

PLANNING REPORT

Official Plan Amendment, Zoning By-law Amendment
& Draft Plans of Subdivision (x 2)

SIXTEENTH LAND HOLDINGS INC.

NEW RESIDENTIAL NEIGHBOURHOOD

4134 16th Avenue

City of Markham, Region of York

September 2016



GATZIOS PLANNING +
DEVELOPMENT CONSULTANTS INC.

PLANNING REPORT

- Official Plan Amendment
- Zoning By-Law Amendment
- Draft Plans of Subdivision (x 2)

In support of a New Residential Neighbourhood at:

4134 16th. Avenue
City of Markham, Region of York

Submitted on behalf of:

Sixteenth Land Holdings Inc.

Report Date:

September 2016

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1. INTRODUCTION AND PURPOSE

Sixteenth Land Holdings Inc. has retained Gatzios Planning to prepare this Planning Report in support of the following planning applications to permit the development of a new residential neighborhood on the Subject Property:

- an Official Plan Amendment (an "OPA"),
- a Zoning By-Law Amendment (a "ZBLA"), and
- two Draft Plans of Subdivision (the "Plans of Subdivision").

A Pre-Consultation Meeting was held with the City of Markham, the Region of York, the Toronto and Region Conservation Authority, the York Region District School Board and the York Region Catholic District School Board on February 1, 2016 to confirm the submission requirements for these planning applications. A copy of the Pre-Consultation Meeting Checklist package is included as **APPENDIX A**.

The Subject Property is municipally known as 4134 16th. Avenue, in the City of Markham, Region of York. The Property is located in Part lots 16, 17 and 18, Concession 5. Except for an area adjacent to Kennedy Road, the balance of the Property is currently used by its former owner York Downs Golf & Country Club for a golf course.

The Property is a total of 169 hectares (417 acres), and is located on the north side of 16th. Avenue, on the west side of Kennedy Road. The Property also has a small amount of frontage, approximately 26 metres, on the east side of Warden Avenue.

A tributary of the Berczy Creek crosses the western portion of the Property, and the Bruce Creek traverses the Property in a roughly north / south direction, bisecting the Property into west and east tableland areas. Both the Berczy and the Bruce are tributaries of the Rouge River.

The current golf course use has been in operation since York Downs Golf & Country Club opened on site in the early 1970's. The current Official Plan designation of 'Private Open Space' for the areas beyond the valleylands reflects this historic golf course use.

Sixteenth Land Holdings Inc. intends to develop the Property for a new residential neighborhood and is submitting an OPA to redesignate the developable portion of the Property from 'Private Open Space' to appropriate urban residential designations to permit the development of residential uses.

The ZBLA intends to zone the Property for the appropriate land uses such as single detached lots, townhouses, school, park, stormwater management pond, etc.

There are two Plans of Subdivision covering the two halves of the Property. The West Plan of Subdivision is approximately 76 hectares (188 acres) and contains the valleylands associated with both the Berczy creek and the Bruce creek. The East Plan of Subdivision is approximately 93 hectares (229 acres).

2. SITE AND CONTEXT

2.1 Site

The Subject Property contains a tributary of the Berczy Creek which crosses the western portion of the Property. The Bruce Creek also traverses the Property in a roughly north / south direction, bisecting the Property into west and east tableland areas. Both the Berczy and the Bruce are tributaries of the Rouge River.

The Berczy Creek and its associated valleylands also crosses the small strip of the Subject Property which extends west with approximately 26 metres of frontage onto the east side of Warden Avenue. In this location, the Subject Property is situated well below the grade of Warden Avenue, and contains environmentally constrained lands.

Figure 1 – Subject Property Air Photo illustrates that the majority of the West Plan of Subdivision land area is currently used for a golf course, with associated vegetation framing golf fairways as well as several natural areas associated with the two valleyland areas.

Approximately half of the East Plan of Subdivision land area is currently used for a golf course. A large area of land adjacent to Kennedy Road is in active agricultural cultivation, and there is a temporary stormwater management pond occupying some of the eastern area of the East Plan of Subdivision. Similar to the West Plan of Subdivision area, there are trees and vegetation framing golf fairways, and there is a woodlot of approximately 4.3 hectares (10.6 acres) located towards the eastern portion of the Property.

Various man made golf course irrigation ponds exist on both West and East Plans of Subdivision.

The main golf course club house and associated parking lot is located on the East Plan of Subdivision, as well as golf course maintenance buildings. There are no existing buildings on the West Plan of Subdivision.

The site currently has its main driveway access to the golf course on 16th. Avenue, located at the signalized intersection of 16th. Avenue and the western leg of Normandale Road. There is also a service access driveway to Kennedy Road in the northeast corner of the property immediately south of the Angus Glen Village residential development / opposite the commercial plaza located on the east side of Kennedy Road, and, an additional access driveway located further south on Kennedy Road opposite Wilfred Murison Avenue. There is currently no vehicular access to the north (Angus Glen Village) or to the west (Warden Avenue).

2.2 Area Context

Generally, the Subject Property is located in the southern portion of the City of Markham concession block bounded by Warden Avenue, Major Mackenzie Drive East, Kennedy Road and 16th. Avenue. To the west there exists historic estate large-lot residential development in the Glenburn Park and Cachet Parkway areas. The balance of the surrounding areas on all four sides are developed for low density residential development, with the Berczy Glen and Upper Unionville neighbourhoods to the east, historic Unionville to the south, Cachet to the west, and Angus Glen Village and the southern portion of the Angus Glen Golf Course to the north.

Both 16th. Avenue and Major Mackenzie Drive East extend west to full interchanges with Highway No. 404, and Kennedy Road is a major arterial road that extends through the Region of York and south through the City of Toronto.

Figure 2 – Local Area Context Air Photo depicts the Subject Property and the surrounding areas, described as follows:

north

The existing Angus Glen Village residential neighbourhood borders the Property's northern edge, with a combination of single detached lot rear lot lines and side lot lines, a single loaded collector road, a park (Colty's Park), and future road connections all located along the Property's northern border.

east

The northern portion of the Property's east edge has frontage onto Kennedy Road, with the Berczy Glen / Upper Unionville residential neighbourhood located on the east side of Kennedy Road. There are two collector roads in the Berczy Glen neighbourhood that intersect with Kennedy Road opposite the Subject Property: Bur Oak Avenue a major collector road, and Wilfred Murison Avenue, a minor collector road. There is a commercial plaza located on the northeast corner of Kennedy Road and Bur Oak Avenue, and the Pierre Elliott Trudeau High School (York Region District School Board). Residential housing forms on the east side of Kennedy Road include rear lane townhouses and single detached lots.

The southern portion of the Property's east edge is adjacent to the St. Philip's On the Hill Anglican Church and the associated St. Philip's Church Unionville Anglican Cemetery (1829), both of which have frontage on Kennedy Road. South of the Church, there is residential townhouse development known as Yorkton phase II which was recently approved and is under development.

The Yorkton II development will extend Yorkton Boulevard from its current terminus at Royal Aberdeen Road and bring it to the boundary of the Subject Property for extension into the Subject Property development. Yorkton Boulevard has a signalized intersection with 16th. Avenue.

The Yorkton II development will also extend Beckett Avenue from its current signalized intersection with Kennedy Road, and bring it to a three way intersection with Yorkton Boulevard.

South of the Yorkton II development is the existing townhouse development known as Yorkton I, as well as several rural residential lots fronting on the west side of Kennedy Road, a private school (Unionville Montessori Private School) on the northwest corner with access from both Kennedy Road and 16th. Avenue, and a grocery store (Village Grocer) located on the north side of 16th. Avenue.

south

The Property's southern edge has frontage onto 16th. Avenue, with the small Normandale residential neighbourhood located on the opposite south side of 16th. Avenue, as well as the southern continuation of the Bruce and the Berczy Creeks and their associated valleylands.

There are two local road intersections in the Normandale neighbourhood which intersect with 16th. Avenue opposite the Subject Property: the western leg of Normandale Road which is signalized, and the eastern leg of Normandale Road which is not signalized.

The Normandale neighbourhood is a self-contained residential area, comprised of approximately 150 large single detached lots, with a rear lot arrangement along the south edge of 16th Avenue. The Normandale neighbourhood is surrounded on the west, south and east by the Bruce and Berczy Creeks and their associated valleylands, and there is no road connection from the Normandale neighbourhood across the valleylands to the Unionville neighbourhood to the south.

On the western edge of the Normandale neighbourhood there is a larger residential parcel of land containing a historic dwelling (4031 16th. Avenue), with current driveway access on the south side of 16th. Avenue and frontage onto the western leg of Normandale Road. There are recent planning applications for this property proposing single detached residential dwellings with access from Normandale Road. These applications are in process with no decisions rendered as of the date of writing.

west

The northern portion of the Property's west edge is adjacent to rear yards of the residential large estate-size single detached lots in the Glenridge / Walnut Glen neighbourhood.

There is a narrow strip of land, approximately midpoint on the Property's west side, and approximately 26 metres wide as described in the previous section, which extends west to Warden Avenue and contains valleylands associated with the Berczy Creek which runs roughly north south in this location.

The southern portion of the Property's west edge is adjacent to the Glenburn Forest executive townhouse condominium development, rear yards of existing residential estate-size single detached lots on Country Estates Drive, and again the Berczy Creek and its associated valleylands as it traverses roughly north-south and northwest-southeast.

3. THE DEVELOPMENT PROPOSAL

3.1 Development Description

Table A – Land Use summarizes the proposed uses of the Property, detailed by West and East Plan of Subdivision areas.

Figure 3 – Composite Development Plan illustrates the development for the entire property, and is comprised of both the West and the East Plans of Subdivision, illustrated jointly for ease of reference. **Figure 4 – West Plan of Subdivision** and **Figure 5 – East Plan of Subdivision** provide the two Plan of Subdivision applications.

The development proposal creates a new predominately low density residential neighbourhood on the developable portions of the Property.

The key features of the new neighbourhood are illustrated on **Figure 6 – Structure Plan**, and described as follows.

valleylands and natural heritage

The valleylands and natural heritage environmental features associated with the two sections of the Berczy Creek and the section of the Bruce Creek that traverse the property have been studied, and various environmental constraints have been identified on the Property. Using the outermost limit of the various environmental constraints identified, a limit of development has been determined for the proposed new residential subdivision development. This analysis was also applied to the woodlot located in the East Plan of Subdivision and a limit of development determined.

The valleylands are contained within several Open Space blocks on the Plans of Subdivision, and are proposed to be zoned for open space uses and dedicated into public ownership. The woodlot on the East Plan of Subdivision is also contained within an Open Space block and proposed for an open space zone as well as public ownership dedication.

All of these identified open space areas are illustrated on **Figure 6 – Structure Plan**.

Several significant trees have been identified on site and beyond the limits of the Open Space blocks described above, with Park blocks proposed in several locations which would contain these trees within the Park block itself. These opportunities are subject to grading and City of Markham acceptance of the location and design of the proposed Park blocks.

LAND USE	WEST DRAFT PLAN			EAST DRAFT PLAN			TOTAL PROPERTY		
	# LOTS / BLOCKS	# UNITS	AREA (ha)	# LOTS / BLOCKS	# UNITS	AREA (ha)	# LOTS / BLOCKS	# UNITS	AREA (ha)
SINGLE DETACHED RESIDENTIAL LOTS									
Access on a Public Road									
21.33m (70') x 31m / 35m	73	73	7.2				73	73	7.2
15.24m (50') x 28.5m / 31 / 35m	216	216	12.6	220	220	11.9	436	436	24.5
13.1m (43') x 28.5m				275	275	11.6	275	275	11.6
12.2m (40') x 31m	48	48	2.0				48	48	2.0
11.0m (36') x 28.5m				105	105	3.9	105	105	3.9
sub-total	337	337	21.8	600	600	27.4	937	937	49.2
Access on a Laneway									
9.15m (30') x 25m / 31m	16	16	0.5	95	95	2.7	111	111	3.2
10.7m (35') x 31m	30	30	1.2				30	30	1.2
13.1m (43') x 31m	9	9	0.4				9	9	0.4
sub-total	55	55	2.1	95	95	2.7	150	150	4.7
Total Single Detached Lots	392	392	23.9	695	695	30.1	1,087	1,087	54.0
TOWNHOUSE RESIDENTIAL UNITS									
Access on a Public Road									
6.0m (20') x 28.5m				24	158	3.0	24	158	3.0
6.1m (20') x 23.5m	41	262	4.4				41	262	4.4
Access on a Laneway									
5.5m (18') x 25m				28	177	2.8	28	177	2.8
Total Townhouse Residential Units	41	262	4.4	52	335	5.9	93	597	10.3
MEDIUM DENSITY RESIDENTIAL UNITS									
Stacked Townhouse Blocks				1	151	1.4	1	151	1.4
Back to Back Townhouse Blocks				6	76	0.7	6	76	0.7
Mid-Rise Condominium Block	1	300	1.4				1	300	1.4
Total Medium Density Residential Units	1	300	1.4	7	227	2.1	8	527	3.5
MIXED USE BLOCK (residential units estimated)	1	210	3.5				1	210	3.5
TOTAL RESIDENTIAL (incl. MIXED USE BLOCK unit estimate)		1,164	33		1,257	38		2,421	71
ELEMENTARY SCHOOL BLOCK				1		2.5	1		2.5
PARKLAND BLOCKS	4		2.6	3		3.6	7		6.2
WALKWAY BLOCKS				1		0.1	1		0.1
STORMWATER MANAGEMENT POND BLOCKS	2		3.4	2		6.9	4		10.3
ROADS & LANEWAYS			15.2			20.2			35.4
RESIDENTIAL RESERVE BLOCK				1		0.1	1		0.1
ROAD WIDENING BLOCKS	3		0.0				3		0.0
1 FOOT RESERVE BLOCKS	2		0.0	3		0.0	5		0.0
Net Developable Land Area			54.4			71.6			126.0
OPEN SPACE BLOCKS (Valley & Woodlot)	4		38.2	1		4.4	5		42.6
TOTAL PROPERTY		1,164	92.6		1,257	76.0		2,421	168.6

TABLE A – LAND USE

transportation - collector road network

The neighbourhood-structuring network of major and minor collector roads illustrated on **Figure 6 – Structure Plan** was determined in a collaborative multi-disciplinary consultant team approach, with the proposed road network reflecting the combination of transportation engineering, environmental network, civil engineering, planning and urban design goals and objectives. The overall goal of achieving as much connectivity and providing as much access to and through this new neighbourhood was considered.

One crossing of the valleyland system on the Property is being proposed, being a major collector road crossing of the Bruce Creek, representing a westward extension of Bur Oak Avenue, a major collector which currently terminates at a signalized three-way intersection with Kennedy Road on the Property's eastern edge.

Noteworthy in the network of collector roads proposed is that there is no crossing proposed of the northern small portion of the Berczy Creek valleyland located on the west edge of the West Plan of Subdivision, adjacent to the Property's Warden Avenue frontage. A road connection from the Property through this valleyland area to create a road connection to Warden Avenue was deemed undesirable from various disciplines points of view, including from an environmental, a planning, and an engineering point of view.

The narrow width of the Property in this location (26 metres); the significant grade difference from the Property up to the elevated Warden Avenue right-of-way which is a bridge structure in this location; the challenges of constructing a grade-separated intersection with existing residential buildings and properties in close proximity; and the existing residential development and rear yards located immediately both north and south of this narrow area of the Property, which would see a collector road constructed adjacent to their rear yards, are all reasons which led the consultant team to conclude that this road connection should not be proposed.

Photographs of this area of the Subject Property included below (PHOTOS 1 to 4) illustrate the narrow property dimension in this location, the grade separation up to Warden Avenue, and the close proximity of existing residential buildings and rear yard amenity areas to the north and to the south of the Property. As a result, the development proposal does not include a road through this area to Warden Avenue.



PHOTO 1 – Facing west to Warden Avenue, the property boundary between the Subject Property and the Glenburn Forest executive townhouses located south of the tall evergreen trees



PHOTO 2 – Facing south to adjacent Glenburn Forest Executive Townhouses, the property line located roughly at the red-leafed tree



PHOTO 3 – Facing north towards adjacent Walnut Glen Place estate lots, with the property line between the Subject Property and the estate lots being the fence



PHOTO 4 – Facing north on eastern shoulder of Warden Avenue with view of Subject Property sloping away from Warden Avenue elevation

Notwithstanding the planning, environmental and civil engineering assessments which determined that a road crossing in this location was not supported, an assessment of this road connection from a transportation point of view was undertaken by the transportation engineering consultant, with details of this assessment detailed in the Transportation Assessment (September 2016) prepared by Poulos + Chung and summarized in a further section of this Planning Report.

In summary, the road connections to the existing surrounding areas proposed by these development applications area as follows, as illustrated on **Figure 6 – Structure Plan**:

North road connections proposed:

- A minor collector road to intersect with Angus Glen Boulevard
- A local road to extend Saddleworth Road south of Parkstone Road
- A minor collector road to extend Prospector's Drive south of Parkstone Road
- A local road to extend Dancers Drive south

East road connections proposed:

- A major collector road to intersect with Kennedy Road opposite Bur Oak Avenue
- A minor collector road to intersect with Kennedy Road opposite Wilfred Murison Avenue
- A minor collector road to extend Yorkton Boulevard north

South road connections proposed:

- A major collector road to intersect with 16th. Avenue opposite Normandale Road (east leg)
- A major collector road to intersect with 16th. Avenue opposite Normandale Road (west leg)

land uses

As depicted on **Figure 6 – Structure Plan**, the predominant land use proposed is low density residential. This includes single detached and townhouse residential units, some with direct vehicular frontage on a road, and some with vehicular access from a lane.

Several residential mid rise blocks and one mixed use mid rise block are proposed for areas of the Property adjacent to the surrounding regional arterial roads, being Kennedy Road and 16th. Avenue. These blocks, as depicted on **Figure 3 – Composite Development Plan**, and are planned at higher density than the surrounding low density areas to support and take advantage of their proximity to the arterial road network and the associated transit opportunities. Mid rise built forms proposed include back to back townhouses and stacked townhouses adjacent to Kennedy Road, and a mid rise condominium site adjacent to 16th. Avenue, as well as a mixed use mid rise block which may contain a combination of local-servicing neighbourhood retail and commercial uses, as well as townhouses and/or mid rise residential units.

The detailed design and specifics of these mid rise and mixed use blocks will be determined with the future processing of site plan applications for the specific blocks, however, the current conceptual plans for these blocks are as follows, which are being reflected in the proposed OPA for the current 1987 Official Plan and the new 2014 Official Plan, as well as in the proposed Zoning By-Law Amendment:

West Plan of Subdivision:

- Mixed Use Mid Rise Block 11
 - Neighbourhood Commercial, and an estimated 210 medium density residential units
 - 3.542 hectares
 - residential net density = 60 units / net hectare
- Medium Density Block 12
 - Condominium residential building, with an estimated 300 medium density residential units at a maximum of 6 stories
 - 1.357 hectares
 - residential net density = 221 units / net hectare

East Plan of Subdivision:

- Stacked Townhouses Block 9
 - 151 stacked townhouse units
 - 1.402 hectares
 - residential net density = 108 units / net hectare
- Back to Back Townhouses Blocks 66 to 71
 - A total of 76 back to back townhouse units in 6 Blocks
 - Total area of 6 Blocks = 0.743 hectares
 - Total residential net density of 6 Blocks = 103 units / hectare

Distributed throughout the development are parks of various sizes to serve the new population, including a neighbourhood park proposed adjacent to the elementary school site located in the East Plan of Subdivision. The two York Region school boards indicated the need for one elementary school site in this new neighbourhood.

Finally, four stormwater management pond blocks are designed and proposed at locations recommended by the consultant team, and are to be dedicated into the future ownership of the City of Markham.

overall development density

The total residential unit count proposed is 2,421 units. The developable portion of the property (net Open Space Blocks) is 126 hectares, resulting in a unit density of 19.2 units per hectare.

The following people per unit estimates are used to calculate the estimated number of people to be accommodated in this development proposal. These figures are as published for this use by the Region of York:

- Single detached unit: 3.61 people / unit
- Medium density / townhouse unit: 3.02 people / unit
- High density / apartment unit: 1.98 people / unit

The following table provides the total residential population estimate for the Property:

Unit Type	Units	People/Unit	Total People
Single Detached units	1,087	3.61	3,924
Medium Density units	824	3.02	2,488
High Density units	510	1.98	1,010
Total Population Yield	2,421 units		7,422 people

Table B - Residential Population Yield

The projection of the total number of jobs to be generated in the proposal by the non-residential uses is estimated as follows:

Use / Block	job rate	Total Jobs
Elementary School	50 jobs / schools	50 jobs
Mixed Use Block (half of 3.5 ha site)	1 job/400sq.ft. GLA	30 jobs estimate
Total Job Yield		80 jobs

Table C – Employment Jobs Yield

In total, the development proposal is expected to accommodate 7,422 people plus 80 jobs, for a total generation of 7,500 people and jobs.

In total, the people and jobs density for the proposal is calculated by dividing 7,500 people and jobs by 126 developable hectares for an overall density result of **60 people and jobs per hectare**.

active transportation

As depicted on **Figure 7 – Active Transportation Plan**, the new residential neighbourhood provides for the opportunity to travel through and around the neighbourhood and beyond without the use of a vehicle.

Sidewalks are proposed on at least one side of all roads, with sidewalks on both sides of the major and minor collector roads and several local roads that serve to provide key neighbourhood connections.

A series of trails are proposed in the valleylands, around stormwater management ponds, and connected to road related sidewalks / bike lanes, in order to provide connections to the external arterial road network and to the current and proposed trails that surround the property, as per the City's Pathway and Trails Master Plan.

Transit bus stops are planned for along the major collector road route through the neighbourhood, providing a new segment of public transit from Kennedy Road south and west to 16th. Avenue.

3.2 Interface with Surrounding Area

The proposed development as described above is for the most part surrounded by existing residential neighbourhoods.

In a broader context, the development of this new residential neighbourhood is in an area that is for the most part now completely developed for low and medium density residential development. This area of the City of Markham between Major Mackenzie Drive East and 16th. Avenue, stretching from Markland Street / Woodbine Avenue in the west to the Greensborough Neighbourhood at Don Cousens Parkway in the east, comprises the vast majority of new urban low / medium density development in the City of Markham over the last 20 years.

Notwithstanding the historic trend for the City of Markham to develop for urban uses in a north-south direct, in fact low and medium density development has proceeded north of the Subject Property in the Angus Glen Village neighbourhood, and also in the Cathedral community along the Woodbine Avenue by-pass north of Major Mackenzie Drive East and also north of Elgin Mills Road East. As a result, the Property is situated in a location in the City of Markham that is now surrounded by residential development, public infrastructure and community services.

The land uses and development plans for the boundary of the Property have been considered in relation to the surrounding land uses and bordering neighbourhoods, and can be described as follows, illustrated on **Figure 2 – Local Area Context Air Photo**:

north

- Low density residential development comprised of only single detached lots is proposed along the north Property boundary adjacent to the existing Angus Glen Village, with extra deep lots designed to accommodate an increased minimum rear yard building setback located where rear lots are proposed to back onto existing rear yards to the north. This increased minimum rear yard building setback is to be regulated in the zoning standards proposed by the ZBLA application.

- The existing roads to the north which are available for connection or extension south into the subject development have been taken into account and connections proposed.
- The East Plan of Subdivision proposes a single loaded local road which is located adjacent to Colty's Park to provide neighbourhood access and open frontage for this park into this new neighbourhood, providing a continuous pedestrian connection north to south.

east

- As described above, two collector roads are proposed to intersect with Kennedy Road, a regional arterial road, opposite existing collector road intersections (Bur Oak Avenue and Wilfred Murison Avenue).
- Mid rise residential development is planned for the majority of the Property's frontage adjacent to Kennedy Road, with a small area of low rise residential planned adjacent to the existing Angus Glen Village residential lots.
- Further south, the east edge of this development is adjacent to the Yorkton phase II townhouse residential development currently under development, and the proposed plan provides for the extension of Yorkton Boulevard north into this new neighbourhood to intersect with new planned major and minor collector roads.

south

- As described above, two collector roads are proposed to intersect with 16th. Avenue, a regional arterial road, opposite existing road intersections (Normandale Road east and west legs).
- A mid rise residential block and a mixed use residential/commercial/retail block are proposed along the Property's 16th. Avenue frontage, taking advantage of and supporting the arterial road function and the transit opportunity of 16th. Avenue.

west

- In the West Plan of Subdivision along the northern west edge of the Property, single detached residential lots are proposed adjacent to the existing estate residential Glenridge / Walnut Glen neighbourhood. As noted in the 'north' section above, extra deep lots designed to accommodate an increased minimum rear yard building setback are located where rear lots are proposed to back onto existing rear yards to the west. This increased minimum rear yard building setback is to be regulated in the zoning standards proposed by the ZBLA application.
- As described in detail in a previous section of this report, no collector road connection is proposed on the narrow strip of the Property which extends to Warden Avenue and which is adjacent to existing development in the Glenburn Forest executive townhouse development and in the existing estate residential Glenridge / Walnut Glen neighbourhood. Single detached lot rear yards and a small linear park are proposed for this area, as well as an Open Space block containing the Berczy Creek valleyland area, which is proposed to be dedicated into public ownership.

3.3 Phasing of Development

Both the West Plan of Subdivision and the East Plan of Subdivision are to be developed in phases, as illustrated on **Figure 8 – Phasing Plan**.

Overall, development should occur first in the East Plan of Subdivision, on the area adjacent to Kennedy Road, being the area of the Property not currently being used by the York Downs Golf & Country Club, which is to cease operations on the balance of the site in the coming several years, likely before 2020.

Once the golf course use ceases, development can proceed on the balance of the East Plan of Subdivision and also on the West Plan of Subdivision. Potential phasing boundaries are shown on **Figure 8 – Phasing Plan**, with an estimate of development timing shown on **TABLE B – PHASING & STAGING** below. Note that the later phases of development have been grouped into Stage C, and may be grouped or may be developed concurrently in that stage or beyond.

STAGE & PHASE	NUMBER OF RESIDENTIAL UNITS			
	SINGLES	TOWNS	MID RISE	TOTAL
STAGE A: 2018-2021 occupancy				
phase 1 East	147	184	151	482
total Stage:	147	184	151	482
STAGE B: 2022-2024 occupancy				
phase 2 East	185	38		223
phase 1 West	84	126		210
total Stage:	269	164		433
STAGE C: 2024 - 2026 occupancy				
phase 3 East	363	189		552
phase 2 West	144	134		278
phase 3 West	166		510	676
total Stage:	673	323	510	1,506
TOTAL PROPERTY	1,089	671	661	2,421

TABLE B – PHASING & STAGING

3.4 *Development Goals and Objectives*

The residential neighbourhood proposed on the Property has been comprehensively designed to achieve the following, which are demonstrated and described in this and in the other supporting reports, investigations and plans submitted in support of these planning applications:

- delineation, protection and dedication to public ownership of environmental and natural heritage features and valleyland areas
- a range and variety of low density housing types and forms, including a variety of several medium density housing sites
- built form compatibility with the surrounding existing residential areas
- a vehicular transportation network that provides ease of access, multi-use opportunities including transit, pedestrian and bicycle uses, and respects and responds to the surrounding area and to the natural environment
- creation of a pedestrian sidewalk and trail system, with connectivity to the existing surrounding roads and trail systems for vehicular, pedestrian and bicycle and transit access
- efficient and maximized use of existing municipal servicing infrastructure
- provision of parkland to serve the residents in accessible and central locations
- an elementary school location central to the entire neighbourhood
- the opportunity to provide public transit through the neighbourhood
- creation of efficiently designed and located stormwater management facilities
- high quality urban design and controlled neighbourhood character features
- walkability and accessibility in the public realm to allow circulation through the entire neighbourhood and connections beyond
- achieve high level building energy efficiency
- provide low impact development features in the neighborhood landscape
- phasing of development which follows a logical progression in both West and East Plans of Subdivision

3.5 *Description of the Planning Act Applications*

3.5.1 Official Plan Amendment Overview

An Official Plan Amendment ("OPA") application to redesignate the developable portions of the Property for the appropriate urban land use designations is required, as well as adjusting various Official Plan Maps / Schedules to reflect the proposed development and adjustments to the environmental natural heritage systems on site. Several policy amendments to both the current 1987 and the new 2014 Official Plans are also proposed.

Given that both the current City of Markham Official Plan 1987 and also portions of the new City of Markham Official Plan 2014 are all in effect as of the date of application, the details of this proposal are being detailed in a draft OPA created for each of the current Official Plan 1987 and the new Official Plan 2014.

The two proposed draft OPA documents for the current 1987 and for the new 2014 Official Plans are contained in **Appendix B** and **Appendix C** respectively, to this Planning Report.

3.5.2 OPA to the current 1987 Markham Official Plan

In order to implement the change of use from private open space (golf course) to residential neighbourhood, Map and Schedule changes to the current 1987 Official Plan are required. These modifications are illustrated in **Figures 9 to 21** in this Planning Report, and are contained in the draft OPA document found in **Appendix B** to this Planning Report. There are changes to the land use designations of the Property, associated additions of collector roads and community facilities, as well as modifications to reflect the location and type of environmental features on site resulting from the detailed study undertaken as part of these planning applications.

In summary, the following Map and Schedule modifications are proposed in order to implement the development proposal in the City of Markham current 1987 Official Plan:

1. **Schedule 'A' – Land Use:** from 'Open Space' to 'Urban Residential', and remove the 'Future Urban Area' overlay, see **Figure 9** and **Figure 10**.
2. **Schedule 'B' – Planning Districts:** enlarge the boundary of Planning District 31 (Angus Glen Planning District) to include the Property, remove the property from Planning District 22, and remove 'Future Urban Area' overlay, see **Figure 11** and **Figure 12**.
3. **Schedule 'C' – Transportation:** add 'Major Collector Roads', remove 'Future Urban Area', see **Figure 13** and **Figure 14**.
4. **Schedule 'D' – Urban Service Area:** add 'Urban Service Area', remove 'Future Urban Area', see **Figure 15** and **Figure 16**.

5. **Schedule 'I' – Environmental Protection Areas:** adjust natural feature limits, see **Figure 17** and **Figure 18**.
6. **Appendix Map 1 – Greenway System:** adjust natural feature limits, see **Figure 19** and **Figure 20**.

In addition to these Schedule modifications to the current Official Plan 1987, an additional Figure in the Official Plan is proposed, being **FIGURE 31.2 – SPECIFIC SITE AND AREA POLICIES**, as shown on **Figure 21 City of Markham Official Plan 1987 Figure 31.2 Specific Site and Area Policies (new)** of this Planning Report. This Figure illustrates the location of the medium density, high density and mixed use sites on the subject Property, all as found in the 'Urban Residential' area, according to the current 1987 Official Plan housing policies.

Policy / text modifications proposed to the 1987 Official Plan in order to implement this development proposal are summarized as follows, and detailed in the proposed OPA found in **Appendix B** to this Planning Report:

1. Permit Low Density Housing uses with frontage onto a lane, in addition to units with frontage onto a public street.
2. Permit a mixed use block on 16th. Avenue with neighbourhood commercial uses and / or Medium Density II Housing residential uses, in any combination or as the sole use, without restriction as to the location of the residential uses on site.
3. Permit a mid rise residential block on 16th. Avenue, with a maximum building height of 6 stories at a maximum net site density of 221 residential units per hectare.
4. Permit a stacked townhouse block on Kennedy Road, with a maximum net site density of 110 units per hectare.
5. Permit several back to back townhouse blocks on Kennedy Road, with a maximum net site density of 105 units per hectare.
6. Require that development proponents of the Subject Property shall be required to enter into one or more developers' group agreement(s) where appropriate, to ensure equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

3.5.3 OPA to the new 2014 Markham Official Plan (partially in-effect)

In order to implement the change of use from private open space (golf course) to residential neighbourhood, Map and Schedule changes to the new, partially in-effect 2014 Official Plan are required. These modifications are illustrated in **Figures 22 to 39** in this Planning Report, and are contained in the draft OPA document found in **Appendix C**. There are changes to the land use designations of the Property, associated additions of collector roads and community facilities, as well as modifications to reflect

the location and type of environmental features on site resulting from the detailed study undertaken as part of these planning applications.

In summary, the following Map and Schedule modifications are proposed in order to implement the development proposal in the City of Markham new, partially in-effect 2014 Official Plan:

1. **Map 3 – Land Use:** from 'Private Open Space' to 'Residential Low Rise', 'Residential Mid Rise', and 'Mixed Use Mid Rise', add the major collector roads and make adjustments to the limits of 'Greenway', see **Figure 22** and **Figure 23**.
2. **Map 4 – Greenway System:** adjust natural feature limits, see **Figure 24** and **Figure 25**.
3. **Map 5 – Natural Heritage Features & Landforms:** adjust natural feature limits, see **Figure 26** and **Figure 27**.
4. **Map 6 – Hydrologic Features:** adjust natural feature limits, see **Figure 28** and **Figure 29**.
5. **Map 10 – Road Network:** add 'Major Collector Roads', see **Figure 30** and **Figure 31**.
6. **Map 11 – Minor Collector Road Network:** add 'Minor Collector Roads' and illustrate local road network, see **Figure 32** and **Figure 33**.
7. **Map 14 – Public School, Place of Worship and Park Sites:** add 'Public School Site' symbol and 'Park Site' symbols, see **Figure 34** and **Figure 35**.
8. **Appendix C – Community Facilities:** remove 'Golf Courses and Private Day Camps' and insert development plan, see **Figure 36** and **Figure 37**.
9. **Appendix D – Cycling Facilities:** add 'Proposed Cycling Facilities', see **Figure 38** and **Figure 39**.

Policy / text modifications proposed to the new, partially in-effect 2014 Official Plan in order to implement this development proposal are summarized as follows, and detailed in the proposed OPA found in **Appendix C** to this Planning Report:

1. Permit detached dwellings, semi-detached dwellings and townhouses (excluding back to back townhouses) without direct frontage on a public street.
2. Reduce the Minimum Vegetation Protection Zone for wetlands on site from 15 metres to 10 metres.
3. Reduce the Minimum Vegetation Protection Zone for Significant Valleylands on site from 30 metres to 10 metres.
4. Require that development proponents of the Subject Property shall be required to enter into one or more developers' group agreement(s) where appropriate, to ensure equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

3.5.4 Zoning By-Law Amendment

A Zoning By-Law Amendment ("ZBLA") application is required to rezone the developable portions of the Property to the appropriate zone categories to permit the proposed development. The current zone categories for the Property are illustrated on **Figure 40 – City of Markham Zoning Map E4**.

A map of the Property illustrating the location and details of the proposed zone category is found in **APPENDIX D. Proposed Zone Categories Schedule to amend Markham Zoning By-Law 177-96**. A list of the corresponding exceptions proposed to the base zones in By-Law 177-96 is found in **APPENDIX E. Proposed List of Zone Exceptions to amend Markham Zoning By-Law 177-96**.

The following zones are proposed for the various land uses contained in the development, as detailed further in the Community Design Plan prepared by The MBTW Group (September 2016) in support of these applications:

- Single detached dwellings: R2-S zone
- On-street townhouse dwellings: R2 zone
- Rear lane townhouse dwellings: R2-S zone
- Back to back townhouse dwellings: R3 zone
- Stacked townhouse dwellings: R3 zone
- Mid rise residential block: R4 zone
- Mixed use mid rise block: CA1 zone
- Parks: OS1 zone
- Elementary School: OS2 zone
- Stormwater management pond blocks: OS1 zone
- Open Space blocks (valleys and woodlot): G zone for valleylands, OS1 for the woodlot

As noted, the list of proposed exceptions to the above-noted base zone categories is included in **APPENDIX E**. The exceptions are for the most part driven by product design considerations, with a general summary being some increased and some decreased building setbacks proposed, increases to proposed to maximum building heights proposed, and an increase to the maximum density base zone requirements for the back to back townhouse and the stacked townhouse blocks on Kennedy Road proposed.

In addition, the list of proposed exceptions includes an increase to the minimum rear yard building setback for those single detached lots adjacent to the rear yards of existing residential development generally located to the north and to the north-west.

3.5.5 Plans of Subdivision (x 2)

Two Plan of Subdivision applications are proposed, one for the West portion and one for the East portion of the Property, as described in detail in previous sections of this Report and as illustrated on **Figure 4** and **Figure 5**.

A detailed unit and area breakdown of the two Plans of Subdivision is found in previously summarized **TABLE A – LAND USE** found above in this Planning Report.

Of note in the design of both of the Plans of Subdivision is the detailed delineation of development constraints and mapping of environmental constraints, leading to the establishment of the limits of development for the developable portions of the Property. Development constraint lines were identified and mapped by the consultant team, and the greater of the following constraints is used as the limit of development for the Plans of Subdivision:

- Regional floodline + 10 metre buffer
- Limit of redbelt dace habitat (meander belt + 30 metres)
- Physical top of slope and/or dripline + 10 metre buffer
- Wetlands + 10 metre buffer
- Long-term stable top of slope + 10 metre buffer

With respect to registration of plans of subdivision and processing of draft plan approvals, it is anticipated that the landowner will be applying for a severance of the Property in the future. This severance application will seek to divide the Property into two, along the line currently proposed as the division between the West and the East Plans of Subdivision. This coincident line will serve to provide the current landowner with the ability to proceed with development of the West and the East Plans of Subdivision independently, and in the event that both Plans of Subdivision do not remain under one ownership there should be cost sharing arrangement requirements put into place to ensure the fair, equitable and timely distribution and provision of community services and infrastructure. To this end, it is proposed that cost sharing principles be included in the policies of the OPA, as well as implemented as conditions of draft plan of subdivision for both the West and East Plans of Subdivision.

4. OTHER SUPPORTING INVESTIGATIONS

4.1 *Natural Environment*

Beacon Environmental was retained by the landowner to produce a Natural Environment Report / Environmental Impact Study (September 2016) in conjunction with these applications. The NER / EIS follows the terms of reference that were prepared in consultation with the City of Markham, and forms part of the Master Environmental Servicing Plan (the “MESP”) prepared as part of these applications.

The NER / EIS provides: an assessment of existing conditions; the constraint mapping used to design the two Plans of Subdivision; an analysis of applicable policy; potential impacts and mitigation; restoration and enhancement opportunities; and monitoring recommendations. The NER / EIS is supportive of the planning applications proposed for the development of the Property.

Given the level of detailed study undertaken as part of this application process, most of the environmental features on the Property have been identified and delineated with accuracy. As a result, there are various modifications proposed to the City of Markham Official Plans (both current 1987 and new 2014 Official Plan versions) maps and schedules to exactly and correctly identify the various environmental features that are mapped in the two Official Plans. The various Official Plan map and schedule modifications are illustrated and described in this report, and proposed in the draft OPA documents included with these applications.

In summary, the following areas are of particular note in the NER / EIS:

Berczy Creek and Bruce Creek valleylands

The limits of the various environmental aspects of the valleylands on site associated with these two creeks have been studied and detailed constraint line mapping produced for use in the design of the two Plans of Subdivision and the structure of the neighbourhood itself, including the location of the proposed road crossing of the Bruce Creek valleyland. As noted in the report, very few natural communities are present on the Property outside of the valleyland corridors, all of which are being retained in their present form.

butternut trees – species at risk

The southwest corner of the Property (in the West Plan of Subdivision) contains Butternut trees, which were assessed and categorized. The majority of these trees are located within the proposed Open Space block containing the Berczy Creek tributary and its associated valleylands (West Plan of Subdivision Open Space Block 3). Some of them will not be affected by the development, others are non-retainable, and several may be impacted by the proposed development. The MNRF assessment and permitting process is to be undertaken prior to any disturbances to this area or impact to the trees.

Environmental constraint lines for the proposed development are provided as follows:

- Regional floodline + 10 metre buffer
- Limit of redbelt dace habitat (meander belt + 30 metres)
- Physical top of slope and/or dripline + 10 metre buffer
- Long-term stable top of slope + 10 metre buffer
- Wetlands + 10 metre buffer

barn swallow – species at risk

Two nests of the threatened Barn Swallow exist on the Property in two buildings. The MNRF process and compensation and to be undertaken prior to any disturbances to the affected buildings.

tableland woodlot

A woodlot of approximately 4.3 hectares is located in the East Plan of Subdivision area. The woodlot is proposed to be retained in its natural state, with a 10 metre buffer provided around its perimeter. There is one small encroachment into the 10 metre buffer area, being the boulevard portion of a new east-west minor collector road proposed immediately to the south of the woodlot. This road cannot be shifted to the south to completely avoid the buffer area given the fixed location points of intersection. The small intrusion for a very short distance should form part of the new road boulevard area, and therefore can be landscaped.

restoration, enhancement opportunities and mitigation

Preliminary details for restoration and enhancement opportunities are presented, with a summary and description of various locations, opportunities and further consultation and study requirements outlined.

Potential mitigation measures include completion of feature-based water balance, monitoring of quality and quantity of water discharge, consultation with MNRF, and implementation of a monitoring plan and using adaptive management to address any outstanding concerns.

4.2 Community Design Plan

The MBTW Group was retained by the landowner to produce a Community Design Plan in support of these applications. Generally, the Community Design Plan addresses community design, urban design, built form, environmental and social sustainability, active transportation and compatibility and interface with the surrounding area.

The Community Design Plan provides a planning policy conformity summary with respect to applicable policy including the City of Markham current 1987 and new

partially in-effect 2014 Official Plans. It also provides detail on the medium density development blocks, as well as an analysis of key lots, corner lots, priority lots, etc.

Sustainable design is addressed at the neighbourhood design level, at the detailed engineering and environmental design level, and also at the building level.

4.3 *Municipal Servicing and related studies*

Stantec Consulting Ltd. was retained by the landowner to produce a Master Environmental Servicing Report ("MESP") Servicing and Grading Report in support of the OPA, and, a Functional Servicing Report in support of the detailed two Plans of Subdivision and Zoning By-Law Amendment.

In summary, the MESP Servicing and Grading Report addresses stormwater servicing, a watermain distribution system, wastewater / sanitary servicing, preliminary grading design, road right-of-way standards, floodplain hydraulics, proposed creek crossings, utilities, infrastructure and development phasing, preliminary erosion and sediment control, potential development impacts and proposed mitigation, and monitoring. The MESP Servicing and Grading Report supports approval of the planning applications.

The Functional Servicing Report provides the additional level of detail necessary for review and approval of the two Plans of Subdivision and the Zoning By-Law Amendment applications. In summary, the Functional Servicing Report addresses similar topics to those covered by the MESP Servicing and Grading Report, but provides design details, analysis and proposed works required to service the proposed development.

In conjunction with Stantec's MESP Report, the following studies have been undertaken in support of these planning applications for the proposed development and included in the MESP submission:

- R.J. Burnside & Associates Limited was retained by the landowner to produce a Hydrogeological Assessment and Water Balance (September 2016).
- Beacon Environmental was retained by the landowner to produce a Fluvial Geomorphology Report (September 2016).

4.4 *Transportation*

Poulos & Chung were retained by the landowner to produce a Transportation Assessment in support of the OPA for the proposed development, and, a Transportation Impact Assessment in support of the two Plan of Subdivision applications, detailing the proposed development.

In summary, the Transportation Assessment studies boundary road access opportunities, in conjunction with internal roadway network and access options, and arrives at support for the preferred collector road network as depicted these planning

applications, being Option B. Four potential road network systems were studied (Options A to D), as shown on **Figure 41 – Conceptual Road Network Options A to D**, and a recommendation was made based on an assessment of transportation considerations and study parameters to support Option B, being a fully connected network except for a collector road connection to Warden Avenue. A detailed review of this particular topic is found in a previous section of this Planning Report.

The Transportation Impact Assessment prepared in support of the detailed Plans of Subdivision analyzes the boundary roadway network using the preliminary staging / phasing of the development as described previously in this Planning Report. This Assessment addresses roads, transit and active transportation aspects of the proposed development.

In summary, the Transportation Impact Assessment concludes with support for the two draft plan of subdivision applications proposed, and support for the staging / phasing described. This Assessment reviews roadway operations both current and potential future, suggests transit routing to serve this new neighbourhood, and provides support for the proposed active transportation network of on-street routes and off street connections / trails through and beyond the new neighbourhood.

4.5 Arborist Report

Beacon Environmental was retained by the landowner to prepare an Arborist Report – Tree Inventory and Preservation Plan, dated September 2016. The purpose of the Report is to provide an inventory and assessment of the trees on or adjacent to the Property to identify those trees that are recommended for removal to accommodate the proposed residential development, and, to provide recommendations for tree preservation measures and mitigation.

There are over 4,000 trees on the Property, and the Report analyzed the health of the trees, the opportunity to retain the trees through the development process, and the trees that will be removed due to the development and also due to poor condition.

4.6 Environmental Noise Reports

Jade Acoustics Inc. was retained by the landowner to prepare an Environmental Noise Report for each of the WEST and EAST Plans of Subdivision. The primary source of noise that was identified is road traffic noise from the boundary arterial roads and the internal collector roads being proposed.

The Noise Reports recommend several mitigation and warning requirements, including noise warning clauses for future residential home purchaser's agreements of purchase and sale, building façade construction requirements, as well as a discussion of sound barrier options to address outdoor living areas.

With respect to sound barriers, there is a review provided of options to address outdoor living area noise criteria, and it is recognized in the Noise Reports that there may be Plan of Subdivision design modifications required to accommodate sound barrier design and construction, depending on the outcome of the City's and the Region's review of the analysis in these Noise Reports, and depending on detailed grading, engineering and building sitings that are to be undertaken at the next stage of the planning approvals process.

As a result, it is recommended that prior to final plan of subdivision approval (registration), that a detailed environmental noise report be required, and that the results of the review and approval of that Report be reflected and accommodated in the Plans of Subdivision, with revisions to the layout of the Plans, as required, to accommodate sound barriers and noise attenuation.

