

February 15, 2024

*MGP File: 17-2649*

City of Markham  
101 Town Centre Blvd  
Markham, ON L3R 9W3

**Attention: Rick Cefaratti**  
**Senior Planner II, West District**

Dear Mr. Cefaratti

**RE: 2<sup>nd</sup> Submission for Official Plan Amendment & Zoning By-law Amendment**  
**Application Number: PLAN 22 262723**  
**7015, 7200 and 7290 Leslie Street**  
**National Spiritual Assembly of the Bahá'í's of Canada**

Malone Given Parsons Ltd. ("MGP") is the planning consultant for the National Spiritual Assembly of the Bahá'ís of Canada ("NSA Bahá'ís"). Applications for Official Plan (OPA) and Zoning By-law (ZBA) amendments to the City of Markham were submitted on October 28, 2022 to facilitate the development of a new Bahá'í National Centre ("BNC") and the Canadian National Temple ("Temple"). MGP is pleased to submit revised materials in response to all technical and public comments received on the original applications. All comments received from agencies and our responses are summarized in **Attachment A** to this letter. This re-submission also responds to questions and comments received from the statutory public meeting held May 23, 2023 (**Attachment B**). The following is a summary of our response to comments received on our applications.

#### **Summary of Agency Comments**

In general, comments from the City and TRCA were primarily focused on whether the initial proposal for safe access along the unassumed extent of Leslie Street and the parking area were in the erosion hazard. There were additional comments related to confirmation that the proposed compensation plan would result in an ecological net gain, removal of the proposed stairway trail up the slope to the temple, confirmation that the proposed parking rate was provided based on a first principles approach and utilization of transportation demand management, and site design matters related to provisions for pedestrian connections, ground water impacts, and stormwater management conceptual design.

The Region of York and other utility agencies had no objections to the proposed OPA and ZBA and provided only minor comments related to future infrastructure requirements that will be addressed at future site plan approval stages.

### **Summary of Public Comments**

In general, the public comments from the Statutory Public Meeting can be summarized under the following three themes:

- a. Ecological Impacts and Tree Removals
  - *Impacts to the Meadow from proposed emergency access route*
  - *General Impacts to Ecosystem and Wildlife*
  - *Indirect Impacts*
  - *Extent of Proposed Tree Removal*
- b. Site Design Matters
  - *Visual impacts of the BNC on Waterloo Court*
  - *Concern over proposed temple height*
- c. Leslie Street – Pedestrian Safety and Transportation
  - *Current pedestrian and cyclists safety issues as a result of increased use of new Lake-to-Lake Trail*
  - *Current issues with traffic and parking on Leslie Street and Waterloo Court*
  - *Impact from the number of visitors*
  - *Impact from traffic and parking*

### **Summary of Proposed Revisions**

In response to the comments received, the NSA Bahá'ís and their consultants have spent a considerable amount of time and resources to address concerns and find reasonable alternatives. The solutions proposed are summarized under the following eight solutions:

1. Complete Avoidance of the Meadow
2. Leslie Street Solution
3. Improved Pathways to the Temple and Trail
4. Reduced Size of the Temple
5. Modifications to the BNC site
6. Better Understanding of Anticipated Visitors
7. Verification of Parking Demand and Traffic
8. Assurance of Environmental Stewardship and Ecological Net Gain

#### 1. Complete Avoidance of the German Mills Meadow and Natural Habitat

The initial proposal included an emergency access route utilizing the old haulage road from the terminus of Leslie Street to John Street. This route would with minor upgrades essentially traverse along an existing regional sanitary sewer main which was scheduled to be twinned in the near future. This solution was originally contemplated to provide safe access as it utilized an existing route that was outside the floodplain and erosion hazards has already had impacts on the natural heritage system. However, given the concern expressed by the public regarding impacts to the German Mills Meadow and Natural Habitat, an alternative solution to provide safe access has been proposed that completely avoids it.

#### 2. Leslie Street Solution

Over the last several months, the applicant team has spent considerable hours investigating a safe access solution by raising the existing extent of Leslie Street currently within the floodplain out of the flood constraint. Although significantly more costly and technically involved, the NSA Bahá'í are proposing to fund in part, the raising of Leslie Street out of the floodplain. As part of this “Leslie

Street Solution”, existing issues along Leslie Street related to safety, parking and intermingling of traffic can also be rectified.

We have confirmed that the proposed future traffic generated by the proposal can be accommodated within the current road design and intersection capacity and thus are proposing a redesign to Leslie Street that not only raises it out of the floodplain but also achieves the following:

- 3 metre multi-use path from Steeles Avenue to the Lake-to-Lake Trail;
- Direct pedestrian access to the Temple;
- Designated on-street parking spaces;
- Improved access and redesign of overflow parking at the Don Valley Education Centre (7015 Leslie St.);
- Widening of the right-of-way only to the east so to not impact the Bayview Golf and Country Club and existing residential uses on the west;
- Enhanced landscaping and golf course fairway screening along the streetscape;
- Reduced pavement width at Steeles Avenue and signage and design to mitigate illegal u-turns;
- Overall improved streetscape and signage.

### 3. Direct Pathways to Temple

The Leslie Street Solution also provides an opportunity to provide direct pedestrian pathways to the Temple from Steeles Ave, the Don Valley Education Centre, the Lake-to-Lake Trail, and other public trails. The pathway is proposed to continue north from the Lake-to-Lake Trail, connecting into the site and the Temple. The driveway between the BNC and Temple properties is now proposed to continue this separated pedestrian pathway along its north side up to the Temple site. This will provide direct pedestrian access to the temple, avoid intermingling of traffic and supports the elimination of the proposed stairway connection from the parking lot up to the slope to the Temple.

The vision is to enhance the entire streetscape along Leslie Street and improve the overall pedestrian experience from Steeles Avenue north to the Temple. The proposed pathway will be separated from the roadway by a boulevard planted with a row of trees to create an enjoyable and memorable walking experience.

### 4. Reduced Size of the Temple

The revisions also include a reduction in the maximum allowable temple size. The proposed temple has been reduced in size from approximately 1,000 sqm to 600 sqm GFA and from a maximum height of 30 metres to a maximum height of 25 metres. This results in an overall design capacity of approximately 400 people versus the original 600 people proposed by the original submission. By reducing the size of the temple, we can ensure that the temple is equal to or less than the height of the trees and help to assure any visual impacts are mitigated. The smaller temple footprint has also been moved west to avoid any structural or construction impacts within the 10-metre setback from the Long Term Stable Top of Slope (LTSTS). Landscaping around the temple within the setback from the surveyed dripline will only involve the removal of invasive and site alternation to ensure the restoration of a healthy woodland transition.

### 5. Modifications to the BNC Site

Modifications have also been made to the conceptual site plan for the BNC. The proposed minimum sideyard setback along Waterloo Court has been increased from 4.0 metres to 4.5 metres (with the conceptual site plan illustrating a 4.8 metre setback). This setback has been

confirmed by the project Arborist as a sufficient tree protection zone for maintenance of the existing healthy trees along this property edge. Furthermore, this proposed setback will support the proposed additional coniferous tree planting proposed to provide additional screening.

The Conceptual Site Plan for the BNC has also been revised to eliminate 2 of the 3 levels of underground parking proposed. Only one level of underground parking is now currently proposed. This change addresses concerns with ground water impact on the proposed third level.

#### 6. Better Understanding of Anticipated Visitors

Additional research was undertaken to provide a better understanding of the anticipated visitors to the Temple and BNC. Although this project has no North American precedents to draw from, making it difficult to estimate visitors, the NSA Bahá'í received detailed visitor data from slightly larger temples in Australia and Germany. These comparable temples were assumed to have similar locational and cultural characteristics as the proposed Canadian Temple. It should be noted that the two examples are larger in overall size as they are “continental sized” temples and are designed for a capacity of 600 people.

The data provided helped the team identify reasonable average weekday, weekend and peak/holiday visitor expectations. Although the temple in Germany had significantly more annual visitors than the Australian Temple, it was used as the most conservative estimate of which to calculate visitors for the proposed Canadian Temple. The following is a summary of the anticipated visitor estimates for the Canadian Temple.

Estimated visitors to the Temple:

Peak Weekday Visitors	=	35
Average Weekend Visitors	=	145
Peak Holiday Visitors	=	400

Similarly, we confirmed with the NSA Bahá'í the anticipated usage and programming of the new BNC. The day-to-day administrative function of the BNC is anticipated to remain similar to its current level with between 15 – 25 employees. Additionally, the new BNC could be used for meetings, seminars, conventions, community events and gatherings. The largest of these would be the national convention that is held yearly and would see about 200 attendees over a 3-day period. Smaller, periodically (not regularly scheduled) held events and seminars would see between 30 – 90 attendees.

#### 7. Verification of Parking Need

Using the anticipated visitor information, the Team was able to provide a first principles approach to define the parking need as requested by the City's Transportation Staff. The updated analysis by BA Group demonstrates the following estimates for peak parking demand at the temple:

Typical Weekday Peak:	10 vehicles
Typical Weekend Peak:	35 vehicles
Holiday Peak:	100 vehicles

Similarly, the updated analysis by BA Group demonstrates the following peak parking demand for the BNC:

Daily Employee Peak:	25 vehicles
Event/Meeting Peak (National Convention):	80 Vehicles

The proposal has been revised to address comments related to the underground parking impacts on groundwater levels and surface parking impacts to the development limits. The proposal now anticipates the provision of 110 parking spaces combined between the temple site and BNC. The updated analysis by BA Group confirms that is sufficient to meet the peak demand (i.e. National Convention or Peak Holiday Temple Visitors).

It should be noted that although these anticipated visitor estimates are helpful, the likelihood of the temple or BNC experiencing peak visitor rates at the exact same time is rare, if not unlikely. The conceptual plan therefore anticipates shared parking arrangements to ensure that parking is not oversupplied, and parking areas sit vacant most of the time. In the rare event that the peak demand is over 110 vehicles, there are approximately 100 overflow parking spaces available for use by visitors at the Don Valley Education Centre (7015 Leslie Street).

#### 8. Overall Environmental Stewardship and Net Ecological Gain Through Extensive Restoration and Compensation

Several of the public comments were related to the environmental impact or ecological loss of the proposal on the surrounding natural areas. A comprehensive, multi-season Environmental Impact Study (EIS) has been prepared that provides an extensive understanding of site ecology of the site and surrounding natural heritage system. The EIS included the following data collection, surveys, identification, and classification methods to identify the natural features, functions, habitats and hazards present on and adjacent to the Subject Lands:

1. Botanical Inventory and Ecological Land Classification
2. Natural Feature Staking with TRCA
3. Detailed Tree Inventory and Assessment of over 1,100 trees
4. Aquatic Ecology and Watercourse Characterization
5. Surveys: Breeding Birds, Reptile and Amphibians, Insects, Bats, and Wildlife
6. Significant Woodlands Identification
7. Significant Wildlife Habitat Identification
8. Habitat for Endangered and Threatened Species
9. Fish Habitat

The emergency access east of the site and through German Mills Park has been eliminated. The existing German Mills Meadow and Natural Habitat (GMMNH) will be protected and enhanced by adjacent meadow land restoration within the Subject Lands.

The EIS demonstrates that there are no direct impacts proposed to the significant woodland communities or habitats identified.

The temple has been reduced in size and shifted to the west to ensure that it does not encroach into the 10-metre minimum vegetation protection zone from the dripline of the significant woodland surveyed by TRCA. It is noted that this buffer and new feature edge will be appropriately managed and restored to remove invasive species and create a new woodland edge and is not an existing woodland edge.

Similarly, the proposed parking to the east of the temple has been designed to the highest standards to minimize grading impacts and avoid any encroachments into the surveyed woodland dripline. A conceptual SWM approach has been provided to illustrate that the parking lot can achieve the desired quality and quantity controls.

The updated Tree Inventory and Assessment illustrates that care will be taken to ensure minimal tree removal. Most tree removals are anticipated in the temple location and are primarily invasive species or trees of poor health.

To accommodate the temple, a total area of ~0.53 hectares of Greenway / vegetation community is proposed to be removed and 0.22 hectares is proposed within the valley to accommodate the parking area. However, approximately 4.7 hectares is proposed for restoration and 2.23 hectares are being added to the Greenway resulting in a **net ecological gain** to the system of 4.0 hectares of restoration including 1.7 additional hectares in the Greenway.

