



# Development Services Public Meeting Agenda

**Meeting No. 6 | June 17, 2025 | 7:00 PM | Live streamed**

Members of the public have the option to attend either remotely via Zoom or in-person  
in the Council Chamber at the Civic Centre

## **Members of the public can participate by:**

### **1. VIEWING THE ONLINE LIVESTREAM:**

Council meetings are video and audio streamed at: <https://pub-markham.escribemeetings.com/>

### **2. EMAILING A WRITTEN SUBMISSION:**

Members of the public may submit written deputations by email to [clerkspublic@markham.ca](mailto:clerkspublic@markham.ca).

**Written submissions must be received by 4:00 p.m. the day prior to the meeting.**

If the deadline for written submission has passed, you may:

Email your written submission directly to [Members of Council](#); or

Make a deputation at the meeting by completing and submitting an online [Request to Speak Form](#)

If the deadline for written submission has passed **and** Council has finished debate on the item at the meeting, you may email your written submission directly to [Members of Council](#).

### **3. REQUEST TO SPEAK / DEPUTATION:**

Members of the public who wish to make a deputation, please register prior to the start of the meeting by:

Completing an online [Request to Speak Form](#), or,

E-mail [clerkspublic@markham.ca](mailto:clerkspublic@markham.ca) providing full name, contact information and item they wish to speak on.

If you do not have access to email, contact the Clerk's office at **905-479-7760** on the day of the meeting.

\*If Council or Committee has finished debate at the meeting on the item, you may email your written submission directly to [Members of Council](#).

The list of [Members of Council is available online at this link](#).

Alternate formats for this document are available upon request.

Closed captioning during the video stream may be turned on by clicking the [cc] icon located at the lower right corner of the video screen.

---

***Note: As per Section 7.1(h) of the Council Procedural By-Law,  
Council will take a ten minute recess after two hours have passed since the last break.***



# Development Services Public Meeting Agenda

Meeting Number: 6

June 17, 2025, 7:00 PM - 9:00 PM

Live streamed

All Members of Council  
Development Services  
Chair: Regional Councillor Joe Li

---

Pages

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY INTEREST

3. DEPUTATIONS

4. REPORTS

4.1 PUBLIC MEETING INFORMATION REPORT, CITY OF MARKHAM AT  
CORNELL CENTRE SECONDARY PLAN AREA, CITY-INITIATED  
OFFICIAL PLAN AMENDMENT TO

2

INCORPORATE A NEW SECONDARY PLAN FOR CORNELL CENTRE  
INTO THE 2014 OFFICIAL PLAN AT CORNELL CENTRE SECONDARY  
PLAN AREA (WARD 5), FILE NO. PLAN OP 15 155158 (10.3)

Philip English, ext. 2206

5. ADJOURNMENT

**Development Services Commission  
PUBLIC MEETING INFORMATION  
REPORT**

<b>Date:</b>	Tuesday, June 17, 2025		
<b>Application Type:</b>	Official Plan Amendment (the “Application”)		
<b>Owner:</b>	City of Markham		
<b>Agent:</b>	City of Markham		
<b>Proposal:</b>	City-initiated Official Plan Amendment to incorporate a new secondary plan for Cornell Centre into the 2014 Official Plan		
<b>Location:</b>	See Figure 1		
<b>File Number:</b>	PLAN OP 15 155158	<b>Ward:</b>	5
<b>Prepared By:</b>	Philip English, Planner II, Policy Planning		
<b>Reviewed By:</b>	Duran Wedderburn, MCIP, RPP Manager, Policy	John Yeh, MCIP, RPP Senior Manager, Policy	
	Stephen Lue, MCIP, RPP Senior Manager, Development		

**PURPOSE**

To consider the draft Official Plan Amendment for the Cornell Centre Secondary Plan. The draft Cornell Centre Secondary Plan (“draft Secondary Plan”) introduces a comprehensive policy framework to achieve the vision of a vibrant mixed use, transit oriented, complete community with several new public parks and 2 new schools. The secondary plan area is planned to accommodate approximately 40,000 residents and 6,000 jobs at full build out, and a minimum density of approximately 200 people and jobs per hectare within the boundaries of the MTSA.

**PROCESS TO DATE**

The Cornell Centre Secondary Plan Study was originally initiated in 2014 as a first step to preparing a new draft policy framework for Cornell Centre. The Study was undertaken to develop a vision and land use planning policy framework for a new high density mixed-use key development area (KDA) that would integrate a range of housing types in mostly higher density formats, employment opportunities, retail/commercial, and recreational uses at transit-supportive densities and a new regional transit terminal for the broader Cornell community. The key milestones in the project to date include:

- Markham's Official Plan (2014) identified Cornell Centre as one of the Secondary Plan Areas that requires the adoption of an updated Secondary Plan.

- Initial work on the Cornell Centre Secondary Plan was undertaken in 2015, and included a [draft policy framework](#) and a land use plan for the Cornell Centre study area. However, the project was not completed due to resourcing and competing priorities.
- The project was reinitiated in late 2023, including a review of the previous work completed and an analysis of the scope of work required to complete the project within a truncated project timeline.
- Staff presented a [workplan to Council](#) on June 4, 2024, outlining the work required to update the Cornell Centre Secondary Plan based on the previous work undertaken in 2015 and the current City of Markham, York Region, and Provincial Planning policy framework.
- On November 12, 2024, staff brought forward a report to Markham's Development Services Committee that included a [draft Official Plan Amendment](#) containing the updated draft Cornell Centre Secondary Plan.
- A Community Information Meeting was held on February 5, 2025, at the Cornell Community Centre to share information on Phase 1 and 2 of the project and gather feedback and input from the public and other stakeholders on the draft Secondary Plan.

More information about the Study process and results, as well as opportunities to provide input on the draft Secondary Plan, are available on the [Your Voice Markham](#) project webpage. A copy of the draft Cornell Centre Secondary Plan is provided as Appendix 1 of this report.

## NEXT STEPS

- Consider input received through consultation and at the statutory public meeting to inform revisions to the draft Cornell Centre Secondary Plan, where appropriate; and
- Target a Recommendation Report for adoption of the Cornell Centre Secondary Plan by Council in late 2025.

## BACKGROUND

Markham's 2014 Official Plan provides direction for a new Cornell Centre Secondary Plan. Cornell Centre was originally part of Official Plan Amendment (OPA) 168 – Secondary Plan for the Cornell Planning District (2008), however, except for Cornell Centre, the Cornell Planning District is now part of the 2014 OP policy framework which directs that a new secondary plan be prepared for Cornell Centre.

Section 9.3.7.2 of the City of Markham's 2014 Official Plan provides direction to prepare a new secondary plan for Cornell Centre with the intent to build on the policies of the Official Plan and to provide detailed direction on the land use, urban design, infrastructure, community amenities, and natural heritage features to guide growth within the Cornell Centre Secondary Plan Area, and to support the development of a complete community at transit supportive densities near the Cornell Regional Transit Terminal.

The Cornell Centre Secondary Plan Area includes the Regional Corridor/Key Development Area identified on Map 1 – Markham Structure in the 2014 Official Plan. Regional Corridors/Key Development Areas are identified along the Yonge Street and Highway 7 Rapid Transit Corridors.

Key development areas include intensification areas where rapid transit services intersect with major nodes of retail and commercial development and where opportunities exist for redevelopment of large land parcels that support new public streets and mixed-use development.

Lands within the Cornell Centre Secondary Plan Area centered around the Cornell Regional Transit Terminal are also delineated as an 'Intensification Area' and a 'Regional Corridor' on Map 2 – Centres and Corridors and Transit Network in the 2014 Official Plan and are planned to accommodate development at higher densities. Highway 7, as it passes through the Secondary Plan area, is designated a 'Regional Rapid Transit Corridor'.

A portion of the lands within the Cornell Centre Secondary Plan Area are also within the Cornell BRT Major Transit Station Area ("MTSA") delineated in the 2022 York Region Official Plan ("2022 YROP") and included here as Figure 2. MTSA's are generally defined as the area within an approximate 500 to 800 m radius of a transit station, representing about a 10-minute walk. Lands within the Cornell BRT MTSA are required to achieve a minimum density of 200 people and jobs per hectare.

The draft Cornell Centre Secondary Plan establishes a comprehensive policy framework with flexibility to support the long-term development of a vibrant mixed use, transit oriented complete community. A key component of the draft Secondary Plan policy framework is a refined Community Structure featuring an enhanced Greenway System; Residential Neighbourhood Areas; Mixed Use Neighbourhood Areas; Employment Priority Lands; a Parks and Open Space System with approximately 5.2 hectares of parkland; and an improved and integrated Transportation System. Refer to Figure 4 for a map of the refined Community Structure, and Figure 3 for the Detailed Land Use.

The draft Secondary Plan permits increased heights and densities in specific locations to support the regional transit terminal, the establishment of a commercial core for the Cornell community, and to meet population and job targets for the Cornell Centre MTSA. It also takes a flexible approach to density, and provides for Floor Space Index ("FSI") as a general policy direction. Additional densities above the identified FSIs may be considered, subject to technical criteria, without an official plan amendment.

Full build out of the Secondary Plan Area will be achieved over the long-term. Development and redevelopment will be coordinated and phased with the provision of infrastructure and community facilities. Developers' Group Agreements are in place to ensure all property owners contribute equally to the provision of community amenities and infrastructure required to support growth.

Comments received to date on the draft Official Plan Amendment from prescribed bodies and stakeholders include comments ranging from general support to broader matters such as affordable

housing, transit service, viability of commercial and employment uses, and site-specific matters such as height, density, and land use.

## **PRESCRIBED BODIES**

A request for comments on the draft Official Plan Amendment was circulated to prescribed bodies in January 2025, and the draft Secondary Plan was also circulated to the Ontario Ministry of Municipal Affairs and Housing on January 19, 2025. Many prescribed bodies have responded with comments on the draft Official Plan Amendment, including support of the draft Official Plan Amendment from York Region, Toronto and Region Conservation Authority, and the York Region District School Board.

## **LANDOWNERS AND DEVELOPERS**

Written submissions were received from most of the landowners and/or developers with lands in the Secondary Plan Area. The key comments include revisions to the proposed land use designations, increasing the maximum heights and densities on specific sites; and using stronger language to require all landowners in the Secondary Plan Area to enter into the existing Developers' Group Agreement.

All comments received to date and at the Public Meeting will be considered comprehensively and inform revisions, where appropriate, of the draft Secondary Plan in the final phase of the project.

## **ACCOMPANYING FIGURES AND APPENDIX**

Figure 1: Location Map

Figure 2: Cornell Major Transit Station Area (excerpt from 2022 York Region Official Plan)

Figure 3: Map SP1 – Detailed Land Use

Figure 4: Map SP2 – Community Structure

Figure 1

## Location Map





**Figure 2**

## Cornell BRT Major Transit Station Area

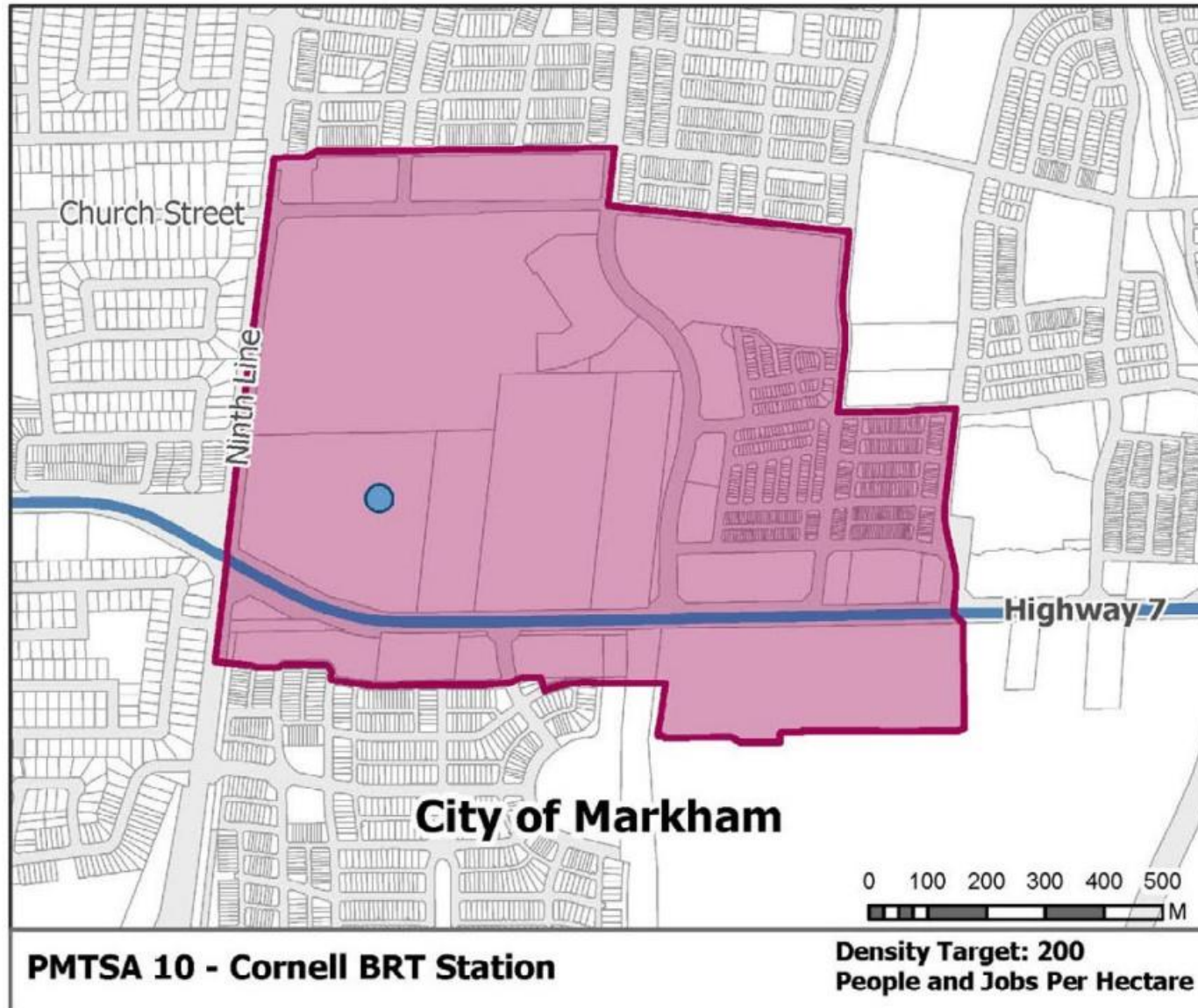




Figure 3

## Map SP1 – Detailed Land Use

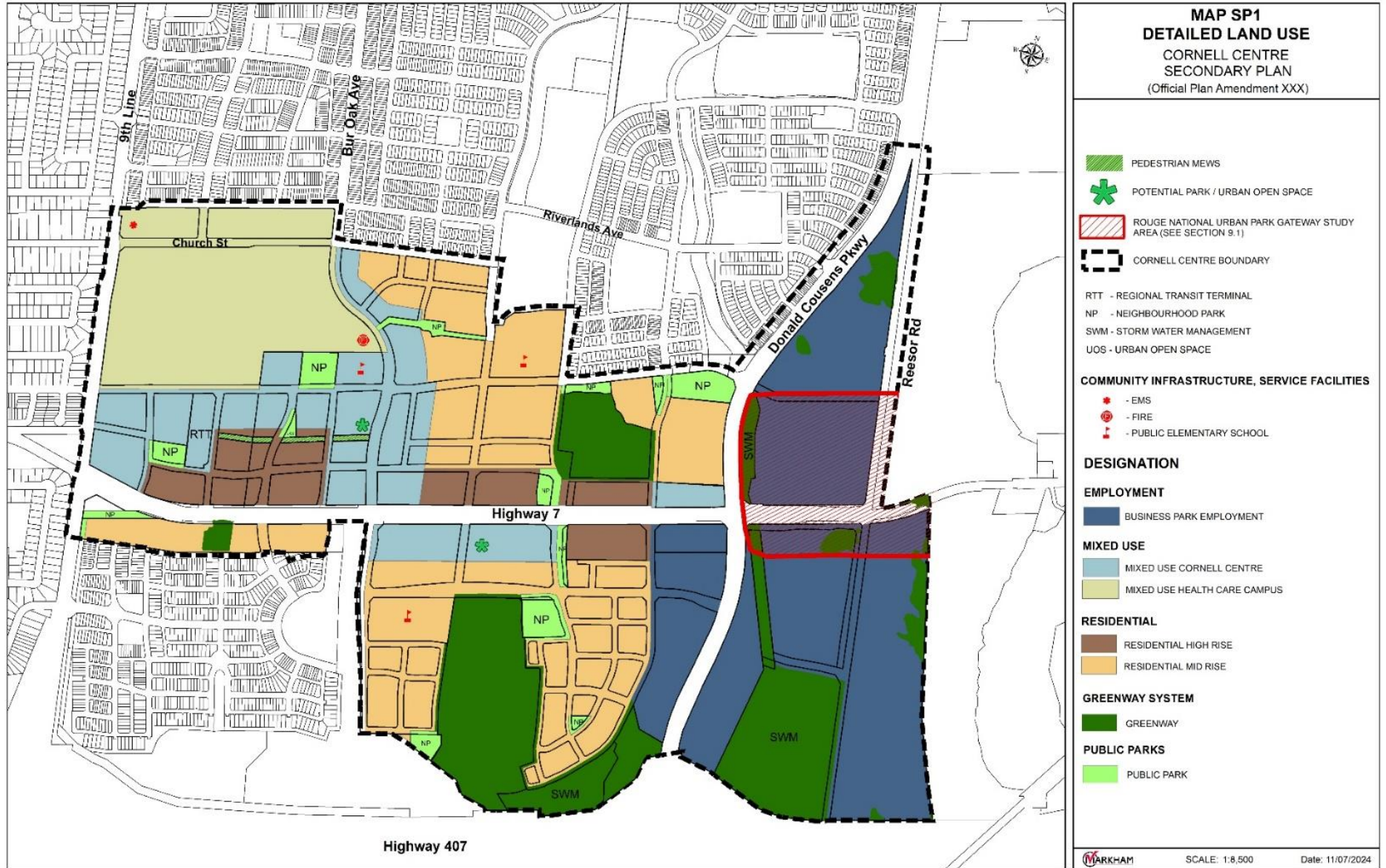
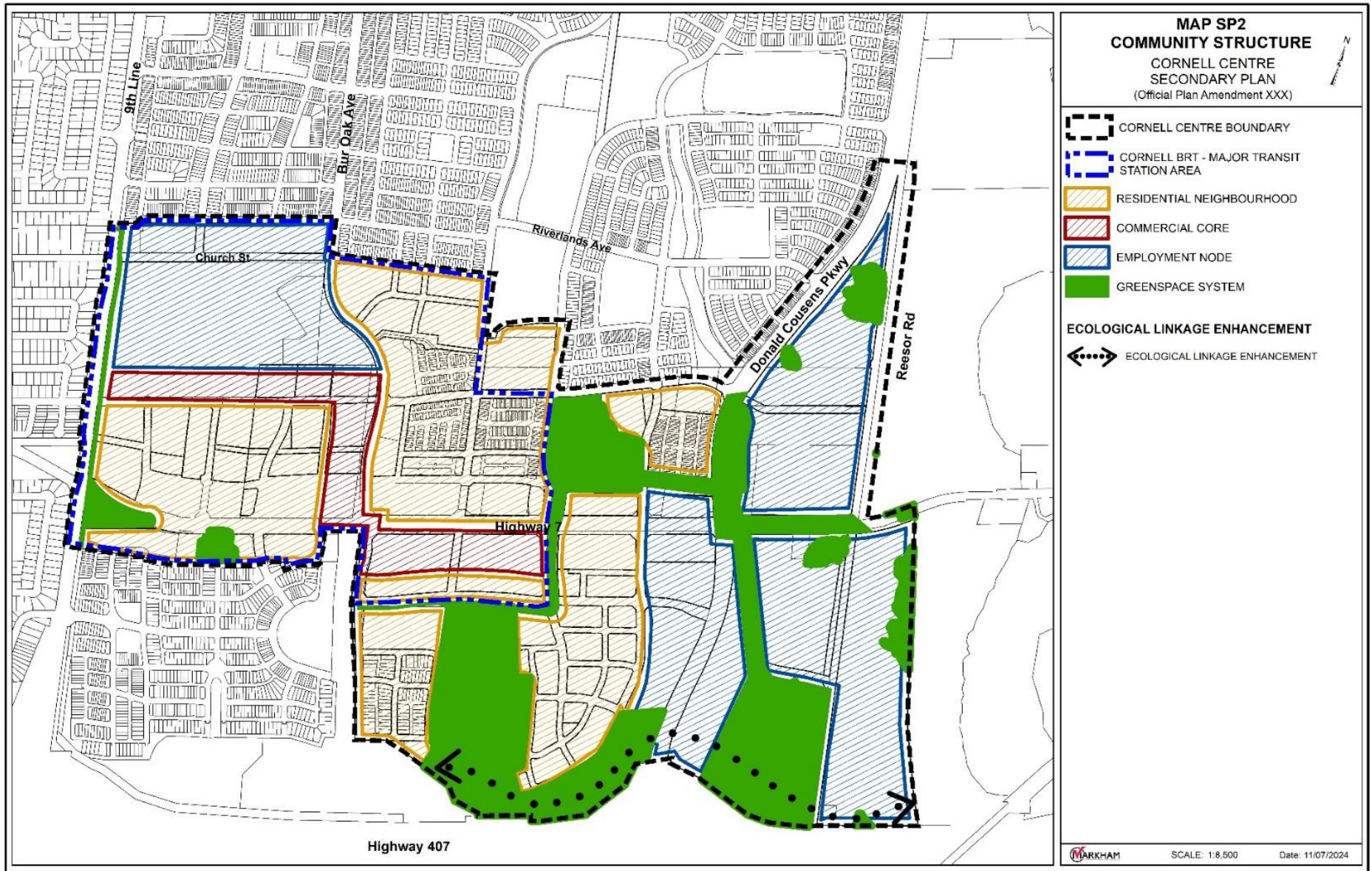




Figure 4

## Map SP2 – Community Structure





**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended, and to incorporate the Cornell Centre  
Secondary Plan

[This page is intentionally blank]

**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended, to incorporate the Cornell Centre Secondary Plan.

This Official Plan Amendment was adopted by the Corporation of the City of Markham, by By-Law No. \_\_\_\_ - \_\_\_\_ in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the \_\_\_\_ day of \_\_\_\_, 2025.