4.7 *Archaeological Assessment*

Golder Associates was retained by the landowner to prepare a Stage 1 Archaeological Assessment (26 August 2016) in conjunction with these applications.

The Stage 1 Archaeological Assessment concludes that the Property exhibits potential for the recovery of intact archaeological deposits, and recommends that Stage 2 surveys be undertaken for certain areas, in a two phase process.

5. PLANNING POLICY CONFORMITY

5.1 *Provincial Policy Statement, 2014*

The Provincial Policy Statement, 2014 (the “PPS”) came into effect April 30, 2014, and provides direction on matters of Provincial interest related to land use planning and development. As a key part of Ontario's policy led planning system, the PPS sets the policy foundation for regulating the development and use of land.

Decisions affecting planning matters are required to be consistent with the PPS. Policy direction includes land use patterns, densities and a mix of land uses which efficiently use land and resources; the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion. Direction is provided to minimize negative impacts on air quality and climate change, and promote energy efficiency. Support for active transportation and land use that is transit-supportive, including the direction that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The planning applications propose urban land uses within the settlement area of the City of Markham and outside of natural heritage features. The proposed development uses land and resources wisely, and promotes efficient development patterns, promotes green spaces, provides for the effective use of existing and new infrastructure and public service facilities and minimizes unnecessary public expenditure. The proposed development also provides residential land to contribute to the available locations within the City's built boundary for the accommodation of additional population. The provision for potential future transit is accommodated by way of an efficient road network that may also accommodate and support transit.

Section 1.4 of the PPS pertains to Housing, and directs that planning authorities provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area.

The proposed development accommodates a portion of the City of Markham's residential and growth and helps the municipality reach its growth targets, while accommodating new housing in a location where infrastructure is already available.

Section 1.5 of the PPS pertains to Public Spaces, Recreation, Parks Trails and Open Space. Healthy, active communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; b) planning and providing for a full range and equitable distribution of publically-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

The development proposal provides a road network which is a logical grid form that provides direct flow through the community and connecting to the surrounding areas, with the accommodation of pedestrian and alternative modes of transportation. Connectivity among the proposed parks and natural heritage features will allow for the extension and enhancement of the trail system in the City. Park and public space design is further articulated in the Community Design Plan (September 2016) prepared by The MBTW Group submitted as part of these applications.

Section 1.6 of the PPS pertains to Infrastructure and Public Service Facilities. Planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

The proposed development is surrounded for the most part by fully serviced residential communities, with infrastructure available in the adjacent regional roads to allow the connections necessary for development of this area.

Section 1.6.6.7 of the PPS regarding planning for stormwater management generally directs the minimization in contaminated loads, minimization in changes in water balance and erosion and the promotion of best practices, including stormwater attenuation and low impact development.

The design, type and location of stormwater management facilities are to adhere to the policies and requirements established by the Region of York, the TRCA, and the City of Markham, which are in conformity with the PPS.

Section 1.6.7 of the PPS pertains to Transportation Systems, and provides that land use patterns, densities and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development plan positions medium density residential and a small amount of neighbourhood commercial development along the perimeter of the Property, adjacent to Kennedy Road and 16th. Avenue. Where possible, connectivity to and the presence of transit stop locations will be enhanced and accentuated through architectural control in turn having the potential of promoting transit usage and reducing vehicular trips.

Section 1.8 of the PPS pertains to Energy Conservation, Air Quality and Climate Change. The proposed development plan provides a land use pattern which promotes compact form and structure, ease of active transportation circulation and connectivity.

The protection of Natural Heritage resources is described in Section 2.1 of the PPS, and the protection of Cultural Heritage and Archaeology is described in Section 2.6 of the PPS.

The proposed OPA designates the natural heritage features on site for protection, and the City of Markham Official Plan already contains policies that ensure that archaeological resources are appropriately studied and protected as necessary.

The proposed OPA land use designations, land use arrangement and road network present an efficient, compact land use pattern, which will translate into a range of residential development, supported by parks, schools and open space while protecting Natural Heritage Features. This land use pattern will be compact in form, transit-supportive, and at densities that make for the efficient use of land, infrastructure and public service facilities.

In summary, the proposed development is located within a defined Settlement Area and is surrounded on all sides by existing built-up, serviced area, thus representing a logical and contiguous infill development in the existing serviced and built up area. The proposed planning applications represent an appropriate form of land use that takes into account the Provincial Policy Statement and its principles.

The proposed planning applications are consistent with the Provincial Policy Statement.

5.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2006

The Growth Plan for the Greater Golden Horseshoe, 2006, Office Consolidation June 2013 (the "Growth Plan") directs growth to built-up areas where the capacity exists to best accommodate the expected population growth. It also promotes transit-supportive densities and it supports the use and maximization of existing infrastructure in existing communities.

The subject lands are contained within the 'built-up area' of the City of Markham in the Region of York. The following policies may be specifically considered in relation to the proposed development.

Subsection 2.2.2 Managing Growth indicates that growth will be accommodated by directing a significant portion of new growth to the built-up areas through intensification, building compact and transit-supportive communities, and providing a mix of housing types.

Subsection 2.2.3 General Intensification provides policies that include the requirement to accommodate a minimum of 40 percent of all residential development within the built-up area. The policies support minimum density targets, a range and mix of housing taking into account affordable housing needs, the provision of public open spaces and high quality urban design standards, generally higher densities than the surrounding areas, and an appropriate transition of built form to adjacent areas.

As illustrated on **Figure 42 – Provincial Built Boundary for the Region of York, April 2008** from the Growth Plan, the Property is contained within the Built Boundary of the Region of York, in the City of Markham. As such, the property is considered 'Settlement Area'

and not within the 'Designated Greenfield Area' in the Growth Plan policy regime. As a result, the Designated Greenfield Area density targets as found in Growth Plan section 2.2.7 do not apply, however, the intensification policies of the Growth Plan as found in section 2.2.3 General Intensification do apply as the property does form part of the City's intensification opportunities, and does contribute to the City's intensification targets.

As noted previously in this Planning Report, the proposed development yields an overall density of 60 people and jobs per hectare, an overall density which results from a mix of housing types and sizes that are compatible to the surrounding area, and also provides an efficient use of land and infrastructure in an infill setting. For comparison purposes, the density proposed for this new neighbourhood is greater than the Growth Plan's Designated Greenfields Area minimum density target of 50 people and jobs per hectare.

Similar to the analysis regarding the PPS, the proposed development provides a range of density and unit types in an intensification and infill setting adjacent to existing development in the built-up area of the City of Markham.

The proposed applications conform to the Growth Plan.

5.3 *Region of York Official Plan 2010*

The York Region Official Plan 2010 was approved by the province in September 2010, and subsequently partially approved by the OMB. The latest OMB approval of portions of the York Region Official Plan 2010 occurred in January 2013, with the majority of the Official Plan now in effect. A review of the key policies for consideration of these applications follows.

The YROP is formulated around the following broad themes, with Chapters provided for each theme: Sustainable Environment, Healthy Communities, Economic Vitality, Building Cities and Complete Communities, Agricultural and Rural Areas, and Servicing Our Population. This Planning Report will similarly provide commentary according to the themes / Chapters applicable to this Secondary Plan:

- A Sustainable Natural Environment (Chapter 2)
- Healthy Communities (Chapter 3)
- Economic Vitality (Chapter 4)
- Building Cities and Complete Communities (Chapter 5)
- Servicing Our Population (Chapter 7)

The Property is shown as 'Urban Area' and 'Regional Greenlands System' as illustrated on **Figure 43 – Region of York Official Plan 2010 MAP 1 Regional Structure**. The 'Urban Area' designation permits a wide range of urban land uses, including the low and medium density residential dwellings and associated land uses proposed by these applications.

Figure 44 – Region of York Official Plan 2010 MAP 2 Regional Greenlands System and **Figure 45 - Region of York Official Plan 2010 MAP 5 Woodlands** illustrate that the Property contains a portion of the Regional Greenlands System and also 'Woodlands'. Policies in Chapter 2 of the York Region Official Plan 2010 address the study requirements and the protection requirements for both the Greenlands System and the Woodlands identified on the Property. A Natural Environment Report / Environmental Impact Study (September 2016) prepared by Beacon Environmental in conjunction with these planning applications reviews, as described earlier in this Planning Report, provides an analysis and summary of conformity with these policies.

Figure 46 - Region of York Official Plan 2010 MAP 11 Transit Network and **Figure 47 - Region of York Official Plan 2010 MAP 12 Street Network** illustrate that the surrounding boundary Regional arterial roads are identified as part of the 'Regional Transit Priority Network', and that their right-of-way widths are to be up to 43 metres wide. The boundary Regional arterial roads are assessed and studied in both a Transportation Assessment and Traffic Impact Assessment study, both dated (September 2016) Poulos + Chung, submitted in conjunction with these planning applications.

A Sustainable Natural Environment (Chapter 2)

Chapter 2 addresses the Natural Environment. The Property includes lands that are protected from development according to these policies, including adjacent lands necessary to buffer and maintain these features.

Additional detail on the NER / EIS Report undertaken in conjunction with these applications are found earlier in this Report.

Healthy Communities (Chapter 3)

Chapter 3 addresses Healthy Communities to provide a strong sense of belonging and identity and contribute to a high-quality of life, health and wellbeing. Healthy communities are to offer affordable housing choices and access to transit, a range of quality human services, schools, public spaces, and local amenities.

Section 3.5 of the YROP addresses 'Housing Our Residents' stating that a broad variety of housing types and sizes are required to meet the diverse range of needs of the Region's residents and workers.

The proposed development contributes to affordability in that it provides for land use designations that permit a range of housing types including low density housing, medium density townhouses and mid rise apartment forms. A mix and variety of housing to satisfy differing physical, social and economic needs can be achieved through these land use designations and the corresponding permitted uses.

Economic Vitality (Chapter 4)

Chapter 4 of the YROP addresses 'Economic Vitality' where the plan is intended to promote innovation, economic diversity and resilience.

While the majority of this Chapter addresses employment uses, Section 4.4 pertains to 'Planning for Retail'. Local retail areas are key components for mixed-use communities and should incorporate effective urban design to ensure the integration of retail uses within the community. Well designed and strategically located retail will allow residents, workers and visitors to purchase goods and services locally by walking, cycling or taking public transit. The objective is "to ensure retail is well-designed and appropriately integrated into communities in a manner that encourages walking, cycling, and transit."

The proposed development includes a Mixed Use block adjacent to 16th. Avenue, which will integrate a small block of local serving neighbourhood scale retail in a compact format.

Building Cities and Complete Communities (Chapter 5)

Section 5.2 provides detailed policies addressing a range of efforts to ensure that sustainable communities are achieved in York Region. The preparation of the proposed development plan had regard for how sustainable communities will take shape. The sustainability policies in Section 5.2 of the YROP are discussed in the Community Design Plan prepared by The MBTW Group, as well as the topics addressed by the York Region New Communities Guidelines having the same effect.

Servicing Our Population (Chapter 7)

Chapter 7 of the YROP addresses 'Servicing Our Population' which is committed to providing state of the art services including transit, streets, water, wastewater, waste management, energy, rail, airports, utilities, and communications operated by a variety of public and private sector agencies. The effective provision of services involves reducing demand while expanding and updating existing infrastructure. The goal is "to provide the services required to support the Region's residents and businesses to 2031 and beyond, in a sustainable manner."

Section 7.1 of the YROP pertains to 'Reducing the Demand for Services', including automobile trip reduction and water conservation.

Section 7.2 pertains to 'Moving People and Goods', and has the objective "to create an active transportation system and programs that encourage walking, cycling and the use of public transit."

The servicing infrastructure proposed to service the development will be environmentally sustainable and be designed to meet all regional and municipal standards and innovate design practices as appropriate. The Property is immediately adjacent on all four sides to existing development, and adjacent to existing infrastructure in Kennedy Road and 16th. Avenue.

Section 7.3 pertains to 'Water and Wastewater Servicing'. The YROP supports sustainability principles within the York Region Water and Wastewater Master Plan, and

ensure the careful coordination of infrastructure delivery, land planning and financial planning. The objective is “to deliver safe, clean drinking water and provide long term water and wastewater services to York Region’s communities that are safe, well-managed, and sustainable.”

Policy 7.3.6 of the YROP states: “To provide full municipal water and wastewater servicing to accommodate growth in the Urban Area.” As noted in this report and the associated MESP, the development proposed will be serviced by full municipal water and wastewater services.

Section 7.5 pertains to ‘Energy and Utilities’, which has the objective “to demonstrate leadership in energy conservation and innovation, and to encourage the coordinated, efficient and safe integration of utilities to better serve residents and business.”

In summary the proposed development plan and detailed implementation reports support the various principles of the Regional Official Plan as outlined above. It contributes to the development of a range of residential, commercial and recreational opportunities for the community and includes land use designations that will create a mixed use community to support the needs of residents. This includes a range of housing types and mix of uses that supports the development of an efficient public transportation system by facilitating transit supportive densities. Natural heritage preservation and sustainable design are embodied in the proposed plans and described in supporting reports. Servicing and phasing strategies are detailed which will ensure the efficient and logical extension of servicing to develop this new neighbourhood.

The proposed planning applications conform to the policies of the YROP.

5.4 City of Markham current Official Plan 1987

The in-effect Official Plan for the subject property is the City of Markham Official Plan as revised in 1987, as amended. Although the City has adopted a new 2014 Official Plan and the Region of York has approved it, significant portions of it remains under appeal to the Ontario Municipal Board and therefore not yet in effect in its entirety.

The Subject Property is currently designated ‘Open Space’ for the majority of the site, and ‘Hazard Lands’ for the valleyland portions, with a ‘Future Urban Area’ overlay over the eastern portion of the Property adjacent to Kennedy Road. The current and proposed new designations are illustrated on **Figure 9** and **Figure 10** to this Planning Report.

The proposed Official Plan Amendment would generally redesignate the subject property to ‘Urban Residential’ and remove the ‘Future Urban Area’ overlay. A detailed description of the proposed OPA is found in an earlier section of this Planning Report.

Open Space designation

'Open Space' policies are found in section 3.9 of the Official Plan. The 'Open Space' designation on the property is intended for conservation and outdoor recreation purposes, with golf courses and similar compatible uses permitted. The designation does not permit the proposed urban development.

Policy 3.9.2 d) states that where lands in this designation are under private ownership, the lands will not necessarily remain as open space indefinitely. The 'Open Space' policies provide that if proposals to develop lands that are in private ownership are made, and the City does not wish to purchase such lands in order to maintain the open space, then the application for the redesignation of such lands for other purposes will be given due consideration by the City consistent with the policies of the Official Plan.

A Natural Environment Report / Environmental Impact Study (September 2016) was prepared in support of these applications for development, which studied the various natural features on the subject property. The Study finds that the proposed development will not adversely impact the natural heritage features and ecological functions associated with the Berczy Creek and the Bruce Creek corridors on site, provided the mitigation measures recommended in the Study are implemented.

Future Urban Area overlay

'Future Urban Area' policies are found in section 3.14 of the Official Plan. A portion of the western area of the Property is subject to the 'Future Urban Area' overlay, as illustrated on **FIGURE 9** and **Figure 11**. The 'Future Urban Area' is intended to provide a supply of land for projected growth in population and employment for the planning period to the year 2011. Obviously, given the age of the Official Plan, and the dates provided for in this section of the Official Plan, the projections of growth to 2011 are obsolete, and are replaced with new projections and new urban growth policies as found in the City's new 2014 partially in-effect Official Plan.

Notwithstanding the outdated policies of the 'Future Urban Area' designation, the proposed development of these lands meets the policy intent and criteria of this section of the 1987 Official Plan, which require an Official Plan Amendment to ensure that the policy objectives of this section are met in any proposed development of lands currently shown as 'Future Urban Area'.

Urban Residential designation and Housing Categories

'Urban Residential' policies are found in section 3.3 of the 1987 Official Plan. The intent of these applications is to redesignate the developable portions of the property as 'Urban Residential' to permit the proposed residential development.

'Urban Residential' policies permit housing and related land uses, including the roads and parks proposed by this draft plan of subdivision. The designation provides for Low Density Housing, Medium Density I and II Housing, and High Density I and II Housing

Categories, all with their own design parameters, to be specifically designated in Secondary Plans, and also permits Neighbourhood Commercial uses.

Housing Categories policy 3.3.2 b) provides that the Medium Density and High Density Housing Categories shall only be permitted in: ii) proximity to major open space areas and areas of natural amenity or other community and recreation services and facilities, iii) adjacent to arterial roads or highways or public transit routes to which access is readily available, iv) where services and infrastructure are adequate, v) where the traffic generated by the development can be adequately and safely handled by the road system, and vi) where the proposed site is of a suitable size and shape to provide adequate landscaping, amenity features, space for vehicular movement, parking and setbacks. All of these policy requirements are met with the proposal to provide medium and high density housing in the proposed development.

Policy 3.3.3 provides general policies for the 'Urban Residential' designation, including the following policies of note:

- c) lands which can develop on the basis of full municipal services
- e) gradation of densities will be used, and proposed dwellings immediately adjacent to existing residences shall be of a compatible character and type
- f) all Low Density uses adjacent to arterial roads shall avoid direct vehicular frontage to the arterial road
- g) standards for height, setbacks, lot size, landscaping, parking etc. shall be set out in the Zoning By-Law
- h) a range of housing density shall be provided
- i) major concentrations of medium and high density housing shall be avoided
- k) monotonous uniformity of residential areas is to be avoided

Analysis of the subject property concludes that it meets all of the requirements of policy 3.3.3 regarding the criteria to be considered in designating lands as 'Urban Residential'.

Policy 3.3.6 Implementation provides for the following, among others:

- a) residential uses are conditional upon the availability of municipal services, parks and school facilities
- c) all new residential development shall be on the basis of plans of subdivision or severances to be approved by the City, and plans of subdivision are to be designed by qualified professionals
- d) implementing Zoning By-Laws are to specify regulations for the design of the lots

The development proposed by these applications meets all of these Implementation policies.

5.4.1 City of Markham Angus Glen Secondary Plan (PD-31)

The subject lands are included within the York Downs / Angus Glen Planning District Secondary Plan (PD No. 31), being OPA No. 19. Amendments are now required to redesignate the developable portions of the Subject Property to the 'Urban Residential' designation, and to apply the relevant policies to provide for the development of these lands.

Housing Categories

The proposed OPA is illustrated in **Figure 21**, being the detailed land use and site specific policies plan.

As detailed earlier in this Planning Report, the majority of the development is proposed as Low Density Housing, with several blocks of development planned which fall into the Medium Density and High Density categories.

There are blocks of back to back townhouses and also stacked townhouses planned for the area adjacent to Kennedy Road. The density of these blocks puts them into the 'High Density II Housing' category, however the site specific OPA policy proposed for these blocks limits the built form and maximum density to that which is proposed.

There is one mid rise residential block and one mixed use block proposed for the area adjacent to 16th. Avenue. The density of the proposed mid rise residential block places it into the 'High Density II Housing' category, however the site specific OPA policy proposed for this block limits it to the proposed density and to a maximum height of 6 stories. The mixed use block is proposed to permit both or either / or neighbourhood commercial uses and medium density housing in the form of townhouses or apartment residential uses.

Removal of the Future Urban Area overlay

As discussed previously, one purpose of the Official Plan Amendment is to remove the 'Future Urban Area' overlay on the subject property to permit urban development, based upon the comprehensive planning and consideration of appropriate Official Plan policies to guide the development of these lands.

In summary, the proposed development with the site specific policies proposed by the OPA to the current 1987 Markham Official Plan is appropriate and implements the policies of the current 1987 Markham Official Plan.

5.5 City of Markham new Official Plan 2014 (partially in effect)

The City of Markham new Official Plan was adopted by Markham Council in December 2013, and approved by the Region of York in June 2014. The new 2014 Official Plan was appealed to the Ontario Municipal Board in its entirety, and some portions of it are in effect as of the date of these applications. Although the new Official Plan is not yet fully in effect, it provides Markham Council intent and planning policy direction.

Markham's new 2014 Official Plan implements the Growth Plan, and also reflects the new 2010 York Region Official Plan. All three policy documents place a strong emphasis on intensification, accommodating growth in a compact and efficient urban form, maximizing existing infrastructure, efficient use of land and services, and protection of the natural environment.

Chapter 1 of the new 2014 Official Plan provides strategic direction and high level policy context. The concept of emphasizing intensification within the built-up area of the City and limiting outward growth for future urban area lands is emphasized, as is continuing environmental protection of the greenway system.

Chapter 2 includes policies on the City's intensification strategy, with direction to accommodate at least 60 percent of all residential development in Markham within the current built-up area of Markham between 2006 and 2031. As noted previously, the Subject Property is located in the built-up area of Markham. Policies note that this residential intensification is to be accommodated without significantly impacting established residential neighbourhoods, as well as policies regarding locating intensification in areas that have a reduced impact on City or Regional infrastructure, or which justify investment in new and sustainable infrastructure.

Chapter 3 addresses environmental systems, and although the majority of the policies in this Chapter remain under appeal and do not apply to these applications, the proposed development and planning applications conform to the policies on environment. Two exceptions are proposed in the new 2014 OPA as provided in this Planning Report, being a setback to wetlands and a setback to valleylands which is less than the setback proposed in this new 2014 Official Plan. The reduced setbacks proposed conform to the current 1987 Official Plan, and are detailed and supported by the NER / EIS report submitted with these applications.

Chapter 4 contains relevant policies regarding housing and diversifying the housing stock in Markham, the provision of community infrastructure, parks and open spaces, and cultural and archaeological resource protection. As described previously in this Planning Report, a range of housing forms are proposed, and further detailed in the Community Design Plan prepared by The MBTW Group, which also provides a detailed summary and analysis of the provision, distribution and function of the proposed parkland and open space features of the proposed development.

There are no built heritage resources on site, and a Stage 1 Archaeological Assessment has been undertaken to address resource identification and protection if required.

Chapter 6 contains policies regarding urban design and sustainable development. The Community Design Plan prepared by The MBTW Group addresses all of the policies in this Chapter on both topics.

Chapter 7 addresses transportation and servicing, with policies reviewed and addressed in a series of reports submitted in conjunction with these applications, including the MESP, the Transportation Assessment and the Functional Servicing Report.

Chapter 8 provides the land use designations and associated policies. As detailed previously, the proposed land use designations for this development are applied from this Chapter, with only one minor exception proposed, being the permission for low density housing forms to not have direct frontage onto a public road. This exception has been granted to low density housing forms in the recent past in Markham, and has also been supported by Markham staff as a modification to be made to the new 2014 Official Plan. In summary, the land use designations found in the new 2014 Official Plan are being applied and adhered to in this proposed development.

Chapter 9 provides area and site specific policies, with Section 9.1 addressing the Angus Glen / York Downs area which includes the Subject Property. Modifications are proposed to Section 9.1 to add the site specific policies described earlier in this Report.

Chapter 10 provides guidance on implementation, including reports and studies required for planning applications, as well as process and regulatory policies, some of which remain under appeal. The submission of these planning applications is made with the support of a range of studies and reports, fulfilling the requirements of these policies and providing the City and the review agencies with background, investigations, policy summaries and environmental analysis with which to review and consider these planning applications.

With the proposed text and mapping amendments proposed in the new 2014 OPA as described in this Planning Report, these applications reflect the policy direction of the new 2014 Official Plan, they implement the goals and objectives and they conform to the applicable and in effect policies.

6. CONCLUSIONS

The residential neighbourhood proposed on the Property has been comprehensively designed to achieve the following, which are demonstrated and described in this and in the other supporting reports, investigations and plans submitted in support of these planning applications:

- delineation, protection and dedication to public ownership of environmental and natural heritage features and valleyland areas
- a range and variety of low density housing types and forms, including several medium density housing sites
- built form compatibility with the surrounding existing residential areas
- creation of a pedestrian sidewalk and trail system, with connectivity to the existing surrounding roads and trail systems for vehicular, pedestrian and bicycle and transit access
- efficient and maximized use of existing municipal servicing infrastructure
- provision of parkland to serve the residents in accessible and central locations
- an elementary school location central to the entire neighbourhood
- the opportunity to provide public transit through the neighbourhood
- creation of efficiently designed and located stormwater management facilities
- high quality urban design and controlled neighbourhood character features
- walkability and accessibility in the public realm to allow circulation through the entire neighbourhood and connections beyond
- achieve high level building energy efficiency
- provide low impact development features in the neighborhood landscape
- phasing of development which follows a logical progression in both West and East Plans of Subdivision

Based upon a review of the area context, the applicable planning policy at the provincial, regional and local level, and the technical reports prepared in support of the proposed development, the applications represent good planning and should be approved.

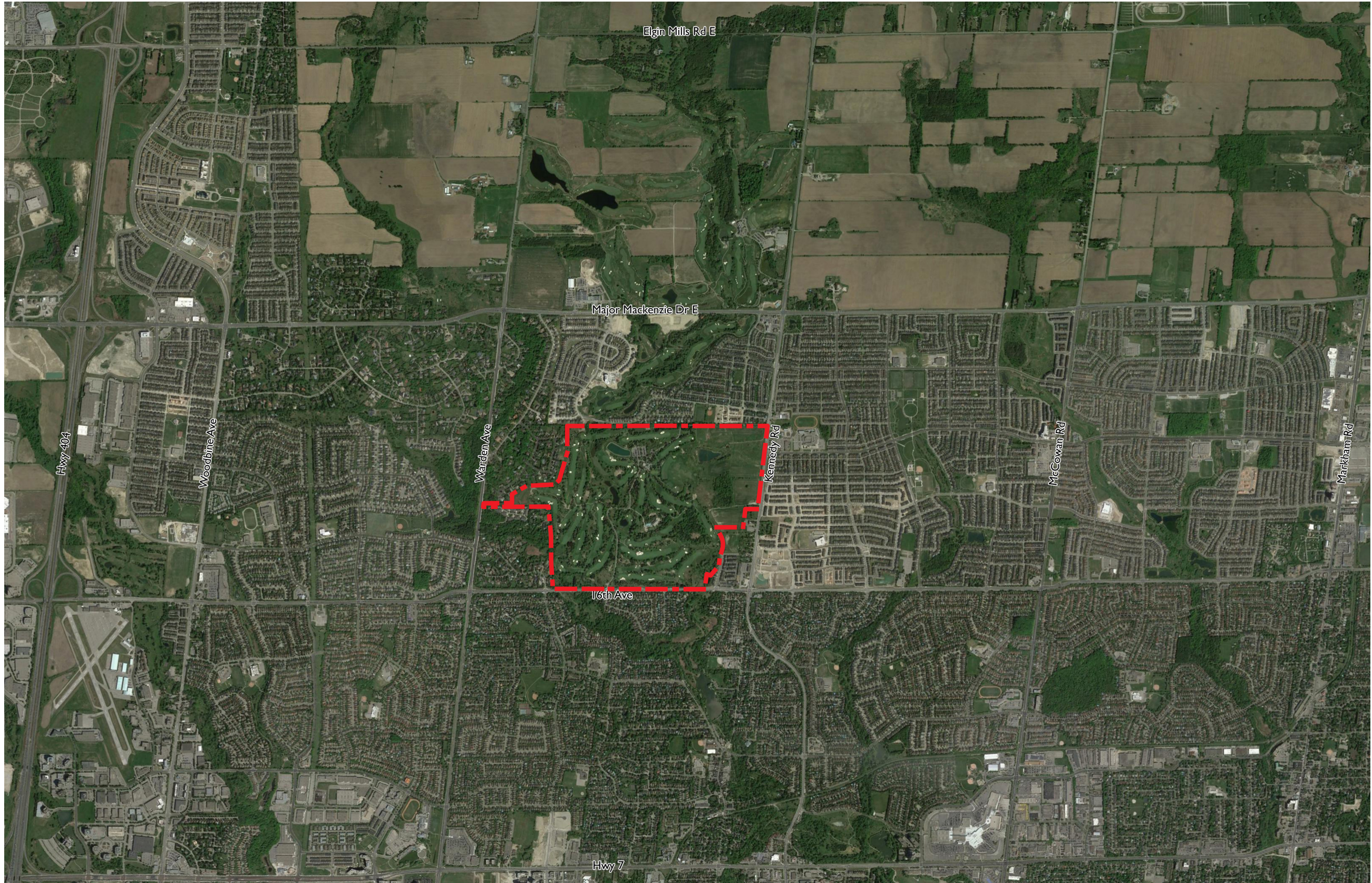


Figure 1

Subject Property
Air Photo

 Subject Property



 Subject Property

Figure 2

Local Area Context
Air Photo

0m 100m 200m



Image by  

Gatzios Planning +
Development Consultants Inc.

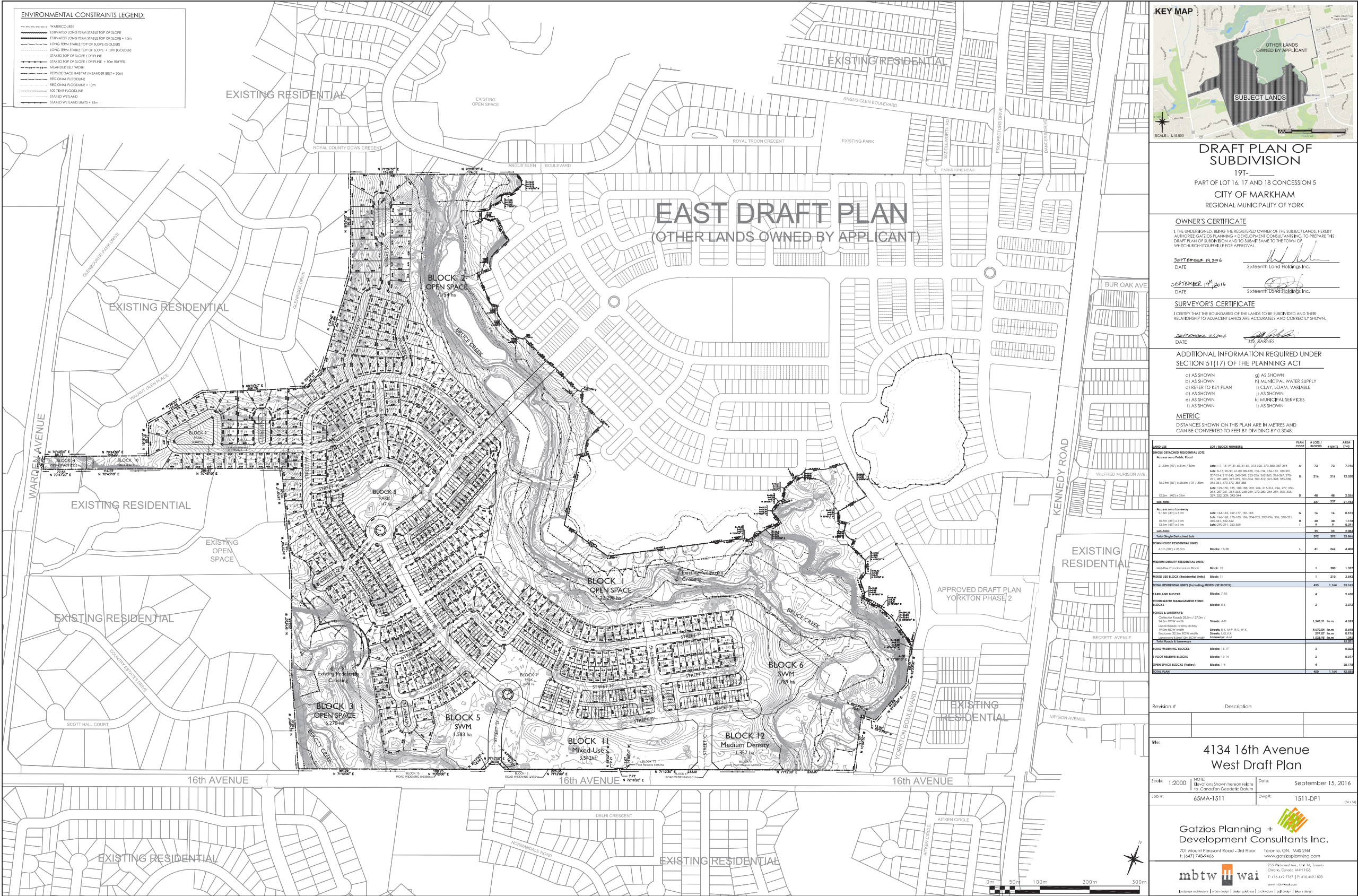


Figure 3
Composite Development Plan



Figure 4

West Draft Plan of Subdivision



East Draft Plan of Subdivision

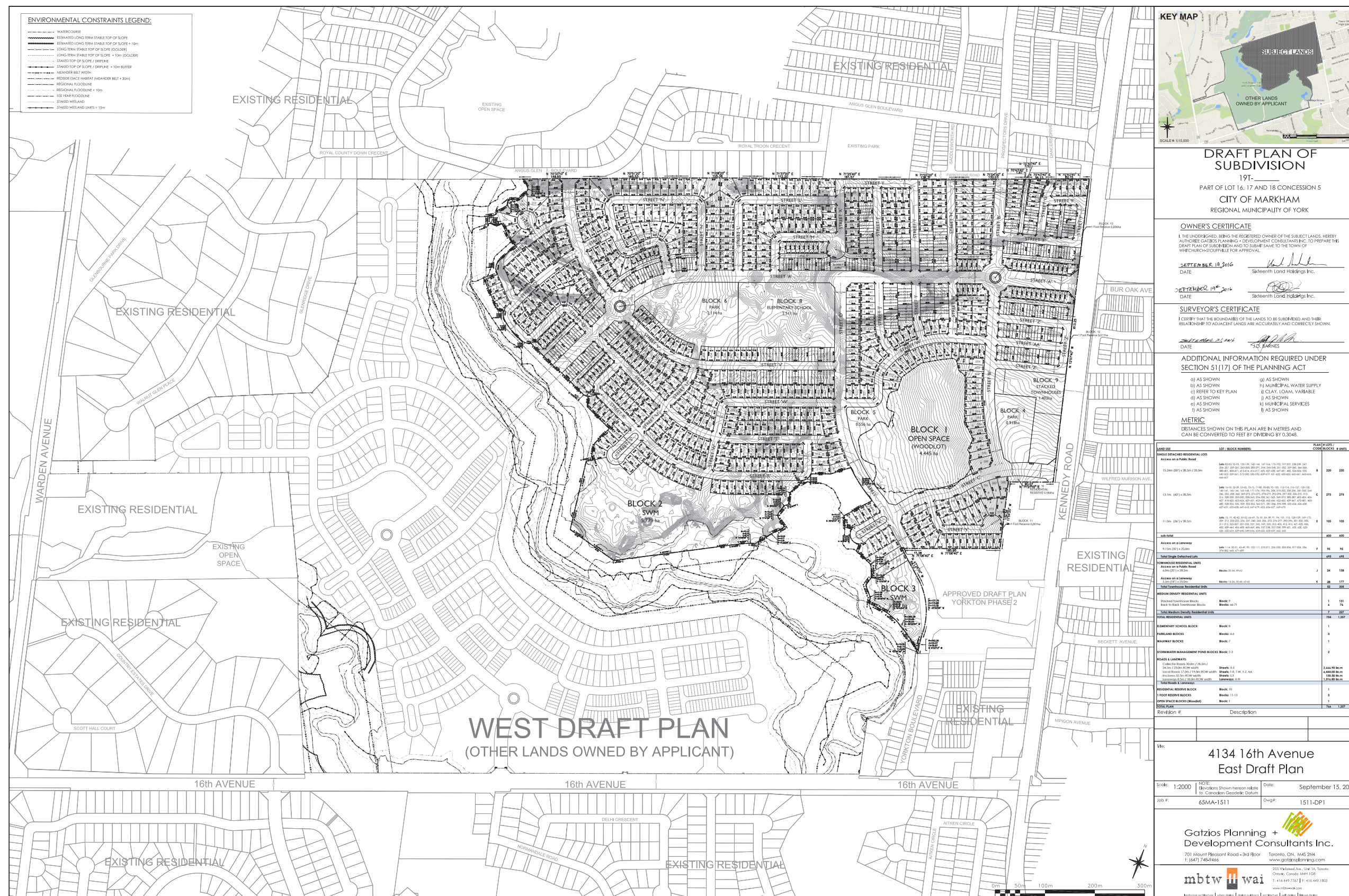


Figure 6
Neighbourhood
Structure Plan



Figure 7

Neighbourhood Active Transportation Plan

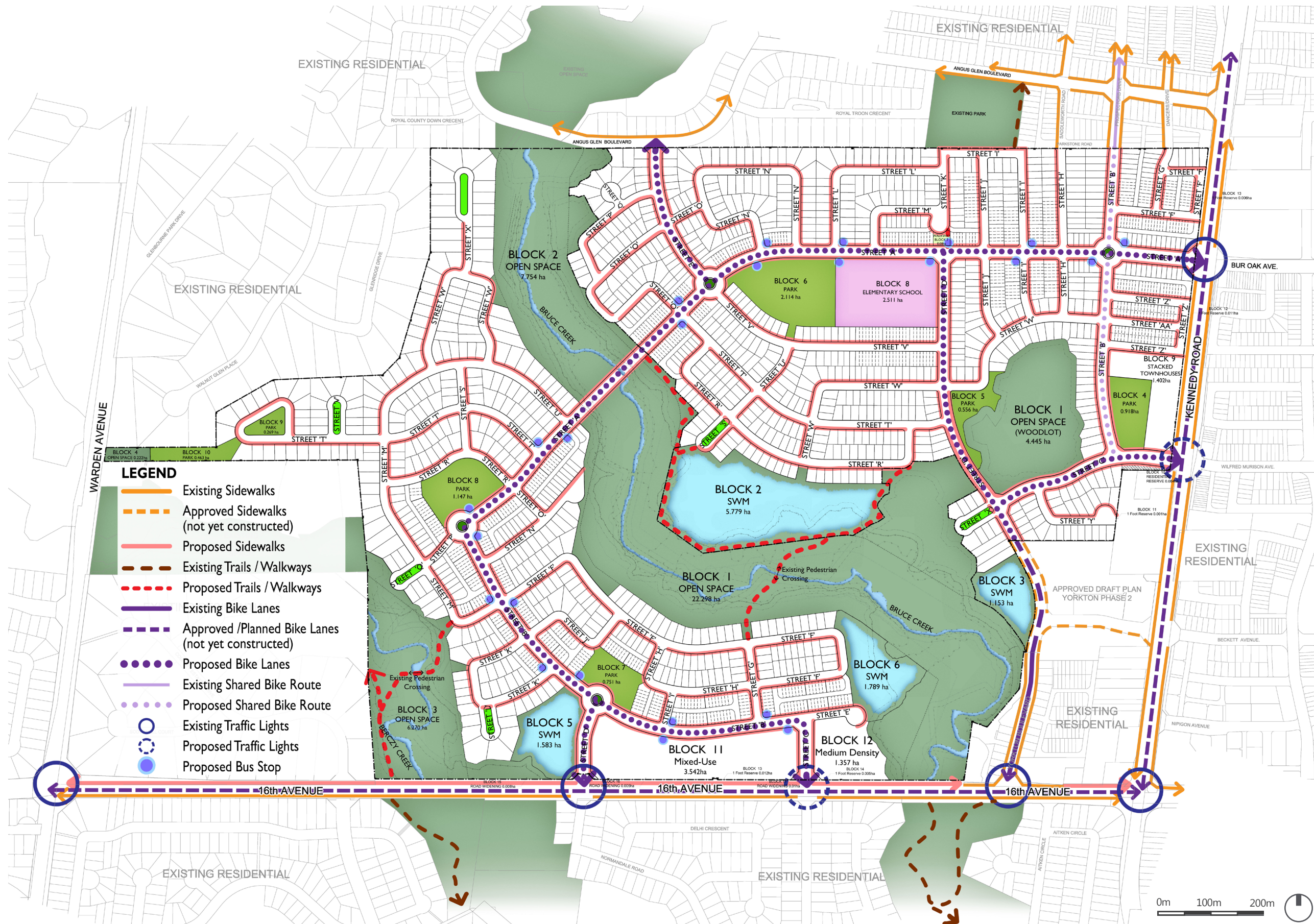


Figure 8
Neighbourhood
Phasing Plan

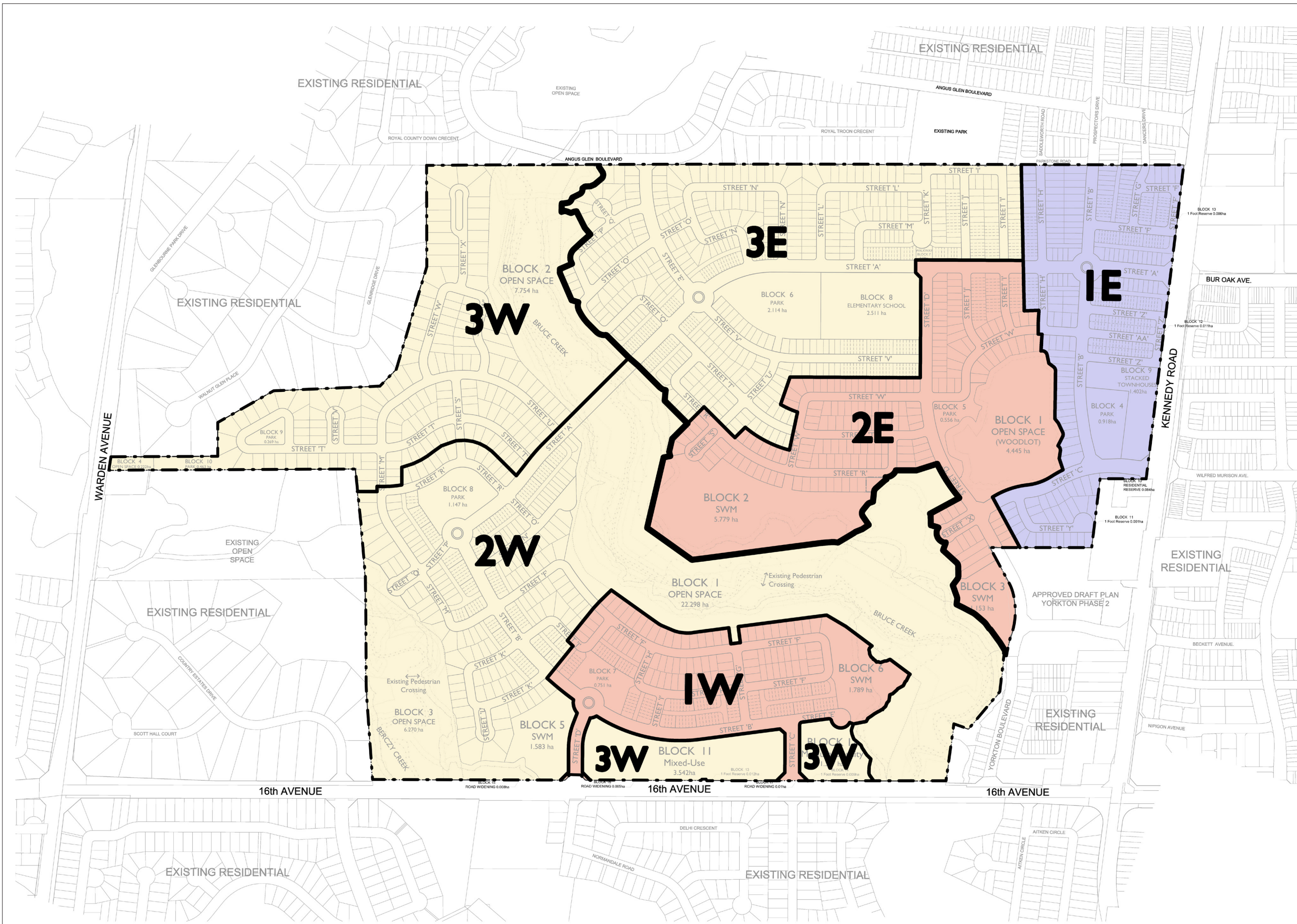
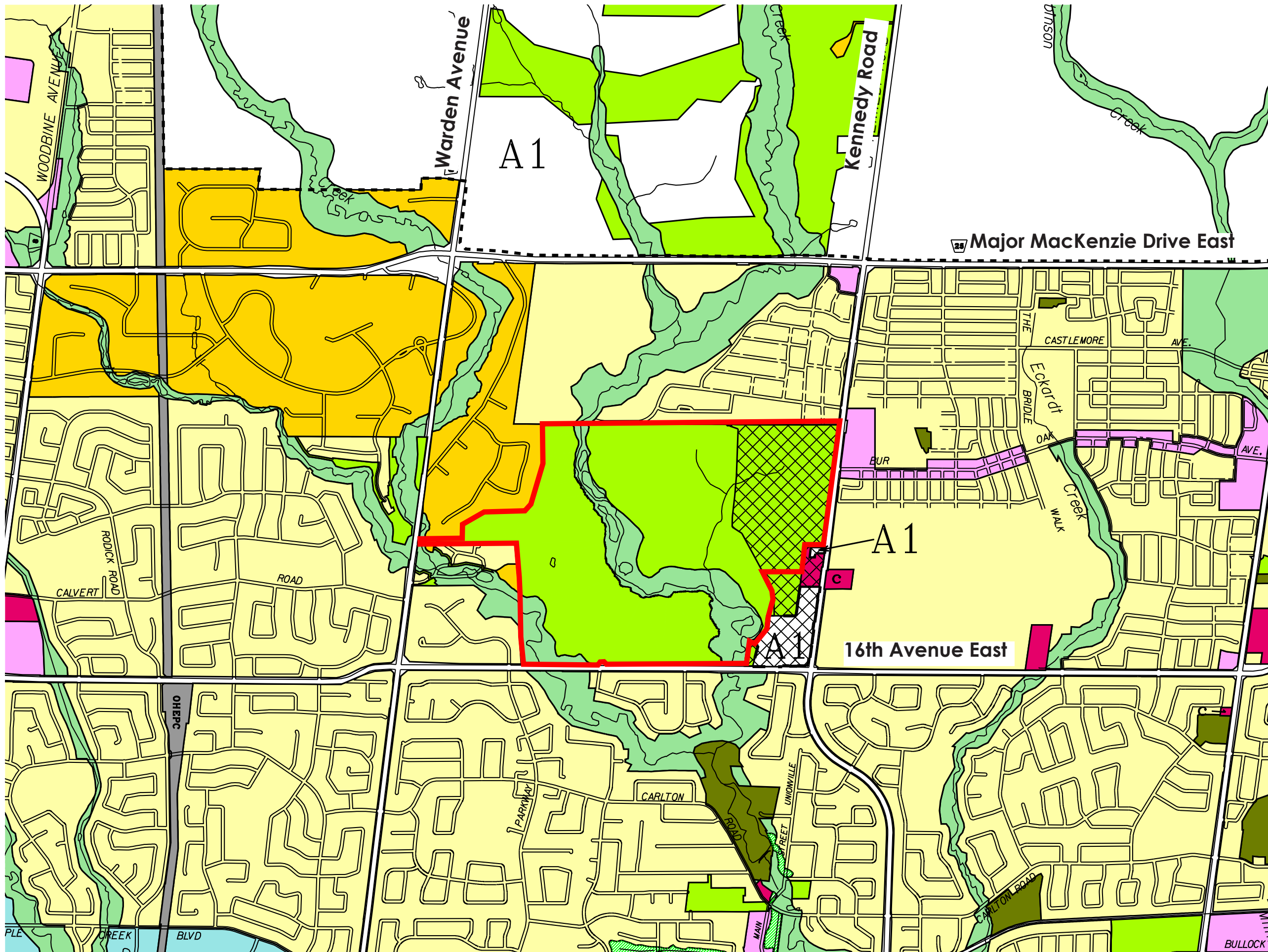


