrastructure to accommodate the proposed use</b></p>	<ul style="list-style-type: none"> <li>- No additional transportation, servicing or community infrastructure will be required</li> <li>- there should be nominal impact on the business related traffic, truck movements and parking in the surrounding area</li> </ul>
	<p><b>e) The lands are not required over the long term for the employment purposes for which they are designated</b></p>	<ul style="list-style-type: none"> <li>- No data is available to address the post 2031 situation.</li> </ul>
	<p><b>f) Cross-jurisdictional issues have been addressed</b></p>	<ul style="list-style-type: none"> <li>- None applicable.</li> </ul>
		<p><b>Staff Response:</b></p>
		<ul style="list-style-type: none"> <li>a) Need has not been demonstrated – in addition to industrial uses, the Business Park designation also provides for office uses which could be accommodated on the site in a manner that is compatible with the adjacent residential neighbourhood; Markham has had success with developing Business Park lands adjacent to residential areas</li> <li>b) Staff do not agree it is feasible for the displaced jobs to be accommodated on other lands owned by the applicant, and it has not been demonstrated how this might occur</li> <li>c) The redesignation of this site, along with the proposed conversion/redesignation of the neighbouring King Square site would remove all of the remaining employment land north of Markland Street, which is required to meet the 2031 employment forecasts</li> </ul>

		<ul style="list-style-type: none"> <li>d) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</li> <li>e) The lands are required in order to meet the employment forecasts for Markham to 2031</li> <li>f) No cross-jurisdictional issues applicable</li> </ul>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the subject site should remain in an 'Employment Lands' designation in the new Official Plan.</p>


G.	<b>Owner/Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>Wemat One Limited</b> OP 13-113480 Commerce Valley South of Hwy 7, between Commerce Valley Drive East and Hwy 404
<b>Site Area (net ha)</b>	Total area of application: 12 ha Employment lands proposed for conversion/redesignation: 4 ha (up to 12 ha)	 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferrals</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>

	<p><b>Site and Area Context</b></p> <p>Subject Lands: located along the Hwy 7 rapid transit corridor and Hwy 404 corridor; has visibility from Hwy 407</p> <p>Surrounding Uses:  North: commercial development, across Hwy 7 in Richmond Hill  East: Hwy 404  South: prestige office/industrial building  West: hotel, restaurant complex and vacant lot, across Commercial Valley Drive</p>
	<p><b>Official Plan designation(s)</b></p> <p>Industrial (Business Park Area)</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>Industrial (Business Park Area)</p>
	<p><b>Draft OP designation(s)</b></p> <p>Business Park Office Priority Employment, Key Development Area (KDA)</p>
	<p><b>Zoning</b></p> <p>Select Commercial and Industrial (M.C. 90%) By-law 165-80</p>
	<p><b>Proposal</b></p> <p>To allow hotel, theatre/convention centre and residential uses within the site in addition to the current office permissions as follows:  Office (4 buildings) – 77,700m<sup>2</sup>  Hotel, theatre/convention centre complex – 52,000m<sup>2</sup>  Apartments – 550 units (7 to 25 storeys)</p>
	<p><b>Growth Plan Conversion Criteria</b></p>
	<p><b>a) Need for Conversion</b></p> <ul style="list-style-type: none"> <li>- The proposal intensifies the site beyond what the current zoning by-law would permit by 8,206m<sup>2</sup> with new offices and a hotel;</li> <li>- The proposal also introduces high density residential and entertainment uses such as a theatre/convention centre; these additional uses are responding to the 20-40 year old demographic which comprise a significant portion of GTHA residents; this demographic prefers to live close to work, transit and amenities</li> </ul>
	<p><b>b) Employment Forecasts can be met</b></p> <ul style="list-style-type: none"> <li>- The proposal includes 77,700m<sup>2</sup> of office, which based on assumptions of 25m<sup>2</sup> per employee represents 3,100 new jobs; the theatre/convention centre will add additional jobs</li> <li>- No reduction in employment types or jobs are being requested. The proposal aims to intensify employment on the site while augmenting the number of different uses</li> <li>- The site will add 1,111 residents, representing a fraction of the total city population target</li> <li>- The additional population is within an identified Intensification Area of the new Official Plan, and the proposal is consistent with the City's desire to have higher densities on large sites that are well served by transit</li> </ul>