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor



[This page is intentionally blank]

**THE CORPORATION OF THE CITY OF MARKHAM**

**BY-LAW NO. \_\_\_\_\_**

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

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

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

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

[This page is intentionally blank]

## TABLE OF CONTENTS

<b>PART I – INTRODUCTION .....</b>	<b>7</b>
1.0    GENERAL .....	7
2.0    LOCATION AND DESCRIPTION OF THE AMENDMENT AREA .....	7
3.0    PURPOSE OF THE AMENDMENT .....	7
4.0    BASIS OF THE AMENDMENT .....	7
<b>PART II – AMENDMENT TO PART I OF THE OFFICIAL PLAN 2014 .....</b>	<b>10</b>
1.0    THE OFFICIAL PLAN AMENDMENT .....	10
2.0    IMPLEMENTATION .....	12
3.0    INTERPRETATION .....	12
<b>PART III – THE SECONDARY PLAN AMENDMENT .....</b>	<b>3</b>

## **PART I – INTRODUCTION**

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

### **1.0 GENERAL**

PART I – INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.

PART II – THE OFFICIAL PLAN AMENDMENT indicates specific amendments to the Official Plan being affected by Official Plan Amendment XXX and is an operative part of this Official Plan Amendment.

PART III – THE SECONDARY PLAN, including Maps “SP1” to “Appendix 2” attached thereto, constitutes Amendment No. \_\_\_\_\_ to the Official Plan.

### **2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA**

This amendment applies to the Cornell Centre lands north and south of Highway 7 in the Cornell community. Cornell Centre is bounded by 9<sup>th</sup> Line in the west, and the provincial Greenbelt lands east of Reesor Road in the east, as shown on “Map SP1” attached to the Secondary Plan Amendment. The total area of the lands within Cornell Centre is approximately 240 hectares.

### **3.0 PURPOSE OF THE AMENDMENT**

The purpose of this Plan is to incorporate updated policies for Cornell Centre into the Official Plan.

### **4.0 BASIS OF THE AMENDMENT**

#### **Provincial Policy Context**

Provincial policies and legislation directly influencing the planning of the Cornell Centre Secondary Plan include the Planning Act, Provincial Policy Statement 2024 (PPS), and the Greenbelt Plan 2017. The Planning Act defines municipal authority in land use planning matters, working in concert with other Provincial legislation such as the Environmental Assessment Act. The Provincial Policy Statement 2024, issued under the Planning Act, provides principles and policy direction on matters of provincial interest relating to land use planning and development. These matters include building strong communities with an emphasis on efficient development and land use patterns, wise use and management of resources and protecting public health and safety. The Planning Act requires that any decisions relating to planning matters shall be consistent with policy statements under the Act.

The Growth Plan provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe. The Growth Plan provides guidance on a wide range of issues related to growth management, including land use planning, urban form, transportation, infrastructure planning, housing and natural heritage and resource protection. The Growth Plan is premised on the principles of building compact, vibrant and complete communities, developing a strong and competitive economy, protection and wise use of natural resources and optimizing the use of existing and new infrastructure to support growth in a compact, efficient form.

### **Municipal Planning Context**

Cornell Centre is currently subject to Official Plan Amendment No. 168 to the Official Plan (Revised 1987) as amended, which constitutes the Secondary Plan for the larger Cornell Community. Markham's Official Plan 2014 identifies Cornell Centre as an intensification area and key development area along the Highway 7 regional rapid transit corridor. As a centre along a regional rapid transit corridor, it is intended to be a focal point for community, institutional, recreational and retail activities, providing for a mix of uses at transit-supportive densities. It is also planned to function as a regional employment node, building on the health care campus and capitalizing on access to major road and planned rapid transit infrastructure.

This vision for Cornell Centre remains consistent with the vision outlined in OPA 168. This amendment updates the policies for Cornell Centre by:

- refining the residential land use designations as follows:
  - introducing townhouse permissions at the periphery of Cornell Centre to expand the range of housing types, but protecting for higher density residential uses within the Highway 7 corridor
  - providing for low rise residential uses south of Highway 7 in accordance with previous Council decisions
  - allowing for flexibility in built form for high density housing
- confirming a Commercial Core where retail and service activities will be focused;
- identifying a second employment node/focus in the vicinity of the community facilities and health care campus in the form of a mixed use area, building on proximity to the hospital and the nearby confirmed location of the regional transit terminal;
- refining the local road network; and
- Refining the Greenway System boundaries

The York Region Official Plan 2022 implements the Growth Plan, ensuring that the requirements for the development of compact, complete, communities are addressed. Growth within York Region's built-up area is directed to strategic areas in the Region's urban structure, which comprises a network of centers and corridors with connections to rapid transit. These areas are strategically located throughout the Region and based on an intensification framework that



focuses the highest densities and mix of uses in Regional Centers and Corridors. Local Centers and Corridors play a supporting role to Regional Centers and Corridors within the Region's intensification framework and are subject to the policies of Sections 2.1 and 2.2 of the York Region Official Plan.

DRAFT

**PART II – AMENDMENT TO PART I OF THE OFFICIAL PLAN 2014**

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

**1.0 THE OFFICIAL PLAN AMENDMENT**

The following sections of Part I of the City of Markham Official Plan 2014, as amended, are hereby amended as follows:

1. The Table of Contents, is amended by adding “12.7 Cornell Centre Secondary Plan” after “12.6 Miliken Centre Secondary Plan” under “Chapter 12: Secondary Plans”.
2. Section 1.5 is amended by adding the following text “7. Secondary Plan for the Cornell Centre Community” after “6. Secondary Plan for the Miliken Centre Community”.
3. Section 9.7.8 is amended by:
  - a. Deleting Section 9.7.8.3
  - b. Deleting Section 9.7.8.5
  - c. Renumbering Section 9.7.8 accordingly

The following sections of Part II of the City of Markham Official Plan 2014, as amended, are hereby amended as follows:

4. The Table of Contents titled “Part II – Secondary Plans” is amended by adding a reference to the Cornell Centre Secondary Plan as follows: “7. Secondary Plan for the Cornell Centre Community.”
5. To add a reference to the Secondary Plan for the Cornell Centre Community in Figure 12.0 as follows:

6. Following Section 12.6, adding a new section 12.7 containing the Secondary Plan for the Cornell Centre Community, comprised of Part II – Secondary Plan for the Cornell Centre Community contained in Part III of OPA XXX.
7. The following Maps and Appendices of Part I of the City of Markham Official Plan 2014, as amended, are hereby amended as follows:
- a) Map 1 – Markham Structure is amended by reflecting the modified boundary of the ‘Greenway System’, ‘Neighbourhood Area’, and ‘Mixed Use Neighbourhood Area’ designations as shown on Schedule A attached hereto
  - b) Map 2 – Centre and Corridors is amended by reflecting the modified boundary of the ‘Greenway System’, ‘Neighbourhood Area’, ‘Mixed Use Neighbourhood Area’ and the ‘Employment Area (including Commercial lands)’ designations as shown on Schedule B attached hereto
  - c) Map 3 – Land Use is amended by modifying the boundaries of the ‘Greenway’, ‘Mixed Use High Rise’, and ‘Mixed Use Mid Rise’ designations as shown on Schedule C attached hereto

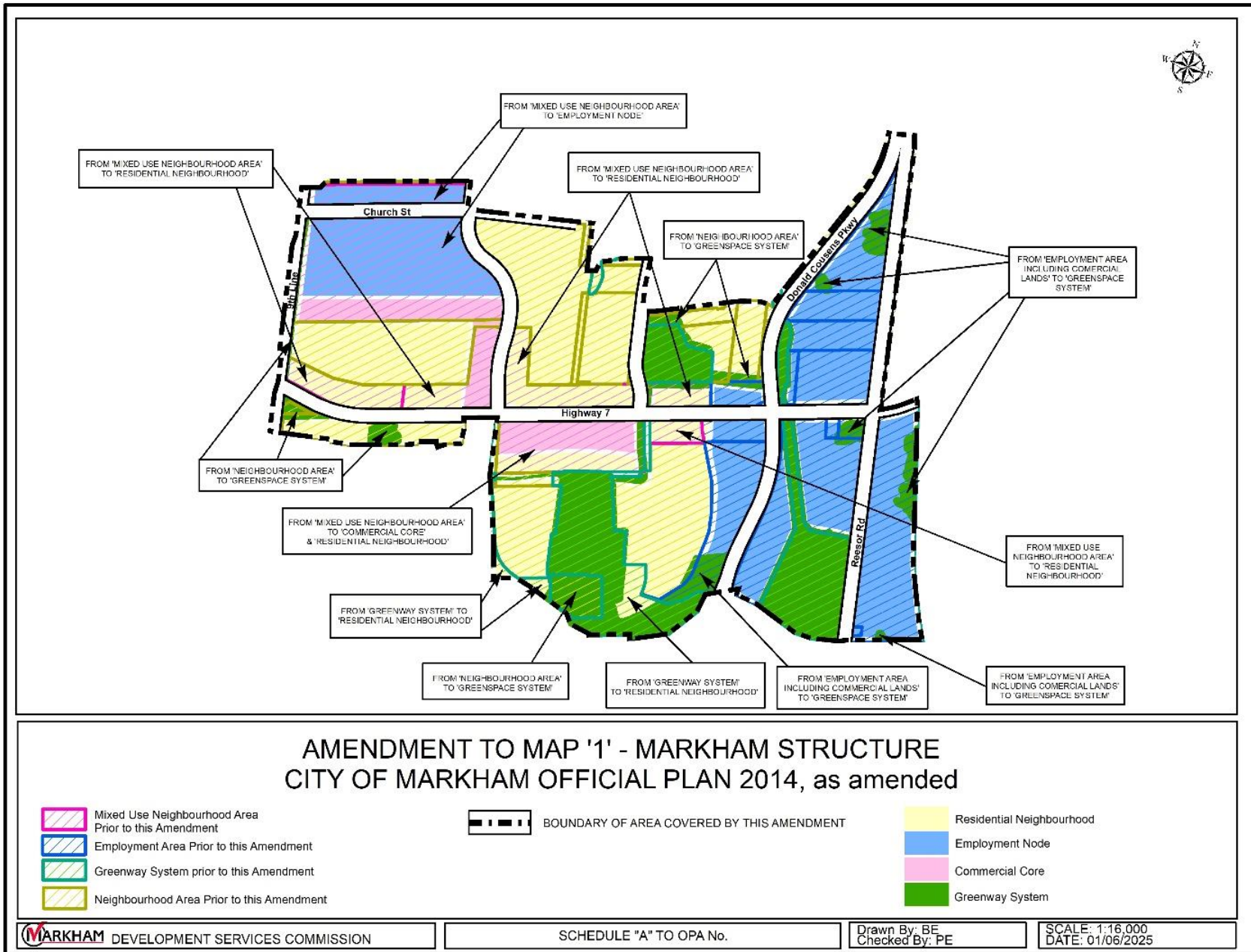
- d) Map 5 – Natural Heritage Features and Landforms is amended by modifying the boundaries of the ‘Greenway System’, ‘Woodlands’ and ‘Other Greenway System Lands’ including certain naturalized stormwater management facilities, as shown on Schedule D attached hereto.
- e) Map 6 – Hydrologic Features is amended by modifying the boundaries of the ‘Greenway System’, ‘Valleylands’, ‘Provincially Significant Wetlands’ and ‘Wetlands’, as shown on Schedule E attached hereto.
- f) Map 10 – Road Network is amended by adding ‘Region of York Arterial Roads’ and ‘Major Collector Roads’, as shown on Schedule F attached hereto.
- g) Map 11 – Minor Collector Road Network is amended by adding ‘Minor Collector Roads’, as shown on Schedule G attached hereto.
- h) Map 14 – Public School, Place of Worship and Park Sites is amended by adding ‘Public School Site’, ‘Place of Worship Site’ and ‘Park Site’ symbols as shown on Schedule H attached hereto.
- i) Appendix B – Headwater Drainage Features is amended by reflecting the modified boundary of the ‘Greenway System’ as shown on Schedule I attached hereto.
- j) Appendix C – Community Facilities is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed in Map SP6 attached hereto, and adding the collector road network as shown on Schedule J attached hereto.
- k) Appendix D – Cycling Facilities is amended by adding ‘Proposed Cycling Facilities’, as shown on Schedule K. (Proposed only)

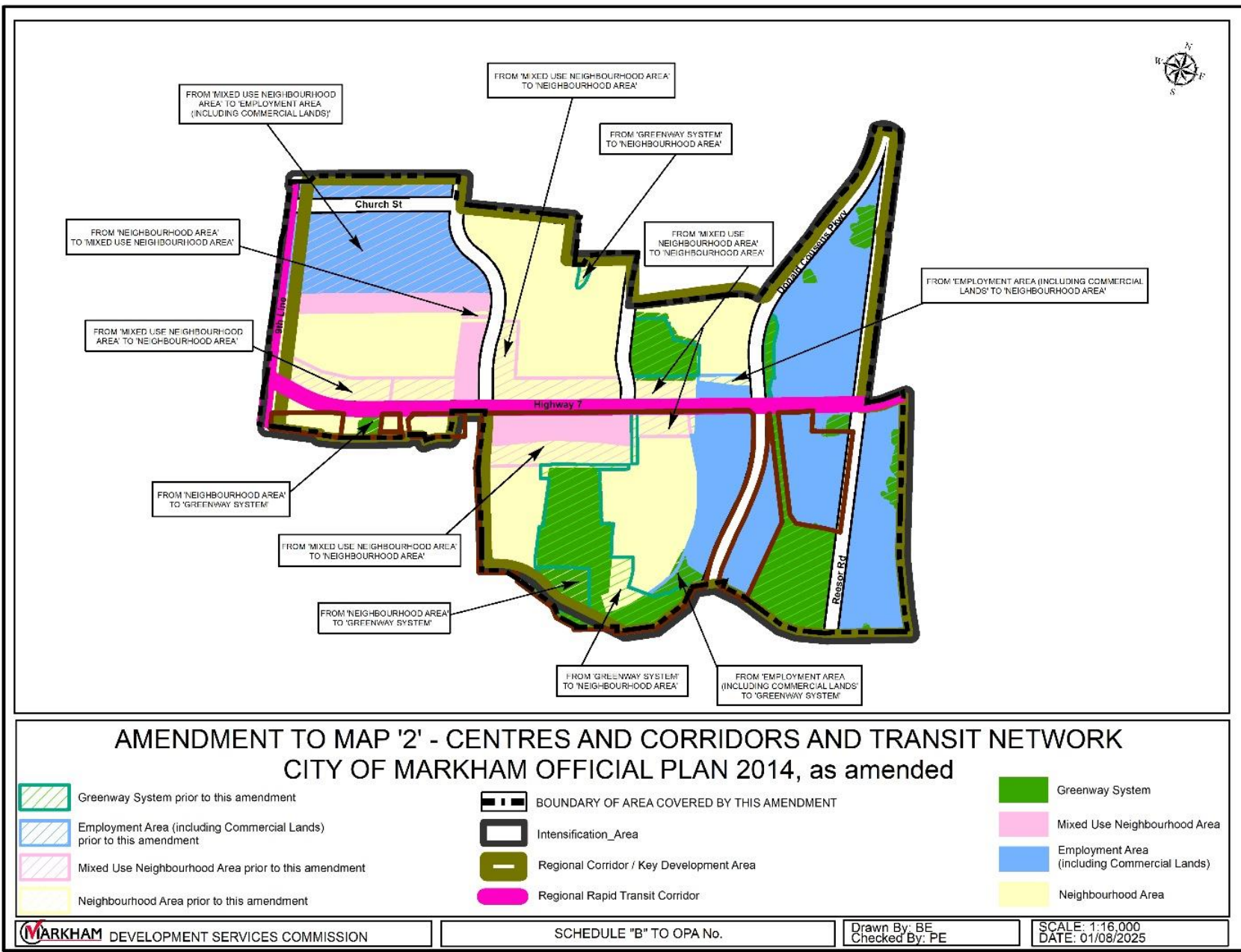
## **2.0 IMPLEMENTATION**

The provisions of the Official Plan as amended from time to time, regarding the implementation of that Plan, shall apply to this Amendment.

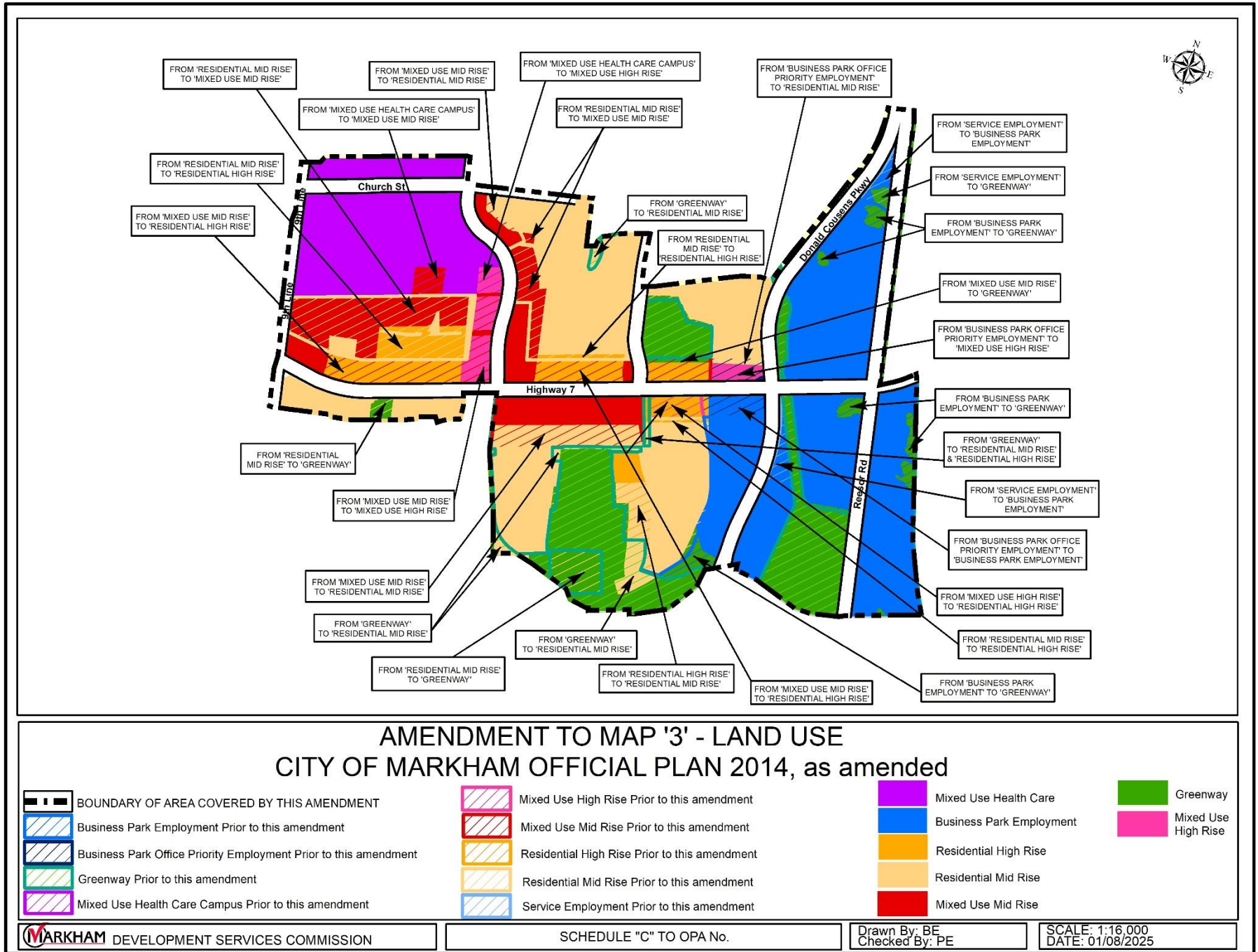
## **3.0 INTERPRETATION**

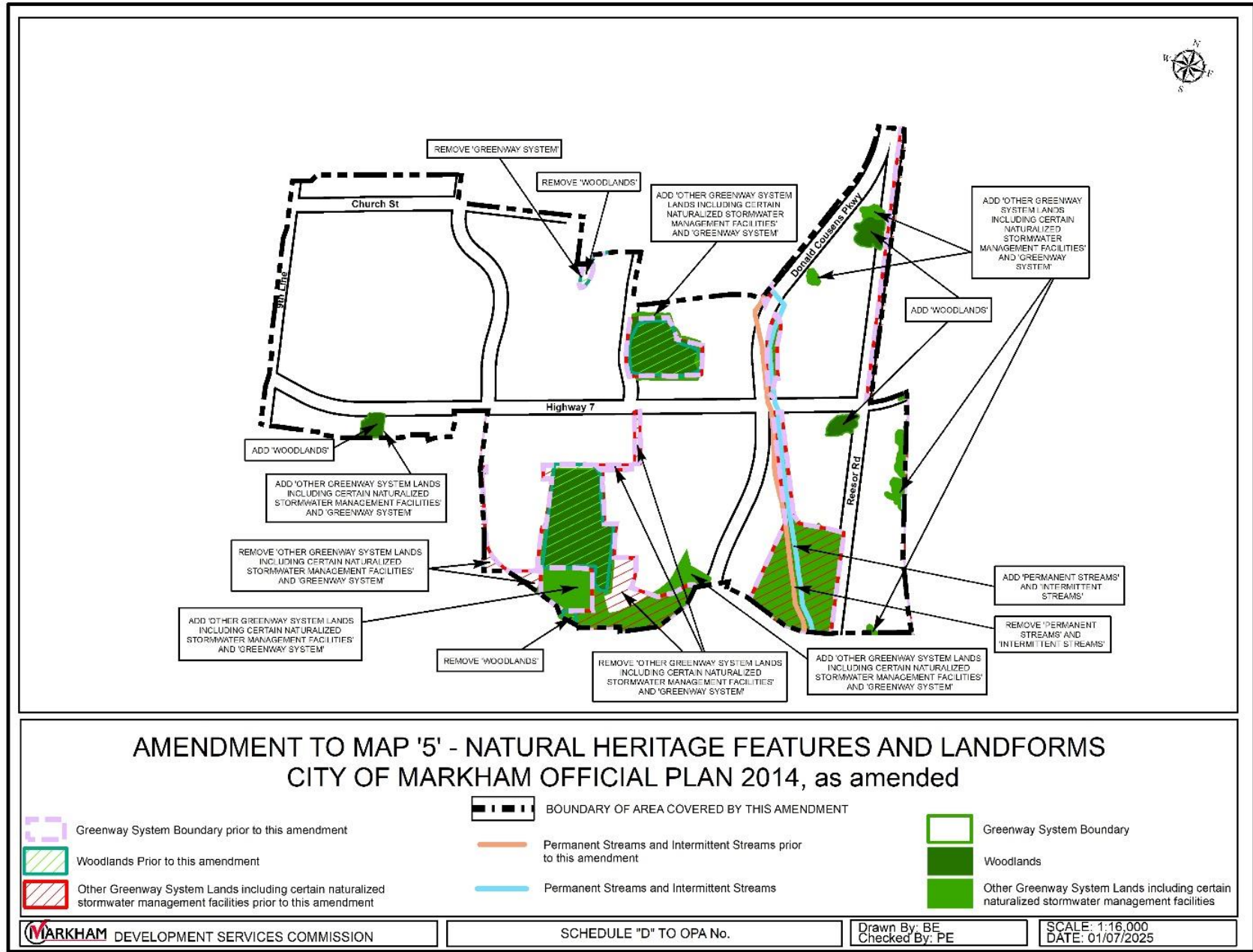
The provisions of the Official Plan as amended from time to time, regarding the interpretation of that Plan, shall apply to this Amendment.