Figure 9

City of Markham
Official Plan 1987
SCHEDULE A Land Use
(current)



Subject Property

URBAN RESIDENTIAL

Heritage

RURAL RESIDENTIAL

HAMLET

COMMERCIAL

INDUSTRIAL

INSTITUTIONAL

Cemetery

OPEN SPACE

HAZARD LANDS

Special Policy Area

ENVIRONMENTAL PROTECTION AREA

OAK RIDGES MORaine

TRANSPORTATION AND UTILITIES

PARKWAY BELT WEST

AGRICULTURE (A1, A2, A3)

STUDY AREA (2)

Former Waste Disposal Site

Future Urban Area



Figure 10
City of Markham
Official Plan 1987
SCHEDULE A Land Use
(proposed OPA)



 Subject Property



















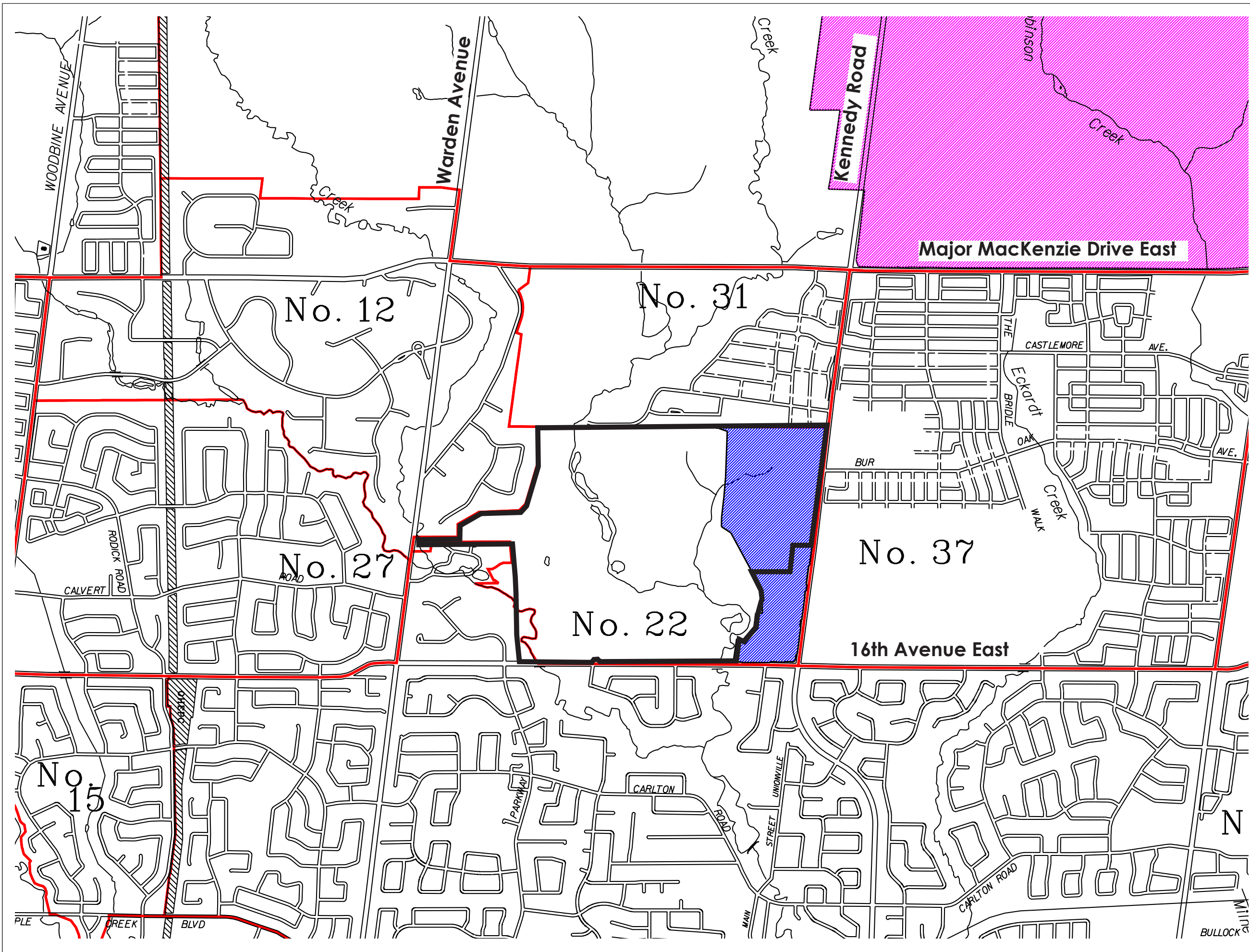

-  URBAN RESIDENTIAL
-  Heritage
-  RURAL RESIDENTIAL
-  HAMLET
-  COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  Cemetery
-  OPEN SPACE
-  HAZARD LANDS
-  Special Policy Area
-  ENVIRONMENTAL PROTECTION AREA
-  OAK RIDGES MORaine
-  TRANSPORTATION AND UTILITIES
-  PARKWAY BELT WEST
-  AGRICULTURE (A1, A2, A3)
-  STUDY AREA (2)
-  Former Waste Disposal Site
-  Future Urban Area




Figure 11
City of Markham
Official Plan 1987
SCHEDULE B Planning Districts
(current)




 Subject Property

 PLANNING DISTRICT BOUNDARY

 FUTURE URBAN AREA

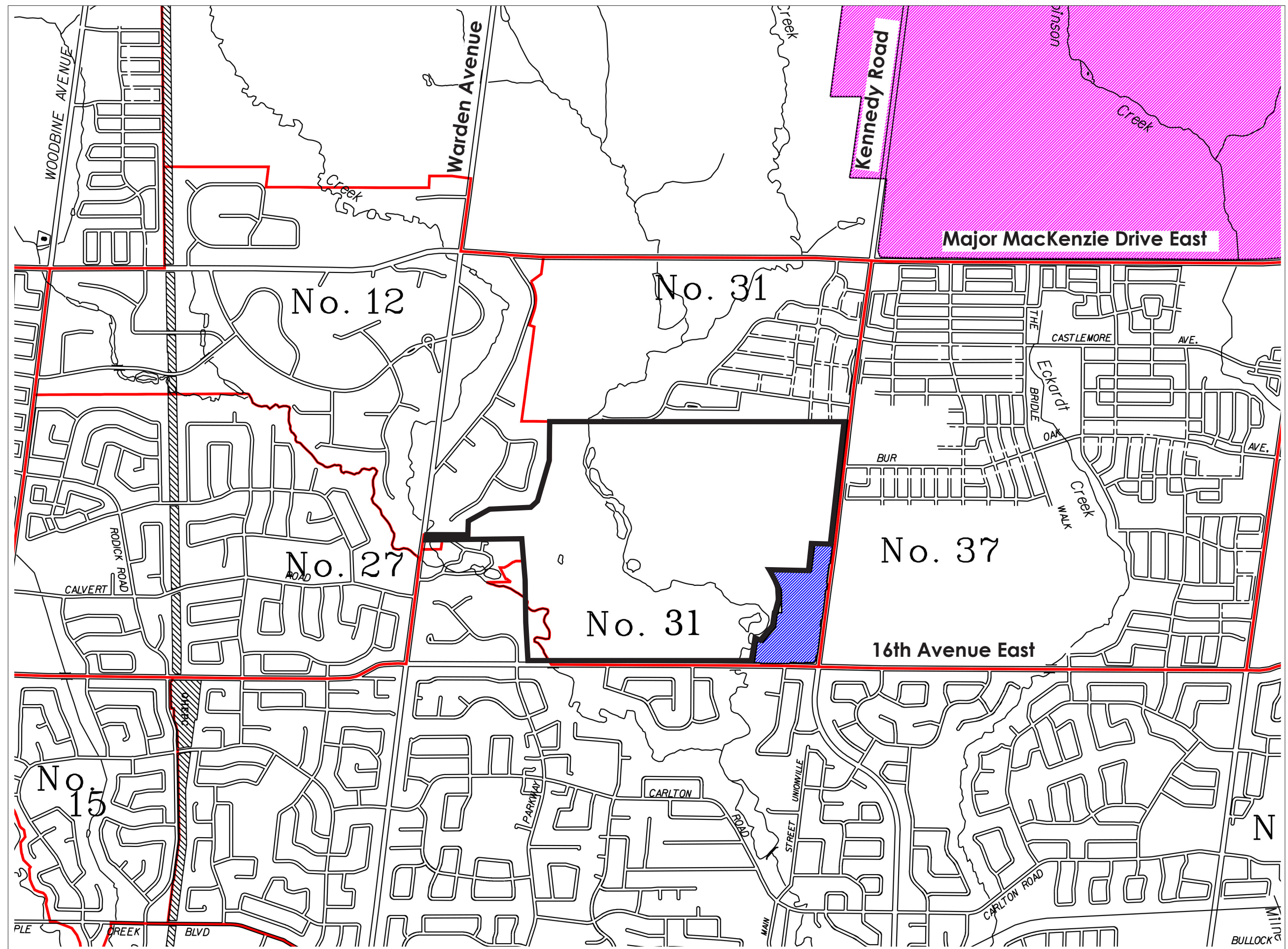
 LANDS UNDER MINISTER'S ORDER
(PARKWAY BELT) - Information only

 LANDS UNDER MINISTER'S ORDER
(AIRPORT) - Information only

- No. 1. Markham and Unionville Planning District
- No. 2. Risebrough Planning District
- No. 3. Thornhill Planning District
- No. 11. South Don Mills Industrial Planning District
- No. 12. Devil's Elbow Planning District
- No. 13. Brown's Corners Planning District
- No. 14. Victoria Square (Hamlet) Planning District
- No. 15. Buttonville Planning District
- No. 16. Almira (Hamlet) Planning District
- No. 17. Dicksons Hill (Hamlet) Planning District
- No. 18. Box Grove Planning District
- No. 19. Locust Hill (Hamlet) Planning District
- No. 20. Cedar Grove (Hamlet) Planning District
- No. 21. Parkway Belt West Planning District
- No. 22. Agriculture Planning District
- No. 23. North Don Mills Industrial Planning District
- No. 24. Armadale Planning District
- No. 26. Woodbine North Planning District
- No. 27. Buttonville North Planning District
- No. 28. Rouge North Planning District
- No. 29. Cornell Planning District
- No. 30. Swan Lake Planning District
- No. 31. Angus Glen Planning District
- No. 32. Rouge Northeast Planning District
- No. 33. Central Area Planning District
- No. 34. South Unionville Planning District
- No. 36. Wismer Commons Planning District
- No. 37. Berczy Village Planning District
- No. 38. Leitchcroft Planning District
- No. 39. Cathedral Community Planning District
- No. 40. Greensborough Planning District
- No. 41. Rodick Road Planning District 103-112
- No. 42. Highway 404 North Planning District
- No. 43. Oak Ridges Moraine Planning District

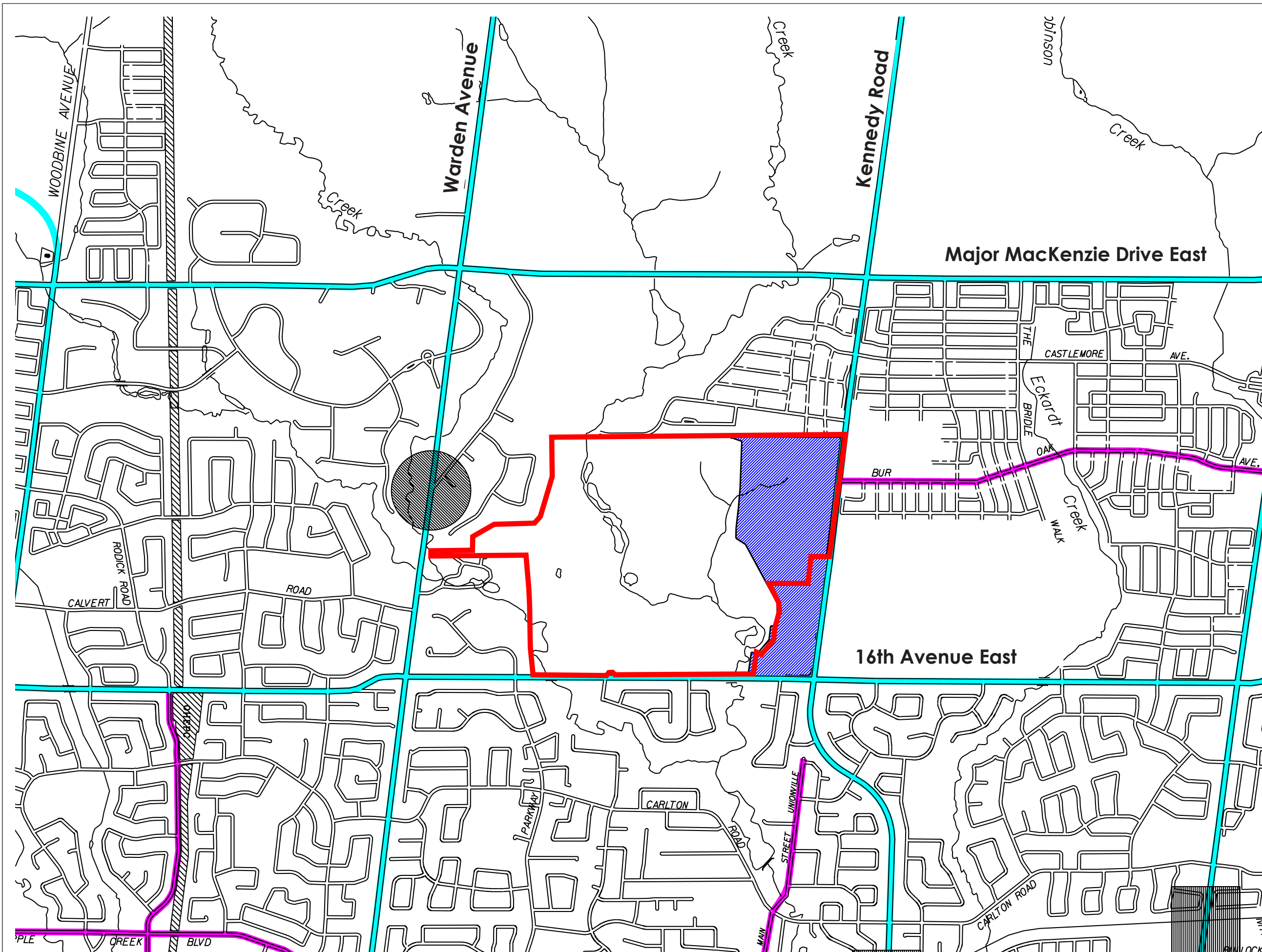


Figure 12
City of Markham
Official Plan 1987
SCHEDULE B Planning Districts
(proposed OPA)



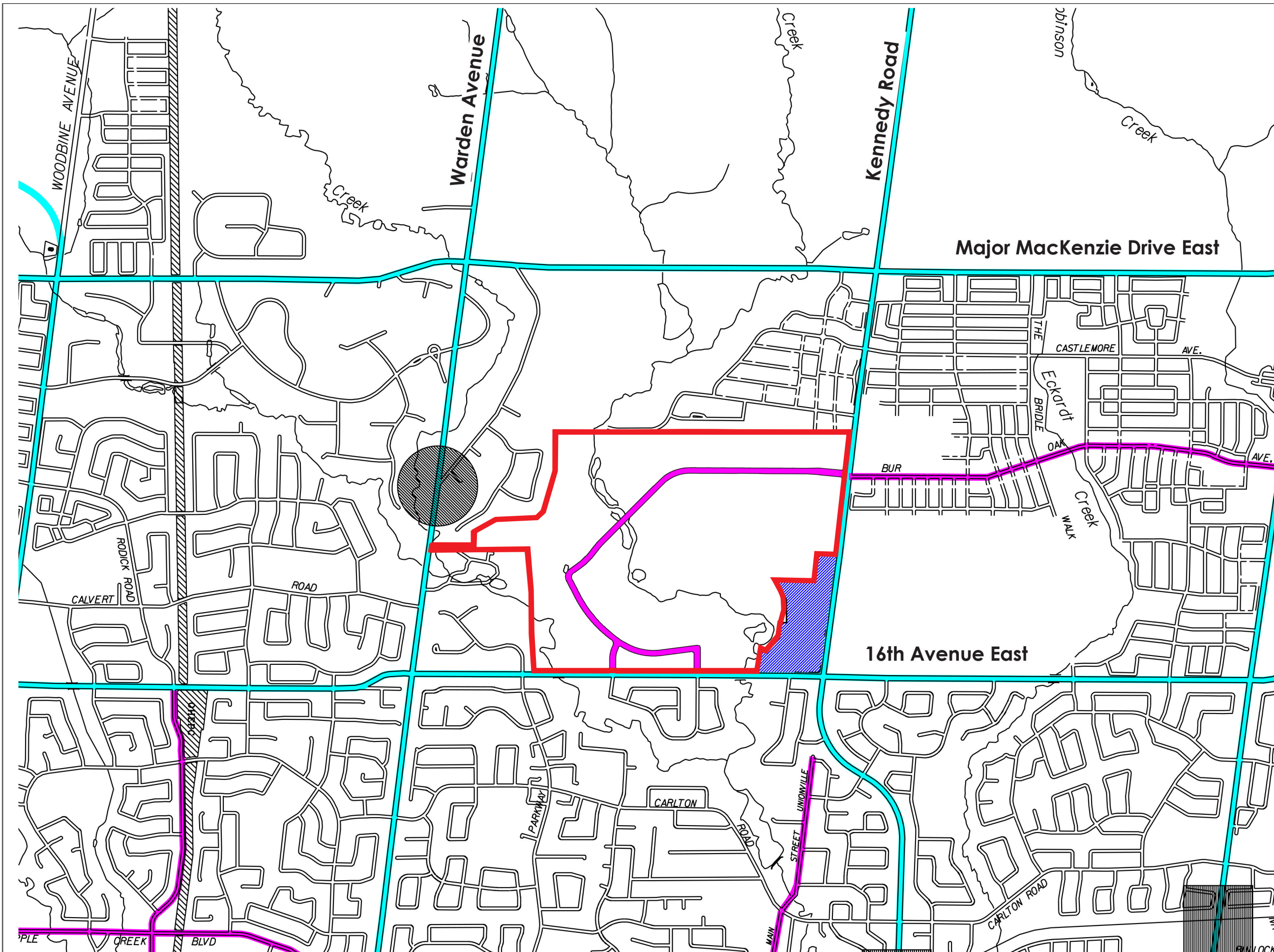
- Subject Property**
- PLANNING DISTRICT BOUNDARY**
- FUTURE URBAN AREA**
- LANDS UNDER MINISTER'S ORDER (PARKWAY BELT) - Information only**
- LANDS UNDER MINISTER'S ORDER (AIRPORT) - Information only**
- No. 1. Markham and Unionville Planning District
 - No. 2. Risebrough Planning District
 - No. 3. Thornhill Planning District
 - No. 11. South Don Mills Industrial Planning District
 - No. 12. Devil's Elbow Planning District
 - No. 13. Brown's Corners Planning District
 - No. 14. Victoria Square (Hamlet) Planning District
 - No. 15. Buttonville Planning District
 - No. 16. Almira (Hamlet) Planning District
 - No. 17. Dicksons Hill (Hamlet) Planning District
 - No. 18. Box Grove Planning District
 - No. 19. Locust Hill (Hamlet) Planning District
 - No. 20. Cedar Grove (Hamlet) Planning District
 - No. 21. Parkway Belt West Planning District
 - No. 22. Agriculture Planning District
 - No. 23. North Don Mills Industrial Planning District
 - No. 24. Armadale Planning District
 - No. 25. Woodbine North Planning District
 - No. 26. Buttonville North Planning District
 - No. 27. Rouge North Planning District
 - No. 28. Cornell Planning District
 - No. 29. Swan Lake Planning District
 - No. 30. Angus Glen Planning District
 - No. 31. Rouge Northeast Planning District
 - No. 32. Central Area Planning District
 - No. 33. South Unionville Planning District
 - No. 34. Wismer Commons Planning District
 - No. 35. Berezzy Village Planning District
 - No. 36. Leitchcroft Planning District
 - No. 37. Cathedral Community Planning District
 - No. 38. Greensborough Planning District
 - No. 39. Rodick Road Planning District 103-112
 - No. 40. Highway 404 North Planning District
 - No. 41. Oak Ridges Moraine Planning District

Figure 13
 City of Markham
 Official Plan 1987
 SCHEDULE C Transportation
 (current)



- Subject Property**
- PROVINCIAL FREEWAY**
- PROVINCIAL HIGHWAY**
- ARTERIAL ROADS**
 - REGION OF YORK ARTERIAL ROAD**
 - CITY OF TORONTO ARTERIAL ROAD**
 - MAJOR ARTERIAL ROAD (TOWN OF MARKHAM)**
 - MINOR ARTERIAL ROAD (TOWN OF MARKHAM)**
 - PLANNED LINK**
 - MAJOR COLLECTOR ROAD (TOWN OF MARKHAM)**
- OTHER**
 - INTERSECTION IMPROVEMENT**
 - RAILWAY CROSSING IMPROVEMENT**
 - AIRPORT**
 - SPECIFIC REFERENCE TO THE TEXT OF THE OFFICIAL PLAN**
 - FUTURE URBAN AREA**
 - FUTURE MID-BLOCK CROSSING OF A 400 SERIES HIGHWAY**




Figure 14
 City of Markham
 Official Plan 1987
 SCHEDULE C Transportation
 (proposed OPA)



- Subject Property**
- PROVINCIAL FREEWAY
- PROVINCIAL HIGHWAY
- ARTERIAL ROADS**
- REGION OF YORK ARTERIAL ROAD
- CITY OF TORONTO ARTERIAL ROAD
- MAJOR ARTERIAL ROAD (TOWN OF MARKHAM)
- MINOR ARTERIAL ROAD (TOWN OF MARKHAM)
- PLANNED LINK
- MAJOR COLLECTOR ROAD (TOWN OF MARKHAM)
- OTHER**
- INTERSECTION IMPROVEMENT
- RAILWAY CROSSING IMPROVEMENT
- AIRPORT
- SPECIFIC REFERENCE TO THE TEXT OF THE OFFICIAL PLAN
- FUTURE URBAN AREA
- FUTURE MID-BLOCK CROSSING OF A 400 SERIES HIGHWAY

Figure 15

City of Markham
Official Plan 1987
SCHEDULE D Urban Service Area
(current)

-  Subject Property
-  URBAN SERVICE AREA
-  FUTURE URBAN SERVICE AREA

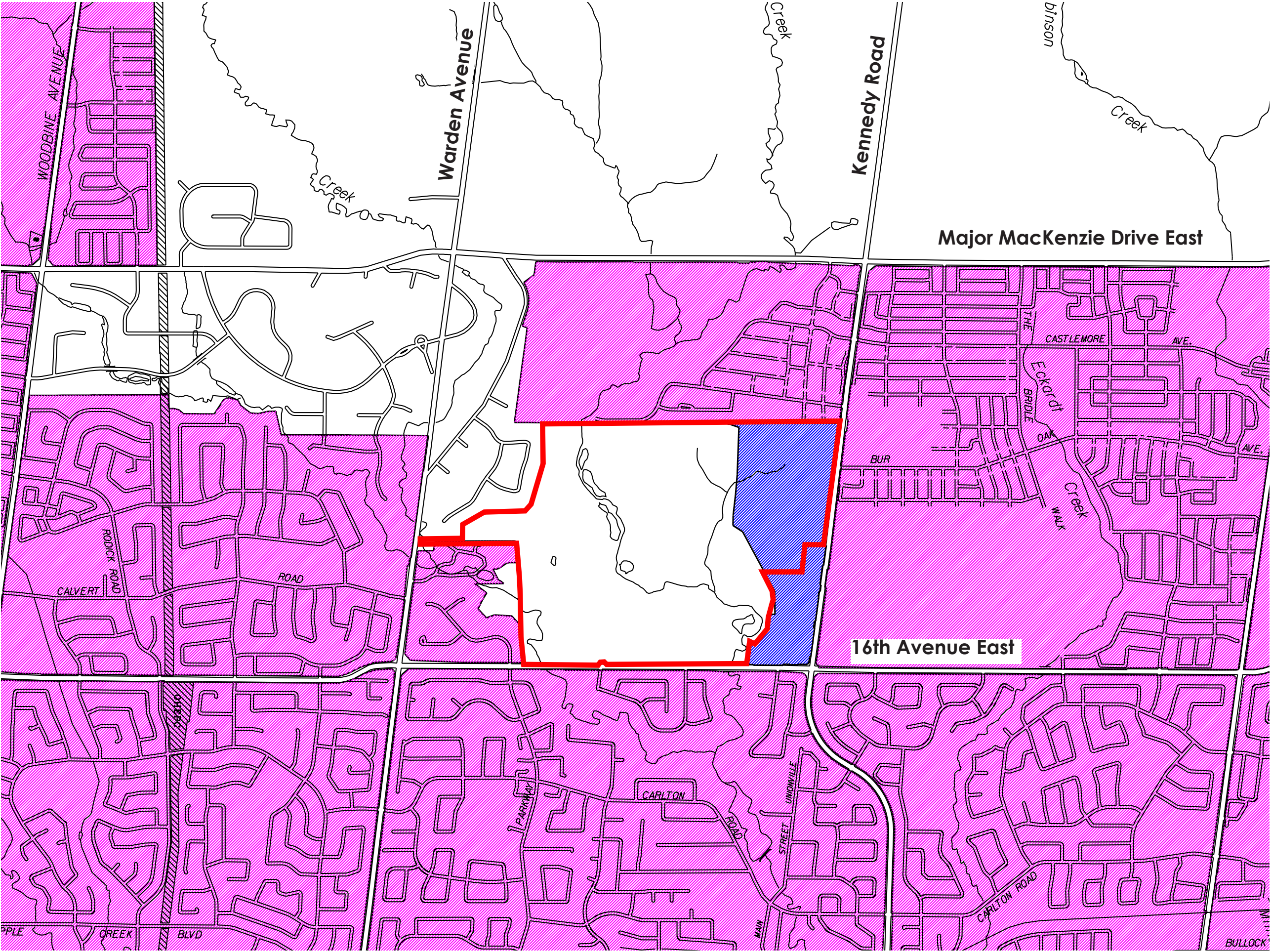





Figure 16

City of Markham
Official Plan 1987
SCHEDULE D
Urban Service Area
(proposed OPA)

-  Subject Property
-  URBAN SERVICE AREA
-  FUTURE URBAN SERVICE AREA

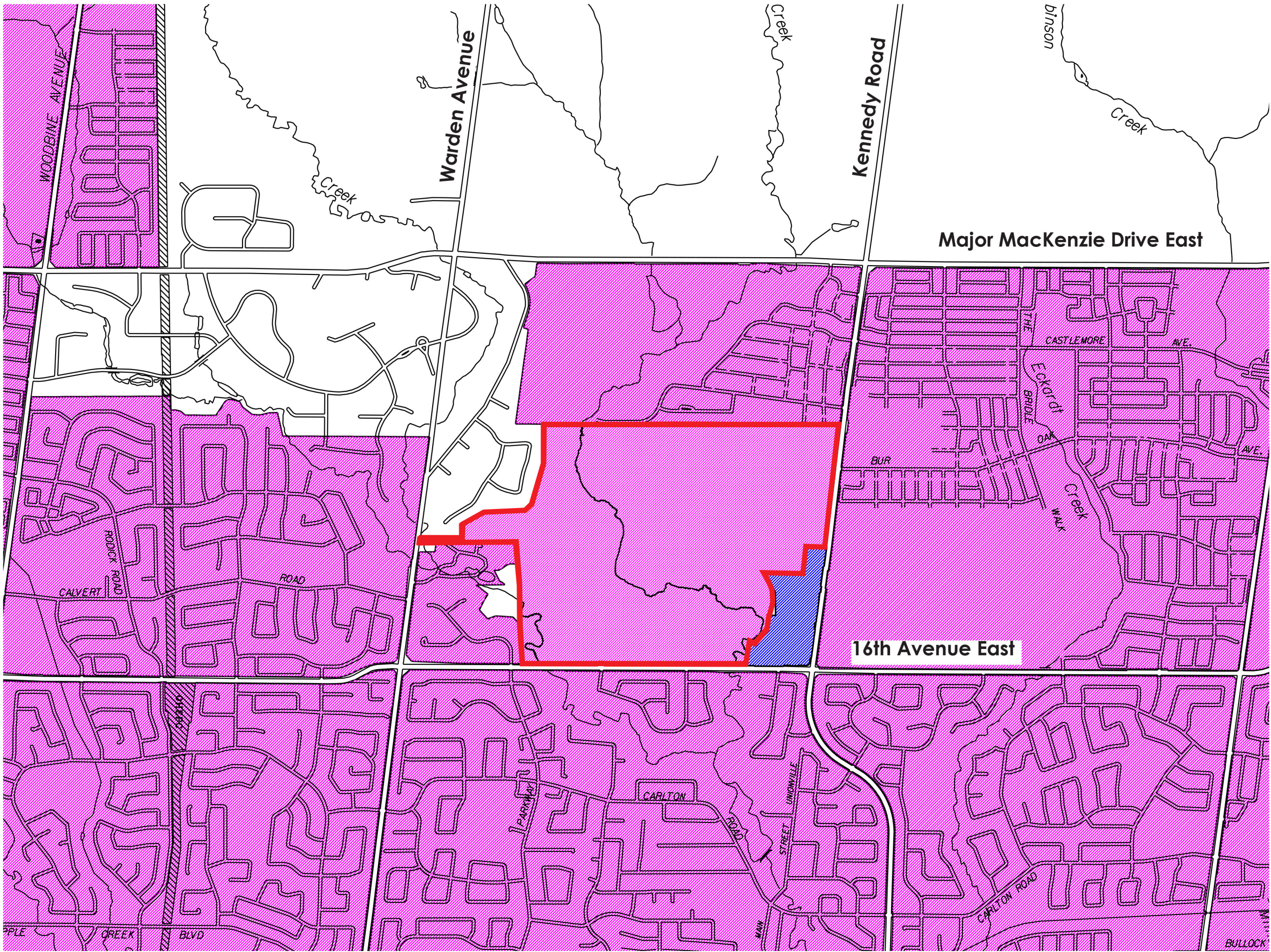
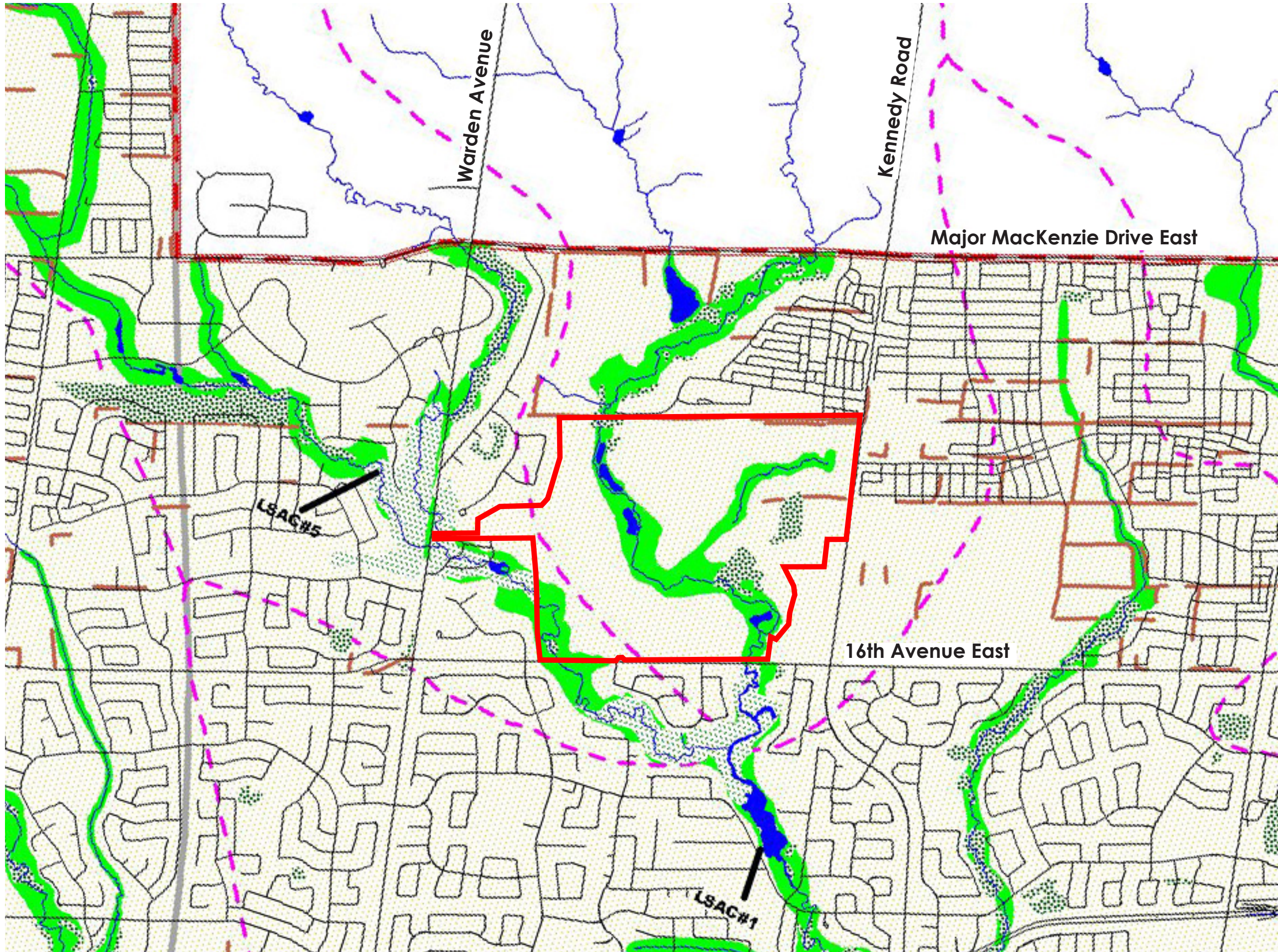


Figure 17

City of Markham
Official Plan 1987
SCHEDULE I
Environmental Protection Areas
(current)



 Subject Property

 Valleylands (including lands designated Hazard Lands on Schedule 'A')
 Locally Significant Area Complexes

- [1] Toogood Pond
- [2] Milne Park
- [3(b)] Little Rouge River North
- [4] German Mills Creek
- [5] Warden Hemlock Woods
- [8] Robinson Creek
- [9] Rouge River Markham
- [10] Morningside Creek
- [11] Rouge River South
- [A] Reesor Pond (Swan Lake)

 Woodlots and other Significant Vegetation Communities

 Hedgerows

 Urban Development Area Boundary

 Major Watershed Boundary

 Minor Watershed Boundary

 Hydro Corridor

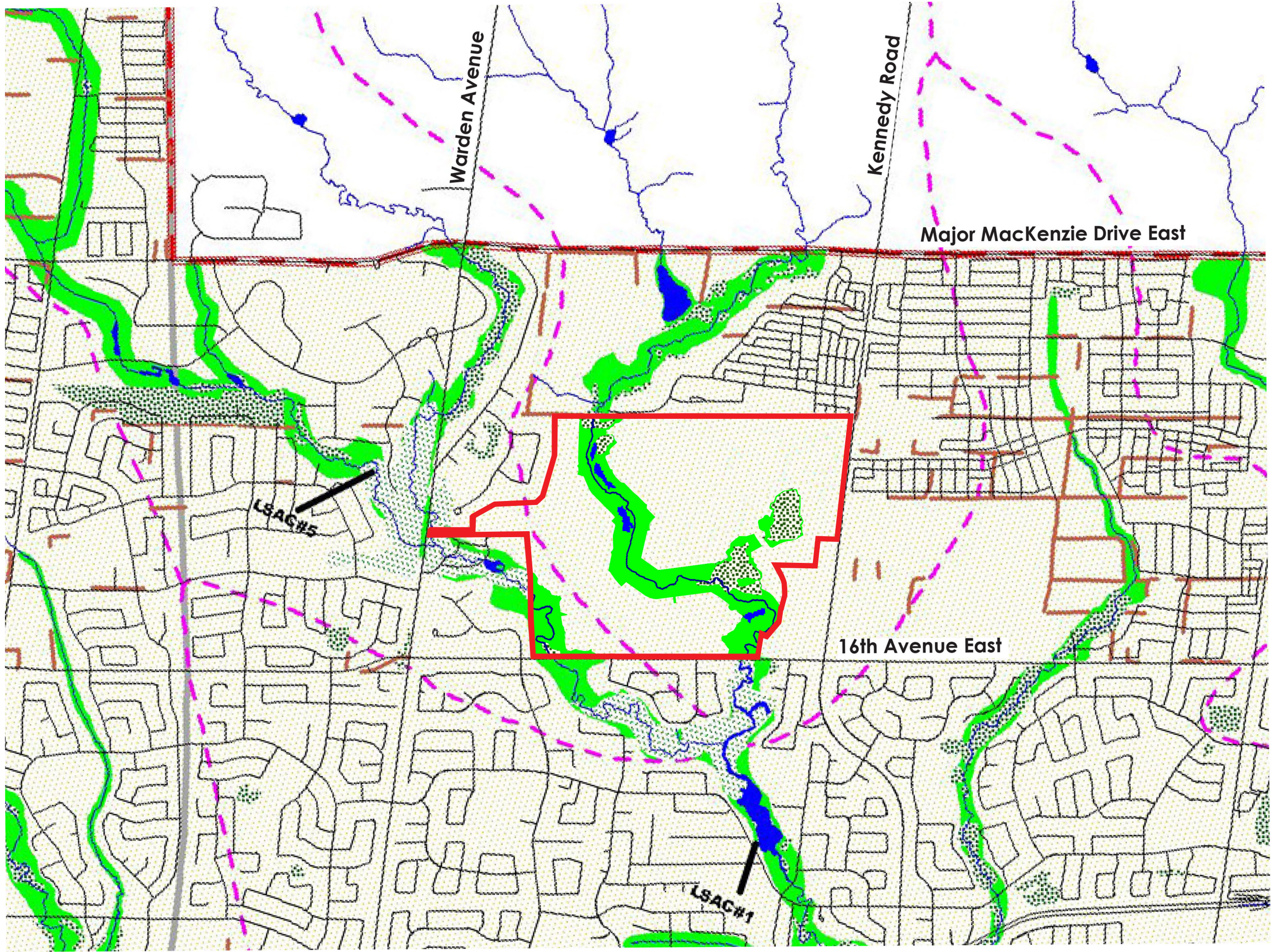
 Railway

 Boundary of Deferral Areas



Figure 18

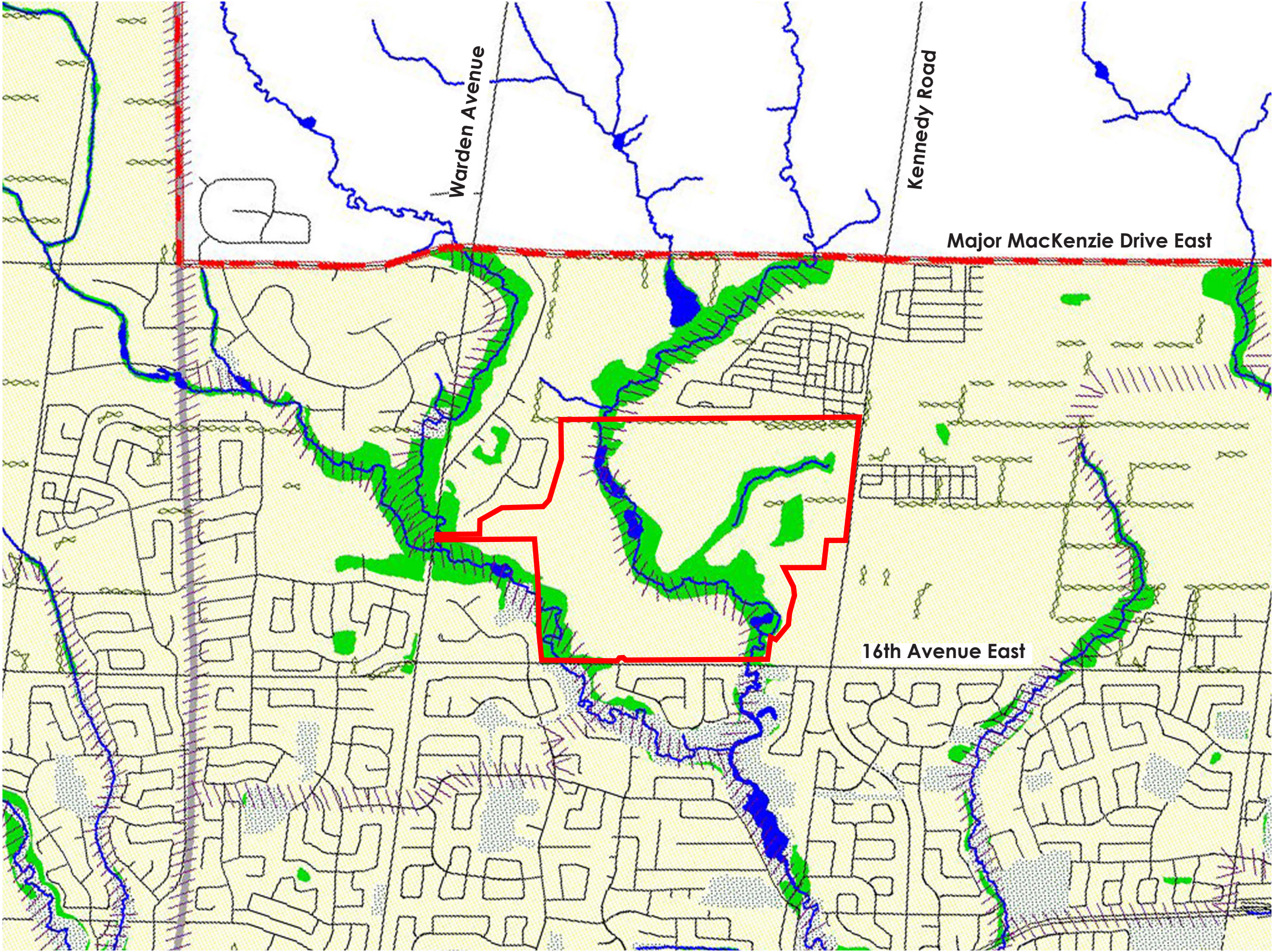
City of Markham
Official Plan 1987
SCHEDULE I
Environmental Protection Areas
(proposed OPA)



- Subject Property**
- Valleylands (including lands designated Hazard Lands on Schedule 'A')**
- Locally Significant Area Complexes**
- [1] Toogood Pond
 - [2] Milne Park
 - [3(h)] Little Rouge River North
 - [4] German Mills Creek
 - [5] Warden Hemlock Woods
 - [8] Robinson Creek
 - [9] Rouge River Markham
 - [10] Morningside Creek
 - [11] Rouge River South
 - [A] Reesor Pond (Swan Lake)
- Woodlots and other Significant Vegetation Communities**
- Urban Development Area Boundary**
- Major Watershed Boundary**
- Minor Watershed Boundary**
- Hydro Corridor**
- Railway**
- Boundary of Deferral Areas**

Figure 19

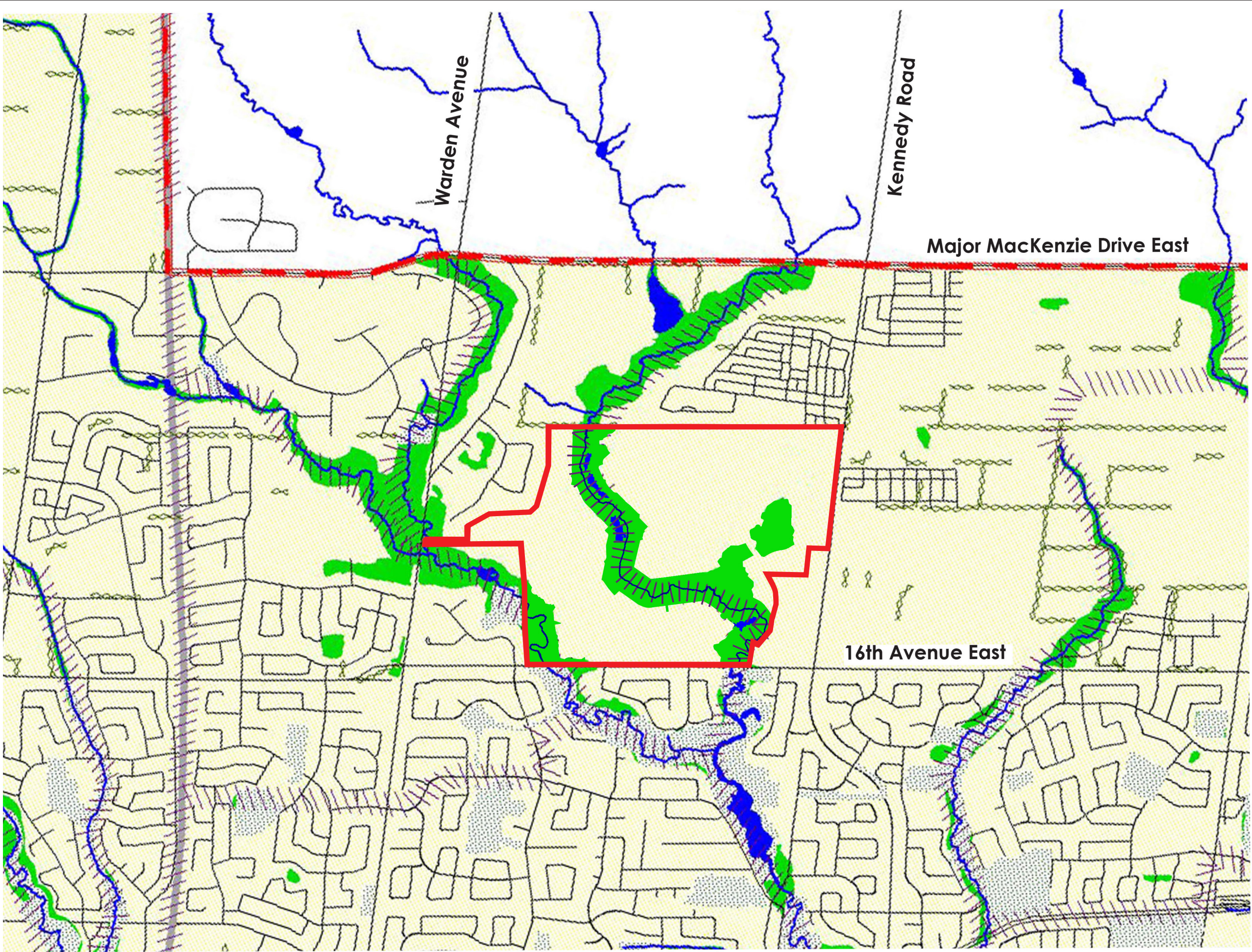
City of Markham
Official Plan 1987
APPENDIX MAP 1
Greenway System
(current)



- Subject Property
- Activity Linkage
- Environmental Protection Area
- Public Open Space
- Hedgerow
- Amendment Boundary
- Hydro Corridor
- Railway
- Highway 407 R.O.W.

