



# Revised Council Meeting Agenda

*Revised items are indicated with an asterisk (\*)*

**Meeting No. 23 | September 27, 2023 | 1:00 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 10:00AM the morning of 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 live 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, or,

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.

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***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.***

# Revised Council Meeting Agenda

Revised items are identified by an asterisk (\*)

Meeting Number: 23  
September 27, 2023, 1:30 PM  
Live streamed

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**Pages**

**1. CALL TO ORDER**

**INDIGENOUS LAND ACKNOWLEDGEMENT**

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge the communities in circle. The North, West, South and Eastern directions, and Haudenosaunee, Huron-Wendat, Anishnabeg, Seneca, Chippewa, and the Mississaugas of the Credit peoples. We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

**2. DISCLOSURE OF PECUNIARY INTEREST**

**3. APPROVAL OF PREVIOUS MINUTES**

**3.1 COUNCIL MINUTES - SEPTEMBER 12, 2023**

14

1. That the Minutes of the Council Meeting held on September 12, 2023, be adopted.

**4. PRESENTATIONS**

**4.1 PRESENTATION - CANADIAN ASSOCIATION OF MUNICIPAL ADMINISTRATORS - CAMA WILLIS FOR INNOVATION FOR A POPULATION OVER 100,000 AWARD FOR INNOVATING DEMOCRACY AT THE CITY OF MARKHAM: 2022 MARKHAM MUNICIPAL ELECTION (12.2.6)**

Presenter: Gary Kent, Chief Administrative Officer, Region of Peel and CAMA Board Direct-At-Large for Municipalities with a Population Over 100,000.

The City of Markham has been awarded the 2023 CAMA Willis Award for Innovation for a Population over 100,000 for innovating Democracy at the City

of Markham: 2022 Markham Municipal Election.

The CAMA Willis Award for Innovation, recognizes programs, projects or services that demonstrate new approaches to leading, facilitating, or administering which result in positive changes to local government processes and practices, and ultimately bringing outstanding benefits to the organization and the community.

Mr. Gary Kent, Chief Administrative Officer, Region of Peel and CAMA Board Direct-At-Large for Municipalities with a Population Over 100,000 presented the 2023 CAMA Willis Award to the City Clerk, Kimberley Kitteringham, and Members of the Elections Markham Team.

1. That the 2023 CAMA Willis Award for Innovation for a Population over 100,000 for innovating Democracy at the City of Markham: 2022 Markham Municipal Election. be received; and,
2. That the Elections Markham Team be congratulated for their efforts in achieving the 2023 CAMA Willis Award.

## 5. DEPUTATIONS

### \*5.1 DEMETRIOS (JIM) PARASKEVOPOULOS - PLAN 23 131550 - ZONING BY-LAW AMENDMENT APPLICATION - 2 OVIDA BLVD (13.0)

Demetrios (Jim) Paraskevopoulos will be in attendance to address Council.

(Item 8.1.1)

## 6. COMMUNICATIONS

### 6.1 ONTARIO LAND TRIBUNAL (OLT) DECISION MADE - ANGUS GLEN SECONDARY PLAN (WARD 6) (13.13)

29

Summary from the City Solicitor:

On July 26, 2023, the Ontario Land Tribunal (“OLT”) issued an order approving the Angus Glen Secondary Plan (the “Secondary Plan”). The OLT decision and order resulted from an appeal by the Angus Glen Landowners Group (“AGLG”) of the City’s non-decision of the Official Plan Amendment application to provide for a Secondary Plan for the Angus Glen concession block located in the Future Urban Area planning district.

The lands subject to this Secondary Plan are located within the concession block bounded by Major Mackenzie Drive, Warden Avenue, Elgin Mills Road, and Kennedy Road, which total approximately 400 gross hectares. The subject lands are legally described as Parts of Lots 21,22, 23, 24 and 25, Concession 5. The subject lands outside of the Greenway System are identified for urban

development in the Official Plan.