In support of the temple parking area in front of the existing residential dwelling, the Planning Report, Updated EIS and Updated FSR have reviewed in detailed Provincial, City and TRCA policy regarding development and / or site alteration in valleys, erosion hazards and regulated areas. The parking lot and reuse of the existing residential dwelling as a welcome centre does not propose the construction of any habitable structures in a manner that is not consistent with these policies and the permission of development or site alternation within the Regulated Areas of the TRCA / valley. The Geotechnical Analysis has confirmed that the parking area and structures are not within an erosion hazard. The provision of parking within this location regulated by O. Reg 166/06 where TRCA regulates development in river or stream valleys, hazardous lands and associated allowances and thus will require a permit from the TRCA. The TRCA's Living City Policies (LCP) state that "where it is technically feasible and appropriate, innovative design approaches may be considered to address site constraints and accommodate the development while still meeting current regulatory requirements". The EIS demonstrates that the proposed parking area addresses site constraints and proposes development that utilizes innovative design approaches and meets the policy directions of the LCP.

**The proposal has demonstrated that it will result in a significant ecological net gain to the natural system because of the restoration and compensation proposed in exchange for the minimal impacts anticipated.**

#### **Summary of Revisions to Conceptual Site Plan**

In summary, the conceptual site plan has been revised to reduce the height of the proposed temple to 25 metres, a reduced GFA of 650 square metres, and a reduction in overall capacity to 400 people. Further changes to the concept are detailed below:

- Temple height has been reduced to a maximum of 25 metres (from 30 m) to ensure it will be in line with or lower than the height of surrounding trees;
- Temple size has been reduced to a maximum worship area of 650 sqm (previously was 1000 sqm);
- Temple has shifted to the west to ensure no construction impacts or encroachments to the minimum vegetation protection zones of the long-term stable top of bank or dripline of the significant woodland community.
- The area for removal from the Greenway has been reduced to approximately 0.5 hectares and only includes a small portion of land by the parking area and the land around the Temple rather than the previous proposal to remove the entire cultural community.

- The parking area in front of the existing dwelling has been redesigned to ensure minimal grading impacts and the proposed stairway from the parking area to the temple has been eliminated.
- The northern extent of 7290 Leslie Street is proposed to be redesignated from “Residential” to “Greenway” and restoration plans now include meadowland adjacent to the German Mills Meadow and Natural Habitat.
- Further effort has been taking to reduce the number of tree removals around the proposed Temple and ensure sufficient tree protection zone along the Waterloo Court hedgerow.
- The minimum side yard setback along Waterloo Court has been increased from 4.0 metres to a minimum of 4.5 metres in the proposed ZBA.
- The BNC has removed two levels of underground parking and now only proposes one level of underground parking.
- The proposed emergency access route along the existing trail to John Street has been eliminated and instead safe access is proposed through the raising of Leslie Street.
- As part of the Leslie Street reconstruction, a separated multi-use pathway and on street layby parking is proposed as well as additional streetscape landscaping and beautification.
- The proposal now anticipates a direct pedestrian trail all the way from Steeles Avenue to the Temple.

### **Revised Official Plan and Zoning Bylaw Amendments**

In reflection of these changes and solutions, the proposed Official Plan Amendment Schedule A has been revised to redesignate the north section of land from “Residential Low-Rise” to “Greenway” and reduce the overall area proposed to be removed from the Greenway designation to support the temple. Additionally, the proposed site-specific policies have been revised to reflect comments from the City and TRCA including those related to trails in the greenway, LID measures and the requirement for compensation and restoration.

Similarly, the proposed Zoning Bylaw Amendment Schedule has been revised to remove the subject lands from the applicable Zoning By-laws and incorporate them into Zoning By-law 177-96 as R1 with exceptions. Additional changes include enlargement of the Greenway zone consistent with the OPA and the addition of 7015 Leslie Street and proposed rezoning of the majority of the lands to Greenway and Open Space with exceptions. The minimum yard requirements and standards have been updated to a maximum building height of 25.0 metres for the temple and a minimum side yard along Waterloo Court of 4.5 metres.

### **Submission Materials**

In support of the requested applications, please find enclosed the following thirteen (13) updated submission items:

#	Document	Author	Date
1.	Comment Response Matrix	Malone Given Parsons	February 2024
2.	Public Meeting Comment Response Matrix	Malone Given Parsons	February 2024

#	Document	Author	Date
3.	Draft Official Plan Amendment	Malone Given Parsons	February 2024
4.	Draft Zoning Bylaw Amendment	Malone Given Parsons	February 2024
5.	Planning Opinion Report	Malone Given Parsons	February 2024
6.	Conceptual Plans and Drawings	HPA	January 2024
7.	Leslie Street Conceptual Plan	Schollen & Company	January 2024
8.	Environmental Impact Study	GEI Consultants Ltd.	February 2024
9.	Compensation Plan (Landscape Restoration and Enhancement Strategy)	Schollen & Company	January 2024
10.	Tree Inventory and Assessment Report Preservation Plan (Arborist Report)	Schollen & Company	January 2024
11.	Functional Servicing and Stormwater Management Report ("FSR")	SCS Consulting Ltd.	January 2024
12.	Urban Transportation Consideration Report ("Transportation Impact Study")	BA Consulting Ltd.	February 2024
13.	Geotechnical and Slope Stability Assessment	Terraprobe Inc.	February 2024

We trust the enclosed information will allow for timely circulation and processing of the application. If you require any additional information, or wish to discuss the application, please do not hesitate to contact me at any time. We look forward to continued collaboration to advance this very exciting project for the City of Markham. Should you have any questions or require additional information, please contact me at 905.513.0170 ext. 134.

Yours very truly,

**Malone Given Parsons Ltd.**



**Allyssa Hrynyk**, MCIP, RPP, AICP, BES, MUDES  
Associate

cc: National Spiritual Assembly of the Bahá'ís of Canada





# Bahá'í Temple Comment Response Matrix

7200 Leslie Street, Markham

1<sup>st</sup> Submission Comments

City File No.: PLAN 22 262723

Last Updated: February 14, 2024

City of Markham – York Region – TRCA – Additional Agencies

**Responses from:**

**MGP**  
Malone Given  
Parsons Ltd.

**HPA**  
Hariri Pontarini  
Architects

**GEI**  
GEI Consultants

**Schollen**  
Schollen &  
Company

**SCS**  
SCS Consulting  
Group

**BA Group**  
BA Group

**Terraprobe**  
Terraprobe/EnGlobe Corp

“ \* ”: These comments that were included in City’s Excel comment sheet  
[22.262723.000.00.PLAN\_02-16-2023\_10\_17\_AM\_Excel Comments]

NO.	CITY OF MARKHAM	CONSULTANT	RESPONSE
<b>Planning Review and Comment (*)</b> Rick Cefaratti Feb 15, 2023			
1.	Prior to any recommendations being provided by Planning and Urban Design staff on the proposed amendments to the Markham OP and Zoning By-law, the proponent must demonstrate to the satisfaction of the City and TRCA that in accordance with Section 3.1 of the PPS, safe access to the proposed development.	MGP	The proposal has been revised to provide safe access to the National Centre and Temple, as well as the existing residents along Waterloo Court and the York Region Pumping Station, by raising Leslie Street to the south out of the floodplain.
<b>City of Markham Draft Zoning By-law Amendment (*)</b> Greg Nelson Jan 18, 2023			
2.	The proposed by-law amendment must align with Markham's standard zoning by-law template.	MGP	Requires direction from Staff as new CZBL to be adopted soon.
3.	Normally lands would be rezoned into By-law 177-96, bringing forward existing zone categories and applicable development standards.	MGP	Noted.
4.	If any site-specific by-law, zone categories, definitions, development standards, general provisions, parking standards, etc., are proposed by the applicant, Planning staff will review the submitted draft by-law and make the appropriate changes for department review prior to BARC meeting.	MGP	Noted.
<b>Policy Review and Comment (*)</b> Liliana Da Silva Jan 17, 2023			
5.	Should Council consider this development proposal appropriate, please ensure OPA documents are circulated to Policy & Research for review prior to adoption.	MGP	Noted.
<b>Natural Heritage Planning (*)</b> Patrick Wong, Senior Planner II, Natural Heritage Tony Iacobelli, Manager, Natural Heritage Feb 2, 2023			
<b>Overall Comments</b>			
6.	<p>City staff agree with the overall findings that the cultural woodland (CUW1) is of low ecological diversity and contains a high proportion of non-native plant species. Nevertheless, staff believe this woodland community to be an important component of the City's natural heritage system given that it is contiguous with a large native woodland and valleyland feature. Its location on the landscape helps to improve the overall habitat size and shape and supports wildlife movement through the urban area and Don River watershed.</p> <p>As outlined below in comment #5, staff consider the CUW1 community to be a woodland feature and believe that any removal of this woodland should be compensated for in accordance with the principles of the TRCA Ecosystem Compensation Protocol and the City's Official Plan woodland policies. Revisions to the EIS and compensation plans are recommended to identify appropriate compensation ratios for the woodland feature. In staff's opinion, compensation of this natural features using conventional tree replacement ratios and tree appraisals is not appropriate as this approach does not adequately value the loss of ecological function and ecosystem services.</p> <p>A significant net ecological gain is required to be demonstrated. In this regard, staff will be considering factors such as the increase in overall net area of the Greenway System, increase of woodland area, improvement of ecological function and enhancement of existing natural features.</p>	GEI	<p>As discussed within the Scoped EIS, the CUW1 vegetation community within the Subject Lands does not meet the minimum stem density requirements to be considered a woodland under the Forestry Act, Regional, or City OPs. However, GEI appreciates it is a component of the overall contiguous woodland community and adjacent valleylands. Compensation has been proposed in accordance with the TRCA Ecosystems Compensation Protocol and City's Official Plan woodlands policies to demonstrate an overall net ecological gain.</p> <p>As discussed within the Scoped EIS, the accurate ecological characterization of this community is important to understanding the overall impacts and net benefit proposed within the compensation plan. This community is further discussed in the second submission of the Scoped EIS, and although the EIS will conclude the feature is a woodland due to its connectivity, it will also discuss that the community would not meet the definition of a woodland if it were an isolated feature.</p> <p>Only 0.53 ha of the CUW1 community is proposed for removal the remaining 0.24 ha will be managed for invasives with all native and healthy trees being kept on the landscape. Following the TRCA's guidelines, it was determined that 2.60 ha was the required compensation area for the proposed removal, this area has been accounted for in conceptual restoration plan. Additionally, to provide a significant net gain to the broader valleyland, 4.6 ha of restoration efforts plus additional enhancements efforts are proposed. Tree cover and ecological function will be maintained wherever possible before the restoration efforts can commence and establish. Refer to the revised EIS for more details on the compensation ratios provided. See Updated Tree Inventory and Assessment for tree removal impact.</p>