Figure 20

City of Markham
Official Plan 1987
APPENDIX MAP 1
Greenway System
(proposed OPA)



- Subject Property
- Environmental Protection Area
- Public Open Space
- Amendment Boundary
- Hydro Corridor
- Railway
- Highway 407 R.O.W.

Figure 21

City of Markham
Official Plan 1987

Figure 31.2
Specific Site and Area Policies
(new)

 Subject Property

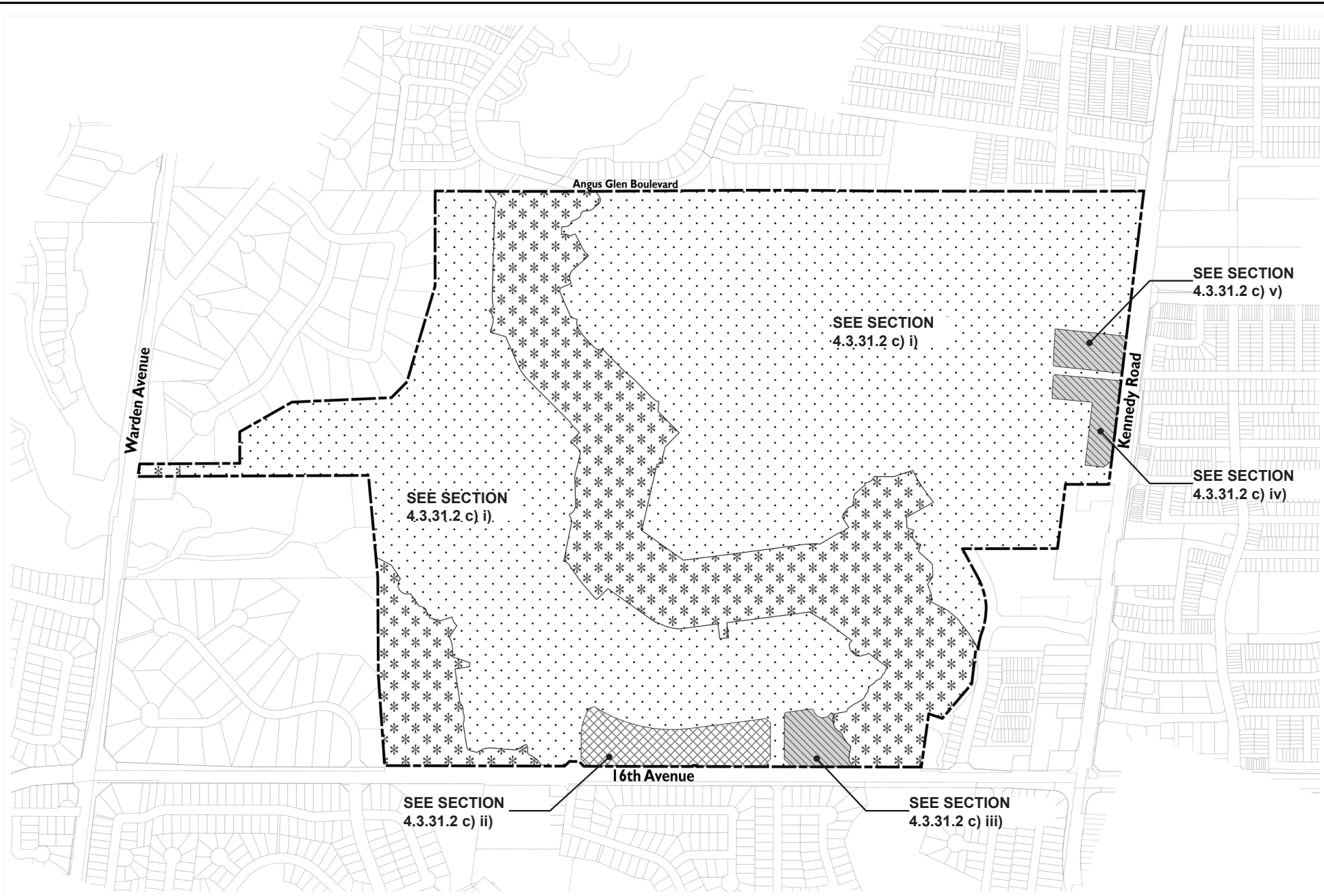

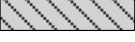
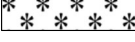

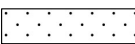


FIGURE 31.2 SPECIFIC SITE AND AREA POLICIES
CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

- | | | |
|---|--|---|
|  BOUNDARY OF AREA SUBJECT TO POLICIES IN SECTION 4.3.21.2 c) |  HIGH DENSITY II HOUSING |  HAZARD LANDS |
| |  NEIGHBOURHOOD COMMERCIAL AND MEDIUM DENSITY II HOUSING |  URBAN RESIDENTIAL |



DEVELOPMENT SERVICES COMMISSION

SCHEDULE "A" TO OPA No.

DRAWN BY:
CHECKED BY:

SCALE:
DATE:

Gatzios Planning +
Development Consultants Inc.



Figure 22

City of Markham
Official Plan 2014
MAP 3 Land Use
(current)

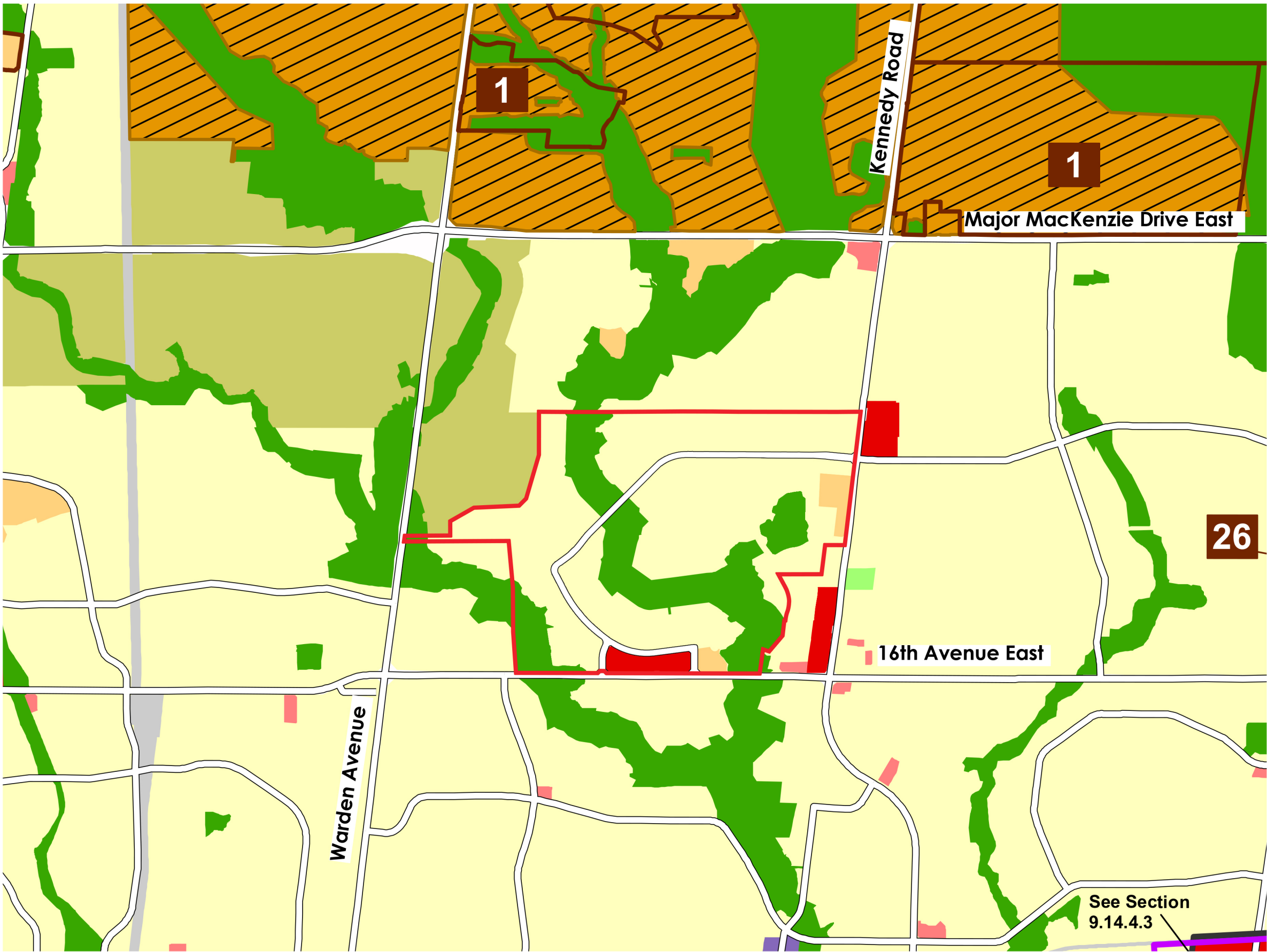


Subject Property

- Greenway
- Countryside
- Hamlets
- Transportation and Utilities
- Parkway Belt West (YR Mod. 126 - See Map 7)
- Private Open Space
- Residential Estate
- Residential Low Rise
- Residential Mid Rise
- Residential High Rise
- Mixed Use Low Rise
- Mixed Use Mid Rise
- Mixed Use High Rise
- Mixed Use Office Priority
- Mixed Use Health Care Campus
- Mixed Use Heritage Main Street
- Commercial
- Business Park Employment
- Business Park Office Priority Employment
- Service Employment
- General Employment
- Intensification Area
- Future Urban Area (YR Mod. 125 - See Map 1)
- Future Neighbourhood Area
- Future Employment Area
- Secondary Plan Area Specific Policy
- Deferral Area

Figure 23

City of Markham
Official Plan 2014
MAP 3 Land Use
(proposed OPA)



- Subject Property**
- Greenway
 - Countryside
 - Hamlets
 - Transportation and Utilities
 - Parkway Belt West (YR Mod. 126 - See Map 7)
 - Private Open Space
 - Residential Estate
 - Residential Low Rise
 - Residential Mid Rise
 - Residential High Rise
 - Mixed Use Low Rise
 - Mixed Use Mid Rise
 - Mixed Use High Rise
 - Mixed Use Office Priority
 - Mixed Use Health Care Campus
 - Mixed Use Heritage Main Street
 - Commercial
 - Business Park Employment
 - Business Park Office Priority Employment
 - Service Employment
 - General Employment
 - Intensification Area
 - Future Urban Area (YR Mod. 125 - See Map 1)
 - Future Neighbourhood Area
 - Future Employment Area
 - Secondary Plan Area Specific Policy
 - Deferral Area



Figure 24
City of Markham
Official Plan 2014
MAP 4 Greenway System
(current)



- Subject Property**
- GREENWAY SYSTEM**
- Greenway System Boundary
 - Natural Heritage Network
 - Natural Heritage Network Enhancement Lands:
 - ★ Core Area Enhancements (YR Mod. 134)
 - ◄◄◄◄ Core Linkage Enhancements (YR Mod. 134)
 - Rouge Watershed Protection Area
 - Oak Ridges Moraine Conservation Plan Area
 - Greenbelt Plan Area
 - Other Greenway System Lands including certain naturalized stormwater management facilities

The map displays the study area with a grid of roads. The five sampling sites are marked with numbered brown boxes: 1 (top right), 2 (top left), 4 (top center), and 5 (top right). The distribution of the three fish species is shown by colored areas: light green for *A. baileyi*, dark green for *A. baileyi*, and red for *A. baileyi*. The map also includes a legend for the species distribution and a scale bar.

GREENWAY SYSTEM









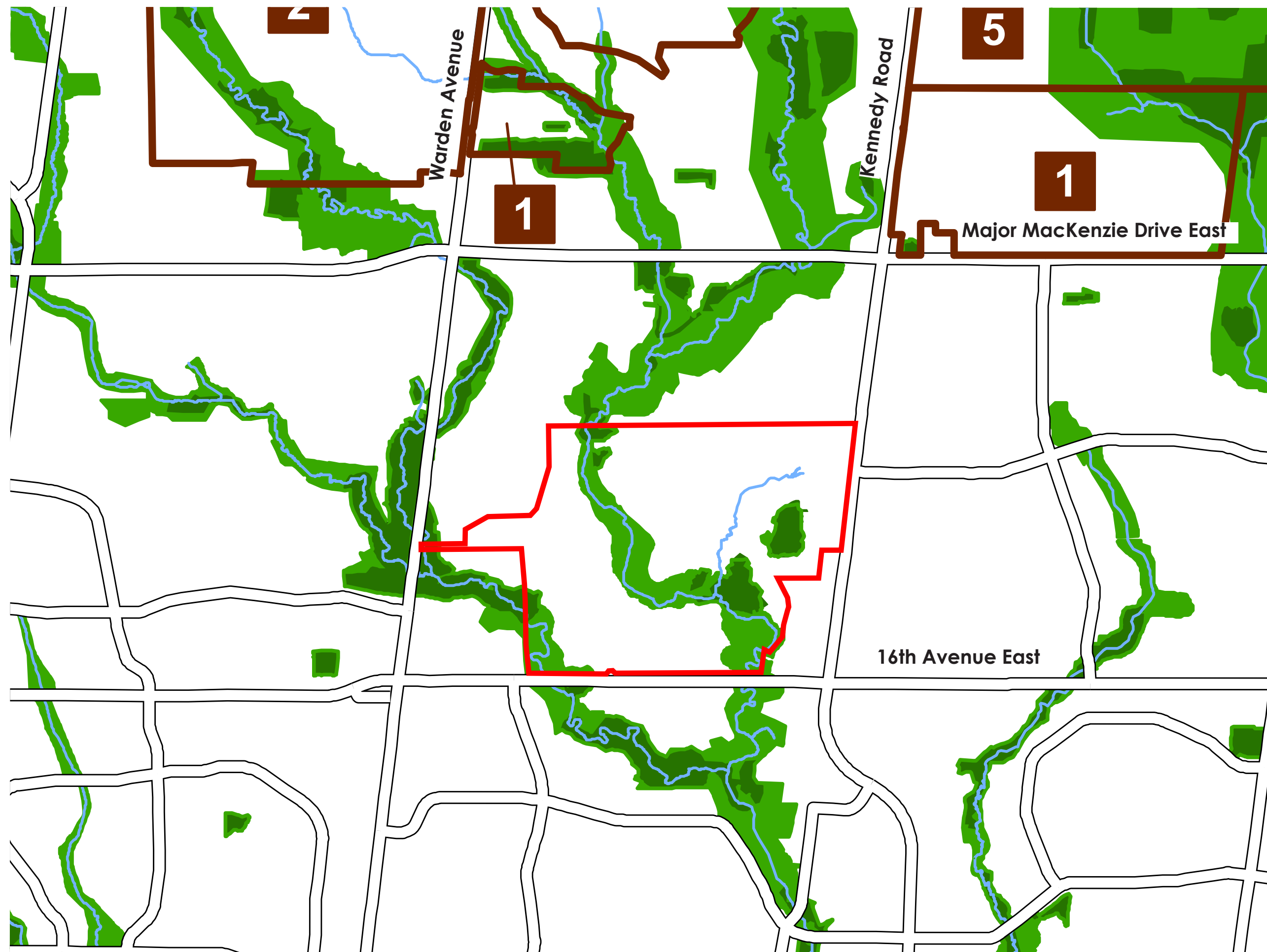
-  Greenway System Boundary
-  Natural Heritage Network
 - Natural Heritage Network Enhancement Lands:
 -  Core Area Enhancements (YR Mod. 134)
 -  Core Linkage Enhancements (YR Mod. 134)
-  Rouge Watershed Protection Area
-  Oak Ridges Moraine Conservation Plan Area
-  Greenbelt Plan Area
-  Other Greenway System Lands including certain naturalized stormwater management facilities



Figure 26
City of Markham
Official Plan 2014
MAP 5 Natural Heritage
Features & Landforms
(current)



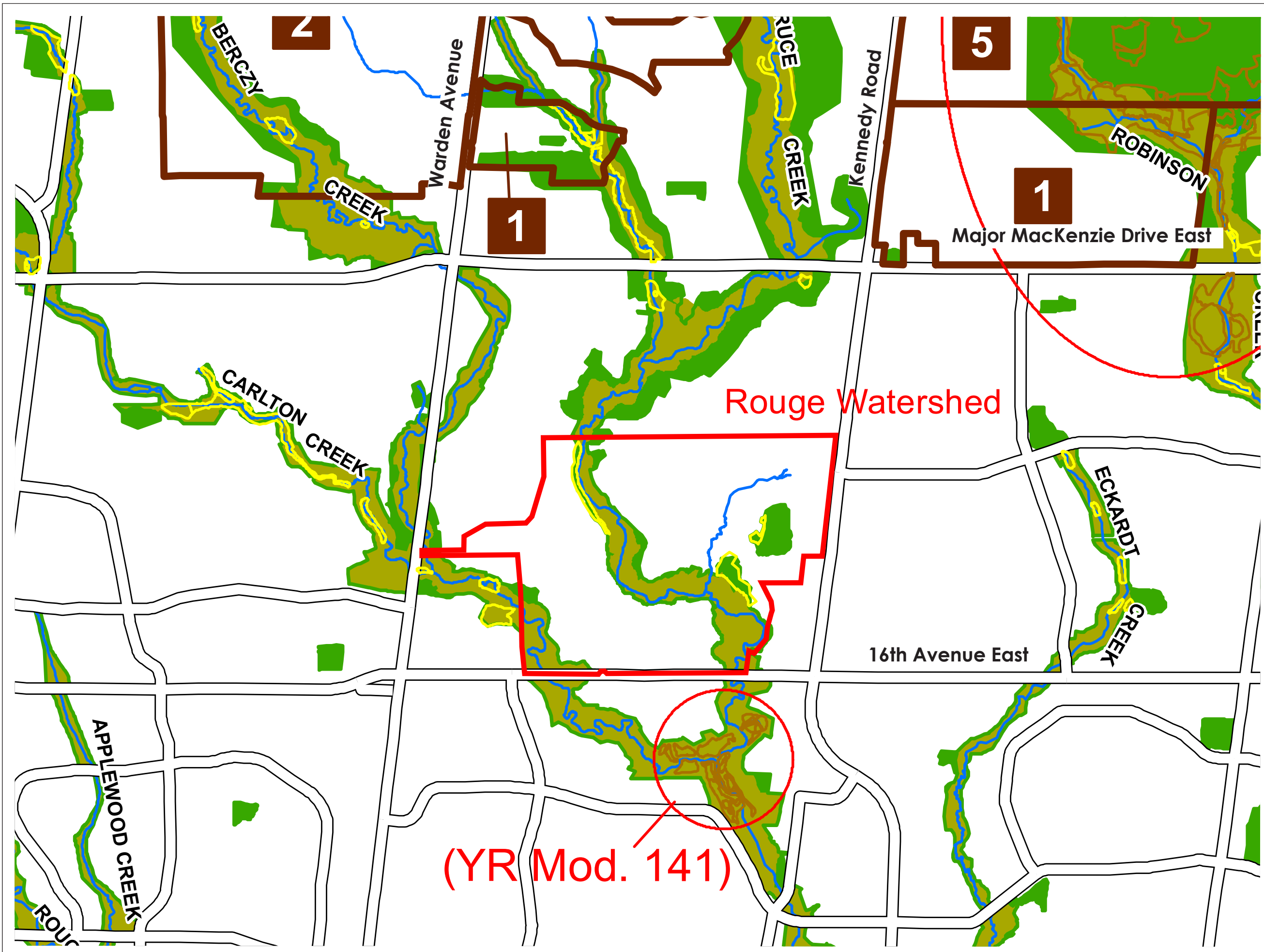
- Subject Property**
- GREENWAY SYSTEM**
- Greenway System Boundary
 - Woodlands
 - Other Greenway System Lands including certain naturalized stormwater management facilities
 - Permanent and Intermittent Streams
 - Oak Ridges Moraine Landform Conservation Area Category 2
 - HAMLETS**

Figure 27
 City of Markham
 Official Plan 2014
 MAP 5 Natural Heritage
 Features & Landforms
 (proposed OPA)



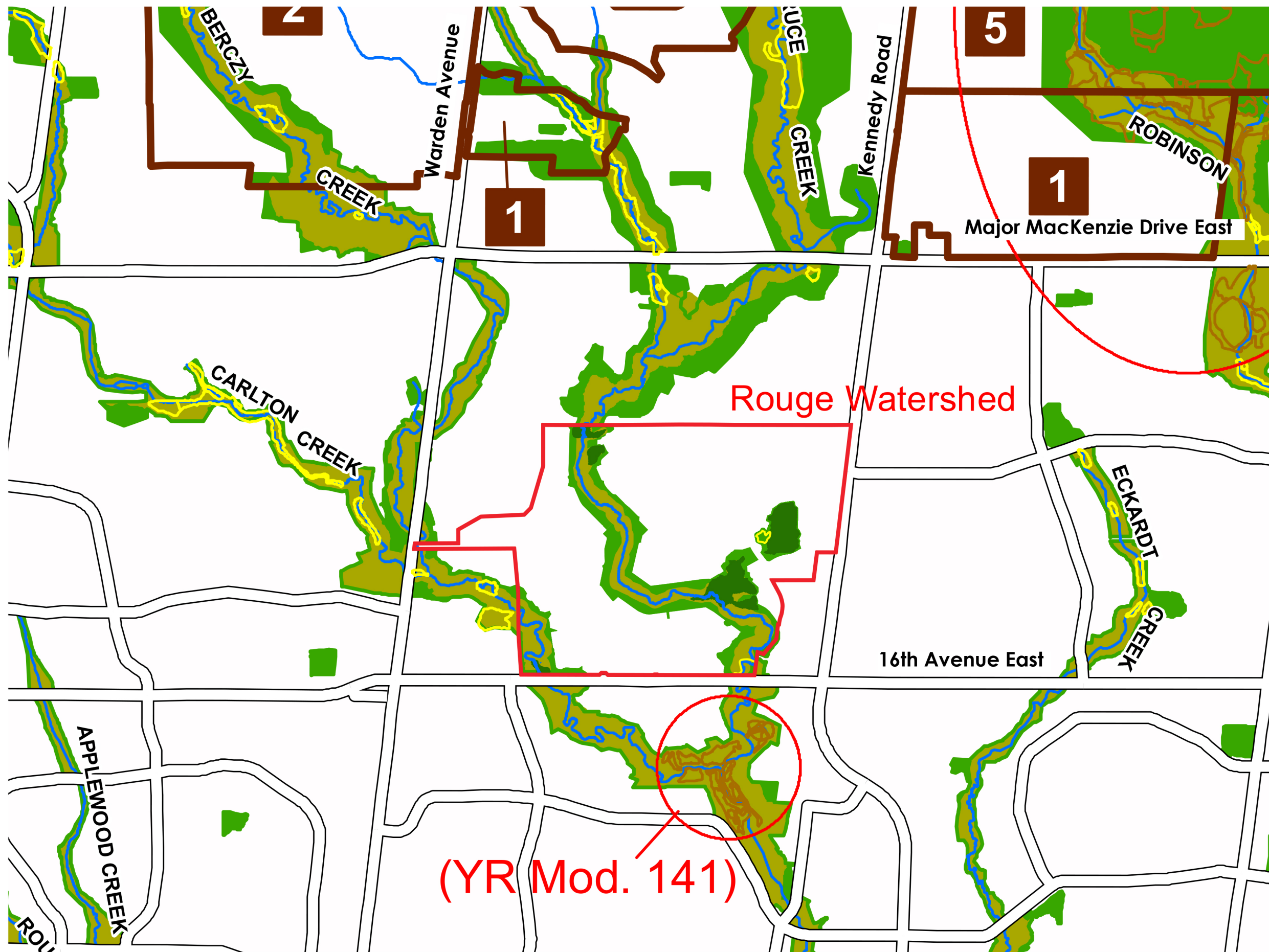
- Subject Property
- GREENWAY SYSTEM**
 - Greenway System Boundary
 - Woodlands
 - Other Greenway System Lands including certain naturalized stormwater management facilities
 - Permanent and Intermittent Streams
 - Oak Ridges Moraine Landform Conservation Area Category 2
 - HAMLETS

Figure 28
City of Markham
Official Plan 2014
MAP 6 Hydrologic Features
(current)



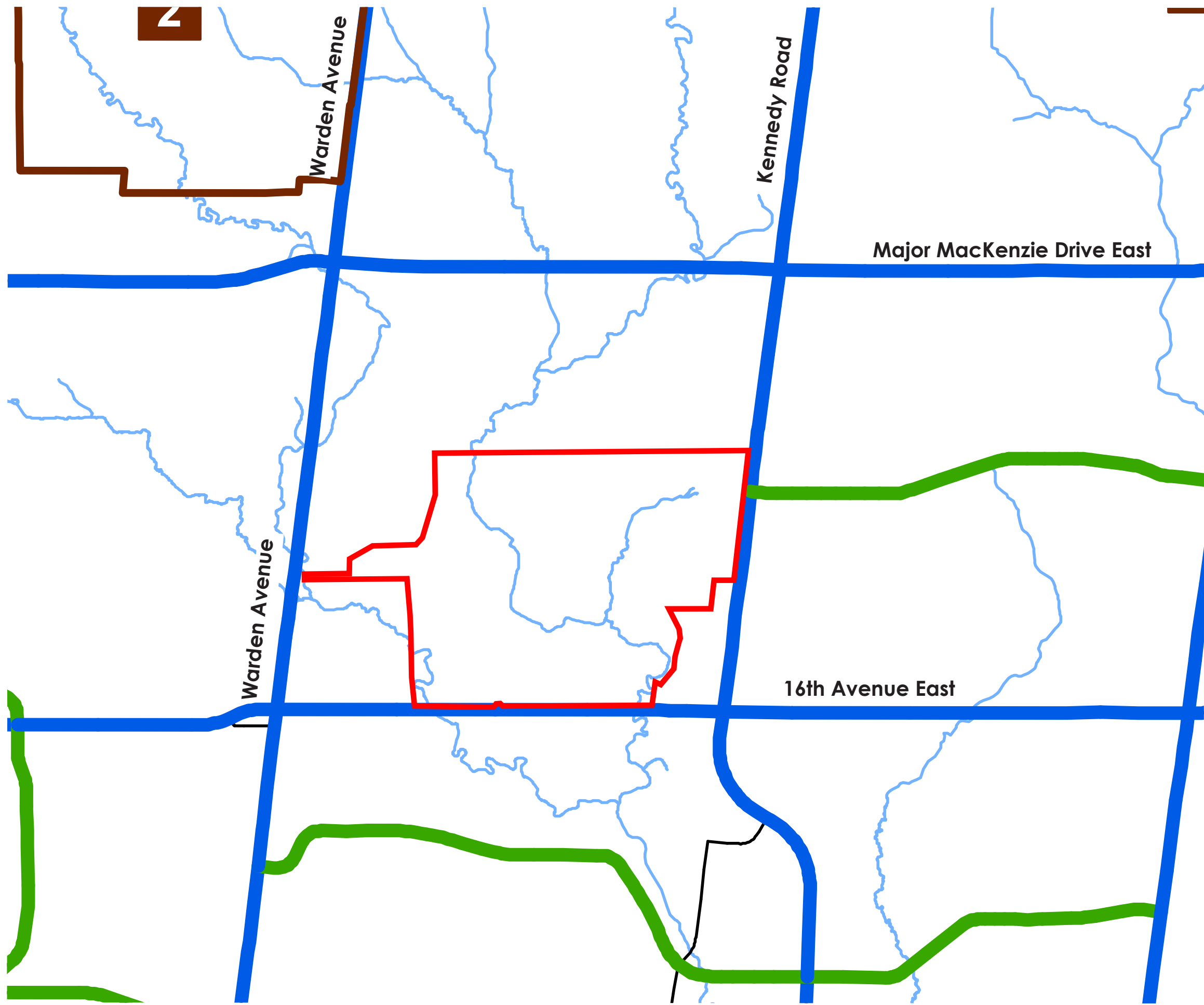
- Subject Property
- Greenway System Boundary
- Valleylands and Stream Corridors
- Permanent and Intermittent Streams
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Oak Ridges Moraine Areas of High Aquifer Vulnerability
- WATERSHED BOUNDARIES
- HAMLETS

Figure 29
City of Markham
Official Plan 2014
MAP 6 Hydrologic Features
(proposed OPA)



- Subject Property
- Greenway System Boundary
- Valleylands and Stream Corridors
- Permanent and Intermittent Streams
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Oak Ridges Moraine Areas of High Aquifer Vulnerability
- WATERSHED BOUNDARIES
- HAMLETS

Figure 30
City of Markham
Official Plan 2014
MAP 10 Road Network
(current)















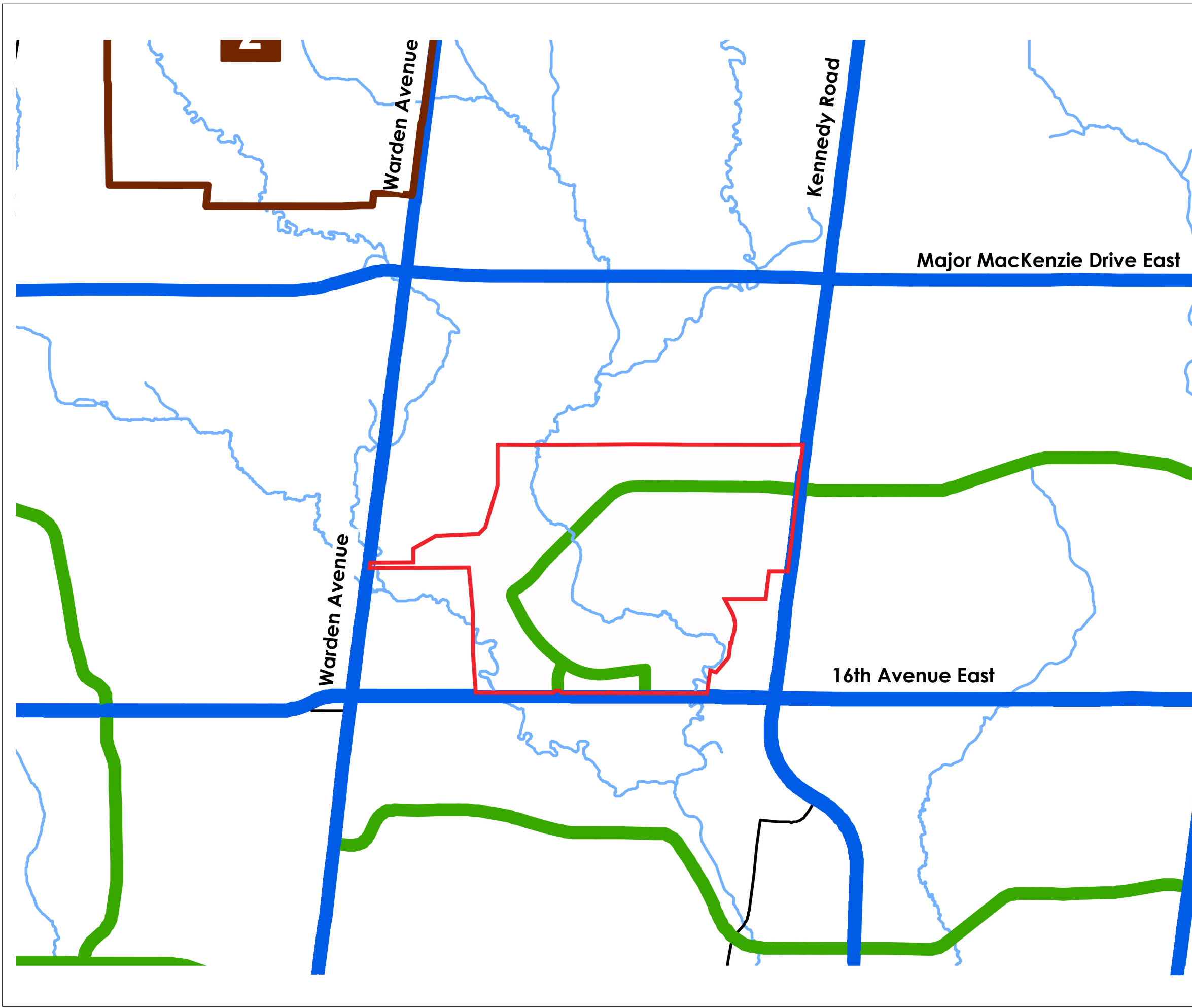
-  Subject Property
- PROVINCIAL HIGHWAYS**
-  Provincial 400 Series Highway
 -  Provincial Highway
 -  Potential Provincial 400 Series Highway Mid-Block Crossing
 -  Potential Provincial 400 Series Highway Interchange
- ARTERIAL ROADS**
-  Region of York Arterial Road (right-of-way width on Map 12 - York Region Official Plan)
 -  Future Donald Cousens Parkway
 -  City of Toronto Arterial Road
 -  Markham Arterial Road (up to 32.5 metre right-of-way width)
- COLLECTOR ROADS**
-  Major Collector Road (up to 30.5 metre right-of-way width)
 -  Proposed Major Collector Road
-  Special Transportation Study Area (road network improvements to be determined based on further studies with agencies having jurisdiction) or Environmental Assessment Study

Figure 31
City of Markham
Official Plan 2014
MAP 10 Road Network
(proposed OPA)















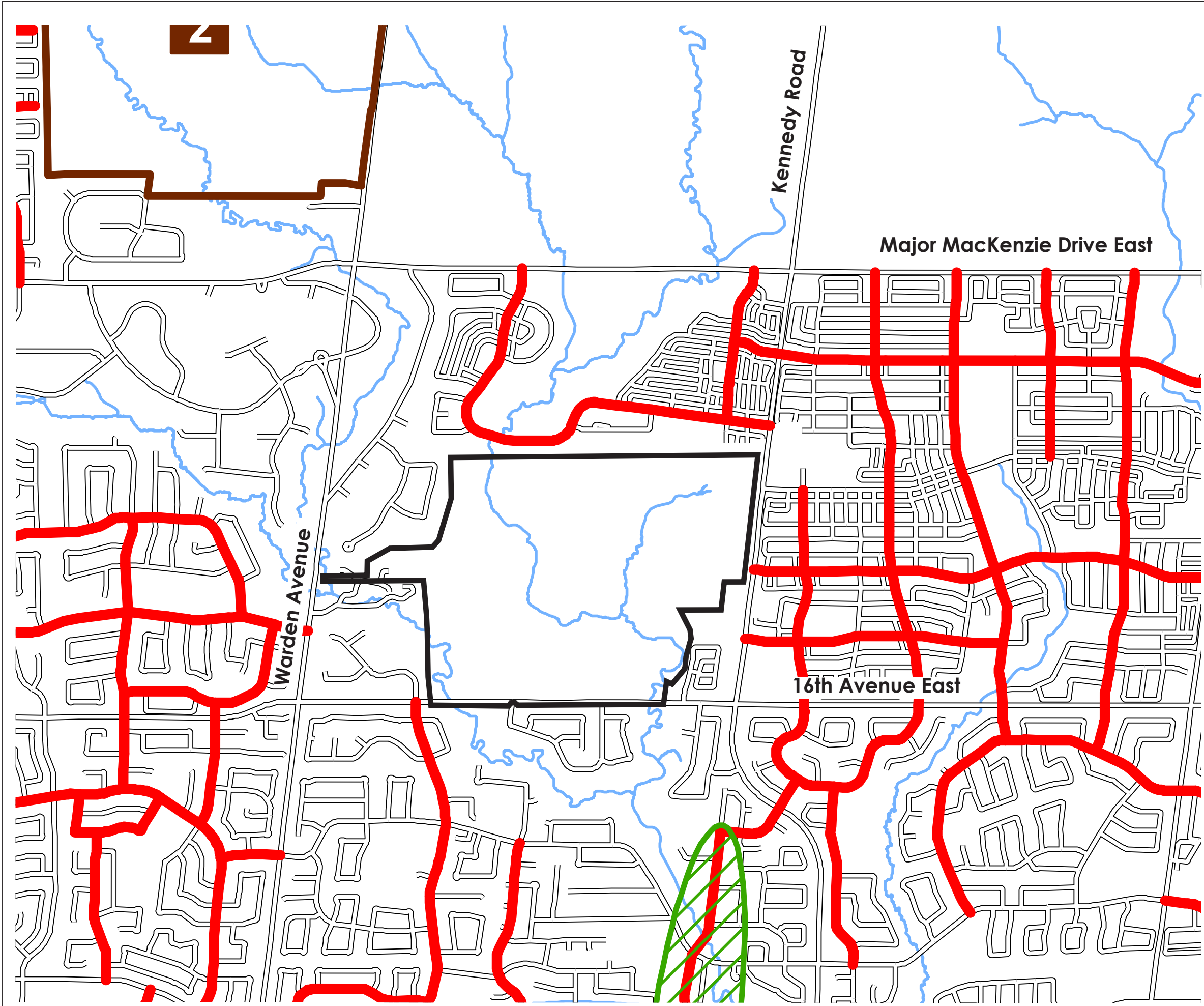
-  Subject Property
- PROVINCIAL HIGHWAYS**
-  Provincial 400 Series Highway
 -  Provincial Highway
 -  Potential Provincial 400 Series Highway Mid-Block Crossing
 -  Potential Provincial 400 Series Highway Interchange
- ARTERIAL ROADS**
-  Region of York Arterial Road (right-of-way width on Map 12 - York Region Official Plan)
 -  Future Donald Cousens Parkway
 -  City of Toronto Arterial Road
 -  Markham Arterial Road (up to 32.5 metre right-of-way width)
- COLLECTOR ROADS**
-  Major Collector Road (up to 30.5 metre right-of-way width)
 -  Proposed Major Collector Road
-  Special Transportation Study Area (road network improvements to be determined based on further studies with agencies having jurisdiction) or Environmental Assessment Study

Figure 32


City of Markham
Official Plan 2014
MAP 11 Minor Collector
Road Network
(current)



 Subject Property

COLLECTOR ROADS

Note: Major Collector Road (see Map 10 - Road Network)

 Minor Collector Road (up to 24.5 metre right-of-way width)

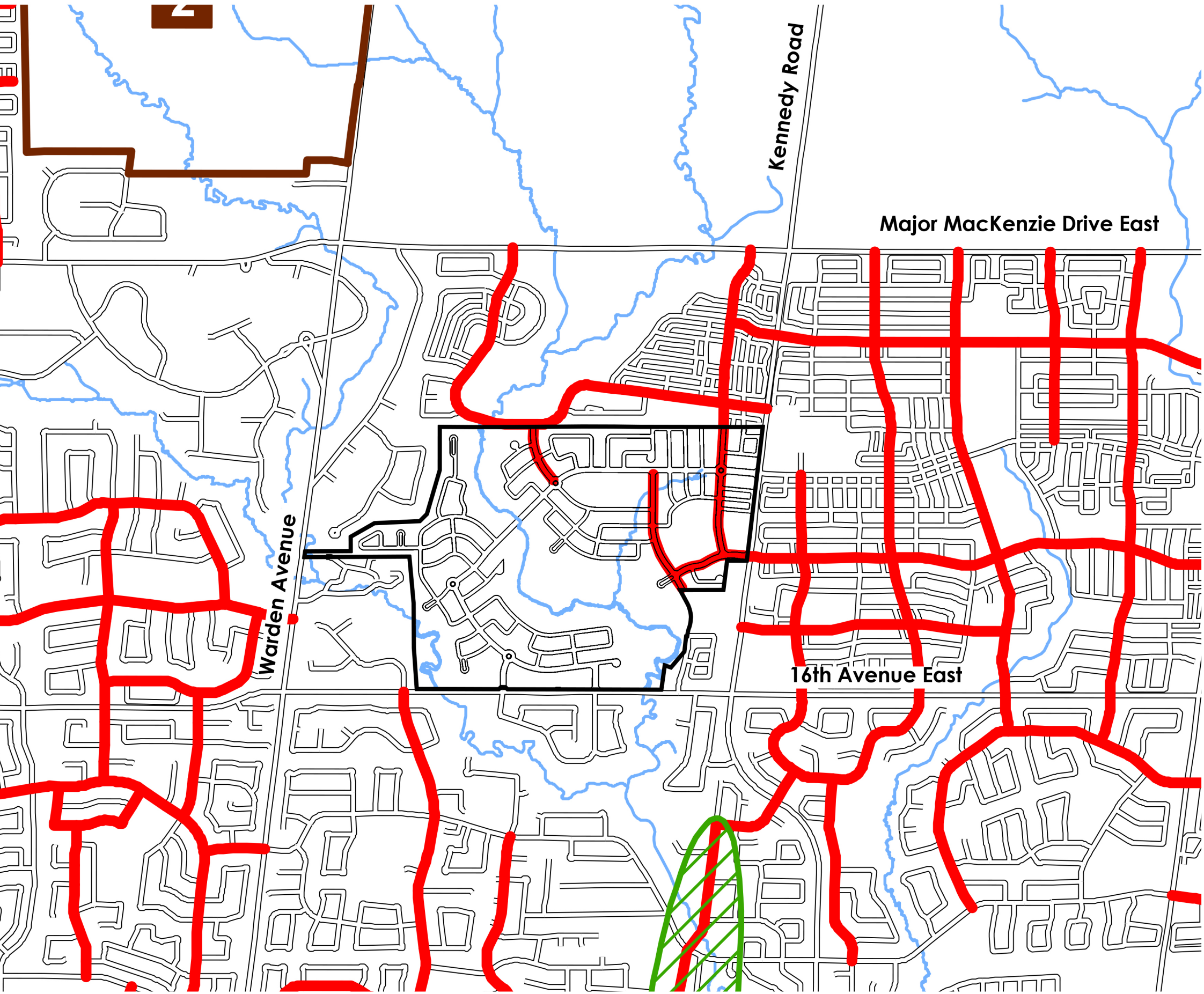
 See Section 10.8.1.4

* Special Transportation Study Area (road network improvements to be determined based on further studies with agencies having jurisdiction) or Environmental Assessment Study.





Figure 33

City of Markham
Official Plan 2014
MAP 11 Minor Collector
Road Network
(proposed OPA)



 Subject Property





COLLECTOR ROADS

- Note: Major Collector Road (see Map 10 - Road Network)
-  Minor Collector Road (up to 24.5 metre right-of-way width)
 -  See Section 10.8.1.4

* Special Transportation Study Area (road network improvements to be determined based on further studies with agencies having jurisdiction) or Environmental Assessment Study.