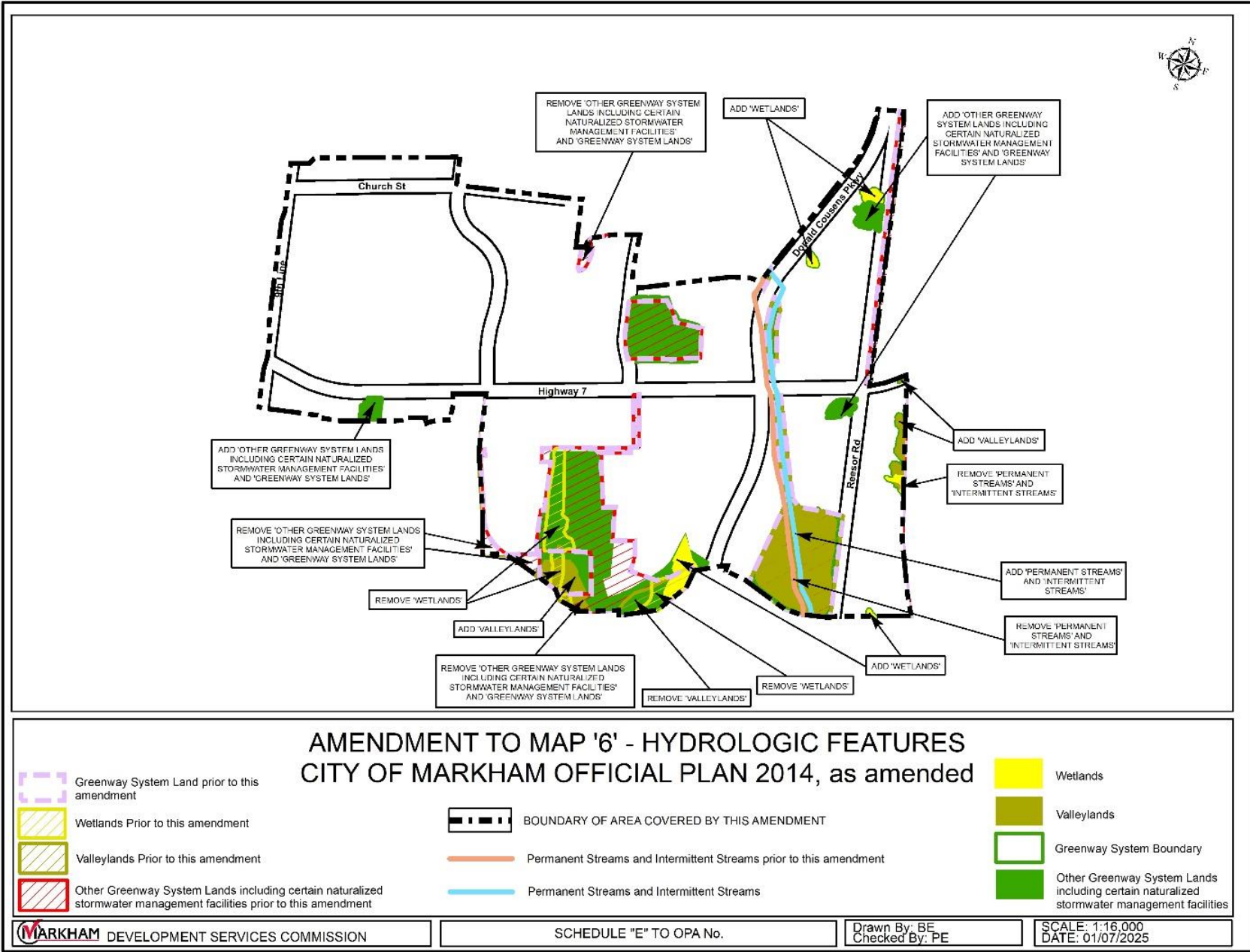


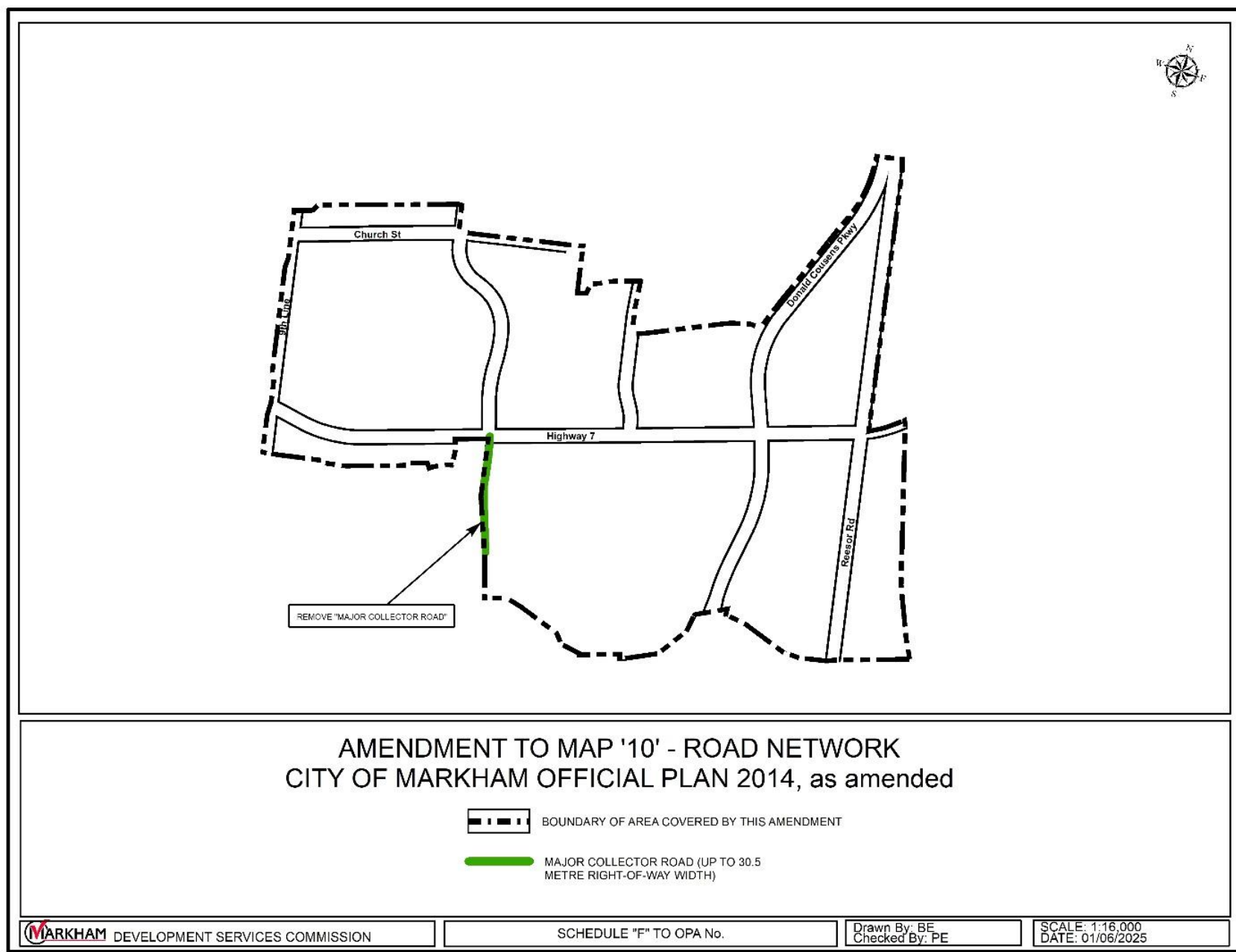




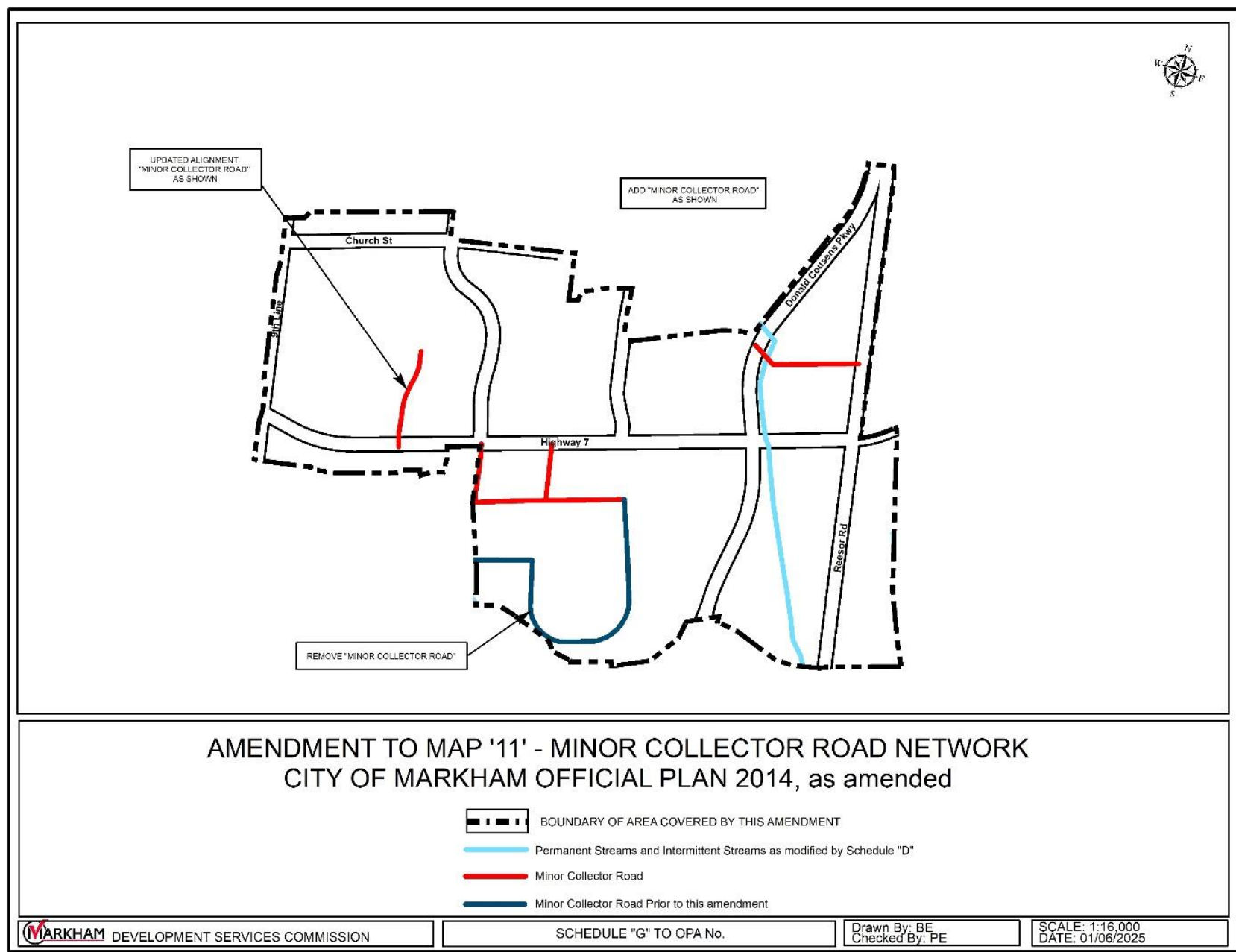


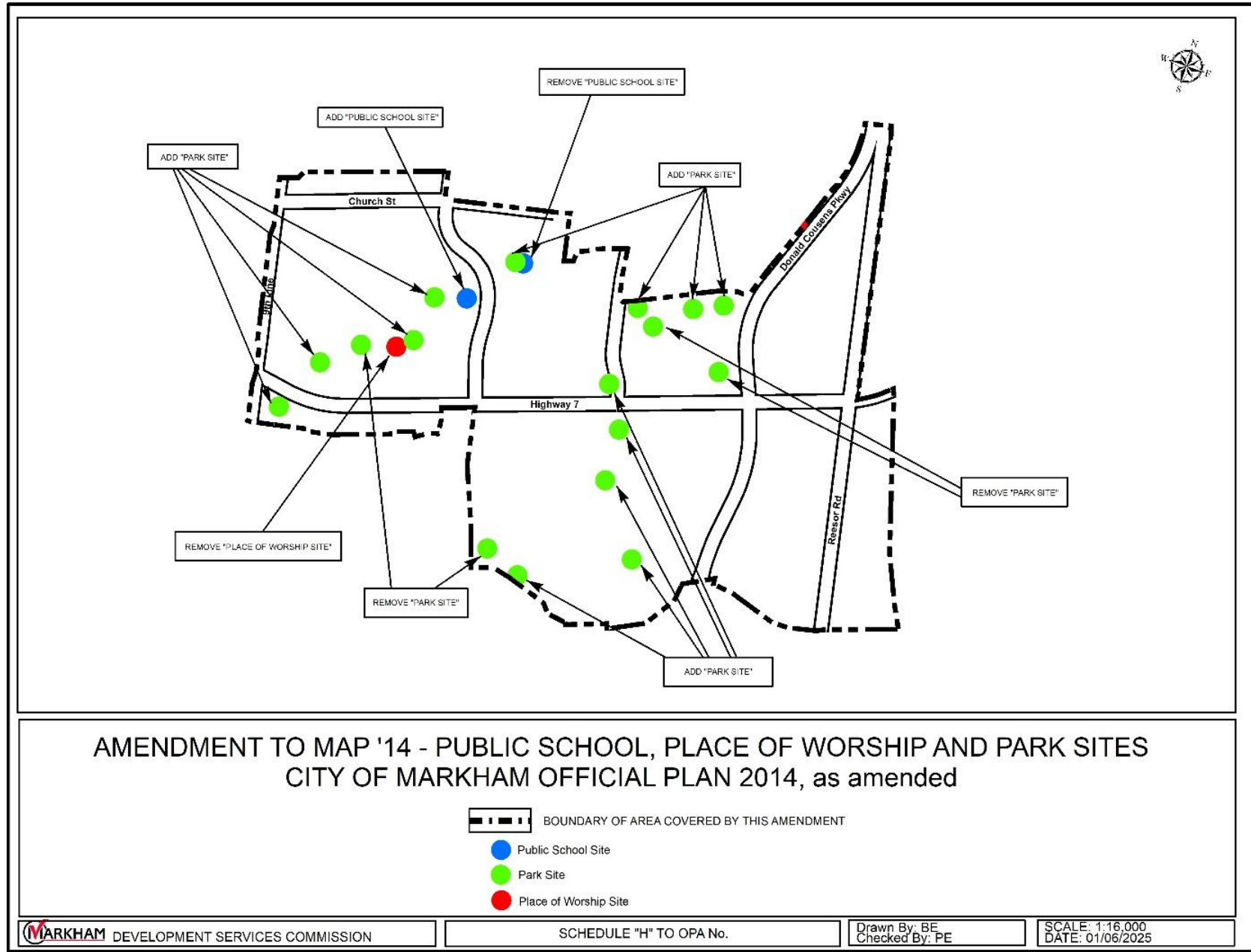




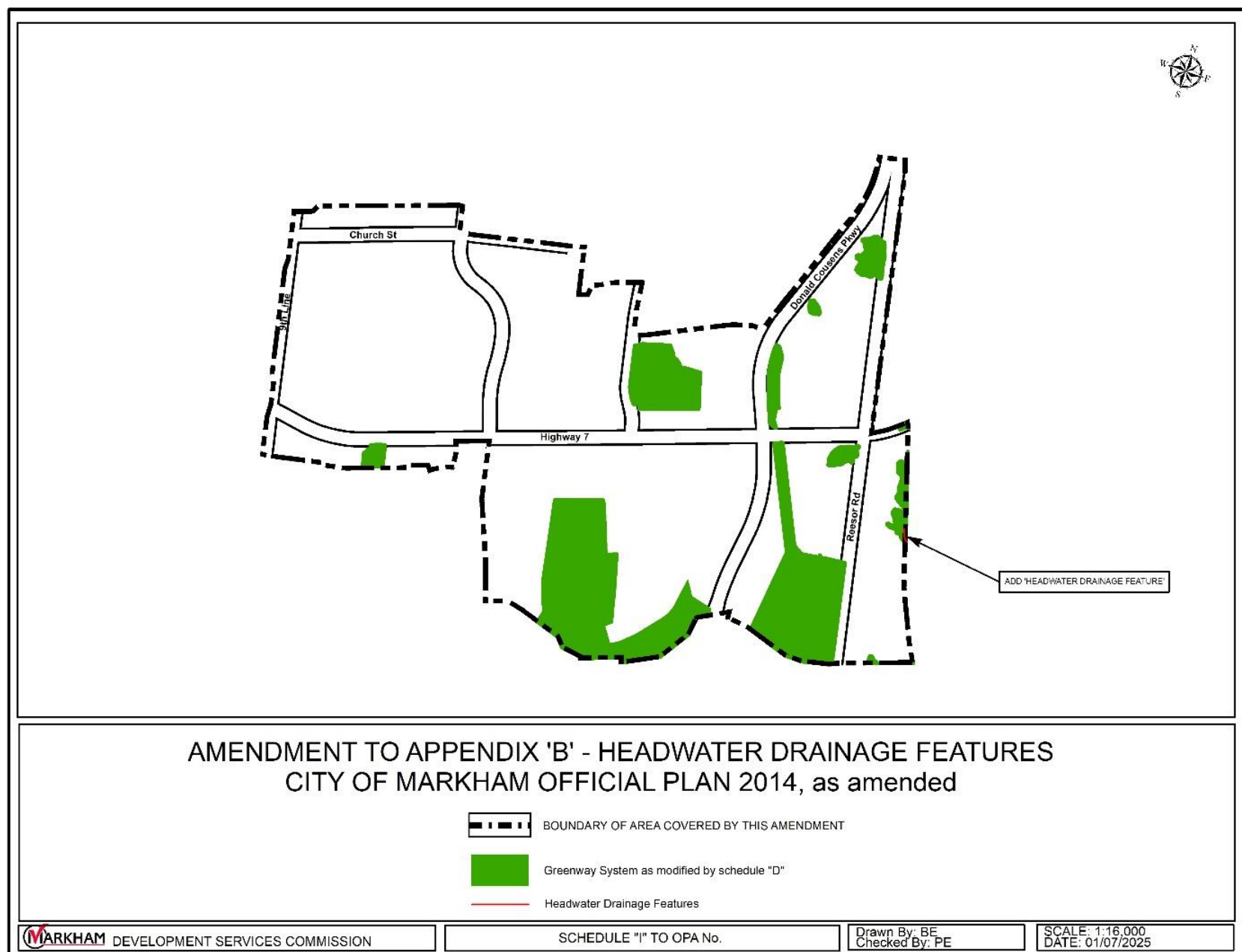


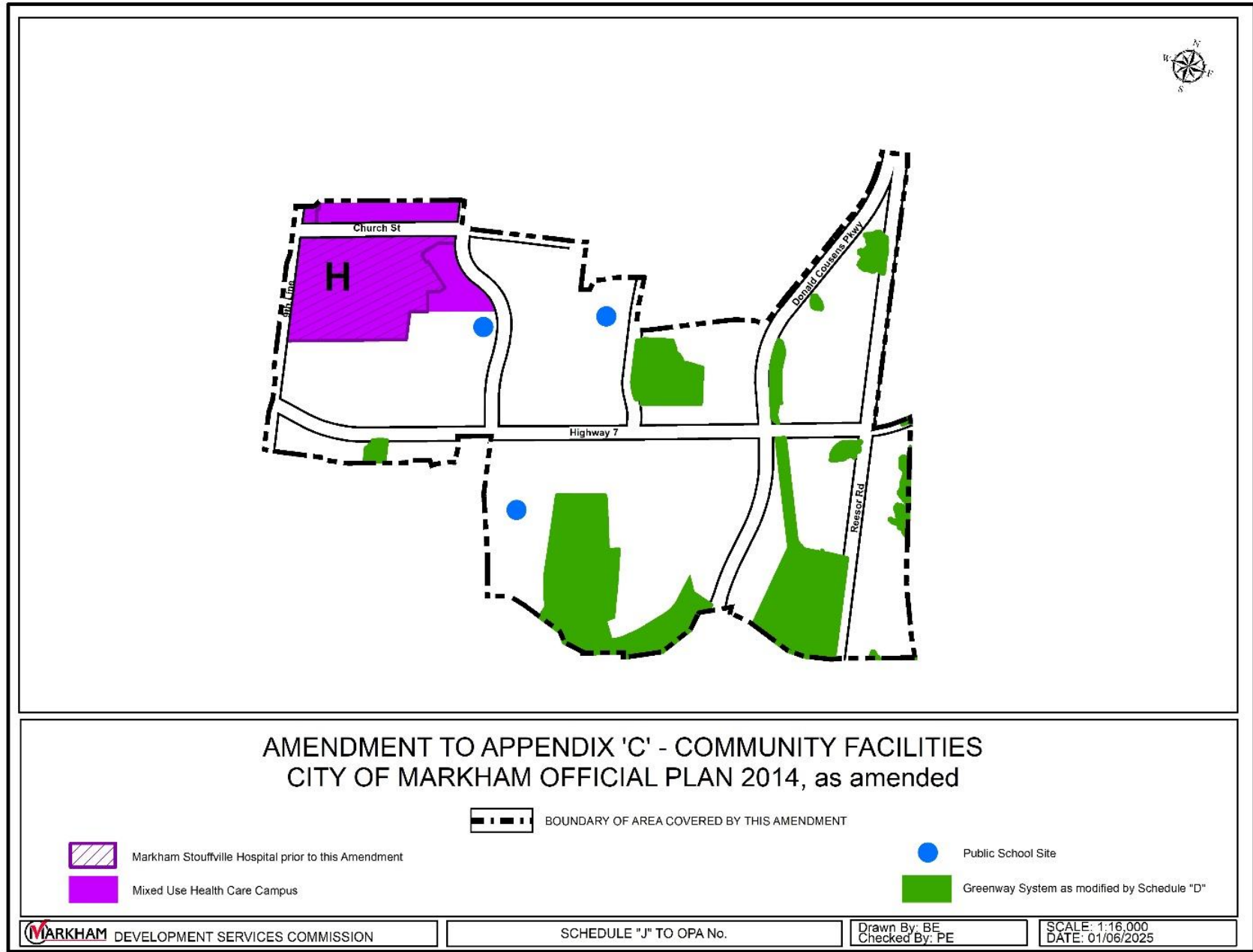












# **PART III – AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014, AS AMENDED**

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

## **TABLE OF CONTENTS**

PART I – INTRODUCTION.....	7
<b>1.0 GENERAL .....</b>	<b>7</b>
<b>2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA.....</b>	<b>7</b>
<b>3.0 PURPOSE OF THE AMENDMENT .....</b>	<b>7</b>
<b>4.0 BASIS OF THE AMENDMENT .....</b>	<b>7</b>
PART II – AMENDMENT TO PART I OF THE OFFICIAL PLAN 2014.....	10
<b>1.0 THE OFFICIAL PLAN AMENDMENT .....</b>	<b>10</b>
<b>2.0 IMPLEMENTATION .....</b>	<b>12</b>
<b>3.0 INTERPRETATION .....</b>	<b>12</b>
PART III – AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014, AS AMENDED .....	1
PART III – THE SECONDARY PLAN AMENDMENT .....	3
<b>1. INTRODUCTION .....</b>	<b>3</b>
<b>2. GOALS, OBJECTIVES AND PRINCIPLES FOR A HEALTHY AND RESILIENT COMMUNITY .....</b>	<b>3</b>
2.1 Guiding Principles .....	4
<b>3. COMMUNITY STRUCTURE .....</b>	<b>5</b>
3.1 General Provisions .....	6
<b>4. ENVIRONMENTAL SYSTEMS .....</b>	<b>8</b>
4.1 Greenway System .....	8
4.2 Urban Forest System.....	11
4.3 Water Resources and Stormwater Management .....	11
4.4 Environmental Hazards.....	12
<b>5. HEALTHY NEIGHBOURHOODS AND COMMUNITIES .....</b>	<b>13</b>
5.1 Housing .....	13
5.2 Community Infrastructure and Services .....	15
5.3 Parks System .....	16
5.4 Greenway System .....	17
5.5 Cultural Heritage Resources.....	18
5.6 Archaeological Resources .....	19

<b>6.</b>	<b>URBAN DESIGN AND SUSTAINABLE DEVELOPMENT .....</b>	<b>19</b>
6.1	General Provisions .....	19
6.2	Sustainable Development <sup>[OBJ]</sup> .....	23
6.3	Municipal Energy Plan <sup>[OBJ]</sup> .....	24
<b>7.</b>	<b>TRANSPORTATION, SERVICES AND UTILITIES.....</b>	<b>24</b>
7.1	Transportation System.....	24
7.2	Services and Utilities .....	28
<b>8.</b>	<b>LAND USE .....</b>	<b>31</b>
8.1	General Provisions .....	31
8.2	Residential Designations .....	32
<b>9.</b>	<b>AREA SITE SPECIFIC POLICIES .....</b>	<b>46</b>
<b>10.</b>	<b>IMPLEMENTATION .....</b>	<b>47</b>
10.1	General Policies .....	47
10.2	Developers' Group Agreement(s) .....	48
10.3	Development Phasing Plan .....	48
10.4	Parkland Dedication and Master Parkland Agreement .....	49
<b>11.</b>	<b>INTERPRETATION .....</b>	<b>50</b>
11.1	General Policies .....	50
 <b>APPENDICES</b>		
	Map SP1 - Detailed Land Use	
	Map SP2 - Community Structure	
	Map SP3 - Height	
	Map SP4 - Street Network	
	Map SP5 - Transit and Active Transportation	
	Map SP6 - Greenway System	
	Appendix 1 - Density	
	Appendix 2 – Cultural Heritage Resources	

## **PART III – THE SECONDARY PLAN AMENDMENT**

### **1. INTRODUCTION**

The following text and maps constitute the Secondary Plan for the Cornell Centre Secondary Plan Area within the Cornell District, as established and adopted by Amendment No. XXX to the Markham Official Plan 2014, as amended. This Secondary Plan, contained in Part II - Secondary Plans of the Official Plan, must be read in conjunction with Part I of the Official Plan.

Sections 2.0 through 10.0 and the Maps to this Secondary Plan constitute the operative portions of the Secondary Plan. Section 1.0 and the appendices are provided for information purposes and are not operative parts of the Secondary Plan. In addition, the preamble in each section and subsection shall assist in understanding the policies of the Secondary Plan. Terms in italicized text are defined in Section 11.2 of the Official Plan.

For the purposes of this Plan, unless otherwise stated, Part I of the City of Markham Official Plan 2014, as amended, is referred to as “the Official Plan”, and the Cornell Centre Secondary Plan is referred to as “Secondary Plan”.

### **2. GOALS, OBJECTIVES AND PRINCIPLES FOR A HEALTHY AND RESILIENT COMMUNITY**

Sustainable growth contributes to healthy and resilient communities. There is increasing evidence of the strong linkages between public health and community planning, design and human well-being.

A healthy community is a complete community and one that is planned and designed to meet the needs of residents of all ages and abilities, and to improve the quality of life by designing neighbourhoods that promote pedestrian and cycling activity. A healthy community offers a variety of housing types including affordable and shared housing; provides access to community facilities such as schools and parks; facilitates connections to the Parks and Greenway systems to create opportunities for passive uses, active recreational activities, and urban agriculture; and provides access to a mix of uses and live/work opportunities to reduce the number of vehicular trips.

A healthy community is transit, pedestrian and cycling oriented to promote daily physical activity and active lifestyle choices. Increasing the number of trips taken through active transportation and transit reduces the number of car trips, lowers emissions and creates healthier communities.

A healthy community is a resilient community that reduces carbon emissions through design,

providing opportunities for green infrastructure and innovative design solutions to make efficient use of energy, water and waste systems, and to minimize negative impacts from a changing climate.

## **2.1 Guiding Principles**

Guiding principles for the development of the Cornell Centre Secondary Plan Area as a healthy and resilient community are identified in this section. These principles were developed through a collaborative process with stakeholders in accordance with provincial plans, the York Region Official Plan 2022 and Markham's Official Plan 2014.

The guiding principles are generally organized under the broad City-wide goals and strategic objectives identified in Chapter 2 of the Official Plan, with some modifications and additions to the goals to reflect the Cornell Centre Secondary Plan context.

### **2.1.1 Protecting and Enhancing the Natural Environment**

- a) To provide a connected network of natural features and corridors that support the overall function and biodiversity of the Greenway System.
- b) To protect, restore and enhance natural heritage features and hydrologic features and their functions.
- c) To protect, improve or restore surface and ground water resources including vulnerable surface and ground water.
- d) To design the community with regard for natural heritage and to enhance tree canopy.

### **2.1.2 Building Compact and Complete Transit-Supportive Communities**

- a) To plan for a sustainable community promoting a compact development form at transit-supportive densities with a mix of residential, institutional, and employment uses.
- b) To provide live-work and affordable housing opportunities, and community infrastructure that will respond to the needs of residents and employees.
- c) To provide for the daily needs of residents through the organization of residential neighbourhoods, mixed use neighbourhoods, and an interconnected system of parks and open space, all integrated with a transportation network that includes transit and active transportation.
- d) To identify housing mix that provides for a range of housing types and tenure, including opportunities for affordable and shared housing.
- e) To identify an interconnected parks and greenway system as one of the main organizing elements of the community including parks and open spaces, and multi-use trails, multi-use paths and pathways.
- f) To recognize, protect and conserve, and incorporate cultural heritage resources into existing and new development opportunities within the community.
- g) To create a sense of community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (i.e. distinctive built form,

streetscapes, parks and open space, landmarks and views, public art, etc.) to be accessible by all, regardless of age or physical ability.

### **2.1.3 Increasing Mobility Options**

- a) To identify a comprehensive transportation system that emphasizes walking, cycling and transit as increasingly viable and attractive alternatives to the automobile.
- b) To plan for a grid pattern of streets and blocks that provides for a hierarchy of street types with appropriate and integrated facilities that provide increased opportunities for walking and cycling.

### **2.1.4 Maintaining a Vibrant and Competitive Economy**

- a) To plan for employment opportunities that serve the community that are accessible by transit and active transportation, including opportunity to work from home.

### **2.1.5 Adopting Green Infrastructure and Development Standards**

- a) To identify best management practices and approaches to stormwater management systems, water and wastewater systems, and the transportation network to reduce reliance of travel by automobiles, maximize water and energy conservation and improve resilience at the community level.
- b) To identify best management practices for green buildings to reduce demands on energy, water and waste systems.
- c) To encourage sustainable community and building design and demonstrate the use of green infrastructure technologies, best practices in sustainable building and open space designs, through the use of energy efficient materials, systems, and landscaping, with an emphasis on air and water quality, energy and water efficiency and conservation, and waste management practices.

### **2.1.6 Implementation**

To identify general phasing and sequencing for development of the Cornell Centre Secondary Plan.

## **3. COMMUNITY STRUCTURE**

Community Structure describes the various elements or building blocks that make up a complete community consistent with the guiding principles as noted in Section 2.1 of this Secondary Plan. The community structure includes the identification of structural land use

categories, a high-level transportation system, a parks and greenway system and community infrastructure and service facility requirements. It is the result of intensive integrated analysis based on findings from technical studies, as well as consideration of existing land uses and public input.

### 3.1 General Provisions

The structure of the Cornell Centre community is established in this Secondary Plan and builds upon the existing Greenway System, mix of land uses, public parks system, open space system, and transportation system, including the Cornell BRT Station, in the Secondary Plan Area. The Secondary Plan Area is comprised of three distinct precincts that serve as supporting structural elements of the community. Each of the structural components are shown on Map SP2 - Community Structure.

**It is the policy of Council that:**

**3.1.1** The Secondary Plan provides for a distribution of appropriate land use designations to ensure the development of the Cornell Centre Secondary Plan Area as a compact, complete and *transit-supportive* community. The structural elements of the Cornell Centre community includes a protected Greenway System, Residential Neighbourhood Areas, Mixed Use Neighbourhood Areas, an integrated Parks and Greenway System, Community Infrastructure and Service Facilities and a comprehensive Transportation System. A portion of the Cornell Centre Secondary Plan is located within a Protected Major Transit Station Area (PMTSA), which is defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing a 10 minute walk and has a target of 200 people and jobs per hectare. The PMTSA boundary of Cornell BRT Station is shown in Map SP2 – Community Structure.

#### 3.1.2 Greenway System

- a) The Greenway System comprised of key natural heritage features, key hydrologic features and their functions, are key structural elements of the Secondary Plan Area. The Greenway System provides for the protection of natural heritage features, and opportunities for trail linkages, natural view sheds and passive recreational uses.
- b) In addition, the Greenway System, together with a network of open spaces and multi-use trails and pathways form an interconnected parks and greenspace system for the Cornell Centre community.

#### 3.1.3 Precincts

- a) Residential Neighbourhoods at transit-supportive densities north and south of Highway 7, with the highest densities located along the Highway 7 rapid transit corridor.