	<p><b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p>	<ul style="list-style-type: none"> <li>- The proposal is consistent with various sections of the Growth Plan, the Region's OP, and the current OP, by preserving and enhancing employment uses along a regional corridor, intensifying employment on the higher-order transit corridor and by providing for a compact mixed-use development with entertainment for business park employees and guests at nearby hotels</li> <li>- The Leitchcroft community to the west includes nearly 1,600 apartment units, which demonstrates that demand for new residential in the area exists; the new OP cites that this district is to provide for employment and residential in single use and mixed use settings. Other permitted uses within the area include entertainment uses such as bowling alleys, retail, service uses, banquet halls etc.</li> <li>- Neighbouring municipalities have seen employment uses thrive where there are a diverse mix of uses within the area (eg. Toronto's railway lands).</li> <li>- This proposal represents a good model for development and would enhance the attractiveness and economic viability of the business park area.</li> <li>- There is no adverse impact of the proposal and no issue of compatibility.</li> </ul>
	<p><b>d) There is existing or planned infrastructure to accommodate the proposed use</b></p>	<ul style="list-style-type: none"> <li>- Municipal servicing is already in place; transportation analysis has not yet been undertaken, but planned transportation improvements in the area (e.g., VIVA rapid transit and Hwy 404 overpass) are expected to help ameliorate any congestion on Hwy 7</li> </ul>
	<p><b>e) The lands are not required over the long term for the employment purposes for which they are designated</b></p>	<ul style="list-style-type: none"> <li>- It is not anticipated that the office uses will be built out by 2031, therefore, the long term potential remains intact</li> </ul>
	<p><b>f) Cross-jurisdictional issues have been addressed</b></p>	<ul style="list-style-type: none"> <li>- The transportation impact associated with the development is not anticipated to be significant.</li> </ul>
	<p><b>Other Considerations:</b></p>	
		<p><b>Staff Response:</b></p>
	<p>a) Need has not been demonstrated – additional residential lands are not needed to achieve Markham's residential intensification targets; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts to ensure a range of employment uses are available to 2031;</p> <p>b) The subject lands are considered a very important contribution to accommodating major office employment forecasts</p>	

		<p>particularly given its location with a rapid transit corridor within a Key Development Area</p> <p>c) The proposal would adversely impact the remainder of the employment area by introducing residential uses; the Commerce Valley Business Park is a key employment location in Markham and should not be compromised by the introduction of residential uses</p> <p>d) There is no community infrastructure to support residential development; servicing/transportation capacity is assumed to be available; to be confirmed through future development approvals</p> <p>e) The lands are among the last available large properties with visibility from Hwy 407 and Hwy 404 and direct access to Hwy 7; the Growth Plan directs major office employment to Key Development Areas within rapid transit corridors, and as such the lands should be maintained for office employment uses; in addition the Province has identified the lands in the Hwy 404/Hwy 407 as possible provincially strategic employment lands</p> <p>f) No cross-jurisdictional issues applicable</p>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the introduction of residential uses on this site. All of the lands within the subject site should remain in an 'Employment Lands' designation in the new Official Plan.</p>

H.	<b>Owner/Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>Holborn Properties (1659139 Ontario Inc)</b> OP 13-116651 Cathedral Community North of Elgin Mills Road, between Hwy 404 and Woodbine By-Pass Blocks 299, 300 and 301, Plan 65M-4026
		 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferrials</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>
	<b>Site Area (net ha)</b>	Total area under application: 6 ha Employment area proposed for conversion/redesignation: 6 ha