Figure 34

City of Markham
Official Plan 2014
MAP 14 Public School, Place of
Worship and Park Sites
(current)

-  Subject Property
-  Public School Site
-  Place of Worship Site
-  Park Site

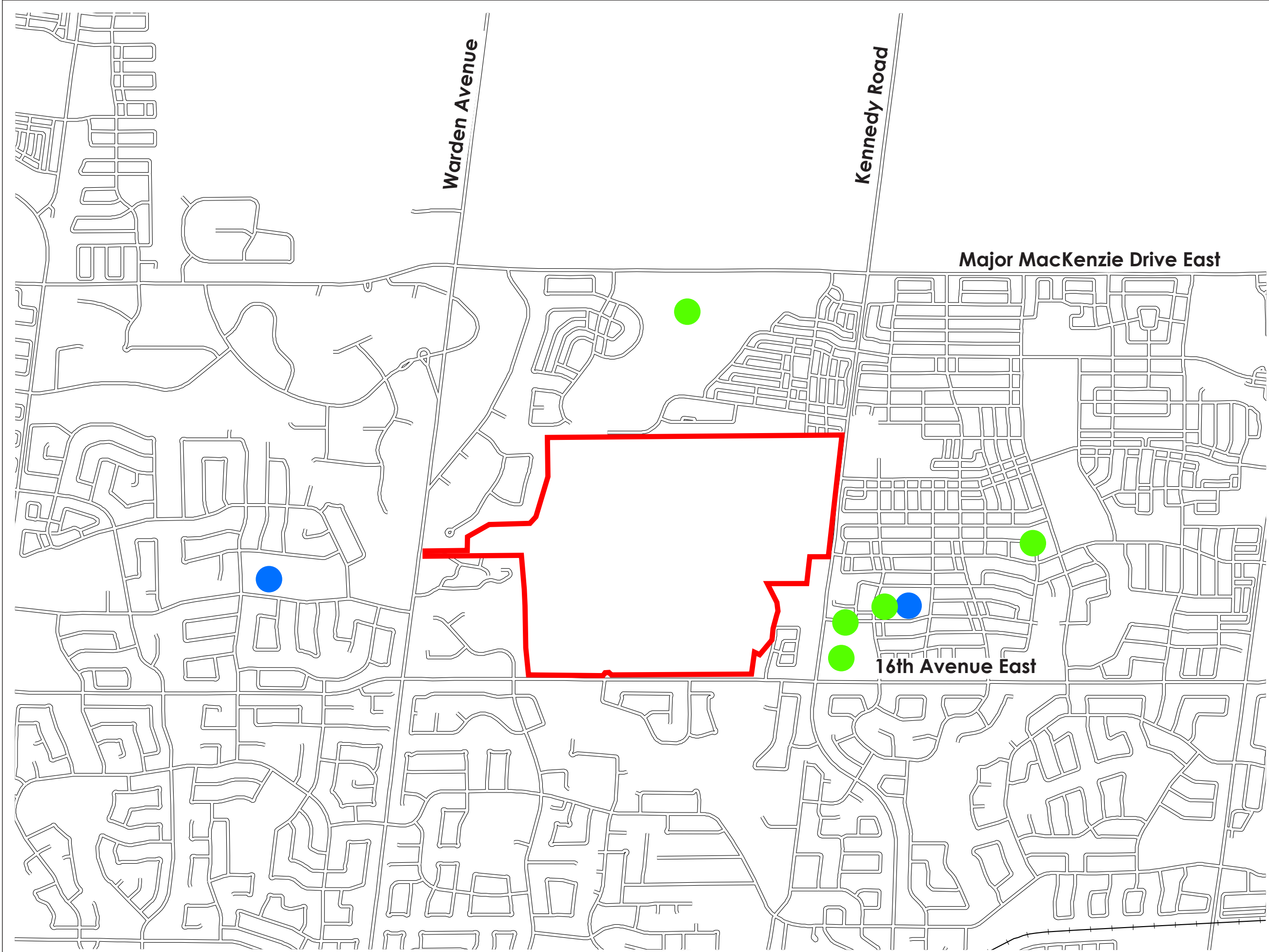






Figure 35

City of Markham
Official Plan 2014
MAP 14 Public School, Place of
Worship and Park Sites
(proposed OPA)

-  Subject Property
-  Public School Site
-  Place of Worship Site
-  Park Site

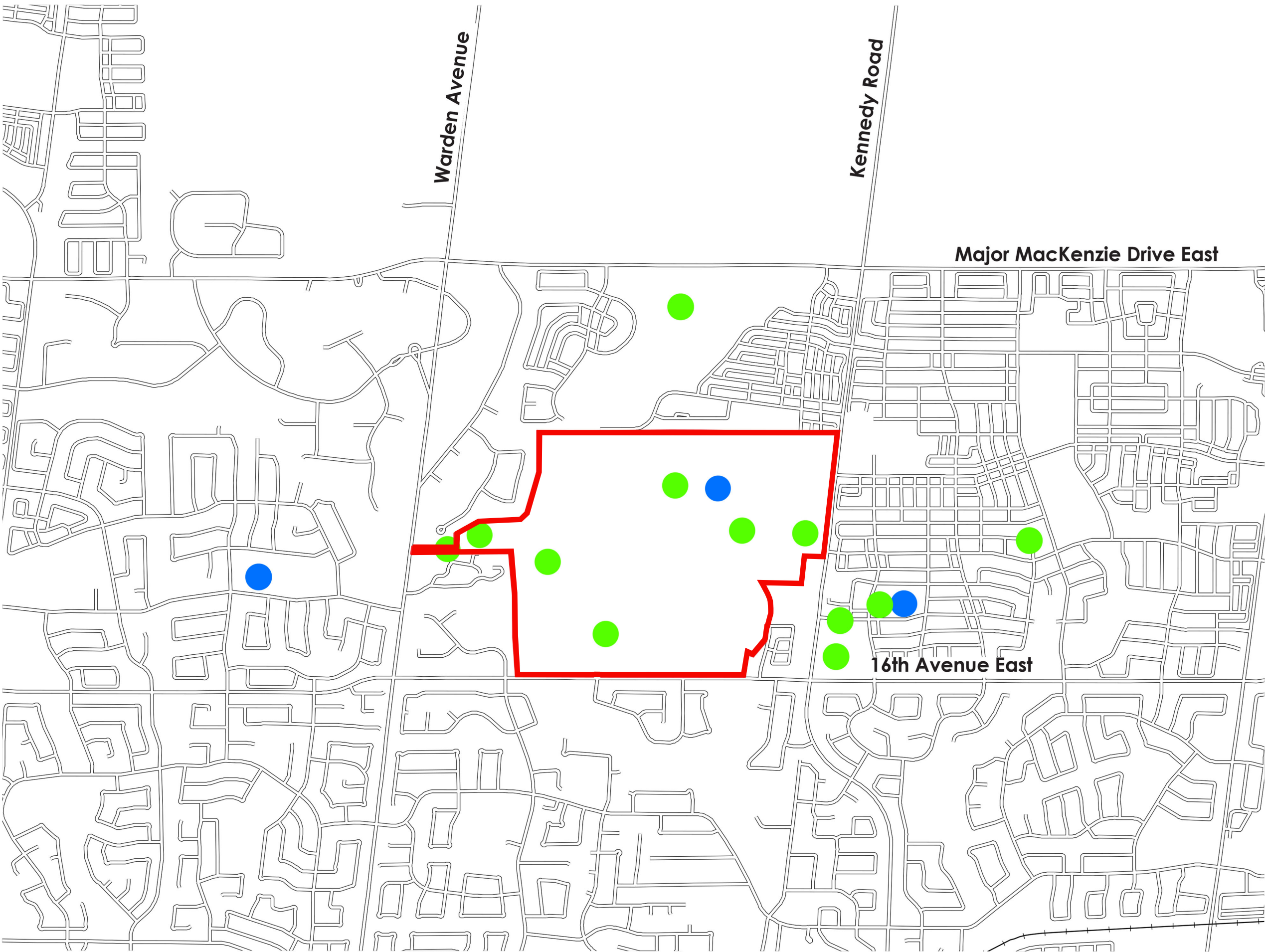
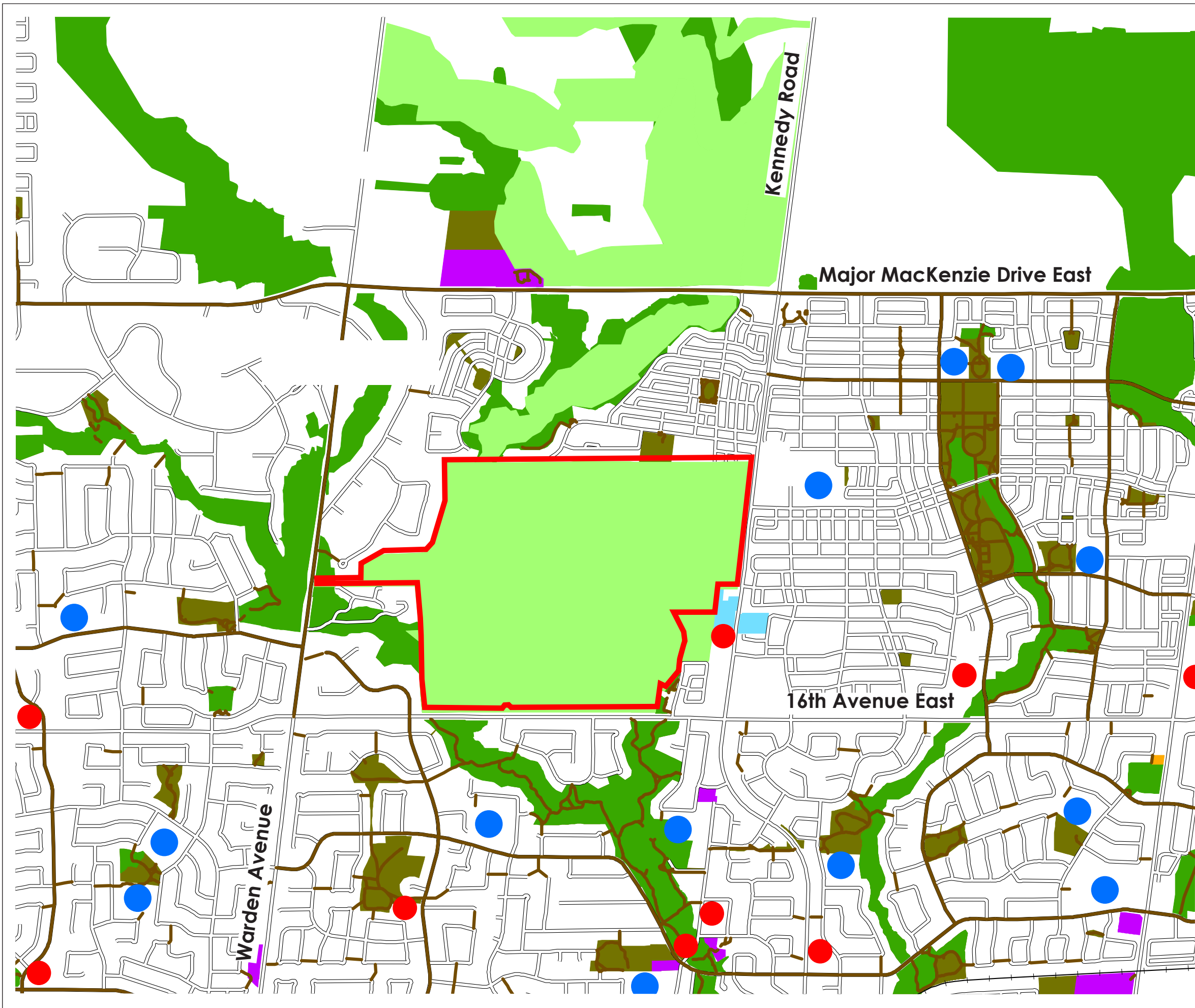


Figure 36
City of Markham
Official Plan 2014
APPENDIX C
Community Facilities
(current)



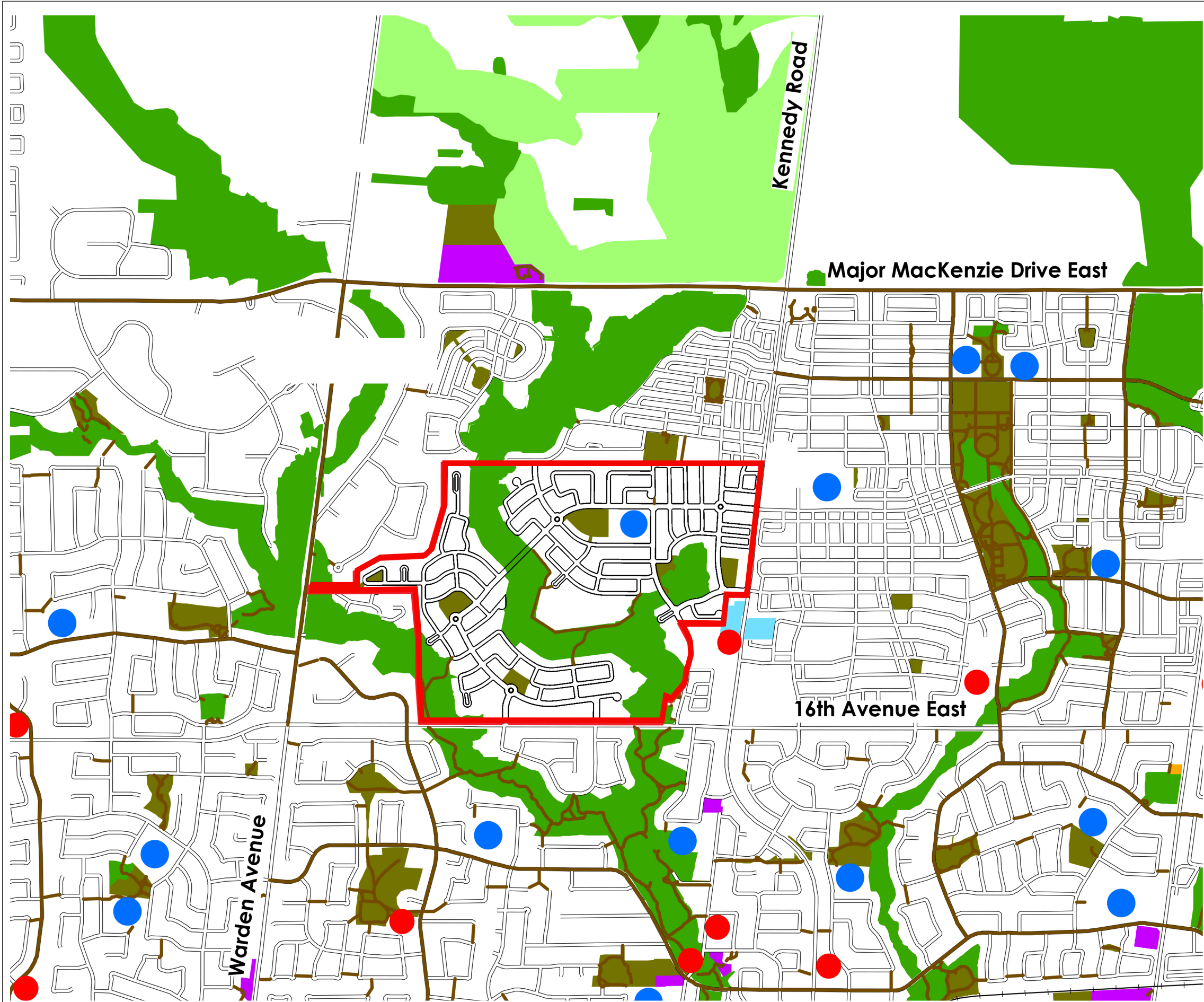
 Subject Property

EXISTING COMMUNITY FACILITIES

-  Public School
-  Place of Worship
-  Parks and Open Space
-  Greenway System
-  Rouge Park (lands subject to expansion with confirmation of the Rouge National Urban Park by Parks Canada)
-  Community Facility (eg. Community Centre, Library, Arena, Fire Station)
-  Markham Stouffville Hospital
-  Markham Fairground
-  Golf Courses and Private Day Camps
-  Private Cemetery
-  Public Cemetery
-  Pathway and Trail



Figure 37
 City of Markham
 Official Plan 2014
 APPENDIX C
 Community Facilities
 (proposed OPA)



 Subject Property

EXISTING COMMUNITY FACILITIES

-  Public School
-  Place of Worship
-  Parks and Open Space
-  Greenway System
-  Rouge Park (lands subject to expansion with confirmation of the Rouge National Urban Park by Parks Canada)
-  Community Facility (eg. Community Centre, Library, Arena, Fire Station)
-  Markham Stouffville Hospital
-  Markham Fairground
-  Golf Courses and Private Day Camps
-  Private Cemetery
-  Public Cemetery
-  Pathway and Trail



Figure 38

City of Markham
Official Plan 2014
APPENDIX D Cycling Facilities
(current)

-  Subject Property
-  Existing Cycling Facilities (Multi-Use Path, Bike Lane, Signed Route)
-  Proposed Cycling Facilities

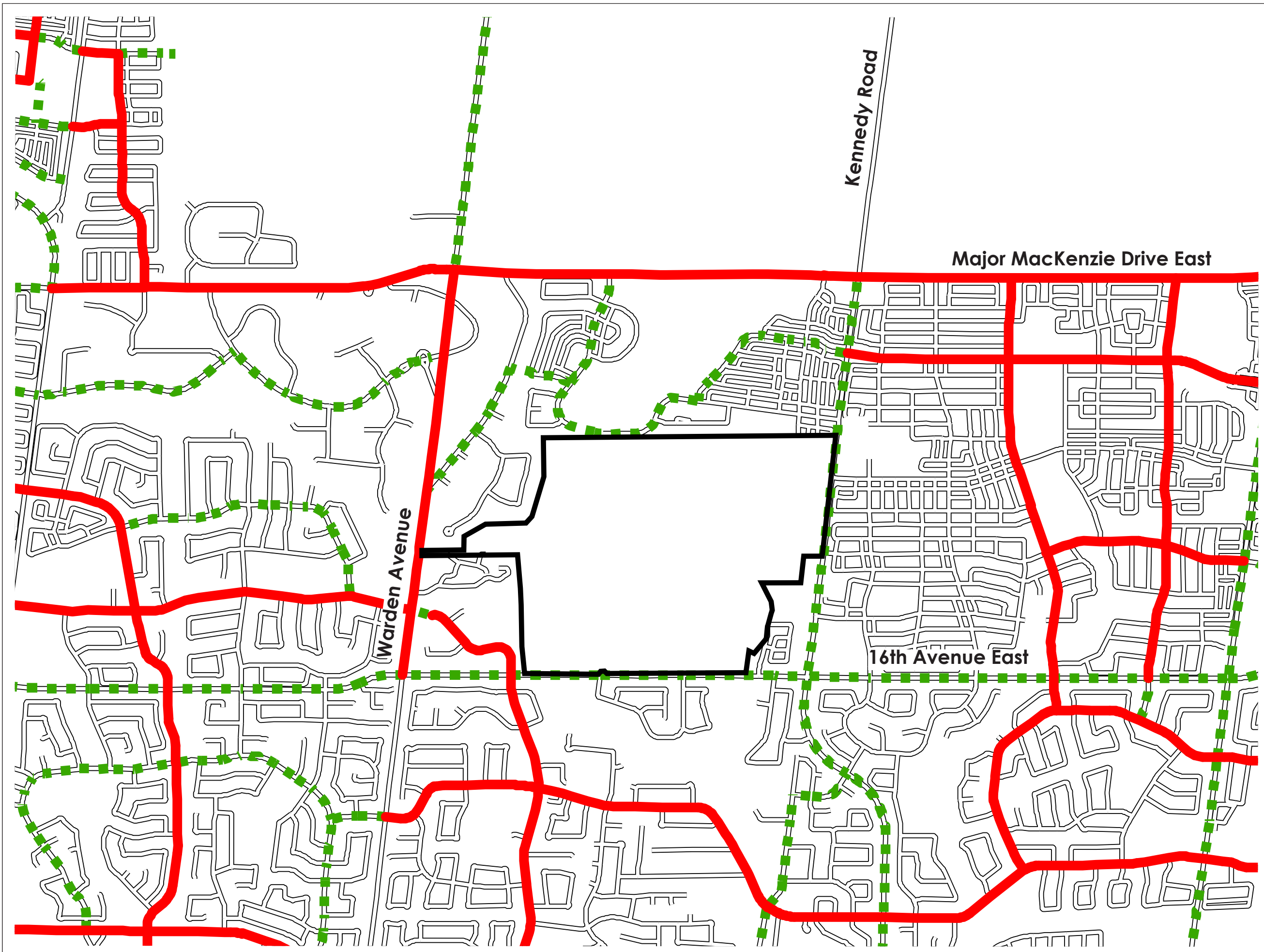




Figure 39

City of Markham
Official Plan 2014
APPENDIX D Cycling Facilities
(proposed OPA)

 Subject Property

 Existing Cycling Facilities (Multi-Use Path,
Bike Lane, Signed Route)

 Proposed Cycling Facilities

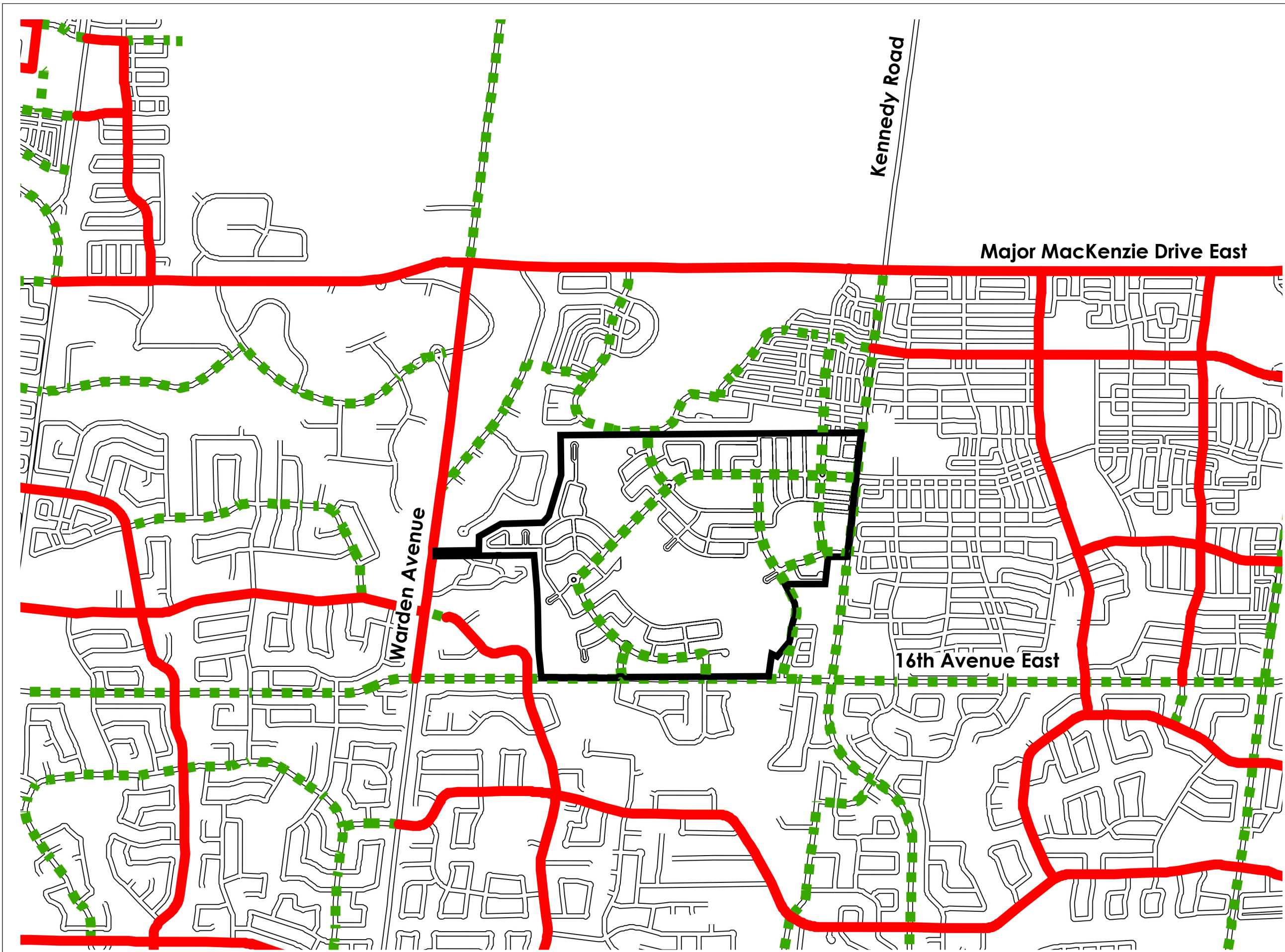
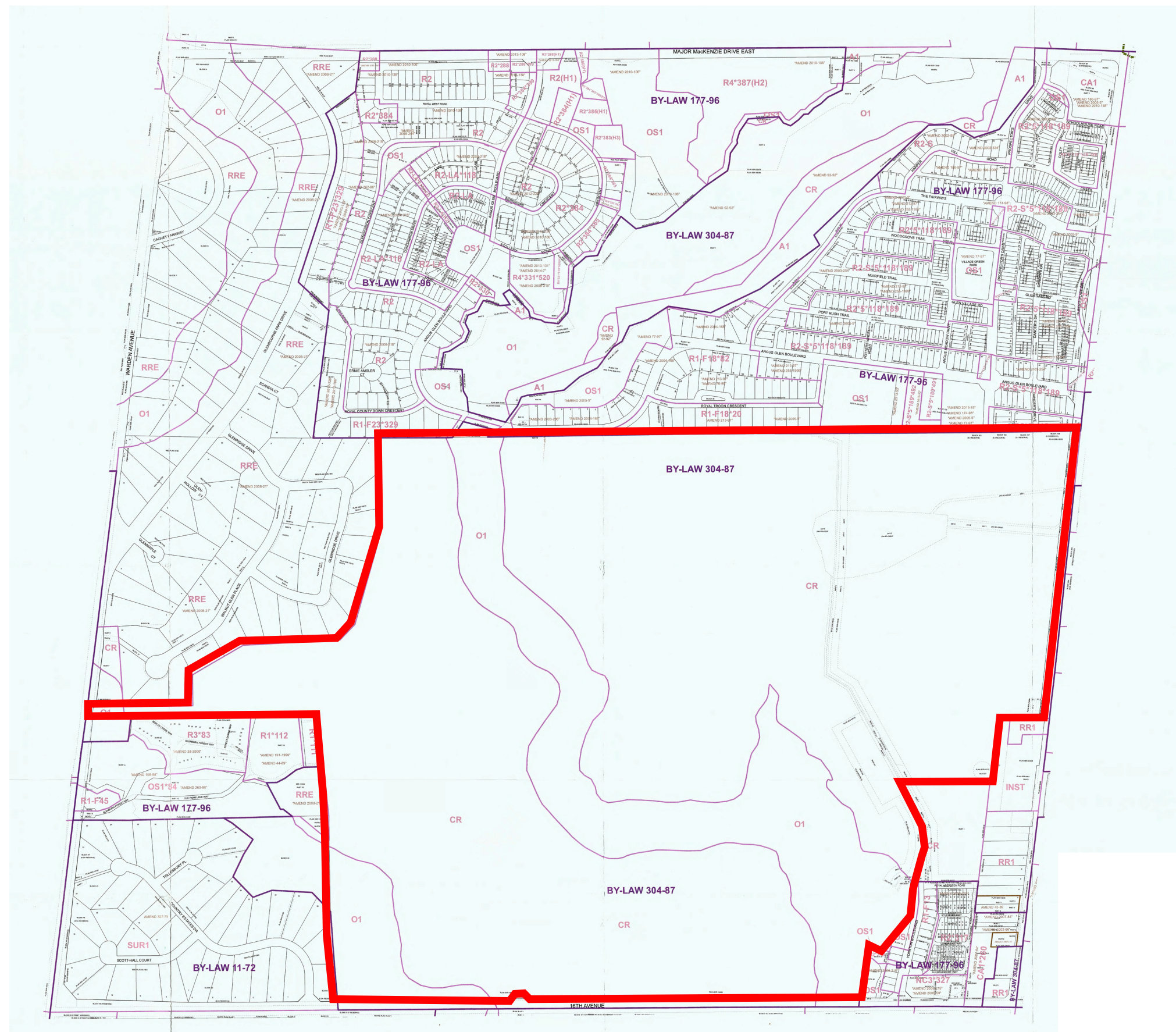


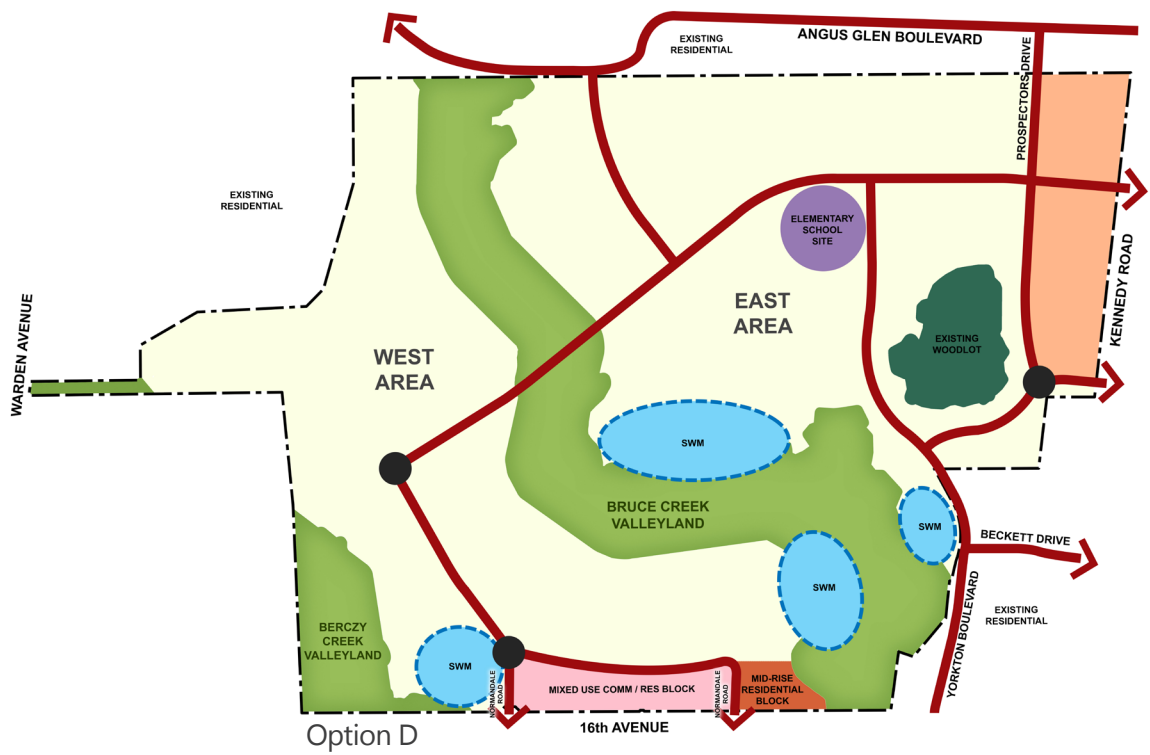
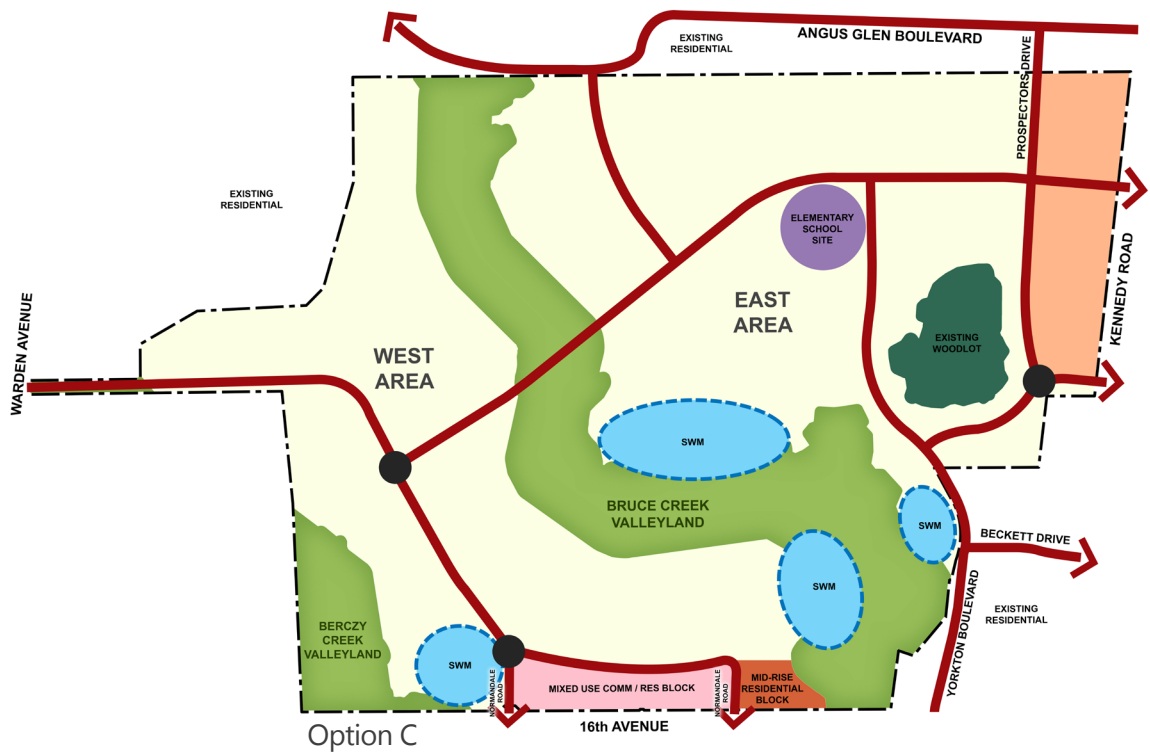
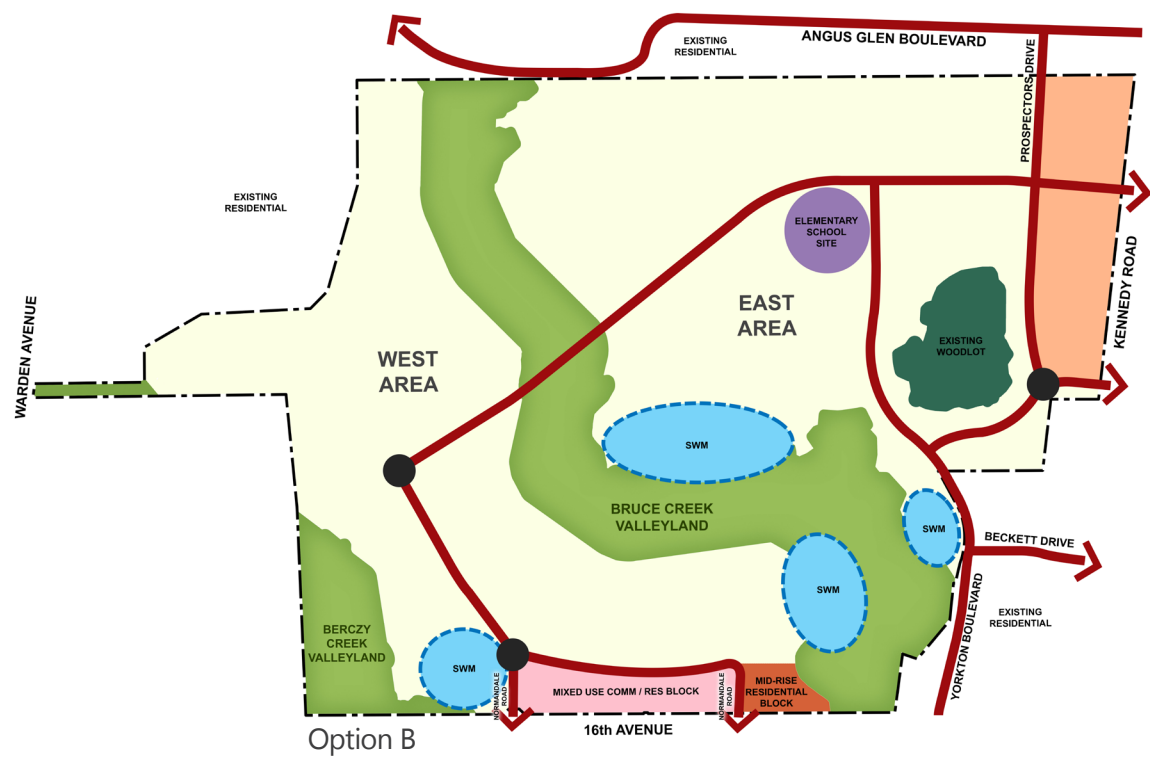
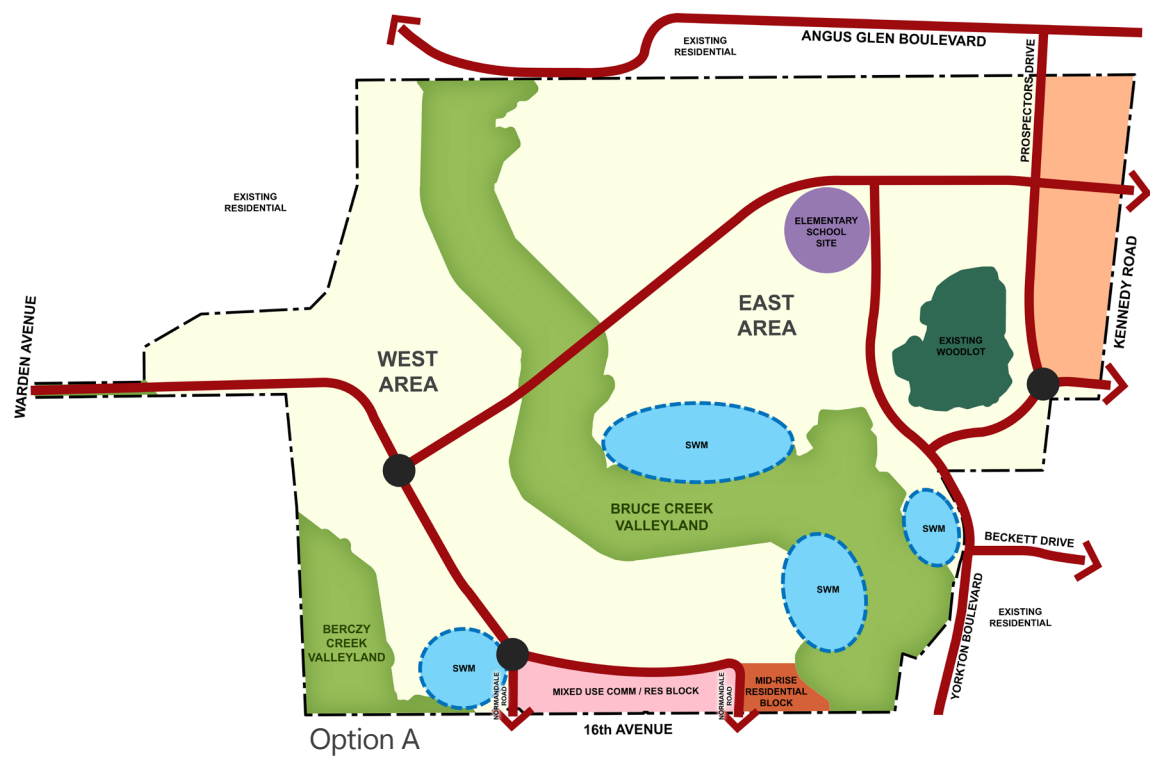
Figure 40
City of Markham
Zoning By-Law 177-96
Map E4

 Subject Property



60 30 0 60 120 180 240
Meters
1:3000

Figure 41
Conceptual Road Network
Options A to D



- Low Density Residential Area
- Medium Density Residential Area
- Mid-Rise Residential Block
- Mixed Use Commercial / Residential Block
- Elementary School Site
- Open Space
- Existing Wood Lot
- Storm Water Management Pond (SWM)
- Collector Road
- Roundabout Location

Figure 42

Provincial Built Boundary
for the Region of York, April 2008
(Source: Growth Plan for the
Greater Golden Horseshoe, 2006)

 Subject Property

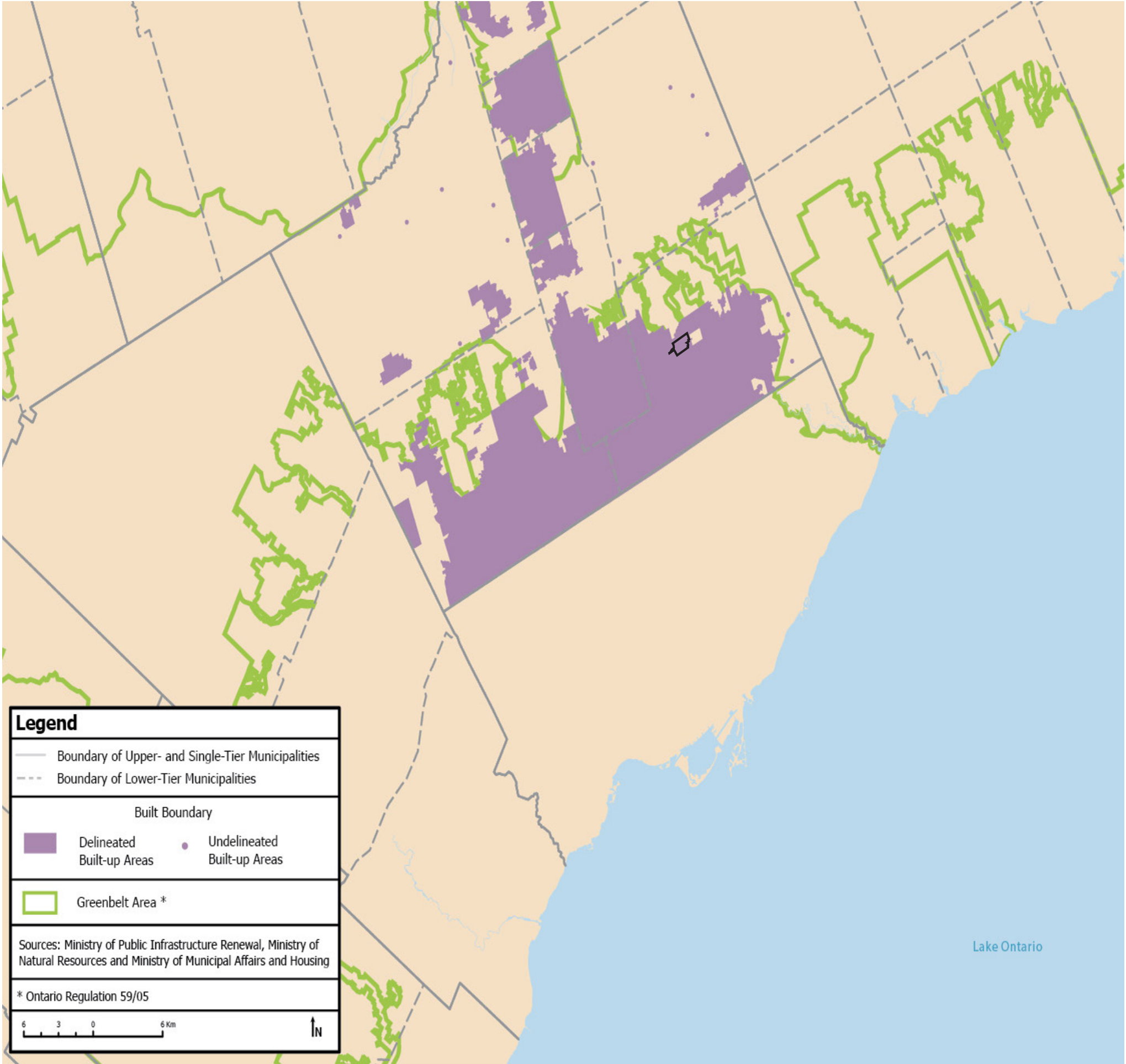
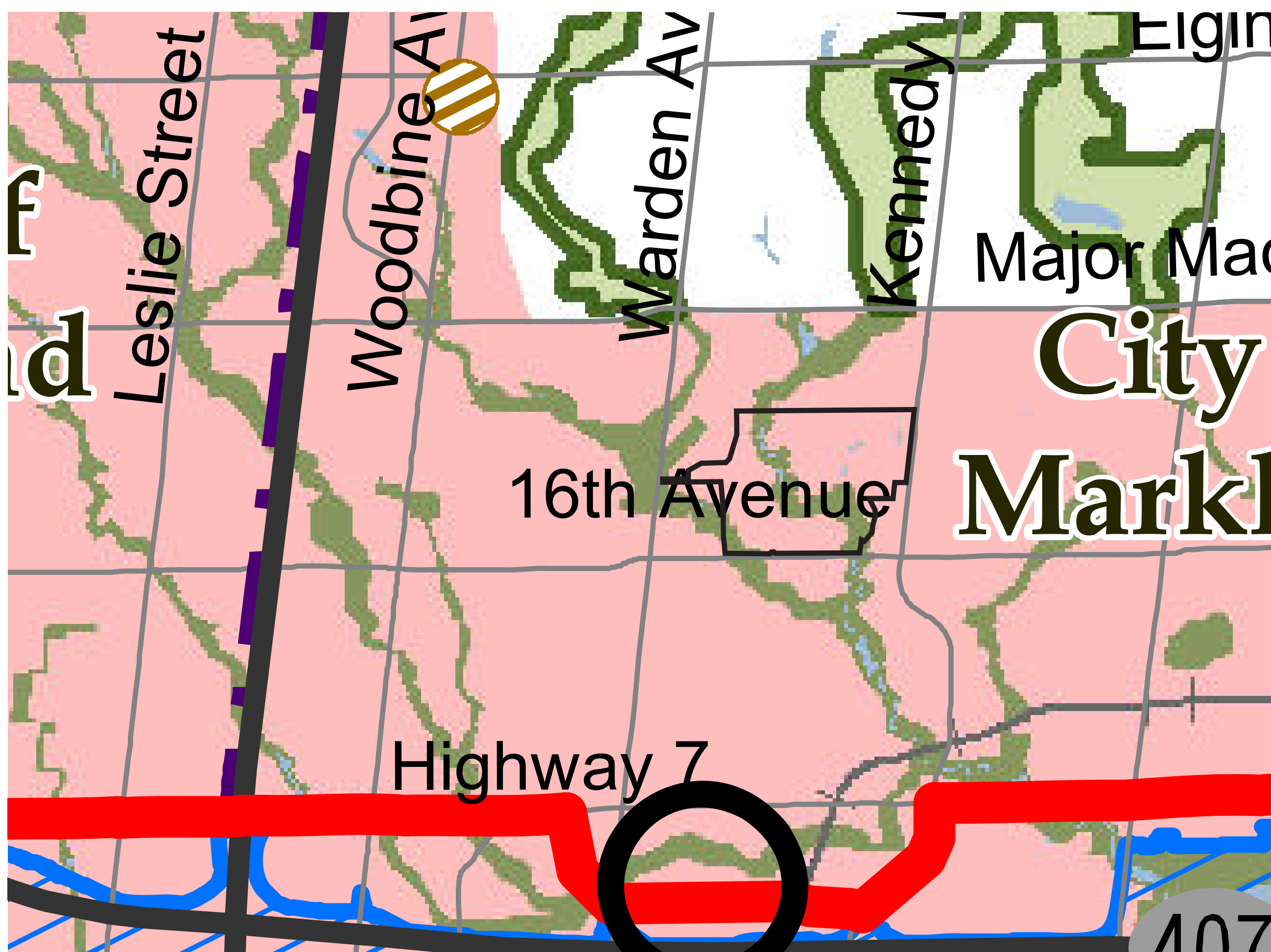