- b) Commercial Core, consisting of:
  - a mixed use ‘main street’ along Bur Oak Avenue north of Highway 7, connecting the retail centre with the healthcare/community centre campus; and



- a secondary 'main street' identified along Rustle Woods Avenue connecting Bur Oak Avenue with the VIVA transit terminal south of the community facilities and health care campus; The Commercial Core is intended to be the primary location for retail and service uses within Cornell Centre, delivered in a mixed use, multi-storey form. The mixed use, multi-storey form is intended to create a public realm that will encourage walking and cycling.

c) Employment nodes, centered on:

- the community facilities and health care campus associated with the Markham Stouffville hospital; and
- the business park lands in the area of Highway 7 and Donald Cousens Parkway.

### **3.1.4 Residential Neighbourhood Area**

Residential blocks are generally located north and south of Highway 7 between Ninth Line in the west and Donald Cousens Parkway in the east and offer housing options that allow for a diverse mix of household sizes, lifestyles, and incomes. Residential blocks provide for a concentration of compact housing forms within walking distance to transit, retail and community facilities and may include townhouses, mid-rise buildings and high-rise buildings.

### **3.1.5 Mixed-Use Neighbourhood Area**

Lands within the Mixed-Use Neighbourhood Area are intended to provide for an appropriate mix of residential and non-residential uses and are generally located in proximity to the Cornell GO Bus Terminal and Markham-Stouffville Hospital campus. Mixed use blocks provide the opportunity for ground floor retail and other non-residential uses within mid-rise and high-rise building forms.

### **3.1.6 Parks System**

- a) The Parks System will incorporate a hierarchy of public parks to meet the diverse recreational and leisure needs of residents, workers, and visitors in the Secondary Plan Area, and enhance connectivity between neighbourhoods and adjacent communities.
- b) New public parks will be located within the Secondary Plan Area, providing for a variety of active and passive recreational uses within reasonable walking distance of all residents.
- c) New public parks shall be shaped and sized as shown on Map SP1 – Detailed Land Use to ensure they can provide for active programming and uses.
- d) Community and neighbourhood parks shall provide views and physical connections to the adjacent Greenway system, where appropriate.

### **3.1.7 Transportation System**

- a) A Road Network, Transit and Active Transportation System consisting of arterial, collector and local roads, will accommodate the majority of cycling, vehicular, and transit service traffic within the community as well as serve as links to the neighbouring areas as shown on Map SP4 - Street Network and Map SP5 - Transit and Active Transportation.
- b) A grid of new local roads will provide increased connectivity within the community and provide connections to the surrounding community. The internal street system will be designed to accommodate a range of transportation functions with priority given to transit, pedestrian, and bicycle movements.
- c) A parking strategy will address preferred design requirements for parking facilities such as surface and landscape treatments and screening of parking areas through landscaping or architectural elements.
- d) A mid-block pedestrian mews between Rustle Woods Avenue and Arthur Bonner Avenue providing an east/west pedestrian linkage from Bur Oak Avenue to the Cornell BRT Station
- e) Convenient and secure bicycle parking and storage will be addressed to facilitate active transportation measures.

#### 4. ENVIRONMENTAL SYSTEMS

This section addresses the Greenway System, the Urban Forest System, water resources, stormwater management and environmental hazards.

##### 4.1 Greenway System

The Greenway System located in the Cornell Centre Secondary Plan protects *natural heritage and hydrologic features* in a connected natural heritage system. The objective of the Greenway System is to protect areas of significant *ecological* value and to provide opportunities to improve *biodiversity* and connectivity of natural features and *ecological function*. The Cornell Centre Greenway System includes the Cedar Grove Provincially Significant Wetland Complex, significant woodland features, wetlands as well as areas undergoing ecological restoration. The Cornell Centre Greenway System is uniquely located next to the Rouge National Urban Park and this Secondary Plan seeks to provide for connectivity between the Cornell Centre Greenway System and the significant restoration efforts that are expected to occur within the Rouge National Urban Park. The Greenway System has been identified based on the findings of the Cornell Centre Master Environmental Servicing Plans as well as a natural heritage review conducted by the City of Markham. A number of natural features require further site-specific studies to confirm their significance and direction for their protection, restoration and enhancement.

It is the policy of Council:

- 4.1.1 To identify, protect and enhance the Greenway System in the Cornell Centre Secondary Plan Area in a manner consistent with Section 3.1 of the Official Plan and the policies of this Secondary Plan.
- 4.1.2 That further to Section 3.1 of the Official Plan, the components of the Greenway System within the Cornell Centre Secondary Plan Area include the following as generally shown on Map SP7 – Greenway System:

- a) Natural Heritage Network lands; and,
- b) certain naturalized stormwater management facilities;

4.1.3 That further to Sections 3.1.2.1 and 3.1.2.10 of the Official Plan, the components of the Natural Heritage Network within the Cornell Centre Secondary Plan include the following:

a) *natural heritage and hydrologic features*, and more specifically:

- i. *wetlands and provincially significant wetlands;*
- ii. *fish habitat*
- iii. *valleylands*
- iv. *woodlands and significant woodlands*
- v. *significant wildlife habitat*
- vi. *permanent streams and intermittent streams*

- b) *vegetation protection zones* associated with features identified in a) above; and,
- c) *hazardous lands and hazardous sites*

Where these features are mapped, they are as generally as shown on Map SP7 – Greenway System.

4.1.4 That *vegetation protection zones* shall be required in accordance with Section 3.1.2.22 through 3.1.2.27 of the Official Plan.

4.1.5 That the boundaries of the Greenway System and the Natural Heritage Network within the Cornell Centre Secondary Plan Area, including the delineation of *natural heritage and hydrologic features* and their associated *vegetation protection zones*, as shown in Map SP7 – Greenway System reflect the most accurate information available and may be refined or modified in accordance with Section 3.1.1.3 of the Official Plan and the policies of this Plan.

4.1.6 That any conveyance and/or securement of lands within the Greenway System shall be in accordance with Section 3.1.2.4 through 3.1.2.7, 3.1.2.22.b), 3.1.3.4 and 3.4.1.7 of the Official Plan.

4.1.7 To minimize and mitigate the impact of required infrastructure in accordance with Section 3.1.2.9 of the Official Plan.

### **Site Specific Policies**

Several natural features have been identified on Map SP7 – Greenway System within the Secondary Plan Area which require further technical study to assess their ecological characteristics and significance and establish recommendations for their protection, restoration or enhancement in accordance with policies of the Secondary Plan and Official Plan. Five natural features have been identified by the City for further review including:

- Natural Feature A: a candidate woodland feature
- Natural Feature B: a candidate significant woodland and wetland feature
- Natural Feature C: a candidate woodland feature
- Natural Feature D: a candidate wetland feature
- Natural Feature E: candidate wetland features and valley land located along a watercourse tributary of the Little Rouge Creek.
- Natural Feature F: a candidate wetland feature

4.1.8 That no development, *redevelopment* or *site alteration* shall be permitted within *natural heritage features* A, B, C, D, E and F as generally shown on Map SP7 – Greenway System and their minimum *vegetation protection zones*, until an Environmental Impact Study has been prepared to determine the importance, function and means of protection and/or maintenance of the natural feature.

4.1.9 For *natural heritage features* identified in Section 4.1.8, where it is determined through an Environmental Impact Study that in-situ protection and maintenance of the *natural heritage feature* is not necessary, compensation for removal of the *natural heritage feature* shall be required in order to achieve an overall net ecological gain to the Greenway System. Compensation for removal of *woodland* features shall be determined in accordance with Section 3.2.1 of the Official Plan. Compensation for removal of *wetland* features shall be determined in accordance with applicable technical guidelines of the City and the Toronto and Region Conservation Authority. An agreement may be required for the development and implementation of the compensation plan.

Where *natural heritage features* are removed as a result of this policy, an amendment to this Plan shall not be required to remove the lands from the 'Greenway' designation. The lands shall be deemed to be designated in a manner consistent with adjoining lands.

#### **Ecological Linkage Enhancement**

The Cornell Centre South Master Environmental Servicing Plan has recommended the protection of lands along the north side of Highway 407 to provide for an ecological corridor to connect natural features to the Little Rouge Creek and the Rouge National Urban Park. The objective of the linkage is to protect and maintain the connectivity between *natural heritage features* using a systems-based approach. The exact width and limits of the ecological corridor is intended to be confirmed through the development approvals process and protected as part of the Greenway System.

4.1.10 To identify and protect the necessary lands for an ecological corridor along the north side of the Highway 407 as generally described in the Cornell Centre South Master Environmental Servicing Plan and as identified on Map SP7 – Greenway System.

4.1.11 That the width of the ecological linkage shall generally be 50 meters measured from the Highway 407 right-of-way. The limits and exact alignment of the ecological corridor shall be confirmed through an update to the Master Environmental Servicing Plan or an Environmental

Impact Study at the time of a development application. Reductions to the width of the ecological corridor may be considered in strategic locations subject to technical justification and mitigation provided in an approved Environmental Impact Study.

4.1.12 That permitted uses within the ecological corridor are identified in section 8.6 of this Secondary Plan. Trails, public recreational uses and infrastructure uses may be permitted within the ecological corridor subject to an Environmental Impact Study prepared to the satisfaction of the City that demonstrates how ecological connectivity functions will be protected and maintained.

4.1.12 To protect existing native vegetation, trees and *natural heritage features* located within the ecological corridor wherever feasible.

4.1.13 To encourage the conveyance of lands within the ecological corridor into public ownership for their long-term protection and stewardship.

4.1.14 To work with York Region to review opportunities to assess road ecology and any wildlife conflicts along Donald Cousens Parkway and Reesor Road including mitigation measures such as signage.

## **4.2 Urban Forest System**

The Urban Forest System includes all wooded areas, individual trees and the soils that sustain them on public and private property. The urban forest provides a number of environmental and health benefits which contribute to the quality of life for residents and workers in the Cornell Centre Secondary Plan Area. The City will work with development proponents and other stakeholders to increase tree canopy coverage.