	<p><b>Site and Area Context</b></p> <p>Subject Lands:</p> <p>Surrounding Uses:  North: woodlot  East: low density residential across Woodbine Ave By-Pass  South: stormwater pond and undevelopment employment lands  West: undeveloped employment lands and Hwy 404</p>
	<p><b>Official Plan designation(s)</b></p> <p>Industrial (Business Park Area and Business Corridor Area)</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>Business Park Area and Business Corridor Area</p>
	<p><b>Draft OP designation(s)</b></p> <p>Business Park Employment and Service Employment</p>
	<p><b>Zoning</b></p> <p>Business Park (BP), Business Corridor (BC) By-law 177-96</p>
	<p><b>Proposal</b></p> <p>To redesignate the employment lands to low rise residential and small scale commercial development:</p> <ul style="list-style-type: none"> <li>- 131 detached and townhouse units</li> <li>- 2-storey commercial building (808 m<sup>2</sup> retail, 456 m<sup>2</sup> office)</li> </ul> <p>The development concept shows residential development extending onto the lands to the south, although these lands are not part of this application</p>
	<p><b>Growth Plan Conversion Criteria</b></p> <p><b>Applicant's Justification</b></p>
	<p><b>a) Need for Conversion</b></p> <ul style="list-style-type: none"> <li>- The need is in part due to the unique situation of the property relative to the bordering woodlot and stormwater pond; the lands have been serviced for many years without any market interest</li> <li>- The residential use is more appropriate and complies with the policies of the OP and will not have any discernable impact on the City's ability to fulfill employment projections. The proposal will respond to the emerging housing market demand for a broader variety of housing types and sizes and will contribute to maintaining a minimum 10-year supply of land designated for housing through intensification and redevelopment and in designated Greenfield areas.</li> </ul>
	<p><b>b) Employment Forecasts can be met</b></p> <ul style="list-style-type: none"> <li>- The redesignation from employment to residential will in no way undermine the ability of the City to accommodate employment growth forecasts, as the intention of the policy is not to designate lands for employment that will never perform that function.</li> <li>- The job yield from the site represents a fraction of the total 2031 employment forecasts; 32 jobs will be generated from the proposed development;</li> <li>- The adjacent employment lands to the west could make up the loss of employment along with elsewhere in the City on more suitably designated lands</li> </ul>


	<p><b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p>	<ul style="list-style-type: none"> <li>- The use of the subject site for employment is not a viable option; proximity to 400 series highways may be suitable for employment, but that is not to say all of them are; encourage the Region and the City to investigate opportunities for employment land intensification as a means of meeting targets</li> </ul>
	<p><b>d) There is existing or planned infrastructure to accommodate the proposed use</b></p>	<ul style="list-style-type: none"> <li>- The site is already serviced and the required infrastructure and services for residential uses can be accommodated. The proposal will not have any impact on business related traffic.</li> </ul>
	<p><b>e) The lands are not required over the long term for the employment purposes for which they are designated</b></p>	<ul style="list-style-type: none"> <li>- The site is not required over the long term - marketing attempts over the last several years have failed to produce any employment, despite the fact that the lands are pre-serviced; the lands are locationally disadvantaged – i.e., sandwiched’ between an existing woodlot, existing stormwater pond, as well as being land locked to the south and west, having no direct exposure to either Elgin Mills or Highway 404.</li> </ul>
	<p><b>f) Cross-jurisdictional issues have been addressed</b></p>	<ul style="list-style-type: none"> <li>- No cross jurisdictional issues apply.</li> </ul>
		<p><b>Staff Response:</b></p>
		<ul style="list-style-type: none"> <li>a) Need has not been demonstrated – in addition to industrial uses, the Business Park designation also provides for office uses which could be accommodated on the site in a manner that is compatible with the adjacent residential neighbourhood</li> <li>b) Staff do not agree it is feasible for the displaced jobs to be accommodated on other lands and it has not been demonstrated how this might occur</li> <li>c) The redesignation of this site would affect the viability of the remaining employment lands to the west along Hwy 404, which has similar locational attributes, as well as the employment lands to the south; the Hwy 404 corridor is a key employment corridor in Markham and should not be compromised by the introduction of residential uses; all of the employment lands in Markham are required to meet the 2031 employment forecasts</li> <li>d) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</li> <li>e) The lands are required in order to meet the employment forecasts for Markham to 2031</li> <li>f) No cross-jurisdictional issues applicable</li> </ul>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the subject site should remain in an ‘Employment Lands’ designation in the new Official Plan.</p>