			Additional effort has been made to maintain good quality trees in this area that are not impact by the construction of the temple.
7.	<p>In principle, staff are supportive of the Landscape Restoration and Enhancement Strategy. The plan would expand forest cover and would add new lands to the natural heritage system.</p> <p><u>Land Area:</u> The removal of ~0.75 ha of Greenway designated lands is offset through the restoration and protection of 2.0 ha of land at Restoration Area #1 (north portion of 7200 Leslie St). It is requested that these lands to be reforested be re-designated Greenway as part of the Official Plan and Zoning by-law Amendment.</p> <p><u>Ecological Function and Forest Area:</u> The removal of ~0.75 ha of cultural woodland and encroachment into ~0.15 ha of vegetation protection zones are offset through the restoration of ~4.5 ha of lands.</p> <p>The intent of the TRCA Ecosystem Compensation Protocol to offset the land area and ecological function appears to have been achieved. The applicant is asked to revise the EIS to identify appropriate compensation ratios for the purposes of calculating ecosystem compensation amounts. Please also see Point #4 below to minimize encroachment in the significant woodland and/or VPZ.</p>	<b>GEI</b>	<p>The Scoped EIS has been revised to identify appropriate compensation ratios and resulting ecosystem compensation amounts (Section 8). Additional effort was spent discussing the Greenway System amendments, and the lands in the northern portion of 7200 Leslie Street will be re-designated as “Greenway” through the OPA and ZBA, this is discussed in further detail within Section 5 of the revised Scoped EIS.</p>
8.	<p>The development requires a new parking lot, three welcome structures (two of which are existing structures), and an emergency access road below the top of bank and within an existing manicured area of the valley system. In general, development is to be directed away from hazard lands as defined under the Provincial Policy Statement and the Markham Official Plan (s.3.2.1.5). City staff defers to the TRCA to confirm that the policies of the PPS related to natural hazards have been met to their satisfaction.</p> <p>As it relates to natural heritage considerations, the establishment of new uses and the addition of new impervious surfaces and human activity within the valley system has the potential to impair ecological connectivity and wildlife movement. Stormwater run-off and erosion risks are also increased. The Markham Official Plan generally prohibits development in valleyland features (s.3.1.2.13) and seeks to maintain or improve landscape connectivity between natural heritage features (s.3.1.1.11). Staff have concerns that, without proper mitigation or restoration, there would be a net negative impact to the Greenway System and valleyland feature.</p> <p>It is recognized that some removals of existing hard surfaces are proposed, however it would be highly desirable from an ecological perspective if all existing uses to the east of German Mills Creek could be converted into natural cover. These lands are at risk of flooding and erosion and are likely impairing natural wildlife movements along the main valley corridor. From staff’s perspective, the decommissioning of these existing uses would further assist in demonstrating an overall reduction of risk to life and property as well as a net ecological gain within the valleyland feature.</p> <p>The next submission of the EIS should provide a discussion on how this has been duly considered and how this may be feasible or not for the Applicant.</p>	<b>GEI</b>	<p>Confirmation required as to referenced policy s.3.2.1.5 as it does not exist in Markham OP 2014.</p> <p>The proposal has been revised to consider the provision of a safe access route by raising Leslie Street out of the flood plain. Although this option is more costly, it avoids any impacts to the German Mills Natural Habitat and Meadow and has been preferred by TRCA.</p> <p>The valleyland system in this location includes several long-term stable top and toe of slopes as it steps down towards German Mills Creek. Map 6 of the Markham Official Plan – Hydrologic Features does not identify the Subject Lands as being within the valleyland system. Furthermore, in accordance with the Geotechnical Report and Stable Slope Analysis by Terraprobe (January 2024), the proposed parking area will not encroach nor impact the Long-Term Stable Toe or Top of Slopes identified and no erosion hazard risk associated with the proposed development.</p> <p>The proposed uses referred to in this comment include the reuse of the existing residential home and garage for welcome buildings (i.e. washrooms and reception space) with potential additions, and a small parking area designed with the highest caliber of low impact development measures (LIDS) and other green site technologies. The parking lot is proposed to be located within the existing residential area. The Scoped EIS outlines that the open residential area within the valleyland acts as foraging habitat for bats; therefore, this location being left as an open (non-treed) area maintains its current ecological function, which would be lost if it was targeted for reforestation efforts. Additional enhancements target the creation of aerial insectivore foraging habitat through targeted plantings. The parking lot will replace the existing, open, lawn area with a highly sustainable ‘green’ parking lot that employs Low Impact Development (LID) options (e.g., permeable pavement). The policy discussion regarding the proposed ‘green’ parking lot has been included within Sections 1.3.4 and 4.9 of the revised EIS. The second submission of the Scoped EIS includes additional policy review within Sections 1.3.3, 1.3.4 and 4.9 within second submission of the EIS that aims to demonstrate how the proposed development has considered applicable policy direction. Additional discussion regarding the appropriateness of the proposed parking area is provided in Section 6 of the revised EIS.</p> <p>Existing uses east of German Mills Creek include the Don Valley Education Centre (formerly Adventure Valley / Mayfield Tennis Club). The proposal includes the decommissioning of most of the Tennis courts, removal of impervious cover and reconstruction of the valley slope for a significant ecological gain to the system. The applicant has been long terms stewards of this land and has committed to maintaining</p>

			its ecological integrity while continuing to use this property for its programming which includes seminars and events.
9.	Please review the ability to avoid encroachments into the vegetation protection zones of the significant woodland/valleyland features by shifting building and landscaping elements to the west. Based on the significant impact to vegetation on this site, all efforts shall be made to avoid impacts on the remaining key natural heritage features	<b>GEI</b>	The proposal has been modified to avoid encroachments by reducing the size of the temple and shifting it to the west as directed. Since the initial submission the temple size has been decrease and the structure has been shifted to the west to the extent possible. Please note that Section 7, Table 6 of the Updated EIS now includes a net encroachment calculation as many of the proposed encroachments overlap with one another.
<b>Technical Comments (EIS)</b>			
10.	<u>Status of Cultural Woodland (CUW1) community:</u> City staff remain of the opinion that the application of stem density to discrete portions of a woodland community is not appropriate. Staff are particularly concerned with the precedent of applying this to discrete sub-units of a woodland as this could potentially affect areas of woodlands that have been affected by natural disturbances or other activities. Where necessary, stem density tests should only be applied across an entire contiguous woodland patch. Staff does not agree with the conclusion that the CUW1 community is not a woodland feature, however staff are of the opinion that portions of the cultural woodland may be considered for removal subject to a demonstration of overall net ecological gain to the natural heritage system.	<b>GEI</b>	See response to NH Comment #1 above. The CUW1 community is discussed further in the second submission of the Scoped EIS. Additionally, the Scoped EIS has included additional compensation calculations and more technical information relayed to the restoration concept as well as the proposed enhancement efforts.  It is noted that most of the woodland communities present within the Subject Lands are forest communities generally characterized by native cover, with a contiguous connection to the greater forest cover located to the east (Bercy (Wycliffe) Park). However, in addition to these communities, two cultural woodland communities are also present within the Subject Lands, a Mineral Cultural Woodland (CUW1) and a Black Locust Cultural Woodland (CUW1-3*), along with one community dominated by Manitoba Maple (FODM7-7), a Category 1 invasive species (Urban Forestry 2002). Based on the characterization of these communities, the designation of significance is not appropriate. The CUW1-3* and FODM7-7 communities are discussed further in response to comment #7.
11.	<u>Significant Valleyland:</u> The EIS does not provide sufficient justification to conclude that German Mills Creek is a non-significant valleyland. The EIS suggests that only the “nine major river valleys” may be significant valleylands. Per the Natural Heritage Reference Manuals, tributaries may be assessed as Significant Valleyland. In staff’s opinion, German Mills Creek meets criteria for significant valley given it has a valley width >25m, contains natural ecosystems and provides a functional ecological connection to surrounding natural heritage corridors. We note that within the existing urban area, the minimum vegetation protection zone for significant valleylands is considered to be 10 metres from the top of bank or floodplain. Additional VPZs beyond the 10m standard are not required.	<b>GEI</b>	The EIS will be revised to confirm that the German Mills Creek valleyland is significant.
12.	<u>Figure 6 – Significant Natural Heritage Features:</u> The CUW1-3 and FODM7-7 are considered significant woodland features by the City. Please add these two ELC communities to the Significant Woodland layer in the EIS.	<b>GEI</b>	As stated in response to NH Comment #1, based on the characterization of the two communities (CUW1-3* and FODM7-7), the designation of significance is for these communities was not considered appropriate. These communities will instead be labeled as Candidate Significant Woodland within the revised EIS, contingent upon the completion of the restoration and enhancement efforts identified in the restoration plan. This is discussed further in Section 4.3 and 7.1 of the Scoped EIS.
13.	<u>Access Road through City lands:</u> More information is required to be provided to fully assess potential ecological impacts on City lands. In particular, please identify the limits of grading required to upgrade the access road, and any potential impacts to vegetation within German Mills Meadow and Natural Habitat Park. Should any impacts be identified, please provide an overall mitigation plan for the re-establishment of vegetation. City staff note that this park is actively managed for grassland SAR birds, Bobolink and Eastern Meadowlark. Please ensure that all work in this area respect the City’s management objectives.	<b>Schollen, SCS</b>	The existing route north of Leslie Street to John Street is no longer proposed for the emergency access. The existing German Mills Meadow and Natural Habitat will remain undisturbed and consequently a mitigation plan is not required. Grading information is no longer required since the northern emergency access route option has been abandoned.

14.	<u>Direct Trail between parking lot and place of worship:</u> The applicant is encouraged to review the feasibility for the direct trail based on the potential for significant alteration and disturbance to the valley slope. Please consider the ability to co-locate a direct pathway through the existing road access to the south.	<b>Schollen, HPA</b>	The direct stair to the upper location has been removed. A new walkway has been proposed parallel to the north side of the existing driveway to provide a pedestrian connection from the lower parking lot to the temple site.
<b>Technical Comments (OPA/ZBLA)</b>			
15.	Please revise the draft Amendment schedules to include the CUM1-1 community proposed for reforestation (Restoration Area #1 in the EIS) to be re-designated and re-zoned to 'Greenway'. These restoration lands are intended for long term protection.	<b>MGP</b>	The Draft OPA & ZBA have been revised to include CUM1-1 community proposed for restoration as Greenway Area.
16.	The implementing OPA/ZBLA should be revised to require the preparation and implementation of a woodland compensation plan (Landscape Restoration and Enhancement Strategy) to the satisfaction of City staff.	<b>MGP</b>	The Draft OPA & ZBA have been revised to include requirements for the preparation of a woodland compensation plan.
<b>Matters for Detailed Design / Site Plan</b>			
17.	The City Official Plan encourages conveyance of natural heritage lands and particularly hazard lands, into public ownership for their protection and stewardship. Staff recognize that certain portions of the natural heritage system are integral to the function of the campus site and are proposed to maintain in private ownership. Please review whether any of the lands (e.g., east side of Leslie St at Steeles Ave) are surplus to the overall operations and whether such lands would be appropriate for conveyance into public ownership.	<b>MGP</b>	We have reviewed the land ownership and programming with the landowner. The long-term retention and stewardship of these lands are important to the Bahá'í Community and their programming.
18.	City staff look forward to working with the applicant at detailed design on trail design details. Staff support the general approach of the secondary, meandering trail which helps to minimize alterations to the valley slope and to avoid significant trees. Staff would be pleased to review specific alignments on-site with the applicant.	<b>Schollen</b>	Noted and agree that specific alignments will be reviewed on site at the detailed design stage in the process.
19.	Detailed restoration plans will be reviewed at site plan. Staff have discussed with the applicant the abundant presence of invasive species in this location. Deer browse on newly planted vegetation will also need to be mitigated. We recommend a robust monitoring and adaptive management plan be prepared to ensure the long-term success of restoration works. At site plan, further discussion is required on timing and sequencing of restoration relative to the timing for removals. Restoration works shall occur as early in the process as possible.	<b>Schollen</b>	Noted and agreed. Restoration plans will be prepared at detailed design.
<b>Conclusion</b>			
20.	A revised EIS is required in support of the Official Plan or zoning by-law amendment applications. If you have any questions, please feel free to contact me at <a href="mailto:patrickwong@markham.ca">patrickwong@markham.ca</a>	<b>GEI</b>	The EIS has been revised and resubmitted in support of the OPA and ZPA.
<b>Tree Inventory &amp; Assessment Report</b> <i>Steven Brouwer</i> <i>Dec 15, 2022 – Jan 13, 2023</i>			
1.	City of Markham currently accepts the 9th Edition Guide for Plant Appraisal.	<b>Schollen</b>	The 9th edition guide for plant appraisal was used in the revised arborist report. Refer to the Tree Valuation & Compensation Matrix (Appendix B).
<b>Appendix A</b>			
2.	Page 40: Recommendation A: ("Where proposed grading is allowed") Remove notations stating "where proposed grading allows". Coordinate with grading plans to confirm that proposed grading supports tree preservation.	<b>Schollen</b>	The wording has been revised as requested, refer to the revised arborist report.
3.	Page 40: Recommendation D: identifies tress as dead or in poor condition Only trees that have 70% or more of the crown that is dead are exempt from compensation.	<b>Schollen</b>	Only trees that are over 70% dead wood have been exempted from compensation. Refer to the Tree Valuation & Compensation Matrix (Appendix B).