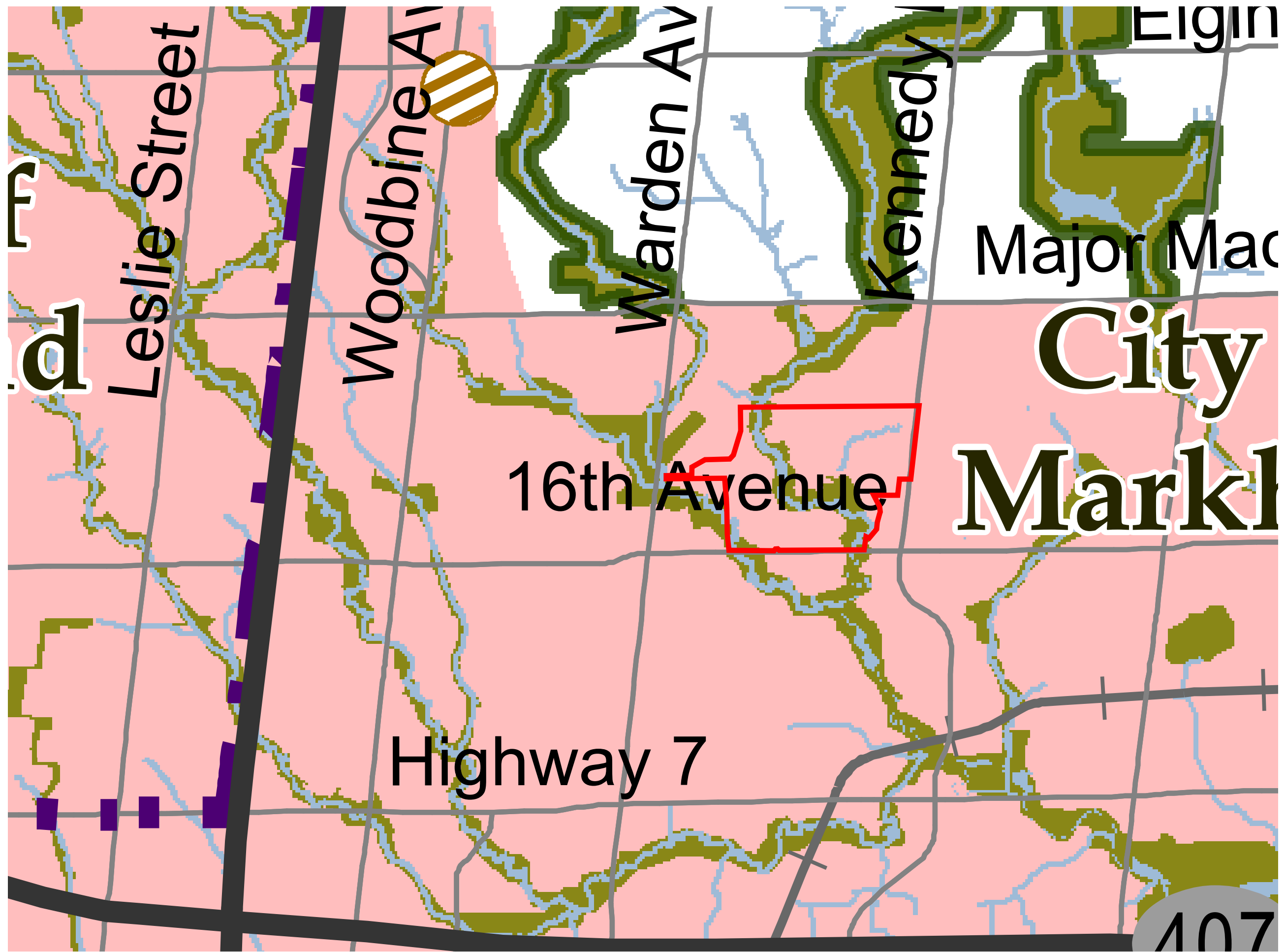
Figure 43
 Region of York
 Official Plan 2010
 MAP 1 Regional Structure



- Subject Property
- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2 for details)
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation / Hamlet
- Greenbelt Plan
- Greenbelt Plan Area Boundary
- Greenbelt Protected Countryside / Hamlet
- Holland Marsh Specialty Crop Area
- Area Subject to the Lake Simcoe Protection Plan
- Parkway Belt West Plan
- Ministers Decision on ORMCP Designation Deferred
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Planned Corridors - Transportation
- Proposed - EA Approved
- Conceptual - Alignment Not Defined
- Municipal Boundary
- Regional Boundary

Note: For detailed land use designations outside of the Urban Area, Towns & Villages and Natural Core and Natural Linkage Areas of the Oak Ridges Moraine Conservation Plan see Map 8 - Agricultural and Rural Area and policy 5.1.12

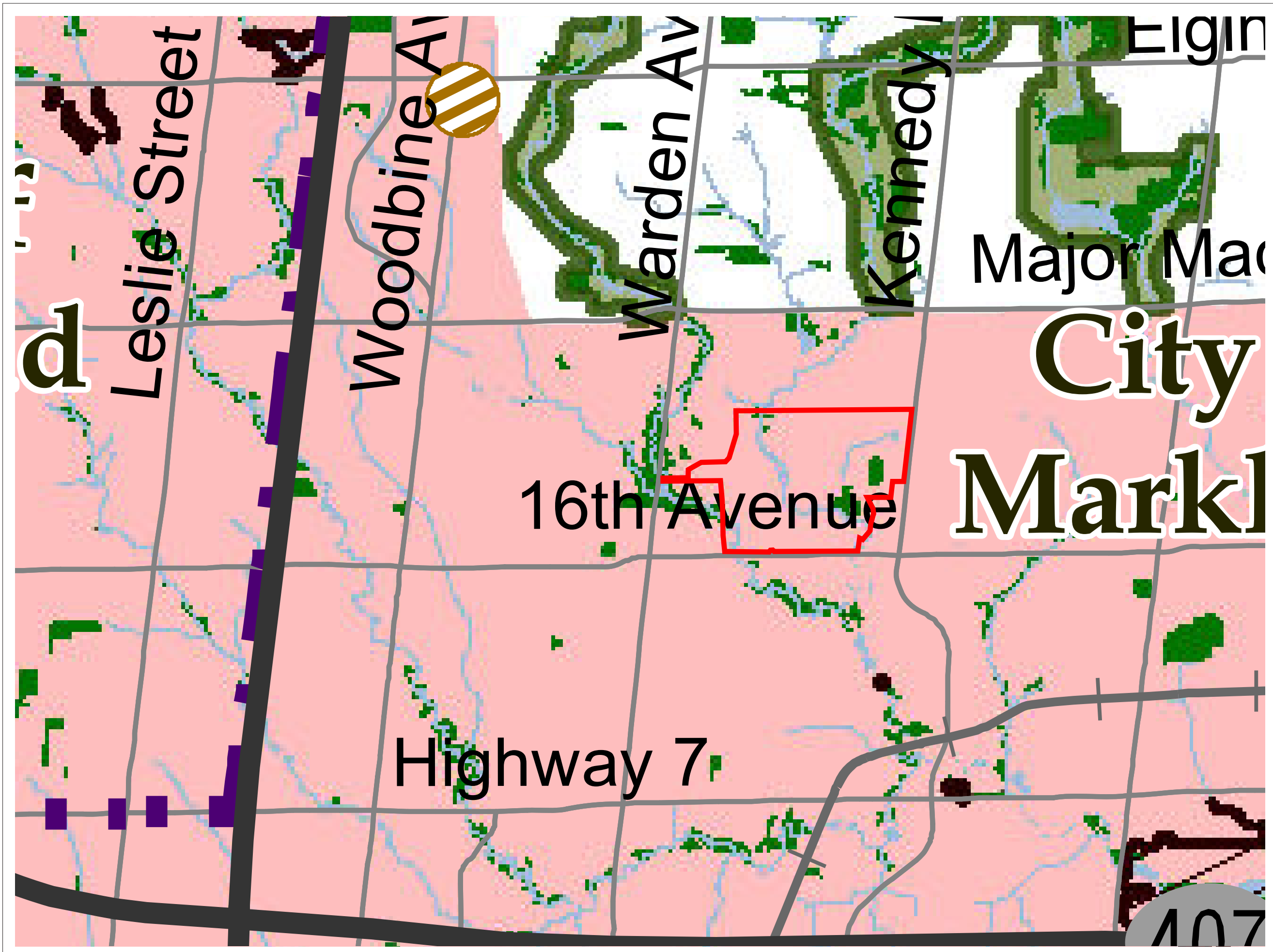
Figure 44
 Region of York
 Official Plan 2010
 MAP 2
 Regional Greenlands System



- Subject Property
- Regional Greenlands System
- Greenlands System Vision
- Urban Area
- Towns and Villages
- Hamlet
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Oak Ridges Moraine Plan Area
- Greenbelt Plan
- Greenbelt Plan Area Boundary
- Greenbelt Protected Countryside / Hamlet
- Area Subject to the Lake Simcoe Protection Plan
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Municipal Boundary
- Regional Boundary

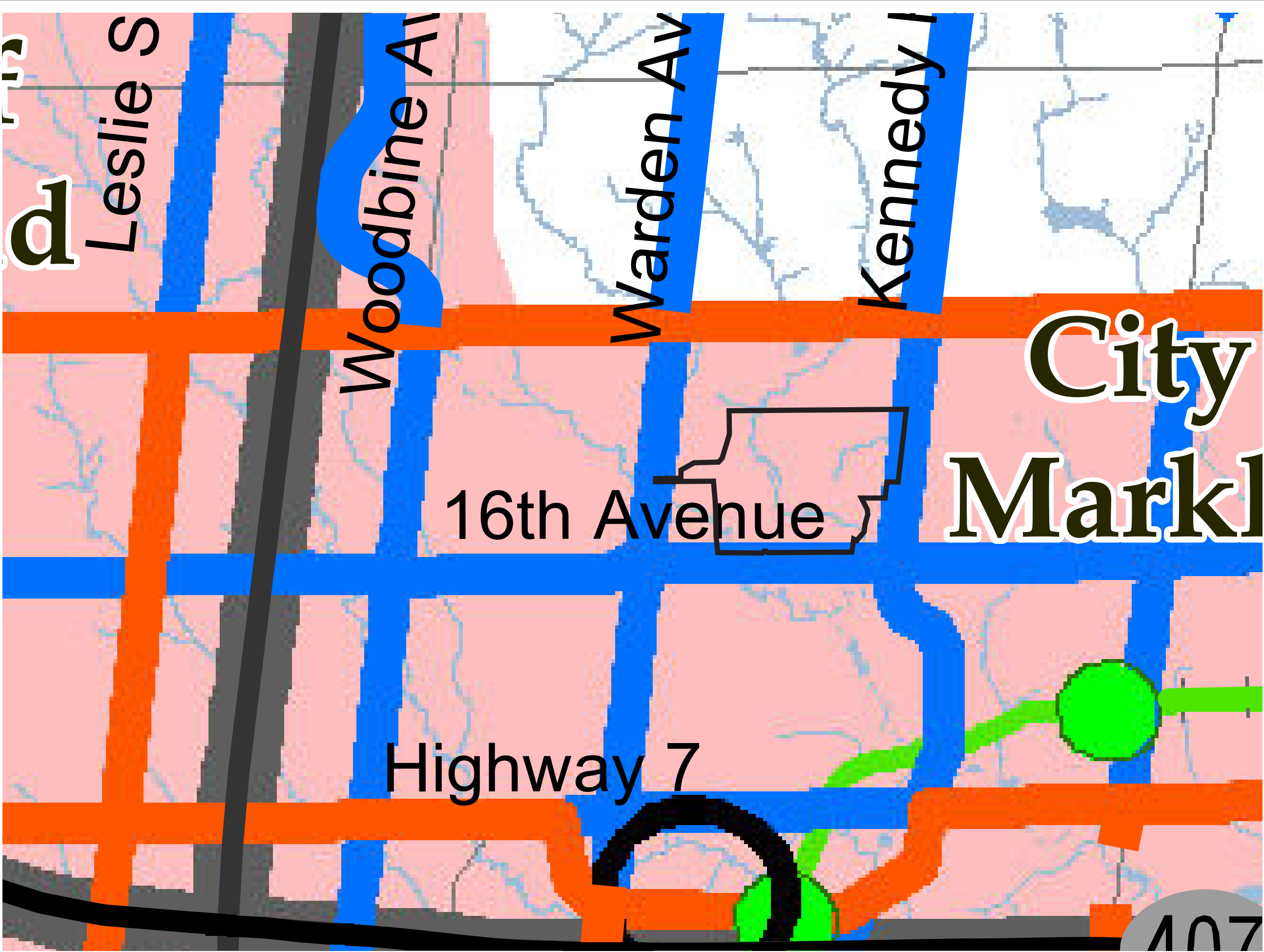
*The Greenlands System Vision identified on Map 2 of this Plan is intended to conceptually identify, with broad arrows, the general location of corridors within and beyond the Region that will perform major linkage functions on a Regional scale and will be further assessed as part of ongoing planning initiatives

Figure 45
Region of York
Official Plan 2010
MAP 5 Woodlands



- Subject Property
- Woodlands
- Conservation Area / Regional Forest
- Provincial Park / Nature Reserve
- Rouge Park
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Oak Ridges Moraine Plan Area
- Greenbelt Plan
- Greenbelt Plan Area Boundary
- Greenbelt Protected Countryside / Hamlet
- Natural Heritage System
- Urban Area
- Towns and Villages
- Hamlet
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Municipal Boundary
- Regional Boundary

Figure 46
Region of York
Official Plan 2010
MAP 11 Transit Network



Subject Property

Urban Transit Service

Towns and Villages

Regional Centre

Potential Commuter Rail Line

Existing Commuter Rail Line

Proposed GO Station

Existing GO Station

Railyards

Regional Rapid Transit Corridors

Special Study Areas ^

Rural Transit Links

Subway Extension

Highway 407 Transit Way

Regional Transit Priority Network

Regional Transit Priority Network Proposed

Highway Bus Service

Highway Bus Service Proposed

Railway

Provincial Highways

Existing

Controlled Access Highway

Under Construction

Planned Corridors - Transportation

Proposed -EA Approved*

Conceptual - Alignment Not Defined **

^ Warden Avenue / McCowan Road N/S Rapid Transit Corridor and Bathurst Street / Dufferin Street N/S Rapid Transit Corridor.

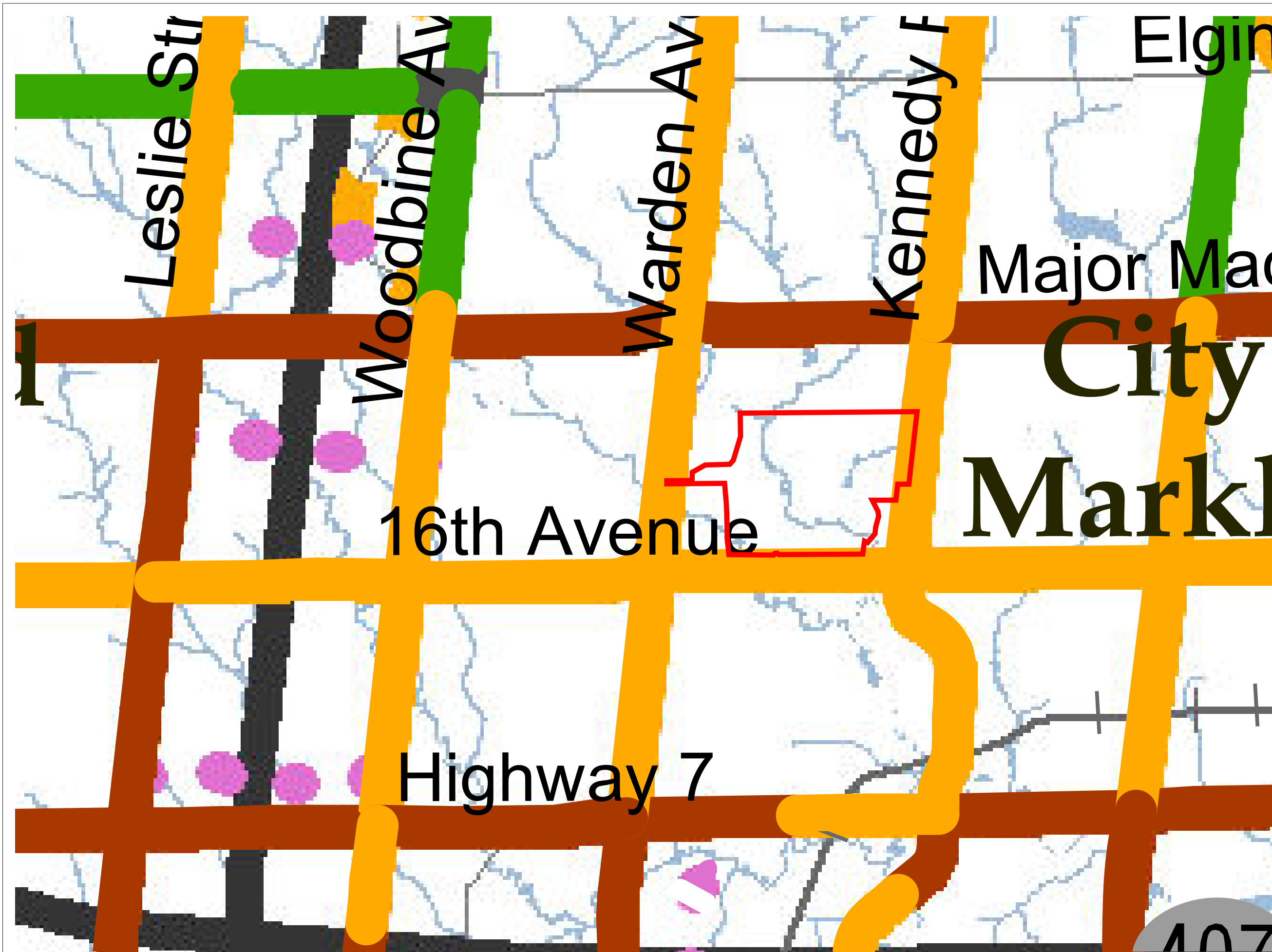
* Highway 404 extension past Ravenshoe and Highway 400-404 link - route approved

Highway 427 extension to Major Mackenzie Drive West EA approved


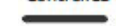


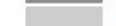
**Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

Figure 47
 Region of York
 Official Plan 2010
 MAP 12 Street Network



 Subject Property

- Provincial Highways
-  Provincial Highway
- Controlled Access Highways
-  Existing
 -  Under Construction
- Planned Corridors - Transportation
-  Proposed - EA Approved*
 -  Conceptual - Alignment Not Defined **

- Regional Planned Street Widths
-  Up to 60 metres
 -  Up to 45 metres
 -  Up to 43 metres
 -  Up to 40 metres
 -  Up to 36 metres
 -  Variable 30 to 36 metres
 -  Up to 30 metres
 -  Up to 26 metres
 -  Proposed Up to 26 metres
 -  Up to 20 metres
 -  Proposed Up to 36 metres
 -  Proposed Up to 43 metres

- Other Arterial Streets ***
- Planned Street Widths
-  Up to 36 metres
 -  Up to 26 metres
 -  Up to 30 metres
 -  Up to 43 metres

* Highway 404 extension past Ravenshoe and Highway 400-404 link - route approved
 Highway 427 extension to Major Mackenzie Drive West
 EA approved

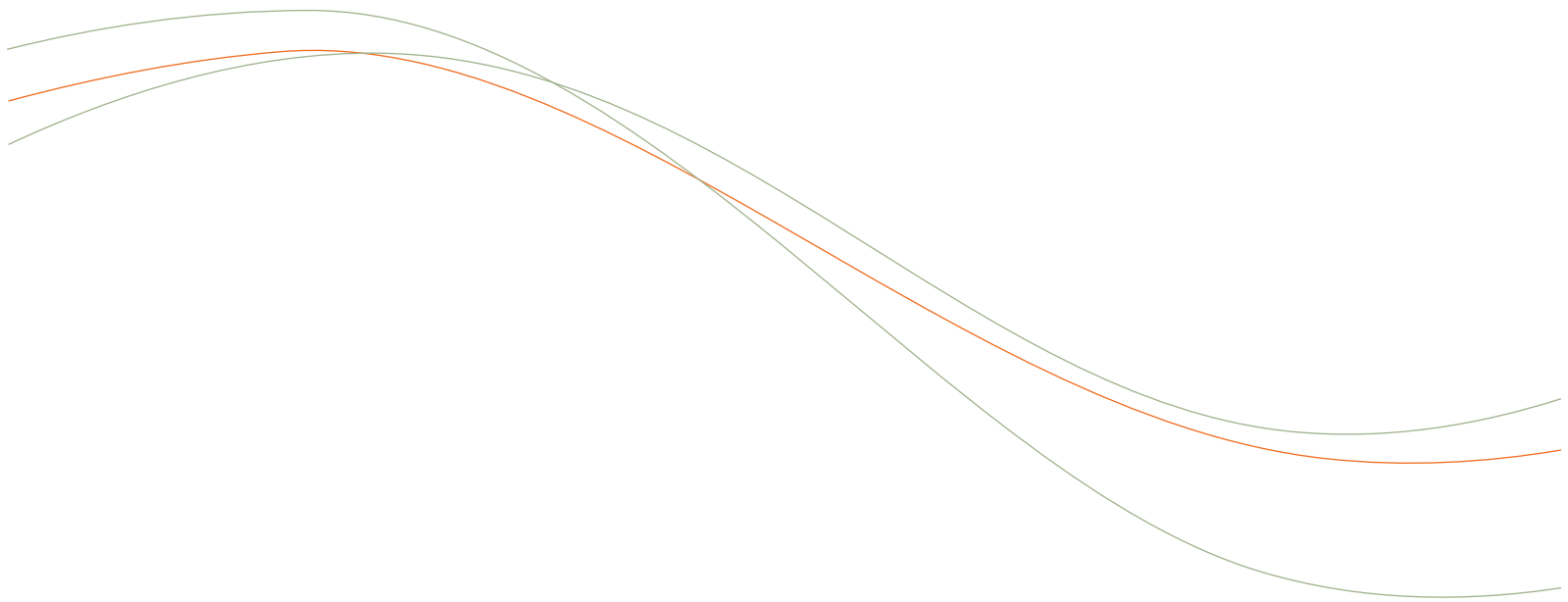
**Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

*** Note: Some of these roads may be considered for transfer to the Region subject to Policies of Regional Council.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

APPENDIX A

Pre-Consultation and Complete Application Submission
Requirements letter from the City of Markham
dated February 1, 2016 and signed March 9, 2016





Complete Application Submission Checklist

AMANDA REF #: PRE

15179225

Date of Pre-Consultation Meeting: Feb. 1/16

Purpose: This checklist identifies submission requirements for an applicable application that has been discussed at the pre-consultation stage.

Property/ Address Location:

Attendees:

City of Markham - West District Team
Applicant - Maria Gatzio & Team
TRCA
YRDSB, YRCDSB

12 PAGES
TOTAL.

The applicant acknowledges that the information requested in this checklist must be provided as part of the application submission; and that additional information can be requested during the course of the application. The applicant also acknowledges that they are aware of the following policies, procedures and financial obligations that may be required as part of their application process:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Accessibility Guidelines | <input checked="" type="checkbox"/> Migratory Birds Convention Act Requirements |
| <input checked="" type="checkbox"/> Application/ Study Review Fees | <input checked="" type="checkbox"/> Parkland Dedication |
| <input checked="" type="checkbox"/> Bird Friendly Guidelines | <input checked="" type="checkbox"/> Public Art Policy |
| <input checked="" type="checkbox"/> Development Charges (City and Region) | <input checked="" type="checkbox"/> Tree Compensation |
| <input checked="" type="checkbox"/> Endangered Species Act Requirements | <input checked="" type="checkbox"/> Trees for Tomorrow Streetscape Manual |
| <input checked="" type="checkbox"/> Heritage/Archival Research | <input checked="" type="checkbox"/> Section 37 of the Planning Act |
| <input checked="" type="checkbox"/> Sustainable Measures | <input checked="" type="checkbox"/> Securities |
| <input checked="" type="checkbox"/> Greenprint Sustainability Plan | <input checked="" type="checkbox"/> Servicing Allocation |

The City requests that applications that are subject to the Region of York and the Toronto Region Conservation Authority agencies for review must submit the following items as indicated this checklist. This will include the checklist requirements for each applicable agency and the corresponding documents/plans/studies will be packaged separately for each agency (along with a covering letter) and accounted for when submitted to the Development Client Services Counter. Failure to follow these instructions may cause the application to be not accepted by staff.

Signed by / on behalf of the applicant: 

Print Name: MARIA GATZIO

Date: MARCH 9/16

 1.



Complete Application Submission Checklist

AMANDA REF #: PRE

This Complete Application Submission Checklist consists of the following seven sections:

SECTION I	Submission Requirements for all application types; Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision/Condominium, and Site Plan Control (Including Heritage)
SECTION II	City of Markham - Supplemental Submission Requirements (Type of Technical Study, Plans and/or other Items as listed in the Official Plan) A Planning (Development and Policy) B Urban Design C Heritage D Engineering (Development and Transportation)
SECTION III	Toronto and Region Conservation Authority (TRCA) - Supplemental Submission Requirements
SECTION IV	Key issues To be considered by the applicant, and incorporated into the proposal prior to application submission (i.e. design / landscaping / road widening / servicing/ application fee type etc.)

Note: All the supplemental submission requirements (as required by the City of Markham and as requested by the external review agencies) checked on the following pages must be provided in addition to the minimum submission requirements listed below.
[Refer to Section 7.14 of the Official Plan (Revised 1987), as amended, and Section 10.6 of the 2014 Official Plan (not yet in force)].



Complete Application Submission Checklist

AMANDA REF #: PRE

SECTION I: SUBMISSION REQUIREMENTS

Standard Submission Requirements for all application types:

Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision/Condominium, and Site Plan Control (Including Heritage)

- ☒ Signed Application Form completely filled out
- ☒ Signed Application Submission Checklist
- ☒ Correct Application Fee
- ☒ Owner's Authorization (if applicable)
- ☒ Correct number of plans as per application type
- ☒ Studies as determined on the Application Submission checklist
- ☒ CD with digital copies of plans and studies

Please Note:

- Providing all documentation at submission will assist in an efficient review / approval process
- The City does not accept fees on behalf of external agencies
- The Received column on all pages of this Checklist will be checked by Development Client Services staff at the time of application submission
- All applicable "application types" must be mentioned:
Official Plan Amendment (OP), Zoning By-law Amendment (ZA), Plan of Subdivision (SU),
Site Plan Control (including Heritage) (SC) AND/OR Plan of Condominium (CU)

This checklist must be:

- ☒ Completed by the District Manager (or designate) in Section II
- ☒ Completed by the External Review Agencies (if required) in Section III through VII
- ☒ Signed by the applicant, acknowledging the complete application process, *acknowledging they are fully aware of all City Policies for commenting, reviewing, and approving development applications* and submitted along with the application.

Handwritten signature and initials



Complete Application Submission Checklist

AMANDA REF #: PRE

SECTION II: CITY OF MARKHAM - SUPPLEMENTAL SUBMISSION REQUIREMENTS

Type of Technical Study, Plans and/or other Items as listed In the Official Plan		App Type	Req #	Rec'd (v)	Req Later #
A Planning (Development and Policy)					
✓ i.	Planning Justification Report/Brief + Phasing Plan	OP	5		
✓ ii.	Concept Plans and Drawings	OP	15		
	iii. Comprehensive Block Plan				
✓ iv.	Community Infrastructure Plan / Community Infrastructure Impact Statement	OP	4		✓ prior to OP appr.
	v. Housing Impact Statement				
	vi. Land Use Compatibility Assessment				
	vii. Sensitive Land Use Compatibility Study				
	viii. Retail and Service Needs Study				
✓ ix.	Economic/Fiscal Impact Assessment	OP	2		✓ prior to OP appr.
	x. Retail Impact Study				
✓ xi.	Environmental Impact Study (including regard for the Endangered Species Act)	OP	***		
✓ xii.	Natural Heritage Evaluation and Hydrological Evaluation	OP	***		
✓ xiii.	Delineation of Natural Heritage and Hydrological Features	OP	***		
	xiv. Woodland Compensation Plan				
	xv. Agricultural Impact Assessment				
	xvi. Delineation of the Rouge Watershed Protection Area				
✓ xvii.	Sustainable Development Assessment Checklist	OP	***		
B Urban Design		App Type	Req	Rec'd	Req Later
✓ i.	Precinct Plan Community Design Plan *	OP	4		
	ii. Streets and Blocks Plan				
	iii. Parks and Open Space Plan				
	iv. Design Guidance for Streetscape Elements				
✓ v.	Tree and Vegetation Study (Tree Inventory and Preservation Plan) ** Assessment	OP	4		
	vi. Woodland Management Plan				
	vii. Angular Plane Study				
	viii. Computer Generated Building Mass Model				
	ix. Sun and Shadow Analysis				
	x. Wind Impact Study				
C Heritage		App Type	Req	Rec'd	Req Later
✓ i.	Archaeological Assessment - Stage 1	OP	1		
	ii. Heritage Impact Assessment				

* See attached details ** methodology to be determined.

City of Markham, Development Client Services, 101 Town Centre Blvd., Markham, Ontario, L3R 9W3

Telephone: 905 475 4861 Fax: 905 479 7768 Email: dsc@markham.ca

USC/ML/DCS/CHECKLIST/V1 10/2015

*** part of MESP and CDP

* Terms of Reference to be determined

4



Application to Amend the Local Official Plan

York Region Submission Requirements for preliminary review and comments

To amend a local Official Plan, please submit your completed application form along with the following materials, which are required to facilitate the Regional development review process. Additional submission requirements may be identified through the Regional review process. Please provide electronic and hard copies of the following:

Requirements		
1.	Processing Fees (refer to the York Region Fee By-Law No. 2010-15, as amended):	
	Cheque to be made payable to 'The Regional Municipality of York' \$2,700	<input checked="" type="checkbox"/>
2.	1 copy of the municipal application form	<input checked="" type="checkbox"/>
3.	3 copies of the proposed draft amendment	<input checked="" type="checkbox"/>
4.	1 full size copy and 1 reduced copy of the preliminary site plan and/or development concept	<input checked="" type="checkbox"/>
5.	3 copies of a Planning Justification Report	<input checked="" type="checkbox"/>
6.	5 copies of a Transportation Impact Study	<input checked="" type="checkbox"/>
7.	3 copies of all Environmental and Servicing Reports (Functional Servicing Report) (if applicable)	<input checked="" type="checkbox"/>
8.	3 copies of a Regional Impact Assessment for retail over 30,000 square meters	<input type="checkbox"/>

*Not all of the materials identified above may be required

9. 2 COPIES OF MESP

10. 2 COPIES OF PHASING PLAN

Request for Exemption from Regional Approval of local Official Plan Amendment:

Exemption from the Regional approval must be requested by the local municipality, address the criteria outlined in section 8.3.8 of York Region's Official Plan, and include the applicable Regional processing fee (refer to York Region Fee By-Law 2010-15, as amended).

Please submit the completed form and package to:
Community Planning & Development Services
Planning and Economic Development
 York Region
 17250 Yonge Street, 1st Floor
 Newmarket, ON L3Y 6Z1
 Please send electronic submissions to:
 developmentservices@york.ca

Cp

Application for Draft Approval of a Plan of Subdivision and Condominium

York Region Submission Requirements

To facilitate the Regional development review process for draft approval of a draft plan of subdivision and condominium, please prepare the following materials. Additional submission requirements may be identified through the Regional review process. Please provide electronic and hard copies of the following:

Requirements		
1.	Processing Fees (refer to the York Region Fee By-Law No. 2010-15, as amended):	
	Cheque to be made payable to 'The Regional Municipality of York'	\$5,200 <input checked="" type="checkbox"/>
2.	1 copy of the application form	<input checked="" type="checkbox"/>
3.	8 full size copies and 1 reduce copy of the proposed draft plan	<input checked="" type="checkbox"/>
4.	4 copies of a Transportation Impact Study	<input type="checkbox"/>
5.	2 copies of a Functional Servicing Report	<input type="checkbox"/>
6.	2 copies of a Noise and Vibration Study	<input checked="" type="checkbox"/>
7.	For Lands to be conveyed to York Region: 2 copies of any Environmental Site Assessments (as per Ontario Regulation 153/04). The report must not be older than 2 years at the time of land conveyance.	<input checked="" type="checkbox"/>
8.	2 copies of a Geotechnical Report	<input checked="" type="checkbox"/>
9.	2 copies of a Hydrogeological Report	<input checked="" type="checkbox"/>

*Not all of the materials identified above may be required

Please submit the completed form and package to:
Community Planning & Development Services
Planning and Economic Development
 York Region
 17250 Yonge Street, 1st Floor
 Newmarket, ON L3Y 6Z1
 Please send electronic submissions to:
 developmentservices@york.ca

7

TRCA Pre-Consultation Checklist



Municipal Address and/or Closest Intersection/ Legal Description of Location:

4134 16th Avenue, postal code L3R 0P1 – York Downs Golf Course Redevelopment Project

Landowner: Sixteenth Land Holdings (Kylmore Communities – Michael Montgomery and Metropia – Kristy Shortall)

Agent: Maria Gatzlos – Gatzlos Planning Municipality: City of Markham Watershed: Rouge River

Pre-Consultation Date: February 1, 2016 TRCA Contact: Doris Cheng Extension: 5306

Planning Application Type: MESP, OP, Zoning, SUB Permit Application Type: to create a new residential community comprised of 2 draft plans, consisting of schools, open space, parks, roads, rez and commercial

Disclosures:

The following checklist has been compiled by the Toronto and Region Conservation Authority (TRCA) to assist applicants in the preparation of a complete planning application or a complete permit application pursuant to Ontario Regulation 166/06. As there may be different requirements for each type of application, the requirements for your application will be checked off under the appropriate column (planning or permit) on the following checklist. TRCA staff may also note whether required items have been received. The checklist is provided based on our review of the mapping that is available to TRCA at the time of the pre-consultation for the subject property. Mapping is updated on a periodic basis to reflect new technical information and does not preclude any features or site conditions that may be identified through field investigation required at the time of an application. The characteristics of each property may be unique, and as such, staff may determine that additional information, materials, and/or fees will be required during the course of the application review process, despite the fact that checklist items have been provided. TRCA uses "The Living City Policies" (LCP) in its review of all applications which provides detailed policy guidance in relation to TRCA's legislated and delegated roles and responsibilities in the planning and development approvals process, including its roles as a public commenting agency, service provider, resource management agency, representative of the provincial interest for natural hazards, regulatory body and landowner. Applicants will be notified in writing, within 21 days of the receipt of a permit application, as to whether the application can be deemed complete.

A) Completed Application (Required/Compulsory)	Planning	Permit	Received	Comments
Completed Application Form signed and dated by applicant or authorized agent (with reference number)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
MESP Review Fee	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MESP Fee to be discussed
Draft Plan of Subdivision Review Fee due at time of application	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Subdivision Due at time of submission
Copy of Legal Survey of the Property	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Location Map showing nearest intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Letter of Authorization from owner to applicant (if you are not the owner, provide letter of authorization)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Statement of agreement from any persons sharing right-of-ways, easements, etc. (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Status of Municipal Approvals (e.g. Zoning, Site Plan, Building Permit, Minor Variance, Urban Forestry, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Completed Pre-Consultation Form	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Tel 416.661.6600, 1.888.872.2344 | Fax 416.661.6898 | info@trca.on.ca | 5 Shoreham Drive, Downsview, ON M3N 1S4

Member of Conservation Ontario

www.trca.on.ca

TRCA Pre-Consultation Checklist

A) Completed Application (Required/Compulsory)				Planning	Permit	Received	Comments
<p>One digital set *and hard copies of plans/drawings ** illustrating the following (check all that apply): (For Planning applications-2 sets -For Permits- 4 sets of hard copies)</p> <ul style="list-style-type: none"> Property boundaries Existing and proposed grades Existing and proposed structures or alterations to structures Natural hazard limits (long term stable top of slope, stable toe of slope, Regulatory flood plain, meander belt, erosion hazard and/or dynamic beach hazard) Natural heritage features (dripline of contiguous vegetation) Proposed buffers from hazards and features Tree Inventory Site servicing plans <p>Note: * For minor applications digital submissions may not always be required. Digital submissions are required for major submissions. For major submissions, large studies should be submitted as separate files, and must be less than 10MB in size if sent via email, otherwise please provide a CD,DVD, USB or use a link to a file sharing program e.g. Dropbox **All plans must be metric, to scale and folded to letter size (8 1/4" x 11"), and include a reduced set of plans (11"x 17")</p>							
B) Supporting Technical Requirements							
Water Resources Engineering							
<p>Stormwater Management (SWM)</p> <ul style="list-style-type: none"> SWM Report/Plan addressing water quality and quantity, continuous erosion modeling analysis and site water balance <p>In accordance with TRCA's Stormwater Management Criteria Document, & Low Impact Development Stormwater Management Planning and Design Guide*</p>				<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	LIDs will be strongly encouraged.
<p>Floodplain Analysis (Determined through technical reports by a qualified professional, at the expense of the proponent in accordance with Provincial & TRCA Standards)</p> <ul style="list-style-type: none"> Demonstrate safe access & egress Floodplain mapping update <p>Contact TRCA water resources staff for detailed requirements</p>				<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Floodproofing Requirements:</p> <ul style="list-style-type: none"> Floodproofing plans stamped by a qualified engineer Electrical plans stamped by a qualified engineer Elevation plans of proposed structures Cross-section plans of proposed structure Structural Engineer's verification that structure can withstand velocities & depths associated with flood event 				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

TRCA Pre-Consultation Checklist

B) Supporting Technical Requirements	Planning	Permit	Received	Comments
Geotechnical Engineering				
Geotechnical Investigation & Slope Stability In accordance with TRCA's Geotechnical Study and Submission Requirements*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Scoped assessment re: areas where the slopes are steep into the valley. A top of bank staking will be required as well as part of the process
Cross-sections of proposed grading adjacent to buffer of valleyland, shoreline or natural feature interface	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Shoreline Engineering				
Coastal Hazard Assessment report prepared by a qualified coastal engineer, in accordance with provincial technical standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Life of existing shoreline protection as determined by a qualified coastal engineer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hydrogeology				
Hydrogeological Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Borehole information 1 metre below depth of construction for any buildings and underground parking. Boreholes should include piezometers as per MESP
Fluvial Geomorphology				
Crossing Analysis In accordance with TRCA's Crossings Guideline for Valley and Stream Corridors*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For any road crossings of any natural features (creek, wetlands, etc.)
Meander Belt Analysis In accordance with TRCA Belt Width Delineation Procedures*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For the creeks, as this is the determinant for Redside Dace setbacks.
Natural Channel Modification/Design Reports & Plans In accordance with TRCA's Channel Modification Design & Submission Requirements*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	**Only if this applies
Ecology				
Water Balance Assessment for Features & Groundwater In accordance with TRCA Stormwater Management Criteria Document*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As per the ToFR for the MESP
Headwater Drainage Feature Assessment In accordance with TRCA's Evaluation, Classification and Management of Headwater Drainage Features Guideline*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As per TRCA HDFA protocols and can be part of the MESP
Environmental Impact Study (EIS) or Natural Heritage Evaluation (NHE) (preceded by Terms of Reference) In accordance with TRCA EIS Guidelines*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Will be required subject to the findings / details provided in the MESP
Landscaping Plans/Planting Restoration & Enhancement Plans/Edge Management Plans In accordance with TRCA's Post-Construction Restoration Guidelines*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Will be required for the review of Draft Plan Approval
Other Requirements				
Master Environmental Servicing Plan (MESP) or equivalent In accordance with TRCA's MESP Guideline*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Terms of Reference to be done in collaboration with all applicable parties and landowner prior to MESP submission.
Delineation of the Natural Feature(s) (e.g. Staking of top of bank & drip line of vegetation) In accordance with TRCA's Field Staking Protocol*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staking of the site of all features, including coordinating a staking with MNRF. City staff and the TRCA should be present.

TRCA Pre-Consultation Checklist

Erosion & Sediment Control (ESC): <ul style="list-style-type: none"> ESC Plans & Reports including typical details Topsoil Stripping Plans <i>In accordance with Greater Golden Horseshoe Area Conservation Authorities' Erosion and Sediment Control Guideline for Urban Construction*</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Will be required with the review of the Draft Plan and Permit stage.
Emergency Works <i>In accordance with TRCA Submission Checklist for Emergency Works Infrastructure Projects*</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Infrastructure Projects <i>In accordance with TRCA Infrastructure Checklists* (See EA Web page)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Topographical survey of the property prepared by a certified Ontario Land Surveyor (OLS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Proposed Trails/ Trail Design Plan/Master Plan (as applicable)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Subject to City discussions in consultation with TRCA re: passive trail connections if located in the valley corridor.
B. Supporting Technical Requirements	Planning	Permit	Received	Comments
Archaeological Assessment of TRCA owned lands <i>In accordance with TRCA Engagement Guidelines* (where applicable)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Include in MESP
Completed permission to enter if project will involve TRCA owned land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C) List of suggested consultations for other approvals that may be required <i>NOTE TO APPLICANTS: These comments do not preclude other federal, provincial, municipal or agency requirements. It is recommended that you consult directly with the appropriate municipality and other agencies.</i>	Other Comments Regarding Suggested Consultation with other agencies			
Fisheries Act Approval <i>Complete Fisheries & Oceans Canada (DFO) Self-Assessment Process</i>				
Provincial Approvals (include copies of complete approvals if required) <ul style="list-style-type: none"> Special Policy Area (SPA) (MNRF & MMAH) Endangered Species Act (ESA) (MNRF) Provincially Significant Wetlands (PSWs) (MNRF) Dewatering Confirmation (PTTW) (MOECC) Clean Water Act – Source Water Protection Plan (Region) Other (Specify in Comments) 	This area is regulated by MNRF re: Endangered species as well as potentially wetlands which require staking by MNRF. may PTTW may be required by MOECC. As such, the need for dewatering will need to be assessed during the MESP stage through preliminary borehole information.			
Municipal Approvals (Planning Act, Building Permits)				
Regional Approvals (ROPA)				
Other Conservation Authorities				
Conformity Reports <ul style="list-style-type: none"> ORM /Niagara Escarpment Plan/Greenbelt conformity Rouge Park Applicable Bylaw (e.g. Ravine By-law, Fill/ Site Alteration By-law, Tree By-law) 	Tree inventory and analysis (to City requirements) provided to TRCA in the MESP.			

*As amended from time to time



Complete Application Submission Checklist

AMANDA REF #: PRE

SECTION VI: OTHER AGENCIES

- SUPPLEMENTAL SUBMISSION REQUIREMENTS

List Other Agencies:	Type of Technical Study, Plans and/or other Items	Number of copies required for review	Rec'd (v)
i. Ministry of Natural Resources and Forestry (MNRF), Aurora District Office	i. Species at Risk Pre-Assessment / Pre-Screening letter issued by MNR		
	The applicant is required to consult with the MNRF with respect to Endangered Species.		

SECTION VI: KEY ISSUES

To be considered by the applicant and incorporated into the proposal prior to application submission (i.e., design / landscaping / road widening / servicing etc.)

This is not part of the application submission requirements and is not necessarily a complete list, as other matters may be identified following circulation and review of the application.

Terms of Reference are to be prepared for the required MEP and CDP.

(Attach separate sheet if necessary)

Determine fee type as per Fee By-Law: _____ all application review fees are HST applicable.

Applications must be submitted to the Development Client Services Front Counter ONLY.