I.	<b>Owner/Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>King Square Limited, Phase 2</b> OP 10-116596 Woodbine North Northwest Corner of Woodbine Avenue and Markland Street
<b>Site Area (net ha)</b>	Total area under application: 3 ha Employment area proposed for conversion/redesignation: 3 ha	 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferrials</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>

	<p><b>Site and Area Context</b></p> <p>Subject Lands: Surrounding Uses: North: stormwater management pond and low density residential East: Phase 1 of the King Square commercial development (under construction) South: employment uses across Markland Street West: employment lands</p>	
	<p><b>Official Plan designation(s)</b></p>	<p>Industrial (Business Corridor Area)</p>
	<p><b>Secondary Plan designation(s)</b></p>	<p>Business Corridor Area</p>
	<p><b>Draft OP designation(s)</b></p>	<p>Commercial</p>
	<p><b>Zoning</b></p>	<p>Select Commercial and Industrial (M.C.170%) (H) By-law 165-80</p>
	<p><b>Proposal</b></p>	<p>The proposal is to redesignate the employment lands to a mixed use designation to permit a mix of uses:</p> <ul style="list-style-type: none"> <li>- long term stay hotel</li> <li>- 650 apts with grade-related retail</li> </ul>
	<p><b>Growth Plan Conversion Criteria</b></p>	<p><b>Applicant's Justification</b></p>
<p>a)</p>	<p><b>Need for Conversion</b></p>	<ul style="list-style-type: none"> <li>- The addition of residential uses on the site conforms with the intensification objectives and policies of the PPS, the Growth Plan, the ROP and Markham's Official Plan</li> <li>- The development will provide a range of accommodation choices for short-term, long-term and residential, which will cater to the needs of residents, tourists and out-of-town businesses</li> </ul>
<p>b)</p>	<p><b>Employment Forecasts can be met</b></p>	<ul style="list-style-type: none"> <li>- The employment forecasts can be accommodated as the development on the site will continue to generate new jobs for the area including office and hotel jobs</li> </ul>
<p>c)</p>	<p><b>Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p>	<ul style="list-style-type: none"> <li>- No adverse affect as the development will provide for approximately 920 jobs and approximately 1,170-1,300 residents along a transit corridor</li> </ul>
<p>d)</p>	<p><b>There is existing or planned infrastructure to accommodate</b></p>	<ul style="list-style-type: none"> <li>- There is existing or planned infrastructure to accommodate the proposed conversion as both Woodbine Avenue and</li> </ul>