Appendix B			
4.	Page 42: Include recommendation codes on each page of inventory or replace with preserve, injure, remove, dead	<b>Schollen</b>	Recommendation codes have been added as requested. Refer to the Tree Inventory & Assessment Matrix (Appendix A).
5.	Trees over 40 cm DBH to be preserved require appraisals	<b>Schollen</b>	All trees over 40cm DBH have been appraised as requested. Refer to the Tree Valuation & Compensation Matrix (Appendix B).
6.	Page 45: Appendix B: Invasive Species Invasive tree species are not exempt from the City's Tree Preservation By-law	<b>Schollen</b>	All invasive species have been appropriately compensated for as requested. Refer to the Tree Valuation & Compensation Matrix (Appendix B).
Appendix D			
7.	Page 67: Underground Parking Mark the limits of the underground parking structure on the plan	<b>Schollen/ HPA</b>	The limits of the underground parking structure have been indicated on the plan.
8.	Page 67: Building Setback Increase building setback to South property line in order to accommodate the full tree protection zones and to provide adequate space for building over dig and safe access around building.	<b>Schollen/ HPA</b>	A 4600mm setback is proposed along the south end property. This will accommodate the safe access and space for construction around the building, using the right means and methods for construction. This setback will also provide enough width to protect the existing trees that are proposed to remain. New coniferous trees will be added to increase screening along Waterloo Crt.
9.	Page 69: Drop off Area Shift drop off location West to minimize impact on woodlot	<b>Schollen/ HPA</b>	To reduce the impact on the woodland, the drop off area on the west has been shifted.
10.	Page 70: Landscaping Minimize extent of landscaped/graded areas around temple site to reduce disturbance to woodlot	<b>Schollen/ HPA</b>	The temple has been relocated and reduced in size, reducing the disturbance around it. The location of the existing trees in good condition was taken into consideration when locating the building and designing the landscaping around the temple. No encroachments into the forest are proposed apart from removal of invasive species and planting of native understorey trees and shrubs
11.	Page 70: Wall Please elaborate on proposed wall to be constructed. This feature is not shown on the landscape concept plan. Please eliminate feature if it will have impact on existing vegetation.	<b>Schollen/ HPA</b>	Final grading and landscaping will be provided in more detail at the site plan approval stage. Effort will be taken to minimize impacts to existing vegetation.
12.	Page 70: Tree Protection Fence Revise location of tree protection fence around building to account for space required for over dig and safe construction access around building	<b>Schollen/ HPA</b>	A minimum of 1200mm spacing is provided between the proposed building and tree protection fence to account for over dig and construction access. Refer to the Tree Preservation Plans TP-1 and TP-2.
13.	Page 71: Trail Trail is shown on plan as continuing outside of Tree Preservation Plan limits. Provide tree inventory information for the area of the trail or remove trail from plan.	<b>Schollen/ HPA</b>	The alignment of the trail as illustrated is conceptual. A detailed tree inventory of the area within 6m of the centreline of the trail will be completed as a component of the detailed design process for the proposed trail.
14.	Page 73: Trail Alignment Remove staircase and trail from tree preservation plan drawing.	<b>Schollen/ HPA</b>	The trail is denoted with a dashed (for notational purposes only) and will be defined and coordinated with the TRCA in the following stage at SPA. The direct staircase trail has been removed.
Transportation Planning			
<i>Andrea Liu, Senior Transportation Engineer</i> <i>Henry Lo, Manager, Transportation Planning</i> Jan 26, 2023			
1.	Steeles Avenue is under the jurisdiction of City of Toronto. While not directly abutting Steeles Avenue, all the vehicular traffic will require access off Steeles Avenue. As such, the submission should be circulated to City of Toronto for comments.		Noted. City of Markham to circulate submission to City of Toronto.
2.	The TIS documented a number of different events/programs that could occur throughout the calendar year but the Nineteen Day Feast, which staff understand is also a regular community gathering, is not referenced in the TIS. A detailed description of the Nineteen Day Feast and the frequency and time duration of the regular activities related to the Nineteen Day Feast at the Bahai Centre should be included in the study to provide clarity in terms of trip generation and overall parking demand of the site.	<b>BA Group</b>	Based on correspondence with staff at the existing Bahá'í National Centre, while the Nineteen Day Feast is a regular celebration of local communities across Canada, it is not celebrated at the national level and therefore the event will not generate any additional Site traffic. It is also noted that this submission considers a 'first principles' approach based on the direction of the City (see comment #4) which analyzes the anticipated usage related to each individual program scheduled at the Site. The 'first principles' methodology is further explained in Section 7.2 of the revised February 2024 report.

3.	<p>Based on the applicant's submission:</p> <ul style="list-style-type: none"> <li>a total of 307 parking spaces are required as per Markham's parking by-law 28-97; and</li> <li>a total of 111-231 parking spaces are required as per the Draft Comprehensive Zoning By-law (presented to Council but not approved), whereas 202 parking spaces will be provided. The appropriateness of the parking by-law rate to be applied to the proposed development, including the place of worship space and National Centre, and the final parking requirement should be confirmed with the Zoning Examiner.</li> </ul>	<b>BA Group</b>	<p>Revised. Zoning By-law requirement calculations are provided as part of the resubmission. The updated requirement as per City of Markham Parking Standards By-law 28-97 is 435 parking spaces. The updated requirement as per the City of Markham's new Comprehensive Zoning By-law 2024-19 (under appeal) is 189 parking spaces. In both cases, the City's By-law requirements overstate the parking requirements for the proposed temple. This is because the proposed temple is not a typical place of worship with regular scheduled services. Therefore, the By-law requirements specified by the City for a place of worship overstate the actual parking demands of the proposed temple. A parking demand analysis using information associated with other Bahá'í temples was undertaken and included in Section 7.2.2 of the resubmission. Based on the results of the parking demand analysis, the demand is estimated to be in the order of 100 parking spaces.</p>
4.	<p>Notwithstanding the aforementioned, the following comments are noted:</p> <ol style="list-style-type: none"> <li>Based on the City of Markham's Draft Zoning By-law, the parking requirement calculation should be based on the size in GFA of the place of worship and based on the number of occupants, whichever is greater. Please provide revised parking calculations for review.</li> <li>In support of the proposed parking supply reduction, please include a parking demand assessment using first principles' approach based on the various events and programs as identified in Appendix E of the TIS (similar to the trip generation assessment). This assessment shall be documented and submitted for review.</li> </ol>	<b>BA Group</b>	<p>A parking demand analysis using information associated with other Bahá'í temples was undertaken in response to this comment. It will be provided with the updated resubmission. Based on the parking demand analysis provided in Section 7.2.3 of the resubmission, the demand of the proposed Bahá'í National Centre and the proposed Bahá'í temple is estimated to be in the order of 100 parking spaces.</p>
5.	<p>The TIS states that there are no loading requirements for the site based on City's By-law 28-97. It should be noted that the City's loading requirements are provided under City's By-law 177-96, and accordingly a requirement of 2 loading spaces.</p>	<b>BA Group</b>	<p>The proposed ZBA recommends one loading space for the proposal and the resubmission provides justification accordingly.</p> <p>The prevailing Zoning By-law 1767 does not contain details regarding loading requirements for the proposed use. The new Comprehensive Zoning By-law would require one loading space for properties with a total gross floor area (GFA) of under 1,860 square metres.</p> <p>While it is noted that the loading requirements provided under By-law 177-96 require a minimum of two loading spaces for uses with a net floor area greater than 1,860 square metres, the zoning requirement overstates the loading needs of the Project. The applicable zoning requirement applies generally to all non-residential uses and therefore does not consider the unique nature of the proposal. In this regard, the proposal is a house of worship which generates little to no loading activity and therefore loading activities at the proposed Site is expected to be infrequent and concentrated during the various events programs held at the Bahá'í National Centre. The resubmission provides a justification for the proposed loading supply.</p>
6.	<p>Please provide additional information and details on alternative transportation arrangements or "event-specific plans" for the National Convention. For example, please include any detailed overflow parking plan and/or any off-site parking arrangement. The alternative transportation arrangements or event-specific plans need to ensure there is no over-spill of parking onto adjacent streets during special events and any on-street parking availability and restrictions should be noted in the study as well.</p>	<b>BA Group</b>	<p>The property will manage traffic activity through event-specific plans by using a variety of traffic demand management (TDM) methods such as shuttle buses, carpooling, transit information and passes, and enhanced active mode routes. Additionally, there are approximately 100 parking spaces available at the Don Valley Education Centre (7015 Leslie Street) for the few instances when additional parking may be required. The resubmission provides details of the additional parking available for special events held at the Site.</p> <p>It is noteworthy that improvements to Leslie Street to separate active modes through the construction of a multi-use path (MUP) and the formalization of on-street parking. Section 8.0 of the resubmission summarizes the improvements that could be implemented in partnership with the City of Markham to address the operational challenges along Leslie Street which will appropriately accommodate Site-generated traffic.</p>

7.	Pedestrian and cycling connections from the subject site to the existing trail network within the German Mills Settlers Park should be provided to ensure continued public access. Further discussion is needed with Urban Design staff to assess the trail connections at the edge of the property to ensure trails are safe and accessible.	<b>BA Group</b>	The construction of a multi-use path (MUP) along Leslie Street to provide safe public access from Steeles Avenue East all the way north to the Lake-to-Lake Route and the proposed temple are proposed as part of the “Leslie Street Safe Access Solution”. The addition of pedestrian and cycling infrastructure, in conjunction with the other roadway improvements outlined in Section 8.0 of the resubmission, will improve overall traffic conditions for all road users along Leslie Street.
8.	It appears that the east-west driveway at the terminus of Leslie Street also provides shared access to the golf club property located on the west side of the subject site and the access is restricted by a controlled gate. Please confirm any cross access easements that the subject site currently has with the neighbouring golf course property to the west. Confirmation will be required with the property owner to the west regarding the proposed vehicular easement configuration.	<b>BA Group</b>	The driveway access dividing the temple site property and the BNC lands is owned by the adjacent Bayview Golf and Country Club and is subject to a “Right-of-Way” easement (Inst. No. MA66705) that grants right-of-way to the NSA over, along, and upon this strip of land. The applicant has been in contact with Bayview Golf and Country Club regarding the proposal and they have not expressed any concerns.
9.	The secondary emergency road is proposed connecting from the subject site to John Street to the north from the current terminus of Leslie Street through the German Mills Settlers Park via an existing trail that is to be updated. The secondary access route may not be feasible due to environmental constraints. This alignment is along City’s unopened right-of-way and through existing park trail. Further discussion with Urban Design and Fire staff will be required to determine the feasibility of this emergency access alignment and possible alternative options.	<b>BA Group</b>	The emergency access route north from the terminus of Leslie Street north to John Street is no longer proposed. Improvements to Leslie Street to raise it out of the floodplain have been identified as the preferred method to provide safe access to the subject lands and existing residential uses along Waterloo Court and the Leslie Pumping Station.
10.	The TIS notes that the site is well served by transit. However, there is currently no sidewalk connection to the transit stops on Steeles Avenue.	<b>BA Group</b>	The revised proposal includes enhancements to Leslie Street which would provide a new and separated multi-use path (MUP) for pedestrians and cyclists and create a direct connection from Steeles Avenue East to the new Lake-to-Lake Route and the proposed temple.
11.	<u>Preliminary Site Plan Comments</u> A site circulation plan for the site is required for further review to ensure efficient and safe pedestrian and vehicular movements for the entire site. It should include pedestrian crossings on Leslie Street and appropriate signage to provide guidance for on-site traffic circulation and management, and area for pick-up/drop-off activities. Please provide pavement markings and signs on the site plan to facilitate safe traffic operations.	<b>BA Group</b>	See revised Conceptual Site Plan. Additional details will be provided at the Site Plan Approval phase.
12.	The site accesses should be designed to the City’s Engineering Standards.	<b>BA Group</b>	Noted. Such will be provided at the Site Plan Approval phase.
13.	Truck turning templates must be provided to demonstrate how large vehicles will maneuver through the site and at site accesses. Vehicle turning templates are also required to show ingress/egress of passenger vehicles at the parking lot aisles.	<b>BA Group</b>	Noted. Such will be provided at the Site Plan Approval phase.
14.	Internal site plan must be reviewed for AODA compliance (e.g. tactile plates).	<b>BA Group</b>	Noted. Such will be provided at the Site Plan Approval phase.
15.	<u>Transportation Demand Management (TDM) Comments:</u> The City provides the following comments in regards to TDM:	<b>BA Group</b>	
16.	Active Transportation Network: The applicant shall provide and demonstrate a safe pedestrian and sidewalk network within the proposed site. Specifically, pedestrian connection on Leslie Street to enable safe crossing between the proposed buildings shall be included. The crossings would allow north-south crossing between the areas south and north of Leslie Street. The locations should be clearly shown on drawings for City’s review.	<b>BA Group / HPA</b>	See response to #10 above.
17.	Long-Term & Short-Term Bicycle Parking: The proposed bike parking (10 long-term and 50 short-term) shall be shown on drawing for City’s review. The bike parking spaces should be distributed at each building and located as per description below: <ul style="list-style-type: none"> <li>Long-term bicycle parking is intended to be used for long duration and regularly. The area shall be designated to protect bicycles parked for longer periods of time in an enclosed and secured area. Individual storage locker units are not considered as long-term bike parking.</li> </ul>	<b>BA Group / HPA</b>	Please be advised that the application is for OPA and ZBA and we do not have this level of detail at this time. Additional details regarding the locating of bike parking will be provided during the Site Plan Approval process.