City of Markham, Development Client Services, 101 Town Centre Blvd., Markham, Ontario, L3R 9W3

Telephone: 905 475 4861 Fax: 905 479 7768 Email: dsc@markham.ca

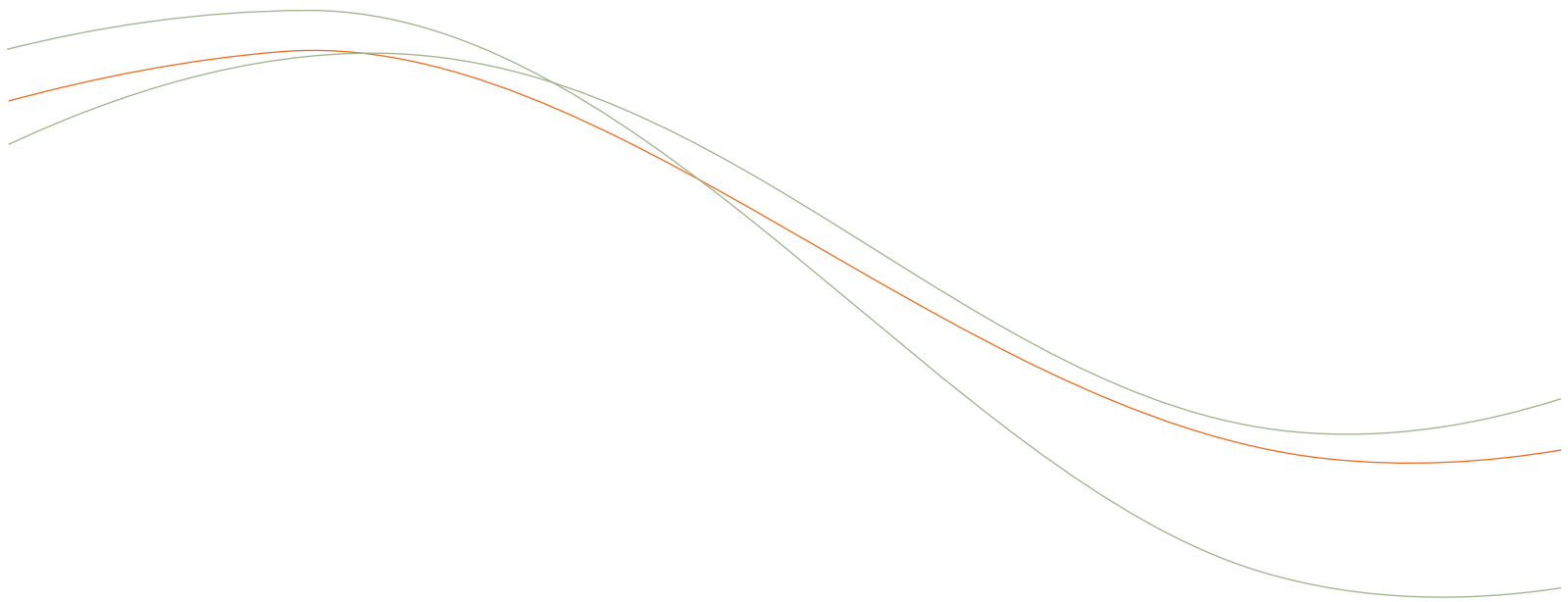
DSC/581/PCS/CLIENTS/VI-102015

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12.

APPENDIX B

Draft OPA to amend the current Markham Official Plan 1987



OFFICIAL PLAN
Of the
CITY OF MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended,
to incorporate an amendment to the schedules and policies for the Angus Glen Planning
District (Planning District No. 31)

4134 16th. AVENUE NEW NEIGHBOURHOOD
(former YORK DOWNS GOLF & COUNTRY CLUB PROPERTY)

(West side of Kennedy Road, north of 16th. Avenue, south of Angus Glen Village and
west of Warden Avenue, Part of Lots 16, 17 and 18 Concession 5, City of Markham)

September 2016

OFFICIAL PLAN
of the
MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended, to incorporate an amendment to the policies for the Angus Glen Planning District (Planning District No. 31).

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. 2016-XXX in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on _____, 2016.

Kimberley Kitteringham
City Clerk

Frank Scarpitti
Mayor

THE CORPORATION OF THE CITY OF MARKHAM

BY-LAW _____

Being a By-law to adopt Amendment No. XXX
to the City of Markham Official Plan (Revised 1987), as amended

The Council of the Corporation of the City of Markham, in accordance with the provisions of the Planning Act, R.S.O., 1990 hereby enacts as follows:

1. That Amendment No. XXX to the City of Markham Official Plan (Revised 1987), as amended, attached hereto, is hereby adopted.
2. That this By-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED ON _____, 2016.

Kimberley Kitteringham
CITY CLERK

Frank Scarpitti
MAYOR

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PART I – INTRODUCTION

(This is not an operative part of Official Plan Amendment No. XXX)

PART I – INTRODUCTION

1.0 GENERAL

- 1.1 PART I – INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2 PART II – THE OFFICIAL PLAN AMENDMENT, including Schedules “A”, “B”, “C”, “D”, “E”, “F” and “G” attached thereto, constitutes Official Plan Amendment No. XXX. Part II is an operative part of this Official Plan Amendment.

2.0 LOCATION

This Amendment applies to the Subject Lands being 4134 16th. Avenue, being the former York Downs Golf & Country Club property. The Subject Lands are legally described as Part Lots 16, 17 and 18, Concession 5, in the City of Markham, Region of York. The Subject Lands are a total of 169 hectares (417 acres), and are generally located north of 16th. Avenue, west of Kennedy Road, south of the Angus Glen Village neighbourhood, and east of Warden Avenue.

3.0 PURPOSE

The Subject Lands are designated ‘OPEN SPACE’ reflecting their current use as a private golf club, and ‘HAZARD LANDS’ reflecting the valleylands and associated natural environmental areas on site. Given that the current golf club use is being discontinued, it is appropriate to consider the developable portions of the subject lands for alternative uses.

Given the Subject Lands location in the central urbanized area of the City of Markham, and surrounded on all four sides by existing residential urban development, it is appropriate to consider the Subject Lands for a residential neighbourhood.

The purpose of this Official Plan Amendment is to replace the current ‘OPEN SPACE’ designation with the appropriate urban residential land use designations for the developable portions of the Subject Lands to permit their development.

Further, this Official Plan Amendment provides for site-specific policy exemptions to address the following:

- Permit low density residential dwellings to have frontage onto a lane.
- Adjust the maximum height and maximum residential density permitted for various medium density development blocks proposed in the neighbourhood.
- The addition of a policy to ensure cost sharing principles are imposed upon any and all development on the Subject Lands

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

This Official Plan Amendment is intended to implement land use designations to permit the proposed development of the subject lands and to ensure that the development is dealt with in a comprehensive manner and to the satisfaction of the City of Markham.

The subject lands are included in the York Downs / Angus Glen Planning District (Planning District No. 31), and the subject lands current use as a golf course is reflected in the current land use designations. As a result, amendments are now required to the Angus Glen Planning District No. 31 to re-designate the subject lands to 'Urban Residential' and to apply the relevant policies to the subject lands for the development of these lands for a residential neighbourhood compatible to the surrounding existing residential community.

PART II – THE OFFICIAL PLAN AMENDMENT

(This is an operative part of Official Plan Amendment No. XXX)

PART II – THE OFFICIAL PLAN AMENDMENT

1.0 THE OFFICIAL PLAN AMENDMENT

1.1 Section 1.1.2 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.

1.2 Section 4.3.31.2 is hereby amended by the addition of:

“c) Part of Part lots 16, 17 and 18, Concession 5

Lands identified on Figure 31.2, located on the north side of 16th. Avenue and west of Kennedy Road, are designated URBAN RESIDENTIAL and HAZARD LANDS, subject to the following policies:

- i) In addition to the Low Density Housing uses permitted in Section 3.3.2 a) i), the lands shown as URBAN RESIDENTIAL with site specific policy “4.3.31.2 c) i)” on FIGURE 31.2 also permit low density housing with frontage onto a lane.
- ii) The lands shown as NEIGHBOURHOOD COMMERCIAL AND MEDIUM DENSITY II HOUSING with site specific policy “4.3.31.2 c) ii)” on FIGURE 31.2 permit Neighbourhood Commercial uses and / or Medium Density II Housing residential uses, in any combination or as the sole use, without restriction as to the location of the residential uses on site.
- iii) The lands shown as HIGH DENSITY II HOUSING with site specific policy “4.3.31.2 c) iii)” on FIGURE 31.2 permit a maximum building height of 6 stories at a maximum net site density of 221 residential units per hectare.
- iv) The lands shown as HIGH DENSITY II HOUSING with site specific policy “4.3.31.2 c) iv)” on FIGURE 31.2 permit townhouses, stacked townhouses and apartments or other forms of multiple housing at a maximum net site density of 110 units per hectare.
- v) The lands shown as HIGH DENSITY II HOUSING with site specific policy “4.3.31.2 c) v)” on FIGURE 31.2 permit townhouses, including back to back townhouses, at a maximum net site density of 105 units per hectare.
- vi) Prior to *development approval*, development proponents in the area shown on Figure 9.1.4 shall be required to enter into one or more developers’ group agreement(s) where appropriate, to ensure equitable distribution of the costs of community and infrastructure

facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

- 1.3 Section 4.3.31.2 is hereby amended by inserting FIGURE 31.2 - SPECIFIC SITE AND AREA POLICIES, as shown on Schedule “A” attached hereto, after FIGURE 31.1.
- 1.4 Schedule ‘A’ – LAND USE is hereby amended by redesignating the subject lands from OPEN SPACE to URBAN RESIDENTIAL and removing the FUTURE URBAN AREA overlay on the subject lands as shown on Schedule “B” attached hereto.
- 1.5 Schedule ‘B’ – PLANNING DISTRICTS is hereby amended by deleting the subject lands from Agriculture Planning District No. 22 and including the subject lands in Angus Glen Planning District No. 31 and removing the FUTURE URBAN AREA overlay on the subject lands as shown on Schedule “C” attached hereto.
- 1.6 Schedule ‘C’ – TRANSPORTATION is hereby amended by adding major collector roads and removing the FUTURE URBAN AREA overlay on the subject lands as shown on Schedule “D” attached hereto.
- 1.7 Schedule ‘D’ – URBAN SERVICE AREA is hereby amended by adding the subject lands to the URBAN SERVICE AREA, and by deleting the subject lands from the FUTURE URBAN SERVICE AREA as shown on Schedule “E” attached hereto.
- 1.8 Schedule ‘I’ – ENVIRONMENTAL PROTECTION AREAS is hereby amended by modifying the boundaries of the environmental features on the subject lands as shown on Schedule “F” attached hereto.
- 1.9 Appendix Map 1 – GREENWAY SYSTEM is hereby amended by modifying the boundaries of the environmental features on the subject lands as shown on Schedule “G” attached hereto.

2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan (Revised 1987), as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law and plan of subdivision and/or site plan approval/s in conformity with the provisions of this Amendment.

Prior to Council's decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. For such technical amendments, the notice provision of Section 7.13(c) of Part II of the Official Plan (Revised 1987), as amended, shall not apply.

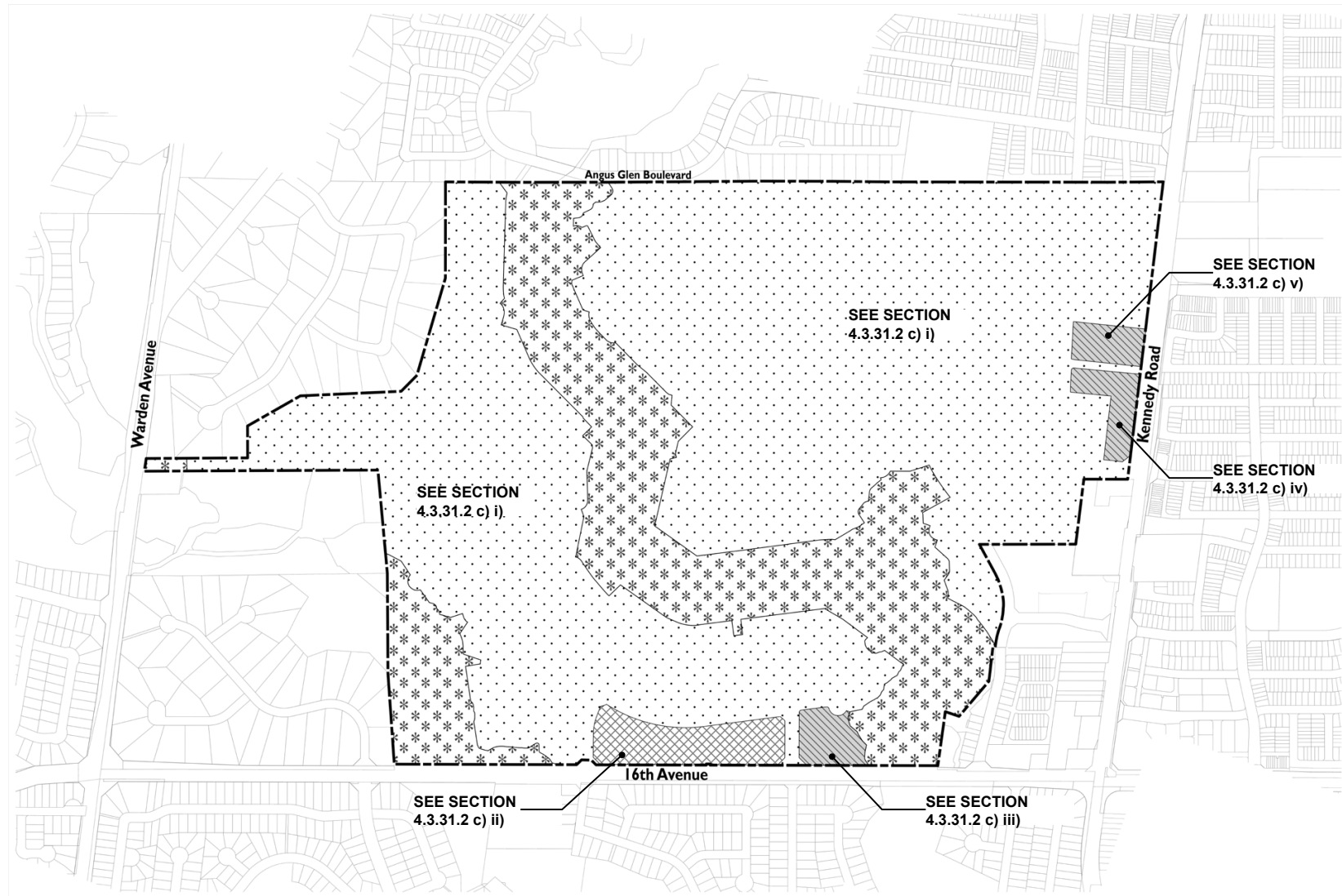


FIGURE 31.2 SPECIFIC SITE AND AREA POLICIES
CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

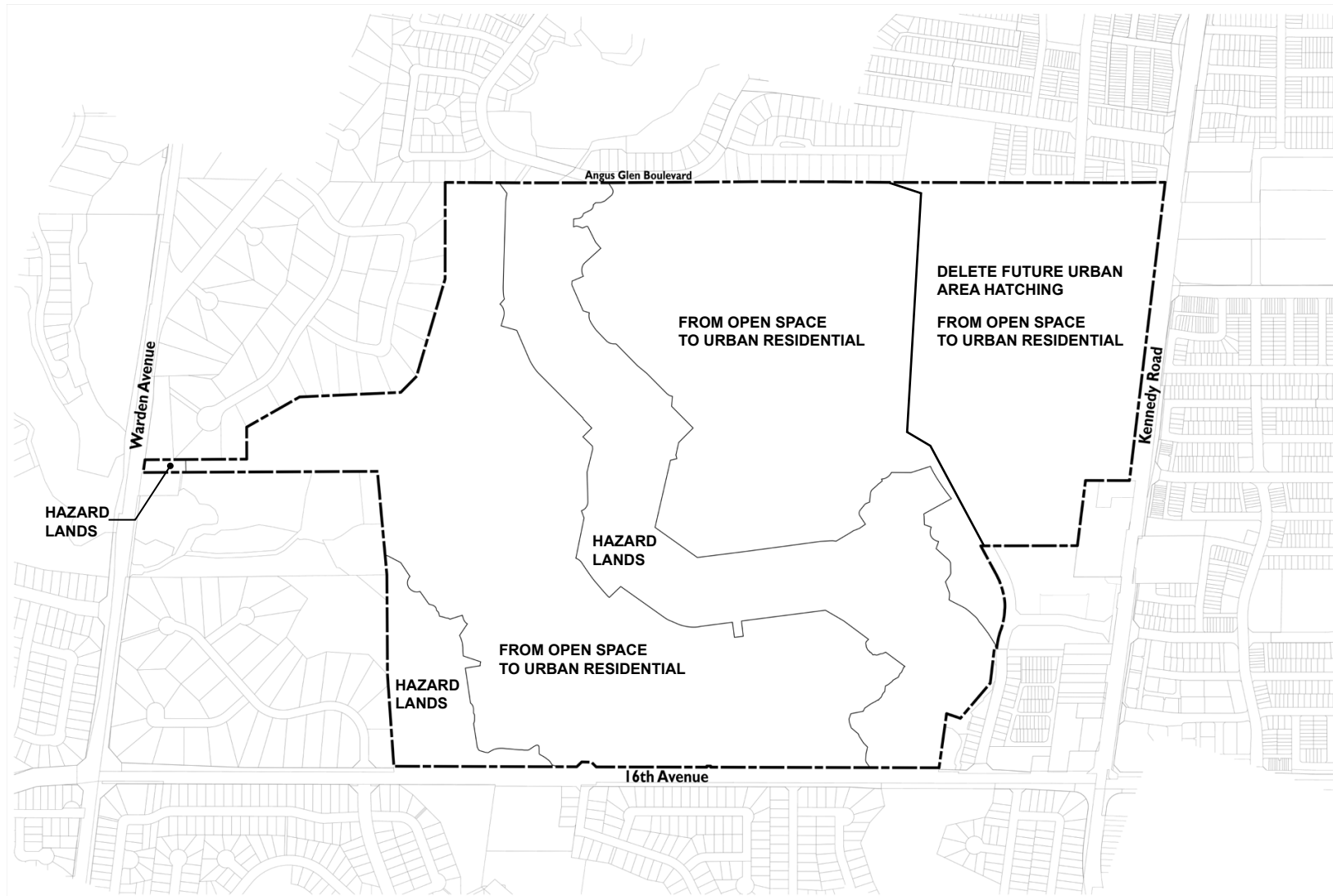
--- BOUNDARY OF AREA SUBJECT TO
 POLICIES IN SECTION 4.3.21.2 c)

HIGH DENSITY II HOUSING

NEIGHBOURHOOD COMMERCIAL AND
 MEDIUM DENSITY II HOUSING

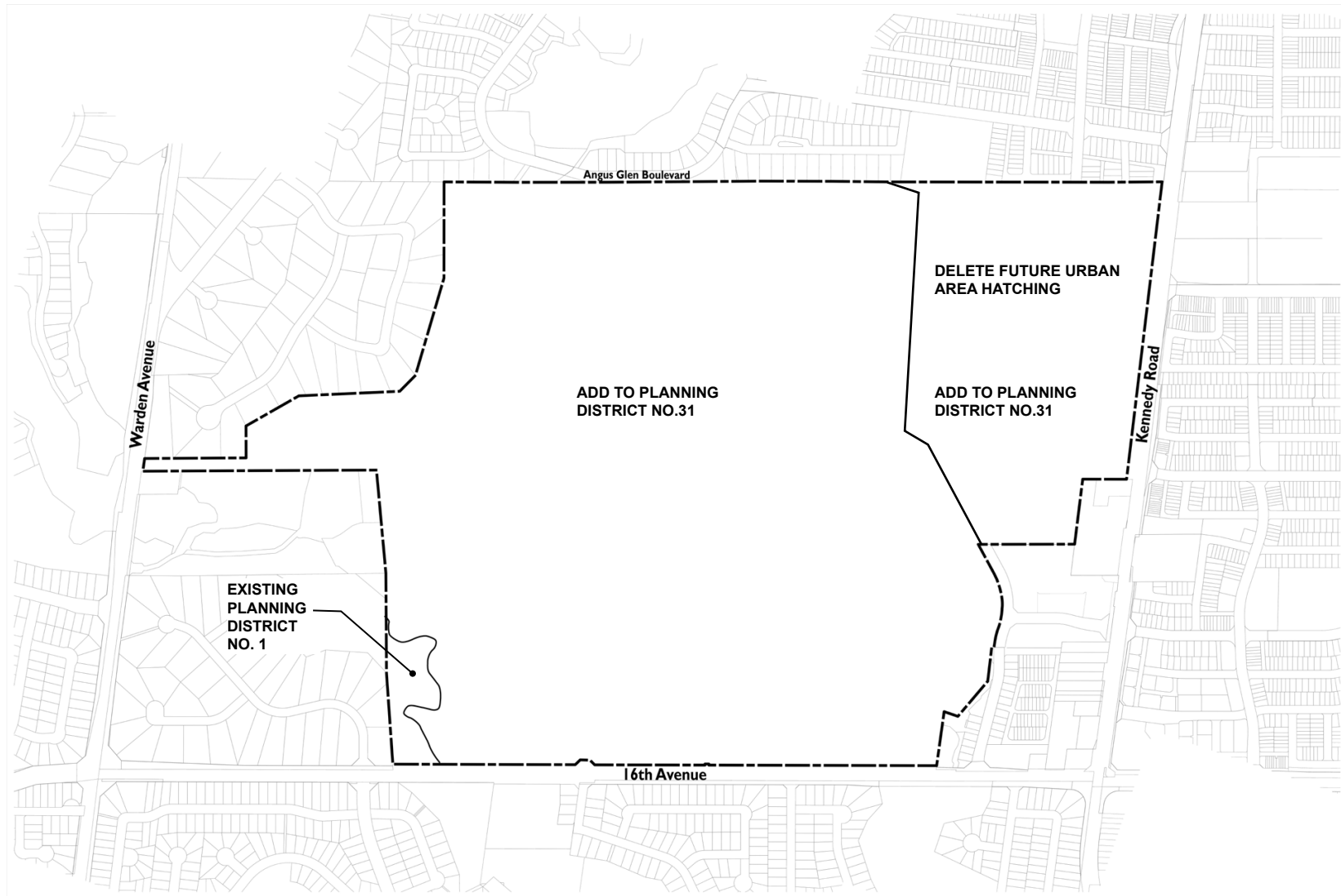
HAZARD LANDS

URBAN RESIDENTIAL



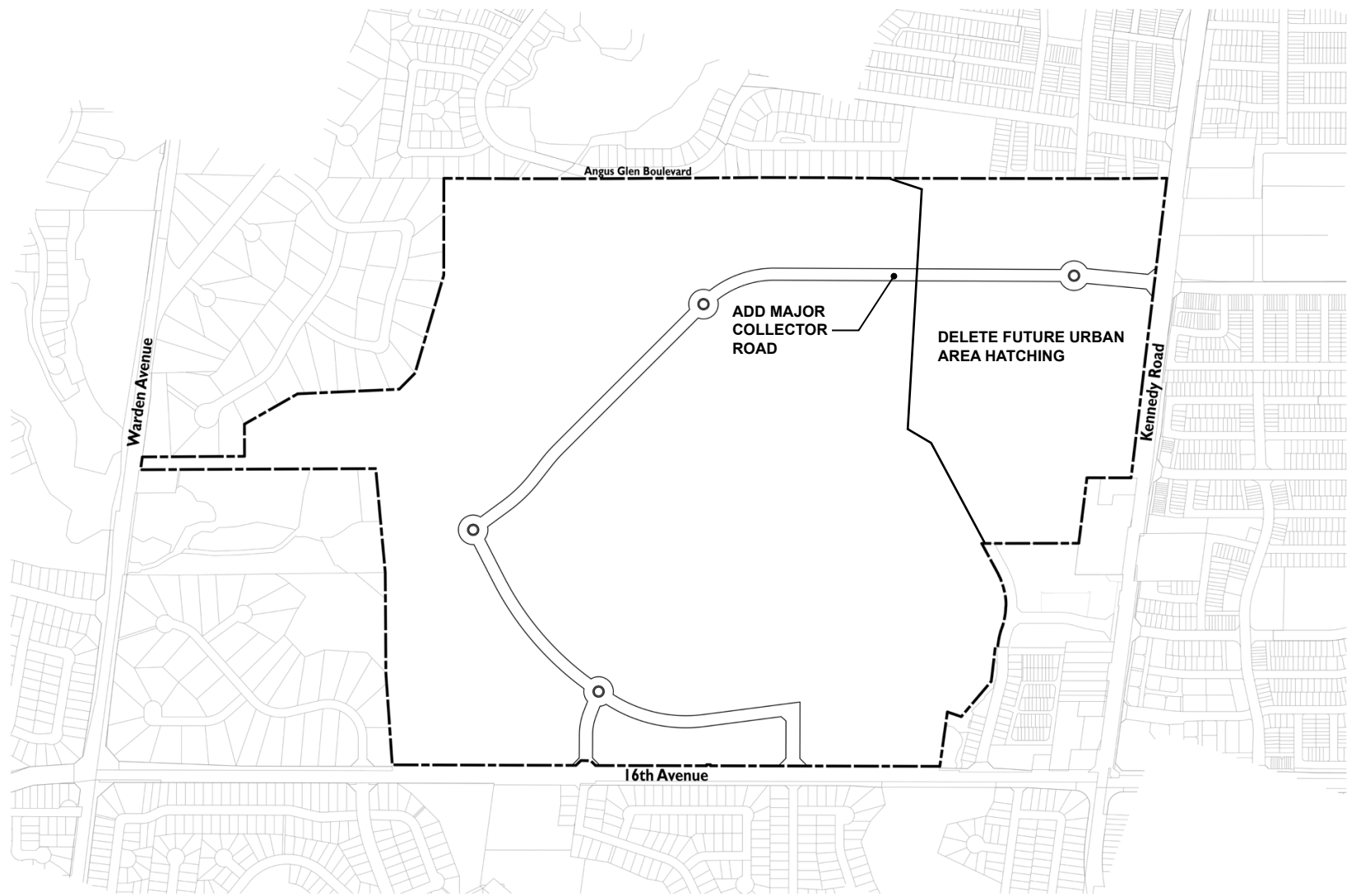
AMENDMENT TO SCHEDULE 'A' - LAND USE CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

- - - - - BOUNDARY OF AREA COVERED BY THIS AMENDMENT



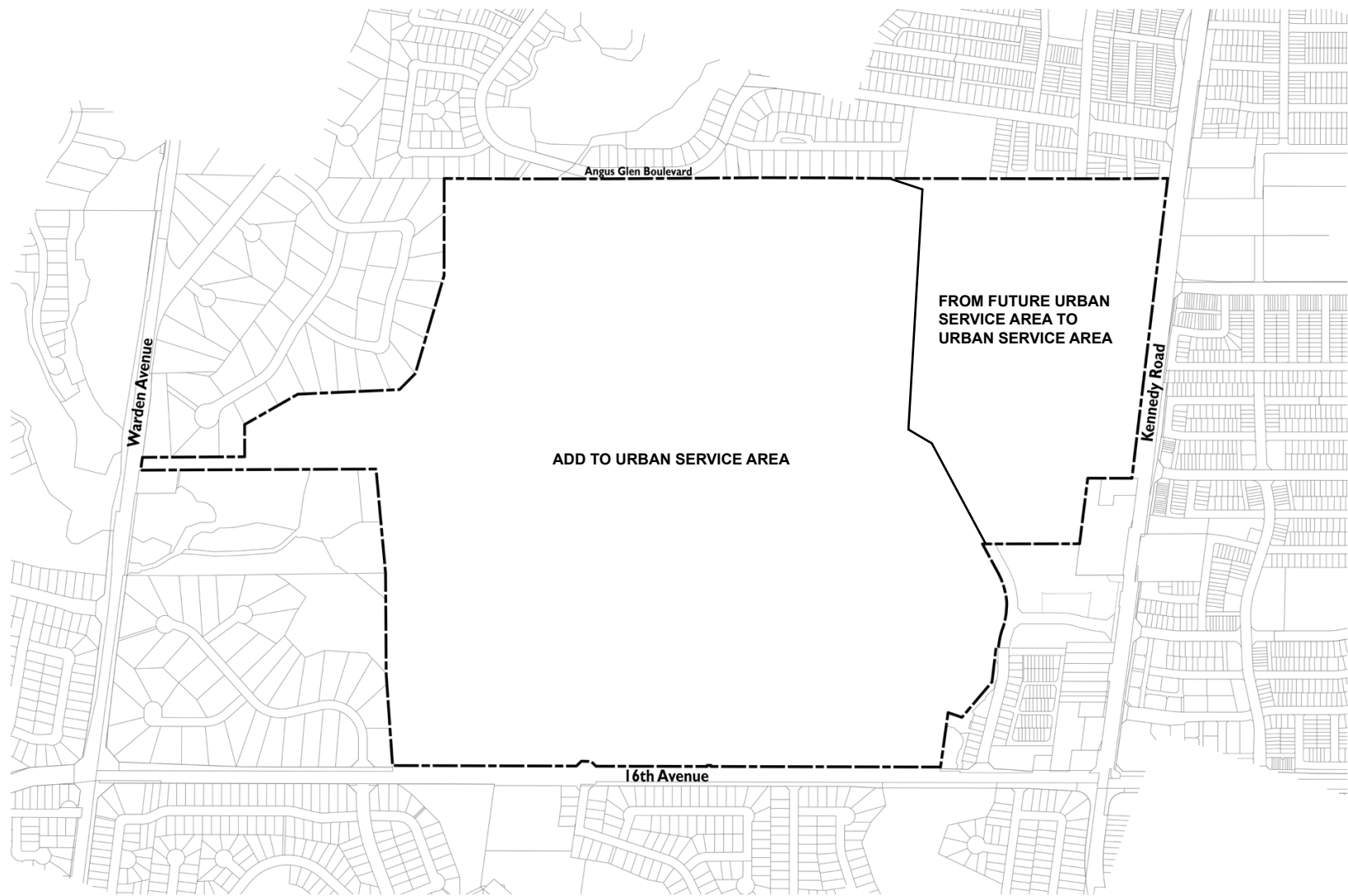
AMENDMENT TO SCHEDULE 'B' - PLANNING DISTRICTS CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT



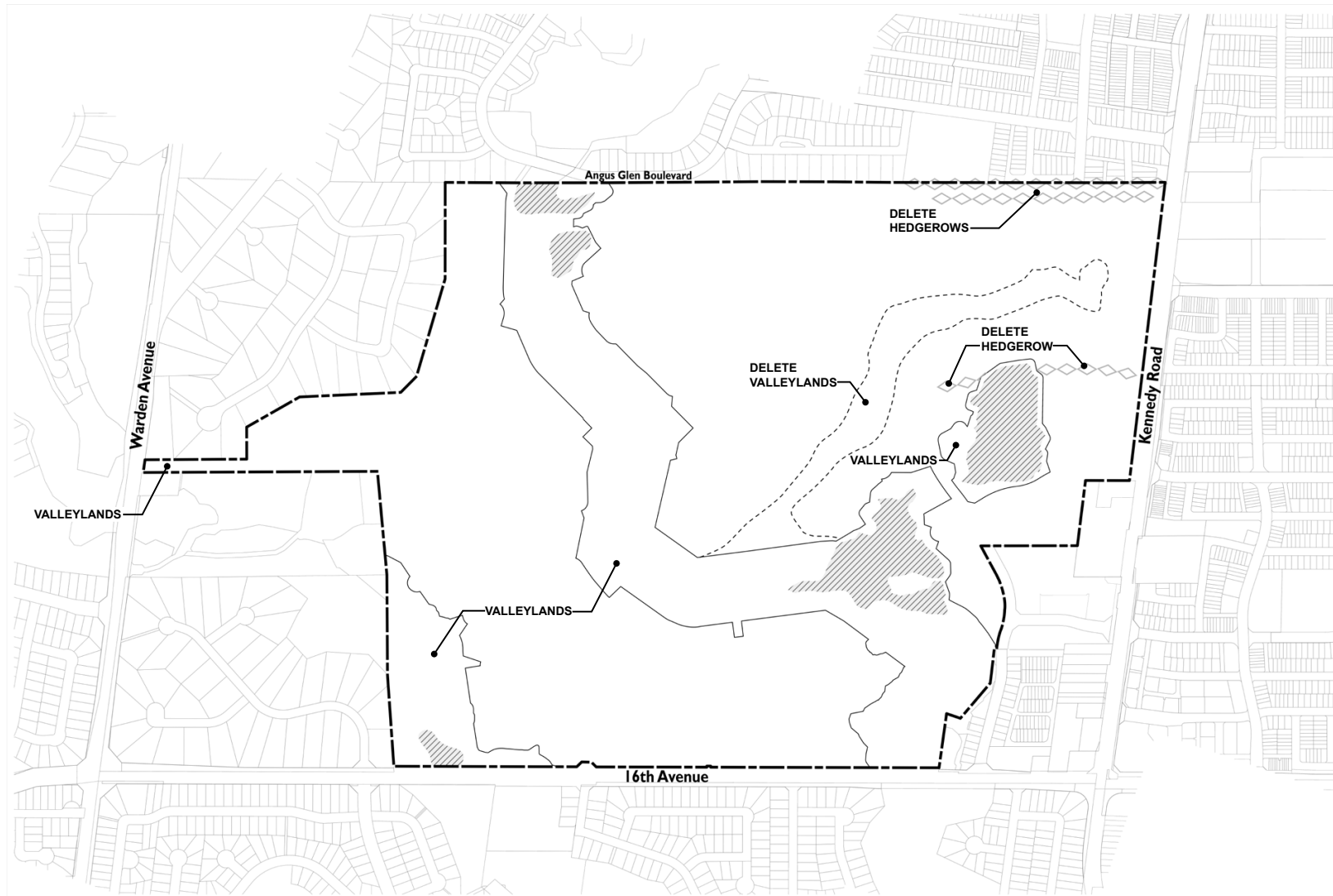
AMENDMENT TO SCHEDULE 'C' - TRANSPORTATION CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT



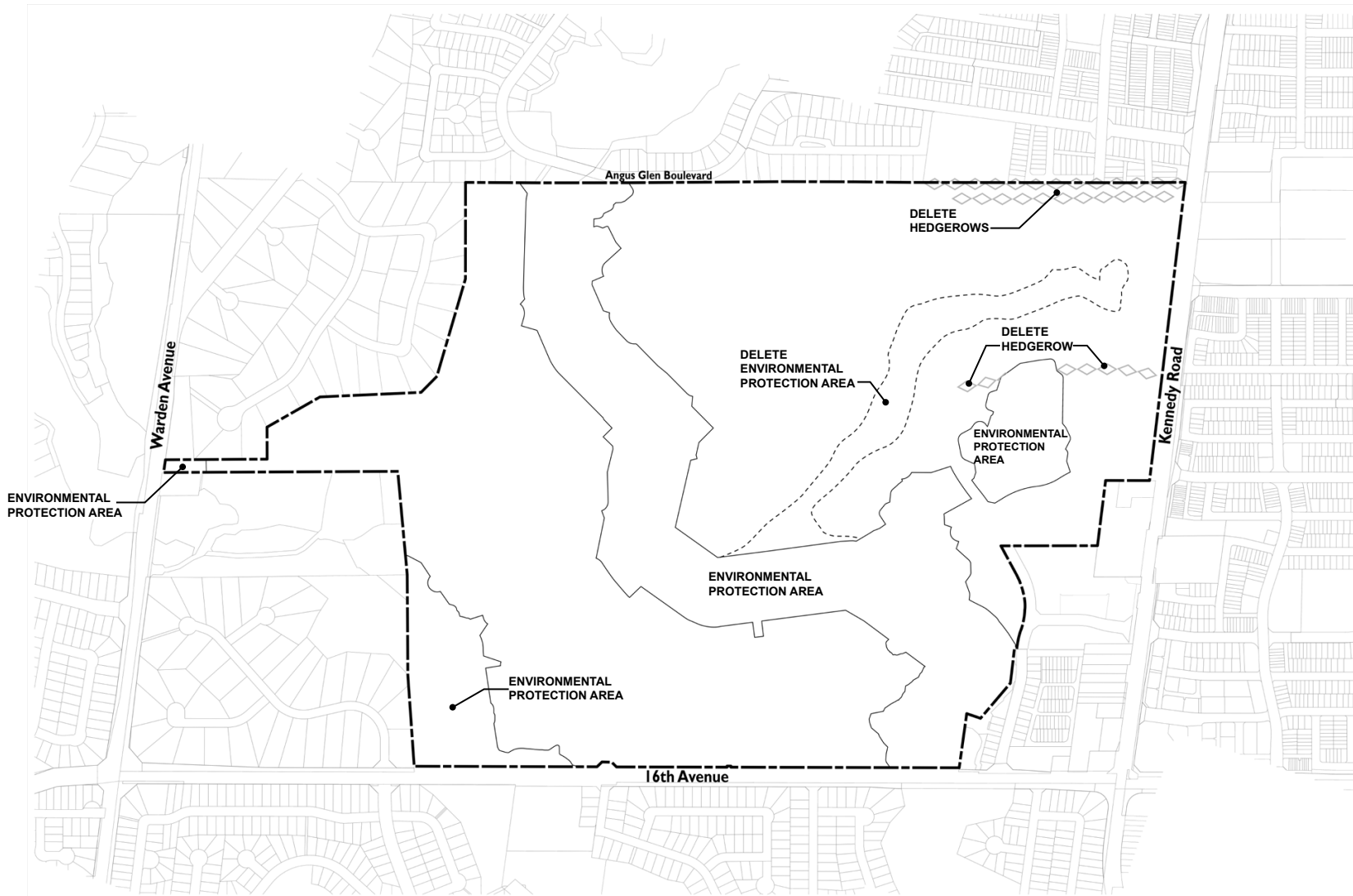
AMENDMENT TO SCHEDULE 'D' - URBAN SERVICE AREA CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT



AMENDMENT TO SCHEDULE 'I' - ENVIRONMENTAL PROTECTION AREAS CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

- BOUNDARY OF AREA COVERED BY THIS AMENDMENT
- WOODLOTS AND OTHER SIGNIFICANT VEGETATION COMMUNITIES

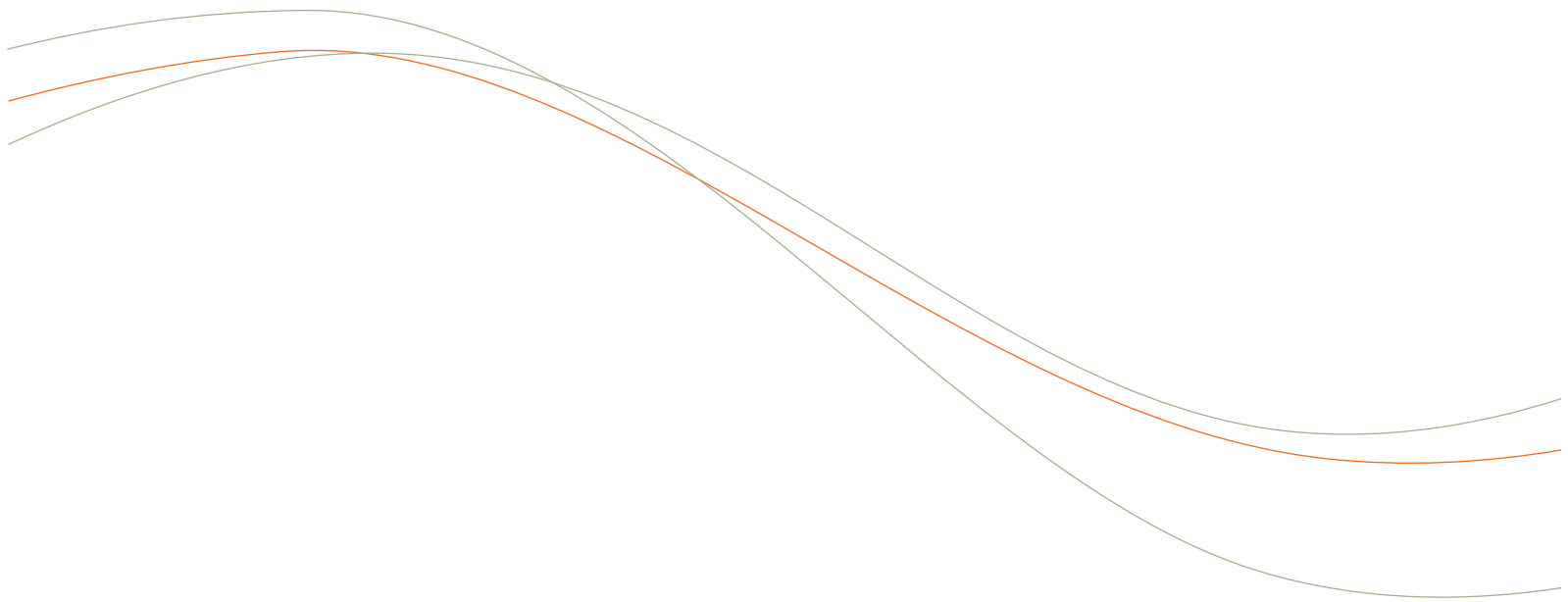


AMENDMENT TO APPENDIX MAP 1 - GREENWAY SYSTEM CITY OF MARKHAM OFFICIAL PLAN (REVISED 1987), as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

APPENDIX C

Draft OPA to amend the new Markham
Official Plan 2014 (partially in effect)



CITY OF MARKHAM
OFFICIAL PLAN AMENDMENT NO. XXX

To amend the City of Markham Official Plan 2014, as amended.

4134 16th. AVENUE NEW NEIGHBOURHOOD
(former YORK DOWNS GOLF & COUNTRY CLUB PROPERTY)

September, 2016

CITY OF MARKHAM
OFFICIAL PLAN AMENDMENT NO. XXX

To amend the City of Markham Official Plan 2014, as amended.

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. 2016-XXX in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the _____ day of _____, 2016.

Kimberley Kitteringham
City Clerk

Frank Scarpitti
Mayor

THE CORPORATION OF THE CITY OF MARKHAM

BY-LAW NO. _____

Being a by-law to adopt Amendment No. XXX
to the City of Markham Official Plan 2014, as amended.

THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM, IN
ACCORDANCE WITH THE PROVISIONS OF THE PLANNING ACT, R.S.O., 1990
HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. XXX to the City of Markham Official Plan 2014, as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS _____ DAY
OF _____, 2016.

Kimberley Kitteringham
CITY CLERK

Frank Scarpitti
MAYOR

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PART I – INTRODUCTION

(This is not an operative part of Official Plan Amendment No. XXX)

PART I – INTRODUCTION

1.0 GENERAL

- 1.1 PART I – INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2 PART II – THE OFFICIAL PLAN AMENDMENT, including Schedules “A” to “I” attached thereto, constitutes Official Plan Amendment No. XXX. Part II is an operative part of this Official Plan Amendment.

2.0 LOCATION

This Amendment applies to the Subject Lands being 4134 16th. Avenue, being the former York Downs Golf & Country Club property. The Subject Lands are legally described as Part Lots 16, 17 and 18, Concession 5, in the City of Markham, Region of York. The Subject Lands are a total of 169 hectares (417 acres), and are generally located north of 16th. Avenue, west of Kennedy Road, south of the Angus Glen Village neighbourhood, and east of Warden Avenue.

3.0 PURPOSE

The Subject Lands are designated ‘PRIVATE OPEN SPACE’ reflecting their current use as a private golf club, and ‘GREENWAY’ reflecting the natural environmental areas on site. Given that the current golf club use is being discontinued, it is appropriate to consider the developable portions of the subject lands for alternative uses.

Given the Subject Lands location in the central urbanized area of the City of Markham, and surrounded on all four sides by existing residential urban development, it is appropriate to consider the Subject Lands for a residential neighbourhood.

The primary purpose of this Official Plan Amendment is to replace the current ‘PRIVATE OPEN SPACE’ designation with the appropriate urban residential land use designations for the developable portions of the Subject Lands to permit their redevelopment for a new residential neighbourhood.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

This Official Plan Amendment implements the policies of Official Plan 2014 by establishing urban residential land use designations to guide the future development of the Subject Lands.

PART II – THE OFFICIAL PLAN AMENDMENT

(This is an operative part of Official Plan Amendment No. XXX)

PART II – THE OFFICIAL PLAN AMENDMENT

1.0 THE OFFICIAL PLAN AMENDMENT

- 1.1 Section 9.1 of the City of Markham Official Plan 2014, as amended, is hereby amended by deleting the text of Section 9.1.4 and replacing it with new Section 9.1.4 text as follows:

“9.1.4 The following policies apply to the area as shown in Figure 9.1.4:

- a. Detached dwellings, semi-detached dwellings and townhouses (excluding back to back townhouses) without direct frontage on a public street may be permitted.
 - b. The Minimum Vegetation Protection Zone for All Other *wetlands* Outside the Oak Ridges Moraine and the Greenbelt is 10 metres.
 - c. The Minimum Vegetation Protection Zone for Significant Valleylands is 10 metres.
 - d. Prior to *development approval*, development proponents in the area shown on Figure 9.1.4 shall be required to enter into one or more developers’ group agreement(s) where appropriate, to ensure equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.
- 1.2 Map 3 – Land Use of Official Plan 2014, as amended, is hereby amended by removing the ‘Private Open Space’ designation and replacing it with the urban residential land use designations”, as well as adding the proposed major collector roads and making minor adjustments to the limits of the ‘Greenway’ designation, all as shown on Schedule “A”.
- 1.3 Map 4 – Greenway System of Official Plan 2014, as amended, is hereby amended by adjusting the boundaries of the Greenway, as shown on Schedule “B”.
- 1.4 Map 5 – Natural Heritage Features & Landforms of Official Plan 2014, as amended, is hereby amended by adjusting the boundaries of various natural heritage features, as shown on Schedule “C”.
- 1.5 Map 6 – Hydrologic Features of Official Plan 2014, as amended, is hereby amended by adjusting the boundaries of various hydrologic features, as shown on Schedule “D”.