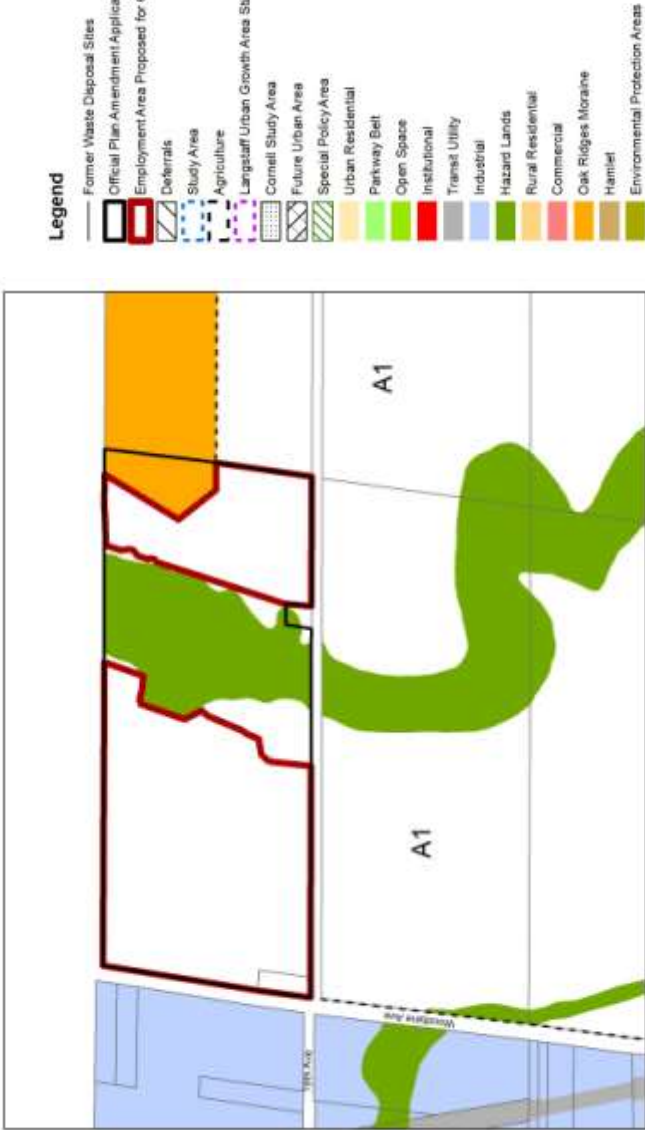
	the proposed use	16 <sup>th</sup> Avenue are identified as part of the Regional Priority Network; the proposal will provide a public park
e)	The lands are not required over the long term for the employment purposes for which they are designated	- The west portion of the Phase 2 lands are not required over the long term for the employment purposes for which they are designated as the rest of the site provides significant employment uses such as office and hotel uses
f)	Cross-jurisdictional issues have been addressed	- Not applicable
		<b>Staff Response:</b>
		<p>a) Need has not been demonstrated – additional residential lands are not needed to achieve Markham’s residential intensification targets; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts</p> <p>b) It has not been demonstrated how the forecasts can be met by replacing employment use with residential uses.</p> <p>c) The redesignation of this site, along with the proposed conversion/redesignation of the neighbouring Jolis Investments site would remove all of the remaining employment land north of Markland Street, which is required to meet the 2031 employment forecasts</p> <p>d) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</p> <p>e) The lands are required in order to meet the employment forecasts for Markham to 2031</p> <p>f) No cross-jurisdictional issues applicable</p>
	<b>Staff Recommendation</b>	Staff do not support the proposal. All of the lands within the subject site should remain in an ‘Employment Lands’ designation in the new Official Plan.



J.	Owner/Applicant	Romandale Farms Ltd
	File No.	OP 13-114027
	Address/Location	Future Urban Area Snider Farm, 3450 Elgin Mills Rd (Future Urban Area)
		 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Study Area</li> <li>Detritals</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Pathway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>
	Site Area (net ha)	Total area of application: 29 ha Employment area proposed for redesignation: 14 ha (up to 29 ha)