	<ul style="list-style-type: none"> <li>Short-term or “visitor” bicycle parking is designed to be used for a few minutes up to a few hours. They should be visible, and easily accessible, and placed by the entrance(s) of the building.</li> </ul>		
18.	TDM Plan: The Applicant shall provide a completed TDM Plan that includes detailed information of all TDM measures and the associated implementation costs at site-plan stage for City’s review.	<b>BA Group</b>	Noted. A preliminary TDM Plan is proposed and outlined the revised TIS for the Zoning and OPA resubmission. The specific TDM strategies will be secured and provided at the Site Plan Approval phase.
19.	TDM Cost Summary: The Applicant shall provide the City with a complete list of all TDM measures to be implemented for the proposed development. The list will become conditions in the site plan agreement, along with a TDM-Letter of Credit (LC) contribution, no included as part of the construction costs. The cost summary will identify an appropriate Letter of Credit (LC) amount for the proposed development.	<b>BA Group</b>	Noted. Physical TDM measures proposed on site include the provision of bicycle parking and the provision of several new on-site pedestrian connections that would connect the Temple, the National Centre, and the existing trail connections in the meadow and public park. A significant off-site TDM measure proposed is the reconstruction and upgrade of Leslie Street to include a formal multi-use path connection between the site and Steeles Avenue, and the improvement of the streetscape to make the multi-use path an attractive alternative to using the car to arrive to the site. Operational TDM measures proposed include the provision of information to Bahá’í members to encourage transit use and avoid peak times and the operation of buses during peak events to limit traffic activity. The various TDM measures will be confirmed and secured at the Site Plan Approval phase for the Temple and/or the National Centre.
<b>Eng. Review and Comment (*)</b> Ziad Yassi Jan 17, 2023			
1.	Development engineering have no further comments on this application. Additional comments will be provided at the detailed design stage at the Site Plan application. This circulation pertains to the Official Plan and Zoning Amendment applications only. Please address all of the comments provided by Waterworks, Transportation and Environmental Engineering.	<b>SCS</b>	Noted.
<b>Functional Servicing Review - Waterworks Comments (*)</b> Abdullah Hossain Jan 17, 2023			
1.	Page 1: As figures 2.1, 4.1, and 5.1 of the FSR&SWM are conceptual drawings, Waterworks will provide comments during the detailed engineering drawings submission stage	<b>SCS</b>	Noted.
2.	Page 4: The proposed 3 levels underground parking may impact the groundwater. Please verify and briefly explain how the groundwater issue will be dealt with. Please note the City and the TRCA usually do not support the permanent dewatering.	<b>SCS / HPA</b>	The proposal has been revised to include only one level of underground parking. Once the design for the new BNC building develops, underground levels will be studied.
3.	Page 8: Quantity control shall be provided based on the allowable unitary release rate as per the TRCA Don River watershed criteria (Catchment 31)-See the TRCA guideline.	<b>SCS</b>	Per the information included in Appendix B, the proposed development falls outside of the Catchments requiring unit release rates. In addition unit release rates are only required for areas of development greater than 5 ha, which is greater than the proposed development area. Overall the site will have an overall peak flow that is lower than existing.
4.	Page 13: Waterworks – Sanitary Capacity In Section 4.2 of the FSR, please include detailed calculation of the estimated sanitary flow of 4.8 L/s from the site.	<b>SCS</b>	Explanation of the sanitary calculation, criteria used, and values formulated from the sanitary sewer design sheet have been explained in section 4.2 of the FSSR. Detailed Sanitary calculation can be found in Appendix D – Sanitary Flow Calculations
5.	Page 13: Waterworks – Sanitary Capacity Based on the submitted FSR, the subject development appears to be institutional. However, the sanitary design sheet in Appendix D of the FSR included residential populations calculated based on 60 people/ha density. Please kindly update the design sheet to ensure consistency.	<b>SCS</b>	The sanitary design sheet, as shown in Appendix D, has been updated to reflect values in the institutional columns only and not residential.
6.	Page 18: I am not sure if the proposed emergency access road through German Mills Settlers Park is acceptable or not. Please check with applicable staff (e.g. Park department, Fire & Emergency department, Development Engineering, Transportation Engineering, etc.).	<b>SCS</b>	The proposed emergency access road through German Mill Settlers Park is no longer proposed.
7.	Page 21:	<b>SCS</b>	Per section 2.2 of the FSSR, the existing system on Waterloo Court has an additional capacity of 250 L/s. This is sufficient to take on the proposed development at existing storm maintenance hole EX.MH3.

	Who will maintain the outfall? If the City requires to maintain the outfall then it is preferable to use the existing outfall and upgrade the existing sewer as required (instead of a separate outfall). In addition, the TRCA may also object for the additional outfall.		The proposed development will therefore connect to and utilize the existing storm sewer system and outfall. A new proposed outfall is no longer required.
<b>Urban Design – Site Plan Comments (*)</b> Michelle Wong Jan 9, 2023			
1.	<b>Future Trail Alignment:</b> Will this future trail alignment be a multi-use trail or a pedestrian only trail. Please specify.	HPA	TBD at Site Plan Approval
2.	<b>Lighting:</b> Ensure to provide adequate lighting along the pathway to enhance safety measures.	HPA	Noted. Lighting will be detailed at the Site Plan Approval stage.
3.	<b>Comments Matrix:</b> Please submit comments matrix chart to indicate how each comment is being addressed.	HPA	As follows.
4.	<b>Pavilion/Mid-point Resting Spot:</b> Is there an opportunity to provide a resting area and/or a pavilion at the mid-point of the pathway to the temple? At the oval looped area where the existing grades appear to be less sloped.	HPA	Will review this for Site Plan Approval.
5.	<b>Pedestrian Path:</b> Is there a reason why a direct staircase path is provided instead of the naturalized path that was indicated at the pre-con meeting?	HPA/ Schollen	The staircase has been removed and only the trail to the north is conceptually proposed at this time. All notational and conceptual elements, shown dashed now and to be developed in the detailed stage of planning.
6.	<b>Labelling:</b> Please provide a label to indicate that this trail is the "potential future stairway" as indicated on the landscape plan. Ensure all of the submitted drawings are consistent.	HPA	Noted. Refer to revised drawings.
7.	<b>Parkland Dedication:</b> Please note that we will be securing for parkland dedication cash-in-lieu payment at the agreement stage and a land appraisal report will need to be submitted to the City to calculate this fee.	HPA	Noted. To be provided during Site Plan Approval.
8.	<b>Missing Walkway:</b> There are missing walkways on the site plan. Please ensure to label all walkways on the site plan, which is to be consistent with the landscape plan.	HPA/ Schollen	Noted. Refer to revised drawings.
9.	<b>Increase Landscape Buffer:</b> Provide a larger landscape buffer along Leslie Street to screen some of the proposed parking to the immediate west.	HPA/ Schollen	The 2800mm landscape buffer along Leslie side is provided.
10.	<b>Sidewalk:</b> The proposed sidewalk is currently intruding to the landscaped area. Please provide detail showing proposed sidewalk leading from the national centre to the end of the street. Ensure the walkway does not conflict with the ramp to above-grade parking lot.	HPA/ Schollen	Conceptual site plan has been revised and additional details regarding site design will be addressed at the Site Plan approval stage.
11.	<b>Photometric Plan:</b> Submit a photometric plan at the next submission stage and ensure lighting fixture is at 0.00, and there is no lighting spillage to the adjacent residential at the south property line.	HPA	Photometric Plan will be provided during Site Plan Approval.
<b>Urban Design – Floor Plan Comments (*)</b> Michelle Wong Jan 9, 2023			
12.	<b>Proposed Staircase:</b> Please ensure proposed staircase is AODA complaint.	HPA	Staircase has been removed.
<b>Urban Design – Landscape Concept Plan Comments (*)</b> Michelle Wong Jan 9, 2023			
13.	<b>Labelling:</b> Ensure all proposed walkways are consistently labelled on the landscape and site plan.	HPA/Schollen	Noted and applied. Refer to revised drawings.

14.	<b>Walkway:</b> Ensure proposed walkway is not intruding to the landscaped area. Please provide detail on where the walkway leads to.	<b>HPA/Schollen</b>	The design of the walkways and landscaping associated with the temple site will be addressed at the site plan approval stage. A note has been added to the drawings that states that the design of the temple and associated landscaping will be subject to a future submission.
<b>Fire Services (*)</b> <i>Joe Lanni</i> <i>Jan 18, 2023</i>			
1.	The Fire Services has reviewed the application. At this time, the Fire Services doesn't have any comments to forward related to the Major Official Plan Amendment or the Major Zoning By-law Amendment. However, the Fire Services will provide comments should the plan move forward in this capacity. Each building associated within the submitted site plan will be subject to minimum Ontario Building Code requirements related to fire access and servicing. Site plan will likely have to be revised to accommodate minimum requirements as noted by the Fire Services at the appropriate time.		Noted.
<b>Ops Dept Rev and Comment (*)</b> <i>Stephen Dearborn</i> <i>Jan 9, 2023</i>			
1.	No comments.		Noted.
<b>Waste Dept Rev and Comment (*)</b> <i>Michael DiPasquale</i> <i>Jan 17, 2023</i>			
1.	Waste to provide comments on site plan submission.		Noted.

#	Toronto Regional Conservational Authority	Consultant	Response
<b>TRCA Comments (*)</b> <i>Michelle Bates, Senior Planner, Development Planning and Permits</i> Feb 13, 2023			
	TRCA staff have reviewed the materials in Appendix 'A' and provide our detailed comments in Appendix 'B'. Overall, staff have identified the following fundamental matters that will need to be addressed before we are able to recommend approval of the OPA and ZBA:	MGP	Noted.
1.	<b>Safe Access</b> – Safe access to the proposed development will need to be demonstrated to the satisfaction of TRCA and the City of Markham in accordance with the PPS, provincial technical guidelines, TRCA policies and, as applicable, local emergency service provider. Based on the comments in Appendix 'B', further information regarding the existing hazard limits and the location and design of the future north access road is required to determine if it can be considered safe access.	MGP	The safe access route north to John Street is no longer proposed. Instead, improvements to Leslie Street are proposed to raise it out of the flood plain and provide safe access to the Subject Lands, existing residential uses along Waterloo Court and the York Region Pumping Station.  Details of the Leslie Street work will be submitted under separate cover.  See details in response to City Comments #1-3.
2.	<b>Limits of Development</b> – Once safe access has been demonstrated, the limit of development (including construction of buildings and structures, parking and hardscaping, on site stormwater infrastructure, grading, etc.) needs to be established to the satisfaction of TRCA and the City of Markham and in accordance with the PPS, municipal policies and TRCA's policies. Based on the comments in Appendix 'B' TRCA requires that the Temple (and associated site alteration) and new parking, accessory buildings and additions at 7290 Leslie Street be relocated outside of the Natural System (including hazardous lands and buffer), consistent with comments from the City of Markham regarding the Natural Heritage System.	MGP	See details above in response to City Comments #1-3.
3.	<b>OPA &amp; ZBA Text and Schedule Modifications</b> – The OPA and ZBA wording and schedules must ensure that a 10 metre buffer from natural hazards are designated and zoned for protection. In this regard, minor changes are required.	MGP	The OPA and ZBA and associated schedules have been revised to include the 10 metre buffer from the Long Term Stable Top of Slope and surveyed dripline at the temple site.
4.	<b>Stormwater Management</b> – A stormwater management strategy needs to be provided demonstrating how TRCA's stormwater management criteria will be satisfied. To support the stormwater management strategy, seasonal high ground water levels are also required.	SCS	The stormwater management section has been updated which outlines the SWM Strategy for the development and how it will satisfy the TRCA's criteria at the site plan application stage. The most recent groundwater information has been incorporated into the updated report.
5.	<b>Trail System</b> – An appropriate trail location and design needs to be provided which minimizes impacts to the hazardous lands (valley) and does not aggravate erosion/slope stability or create new risks. Additional information and revisions to the current trail system are required as per Appendix 'B'. Note: While trails may ultimately be deferred to detailed design, given the complexities of this site and that determining an appropriate trail system and design may be an iterative process, TRCA recommends that the applicant continue working towards the trail solution through the OPA and ZBA process.	GEI, Schollen, HPA, MGP	The proposed stair trail has been removed from the proposal. The trail alignment route to the north as illustrated is conceptual and will be refined at the SPA stage and detailed design stage in the process.
	The list above captures overarching issues that need to be resolved prior to TRCA's support of the OPA and ZBA. This list is not exhaustive and the applicant is advised to review and address all comments in Appendix 'B'.	MGP	Noted.
6.	<b>Application Review Fee</b> In accordance with TRCA's 2022 Planning Services Fee Schedule, a review fee in the amount of \$14,330.00 (OPA/ZBA - Major) is required. Please provide a cheque in this amount payable to Toronto and Region Conservation Authority to TRCA's Office (101 Exchange Avenue, Vaughan ON L4K 5R6). Please note, this fee covers our review of up to three submissions and up to two meetings. Additionally, any future municipal planning or TRCA Permit Applications will be subject to separate review fees in accordance with TRCA's Permitting Services Fee Schedule in effect at that time.	MGP	Noted.