It is the policy of Council:

4.2.1 To protect, expand and integrate the urban forest in the Cornell Centre Secondary Plan Area in a manner consistent with Section 3.2 of the Official Plan and the policies of this Plan.

4.2.2 That prior to approval of an application for development, *redevelopment*, or site alteration, the proponent shall retain a certified Arborist to prepare an Arborist Report and Tree Inventory and Preservation Plan in accordance with the City's Arborist Report and Tree Inventory & Preservation Plan Terms of Reference.

4.2.3 That where trees cannot be retained in situ, compensation will be provided in accordance with Section 3.2.1.c) of the Official Plan.

## **4.3 Water Resources and Stormwater Management**

Water resources are important for the maintenance of drinking water supplies and the conservation of *wetlands*, *watercourses* and aquatic habitat. Appropriately designed stormwater management facilities, where required, shall be designed in accordance with the applicable City

of Markham, Conservation Authority and the Ministry of Environment, Conservation and Parks guidelines.

It is the policy of Council:

- 4.3.1 That development, *redevelopment* and *site alteration* be designed with the goal of protecting, restoring or improving ground and surface water quality and quantity in the Cornell Centre Secondary Plan in a manner consistent with Section 3.3 of the Official Plan and the policies of this Plan.
- 4.3.2 That applications for *development approval* within Highly Vulnerable Aquifers shall be subject to Section 3.3.2.4 of the Official Plan.
- 4.3.3 That applications for development approval within Significant Groundwater Recharge Areas are required to maintain pre-development recharge to the greatest extent feasible through stormwater management best management practices, infiltration at the source, and by having regard to the recommendations of the Master Environmental Servicing Plan.
- 4.3.4 That stormwater management facilities shall be located and designed in a manner consistent with Section 3.3 of the Official Plan and Section 7.2 of this Plan.
- 4.3.5 That development proponents shall be responsible for ensuring that stormwater management facilities are designed and constructed in compliance with the Federal Species at Risk Act, Provincial Endangered Species Act and any other applicable provincial and federal legislation, and address applicable Ministry of Environment, Conservation and Parks and City of Markham requirements.

#### **4.4 Environmental Hazards**

Environmental hazards referred to in this section include natural hazards such as floodplain lands and erosion sites, as well as human environmental hazards resulting from soil contamination and air and noise pollution which can pose a threat to public health and safety.

**It is the policy of Council:**

- 4.4.1 That development, *redevelopment* and *site alteration* should be designed to protect the health and safety of the public and reduce property damage in the Cornell Centre Secondary Plan in a manner consistent with Section 3.4 of the Official Plan and the policies of this Plan.
- 4.4.2 That the limits of *hazardous lands* and *hazardous sites* in the Cornell Centre Secondary Plan Area be delineated to the satisfaction of the City and the Toronto and Region Conservation Authority.
- 4.4.3 That applications for *development approval* for *sensitive land uses* adjacent to an arterial road in the Cornell Centre Secondary Plan shall be accompanied by a Noise and Vibration Study prepared in accordance with the Ministry of the Environment, Conservation and Parks

guidelines and York Region noise policies including required mitigation measures prepared to the satisfaction of the City and York Region.

- 4.4.4 To require environmental site assessments and a record of site condition prepared by a qualified person in accordance with the Environmental Protection Act and its regulations, for any lands to be conveyed to the City.

## 5. HEALTHY NEIGHBOURHOODS AND COMMUNITIES

### 5.1 Housing

Cornell Centre is being planned and designed as a healthy and compact community, with neighbourhoods that contain a variety of housing types, a range of parks and required community facilities such as schools, and where *cultural heritage resources* are integrated as appropriate.

#### Range of Housing Types

Providing for a range of housing types and tenures, and *affordable housing* options will contribute to the livability of Cornell Centre and the quality of life for residents. Providing for mid- and high-rise housing forms within and in close proximity to the Protected Major Transit Station Area (PMTSA) will improve access to services, jobs and amenities beyond Cornell Centre.

Ensuring there is an adequate supply of *affordable housing* opportunities for those low- and moderate-income households experiencing affordability challenges, and *shared housing* opportunities for seniors or those persons with special needs is integral to the economic and social well-being of the Cornell Centre Community.

#### It is the policy of Council:

#### Range of Housing Types

- 5.1 To promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of Cornell Centre residents and workers in a manner consistent with Section 4.1 of the Official Plan and the policies of this Plan, and more specifically by:
- a) encouraging the construction of multiple units, including stacked townhouses and townhouses, and apartment units with a mix of unit sizes including larger units with multiple bedrooms and smaller units;
  - b) encouraging the construction of rental, affordable and *shared housing* units with a full range of unit types and sizes, particularly in locations served by transit; and
  - c) providing for the establishment of *secondary suites*.

#### Compact Community

- 5.1.1 That the tallest buildings shall generally be focused within the Cornell BRT Station PMTSA, and along Highway 7, and planned in accordance with Section 6.1 of this Secondary Plan.



5.1.2 That employment uses shall be directed to the Cornell BRT Station MTSA, and lands within the Mixed Use and Employment designations.

5.1.3 That the Secondary Plan Area is planned to achieve a minimum of:

- a) Approximately 40,000 people, 20,000 residential units, and 6,000 jobs (TBC);
- b) 200 people and jobs per hectare within the Cornell BRT Protected MTSA as shown in Map SP2 – Community Structure.

5.1.4 To monitor development and the achievement of the density targets identified in Section 5.1.3 of this Plan through *development approvals*.

#### **Affordable and Shared Housing**

5.1.5 To provide for *affordable* and *shared housing* opportunities within the Cornell Centre Secondary Plan Area according to Section 4.1.3 of the Official Plan, and more specifically by:

- a) targeting 35 percent of the new housing units within the Cornell BRT Station PMTSA be *affordable* to low to moderate income households;
- b) targeting 25 percent of the new housing units outside the Cornell BRT Station PMTSA be *affordable* to low to moderate income households;
- c) encouraging the provision of purpose-built rental housing with a range of unit sizes, including larger units with multiple bedrooms and smaller units;
- d) encouraging a portion of the targeted *affordable housing* units to be designed as *shared housing* units with supports to accommodate persons with special needs; and
- e) supporting the equitable distribution of *affordable* and *shared housing* within permitted building forms, particularly in locations well-served by transit, including along Highway 7, and within the Cornell BRT Station PMTSA.

5.1.6 To work with York Region, the non-profit sector, the development industry, community partners, and senior levels of government to provide *affordable*, purpose-built rental and *shared housing* through the applicable legislative framework, agreements and/or partnerships, and available tools. *Affordable housing* may also be achieved through inclusionary zoning where applicable.

5.1.7 To require proposed development applications to demonstrate support for the implementation of *affordable housing* in accordance with Section 4.1.3 of the Official Plan and the City of Markham's Affordable and Rental Housing Strategy.

5.1.8 That in accordance with Sections 4.1.2.8 and 4.1.3.6 c) and d) of the Official Plan, in order to monitor and encourage the implementation of a diverse and *affordable housing* stock in the Secondary Plan Area, housing impact statements will be required to be submitted in support of development applications in the 'Mixed Use Mid Rise', and 'Mixed Use High Rise' designations, which will identify:

- a) the number of proposed new housing units by type, size and tenure;
- b) the estimated rents and/or initial sales prices of the proposed new housing units by type; and
- c) the relationship of the proposed new housing units to York Region's annual maximum *affordable housing* thresholds for Markham.

## 5.2 Community Infrastructure and Services

Community infrastructure and services should be located and designed to act as "community hubs" and focal points within Cornell Centre. These "community hubs" may consist of facilities and services provided by the City or York Region such as public schools, parks, open spaces, urban gardening opportunities, libraries and/or community centers, and/or facilities and services provided by the private sector such as day care centers and places of worship.

Optimal locations for public schools, parks, and open spaces are identified conceptually within the Cornell Centre Secondary Plan Area to inform future development approvals. It is recognized that community infrastructure and services in adjacent communities will also serve the Cornell Centre Community.

### General Policies

- 5.2.1 To plan and coordinate the provision of community infrastructure and services for the Cornell Centre Secondary Plan Area, including *public community infrastructure* provided by Markham and York Region, and other community infrastructure provided by the private sector, in a manner consistent with Section 4.2 of the Official Plan and the policies of this Secondary Plan to, among other things:
  - a) support the development and implementation of Markham's Integrated Leisure Master Plan, as amended from time to time;
  - b) ensure the delivery of community infrastructure and services is balanced to meet the needs of existing and future residents of the Cornell Centre community; and
  - c) encourage new approaches to the delivery of community infrastructure and services that promote shared use or multi-functional facilities and services in order to achieve capital and operating cost efficiencies.
- 5.2.2 To identify optimal locations within the Cornell Centre Secondary Plan Area for *public schools*, parks, and *places of worship* as shown conceptually on Map SP1 – Detailed Land Use.
- 5.2.3 To secure *public community infrastructure* through *development approvals*. In accordance with Section 4.2.2.2 of the Official Plan, a community infrastructure impact statement may be required to be submitted in support of development applications to identify how required public community infrastructure may be delivered.

## Public Schools

- 5.2.4 That the location of the *public school* sites shown on Map SP1 - Detailed Land Use have been selected to reflect the role of school sites in defining community and neighbourhood structure, the parks system, patterns of land use, and integration with the planned active transportation network to encourage active travel for the school community.
- 5.2.5 That the location, size and configuration of each *public school site* shown on Map SP1 – Detailed Land Use shall be determined in consultation with the School Board within the context of the community design principles outlined in this Secondary Plan.
- 5.2.6 That where a *public school* site adjoins public parkland, the school site shall be of a size, configuration, and design that facilitates potential joint use by the City and the respective School Board.
- 5.2.7 To encourage innovative approaches in the design of *public schools* including vertical schools and schools integrated into the base of multi-storey buildings.
- 5.2.8 That *public school* sites be confirmed and secured through the *development approval* process.
- 5.2.9 That a *public school* site may be relocated in consultation with the School Board, and without amendment to this Secondary Plan, provided the alternate site is consistent with the community structure objectives of this Secondary Plan and the long-term needs of the School Board.
- 5.2.10 That in the event a *public school* site shown on Map SP1 – Detailed Land Use is no longer required by a School Board, other educational institutions, or the City in accordance with Section 4.2.3.2 of the Official Plan, the uses in the underlying land use designation in this secondary plan shall apply.
- 5.2.11 That *public school* sites may be zoned to permit appropriate alternate uses with a ‘Hold’ provision, in addition to a *public school* and accessory uses in the event the site is not required by a School Board or other educational institutions, and Council has not considered any alternative use in accordance with Section 4.2.3.2 of the Official Plan. Appropriate alternate uses may be identified through plans of subdivision.

Removal of the ‘Hold’ provision for the alternate uses on the site shall be addressed in the conditions of approval of an appropriate plan of subdivision and/or site plan control agreement secured through the development approval process.

## 5.3 Parks System

Markham is committed to ensuring that a sufficient supply of programmable parks is available to its residents. Within the Cornell Centre Community, a well-designed and connected system of parks will provide opportunities for diverse recreational and leisure activities.

**It is the policy of Council:**

- 5.3.1 To plan and develop a system of parks that is integrated throughout the Cornell Centre Plan Area in a manner consistent with Section 4.3 of the Official Plan and the policies of this Secondary Plan.
- 5.3.2 That the Parks System within the Cornell Centre Secondary Plan Area, as shown on Map SP1 – Detailed Land Use, and further described in Section 8.7 of this Plan, includes the following hierarchy of parks:
  - a) Active Parks, generally 1 to 6 hectares in size;
  - b) Urban Squares, generally 0.5 to 5 hectares in size;
  - c) Parkettes, generally 0.5 to 1.5 hectares in size; and,
  - d) Urban Parkettes, generally 0.2 to 0.5 hectares in size, to serve park users generally within a 5-minute walking distance (approximately 400 meters).
- 5.3.3 To acquire public parkland in the form of City Parks within the Cornell Centre Secondary Plan Area through the *development approval* process in accordance with applicable legislation to secure public park sites through the *development approval* process, including the establishment, where appropriate, of an area specific parkland agreement.
- 5.3.4 That parks be distributed generally in accordance with the following principles:
  - a) Achieving minimum walking distances for residents in accordance with Section 4.3.2.2 of the Official Plan;
  - b) Co-locating parks and *public school* sites where possible;
  - c) Providing connections from Parks to adjacent open spaces, the Greenway System, streets, utility corridors, and pedestrian and cycling trails; and
  - d) Locating parks to take advantage of topography and views where appropriate.
- 5.3.5 To encourage planning for parks in the Secondary Plan Area with regard to the City of Markham's Age-Friendly Guidelines.
- 5.3.6 That a park site identified on Map SP1 – Detailed Land Use may be relocated without amendment to this Secondary Plan provided the alternate site is consistent with the community structure objectives of this Secondary Plan. In the event a park site is relocated, the uses in the abutting designations shall be permitted subject to a zoning bylaw amendment. Removal of identified park sites shall require an amendment to this Secondary Plan.

**5.4 Greenway System**

Greenway System lands may include natural heritage lands, vegetation protection zones, transportation and utility corridors, stormwater management facilities, lands required for pedestrian and cycling routes, and other open space lands encumbered by easements or use restrictions.

## 5.5 Cultural Heritage Resources

Several properties within the Cornell Centre Secondary Plan Area are designated on the City's *Register of Property of Cultural Heritage Value or Interest*. The City's objective is to *conserve*, enhance and restore *significant cultural heritage resources* including *built heritage resources*, *archaeological resources* or *cultural heritage landscapes* that are valued for the important contribution they make to understanding the history of a place, event or a people, according to the policies of Section 4.5 of the Official Plan.

- 5.5.1 That *conservation* of *cultural heritage resources* within the Cornell Centre Secondary Plan Area shall be consistent with Section 4.5 of the Official Plan, and the policies of this Secondary Plan.
- 5.5.2 That the *cultural heritage resources* contained in the City's *Register of Property of Cultural Heritage Value or Interest* within the Cornell Centre Secondary Plan Area are identified in Appendix 1 – Cultural Heritage Resources.
- 5.5.3 That the retention and/or relocation of *cultural heritage resources* be considered in accordance with Section 4.5 of the Official Plan.
- 5.5.4 To ensure that development of a *significant cultural heritage resource* itself, or development on adjacent lands is designed, sited or regulated so as to protect and mitigate any negative visual and physical impact on the *heritage attributes* of the resource, according to Section 4.5.3.11 of the Official Plan, including considerations such as scale, massing, height, building orientation and location relative to the resource. The strategy for integrating *cultural heritage resources* where required shall be outlined in an application for development, *redevelopment* or site alteration.
- 5.5.5 To impose the following conditions of approval on development or *site alteration* containing a *cultural heritage resource* in addition to those provided in Section 4.5 of the Official Plan, where it has been determined appropriate subject to the policies in Section 4.5 of the Official Plan to retain a *cultural heritage resource*:
  - a) securement of satisfactory financial and/or other guarantees to restore a *cultural heritage resource* or reconstruct any *cultural heritage resources* damaged or demolished as a result of new development;
  - b) obtaining a form of development approval for the *cultural heritage resource* including the implementation of a restoration plan for the heritage building;
  - c) requiring provisions in offers of purchase and sale which give notice of the *cultural heritage resource* on the property; and
  - d) requiring the commemoration of the *cultural heritage resource* through the provision and installation of an interpretive plaque, in a publicly visible location on the property (i.e., Markham Remembered Plaque).

## 5.6 Archaeological Resources

First Nations and Métis *archaeological resources* contribute to Markham's unique local identity. This Secondary Plan recognizes the importance of conserving *archaeological resources* and the potential opportunity for incorporating appropriate archaeological discoveries in place making within the Secondary Plan Area.

### It is the policy of Council:

- 5.6.1 That the conservation of archaeological resources within the Cornell Centre Secondary Plan Area will be promoted in a manner consistent with Section 4.6 of the Official Plan and the policies of this Secondary Plan.
- 5.6.2 That prior to approval of an application for development, *redevelopment* or site alteration, on lands containing *archaeological resources* or *areas of archaeological potential*, the proponent shall retain a provincially licensed archaeologist to undertake an archaeological assessment and complete other requirements outlined in Section 4.6.2.2 of the Official Plan to the satisfaction of the City and the Province.
- 5.6.3 To prohibit grading or other *site alteration*, including installation of infrastructure, on any site within the Cornell Centre Secondary Plan Area prior to the issuance of a letter of acceptance of an archaeological assessment from the Province, if one was required.
- 5.6.4 To only permit development and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* if the *significant archaeological resources* have been *conserved* by preservation on site, or by removal and documentation. Where significant *archaeological resources* must be preserved on site, only development and *site alteration* which maintain the heritage integrity of the site may be permitted.

## 6. URBAN DESIGN AND SUSTAINABLE DEVELOPMENT

The physical layout and design of the Cornell Centre Secondary Plan Area will be defined by the pattern and design of a network of streets and blocks, open spaces and other elements of the public realm. In addition to ensuring a sustainable pattern of development through the appropriate integration of land use, transportation and infrastructure, this Secondary Plan anticipates the application of innovative sustainable development practices and technologies in site planning and building design.

### 6.1 General Provisions

It is intended that the Cornell Centre Community be designed as a pedestrian, cycling, transit and age friendly compact community with sustainable building and site design elements, and innovative techniques for stormwater management.

The emphasis will be to define the urban form and character of the Cornell Centre community through:

- compact neighbourhoods with pedestrian-friendly and age-friendly streets;
- compatible built form and high-quality building design and construction;
- vibrant people places with a clearly identifiable and well-designed public realm; and
- sustainable development.

To achieve sustainable development, policy direction is provided with respect to conservation of environmental resources, energy efficiency and the reduction of greenhouse gas emissions, and supporting climate change adaptation. Sustainable building and site design within the Cornell Centre Secondary Plan Area will focus on water efficiency, energy conservation and renewable energy generation, ecological protection and enhancement, food production and active transportation at the site scale.

**It is the policy of Council:**

- 6.1.1 To shape the urban form of the Cornell Centre Secondary Plan Area in a manner consistent with Sections 6.1 and 10.1.2.2 of the Official Plan and the policies of this Plan.

**Public Realm**

- 6.1.2 To design and organize the public realm in accordance with Section 6.1.2 of the Official Plan.
- 6.1.3 To provide connections and linkages to destinations throughout the Cornell Centre Secondary Plan Area comprising public boulevard, the parks and Greenway system, and multi-use pathways to form an active transportation network as shown on Map SP5 - Transit and Active Transportation Network that is accessible to people of all ages and abilities.
- 6.1.4 To coordinate street planting with utility locations to minimize disruption and ensure adequate space and growing conditions for trees, in accordance with the City of Markham's Tree Preservation By-law and City of Markham's Streetscape Manual.
- 6.1.5 To contribute to a net increase in the City of Markham's tree canopy to support achieving the 30% target in the City's Trees for Tomorrow Program.
- 6.1.6 To design sidewalks that are barrier-free in accordance with the City of Markham's Accessibility Guidelines.

**Streets and Blocks**

- 6.1.7 To design and arrange streets and blocks in accordance with Section 6.1.3 of the Official Plan and Map SP1 - Detailed Land Use of this Secondary Plan.



### **Streetscapes**

- 6.1.8 To design and arrange streetscapes in accordance with Section 6.1.4 of the Official Plan and Map SP4 - Street Network of this Secondary Plan.
- 6.1.9 To support cycling infrastructure by providing bicycle parking post and ring facilities at major activity nodes and within the landscape and utility zone of the boulevard.
- 6.1.10 To encourage year-round activity along the boulevard with boulevard spaces that are adaptable to seasonal conditions (i.e., seasonal patios).
- 6.1.11 To ensure wider boulevards encompass streetscape elements that enhance the pedestrian experience.
- 6.1.12 To provide sidewalks of a width no less than 2 meters.
- 6.1.13 To ensure adequate soil volume that will sustain the growth of canopy trees along street boulevards.
- 6.1.14 To include streetscape elements that enhance the pedestrian experience and contribute to year-round use.

### **Landmarks and Views**

- 6.1.15 To plan for and arrange streets and blocks, parks and open spaces, buildings and public art to create view corridors and focal points to enhance a sense of place, and in accordance with section 6.1.5 of the Official Plan.
- 6.1.16 To recognize the following intersections as landmark gateways into and within the Cornell Centre Community:
  - a) Highway 7 and 9<sup>th</sup> Line
  - b) Highway 7 and Donald Cousens Parkway
  - c) Highway 7 and Reesor Road
- 6.1.17 To ensure that buildings and public realm features at the intersections identified in Section 6.1.16 make a significant architectural contribution to the character and identity of the Secondary Plan Area, while respecting the immediate context and creating a distinct built form, appearance or landmark feature, in accordance with the City's Gateway Masterplan.
- 6.1.18 To promote the creation of EcoMobility Hubs of activity at the intersections identified in Section 6.1.16, inclusive of an appropriate mix of uses, public art, wayfinding elements, open spaces, and other placemaking features.

### **Open Space**

6.1.19 To design and develop open space in accordance with Sections 4.3 and 6.1.6 of the Official Plan and Map SP1 - Detailed Land Use of this Secondary Plan.

6.1.20 To design the Neighbourhood Park and *public school* campus (insert location) as a shared facility, providing a seamless layout and landscaping.

#### **Public Art**

6.1.21 To plan for and encourage the provision of public art in the Cornell Centre Secondary Plan Area in accordance with Section 6.1.7 of the Official Plan.

#### **Built Form and Site Development**

6.1.22 To design and plan the built form in the Secondary Plan Area in accordance with Section 6.1.8 of the Official Plan.

6.1.23 To encourage designing and planning the built form and associated site works in the Secondary Plan Area with regard for the City of Markham's Age-Friendly Guidelines.

6.1.24 To establish appropriate peaks and transitions throughout the Secondary Plan Area, including:

- a) primary height and density peaks within the Cornell BRT Station PMTSA and along Highway 7;
- b) secondary height and density peaks along the length of Bur Oak Avenue; and,
- c) downward transitions between the primary and secondary height peaks to residential areas adjacent to the Secondary Plan Area.