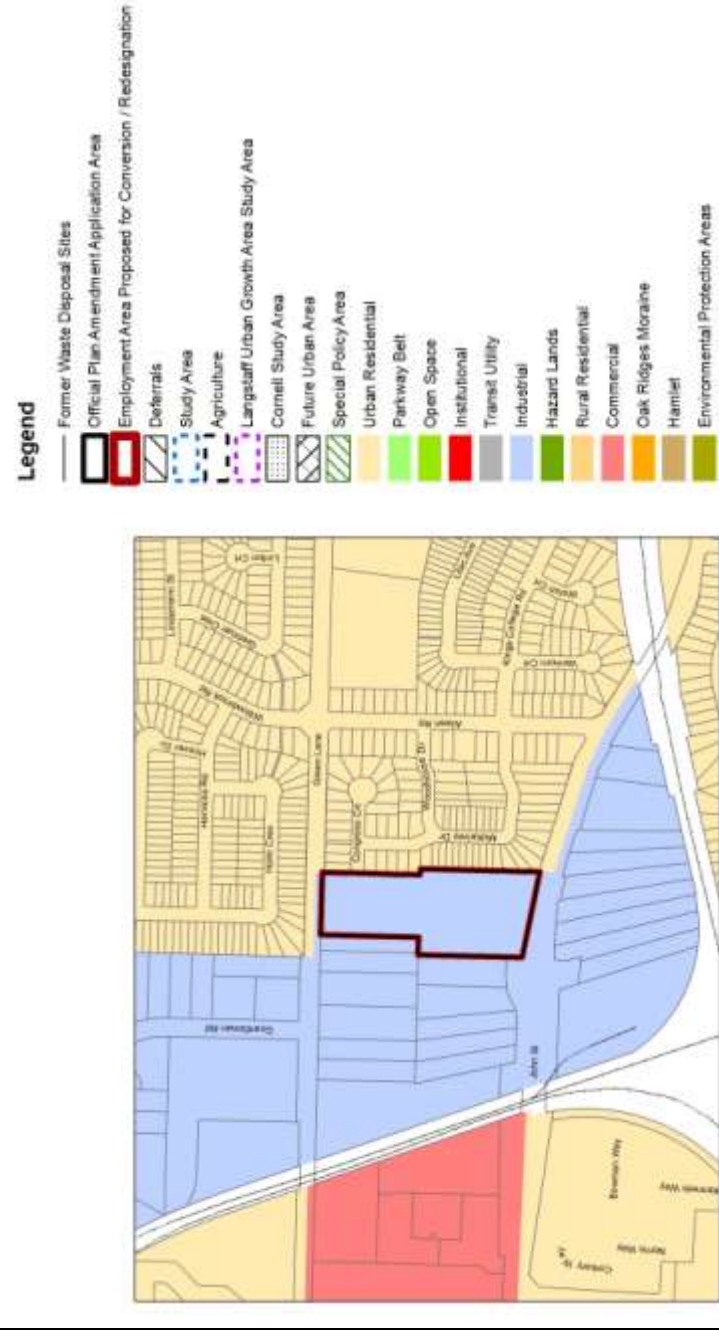
	<b>Site and Area Context</b>	Subject Lands:  Surrounding Uses: Primarily agricultural lands
	<b>Official Plan designation(s)</b>	Agriculture 1 and Hazard Lands
	<b>Secondary Plan designation(s)</b>	N/A
	<b>Draft OP designation(s)</b>	Future Employment Area and Greenway
	<b>Zoning</b>	Agriculture One (A1), Open Space (O1) By-law 304-87.
	<b>Proposal</b>	To permit a mix of employment (including major office and industrial uses) and other uses on the lands. MOE and ELE employment uses will be accommodated on 15 ha of the site; with the remaining 14 ha proposed for a mix of other uses including 200-500 residential units.
	<b>Growth Plan Conversion Criteria</b>	<b>Applicant's Justification</b>
	<b>a) Need for Conversion</b>	<ul style="list-style-type: none"> <li>- There is a need not to have these lands strictly used for employment purposes based upon the vision for these lands to forward the complete community ideals for new community areas.</li> </ul>
	<b>b) Employment Forecasts can be met</b>	<ul style="list-style-type: none"> <li>- Based on a review of the land available for development and density assumptions about what is possible, just over half the lands would be required to meet the minimums set by the Region; there will be no impact on the ability to meet the City's employment forecast.</li> <li>- The proposed land use change is able to provide for a higher yield of jobs and, also provide for additional opportunities for jobs and residential</li> </ul>
	<b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b>	<ul style="list-style-type: none"> <li>- The remaining 14 ha could be dedicated to other uses, while the other lands could be used to provide for the same number of jobs anticipated by the forecasts</li> <li>- The added density on these lands will make higher order transit more viable</li> <li>- All three scenarios tested provide for the same amount of MOE and ELE jobs and will not only leave employment numbers unaffected but also help the City achieve it's intensification targets through intensifying the area more than initially planned for</li> </ul>
	<b>d) There is existing or planned infrastructure to accommodate the proposed use</b>	<ul style="list-style-type: none"> <li>- The lands are within a future urban area identified for planned infrastructure</li> <li>- Warden Avenue is planned to be a Regional Transit Priority Network</li> </ul>