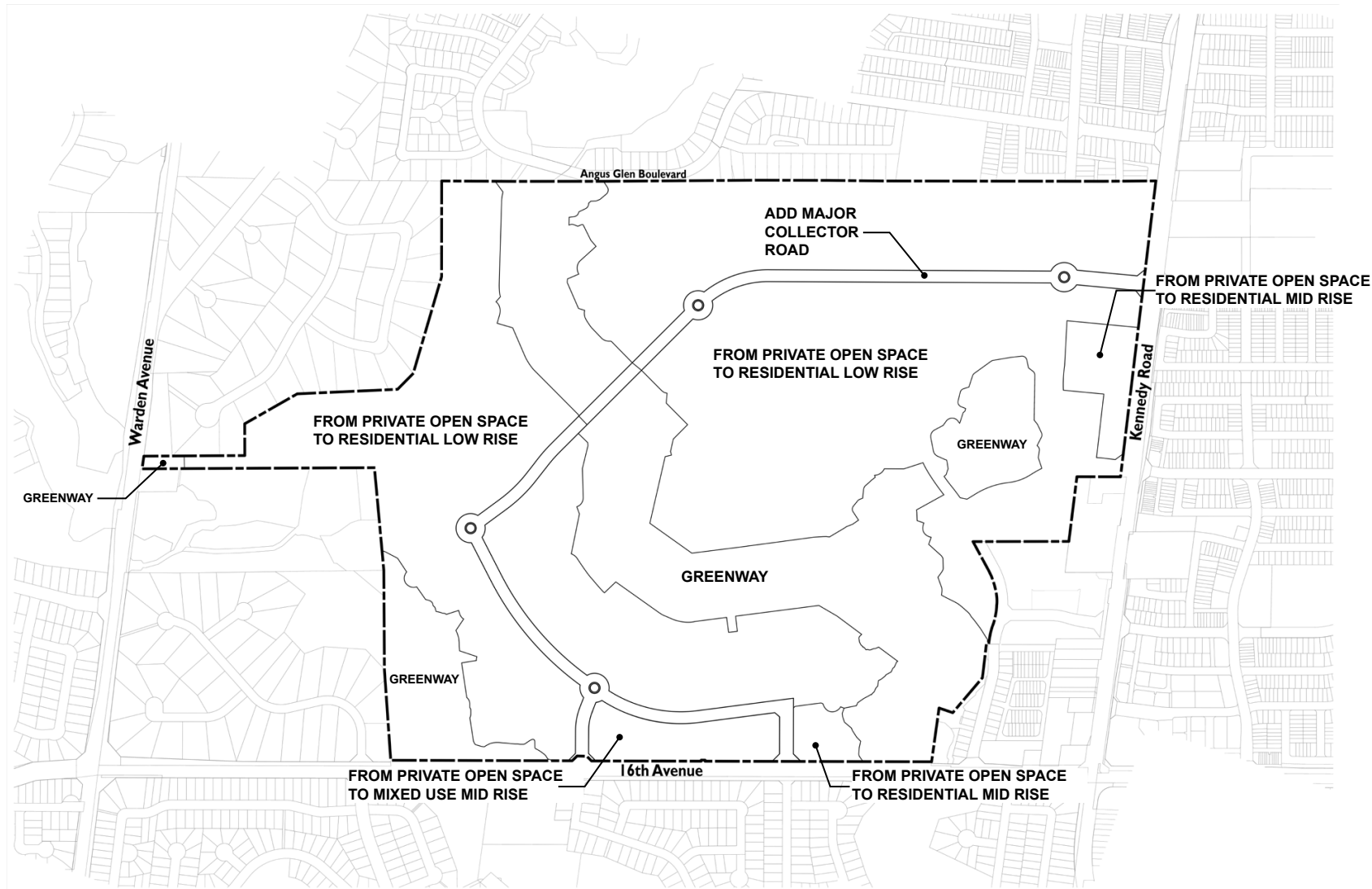
- 1.6 Map 10 – Road Network of Official Plan 2014, as amended, is hereby amended by adding Collector Roads, as shown on Schedule “E”.
- 1.7 Map 11 – Minor Collector Road Network of Official Plan 2014, as amended, is hereby amended by adding Minor Collector Roads and illustrating the proposed local road pattern, as shown on Schedule “F”.
- 1.8 Map 14 – Public School, Place of Worship and Park Sites of Official Plan 2014, as amended, is hereby amended by adding ‘Public School Site’, and ‘Park Site’ symbols, as shown on Schedule “G”.
- 1.9 Appendix C – Community Facilities of Official Plan 2014, as amended, is hereby amended by removing ‘Golf Courses and Private Day Camps’ from the Subject Lands as shown on Schedule “H”.
- 1.10 Appendix D – Cycling Facilities of Official Plan 2014, as amended, is hereby amended by adding ‘Proposed Cycling Facilities’ as shown on Schedule “I”.

2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the City of Markham Official Plan 2014, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

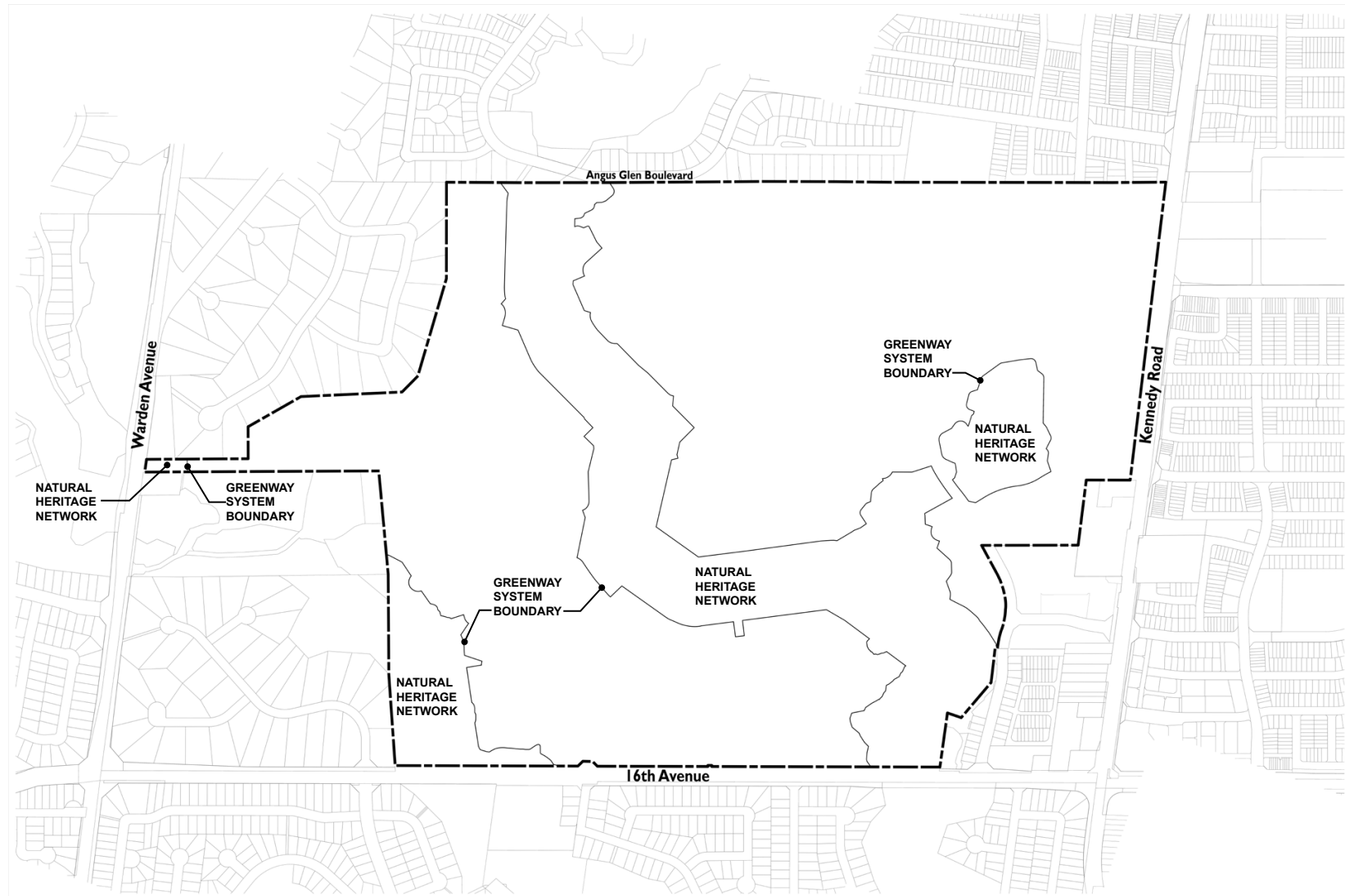
This Amendment shall be implemented by amendment/s to the Zoning By-Law and/or Plan/s of Subdivision and/or Site Plan approval/s and/or other Planning Act approvals, in conformity with the provisions of this Amendment.

Prior to Council’s decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and map(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. For such technical amendments, the notice provisions of Section 10.7.5 of the City of Markham Official Plan 2014, as amended, shall apply.



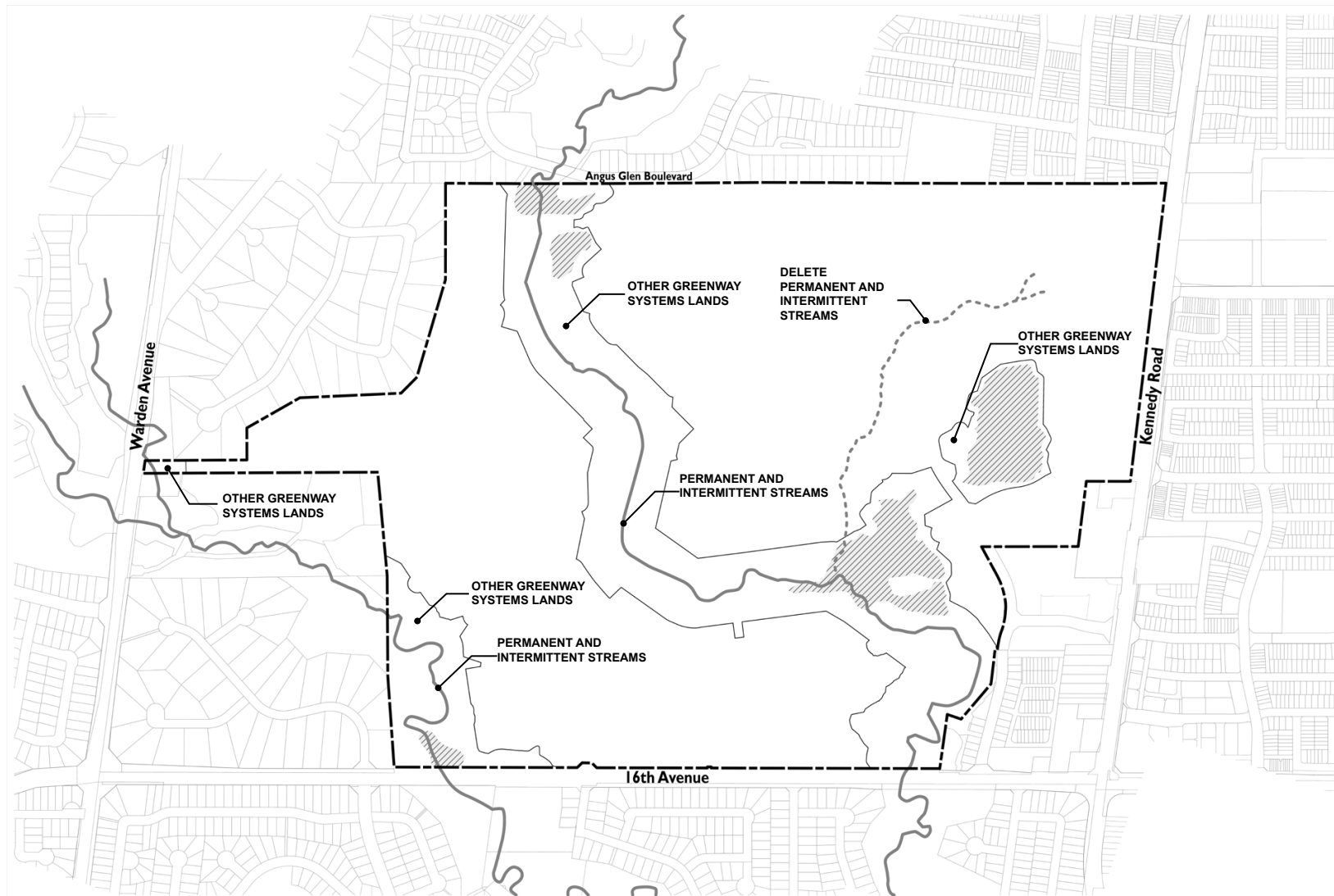
AMENDMENT TO MAP 3 - LAND USE CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

BOUNDARY OF AREA COVERED BY THIS AMENDMENT



AMENDMENT TO MAP 4 - GREENWAY SYSTEM CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

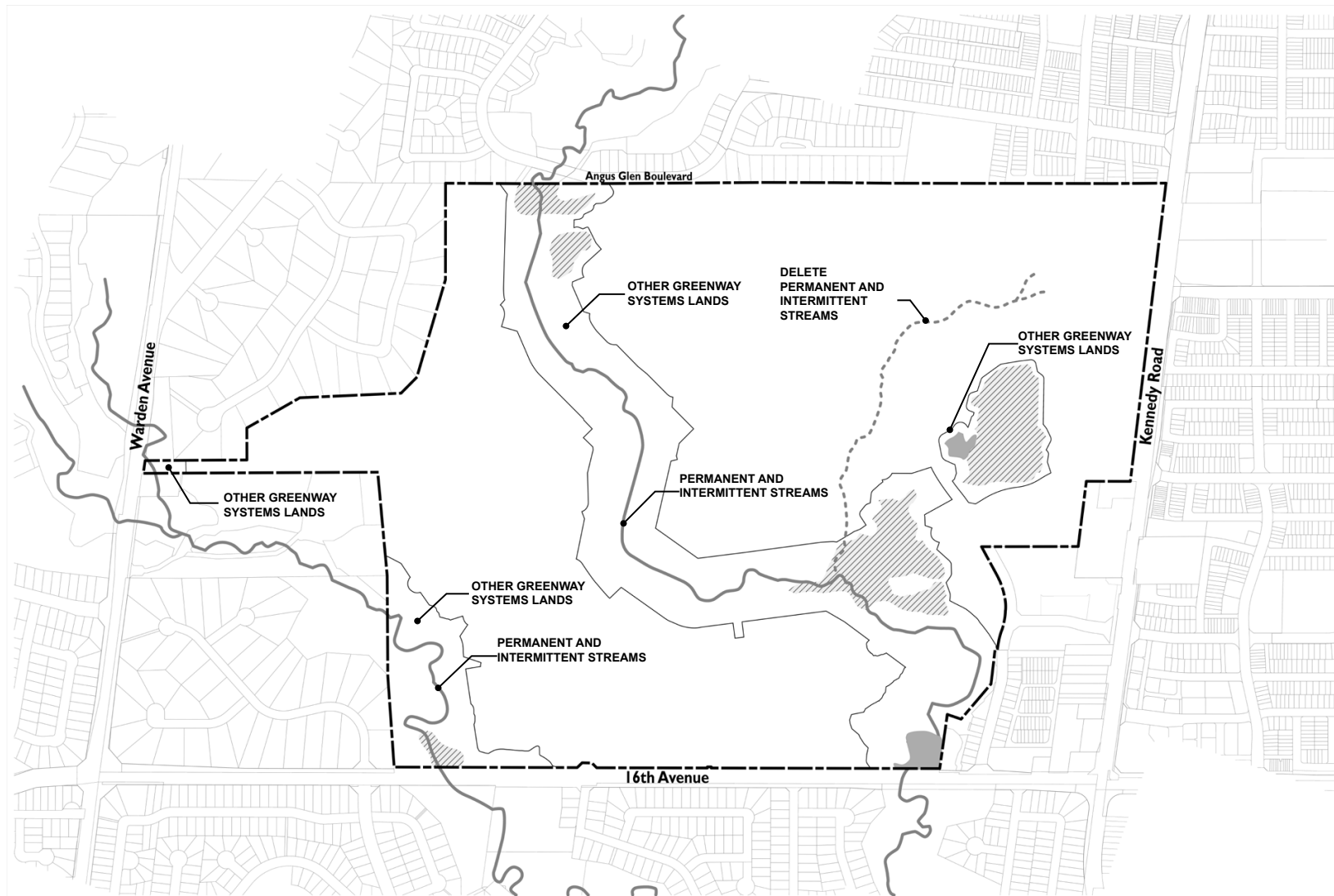
--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT



AMENDMENT TO MAP 5 - NATURAL HERITAGE FEATURES AND LANDFORMS CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

/// WOODLANDS

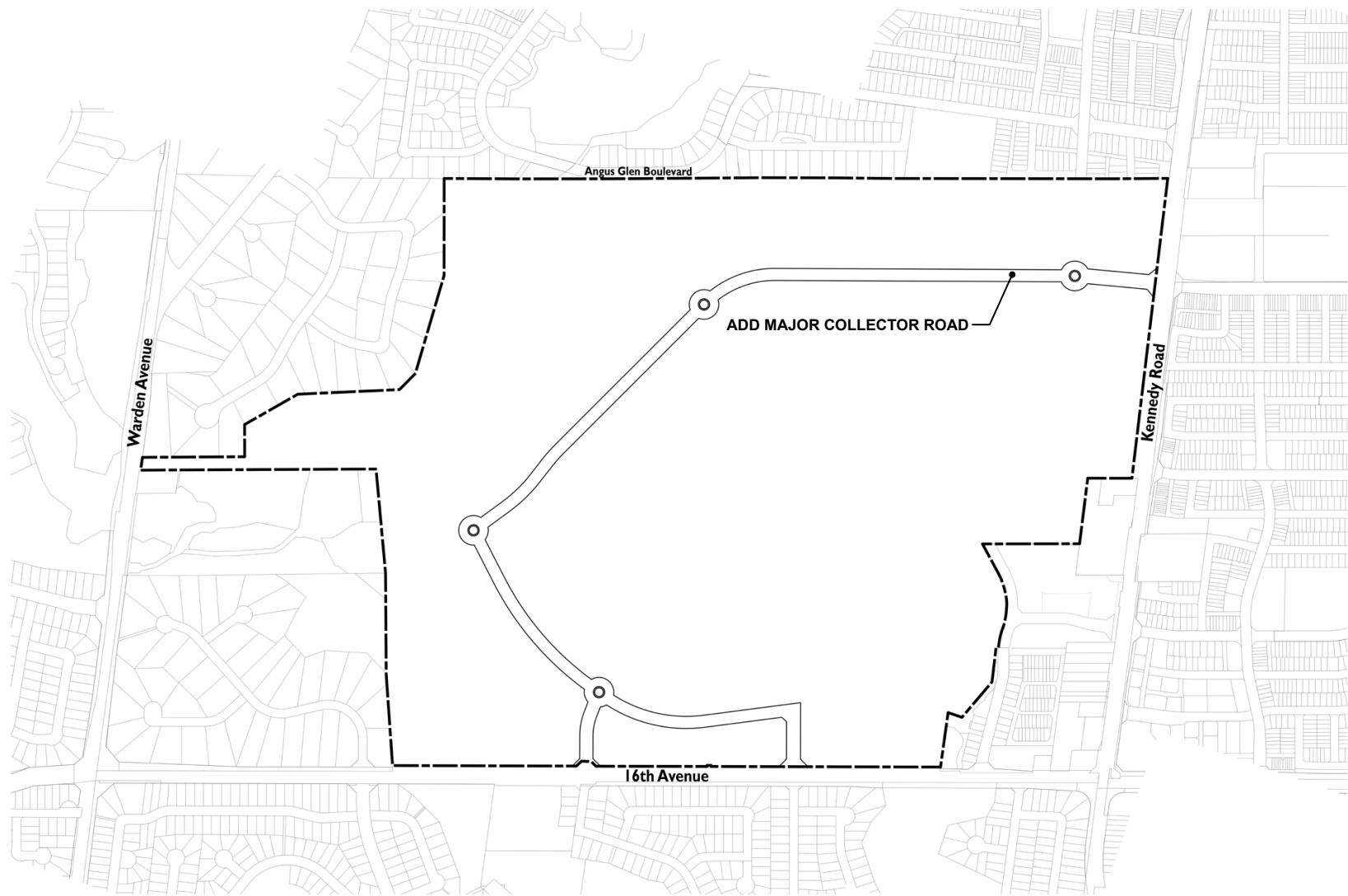


AMENDMENT TO MAP 6 - HYDROLOGICAL FEATURES CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

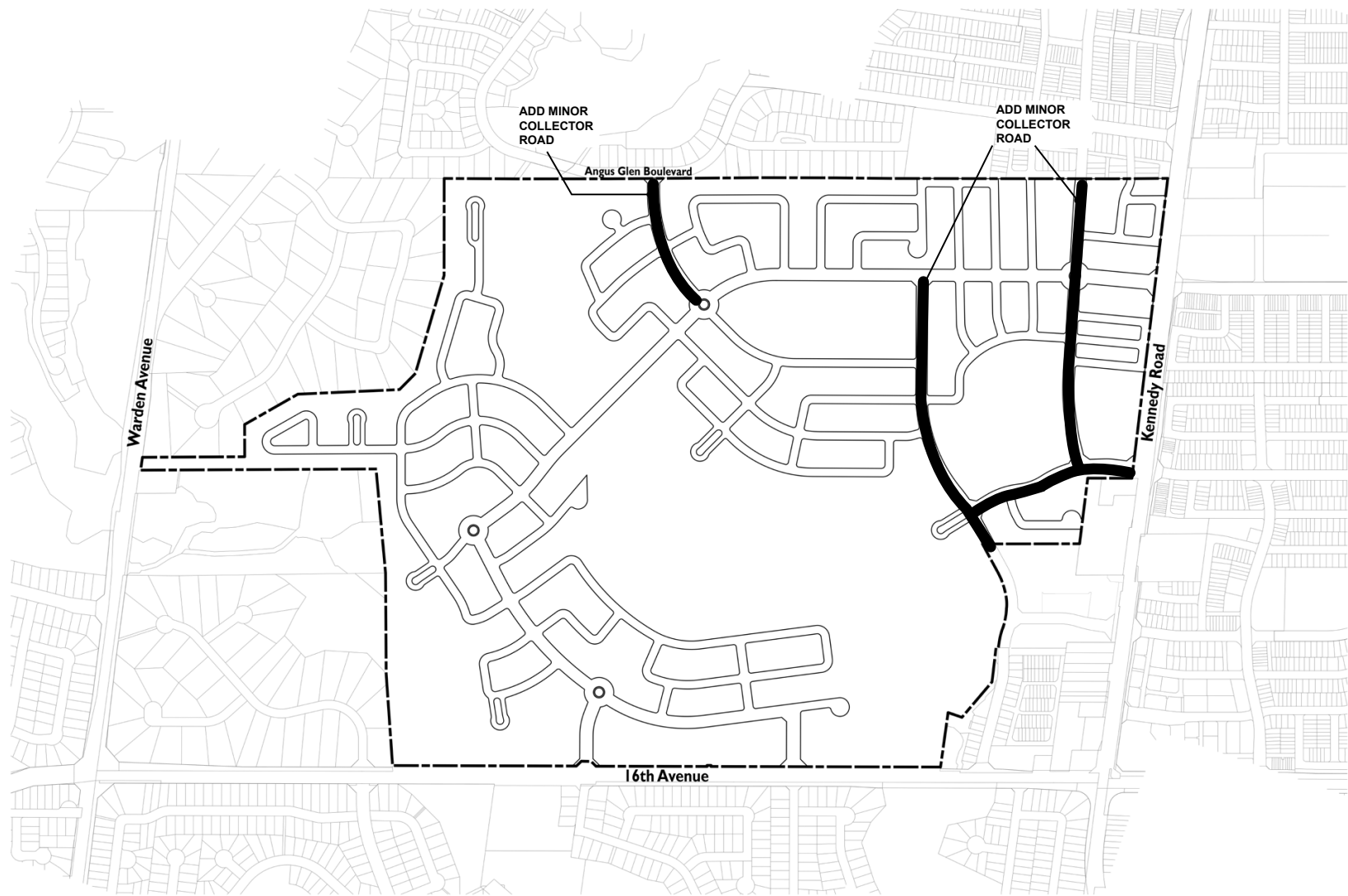
WOODLANDS

ADD UNEVALUATED WETLANDS



AMENDMENT TO MAP 10 - ROAD NETWORK CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

- - - - - BOUNDARY OF AREA COVERED BY THIS AMENDMENT



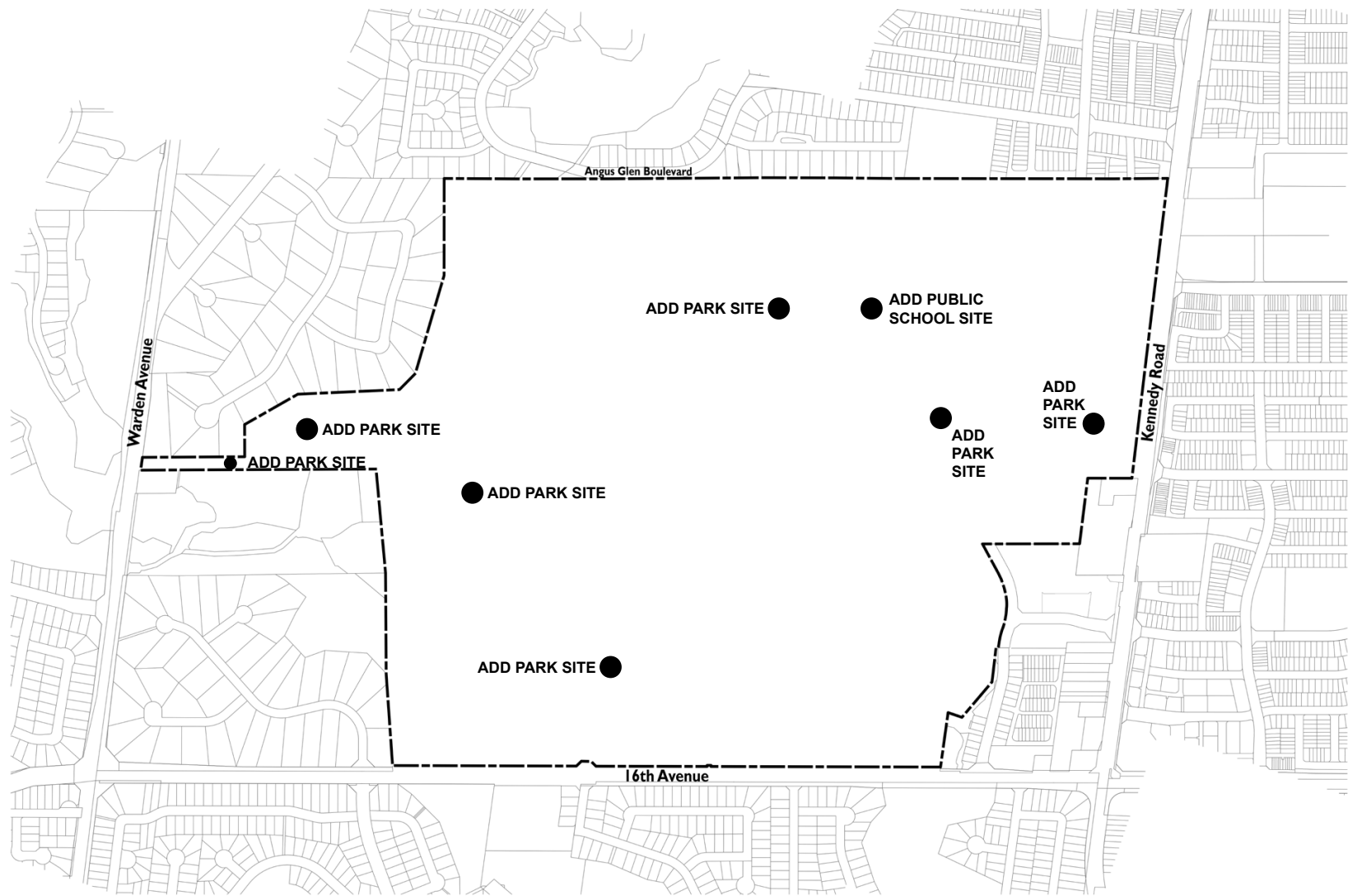
AMENDMENT TO MAP 11 - MINOR COLLECTOR ROAD NETWORK CITY OF MARKHAM OFFICIAL PLAN 2014, as amended



BOUNDARY OF AREA COVERED BY THIS AMENDMENT

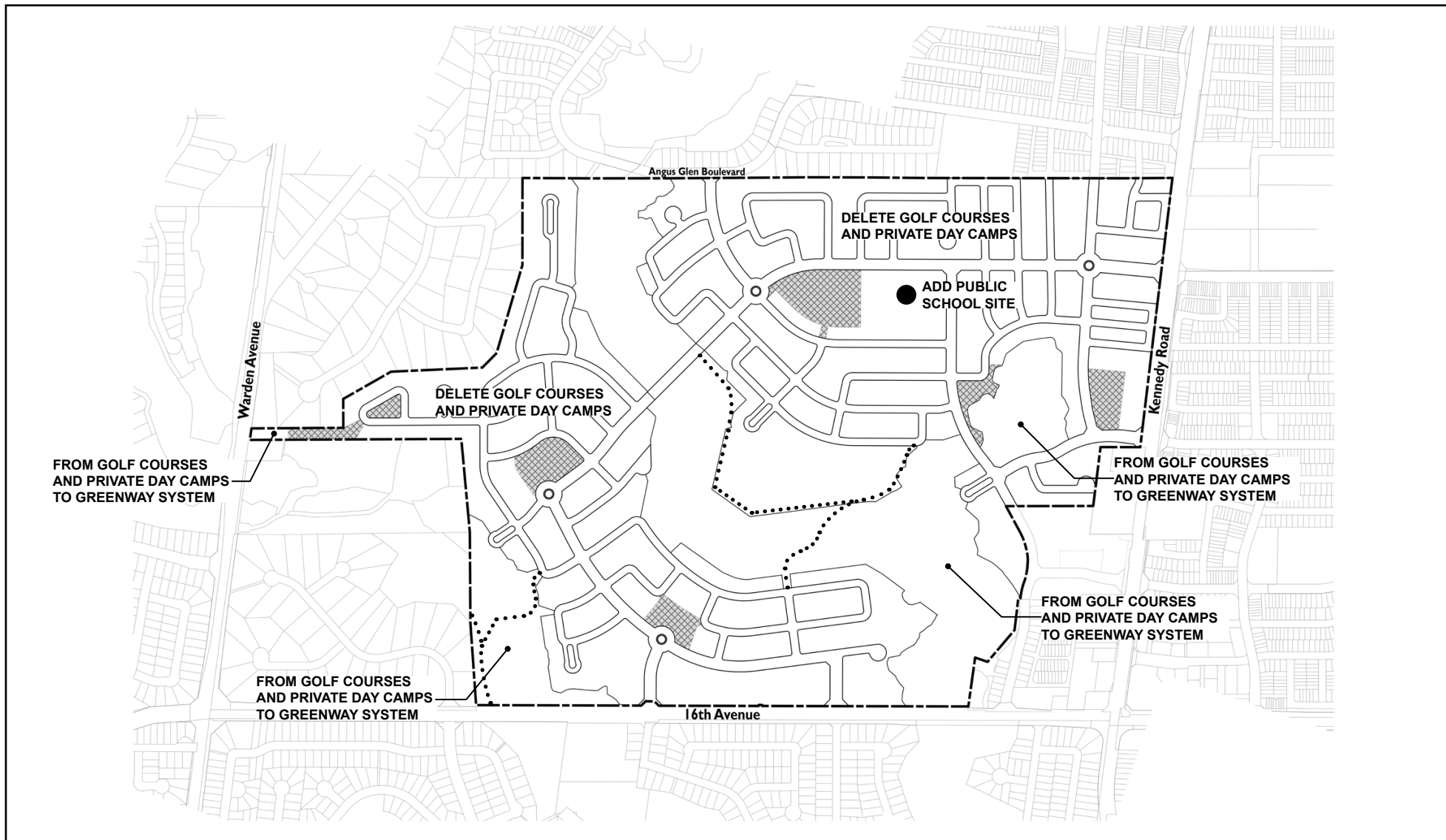


MINOR COLLECTOR ROAD (UP TO 24.5 METER RIGHT-OF-WAY WIDTH)



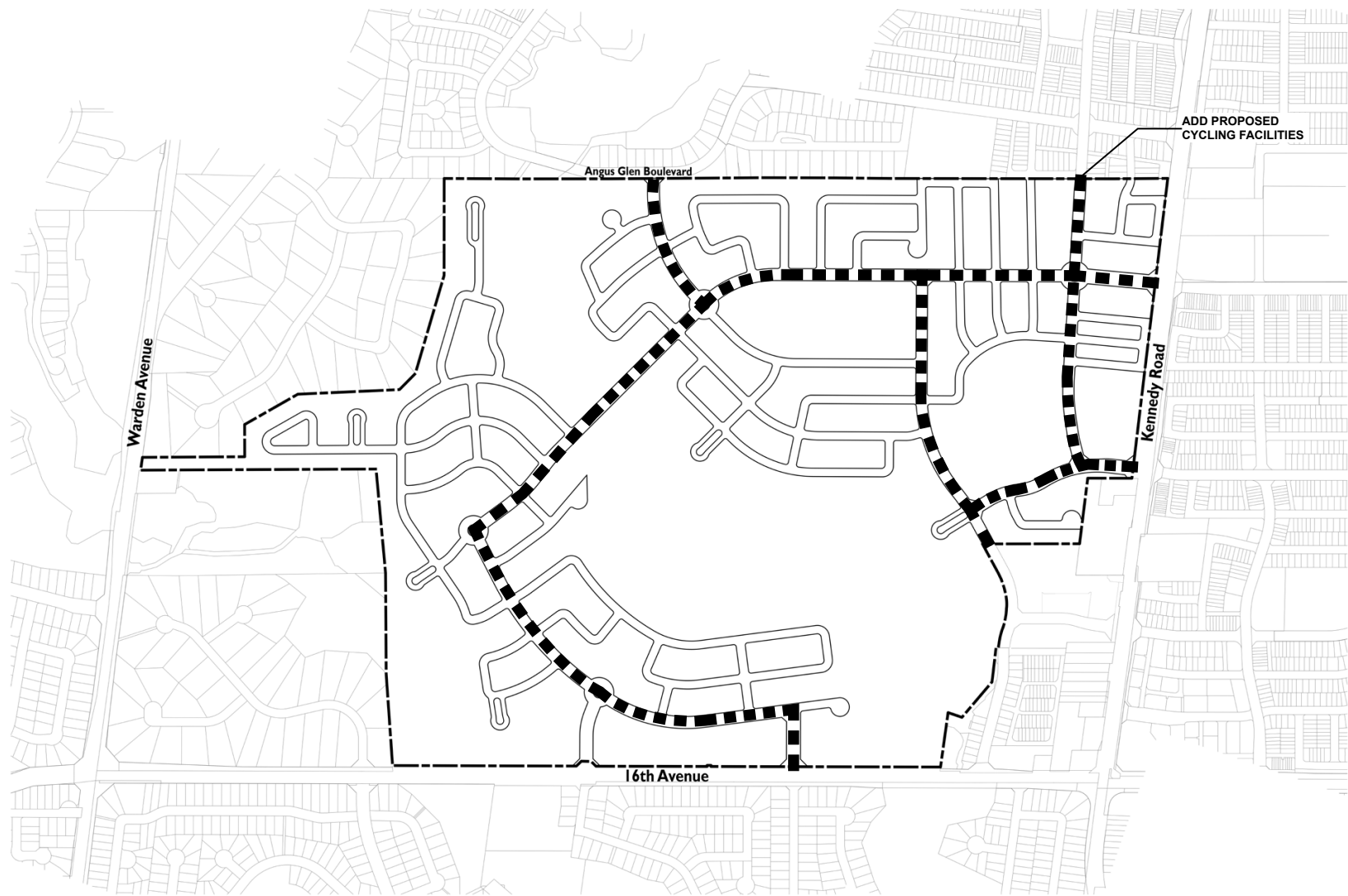
AMENDMENT TO MAP 14 - PUBLIC SCHOOL, PLACE OF WORSHIP AND PARK SITES CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT



AMENDMENT TO APPENDIX C - COMMUNITY FACILITIES CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

- BOUNDARY OF AREA COVERED BY THIS AMENDMENT
- FROM GOLF COURSES AND PRIVATE DAY CAMPS TO PARKS AND OPEN SPACE
- PATHWAY AND TRAIL



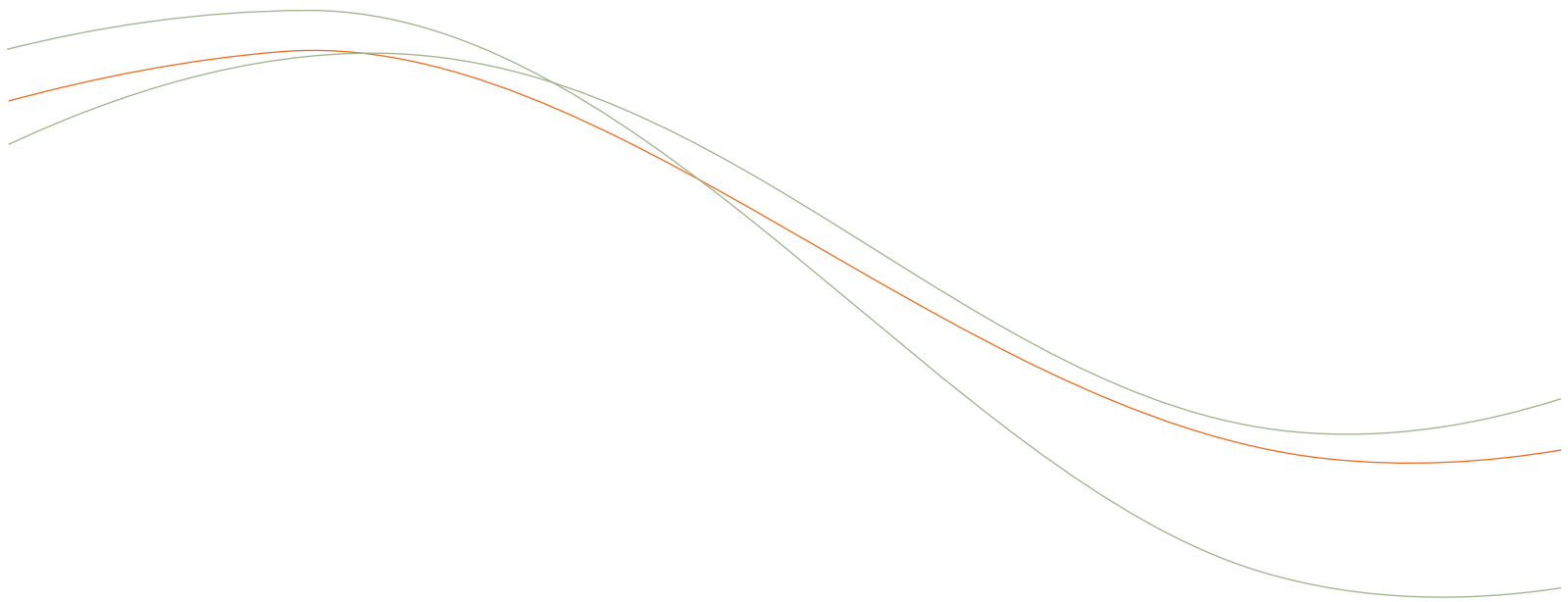
AMENDMENT TO APPENDIX D - CYCLING FACILITIES CITY OF MARKHAM OFFICIAL PLAN 2014, as amended

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

■■■■ PROPOSED CYCLING FACILITIES

APPENDIX D

Proposed Zone Categories Schedule to
amend Markham Zoning By-Law 177-96



WATERCOURSE

ESTIMATED LONG TERM STABLE TOP OF SLOPE

ESTIMATED LONG TERM STABLE TOP OF SLOPE + 10m

LONG TERM STABLE TOP OF SLOPE (GOLDER)

LONG TERM STABLE TOP OF SLOPE + 10m (GOLDER)

STAKED TOP OF SLOPE / DRIPLINE

STAKED TOP OF SLOPE / DRIPLINE + 10m BUFFER

MEANDER BELT WIDTH

RESIDUE DACE HABITAT (MEANDER BELT + 30m)

REGIONAL FLOODLINE

REGIONAL FLOODLINE + 10m

100 YEAR FLOODLINE

STAKED WETLAND

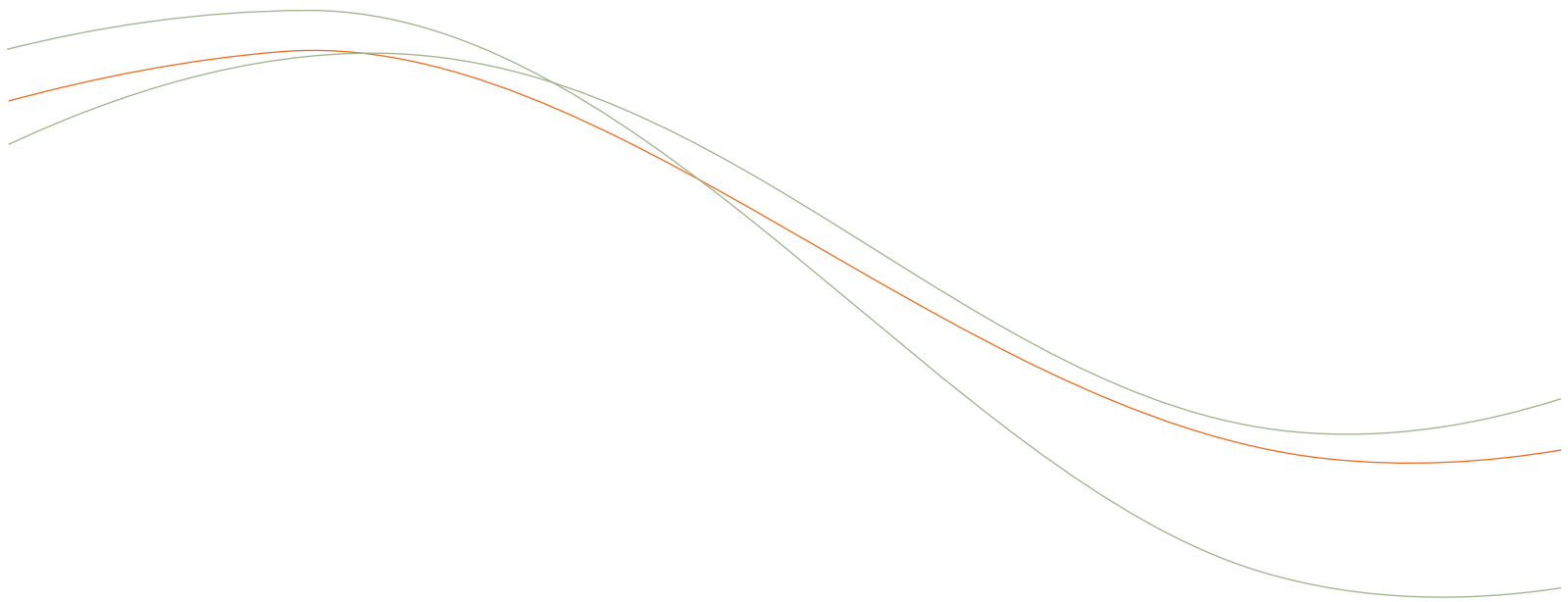
STAKED WETLAND LIMITS + 15m

Map of the North Shore of Long Island Sound, New York, showing DP1-EAST and DP2-WEST. The map includes a scale bar (1 inch = 1.15 miles), a north arrow, and labels for various streets and landmarks. DP1-EAST is the area to the north of the North Shore Channel, and DP2-WEST is the area to the south of the channel. The map shows the coastline, water bodies, and surrounding land areas.



APPENDIX E

Proposed List of Zone Exceptions to
amend Markham Zoning By-Law 177-96



4134 16th AVENUE ZONING BY-LAW
DRAFT LIST OF SITE-SPECIFIC EXCEPTIONS TO ZBL 177-96
September 27, 2016

CREATE THE FOLLOWING NEW EXCEPTIONS:

- A** - **exterior side yard:** increase min. from 2.4m to 3.0m
- B** - **height:** increase max. from 11.0m to 13.0m
- C** - **rear yard:** decrease min. from 7.5m to 7.0m
- D** - **rear yard:** decrease min. from 7.5m to 6.0m
- E** - **rear yard:** increase min. from 7.5m to 11.5m
- F** - **rear yard:** decrease min. from 7.5m to 3.0m for 45% of building width
- G** - **lot frontage:** decrease the min. from 7.0m to 6.0m
- H** - **front yard:** increase the min. from 0.6m to 3.0m
- I** - **height:** increase the max. from 11.0m to 15.0m
- J** - **height:** increase the max. from 12.0m to 15.0m
- K** - **garage width:** increase the max. from 3.5m to 6.1m
- L** - **garage width:** increase max. from 6.1m to 9.0m
- M** - **number of dwelling units per hectare:** increase the max. from 100 to 105
- N** - **number of dwelling units per hectare:** increase the max. from 100 to 110
- O** - **rear yard:** decrease min. from 14.8m to 0.6m

USE THE FOLLOWING ALREADY EXISTING EXCEPTIONS FROM THE ZBL:

- 5. re: accessory dwelling unit
- 118. re: breezeway house-garage connection