6.1.25 To provide all buildings within the Secondary Plan Area with an appropriate degree of street-wall continuity and enclosure to the street while maximizing views into parks and open spaces.

6.1.26 To generally establish a consistent building frontage set back from the property line of a minimum of 3.0 meters and maximum of 5.0 meters for the building podium, or base, in order to provide for a zone of transition between public and private realms while also providing spillover space for commercial activity, or a buffer for residential units at grade, and also enabling the inclusion of awnings, canopies, and signage without encroachment into the right-of-way.

6.1.27 To orient all buildings to frame and provide uses at grade that animate the public realm around parks and open spaces.

6.1.28 To ensure minimal shadow and wind impacts on public and private streets, parks and open spaces, and community facilities.

6.1.29 To generally incorporate upper-storey step backs between podiums and towers of no less than 3 meters to ensure a strong delineation between the pedestrian-scaled base of a building and its taller elements while also mitigating on wind impacts at ground level.

- 6.1.31 To generally maintain a maximum residential tower floor plate gross floor area as outlined in the Comprehensive Zoning By-Law for intensification areas.
- 6.1.32 To generally maintain a minimum tower separation distance of 30 meters, offsetting the location of towers, where possible.
- 6.1.33 To generally maintain a minimum tower setback of 15 meters from adjacent property lines to ensure adjacent properties' redevelopment potential is not impeded.

#### **Buildings Abutting Cultural Heritage Resources**

- 6.1.33 To design buildings abutting any cultural heritage resource to complement and enhance the retained resources through the following design considerations:
  - a) Provide a built form that is complementary in scale to adjacent cultural heritage resources;
  - b) Consider materials that are sympathetic to adjacent cultural heritage resources;
  - c) Ensure setbacks are complementary to adjacent cultural heritage resources;
  - d) Provide building massing that is appropriate within its context and does not negatively impact adjacent cultural heritage resources;
  - e) Where appropriate, incorporate design features that complement the architectural style and character of adjacent cultural heritage features but are distinct from them; and
  - f) Ensure new buildings have a consistent approach to design detail in all building elements.

### **6.2 Sustainable Development**

- 6.2.1 To achieve sustainable development, policy direction is provided with respect to conservation of environmental resources, energy efficiency and the reduction of greenhouse gas emissions, and supporting climate change mitigation and adaptation. Sustainable subdivision and site plan design within the Secondary Plan Area will achieve a minimum score in accordance with the Sustainability Metrics Program.
- 6.2.2 To support the sustainable development of the Cornell Centre Secondary Plan Area in a manner consistent with Section 6.2 of the Official Plan and the policies of this Plan, through the integration of land use, transportation and infrastructure planning at the community level and the application of innovative sustainable development practices and technologies in site planning and building design.
- 6.2.3 To consider the application of innovative sustainable design practices and technologies as appropriate, in site planning and building design through the *development approval* process and in particular, through the application and compliance with a sustainable development checklist, as part of the site plan control and/or plan of subdivision application process, as generally set out in Section 6.2.3.1 of the Official Plan.

### 6.3 Municipal Energy Plan<sup>(OBJ)</sup>

- 6.2.1 To design and plan for an energy efficient Cornell Centre Community that contributes to the achievement of the goals and objectives in the City of Markham Municipal Energy Plan towards net zero greenhouse gas (GHG) emissions development by:
- a) encouraging the design of net zero ready buildings that also exceed Ontario Building Code standards;
  - b) encouraging the incorporation of solar photovoltaic infrastructure on building rooftops;
  - c) designing all residential and non-residential buildings to be electric vehicle ready; and
  - d) providing publicly accessible electric vehicle charging infrastructure as part of public and private developments where feasible.

## 7. TRANSPORTATION, SERVICES AND UTILITIES

### 7.1 Transportation System

The transportation system servicing the Cornell Centre Secondary Plan Area includes public roads, private roads, pedestrian, bicycle and transit routes and facilities. It is intended that this integrated transportation system will facilitate growth and development in the Secondary Plan Area by improving the existing road and transit network, connections to destinations within the Secondary Plan Area and adjacent communities, and by providing a convenient range of travel choices.

**It is the policy of Council:**

#### 7.1.1 General Policies

- 7.1.1.1 To plan and design a transportation system to service the Cornell Centre Secondary Plan Area that balances the needs of all road network users including pedestrians, cyclists, transit and motorists, and the integration of land uses, in a manner consistent with Section 7.1 of the Official Plan, and the policies of this Secondary Plan.
- 7.1.1.2 That the transportation system servicing the Cornell Centre Secondary Plan Area includes the planned road network of arterial roads, major collector and minor collector roads as shown on Map SP4 – Street Network and the planned transit network and active transportation network of transit, cycling, and pedestrian routes and facilities as shown on Map SP5 – Transit and Active Transportation Network.
- 7.1.1.3 That the location of collector roads and transit, cycling and pedestrian routes and facilities will be confirmed through more detailed studies submitted in support of *development approvals* for the Cornell Centre Secondary Plan Area. The final location of trails/pathways, roads, and related facilities may be revised without amendment to this Secondary Plan, provided the intent of the Official Plan and this Secondary Plan is maintained.

7.1.1.4 To require through the *development approval* process, where appropriate and at no public cost, and in accordance with the Planning Act, the conveyance of lands within the Cornell Centre Secondary Plan Area needed to achieve the road network shown on Map SP4 – Street Network and the active transportation network shown on Map SP5 – Transit and Active Transportation Network in accordance with Section 7.1.3.4 of the Official Plan. Determination of final right-of-way requirements shall be made through the completion of the Functional Traffic Design Study, Transportation Impact Assessment and/or any applicable environmental assessment as initiated through the development approval process. Notwithstanding the planned rights-of-way for arterial and collector roads, should it be determined through the development approval process that greater right-of-way widths are required, the additional lands shall be conveyed to the City and/or the Region at no public cost, without an amendment to this Secondary Plan.

## **7.1.2 Road Network**

The road network within the Cornell Centre Secondary Plan Area is largely influenced by existing arterial and collector roads as well as proposed collector roads that are expected to carry the majority of pedestrian, cycling, vehicular, and transit service traffic within the community, and will serve as links to neighbouring areas. The collector road network establishes a mainly grid pattern within the Secondary Plan Area that creates a well-defined street and block hierarchy of continuous collector roads in both east-west and north-south directions, providing alternate routes to Highway 7 as well as increasing opportunities for connections between active transportation facilities and transit services.

### **It is the policy of Council:**

7.1.2.1 That the designated arterial roads surrounding the Cornell Centre Secondary Plan Area as shown on Map SP4 – Street Network be planned to achieve the requirements of the York Region Official Plan, as may be amended from time to time.

7.1.2.2 That the designated collector roads within the road network of the Cornell Centre Secondary Plan Area as shown on Map SP4 - Steet Network be planned to generally achieve the following:

- a) Major collector roads shall generally have a mid-block right-of-way width of up to 30.5 meters .
- b) Minor Collector roads shall generally have a mid-block right-of-way width of 23.0 meters;
- c) Separated cycling facilities (e.g., cycle track, protected bike lane or buffered bike lane) shall generally be provided on each side of the collector roads. Design requirements shall have regard for the City's Design Guidelines for Separated Cycling Facilities, Multi-use Paths & Trails;
- d) Aligned travel lanes through the collector road intersections;
- e) Restrict driveway access from developments adjacent to Regional Roads or major collector roads to maximize the efficiency of the street system through techniques such as suitable local street access, shared driveways and interconnected properties; and

- f) Plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions, in all new urban developments.

G) Where a collector road intersects another collector road, it shall be recognized that a number of traffic control alternatives may be considered, including stop-controls, traffic signals and/or roundabouts. The intersection right-of-way shall be confirmed through the completion of the functional traffic design study and transportation impact assessment and/or any applicable environmental assessment.

7.1.2.3 That the local roads within the road network of the Cornell Centre Secondary Plan Area be planned to achieve the following:

- a) a primary road network providing frontage for development lots and blocks;
- b) design requirements, in a manner consistent with the urban design policies in Section 6.0 of this Plan, to be determined through the approval of functional traffic design studies and transportation impact assessments; and
- c) aligned travel lanes through the collector road intersections.

Where possible local roads shall be organized to form a modified grid network intersecting with the designated collector roads in order to maximize connectivity throughout the Cornell Centre Plan Area.

### **7.1.3 Transit and Active Transportation Network**

Within the Cornell Centre community, interconnectivity between the transit network and cycling and walking facilities is essential to the establishment of a well-integrated active transportation network. Providing opportunities for convenient and continuous active transportation makes it easier for people to decrease their dependence on the automobile. Conveniently located and adequately spaced transit stops are also crucial to establishing an integrated transit network to service the Cornell Centre Secondary Plan Area and promote ridership.

#### **It is the policy of Council:**

7.1.3.1 To work with Metrolinx, York Region, other applicable transit providers and development proponents, to plan, enhance or facilitate transit services in the Cornell Centre Secondary Plan Area as shown on Map SP5 – Transit and Active Transportation Network. This will be a continuous process with:

- a) Ongoing coordination with York Region Transit and York Region to align transit plans with growth in the Cornell Centre Secondary Plan Area; and,
- b) Ongoing coordination with Metrolinx, to identify growth in the Cornell Centre Secondary Plan Area, including accounting for appropriate population and employment growth in future Metrolinx ridership forecasting analysis and service planning.

7.1.3.2 To facilitate the development of a transit-supportive urban structure, in cooperation with York Region and development proponents, by:

- a) Planning for a local road pattern and related pedestrian routes that accommodate direct pedestrian access to transit routes and stops;
- b) Ensuring all areas within the Cornell Centre Secondary Plan Area are adequately served by public transit;
- c) Incorporating transit stops in road design requirements, where appropriate; and
- d) Promoting public transit ridership through site planning and building design, building scale, distribution of development densities, land use mix and location.

7.1.3.3 That the active transportation network shown on Map SP5 – Transit and Active Transportation Network be planned to achieve the following:

- a) An interconnected system of paths linking pedestrians and cyclists within the Cornell Centre Secondary Plan Area with other pathway systems in the City;
- b) An active transportation network that seamlessly connects destinations and communities, including the:
  - i) Cornell BRT Station;
  - ii) Markham Stouffville Hospital Campus;
  - iii) Greenway System;
  - iv) Parks System;
  - v) Future *public school* sites;
  - vi) Future potential trail systems adjacent to the Secondary Plan Area;
  - vii) Markham Village neighbourhood to the west;
  - viii) Box Grove neighbourhood to the south; and
- c) An active transportation network that is designed with regard for the urban design policies, applicable engineering standards and guidelines, and determined through further studies such as functional traffic design studies and transportation impact assessments and detailed designs; and
- d) Separated and protected cycling facilities, where they can be prioritized.

#### 7.1.4 Vehicle Parking Rate

**It is the policy of Council:**

- 7.1.4.1 To reduce minimum parking rate standards reflective and supportive of the planned improvements in sustainable mode choices in the Cornell Centre Secondary Plan Area, and in particular within *Protected Major Transit Station Area(s)*.
- 7.1.4.2 That related requirements shall be defined in the implementing zoning by-law for the secondary plan area, and may be further informed by the Citywide Parking Strategy Study, or other City initiated parking studies.
- 7.1.4.3 To require as part of a development application, a Transportation Demand Management and Traffic Management plan, in accordance with Section 7.1.6.1 in this Plan, that is also reflective of the vehicle parking rate.

### **7.1.5 Ecomobility Hubs**

Ecomobility hubs are multi-modal one-stop hubs to facilitate smart and easy access to mobility services such as bike and/or scooter sharing stations, ride sharing (microtransit) or car sharing. Strategic implementation of ecomobility hubs will provide additional sustainable mobility options to access the Cornell Centre Secondary Plan area and surrounding communities from the hub locations.

**It is the policy of Council:**

- 7.1.5.1 To facilitate the planning and implementation of ecomobility hubs with the purpose of providing additional sustainable mobility options to access the Cornell Centre Secondary Plan Area and surrounding communities by:
- a) Coordinating with and engaging York Region on the integration of an ecomobility hub in the transit station for Cornell BRT Station;
  - b) Planning for implementation of smaller scale ecomobility hubs at key intersections within an unused street right-of-way, within a municipally owned park or open space, or as part of private developments.

### **7.1.6 Transportation Demand Management**

Transportation demand management measures seek to modify travel behaviour or demand in order to make more efficient use of available transportation capacity. These objectives can be achieved by encouraging residents and workers within the Cornell Centre Secondary Plan Area to make more trips by walking, cycling, transit and carpooling, and other sustainable modes of transportation.

**It is the policy of Council:**

- 7.1.6.1 That a comprehensive Transportation Demand Management plan be prepared by development proponents in the Secondary Plan Area, to reduce the number of trips, length of trips, and reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation.
- 7.1.6.2 That the Transportation Demand Management plan be adaptive and reflective of the planned and committed transportation infrastructure and programs in the Secondary Plan Area. Further, the Transportation Demand Management plan may be enhanced in the interim until such transportation improvements are in place.

## **7.2 Services and Utilities**

### **7.2.1 Municipal Water, Wastewater and Stormwater Management**

Municipal infrastructure provides for the safe and effective delivery of potable water and the conveyance of wastewater and stormwater.



**It is the policy of Council:**

- 7.2.1.1 To ensure that new developments in the Cornell Centre Secondary Plan Area are serviced with municipal water, wastewater, and stormwater infrastructure in accordance with the provisions of Section 7.0 of the Official Plan, and that such infrastructure are designed to City standards and guidelines. Additionally, water, wastewater, and stormwater infrastructure to support new developments shall be designed in a manner consistent with the recommendations of the Municipal Servicing Study Report and Cornell Centre Master Environmental Servicing Plan.
- 7.2.1.2 That the design of the trunk water, wastewater, and stormwater infrastructure should generally be based on the recommendations in the Municipal Servicing Strategy prepared in support of the Secondary Plan, and the latest City and York Region Water and Wastewater Master Plan. The design of the local water, wastewater, and stormwater infrastructure is to be confirmed through more detailed studies and *development approvals*.
- 7.2.1.3 That the assignment of sanitary capacity allocation for development in the Secondary Plan Area will be determined by the City, in consultation with York Region, as part of the review of a development application, and in accordance with the Cornell Centre Master Environmental Servicing Plan and the development phasing plan where required.
- 7.2.1.4 That satisfactory arrangements between Developers' Groups, the City and York Region, where applicable, shall be established to ensure timely delivery of the key components of the water and wastewater infrastructure for the Secondary Plan Area as a condition of development approvals in the Cornell Centre Secondary Plan Area.

**7.2.2 Municipal Servicing Study**

**It is the policy of Council:**

- 7.2.2.1 That development applications be prepared in accordance with the recommendations of the Cornell Centre Master Environmental Servicing Plan Study prepared for the Secondary Plan Area.
- 7.2.2.2 That should the provision of infrastructure services be required to facilitate development that exceeds the land use provisions established in the Secondary Plan, development approval shall be contingent on the City's review and acceptance of the following servicing requirements for the Secondary Plan Area:
  - a) required servicing studies to address the servicing requirements for the additional development. The servicing studies shall address, to the City's satisfaction, the requirements for the following:
    - i) sanitary sewers;
    - ii) watermains;
    - iii) stormwater management design including low impact development measures as per City guidelines.

### **7.2.3 Functional Servicing Report**

**It is the policy of Council:**

- 7.2.3.1 That a functional servicing report, where required by the City, shall be submitted in support of a development application for review and acceptance by the City and Region, prior to approval of the development.
- 7.2.3.2 That the functional servicing report reflect the recommendations of the Municipal Servicing Study report and support the detailed design of the water, wastewater, and stormwater infrastructure required to service the development.
- 7.2.3.3 That the functional servicing report framework address, but not be limited to, site grading, sewers and watermain works, erosion and sedimentation controls, road cross-sections and utility requirements. Engineering drawings shall be prepared in accordance with the function servicing report and shall be submitted for review and approval by the City and Region. All municipal services shall be designed and constructed in accordance with the policies, guidelines, and standards of the City, and where applicable, affected agencies.
- 7.2.3.4 That each development application be responsible for hydrogeological assessment, as well as establishing acceptable groundwater discharge measures, as determined by the City, in support of the functional servicing report.

### **7.2.4 Stormwater Management Report**

**It is the policy of Council:**

- 7.2.4.1 That as a condition of *development approvals* and based on the findings and recommendations of the accepted Municipal Servicing Study Report, Master Environmental Servicing Plan and/or functional servicing report, a stormwater management report shall be prepared in accordance with Section 3.3 of the Official Plan and Section 4.4 of this Secondary Plan, and submitted for review and acceptance by the City in consultation with the Toronto and Region Conservation Authority (TRCA). The report shall provide detailed information regarding the provision of water quality and quantity management facilities, water balance, low impact development facilities, hydraulic grade lines, detailed major and minor systems, and erosion and siltation control measures for the plan of subdivision or other development proposal.

### **7.2.5 Utility and Telecommunication Services**

Utilities provide essential services to Cornell Centre such as natural gas, electricity and/or renewable energy, street lighting and telecommunications and shall be planned and coordinated within the Secondary Plan Area to the greatest extent possible.

**It is the policy of Council:**

- 7.2.5.1 To require that, to the greatest extent possible, utilities shall be planned and constructed in a coordinated manner. Utility and telecommunication services shall be planned to be located underground and shall be grouped wherever possible. Where required, above ground utility fixtures shall be located and designed in accordance with City policies and have regard to the urban design policies in Section 6.0 of this Secondary Plan.
- 7.2.5.2 That utility and telecommunication services shall be permitted in all land use designations subject to the requirements of the Master Environmental Servicing Plan prepared in support of the Secondary Plan and detailed engineering designs to be approved by the City. Any proposed services located within the Greenway System lands shown on Map SP6 – Greenway System shall be minimized and shall coincide with required road rights-of-way wherever possible. If a single loaded road is approved to adjoin lands designated as ‘Greenway’, services should be confined to the edge of the road right-of-way farthest from the ‘Greenway’ designation, wherever possible.
- 7.2.5.3 That utility providers shall, as a condition of *development approvals*, confirm that existing, upgraded or new services will be available to support proposed development.
- 7.2.5.4 To encourage all development applicants to undertake a subsurface utilities investigation within the City’s road right-of-way to identify and map existing underground services so that future services can be accommodated.

## **8. LAND USE**

### **8.1 General Provisions**

The land use designations shown on Map SP1 - Detailed Land Use establish the general pattern for development in the Secondary Plan Area. The policies for these designations, as set out in Sections 8.1 through 8.7 of the Secondary Plan, provide comprehensive guidance for development, and must be read in conjunction with other applicable provisions of this Secondary Plan as well as Chapter 8 and other applicable provisions of the Official Plan.

#### **It is the policy of Council:**

- 8.1.1 That the general pattern of land use for the Secondary Plan Area is established in schedules that amend the Official Plan and refined on Maps SP1 through SP6 in this Secondary Plan.
- 8.1.2 That further to the provisions of Chapter 8 of the Official Plan, the following land use designations, overlays, and symbols are established and applied to the lands within the Secondary Plan, as shown on Map SP1 - Detailed Land Use:
- ‘Residential Mid Rise’
  - ‘Residential High Rise’
  - ‘Mixed Use Cornell Centre’

- 'Mixed Use Health Care Campus'
- 'Business Park Employment'
- 'Greenway'

- 8.1.3 That the pattern of land use shown on Map SP1 - Detailed Land Use and the proposed specific land uses or facilities identified in Section 8.1.2 will be implemented through required *development approvals* in accordance with the applicable policies of the Secondary Plan, the Official Plan, and addressing City standards and guidelines.
- 8.1.4 That in considering an application for *development approval*, the City shall ensure that development has adequate transportation, water and wastewater infrastructure, and community infrastructure such as *public schools*, parks, and open spaces, and has regard for the Urban Design and Sustainable Development policies outlined in Section 6.0 of this Secondary Plan and Chapter 6 of the Official Plan.
- 8.1.5 That the locations of park sites, open spaces, *public school sites* and sites of other community facilities and infrastructure shown on Map SP1 - Detailed Land Use have been identified to support the development of a *complete community* and ensure all residents have access to park spaces for active and passive recreation.
- 8.1.6 That development proponents are encouraged to enter into one or more developers' group agreement(s), where appropriate, within the Secondary Plan Area, to ensure the equitable distribution of costs for community and infrastructure facilities in accordance with Section 10.2 of this Secondary Plan.
- 8.1.7 To provide for the following uses in all designations, except the 'Greenway' and 'Public Parks' designations:
- a) publicly owned and operated community facility, including a library, community centre and recreation centre, provided the facility is located on an arterial or major collector road;
  - b) fire, police and emergency service facility;
  - c) electrical, gas and oil transmission/distribution facilities;
  - d) publicly owned parking facility;
  - e) publicly owned parkland and public recreation use;
  - f) municipal district heating and/or cooling system;
  - g) automatic vacuum collection;
  - h) municipal transportation facility; and
  - i) municipal service including an underground service, and utility, operation and maintenance facility.

## 8.2 Residential Designations

The 'Residential' designations are intended to provide compatibility with the pattern and character of surrounding development and contribute to the development of *complete*

*communities*. Lands designated 'Residential' are also intended to accommodate community infrastructure and services such as *public schools, places of worship, open spaces, and affordable and shared housing*, all with access to a transportation network that encourages walking, cycling and transit use.

Lands designated 'Residential' are further categorized into 'Residential Mid Rise', and 'Residential High Rise' as shown on Map SP1 – Detailed Land Use. This Secondary Plan establishes provisions relating to the residential development contemplated in each designation in addition to those in Sections 8.2.4 and 8.2.5 of the Official Plan.

### **8.2.1 Residential Mid Rise**

The 'Residential Mid Rise' designation applies to certain lands within Cornell Centre, north and south of Highway 7 as identified on Map SP1 - Detailed Land Use. The designation is intended to accommodate medium density residential development, supporting the adjacent retail and employment uses and the planned regional transit service along Highway 7.

The 'Residential Mid Rise' lands north and south of Highway 7 will be connected through a network of streets and pedestrian connections. The residential neighbourhoods will also provide for a linked network of parks, public and private open spaces and green corridors and connectivity to the active transportation network.

The intent is to create walkable communities with inviting pedestrian connections to parkland, the Highway 7 and Bur Oak Avenue commercial areas and to the employment lands to the east.