	<p><b>e) The lands are not required over the long term for the employment purposes for which they are designated</b></p>	<ul style="list-style-type: none"> <li>- Single use Business Parks and Industrial Areas are becoming increasingly challenged and are often a nuisance to landholders due to their inflexibility in being adapted to other uses, their propensity to take up large swathes of land, a lack of urban amenities , and their heavy reliance on automotive transportation</li> <li>- Business park lands are often in close proximity to 400-series highways which are a major factor in congestion</li> <li>- Landowners consider large swathes of employment designated lands as capacity lying underutilized</li> </ul>
	<p><b>f) Cross-jurisdictional issues have been addressed</b></p>	<ul style="list-style-type: none"> <li>- The current planning of office and industrial parks or campuses is becoming an outdated planning idea which is having adverse impact on the region in the form of congestion</li> </ul>
		<p><b>Staff Response:</b></p>
		<ul style="list-style-type: none"> <li>a) Need has not been demonstrated – additional residential lands are not needed to achieve Markham’s residential targets; however, Markham does need all of the lands currently available to achieve the 2031 employment forecasts to ensure a range of employment uses are available to 2031</li> <li>b) The achievement of ELE jobs on commercially designated lands is questionable given land values associated with commercial lands</li> <li>c) The viability of delivering ELE jobs within mixed use lands is questionable</li> <li>d) Infrastructure capacity will become available as part of planning for future urban area</li> <li>e) Permissions for a mix of uses would make it less likely that ELE jobs will be achieved</li> <li>f) No cross-jurisdictional issues applicable.</li> </ul>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the subject site should remain in an ‘Employment Lands’ designation in the new Official Plan.</p>

K.	<b>Owner/Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>Catholic Cemeteries, Archdiocese of Toronto</b> OP 13-116842 Future Urban Area 3010 & 3196 19 <sup>th</sup> Avenue
		 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferrials</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>
	<b>Site Area (net ha)</b>	Total area of application: 27 ha Employment area proposed for rededication: 22 ha

	<p><b>Site and Area Context</b></p> <p>Subject Lands: located at the northerly City limit, and the limit of the Future Urban Area</p> <p>Surrounding Uses:  North: agricultural uses in Town of Whitchurch Stouffville  East: agricultural uses  South: agricultural uses across 19<sup>th</sup> Avenue  West: employment lands across Woodbine Ave</p>
	<p><b>Official Plan designation(s)</b></p> <p>Agriculture, Hazard Lands, and Oak Ridges Moraine</p>
	<p><b>Secondary Plan designation(s)</b></p> <p>n/a</p>
	<p><b>Draft OP designation(s)</b></p> <p>Future Employment Area</p>
	<p><b>Zoning</b></p> <p>Agriculture One (A1), Open Space (O1) and Oak Ridges Moraine (A1-ORM), By-law 304-87</p>
	<p><b>Proposal</b></p> <p>To redesignate the developable land for cemetery purposes</p>
	<p><b>Growth Plan Conversion Criteria</b></p> <p><b>Applicant's Justification</b></p>
	<p><b>a) Need for Conversion</b></p> <ul style="list-style-type: none"> <li>- There is a need for an additional cemetery to serve Markham's Roman Catholic population within the urban area; locating cemeteries outside the urban area on prime agricultural lands is not permitted by the Provincial Policy Statement.</li> </ul>
	<p><b>b) Employment Forecasts can be met</b></p> <ul style="list-style-type: none"> <li>- Not addressed</li> </ul>
	<p><b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b></p> <ul style="list-style-type: none"> <li>- Not addressed</li> </ul>
	<p><b>d) There is existing or planned infrastructure to accommodate the proposed use</b></p> <ul style="list-style-type: none"> <li>- The proposed cemetery could be serviced municipally or on private systems</li> </ul>
	<p><b>e) The lands are not required over the long term for the</b></p> <ul style="list-style-type: none"> <li>- Not addressed</li> </ul>

	<p>employment purposes for which they are designated</p> <p>f) Cross-jurisdictional issues have been addressed</p>	<p>- Not addressed</p>
		<p><b>Staff Response:</b></p> <p>a) The need for a cemetery in this location has not been demonstrated; the Regional Official Plan provides for cemeteries outside the urban area on lands that are not prime agricultural lands</p> <p>b) Has not been addressed</p> <p>c) Has not been addressed</p> <p>d) Infrastructure capacity is assumed to be available; to be confirmed through future development approvals</p> <p>e) Has not been addressed; the lands are needed to accommodate Markham’s 2031 employment forecasts</p> <p>f) Has not been addressed</p>
	<p><b>Staff Recommendation</b></p>	<p>Staff do not support the proposal. All of the lands within the subject site should remain in an ‘Employment Lands’ designation in the new Official Plan.</p>

