

## APPENDIX 'D': RESPONSE TO AGENCY COMMENTS

AGENCY	SUMMARY OF KEY POINTS	GENERAL RESPONSE TO KEY POINTS
<p>Ministry of Municipal Affairs (MMA)</p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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 and recreation centre, publicly owned parkland and cemetery on agricultural lands in the 'Countryside' designation</li> <li>Map 6 – Hydrologic Features needs to be updated to reflect current wetland mapping and status of wetlands in Markham.</li> <li>Maps 3 and 7 need to be revised to reflect the Ministry Parkway Belt West Plan boundary.</li> <li>Recommend adjustments to certain policies in Section 5 and 8 to ensure conformity with policies of the Greenbelt Plan</li> </ul>	<ul style="list-style-type: none"> <li>Markham's new communities, include not only the 'Future Urban Area' lands but equally important the new neighbourhoods and mixed-use neighbourhoods being developed within the urban area such as the new communities of Markham Centre, the Langstaff Gateway and Cornell Centre. The identification of the 'Future Urban Area' which is further differentiated as the 'Future Neighbourhood Area' and 'Future Employment Area' is not inconsistent with the York Region Plan.</li> <li>Map 9 has been revised to clarify the boundary of Markham's Countryside Agriculture Area lands which are classified as <i>prime agricultural lands</i> in Section 5.2.1.1 for the purpose of Provincial and Regional policy.</li> <li>Section 8.8.1.3 has been revised to prohibit non-agricultural uses in the 'Countryside' designation with the exception of the publicly owned uses referred to in Section 8.1.1 and certain compatible non-agricultural uses identified in Section 8.8.1.2 f)</li> <li>Map 6 – Hydrogeologic features has been revised to reflect the most current MNR wetland mapping</li> <li>Staff are working with the MMA to confirm the Parkway Belt West Plan boundary; mapping changes are expected to be minor and will be completed through modification by the Region</li> <li>Section 5.2.1.2 has been revised to only permit boundary adjustments to the</li> </ul>

		<p>Countryside Area lands through a Regional <i>municipal comprehensive review</i></p> <ul style="list-style-type: none"> <li>Section 8.8.1.5 c) has been revised to clarify development criteria consistent with Section 2.3.5.1 c) of the Provincial Policy Statement shall be considered for limited non residential uses in the 'Countryside' designation</li> </ul>
<p>Ministry of Aboriginal Affairs (MAA) Metrolinx</p>	<ul style="list-style-type: none"> <li>MAA is not the approval or regulatory authority for Markham's Official Plan</li> <li>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.</li> <li>Identify the McCowan Rapid Transit as part of the 25-year plan.</li> <li>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.</li> <li>Recommend that Policy 7.1.7 be amended to acknowledge an ongoing process to determine the location of stations on the Havelock line.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted. No change</li> <li>Map 2 – Centres and Corridors and Transit Network identifies a Transit Network which is consistent with the The Big Move and the York Region Official Plan</li> <li>Map 2 – Centres and Corridors and Transit Network identifies the McCowan Road Rapid Transit as a Special Study Area Rapid Transit Corridor</li> <li>Markham Council has directed staff to identify potential Secondary Hubs for Thornhill Centre, Milliken Centre, Markville, Mount Joy, Box Grove, and Fairtree East/Parkview Centre as part of Markham's Transit Network</li> <li>Section 7.1.7.5 b) has been revised to reference the planning and development of a new GO-rail passenger service on the CP Havelock/Belleville Subdivision</li> <li>Section 9.18.12 (Thornhill Centre) refers to a process for consulting with the Region and Metrolinx on the potential for an additional GO Station and the need for a feasibility study by Metrolinx to determine if GO station is required.</li> </ul>