**It is the policy of Council:**

#### **General Policies**

- 8.2.1.1 That lands within the Secondary Plan Area designated 'Residential Mid Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1 and 8.2.4 of the Official Plan, except as otherwise provided for in Sections 8.2.1.2 and 8.2.1.3 in this Plan.

#### **Uses**

- 8.2.1.2 In addition to the uses permitted in Section 8.1.7 of this Secondary Plan, the following uses may be permitted on lands designated 'Residential Mid Rise':

Lands within this designation may be zoned to permit:

- a) dwelling units including home occupation;
- b) convenience retail and personal services uses on the ground floor of buildings;
- c) day care centres; and
- d) public schools

#### **Building Types**

8.2.1.3 To provide for the following building types on lands designated 'Residential Mid Rise':

- a) Townhouses
- b) small multiplex buildings containing 3 to 6 units
- c) stacked townhouses
- d) apartment buildings
- e) buildings associated with day care centres and public schools

8.2.1.4 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Map SP4 - Height, subject to the following:
  - The maximum height of buildings adjoining lands designated 'Residential Neighbourhood' shall be 4 storeys.
- b) The maximum floor space index of development in each development block within the designation shall be as shown on Appendix 1 – Density.

8.2.1.5 Development Criteria

All development is subject to the following policies:

- a) Notwithstanding the designation boundaries south of Highway 7 between Bur Oak Avenue and Donald Cousens Parkway shown on Map SP1 – Detailed Land Use, the limits of development adjacent to any wetlands in the designation will be established by the City and Toronto and Region Conservation Authority in accordance with the policies of this Plan.
- b) Vehicular access for townhouses fronting on a public street shall be from a lane.

## 8.2.2 Residential High Rise

The 'Residential High Rise' designation applies to certain lands along Highway 7, specifically on the north side of Highway 7, east and west of Bur Oak Avenue, and in certain locations on the south side of Highway 7, east of Bur Oak Avenue as identified on Map SP1 – Detailed Land Use. The designation is intended to accommodate high density residential and mixed-use development supporting the retail and employment uses and planned regional transit service along Highway 7. Development will also provide for a linked network of parks, and public and private open spaces and Greenway linkages

8.2.2.1 Uses

- a) dwelling units including home occupation
- b) convenience retail and personal service uses on the ground floor of buildings
- c) day care centre, in accordance with section 8.13.2 of the Official Plan
- d) public schools

### 8.2.2.2 Building Types

- a) apartment buildings
- b) buildings associated with day care centres and public schools.

### 8.2.2.3 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Map SP4 - Height, subject to the following:
  - Where an apartment building or non-residential building is proposed in a form that includes a defined podium and tower, the minimum height of the podium shall be 4 storeys, and the maximum height of the building will be as shown on Map SP4 - Height.
  - For apartment buildings and non-residential buildings that are not proposed in a podium and tower form, the minimum height for buildings fronting Highway 7, shall be 8 storeys or as shown on Map SP4 - Height.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Appendix 1 – Density.

### 8.2.2.4 Development Criteria

All development is subject to the urban design policies in Section 6 of this plan. In addition, the following policies apply:

- a) Density, height, building types and other elements of development, including but not limited to, depth of any underground structures, shall be established based on the findings of the Master Environmental Servicing Plan and other technical studies required by the City and other agencies having jurisdiction, prior to the approval of development applications.

## 8.3 Mixed Use Designations

The 'Mixed Use' designations in this Secondary Plan are intended to provide for a full range of uses to meet the needs of the local population. The intent is that new employment, retail, restaurant and service uses in this designation will be integrated with community and residential uses in a mixed-use setting in a manner that is transit- supportive and pedestrian-oriented. The availability of community infrastructure will be assessed through the review of a development application to ensure a full range of community services and facilities are available or will be provided to serve residents in these areas.

Mixed use development is provided for in the 'Mixed Use Mid Rise – Cornell Centre', and 'Mixed Use – Health Care Campus' designations as shown on Map SP1 - Detailed Land Use. Additional specific provisions relating to the development contemplated in each designation are established in this Secondary Plan.

- a) Buildings should generally be placed on a site to have continuous street frontage with a consistent setback in order to provide for continuity in built form along public streets.
- b) Development shall address and animate the public streets, particularly the Highway 7, 9th

Line, Bur Oak Avenue and Rustle Woods frontages, including the provision of primary entrances and facades on these streets.

- c) Building placement and the articulation of the building façade will be provided in accordance with the urban design policies of this Plan, as further articulated in the Community Design Plan.
- d) Where the ground floor of a multi-storey building is required to accommodate non-residential uses, the following policies apply:
  - Any residential uses or accessory residential uses on the ground floor of mixed use buildings shall generally not exceed 45% of the ground floor gross floor area.
- e) Where buildings fronting Highway 7, 9th Line, Bur Oak Avenue or Rustle Woods Avenue are located at intersections, ground floor uses shall wrap around the edge of intersecting streets.
- f) Pedestrian connections will be provided to adjacent neighbourhoods.
- g) Structured parking and/or underground parking shall be encouraged in place of surface parking.
- h) Surface parking shall not be permitted within 40 meters of Highway 7, 9th Line, Bur Oak Avenue or Rustle Woods Avenue except behind buildings facing these streets with access restricted to interior streets or lanes.
- i) Loading and parking facilities shall be screened from public view and buffered so as to reduce impacts on residential uses.
- j) On-street parking shall be provided within private road right-of-ways on which buildings front.

### **8.3.1 Mixed Use Cornell Centre**

The 'Mixed Use Cornell Centre' designation is located on both sides of Bur Oak Avenue, along portions of the frontage of Hwy 7, as well as south of the community facilities and health care campus, and includes the Cornell GO Bus regional transit terminal. This designation will provide for a community retail focus in the form of a main street along Bur Oak Avenue as well as a concentration of office and high-density residential uses in proximity to the health care campus, building on the campus as a major employment node in Cornell Centre. It is also intended that a secondary main street be developed along Rustle Woods Avenue, providing an animated pedestrian-friendly connection between the primary Bur Oak Avenue main street and the regional transit terminal.

#### **8.3.1.1 General**

- a) The development standards and criteria contained in this section reflect the intended development of lands within the 'Mixed Use Cornell Centre' designation in a mixed-use multi-storey form. Section 8.4 also applies to non-residential development within this designation.

#### **8.3.1.2 Uses**

To provide for the following uses on lands designated 'Mixed Use Cornell Centre':



- a) banquet hall, within a hotel or trade and convention centre
- b) commercial fitness centre
- c) commercial school
- d) commercial parking garage
- e) community college or university
- f) day care centre, subject to the provisions of Section 6.7.6
- g) dwelling unit including a home occupation
- h) financial institution
- i) hotel
- j) office
- k) place of entertainment
- l) place of worship, subject to the provisions of Section 6.7.5
- m) private club
- n) public school and private school provided these are located on an arterial or major collector road
- o) restaurant
- p) retail
- q) service, with the exception of motor vehicle service stations and commercial storage
- r) trade and convention centre.

#### 8.3.1.3 Building Types

The following building types are provided for:

- a) apartment building
- b) stacked townhouses, except along the Highway 7, Bur Oak Avenue, and Rustle Woods Avenue frontages
- c) multi-storey non-residential or mixed-use building, and
- d) single storey community facilities building.

#### 8.3.1.4 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Map SP3 - Height, subject to the following:
  - Heights within 30 meters of the 9th Line streetline shall not exceed 5 storeys.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Appendix 1 – Density.

#### 8.3.1.5 Development Criteria

All development is subject to the criteria outlined in Section 6.3.3 and the urban design policies in Section 7.0. The following additional policies apply:

- a) The ground floor of buildings fronting Rustle Woods Avenue shall accommodate secondary retail, personal service, office and other non-residential uses compatible with the primary residential or office use, in accordance with 8.3 d).
- b) Dwelling units are not permitted on the north side of Rustle Woods Avenue.
- c) Retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 1,000 square meters. The implementing zoning by-law may further restrict the number of retail premises that may be permitted to have the maximum permitted gross floor area or the proportion of the gross floor area that may be devoted to retail premises of the maximum size.

### **8.3.3 Mixed Use Health Care Campus**

The 'Mixed Use Health Care Campus' designation includes the Markham Stouffville Hospital lands and the adjacent Cornell Community Centre lands. It is intended that this area be developed as a community facilities and health care campus with a range of uses and activities related to health and wellness. It is also recognized as a significant employment node in east Markham with potential for additional long-term development.

#### **8.3.3.1 Uses**

To provide for the following uses on lands designated 'Mixed Use Health Care Campus':

- a) hospital and related facilities
- b) health and wellness facilities
- c) medical offices and clinics
- d) treatment centres
- e) residential health care facilities affiliated with the principal hospital activity
- f) retirement home facilities
- g) ancillary uses to the primary community facility and health care uses including laboratories, retail, restaurants and personal services.

#### **8.3.3.2 Building Types**

The following building types are provided for:

- a) single storey and multi-storey single use or mixed use buildings.

#### **8.3.3.3 Height and Density**

- a) Minimum and maximum heights shall be as shown on Map SP3 - Height, subject to the following:
  - any building restrictions or requirements on lands affected by the heliport as identified in the study required in Section 8.3.3.3.1

- The maximum height for development within approximately 30 meters of the 9th Line streetline, or adjoining lands designated 'Residential Neighbourhood' shall be five (5) storeys.
  - Height increases in the order of 10 storeys may be considered for limited components of hospital buildings located within the interior of the lands within the 'Community Amenity Area - Mixed Use Health Care Campus' designation south of Church Street; consideration for such height increases shall be given only within the context of an application for a zoning amendment to permit a height increase and the approval of a comprehensive block plan.
- b) The maximum floor space index of development in each development block within the designation shall be as shown on Appendix 1 – Density, subject to the following:
- The maximum Floor Space Index for all development on the lands south of Church Street shall generally not exceed 0.75 FSI. Individual buildings within the development block south of Church Street may achieve more or less than the maximum Floor Space Index, provided the maximum floor space index is not exceeded over the entire development block south of Church Street.
  - The transfer of density from the lands required for the future widening of Church Street and 9th Line, and the dedication of the 9th Line Greenway, may be permitted as part of a comprehensive block plan approval for the campus lands south of Church Street, provided the maximum floor space index is not exceeded, to the satisfaction of the City.

#### 8.3.3.3.1 Development Criteria

In addition to the development criteria of Section 6.3.3 and the urban design policies of Section 7.0, the following policies apply:

- The existing heliport on the Hospital property is certified for day and night use and is subject to regulations established by Transport Canada in "Heliport & Helideck Standards and Recommended Practices" (TP2586E). These regulations include restrictions on the height of natural and man-made features and mobile objects within the required flight/landing paths. Noise impacts are also a potential factor affecting the suitability of lands in the vicinity of the heliport for certain uses.
- In order to establish possible land use and building restrictions or requirements on lands affected by the heliport and possible zoning and site plan requirements for which the City may be responsible, the City shall require that a study be completed by the Hospital and/or development proponents, prior to the approval of development on any potentially impacted lands demonstrating compliance with federal standards for heliport and noise impacts. This study shall be completed by qualified professionals to the satisfaction of the City and shall include appropriate consultation with applicable departments and agencies.
- Development within the 'Mixed Use Health Care Campus' will be integrated with the surrounding Cornell community through a network of internal and external pedestrian routes including the provision of a pedestrian route through the campus linking the

pedestrian routes in the north Cornell community with the pedestrian routes in the south Cornell community.

- In considering an application to amend the Secondary Plan to allow for opportunities for intensification of the lands within the 'Community Amenity Area - Mixed Use Health Care Campus' with additional complementary uses beyond the maximum density permitted, regard will be had for the following:
  1. Identification of appropriate locations for intensification adjacent to public transit routes along arterial and major collector roads;
  2. The capacity of the transportation network to accommodate the intensification;
  3. Maintaining the integrity of the structure of Cornell Centre, particularly with respect to the viability of the Commercial Core area along Bur Oak Avenue, Rustle Woods Avenue and south of Highway 7;
  4. Provision of appropriate transition in height and massing to adjacent 'Residential Neighbourhood' and 'Residential Mid Rise' lands;
  5. Integration of the health care campus with the surrounding community to the extent possible through the introduction of public open space and new roads; and
  6. Providing for a phased and orderly pattern of intensification to ensure that existing services continue to be available as new development proceeds.

#### **8.4 Provisions for 'First Phase' of Development in Commercial Core**

- a) Lands within the 'Mixed Use Cornell Centre' designation are within the Cornell Centre Commercial Core identified on Map SP2 – Community Structure. It is anticipated that the lands within these designations may be developed in phases. With the exception of residential development, which is subject to the policies in Sections 8.3.2 and 8.3.3, the following policies apply to the 'first phase' of development.
- b) The 'first phase' of development shall be defined by the first site plan approval(s) granted to any or all lands within the designations.
- c) The height and density provisions of 8.3.2 and 8.3.3 shall not apply to non-residential development. Where non-residential buildings fronting Highway 7, Bur Oak Avenue and/or Rustle Woods Avenue do not achieve the minimum heights required in Section 8.3.2 and 8.3.3 respectively, the maximum height shall be two storeys. The maximum height for non-residential buildings elsewhere within the designations shall also be two storeys.
- d) Development is permitted where it can be demonstrated to the satisfaction of the City that:
  1. An appropriate mix of uses is being provided.
  2. The proposed development addresses and animates the Highway 7, Bur Oak Avenue and/or Rustle Woods Avenue frontage, including the provision of primary entrances and facades on these streets.
  3. Buildings are located in a manner that does not preclude the effective redevelopment of the lands in mixed use and multi-storey form within smaller

development blocks, particularly the delivery of a more refined public street network, as shown conceptually on Appendix 1 – Density, and specifically the future east-west collector road between Bur Oak Avenue and the north- south road east of the woodland feature in the ‘Mixed Use Cornell Centre’ designation.

4. Pedestrian connections are provided to adjacent neighbourhoods and to Highway 7, Bur Oak Avenue and/or Rustle Woods Avenue.
  5. Parking and service areas are generally located at the rear of proposed buildings and appropriately screened from Highway 7, Bur Oak Avenue, and/or Rustle Woods Avenue and other public streets.
- e) Prior to approval of the ‘first phase’ of development, a comprehensive block plan shall be submitted to establish a framework for the long-term redevelopment of the site in an intensified multi-storey form. The plan shall provide detailed guidance regarding the pattern, nature and phasing of development to address, among other things, the following:
1. an appropriate mix of uses;
  2. distribution of height and density targets identified in each designation;
  3. protection and enhancement of *natural heritage* and *hydrologic features*;
  4. the proposed layout of streets, lanes and development blocks, including provision for required public streets;
  5. the proposed system of movement on streets including pedestrian, cycling and transit routes and transit;
  6. the locations of required parks and open space and other community infrastructure;
  7. the location of publicly accessible walkways and vehicular access driveways, including mid-block connectors and potential surface parking areas;
  8. transition between areas of different intensities and uses; and
  9. relationships between buildings, streets and open spaces.
- f) Development proposals to add or reduce the gross floor area approved within the ‘first phase’ of development, other than by a minor amount, shall be subject to the height and density policies in Section 8.3.2 and 8.3.3.

## 8.5 Employment Designations

It is the intent of this Secondary Plan to provide for the development of an employment node that accommodates a range of compatible business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. It is also an objective of this Plan to provide limited opportunities, at appropriate locations, for complementary and supportive retail and service uses serving the employment uses.

It is intended that the development in the business park shall reflect the quality and design of similar successful business areas in the City and provide a regional employment focus within eastern Markham capitalizing on its location at the intersection of local, regional and provincial

road and transit networks, and proximity to a possible future airport at the Pickering Airport Site.

#### **8.5.1 General**

- a) Employment lands within the Secondary Plan Area are designated 'Business Park Employment' as shown on Map SP1 – Detailed Land Use.

Specific policies applicable to this designation area are outlined below:

- b) An application for development involving the conversion of employment land shall address requirements of the Provincial Planning Statement 2024.
- c) Notwithstanding any other provisions of this Secondary Plan, the development of the 'Business Park Employment' lands west of Donald Cousens Parkway and south of Highway 7 are projected to provide 5,200 jobs at ultimate build out. In order to achieve these employment projections, maximum Floor Space Index (FSI) requirements are assigned to these designations south of Highway 7 and west of Donald Cousens Parkway as identified in Appendix 1 – Density.
- d) The implementing zoning by-law(s) for development on these lands shall include maximum densities and minimum heights for these lands in order to provide for the appropriate gross floor area necessary to achieve the projected employment, at ultimate build out, recognizing that these employment lands will be developed in phases over time.
- e) Density, height, building types and other elements of development, including but not limited to depth of any underground structures, shall be established based on the findings of the Master Environmental Servicing Plan and other technical studies required by the City and other agencies having jurisdiction, prior to approval of development.

#### **8.5.2 Business Park Employment**

The 'Business Park Area - Business Park Employment' designation applies to the majority of the employment lands located in the eastern portion of Cornell Centre, north and south of Highway 7 and on both sides of Donald Cousens Parkway. The 'Business Park Employment' designation is primarily intended to accommodate business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities.

The employment opportunities in this designation are intended to be the most diverse within Cornell Centre, while capitalizing on the planned regional rapid transit route on Highway 7, the active transportation network and the proximity and connectivity with Highway 407.

#### 8.5.2.1.1 Uses and Building Types

- a) Permitted uses within the 'Business Park Employment' designation shall include those uses identified in Section 8.5.2.2 of the Official Plan as amended.

#### 8.5.2.1.2 Height and Density

- a) Minimum and/or maximum heights in each development block within the designation shall be as shown on Map SP3 - Height.
- b) The maximum floor space index of development in each development block within the designation shall be as shown on Appendix 1 – Density.

#### 8.5.2.1.3 Development Criteria

In addition to the urban design policies in Section 6, the following policies apply:

- a) Development blocks west of Donald Cousens Parkway shall provide for the approximate minimum block depths identified in Official Plan Amendment 224, in accordance with Section 6.4.1 c).
- b) Surface parking shall not be permitted within 40 meters of Highway 7, except behind buildings facing Highway 7 with access restricted to interior streets or lanes.
- c) Vehicle access to a development adjoining Highway 7 and Donald Cousens Parkway shall generally not be permitted from these streets, but shall be restricted to interior streets or lanes.
- d) Loading access to a development adjoining Highway 7 and Donald Cousens Parkway shall not be permitted from these streets, but shall be restricted to interior streets or lanes.
- e) Vehicle access to a development adjoining Highway 7 and Donald Cousens Parkway shall generally not be permitted from these streets, but shall be restricted to interior streets, lanes or Reesor Road.
- f) Loading access to a development adjoining Highway 7 and Donald Cousens Parkway shall not be permitted from these streets, but shall be restricted to interior streets, lanes or Reesor Road.

### 8.6 Greenway Designation

The 'Greenway' designation shown on Map SP1 – Detailed Land Use contains the Natural Heritage System. These lands are intended to protect *natural heritage* and *hydrologic features* while supporting natural heritage enhancement opportunities, protection of wildlife habitat, passive recreation uses and nature appreciation.

#### 8.6.1 General Policies

That lands within the Secondary Plan Area designated 'Greenway' as shown on Map SP1 – Detailed Land Use and Map SP6 - Greenway System shall be subject to the general provisions of Section 3.1 and 8.6 of the Official Plan except as otherwise provided for in Section 4.1 of the Secondary Plan, and the land use policies of Section 8.6.2 of this Plan.

#### 8.6.2 Uses

To provide for the following uses on lands designated 'Greenway' as shown on Map SP1 - Detailed Land Use:

- a) archaeological activity;
- b) ecological restoration activity;
- c) forest, wildlife habitat and fisheries management and conservation;
- d) watershed management, conservation and flood and erosion control projects;
- e) trails and nature-based public recreational activities including associated recreational infrastructure;
- f) transportation, servicing or utility infrastructure in accordance with Sections 3.1.2.9 and 7.1.1.7 of the Official Plan, which receives environmental approval under provincial or federal authority, subject to the requirements of the Greenbelt Plan where applicable; and
- g) communications/telecommunications infrastructure, subject to the requirements of the Greenbelt Plan where applicable.

### 8.7 Public Park

The 'Public Park' designation shown on Map SP1 – Detailed Land Use comprises lands that contain existing and proposed public parks in the Cornell Centre Secondary Plan Area. These lands are intended to provide residents with suitable sized and useable spaces for a diverse range of active and passive recreational and leisure activities.

#### 8.7.1 General Policies

That lands within the Secondary Plan Area designated 'Public Park' as shown on Map SP1 - Detailed Land Use shall be subject to the general provisions of Sections 4.3.2 and 4.3.5 of the Official Plan, except as otherwise provided for in Sections 8.7.2 of this Secondary Plan.

#### 8.7.2 Uses

To provide for the following uses on lands designated 'Public Park' as shown on Map SP1 - Detailed Land Use:

- a) field sports and recreational amenities;
- b) playgrounds;
- c) multifunctional space for social gatherings;
- d) public art; and
- e) passive and public recreational activities.