#	Toronto Regional Conservational Authority	Consultant	Response
7.	<p><b>Recommendation</b> TRCA appreciates the applicant's early engagement on this project which has helped to progress certain matters. At this time there are matters related to safe access, limits of development, amendments to text and schedules, and stormwater management that need to be addressed prior to TRCA's support of an OPA and ZBA. We understand that the access and parking issues are complex and staff would be pleased to meet with the applicant and City and work towards solutions in an effort to expedite approvals. Following this we request a re-submission addressing our comments.</p> <p>We trust this is of assistance. Should you have any questions or comments, please do not hesitate to contact the undersigned at 437-880-2287 or <a href="mailto:michelle.bates@trca.ca">michelle.bates@trca.ca</a>.</p>	MGP	Noted.
<b>Appendix 'B' : Detailed Comments – Submission 1</b>			
Feb 13, 2023			
DPP-1	<p><b>TRCA Permit</b> Please note the proposed works are located within the Regulated Area under Ontario Regulation 166/06. A permit from TRCA will be required prior to the commencement of any development (including construction, grading, site alteration/preparation, etc.) within our Regulated Area. A permit application can be made to TRCA once the project advances through the planning stages.</p>		Noted.
DPP-2	<p><b>Planning Justification Report (PJR)</b> The PJR should demonstrate conformity to all natural hazard policies within the Provincial Policy Statement. Of note is that discussion regarding safe access is omitted. Please see DPP-3 for further technical information required to demonstrate safe access. The PJR should also consider TRCA's Living City Policies and Ontario Regulation 166/06 as a permit from TRCA will be required and the development plan brought forward through this OPA and ZBA will also need to be supportable from a permitting perspective.</p>	MGP	Section 4 of the Planning Report by MGP has been updated to demonstrate conformity to the PPS including safe access. Additional discussions are providing regarding the TRCA's Living City Policies and O Reg 166/06 in both the Planning Report and Updated EIS.
DPP-3	<p><b>Safe Access</b> In accordance with Policy 3.1.2 of the Provincial Policy Statement, Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. Development (defined by the Conservation Authorities Act) within the Regulated Area must also meet TRCA's Living City Policies and the tests of Ontario Regulation 166/06, as amended or superseded.</p> <p>Throughout Pre-Consultation TRCA has identified safe access as an issue and encouraged the applicant to seek an access outside of the valley system. However, TRCA understands that the applicant is seeking safe access through an existing trail / unopened Right of Way located east of the development. The following information is required to determine if the proposed access can be supported in principle and as safe access.</p> <p><i>Erosion hazard</i> a) Please provide a Meander belt / Fluvial Geomorphic Study identifying the erosion hazard limit associated with the channel migration, in accordance with TRCA's Meander Belt Width Delineation Procedures and provincial technical guidelines. This study was required as part of a complete application and not submitted.</p>	GEI	An alternative safe access approach is proposed that involves raising Leslie Street out of the flood limit.
		GEI	The second submission of the Scoped EIS included an in-depth discussion of the erosion hazard limit within Section 3.3. This section reviews and summarizes the Erosion Hazard data prepared by Greck for the TRCA's German Mills Sanitary EA. This work identifies the erosion hazard limit for the German Mills Creek and confirms that no hazard areas overlap with the Subject Lands or the areas where development is proposed, and additional relevant slope stability information is also reviewed as prepared by Terraprobe as part of this submission and reconfirming the proposed development is not located within an erosion hazard.

#	Toronto Regional Conservational Authority	Consultant	Response
	b) Please provide a grading plan for the access road. The access must be outside of the meander belt and any unstable slope areas and where possible, the road be setback 6 metres from these areas to provide space for future maintenance or erosion protection works.	SCS	North access road towards John Street is no longer being proposed. Instead the ex. Pavement of Leslie proposed to be raised above the floodplain. Details of the Leslie Street work will be submitted under a separate cover.
	c) Please demonstrate that all grading works associated with the access meet TRCA Geotechnical Engineering Requirements (See GE-1).	SCS	North access road towards John Street is no longer being proposed. Instead the ex. Pavement of Leslie proposed to be raised above the floodplain. Details of the Leslie Street work will be submitted under a separate cover. The grading design of Leslie Street will meet the TRCA and City of Markham requirements
	d) Please identify any vegetation removals in the vicinity of the erosion hazard, and associated restoration areas.	GEI	The second submission of the Scoped EIS includes a detailed discussion on the erosion hazard limit in Section 3.3.3; however, the conclusion is that the Subject Lands are outside of the erosion hazard limit and therefore there are no vegetation removals to account for.
	<i>Flood plain hazard</i> e) Please update the Regulatory flood plain delineation per Water Resources Engineering Comment 1 (WRE-1).	SCS	See the response to WRE-1
	f) Please demonstrate the access will be outside of Regulatory flood plain OR if avoidance of the Regulatory flood plain is not possible, provide a discussion regarding how access meets provincial technical guidelines for flood depths and velocities and a Flood Plain Analysis for any grading within the flood plain (demonstrating no adverse impacts to the flood plain or other properties).	SCS	North access road towards John Street is no longer being proposed. Instead the ex. Pavement of Leslie proposed to be raised above the floodplain. Details of the Leslie Street work will be submitted under a separate cover.
	g) Please identify any vegetation removals in the vicinity of the flood plain hazard, and associated restoration areas.	GEI	The second submission of the Scoped EIS will identify any relevant vegetation removals that may be necessary within the floodplain hazard, however, none are proposed.
	<i>General</i> h) Please identify any vegetation removals in respect of the proposed development, and associated restoration areas.	GEI	The Tree Inventory and Assessment as well as the Compensation Plan identify all proposed vegetation removals associated with the proposed development and associated restoration areas.
	<i>Local Emergency Services</i> i) Please provide confirmation from the City of Markham that the access design satisfies local emergency service provider requirements.		City of Markham to confirm.
DPP-4	<b>Temple (7290 Leslie Street) – Limits of Development</b> The proposed temple and associated site alteration works are within TRCA’s Regulated Area under Ontario Regulation 166/06. A permit from TRCA is required for development within our Regulated Area and such development will need to satisfy our Living City Policies and the tests of our Regulation. Accordingly:  a) Please relocate all development works associated with the temple (e.g., structures, retaining walls, amenity areas, grading, site alteration, vegetation clearing) outside of the 10 metre buffer to the Long Term Stable Top of Slope in accordance with TRCA’s Living City Policies.	HPA, GEI, Schollen,	The proposed temple size has been reduced and shifted to the west to provide additional construction zone around the temple and avoid encroachments into the 10 metre setback from the Long-Term Stable Top of Slope. Additionally, adjacent landscaping within the 10 metre setback will only include invasive species removal and restoration of the landscape.
DPP-5	<b>Parking and accessory buildings (7290 Leslie Street) – Limits of Development and Draft Official Plan Amendment Text</b> Throughout TRCA’s Concept Development Application process and municipal Pre-Consultation, TRCA has expressed concerns regarding intensification and/or re-development at the bottom of the valley at 7290 Leslie Street, which includes the new parking, buildings and additions to historical buildings, and retaining walls. This area is within TRCA’s Regulated Area under Ontario Regulation 166/06 and is considered hazardous lands (see definition on Page 158 of LCP and definitions in the Provincial Policy Statement). Policy 8.4.4 of the LCP states that development within regulated area that proposes to modify hazardous lands is not permitted. Policies 7.5.2.2 b) and 7.5.2.4 a) also state that Natural Systems (Valley Corridors) not form part of the area to be designated or zoned for development under a	HPA, GEI, MGP	The proposed parking lot will replace the existing, open lawn area with a highly sustainable ‘green’ parking lot that employs Low Impact Development (LID) options (see Conceptual SWM Plan by SCS).  The Scoped EIS also outlines that this open residential area within the valleyland acts as foraging habitat for bats, with high numbers of bats recorded passing through this area over the 10 evenings surveyed in June of 2022. Therefore, this location being left as an open (non-treed) area maintains its current ecological function that would be lost if it was targeted for reforestation efforts. To enhance this ecological function, targeted species will be incorporated into the buffer and dripline plantings to bring in insects and other biota to continue the open foraging habitat on site.

#	Toronto Regional Conservational Authority	Consultant	Response
	<p><i>Planning Act</i> application, but rather, be designated and zoned in an appropriate environmental protection category. Accordingly:</p> <p>a) TRCA continues to not support the proposed parking, additions and new structures within the valley, and encourage the removal and restoration of structures and hardscaping within this area. TRCA is willing to explore alternative uses for the area within this area that would be subject to minimal risk and have lesser impacts to the valley corridor.</p>		<p>The proposal has been revised to remove the proposed stair access from the parking lot up the slope to the temple. The proposal maintains that this area is needed and appropriate for parking to support the temple and beneficial from an ecological perspective to be maintained as an open non-treed area to continue to support bat foraging activities.</p> <p>Furthermore, is uniquely situated to support pedestrian and cyclists activities for adjacent parks, open space and trails, such as the Lake-to-Lake trail.</p> <p>Section 8.4.5 of the Living Cities Policy states that development, interference or alteration within a regulated area may be permitted where it can be demonstrated to the satisfaction of TRCA, through appropriate technical reports, assessments, site plans and/ or other documents as required by TRCA, that various conditions are met. The list below outlines, at a high-level, whether the current 'green' parking lot design addresses / will address the conditions presented in Section 8.4.5:</p> <ul style="list-style-type: none"> <li>a) the control of flooding, erosion, dynamic beaches, pollution or the conservation of land will not be affected; <b>N/A</b></li> <li>b) the risk to public safety is not increased; <b>Geotechnical Study and EIS confirm the parking lot is not located within an erosion hazard</b></li> <li>c) susceptibility to natural hazards is not increased and no new hazards are created; <b>Geotechnical Study and EIS confirm the parking lot is not located within an erosion hazard</b></li> <li>d) there are no adverse hydraulic or fluvial impacts on rivers, creeks, streams, or watercourses; <b>the parking lot is located outside the German Mills Erosion Hazard</b></li> <li>e) there are no adverse impacts on the natural coastal processes of the Lake Ontario shoreline; <b>N/A</b></li> <li>f) negative or adverse hydrological or ecological impacts on natural features and functions, including wetlands, are avoided or mitigated; <b>Yes</b></li> <li>g) intrusions on natural features, areas and systems contributing to the conservation of land, including areas providing ecological functions and hydrologic functions, are avoided or mitigated; <b>Yes , intrusions into the natural features are avoided and the conceptual SWM Plan illustrates maintenance of the hydrologic functions.</b></li> <li>h) groundwater discharge which supports natural features and areas or hydrologic or ecological functions on-site and other sites hydrologically connected to the site are maintained; <b>Yes, see Hydrogeological Study</b></li> <li>i) groundwater recharge which supports natural features and areas or hydrologic or ecological functions on-site and other sites hydrologically connected to the site will be maintained; <b>Yes, see Hydrogeological Study</b></li> <li>j) access for emergency works and maintenance of flood or erosion control works is available; <b>Yes</b></li> <li>k) TRCA's stormwater management criteria (water quantity, water quality, erosion control and water balance for groundwater and natural features) have been met, where applicable, based on the scale and scope of the project; <b>Yes, see Conceptual SWM Plan as part of the FSR by SCS</b></li> <li>l) pollution, sedimentation and erosion during construction and post construction is minimized using best management practices including site, landscape, infrastructure and/or facility design (whichever is applicable based on the scale and scope of the project), construction controls, and appropriate remedial measures; <b>Yes, see Conceptual SWM Plan as part of the FSR by SCS</b></li> </ul>