In the decision and order, the OLT approved the settlement and settled upon Secondary Plan that was reached between the City, the AGLG, York Region, the TRCA, the York Region District School Board, and the York Region Catholic School Board. The OLT approved the settlement on the basis that the Secondary Plan conformed with all applicable Planning legislation and policy.

The Secondary Plan designates lands for primarily residential and golf course major recreational use, incorporating the existing golf course, existing community facilities and active park uses, as well as additional required community facilities such as schools and parks, opportunities for local and community retail, and integrated open space and transportation systems. The Secondary Plan also designates natural heritage lands for protection from development and provides policy direction with respect to matters related to the golf course major recreational use, stormwater management facilities, and road linkages.

The Secondary Plan refines the ‘Greenway’ designation and replaces the ‘Future Neighbourhood Area’ land use designation shown in Map 3 - Land Use of Part 1 of the Official Plan with appropriate residential and mixed use land use designations for the developable portions of the subject lands. The Secondary Plan also refines certain policies, maps and appendices in Part 1 of the Official Plan as they pertain to the Secondary Plan Area, to be consistent with the Secondary Plan.

*(By-Law 2023-130)*

**By-law 2023-130 as approved by OLT, for information only to facilitate the assignment of a by-law number.**

1. That the communication from the City Solicitor regarding the Ontario Land Tribunal (OLT) decision for Ontario Land Tribunal (OLT) Decision made - Angus Glen Secondary Plan (Major Mackenzie Drive, Warden Avenue, Elgin Mills Road, and Kennedy Road, Parts of Lots 21,22, 23, 24 AND 25, Concession 5) (Ward 6) be received.

## **6.2 CORRESPONDENCE FROM DEMETRIOS (JIM) PARASKEVOPOULOS - PLAN 23 131550 - ZONING BY-LAW AMENDMENT APPLICATION - 2 OVIDA BLVD (13.0)**

137

*(Item 8.1.1)*

1. That the communications dated September 7, 2023 and September 26, 2023 from Jim Paraskevopoulos regarding the Plan 23 131550, Zoning By-Law Amendment Application - 2 Ovida Blvd be received.



## 7. PROCLAMATIONS

### 7.1 PROCLAMATION AND FLAG RAISING REQUESTS (3.4)

No Attachment

1. That the following new request for proclamation be approved and added to the Five-Year Proclamations List approved by Council:
  - a. SHRIMAD RAJCHANDRA DAY, NOVEMBER 9, 2023.
  - b. CIRCULAR ECONOMY MONTH, OCTOBER, 2023.
  - c. ECONOMIC ABUSE AWARENESS DAY, NOVEMBER 26, 2023.

## 8. REPORT OF STANDING COMMITTEE

### 8.1 REPORT NO. 32 DEVELOPMENT SERVICES PUBLIC MEETING (SEPTEMBER 5, 2023)

Please refer to your September 5, 2023 Development Services Public Meeting Agenda for reports.

Mayors and Members of Council:

That the report of the Development Services Public Meeting be received & adopted. (Item 1):

- 8.1.1 PUBLIC MEETING INFORMATION REPORT, PARSONS INC., ZONING BY-LAW AMENDMENT TO PERMIT A TEMPORARY MULTIPHASE EXTRACTION REMEDIAL SYSTEM WITHIN AN ENCLOSED CONTAINER AT 2 OVIDA BOULEVARD, OVIDA BOULEVARD AND HIGHWAY 7 EAST (WARD 4), FILE NO. PLAN 23 131550

143

*(By-law 2023-137)*

1. That the “PUBLIC MEETING INFORMATION REPORT – Zoning By-law Amendment application to permit a temporary a Multiphase Extraction (MPE) remedial system within an enclosed building (Ward 4), (File No. PLAN 23 131550) at 2 Ovida Boulevard, submitted by Parsons Inc. (c/o Salina Chan). be received; and,
2. **That Staff be directed to facilitate a meeting with Parsons Inc., the Ministry of the Environment, and the area residents to further discuss the proposal and remediation efforts; and,**
3. **That Staff aim to bring the application forth to Council by**