<p>Region of York</p>	<ul style="list-style-type: none"> <li>• Population and employment forecasts should be revised to be consistent with Table 1 in the 2010 Regional Official Plan.</li> <li>• Recommend making reference to HVA's in Section 3.3 (Water Systems). Include additional map to reflect HVA's outside of the Oak Ridges Moraine.</li> <li>• 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."</li> <li>• 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.</li> <li>• 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.</li> <li>• 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 how the ancillary uses collectively will not exceed 15% of an employment area.</li> <li>• Clarify intent of Section 5.1.2.4 on conversion of 'Employment Lands'.</li> <li>• Policy 6.2.3.1 should reference the water and energy targets in the Regional Official Plan.</li> <li>• 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.</li> <li>• Development should be phased in all instances and not just in new mixed use and intensification areas to align with available transportation infrastructure.</li> <li>• Add a new policy "Two-way all day rail service as a more immediate improvement"</li> <li>• Add a sentence in Section 7.2 Services and Utilities to address the impacts of climate change and protect environmental and human health</li> <li>• 8.5.1.5 – Buttonville Airport Redevelopment Area is intended to</li> </ul>	<ul style="list-style-type: none"> <li>• Table 2.3 Population and Employment Forecasts for Markham has been revised to be consistent with the York Region Official Plan 2010, and related forecasts.</li> <li>• Sections 3.3.2.3 and 3.3.2.4 and Appendix J – Toronto and Region Source Protection Area have been added to address highly vulnerable aquifers in Markham</li> <li>• Section 3.2.8 has been added "to work in cooperation with York Region to track and measure the health and environmental benefits of the <i>urban forest</i>."</li> <li>• Section 3.3.2.9 has been revised to prohibit permanent dewatering unless it can be demonstrated to the satisfaction of the City, in consultation with the Ministry of Environment and the Toronto and Region Conservation Authority, that the negative environmental impact of dewatering can be mitigated.</li> <li>• The policy recommendations of York Region's consultant and York Region staff are reflected in the revised Archaeological Resources Section 4.6. The policies of the draft Official Plan relating to ancillary uses implement the intent of the ROP in the Business Park, Business Park Office Priority, and General Employment designations. The policies of the Service Employment designation reflect established Official Plan permissions for ancillary uses, but will adhere to the intent of the ROP in regard to any lands designated Service Employment within the Future Employment Area.</li> <li>• The intent of Section 5.1.2.4 is to clarify what is considered a conversion of 'Employment Lands'. The second bullet referencing the</li> </ul>
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	<p>apply to all lands under Buttonville Airport's ownership at that location.</p> <ul style="list-style-type: none"> <li>• Clarify the classification and function of Reesor Road.</li> </ul>	<p>"use of land from an 'Employment Lands' designation for a use other than those established by the designation by the Plan" has been deleted.</p> <ul style="list-style-type: none"> <li>• Sections 6.2.2.3, 6.2.2.4, 6.2.2.5 and 7.2.1.7 address energy and water conservation and where appropriate reference working with York Region to achieve greater conservation.</li> <li>• A reference to additional lands for grading and grade separation has been added to Section 7.1.3.4 c)</li> <li>• Section 7.1.1.6 has been revised to phase development growth in all instances including the Future Urban Area to align with available transportation infrastructure</li> <li>• Section 7.1.2.2 has been revised to make specific reference to all day rail service as a further improvement to support the planned network of transit services</li> <li>• A sentence has been added to the preamble in Section 7.2 that "The City will ensure that system upgrades and new municipal infrastructure is climate-resilient to address the impacts of climate change and protect human and environmental health"</li> <li>• The boundary of the Buttonville Airport Redevelopment Area and the new Buttonville West Secondary Plan Area referred to in Section 8.5.1.5 has been revised to reflect all lands under Buttonville Airport's ownership at that location.</li> <li>• Reesor Road has now been classified as a major collector road on Map 10 – Road Network. The function of the major collector is discussed in Section 7.1.3. However, Sections 4.3.3.5 and 7.1.3.10 would also apply to future design and construction of</li> </ul>
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		Reesor Road.
Durham Region	<ul style="list-style-type: none"> <li>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).</li> </ul>	<ul style="list-style-type: none"> <li>The Ministry of Municipal Affairs has advised York Region that should ROPA 3 be approved, the approval of urban uses (ie. the 'Future Neighbourhood Area' designation) in Markham should be deferred for the lands subject to the Airport MZO.</li> </ul>
Parks Canada	<ul style="list-style-type: none"> <li>Parks Canada cannot legislate or plan on lands it does not own</li> <li>The two hamlets should follow lot lines.</li> <li>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.</li> <li>Support the national urban parks role in the provision of the environmental corridors</li> <li>Suggest some revised wording for Section 4.3.3 on the Rouge Park</li> </ul>	<ul style="list-style-type: none"> <li>The preamble of Section 4.3.3 has been reworded to clarify the Rouge National Urban Park study area consists of approximately 3,800 acres and that once established the Rouge National Urban Park will celebrate and protect a diverse landscape offering connections to its natural beauty, rich history, and a vibrant farming community.</li> <li>Section 4.3.3.2 has been revised to make specific reference to work, in cooperation with Parks Canada, to ensure that the public use components of the parkland including the trails and trailhead locations within the Rouge National Urban Park are integrated and connected with Markham's pathways and trails system</li> </ul>
Toronto Region and Conservation Authority (TRCA)	<ul style="list-style-type: none"> <li>Recommend clarification of policies related to locating stormwater management facilities in valley corridors. This 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.</li> <li>Consider including policies with respect to stormwater outfall.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Section 3.3.3.9 was revised to clarify stormwater management facilities may only be considered in <i>vegetation protection zones</i> associated with <i>valleylands</i> where it can be demonstrated that site conditions prevent the location outside of these zones and provided the environmental impact study or hydrological evaluation demonstrates further enhancement to the Natural Heritage Network</li> <li>Section 3.3.3.10 has been added to clarify</li> </ul>