#	Toronto Regional Conservational Authority	Consultant	Response
			<p>m) appropriate restoration works of sufficient scale and scope in accordance with TRCA standards will be implemented; <b>Yes</b> and</p> <p>n) works are constructed, repaired and/ or maintained according to accepted engineering principles and approved engineering standards or to the satisfaction of TRCA, whichever is applicable based on the scale and scope of the project in accordance with TRCA standards.</p> <p><b>Yes</b></p> <p>This information will be discussed in detail within Section 4.9 of the second submission of the Scoped EIS.</p>
DPP-6	<p><b>Draft Official Plan Amendment (Text &amp; Maps):</b></p> <p>a) Please revise Maps 1-6 to place all of the hazardous lands and its buffer within the Greenway System designation and Natural Heritage System. The Provincial Policy Statement (2014) identifies hazardous lands along river systems as including the land covered by water to the furthest landward limit of the flooding hazard or erosion hazard limits (e.g., Long Term Stable Top of Slope). Therefore, the upper limit should be 10 metres from the Long Term Stable Top of Slope (unless other features require greater protection) and the lower limit should be the east property boundary as the valley continues off-site to the river.</p>	MGP	See updated OPA Schedules
	b) Valleylands mapping on Map 6 should be revised to include the entire valleylands on 7290 Leslie Street (i.e., east property up to LTSTOS)	MGP	See updated OPA Schedules
	c) Please ensure that the Greenway System also reflects other lands (e.g., Significant Woodlands, restoration areas) as required by the City.	MGP	See updated OPA Schedules
	<p>d) The trail requirements noted in Section 9.18.XX.3 require further review and input from a professional Geotechnical Engineer (please also see TRCA’s Geotechnical Engineering comments). Please update Section 9.18.XX.3 based on design recommendations from the Geotechnical Engineer. Alternatively, to defer this to the Site Plan Application stage, please remove the current Section 9.18.XX.3 wording and replace it with the following:</p> <p>“Notwithstanding Policy 3.1.1.9, trails may be permitted within the Greenway System provided that that the design satisfies geotechnical engineering requirements to the satisfaction of Toronto and Region Conservation Authority and minimizes the impacts on the ecological integrity of the Greenway System to the satisfaction of the City of Markham.”</p>	MGP	OPA policy updated accordingly.
DPP-7	<p><b>Draft Zoning By-law Amendment (Text &amp; Schedule)</b></p> <p>Schedule 1 needs to be revised to place all lands within 10 metres of the Long Term Stable Top of Slope within the Greenway 1 (GW1) Zone. Ensure that all other lands required by the City (e.g., Significant Woodlands, Significant Valleylands) are also zoned for protection.</p>	MGP	See updated ZBA Schedule
DPP-8	<p><b>Trails</b></p> <p>Two trails (a staircase and walking trail) are proposed along the valley and TRCA’s Regulated Area under Ontario Regulation 166/06. Section 8.10.3 and 8.10.5 of our Living City Policies provides policies for non-motorized trails which are focused on maintaining existing topography to the extent possible, demonstrating that the risk to public safety will not be increased / erosion hazards will not be aggravated, and minimizing intrusions into natural features, areas and systems contributing to the conservation of land. In this regard, Planning Staff provide the following comments:</p>	HPA, GEI, Schollen	<p>The proposal has been revised to remove the staircase from the parking lot to the temple, and an alternative route has been provided along the existing driveway north of Lot 1. The trail alignment conceptually illustrated from the parking lot north around to the temple has been notational located to minimize impacts to vegetation and address the grading requirements.</p> <p>The second submission of the Scoped EIS includes the revised development plans and associated proposed trail alignments. Additional policy discussion has been included within Sections 1.3.4 and 4.9 within second submission of the EIS that aims to demonstrate how the proposed development</p>



#	Toronto Regional Conservational Authority	Consultant	Response
	<p>a) Please minimize impacts and disturbances to the valley by limiting to one trail through the valley (also see PE-2 comment). Consider a secondary/alternative access to the temple on lands outside of the valley (e.g., north side of Lot 1).</p> <p>b) Please provide further discussion on how the trail is in the area of least impact considering both the erosion hazard and natural features associated with the valley</p> <p>c) Please show any required grading and/or retaining structures.</p> <p>d) Please outline any accessibility requirements or preferences.</p>		has considered applicable policy direction. The proposed alignment of the trails is be refined at the SPA stage through consultation with TRCA and the City.
<b>Water Resources Engineering (WRE)</b>			
WRE-1	<p><b>Limits of Development and Access Road</b> For TRCA review, please include the hydraulic cross sections on the floodplain map sheet to determine the accuracy of the plotted floodline. Please include the floodplain and associated floodplain setback on all relevant plans. For clarity, please include a floodplain mapsheet without the aerial image.</p>	SCS	Figure 7.2 of the FSSR Report has been added to reflect the locations of the hydraulic cross-sections from the TRCA's floodplain model and map sheet and eliminate the aerial image. Note that a floodplain analysis is being completed to illustrate the proposed condition of Leslie Street. This assessment will be completed and submitted to the TRCA under separate cover in advance of but in support of the SPA.
WRE-2	<p><b>Access Road</b> It was noted an emergency access road is proposed for safe ingress and egress to the proposed development north along the Leslie street right-of-way. Please provide the limit of disturbance required to facilitate the grading of the proposed access road. Please ensure all development (grading and infrastructure) is located outside of the floodplain and floodplain setback. Please see DPP-5 for additional comments regarding the road.</p>	SCS	North access road towards John Street is no longer being proposed. Instead, Leslie Street is proposed to be raised above the floodplain. Details of the Leslie Street work will be submitted under a separate cover.
WRE-3	<p><b>SWM</b> Please note at this time it is required that the Functional Servicing and Stormwater Management Report (SCS, October 2022) demonstrate the feasibility of the design to meet the TRCA's 2012 Stormwater Management Criteria. Based on this, additional information is required in the next submission for review and comment including but not limited to the following:</p> <ol style="list-style-type: none"> <li>Existing and proposed storm drainage plans illustrating the pre- and post-development catchment areas and imperviousness to the proposed outlet.</li> <li>Quantity control calculations defining the allowable release rates and demonstrating how the proposed on-site controls (i.e. underground storage chambers) will meet the allowable release rates in the post-development scenario for the 2 through 100 year storm events.</li> <li>Quality control calculations demonstrating the combination of proposed on-site LID measures (i.e. MTDs, grassed swales, and permeable pavers) will provide the required 80% TSS removal.</li> <li>Erosion control calculations demonstrating how runoff from the first 5 mm of rainfall over the proposed development will be retained on site with the proposed LID measures (i.e. grassed swales, pervious pavement, increased topsoil depth, and water reuse).</li> <li>Typical details for all infiltration based LIDs demonstrating the required separation the seasonally high groundwater level will be met. Calculations demonstrating the required drawdown time will be met based on in-situ infiltration testing at the proposed LID locations.</li> <li>Proposed LID drainage area and location plan.</li> </ol> <p>Please include discussion in the FSSR on the proposed SWM strategy for the proposed emergency access road.</p>	SCS	<p>We note that this application is in support of an OPA and ZBA. Although there is a concept plan provided to demonstrate the vision for the site, there is no detailed plan available yet to undertake any detailed SWM evaluation and associated calculations. Regardless of the proposed zoning allowances for the proposed building and amenities, the SWM criteria established in the FSSR in support of the OPA/ZBA application must be satisfied prior to the City approval. We believe it is inappropriate to request this level of detail at the OPA/ZBA stage since there is no Site Plan available yet to use as a base for any SWM design purposes so anything we assume at this stage using the Concept Plan is irrelevant. However, as discussed, we have provided a preliminary SWM assessment based on the concept plan to demonstrate the SWM criteria can be satisfied, however we note that the details of the SWM system may be modified at the Site Plan Application stage once a detailed design of the site and SWM infrastructure is prepared.</p> <ol style="list-style-type: none"> <li>An existing and preliminary proposed storm drainage plan has been provided.</li> <li>Quantity control calculations using the modified rational method have been provided for the three areas of development (temple, National Centre, parking lot) to provide potential quantity control volume requirements to achieve the 2-100yr level of control. We have assumed this control volume will be achieved via underground chambers and have provided a preliminary footprint and location, both of which will be confirmed at the SPA stage.</li> <li>Quality control calculations can not be provided at this early stage since this would require a detail design of the proposed quality control measures which we can not provide at this stage without a detailed site plan. We have provided a toolkit of LID measures which can be utilized to achieve the 80% TSS removal requirement including MTDs, grassed swales, infiltration trenches, pervious pavement, bioswales, raingardens or other LIDs. The detailed location of these facilities will be provided at the SPA stage. We note that in accordance with previous precedents in TRCA's jurisdiction, only passive LID such as bioswales or raingardens will be proposed within the buffer areas. Any hard infrastructure such as MTDs, pervious pavement or infiltration trenches will be outside of the buffers and the building placement must</li> </ol>

#	Toronto Regional Conservational Authority	Consultant	Response
			<p>accommodate any required SWM measures.</p> <p>d. Erosion control calculations have been provided based on the potential impervious areas shown on the Concept Plan. The associated control volumes for each of the Temple, National Centre and parking lot areas have been shown. At this time, the associated volume has been assumed to be included within the underground storage facilities identified for quantity control, however we note that at the Site Plan Application stage a portion of this storage may in fact be accommodated within the various LID features that could be provided throughout the site.</p> <p>e. Typical details for various infiltration based LID measures that could be utilized at the Site Plan application stage have been provided. Since we don't know where these LID will be located at this time, detailed drawdown calculations can not be provided based on specific in-situ testing at the LID locations. However, as shown in the attached Geotechnical and Hydro-Geotechnical reports by Terraprobe dated December 2023, the surficial soils at the site are Clayey Silt with an anticipated infiltration rate of 22.8 mm/hr (as calculated in Appendix C of the functional servicing and stormwater management report) and a groundwater depth of between 3.1 &amp; 10.7m below ground. Detailed LID design and associated drawdown calculations will be provided at the SPA stage. Should infiltration not be possible, filtration measures will likely be pursued.</p>
WRE-4	<p><b>SWM</b></p> <p>The FSSR discusses the need for a new outfall to German Mills Creek. Per the TRCA's 2012 SWM Criteria, infrastructure associated with outfalls (e.g. headwalls, plunge pools) are required to be located outside of the meander belt and 100 year erosion limit. To ensure the feasibility of the proposed outfall, please demonstrate the proposed outfall will be located outside of the meander belt and 100 year erosion limit.</p>	SCS	The City has requested that the existing outfall be utilized to limit multiple outfalls to the valley. We have shown this solution in the updated report and therefore assume that this comment no longer applies.
<b>Planning Ecology (PE)</b>			
PE-1	<p>The master plan, site plan and EIS figures identify the proposed temple and associated retaining wall within the 10m buffer from the dripline of the significant woodland and the limit of the developable area / limit of grading at or in close proximity to the top of bank and significant woodland dripline. Further to discussions at the site visit, the temple should be moved west, as well as associated retaining walls and grading to avoid conflict with these constraints.</p> <p>It is understood that removal of invasive species throughout the buffer from dripline to the significant woodland is proposed. Such efforts are supported. However, grading within this area and the placement of retaining walls and hard landscaping elements are not supported.</p>	HPA, GEI, Schollen	The Conceptual Site Plan has been revised so that the temple and any associated structures and construction grading are not located within the 10-metre setback from the LTSTS.
PE-2	Various plans show a staircase from the log house site directly to the temple. Building on previous discussions, TRCA does not support this as the disturbance to the slope required for construction would be significant. If a direct pedestrian connection between the log house site and the Temple is required, please propose a route along the northern edge of Lot 1 at 7200 Leslie St. Please remove the staircase from all plans.	HPA, GEI, Schollen	The staircase has been removed.
PE-3	Previous discussions on the proposed parking in Lot 2 near the log house explored options in more active, development heavy portions of the site. It does not appear that an analysis of alternatives to placement of parking near the log house has taken place. One option discussed was the placement of a row of spaces along the northern limit of Lot 1 where traffic, lighting and other anthropogenic influences are greater. Additional rows of parking at the east end of Lot 1 should also be explored. Please provide an analysis of parking options that would avoid the conversion of lawn near the log house to parking.	HPA, GEI, Schollen	<p>See Parking Analysis in Section 6 of the Updated EIS for rationale and need for some parking to be provided in this location.</p> <p>Please see response to comment #8 from the City of Markham, above.</p>
p	Please confirm the monitoring requirements and commitments for the various restoration efforts proposed. Monitoring is mentioned by Schollen specific to invasives removals. This is supported.	Schollen	Additional monitoring recommendations and associated costs will be incorporated into the Restoration Strategy document to be prepared at the detailed design stage in the process.