September 27<sup>th</sup>; and,

4. **That the deputations from Demetrios Paraskevopoulos and Rich Coram be received; and**
5. **That the written submissions from Demetrios Paraskevopoulos and Tupper Wheatley be received; and,**
6. That the Record of the Public Meeting held on September 5, 2023, with respect to the proposed application for Zoning By-law Amendment submitted by submitted by Parsons Inc. (c/o Salina Chan) for 2 Ovida Boulevard (File No. PLAN 23 131550), be received; and,
7. That the application by Parsons Inc. (c/o Salina Chan) for the proposed Zoning By-law Amendment (File No. PLAN 23 131550), be approved and the draft implementing Zoning By-law Amendment be finalized and enacted without further notice; and further,
8. That staff be authorized and directed to do all things necessary to give effect to this resolution.

## 8.2 REPORT NO. 33 GENERAL COMMITTEE (SEPTEMBER 19, 2023)

Please refer to your September 19, 2023 General Committee Agenda for reports.

Mayors and Members of Council:

That the report of the General Committee be received & adopted. (Items 1 to 2):

### 8.2.1 MAYOR YOUTH COMMITTEE 2024/2025 APPOINTMENTS (16.24)

189

1. That the Report Appointment of Members to the Markham Mayor's Youth Council for the period of September 5, 2023 to June 30, 2024 be received; and,
2. That the following Appointments of Members to the Markham Mayor's Youth Council be confirmed for the term September 5, 2023 to June 30, 2024; and further,

<b>Name</b>	<b>School</b>	<b>Grade</b>	<b>Ward</b>
Kelly Liu	University of Toronto Schools	9	1
Sabine Cuesta	Saint Robert Catholic High School	10	1
Christian Matros	Saint Robert Catholic High School	10	1
Varna Venkatesh	Saint Robert Catholic High School	10	6
Michael Li	Markville Secondary School	10	6
Oscar Cheng	Saint Robert Catholic High School	10	8

Elisabeth Lum	Markville Secondary School	10	3
Lilia Zitouni	Saint Robert Catholic High School	10	1
Kara Cespedes	Markville Secondary School	10	3
Ivy Chen	Markville Secondary School	10	6
Zoey Rodrigues	Bill Hogarth High School	10	6
Jin Zhou	Thornlea High School	11	1
Melody Cao	Bayview Secondary School	11	2
Mehrava Afshani	Bayview Secondary School	11	2
Hadia Rasool	Markham District High School	11	7
Sarah Gao	Bayview Secondary School	11	6
Rithikha Kalaiunarbavan	Middlefield Collegiate Institute	11	7
Callista Chan	Saint Augustine Catholic High School	12	6
Elyssa Qi	Saint Augustine Catholic High School	12	2
Tom Zheng	Crescent School	12	3
Jiabei He	Bill Hogarth High School	12	5
Aiden Ma	Saint Robert Catholic High School	12	1
Isabella Peng	Unionville High School	12	4
Sam Chan	Saint Augustine Catholic High School	12	2
Ananiya Narmathan	Saint Augustine Catholic High School	12	2

3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

#### 8.2.2 REQUEST FOR PROPOSAL 163-R-23 CITYWIDE BUILDING MECHANICAL AND HVAC SYSTEMS MAINTENANCE (7.0) 193

1. That the report entitled “Request for Proposal 163-R-23 Citywide Building Mechanical and HVAC Systems Maintenance” be received; and,
2. That the contract for Services be awarded to the highest ranked bidder, S.I.G. Mechanical Services Limited, for a term of two (2) years in the total amount of \$1,629,485.08 inclusive of HST as per the following; and,
  - November 1, 2023 - October 31, 2024 - \$814,742.54
  - November 1, 2024 - October 31, 2025 - \$814,742.54