8.7.3 To identify and locate the following neighbourhood parks on lands designated 'Public Park' as shown on Map SP1 – Detailed Land Use and classified in Section 4.3.2.2 of the Official Plan:

- a) An "Urban Parkette", with a size of 0.27 hectares, located west of William Forster Road between Arthur Bonner Avenue and Highway 7;
- b) A "Active Neighborhood Park", with a size of 1.013 hectares, located west of Donald Cousens Parkway south of Hwy 7;
- c) An "Urban Parkette", with a size of 0.15 hectares, located west of Donald Cousens Parkway and south of Hwy 7;
- d) A "Parkette", with a size of 0.40 hectares, located west of Donald Cousens Parkway and south of Hwy 7;
- e) An "Urban Parkette", with a size of 0.095 hectares, located west of Donald Cousens Parkway and south of Hwy 7;
- f) A "Neighborhood Park", with a size of 0.8 hectares, located west of Bur Oak Avenue and north of Highway 7;
- g) A "Parkette", with a size 0.43 Hectares, located east of Ninth Line between Highway 7 and Rustle Woods Avenue;
- h) An "Urban Open Space", with a size 0.13 Hectares, located west of Bur Oak Avenue and north of Highway 7;
- i) A "Parkette", with a size 0.48 hectares, located east of Burk Oak Avenue, west of Cornell Centre Boulevard, and between Rustle Woods Avenue and Church Street;
- j) A "Neighborhood Park", with a size of 1.0 hectares, located west of Donald Cousins Parkway, East of Cornell Rouge Boulevard, between Highway 7 and Rustle Woods Avenue;
- k) A "Parkette", with a size of 0.27 hectares, located west of Cornell Rouge Boulevard, East of William Forster Road, between Highway 7 and Rustle Woods Avenue;
- l) An "Urban Parkette", with a size of 0.18 hectares, located west of Cornell Rouge Boulevard, East of William Forster Road, between Highway 7 and Rustle Woods Avenue;

## 8.8 Height and Density

Heights and densities are provided to support the achievement of the vision for the Cornell Centre Secondary Plan Area as a transit supportive and complete community. The tallest buildings and primary peaks height peaks are directed to lands along Highway 7 and in close proximity to the Cornell BRT Station. Building heights will transition downward towards the lower density residential areas. A variety of building heights are encouraged to enhance the character of the Secondary Plan Area. The densities in the Secondary Plan are intended to guide the pattern of development and support a range of built forms.

8.8.1 To provide for the following height and density on all land use designations, except the 'Greenway', and 'Public Parks' designations:

- a) a minimum building height of 3 storeys;
- b) a maximum building height in accordance with Map SP3 – Height;
- c) a density that has regard for the floor space index ("FSI") as shown on Appendix 1 - Density

- 8.8.2 That densities exceeding the FSIs as shown on Appendix 1 – Density may be considered without an amendment to the Secondary Plan, subject to the following matters being addressed to the satisfaction of the City:
- a) transportation assessment/study to confirm the additional densities can be supported by the existing and/or planned transportation capacity of the Secondary Plan;
  - b) servicing study to demonstrate that the additional densities can be supported by existing and/or planned servicing capacity as outlined in Section 7.2 of the Secondary Plan;
  - c) the community design principles for the Secondary Plan Area as outlined in Section 6.1 of the Secondary Plan; and,
  - d) housing impact statement to monitor and encourage the implementation of a diverse and affordable housing stock, including provisions for purpose built rental and/or affordable housing.
- 8.8.3 Additional heights up to 5 storeys above the maximum heights shown on Map SP3 - Heights may be considered without an amendment to this plan on lands designated “TBC” in the Cornell Centre Major Transit Station Area, subject to a zoning by-law amendment, where the following matters are addressed to the satisfaction on the City:
- a) transportation assessment/study to confirm the additional heights can be supported by the existing and/or planned transportation capacity of the Secondary Plan;
  - b) servicing study to demonstrate that the additional heights can be supported by existing and/or planned servicing capacity as outlined in Section 7.2 of the Secondary Plan;
  - c) the community design principles for the Secondary Plan Area as outlined in Section 6.1 of the Secondary Plan; and,
  - d) a housing impact statement to monitor and encourage the implementation of a diverse and affordable housing stock, including provisions for purpose built rental and/or affordable housing.
- 8.8.4 That density as identified in Section 8.9 of the Secondary Plan and as shown on Appendix xx - Height, will be calculated based on *floor space index*.
- 8.8.5 That where *affordable housing* units, as defined in the 2014 Official Plan, are integrated within a mixed use or residential development the gross floor area of the *affordable housing* units is exempted from the calculation of height as shown on Map SP3 – Height and density as shown on Appendix 1 – Density.

## 9. AREA SITE SPECIFIC POLICIES

Area and site-specific policies are intended to build on the policy framework of the Secondary Plan and provide further direction for specific sites.

**It is the policy of Council:**

9.1 That the following applies to lands located within the Rouge National Urban Park Gateway Study Area as identified on Map SP1 – Detailed Land Use:

1. That development of these lands have consideration for the Cornell Rouge National Urban Park Gateway Study Final Report endorsed by Markham Council in 2020, which contains a framework for the creation of a pedestrian and active transportation focused gateway connecting Cornell Centre and the Rouge National Urban Park.
2. That opportunities to improve the pedestrian environment in the Gateway Area such as landscaping, planters, seating, enhanced urban design, architectural design, and interactive public art be considered through the development of these lands.
3. Comprehensive block plans should be prepared to implement the vision for the Gateway. The comprehensive block plans should address and identify the following:
  - a) Appropriate building to right-of-way setbacks, building massing, orientation and interface conditions to support animated streetscapes, enhanced public realm and protected viewsheds;
  - b) Opportunities to enhance the public realm such as public art, urban plazas, outdoor patios and POPS which should be prioritized at the major road intersections and mid-block connections along Highway 7;
  - c) Support for a variety of ground-floor retail, service, restaurant and cultural uses to support pedestrian activity within the Gateway;
  - d) A landscaping approach that complements the Highway 7/Reesor Road streetscape strategy;
  - e) Height transition and specific architectural design elements in proximity to Rouge National Urban Park;
  - f) Location of parking and loading areas;
  - g) Mid-block pedestrian/road connections including trail connections to Rouge National Urban Park to be coordinated with welcome area; and,
  - h) Sustainability features including low impact development measures
4. That Parks Canada be consulted as these lands are developed.

## **10. IMPLEMENTATION**

### **10.1 General Policies**

**It is the policy of Council:**

- 10.1.1 That the Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, and other provincial legislation, the provisions of Chapter 10 of the Official Plan and the provisions of this Plan.
- 10.1.2 That a holding provision may be placed on lands, where appropriate, to identify conditions that must be met before the ultimate use of land is permitted in accordance with Section 36 of the

Planning Act and section 10.2.3 of the Official Plan.

## **10.2 Developers' Group Agreement(s)**

Developers' Group Agreements have supported the orderly development of secondary plan areas across the City. As a result, the policies in this Secondary Plan strongly encourage the development of a Developers' Group Agreement(s).

### **It is the policy of Council:**

- 10.2.1 That the location of proposed public infrastructure such as roads, stormwater management facilities or the provision of other community facilities identified in the Secondary Plan have been incorporated without regard to property ownership. In order to ensure that all affected property owners contribute equitably towards the provision of community and infrastructure facilities to support the development of complete communities such as public parks, open space, modifications to natural features, roads and road improvements, internal and external municipal services, and stormwater management facilities, developers are encouraged to enter into Developers' Group Agreement(s) or other agreements in accordance with Section 10.8.3 of the Official Plan.
- 10.2.2 That Developers' Group Agreement(s) should support the equitable distribution of the costs, including lands, of the aforementioned community and common public facilities and associated studies where such costs are not dealt with under the Development Charges Act, 1997.

## **10.3 Development Phasing Plan**

### **It is the policy of Council:**

- 10.3.1 That full buildout of the Secondary Plan will be achieved over the long-term and development shall be coordinated with the provision of infrastructure and community facilities to support complete and healthy communities, including:
  - a) transit;
  - b) road network capacity;
  - c) pedestrian and cycling facilities;
  - d) water and wastewater services;
  - e) stormwater management facilities;
  - f) public schools and other community infrastructure;
  - g) the acquisition of public parkland;
  - h) streetscape improvements; and
  - i) utilities.
- 10.3.2 That development will be coordinated with the delivery of infrastructure in accordance with the York Region 10-year capital plan, Water and Wastewater Master Plan and Transportation Master Plan.
- 10.3.3 That development within the Secondary Plan Area shall not preclude the achievement of a

complete community, and the community structure as shown on Map SP2 – Community Structure.

- 10.3.4 If a property is proposed to be developed in phases, a development phasing plan shall be submitted prior to any *development approval*. The development phasing plan shall also address:
- a) the planned distribution of housing by height and density;
  - b) timing of delivery of key internal and external water and wastewater distribution systems, and stormwater management facilities; and
  - c) timing of construction and operation of major utility facilities.
- 10.3.5 The development phasing plan shall be prepared by development proponents, in consultation with the City and York Region, in a manner consistent with the required supporting studies, and applicable Provincial, Regional, City and Toronto and Region Conservation Authority policies.
- 10.3.6 That the City shall ensure through plans of subdivision, development agreements, and holding provisions in the zoning by-law, that development occurs sequentially.

#### **10.4 Parkland Dedication and Master Parkland Agreement**

The location of park sites shown on Map SP1 – Detailed Land Use have been identified to support complete communities and ensure equitable access to public parks for active and passive recreation. For this reason, the City strongly encourages that development proponents enter into a new Master Parkland Agreement, or alternatively amend the existing Master Parkland Agreement, with the City prior to any development approvals within the Secondary Plan Area.

##### **It is the policy of Council:**

1. That developers shall be encouraged to enter into a new Master Parkland Agreement or alternatively amend the existing Master Parkland Agreement with the City prior to any *development approvals* within the Secondary Plan Area. The Master Parkland Agreement shall identify the minimum size and general location of parks that shall be provided in accordance with Map SP1 – Detailed Land Use.
2. That parkland dedication shall be provided in accordance with the new or amended Master Parkland Agreement.
3. That as a condition of *development approval* of any lands within the Secondary Plan Area that are subject to a new or amended Master Parkland Agreement, the developer shall provide confirmation from the developers' group(s) that the developer has satisfied all of their parkland obligations with respect to the Master Parkland Agreement.

## **11. INTERPRETATION**

### **11.1 General Policies**

#### **It is the policy of Council:**

- 11.1.1 That the provisions of Section 11.1 and any other section of the Official Plan regarding the interpretation of that Plan shall apply in regard to this Secondary Plan, however in the event of a discrepancy between this Plan and the policies and/or designations of Part I of the Official Plan, the policies of this Plan shall prevail.
- 11.1.2 That this Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan.
- 11.1.3 That this Secondary Plan includes goals, objectives, principles and policies that are intended to guide development within the Secondary Plan Area. Some flexibility in interpretation is permitted, at the discretion of Council, provided that the intent of the goals, objectives, principles and policies are maintained.
- 11.1.4 That the detailed pattern of land use and the transportation network for the Secondary Plan Area as outlined on Maps SP1 – Detailed Land Use, SP4 – Street Network, and SP5 – Transit and Active Transportation Network may be subject to minor adjustments during the plan of subdivision and/or site plan approval processes, taking into account such matters as the preservation of natural vegetation or heritage resources, stormwater management requirements, detailed land use relationships, and street patterns.
- 11.1.5 That references to “acceptance” or “accepted” by the City of required studies undertaken in support of a development application shall mean acceptance to the satisfaction of Markham staff and external agencies, where applicable.

## **APPENDICES**

**MAP SP1 – Detailed Land Use**

**MAP SP2 – Community Structure**

**MAP SP3 – Heights**

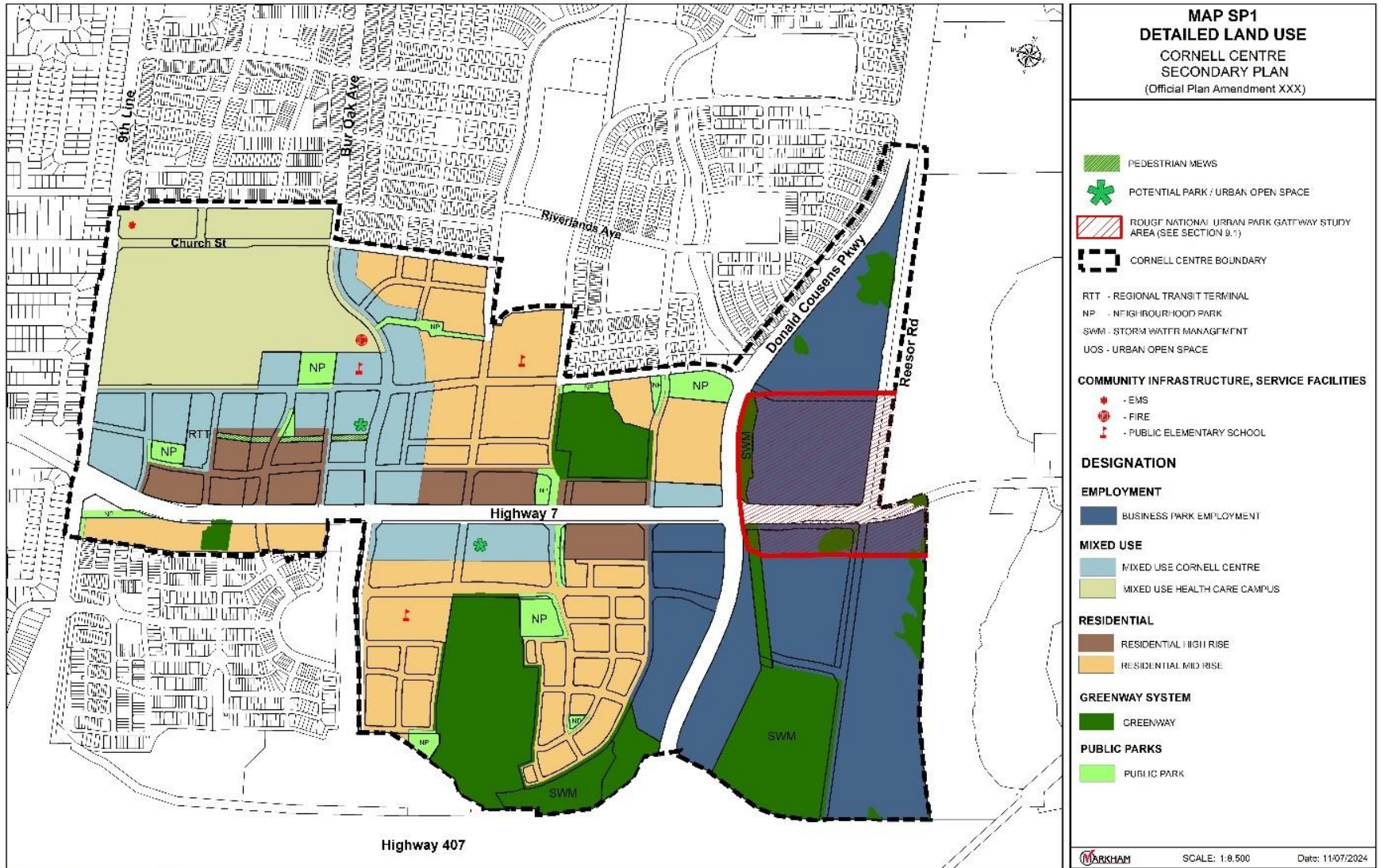
**MAP SP4 – Refined Road Network**

**MAP SP5 – Transit and Active Transportation**

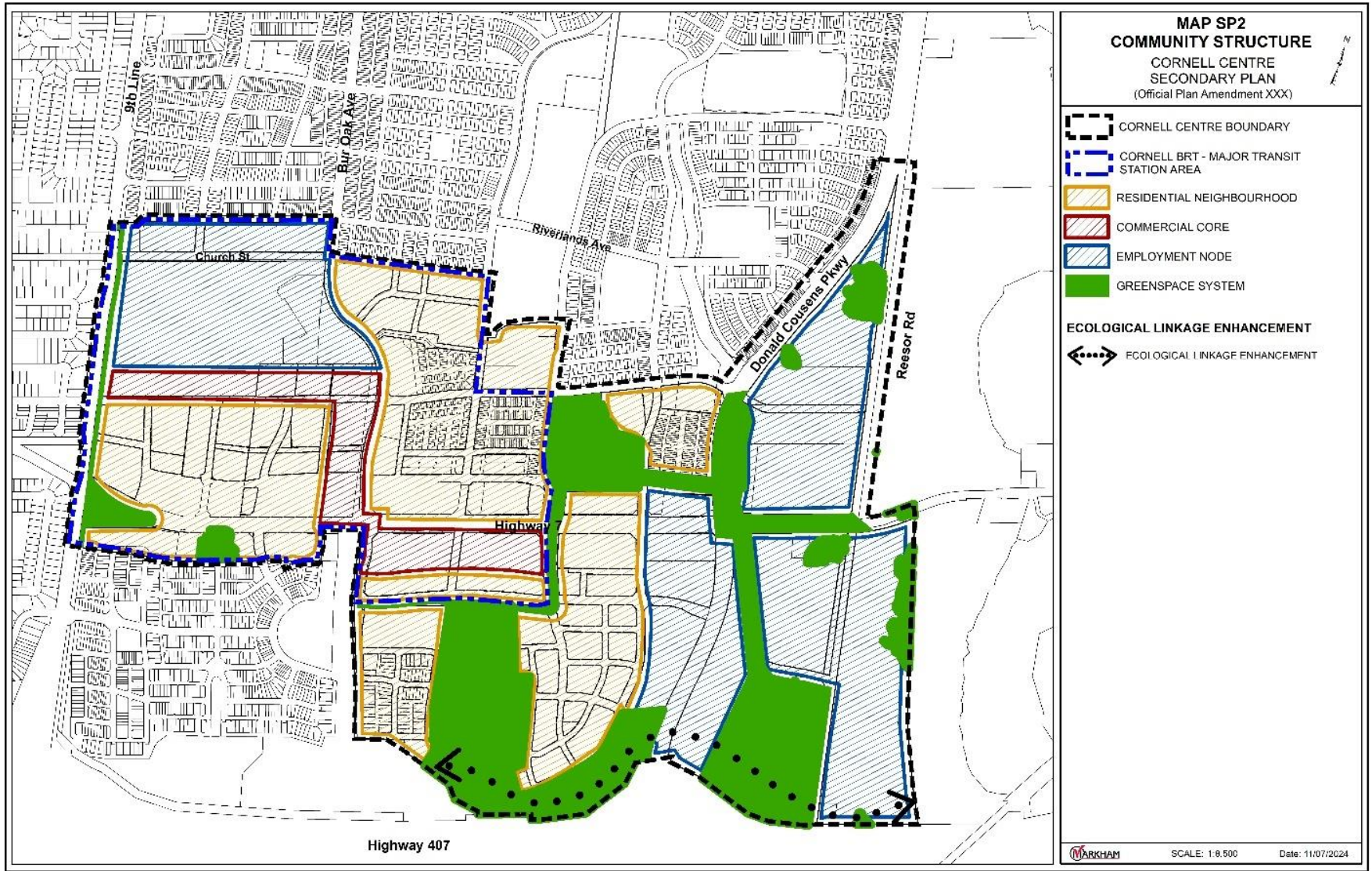
**MAP SP6 – Greenway System**

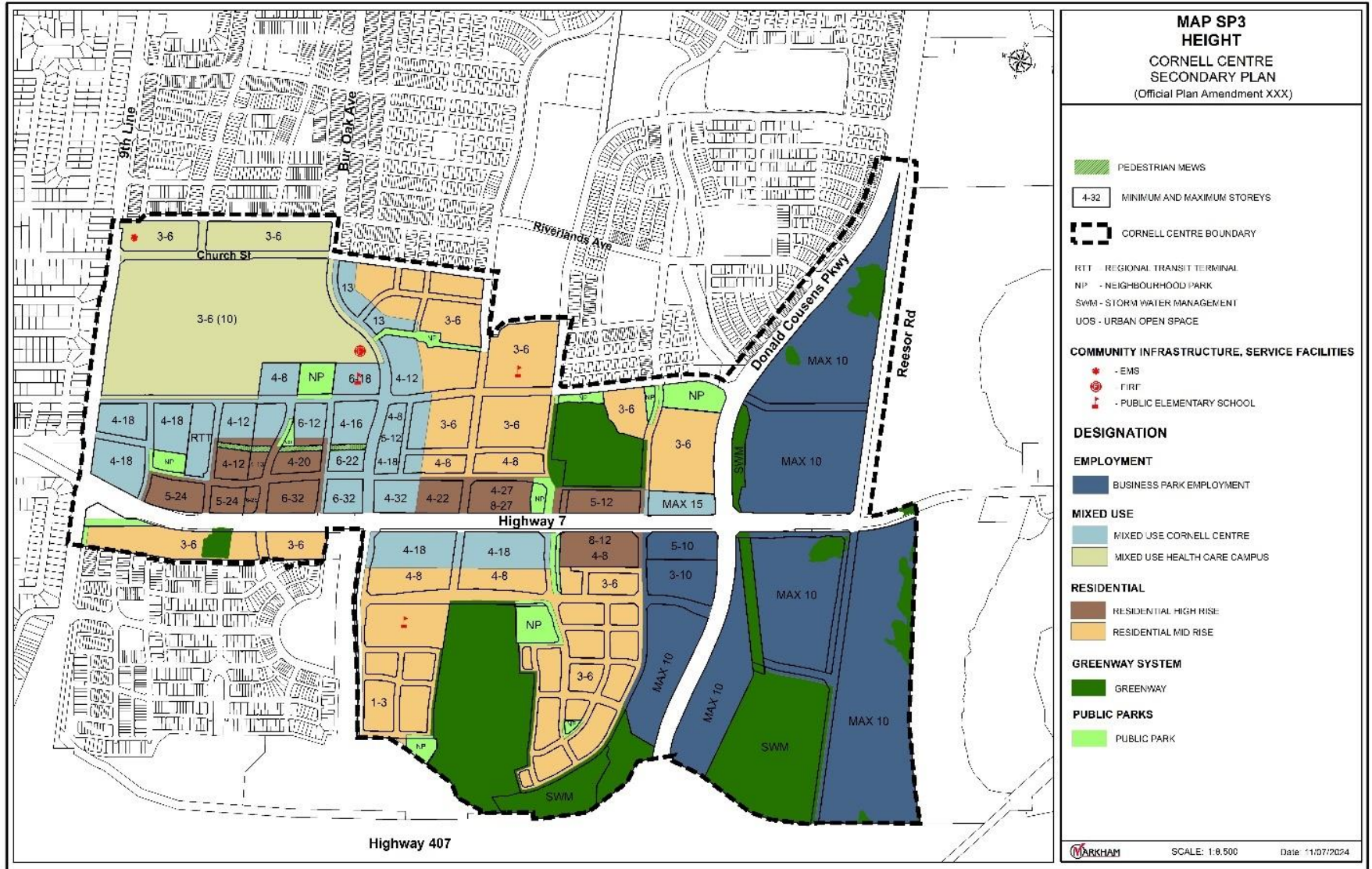
**APPENDIX 1 – Density**

**APPENDIX 2 – Cultural Heritage Resources (TBC)**









Drawn by: [Name] / [Title] / [Company] / [Date]