#	Toronto Regional Conservational Authority	Consultant	Response
	Monitoring will also be required for planting and seeding success, erosion issues along the proposed trail and the gabion removal areas. No monitoring is explicitly included in Schollen's estimates. TRCA would be happy to assist in determining appropriate monitoring components, frequency and duration.		
<b>Geotechnical Engineering (GE)</b>			
GE-1	<p><b>Emergency Access</b> The next submission needs to demonstrate all the below with regard to the proposed emergency access (safe access):</p> <ol style="list-style-type: none"> <li>Please provide all grading information on a site/grading plan, cross-sections and longitudinal profile.</li> <li>Please avoid the use of retaining walls and any cut/excavation into the toe of slope.</li> <li>Please provide confirmation from a geotechnical engineer that the emergency access grading and earthworks have been reviewed and works meet global stability with a minimum factor of safety and will not adversely impact slope stability. Please refer to TRCA <a href="#">Geotechnical Engineering Design and Submission Requirements</a> for more information.</li> </ol>	<b>SCS</b>	The access route through the unopened Leslie Street ROW is no longer being pursued for the emergency access route.
GE-2	<p><b>Geotechnical Report by Terraprobe: Determination of the LTSTOS</b> The determination of the Long-term Stable Top of Slope (LTSTOS) within the geotechnical report by Terraprobe is acceptable (i.e., the staked top of slope represents the LTSTOS).</p>		Noted
GE-3	<p><b>Trails</b> Overall, TRCA staff are very concerned that the proposed staircase and trail will result in disturbance to native soils and will exacerbate the slope hazard. Development Planning and Permits and Planning Ecology staff have expressed concerns regarding impacts of multiple trails and recommend the removal of the proposed staircase from the log cabin to the temple (see DPP-3 and PE-2). Geotechnical Engineering staff note that only conceptual information has been provided regarding the proposed trail; however, the disturbance footprint for a trail is typically wider than the ultimate trail footprint due to construction and grading requirements. The proposed trail will likely need grading/earthworks, stabilization, and may require retaining structures (example: see Cross-section D-D3 within the geotechnical report as well as the location of switchbacks on the site plan). Further, the introduction of any retaining walls can be problematic in the long-term. Retaining walls can become deteriorated and lose of their stabilization effects and their failure and/or remediation works can disturb hazardous lands. Provide an updated Geotechnical Report and grading plan addressing the following comments to determine the feasibility, location and design of a trail within the valley:</p> <ol style="list-style-type: none"> <li>Please provide additional grading details for the trail, including the extent of slope alterations (both temporary and permanent alterations) as well as the areas with retaining structures and stabilization measures to facilitate the proposed grading on the site plan, longitudinal profile and cross-sections showing the existing grade vs proposed grade. Please outline how the trail construction will have a minimal footprint and disturbance. Should it be necessary for a portion of the trail to include a staircase (i.e., to minimize grading), helical piles should be used to reduce the area of disturbance.</li> <li>The proposed trail grading and earthworks need to be assessed by the geotechnical engineer to confirm that the measures are appropriate to achieve the global stability with a minimum factor of safety for the altered slope by the proposed works for the future trail shown on the masterplan.</li> <li>Should any portion of the trail contain a staircase, please provide further geotechnical/slope stability analysis considering the potential impact of the loads applied to the slope by the staircase and confirming that it will not destabilize the slope.</li> </ol>	<b>HPA, GEI, Schollen</b>	The stairway has been removed. All details regarding the trail will be addressed at SPA design stage.

#	Toronto Regional Conservational Authority	Consultant	Response
	d. Please ensure that the trail details presented is consistent with other TRCA comments (DPP-8 and PE-2).		
GE-4	<b>Masterplan: restored tennis courts and existing toe retaining wall</b> The masterplan identifies some existing tennis courts to be removed and restored at 7015 Leslie Street. Please clarify if the proposed works will result in any alterations to the exiting toe retaining wall.	<b>Schollen</b>	Notation has been added to the Restoration Plan drawing and additional text will be provided in the LRES.
<b>Hydrogeology</b>			
HG-1	<b>Groundwater Levels</b> The ground water levels provided may be close to the seasonal high, but may not have fully equilibrated. Please provide additional ground water level monitoring to confirm the seasonal high. This information is required at this time to support the proposed stormwater management strategy.	<b>SCS / Terraprobe</b>	Groundwater levels will continue to be monitored to provide seasonal information and will inform the detailed SWM design at the SPA application stage. Groundwater elevations monitored until November 2023 are attached with the matrix as <b>Appendix A</b> . Hydrogeology report will be updated upon completion of yearly monitoring.
HG-2	<b>Dewatering</b> It is unclear if the information provided was for construction or long term dewatering. Please confirm the Zone of Influence and dewatering discharge location associated with long-term dewatering. As foundation waterproofing may be necessary to avoid adverse impacts or long term maintenance issues, TRCA strongly recommends that long-term dewatering information be provided and considered at this time. Dewatering information should also be updated as the design progresses.	<b>Terraprobe</b>	<p>The dewatering was subdivided into three (3) structures:</p> <ul style="list-style-type: none"> <li>• <b>BNC National Centre:</b> Proposed three (3) levels of underground car park. Both short term and long-term dewatering rates were calculated/modeled (see 6.2.2)</li> <li>• <b>Visitor Centre, Lobby and Tunnel:</b> Short term and long-term flow will be finalized at a will be calculated once the detailed design is available for the visitor center and the connecting tunnel.</li> <li>• <b>Temple:</b> Only short-term flow is expected during excavation, primarily storm water.</li> </ul> <p>As mentioned in the hydrogeological report, the only long-term dewatering required will be at the BNC National Centre. Long term dewatering will primarily compose of passive groundwater seepage from the surrounding soils and will not involve any active pumping. Hence there will be no zone of influence associated with long-term dewatering.</p> <p>The groundwater is to be discharged either upstream or downstream of the collection of surface runoff on-site. There has been a sewer assessment completed for the existing storm sewer on Waterloo Court south of the site. runoff flows will be controlled to an acceptable level to be accommodated into the sewer system. The location of discharge (either upstream or downstream of SWM controls) will be detailed further in the upcoming submissions.</p> <p>As an update to the project, level 2 and 3 underground of the underground parking have been removed.</p>
HG-3	<b>Basal Heave</b> As deeper foundations into saturated sands could be an issue and impact the proposed development plan, TRCA strongly recommends to investigate and address potential for basal heave at this time. Future drawings should include more information with respect to building names/underground parking locations, etc.	<b>Terraprobe</b>	The majority of the deeper foundation excavation would be within the generally hard clayey silt to silt and clay till/clayey silt to silt and clay with the exception of BH 6 where wet sand was encountered below the till. This sand is very dense, and we recommended dewatering to lower the groundwater level and maintain it below the excavation base (at least 1.0 m) prior to and during the subsurface construction. Therefore, there is no basal heave concern.

#	York Region	Consultant	Response
<b>Regional Comments</b> Karen Whitney, MCIP, RPP – Director, Community Planning and Development Services Jason Ezer, Senior Planner Feb 15, 2023			
	Below is a summary of comments received from Regional Departments and Branches.		
<b>Transportation</b>			
1.	Transportation Planning, Sustainable Mobility, York Region Transit (YRT), and Development Engineering have no objections to the OPA related to land use. Detailed technical comments and conditions will be provided at the subsequent stages of the proposed development, as appropriate.		Noted.
<b>Wastewater and Servicing</b>			
	Infrastructure Asset Management (IAM) has reviewed the application in conjunction with the Functional Servicing and Stormwater Management Report (FSSMR), dated October 2022, prepared by SCS Consulting Group Ltd. IAM has the following comments:		
2.	<i>Water Servicing</i> The FSSMR states that the water servicing will be provided by connecting to the existing 300 mm watermain located in the Leslie Street ROW. A hydrant flow test was conducted on August 3, 2022, and the results indicate there is sufficient flow and pressure available for the site. In addition, a water model was completed by Municipal Engineering Solutions (MES) and the model supports that there is sufficient flow and pressure to service the proposed development. IAM has no further comments.	SCS	Noted.
3.	<i>Wastewater Servicing</i> The FSSMR states that the wastewater services will be provided by connecting to the existing 200 mm sanitary sewer located in the Waterloo Ct ROW at the intersection of Waterloo Ct and Leslie St. Wastewater flows ultimately outlet to the Region's Leslie Collector Sanitary Sewer. A downstream sanitary sewer capacity analysis has been conducted and the results indicate there is sufficient capacity in the downstream sewers. IAM has no further comments.	SCS	Noted.
4.	<i>Potential Construction Impact on Regional Infrastructure</i> a) The Owner is advised that there are multiple regional sanitary trunk sewers in close proximity to the development. This includes the following: <ul style="list-style-type: none"> <li>• 1200 mm diameter Leslie PS South Header Sanitary Forcemain on Leslie Street</li> <li>• 1200 mm diameter Leslie PS North Header Sanitary Forcemain on Leslie Street</li> </ul> The integrity of the above Regional infrastructure shall be protected and maintained at all times during construction and grading of the proposed development. Please be advised that any construction works in close proximity of the sanitary sewers require the Region's review and approval prior to construction. Prior to final approval of the development application, detailed engineering drawings of the works proposed in the vicinity of the Regional infrastructure identified above shall be submitted to the Region for review and comments. b) All construction drawings showing works in close proximity to the Region's infrastructure shall include the following note for the Contractor (as applicable). "The integrity of the Region's 1200 mm twin forcemains on Leslie Street are to be protected at all times." c) The Region's Construction Administrator (ENVassetapprovals@york.ca) shall be invited to attend the pre-construction meeting and to do site inspection of the construction works in relation to Regional infrastructure. At least two weeks advance notice is required.	SCS	Noted.

#	York Region	Consultant	Response
<b>Water Resources</b>			
5.	Water Resources Branch of the Public Works Department does not have any objections/concerns, subject to the following comments with the OPA application as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.	SCS	Noted.
6.	<i>Highly Vulnerable Aquifer (HVA)</i> Should the proposed major development include bulk fuel (≥ 2500L) or bulk chemicals (≥ 500L) within the HVA, a Contaminant Management Plan (CMP) will be required prior to future Site Plan approval, for Water Resources review and approval.	SCS	Noted.
7.	If a CMP is not required, a letter prepared by a qualified professional will be required in its place stating that the above noted activities will not be occurring.	SCS	Noted.
<b>Summary</b>			
8.	York Region staff has no objection to the proposed the official plan amendment and zoning by law amendment in terms of land use, subject to the Region's and TRCA's comments being addressed as part of a subsequent submission.  Should you have any questions or require further information regarding our comments, please contact Jason Ezer, Senior Planner, at 1-877-464-9675, ext. 71533, or by email at <a href="mailto:jason.ezer@york.ca">jason.ezer@york.ca</a> .		Noted.

#	Additional Agencies	Consultant	Response
<b>Enbridge Comments (*)</b>			
<i>Jasleen Kaur, Municipal Planning Coordinator, Engineering</i>			
<i>Dec 8, 2022</i>			
1.	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.		Noted.
<b>Alectra Utilities Comments (*)</b>			
<i>Stephen Cranley, C.E.T, Supervisor, Distribution Design, ICI &amp; Layouts (North)</i>			
<i>Mitchell Penner, Supervisor, Distribution Design-Subdivisions</i>			
<i>Dec 6, 2022</i>			
1.	We have reviewed the proposed Application for Zoning By-law/Official Plan Amendment and have no objections to its approval, subject to the following comments (attached below).		Noted.
2.	Alectra Utilities (formerly PowerStream) has received and reviewed the proposed Application for Zoning Bylaw/ Official Plan Amendment. This review, however, does not imply any approval of the project or plan.		Noted.
3.	We have no objection to the zoning change with the understanding the new project must meet the clearances from our lines. In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.		Noted.
4.	In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.		Noted.
5.	The customer will be responsible for contacting our New Connections department. Based on the characteristics (type) of project and size this will determine if a Service Design (Layout) or an Industrial Commercial or Institutional project (ICI) Service Application Information form will be required. Alectra will provide required standards upon request. This will avoid delays in the building process.		Noted.
<b>Rogers Comments (*)</b>			
<i>Dec 6, 2022</i>			
1.	No comments. Should you have any questions or require further information, please do not hesitate to contact York Outside Plant Engineering. <a href="mailto:yorkcirculations@rci.rogers.com">yorkcirculations@rci.rogers.com</a>		Noted.
<b>Bell Comments (*)</b>			
<i>Jan 13, 2023</i>			
1.	No comments at this time.		Noted.
<b>York Catholic District School Board Comments (*)</b>			
<i>Dec 7, 2022</i>			
1.	No comments.		Noted.
<b>Conseil Scolaire Viamonde Comments (*)</b>			
<i>Daniel Stojc</i>			
1.	No comments.		Noted.
<b>French Catholic School Board Comments (*)</b>			
<i>Dec 30, 2022</i>			
1.	No comments.		Noted.
<b>York Region Public School Board Comments (*)</b>			
<i>Jan 12, 2023</i>			
1.	No concerns/issues.		Noted.