**Total: \$1,629,485.08**
3. That the contract include an option for the City (in its sole discretion) to extend the contract for up to four (4) additional one (1) year terms. Pricing will be firm for the first two years of the contract and prices in years three, four, five and six will be subject to Consumer Price Index (CPI) increase to a maximum of 2%; and,
4. That the Director of Sustainability & Asset Management and Senior Manager of Procurement & Accounts Payable be authorized to extend the contract for an additional four (4) one year periods subject to approval of the annual operating budget, vendor performance, and an increase based on the

CPI to a maximum of 2%; and,

5. That the award be funded from the accounts identified in the Financial Considerations section, subject to approval of the 2024-2029 operating budgets; and,
6. The annual shortfall of \$42,632.99 be captured as part of the 2024 contract escalations and adjusted accordingly, subject to approval of the 2024-2029 operating budgets; and further,
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**\*8.3 REPORT NO. 34 DEVELOPMENT SERVICES COMMITTEE MEETING  
(SEPTEMBER 26, 2023)**

Please refer to your September 26, 2023 Development Services Committee meeting Agenda for reports.

Mayors and Members of Council:

That the report of the General Committee be received & adopted. (Items 1 to 4):

**\*8.3.1 MINGAY AVENUE AT HAMMERSLY BOULEVARD  
PROPOSED ALL-WAY STOP (WARD 6) (5.12)**

199

1. That the report entitled “Mingay Avenue at Hammersly Boulevard Proposed All-way Stop (Ward 6)” be received; and,
2. That Schedule 12 of Traffic By-law 106-71, pertaining to compulsory stops, be amended to include all approaches to the intersection of Mingay Avenue at Hammersly Boulevard; and,
3. That the Operations Department be directed to install the appropriate signs and pavement markings at the subject location; and,
4. That the cost of materials and installation for the traffic signs and pavement markings in the amount of \$1,000 be funded from capital project #083-5350-23112-005 (Traffic Operational Improvements); and,
5. That York Regional Police be requested to enforce the all-way stop control upon installation of these stop signs and passing of the By-law; and further,
6. That staff be authorized and directed to do all things necessary to give effect to this resolution.

**\*8.3.2 RECOMMENDATION REPORT, REVISION TO A LEGAL  
DESCRIPTION OF A DESIGNATION BY-LAW 9392 KENNEDY  
ROAD (“THE THOMAS LOWNSBOROUGH HOUSE”), WARD 6**

204

(16.11)

*(By-Law 2023-131)*

1. That the Staff report, dated September 26, 2023, titled, “RECOMMENDATION REPORT - Revision to a Legal Description of a Designation By-law, 9392 Kennedy Road (“The Thomas Lownsbrough House”), Ward 6”, be received; and,
2. That the legal description, as contained within the previously approved Heritage Designation By-law 2020-72, be amended to reflect the property’s current legal description, and that By-law 2020-72 be amended to ensure conformance with the *Ontario Heritage Act*, as amended; and further,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

\*8.3.3 AMENDMENT TO BY-LAW 2023-20 (A BY-LAW TO ESTABLISH PROCEDURES FOR PROCESSING PERMIT APPLICATIONS UNDER THE ONTARIO HERITAGE ACT) AND BY-LAW 2002-276, AS AMENDED. (16.11)

214

*(By-Law 2023-142)*

1. That the report dated September 26, 2023, titled, “Amendment to By-law 2023-20 (A By-Law to Establish Procedures for Processing Permit Applications under the *Ontario Heritage Act*) and By-law 2002-276, as amended”, be received; and,
2. That the proposed by-law amendment to By-law 2023-20 attached to this report as Appendix “A”, be adopted; and,
3. That By-law 2002-276, as amended by By-law 2023-21, being a by-law to impose fees or charges for services or activities provided or done by the City, be further amended to reflect the Heritage Permit application fees as noted in Appendix “B” attached to this report; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

\*8.3.4 MARKHAM TRANSPORTATION MASTER PLAN STUDY TERMS OF REFERENCE (10.0)