L.	<b>Owner/Applicant</b> <b>File No.</b> <b>Address/Location</b>	<b>Condor Acquisition Inc</b> OP 13-108797 Thornlea Employment Area 360 John Street (former Canac Kitchen site)
		 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Former Waste Disposal Sites</li> <li>Official Plan Amendment Application Area</li> <li>Employment Area Proposed for Conversion / Redesignation</li> <li>Deferrials</li> <li>Study Area</li> <li>Agriculture</li> <li>Langstaff Urban Growth Area Study Area</li> <li>Cornell Study Area</li> <li>Future Urban Area</li> <li>Special Policy Area</li> <li>Urban Residential</li> <li>Parkway Belt</li> <li>Open Space</li> <li>Institutional</li> <li>Transit Utility</li> <li>Industrial</li> <li>Hazard Lands</li> <li>Rural Residential</li> <li>Commercial</li> <li>Oak Ridges Moraine</li> <li>Hamlet</li> <li>Environmental Protection Areas</li> </ul>
	<b>Site Area (net ha)</b>	Total area of application: 3 ha Employment area proposed to be converted/redesignated: 3 ha

	<b>Site and Area Context</b>	<p>Subject Lands:</p> <p>Surrounding Uses:  North: low density residential across Green Lane  East: low density residential  South: industrial/commercial uses across John Street  West: industrial/commercial uses</p>
	<b>Official Plan designation(s)</b>	Industrial (Business Corridor Area)
	<b>Secondary Plan designation(s)</b>	Business Corridor Area – John Street/Green Lane
	<b>Draft OP designation(s)</b>	Service Employment
	<b>Zoning</b>	Industrial (M) By-law 77-73
	<b>Proposal</b>	<p>To redesignate the entire site from employment to residential and mixed use designations to permit:</p> <p>81 Townhouses  27 Live/work townhouses</p>
	<b>Growth Plan Conversion Criteria</b>	<b>Applicant’s Justification</b>
	<b>a) Need for Conversion</b>	<ul style="list-style-type: none"> <li>- There is a need for a more appropriate transitional use than what is provided by the existing designation; this need for transitional uses on this site was identified by both staff and members of a working group set up to study the future of the Thornlea Employment Area</li> </ul>
	<b>b) Employment Forecasts can be met</b>	<ul style="list-style-type: none"> <li>- Due to the changes in function for this site to serve as a transition between the employment area and the residential area, no new industrial (ELE employment) uses are being contemplated for this site. The direction of the Development Services Committee is to restrict the employment uses in the area to reduce incompatibilities of future businesses with the residential areas surrounding this older employment area; this property will provide 40 PRE jobs with the proposed Mixed Use along the Green Lane and John Street frontage</li> </ul>
	<b>c) Conversion will not adversely affect viability of the employment area, and achievement of intensification target, density targets and other policies of the Growth Plan</b>	<ul style="list-style-type: none"> <li>- The site will act as a transition property consistent with the policy shift for the entire employment area to a less industrial function</li> </ul>
	<b>d) There is existing or planned</b>	<ul style="list-style-type: none"> <li>- There is adequate access for the proposed use, parking will be provided, and existing municipal services exist to</li> </ul>



		accommodate the proposal
	<b>infrastructure to accommodate the proposed use</b>	
	<b>e) The lands are not required over the long term for the employment purposes for which they are designated</b>	<ul style="list-style-type: none"> <li>- The redevelopment of this site is seen as a means to begin the transformation of this older employment area to a more service employment base. No long term negative consequences are anticipated by the conversion of this property</li> </ul>
	<b>f) Cross-jurisdictional issues have been addressed</b>	<ul style="list-style-type: none"> <li>- None applicable</li> </ul>
		<b>Council Direction March, 2013</b>
		At the March 19, 2013 DSC meeting, Committee provided direction to provide for mixed use residential redevelopment (e.g. ground-oriented residential with at grade commercial, retail and office uses along John Street and Green Lane).