	<ul style="list-style-type: none"> <li>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).</li> <li>We strongly support the hamlet policies as they relate to uses in the hamlets of Locust Hill and Cedar Grove. This direction is consistent with the recommendations for Hamlets as cited in the 2007 Little Rouge Corridor Management Plan. Further recommend that these hamlets need to be studied to consider, among other things, the best concepts for adaptive reuse of important heritage sites, potential infill opportunities and streetscape improvements to support the heritage character of both communities. All studies need to capture design and partnership opportunities to guide future modest land use and site plan change, as well as, consider future impacts of roadway improvements and parking needs</li> </ul>	<p>that infrastructure associated with stormwater management facilities, including outfall channels, shall generally be placed close to the base of the slope above the 25 year floodline and located outside of the meander belt of a stream, wherever possible, and avoid disturbance to natural heritage features</p> <ul style="list-style-type: none"> <li>Section 8.7.1.2 has been added to reference the City undertaking a land use and urban design study for the hamlets of Locust Hill and Cedar Grove, in consultation with Parks Canada, the TRCA, the Province, and landowners to address: <ul style="list-style-type: none"> <li>a) Protection of the distinct heritage and countryside character;</li> <li>b) Adaptive reuse of buildings relative to the non-residential use permission in the Plan</li> <li>c) Infill development guidelines for vacant lands;</li> <li>d) Streetscape and landscape improvements that enhance the character of the hamlet area; and</li> <li>e) Integration and interface with the Rouge National Urban Park</li> </ul> </li> </ul>
<p>Town of Richmond Hill</p>	<ul style="list-style-type: none"> <li>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. 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.</li> </ul>	<ul style="list-style-type: none"> <li>Map 10 has been revised to denote the Potential Provincial 400 Series Highway Mid-Block Crossing shown as an extension of Valleywood Drive/Apple Creek Boulevard as a Special Transportation Study Area where road network improvements are to be confirmed based on further studies with agencies having jurisdiction. The 404 flyover is planned as an extension of Valleywood and Applecreek because of its continuity to Warden Avenue which will provide a continuous E-W link parallel to Hwy 7 and</li> </ul>

		<p>16th Ave. The additional E-W midblock crossing is required to provide direct route for intermediate distance trips (e.g. between Warden to Leslie) instead of using 16th Ave, Highway 7 or the planned Centurion flyover.</p> <ul style="list-style-type: none"> <li>Section 2.5.1.4 has been revised to clarify that the implementation of the Langstaff Gateway Secondary Plan be coordinated with the implementation of the secondary plan for the adjoining Richmond Hill Centre to achieve a complete and integrated Regional Centre. This wording would be consistent with the Regional Official Plan policy 5.1.4.27</li> </ul>
<p>City of Vaughan</p>	<ul style="list-style-type: none"> <li>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?</li> </ul>	<ul style="list-style-type: none"> <li>There is no specific requirement for a Yonge North Corridor Secondary Plan. However, Section 9.18.9 clarifies that land use objective for the area and that a local area study as referenced in Section 10.1 may be prepared for the Yonge North Corridor. In addition, a <i>comprehensive block plan</i> shall be required, where appropriate, in accordance with Section 10.1.4 in considering an application for <i>development approval</i> in the area.</li> </ul>
<p>York Catholic District School Board (YCDSB)</p>	<ul style="list-style-type: none"> <li>Consider identifying child care centre as a permitted use in all public schools.</li> <li>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.</li> <li>Revise Section 4.2.3.2 to indicate the disposition of surplus school properties.</li> <li>Board is supportive of Markham's requirement for Transportation Demand Management Strategy for new significant</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.2.3.2 has been revised to clarify that Markham shall request first right of refusal to acquire all or part of the school site and that government agencies and community groups with identified needs shall have the second right of refusal.</li> </ul>

<p>York Region District School Board (YRDSB)</p>	<p>development applications.</p> <ul style="list-style-type: none"> <li>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.</li> <li>Revise Section 4.2.3.2 to indicate the disposition of surplus school properties.</li> <li>Request to review and comment on flexible zoning standards to be applied to school sites.</li> <li>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.</li> <li>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.</li> <li>No Comments</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.2.3.2 has been revised to clarify that Markham shall request first right of refusal to acquire all or part of the school site and that government agencies and community groups with identified needs shall have the second right of refusal.</li> </ul>
<p>Conseil Scolaire Publique</p>	<ul style="list-style-type: none"> <li>No Comments</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<p>Bell</p>	<ul style="list-style-type: none"> <li>Consider Provincial Policy Statement definition of infrastructure within Section 10.2.</li> <li>Consider including communications/telecommunications as a permitted use in all land use designations (8.1.1).</li> <li>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.</li> <li>Locating cables and other utility structures is a costly procedure and not always feasible. Consider adding words “where feasible”.</li> <li>No comments on Part 1</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Section 8.6.1.2 k) has been added to uses provided for in the ‘Greenway’ designation: communications/telecommunications infrastructure subject to the requirements of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.</li> </ul>
<p>Canada Post</p>	<ul style="list-style-type: none"> <li>No comments on Part 1</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted. No change</li> </ul>
<p>Markham District Energy</p>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>A reference to district energy has been added to Section 5.1.1.7 9d)</li> </ul>



	<ul style="list-style-type: none"> <li>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.</li> <li>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).</li> </ul>	
PowerStream	<ul style="list-style-type: none"> <li>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.</li> <li>Road cross-sections shall be designed to incorporate adequate electrical facilities.</li> <li>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.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted. No specific response</li> </ul>
TransCanada Pipelines	<ul style="list-style-type: none"> <li>TransCanada does not have a compressor station located in Markham and therefore, policy 7.2.3.7 (e) is not required.</li> </ul>	<ul style="list-style-type: none"> <li>Section 7.2.3.7 (e) has been deleted</li> </ul>
Hydro One Networks	<ul style="list-style-type: none"> <li>Do not provide comments on Official Plans.</li> </ul>	<ul style="list-style-type: none"> <li>No response required.</li> </ul>
Community Legal Clinic of York Region	<ul style="list-style-type: none"> <li>Request for a commitment in the Official Plan to adopting a by-law that will ensure safe and healthy occupancy of residential rental units</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.1.2.3 was revised to encourage the maintenance and replenishment of the existing housing stock and apply appropriate property standards to achieve safety and maintenance of all properties</li> </ul>
Curve First Nation	<ul style="list-style-type: none"> <li>Notify of City's obligation to notify First Nation should excavation unearth bones, remains or other such evidence or a native burial</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.6.3 has been revised to clarify a protocol for engaging and consulting with First</li> </ul>

	<p>site or any archaeological findings</p> <ul style="list-style-type: none"> <li>• Notify of the obligation under the Cemeteries Act to notify the nearest First Nation Government or other community of Aboriginal people if a burial site is found</li> <li>• Notify of the need for a First Nations or other community of Aboriginal people representative to be present before remains and associated artefacts can be removed from a site</li> </ul>	<p>Nations or Métis.</p>
<p>Métis Nation of Ontario</p>	<ul style="list-style-type: none"> <li>• Expressed interest in protection of Métis <i>archaeological resources</i></li> <li>• Expressed an interest in ensuring passive recreational opportunities within the parks and open space system which are pesticide free</li> </ul>	<ul style="list-style-type: none"> <li>• Section 4.6.3 has been revised to clarify a protocol for engaging and consulting with First Nations or Métis.</li> </ul>

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