225

1. That the report entitled “Markham Transportation Master Plan Study Terms of Reference” be received; and,
2. That the following TMP Study Terms of Reference be endorsed:

- a. Develop a comprehensive consultation plan to solicit public and stakeholder input and feedback on transportation needs throughout the TMP's development; and,
  - b. Complete a background review of relevant information, studies, and data to understand Markham's planning context and transportation needs in existing plans including provincial, regional, and local transportation plans; and,
  - c. Undertake a transportation needs assessment to review existing travel demand patterns and forecast future travel demand. Analyze gaps and opportunities under existing and future conditions to inform development of transportation network options and policies; and,
  - d. Establish an overarching vision and guiding principles for the TMP in consultation with internal and external stakeholders; and,
  - e. Develop whitepapers on electrification and autonomous vehicles, and transportation data sources, to inform policy and strategy development; and,
  - f. Develop a complete streets design guidelines and strategy to enhance transportation options for all road users, providing conceptual cross-sections for all City roads and reviewing road classifications; and,
  - g. Develop a micro-mobility and shared-mobility services strategy that integrates new and emerging personal and shared micro-mobility devices into Markham's existing and future transportation network; and,
  - h. Assess the need and justification of specific transportation network improvement options for active transportation, transit, roads, and micro-mobility, leading to recommended revised multi-modal transportation networks; and,
  - i. Develop transportation policies for incorporation into the Official Plan update; and,
  - j. Prepare an implementation plan, including a 10-year infrastructure capital plan and funding strategies to support the implementation of the TMP; and further,
3. That Staff be authorized and directed to do all things

necessary to give effect to this resolution.

9. MOTIONS

10. NOTICE OF MOTION TO RECONSIDER

11. NEW/OTHER BUSINESS

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

12. ANNOUNCEMENTS

13. BY-LAWS - THREE READINGS

That By-laws 2023-131 to 2023-142 be given three readings and enacted.

Three Readings

- |      |   |     |
|------|---|-----|
| 13.1 | <p><b>BY-LAW 2023-130, ANGUS GLEN SECONDARY PLAN</b></p> <p>Being a By-Law to adopt Amendment No. 47 to the City of Markham Official Plan 2014, as amended.</p> <p><b>By-law 2023-130 as approved by OLT, for information only to facilitate the assignment of a by-law number.</b></p> <p>(Item 6.1)</p>                         | 230 |
| 13.2 | <p><b>BY-LAW 2023-131, A BY-LAW TO AMEND BY-LAW 2020-72 BEING A BY-LAW TO DESIGNATE THE THOMAS LOWENSBOROUGH HOUSE, 9392 KENNEDY ROAD</b></p> <p>A by-law to amend a by-law 2020-72 to designate a property as being of Cultural Heritage Value or Interest Thomas Lownsbrough House.</p> <p>(Item 8.3.2)</p>                     | 335 |
| 13.3 | <p><b>BY-LAW 2023-132, A BY-LAW TO DESIGNATE A PROPERTY AS BEING OF CULTURAL INTEREST - HENRY AND ANNETTA CLARRY HOUSE</b></p> <p>A by-law to designate a property as being of Cultural Heritage Value or Interest "Henry and Annetta Clarry House"</p> <p>7822 Highway 7 East PT LT 11, CON 10 MARKHAM PT 1 64R4520; MARKHAM</p> | 341 |
| 13.4 | <p><b>BY-LAW 2023-133, A BY-LAW TO DESIGNATE A PROPERTY AS</b></p>  | 346 |

**BEING OF CULTURAL INTEREST - DAVID AND FANNIE MOYER HOUSE**

A by-law to designate a property as being of Cultural Heritage Value or Interest  
“David and Fannie Moyer House”

53 Dickson Hill Road PT W1/4 LT 30 CON 8 MARKHAM PT 2 65R3931  
CITY OF MARKHAM

**13.5 BY-LAW 2023-134, A BY-LAW TO DESIGNATE A PROPERTY AS BEING OF CULTURAL INTEREST - KOCH-WIDEMAN HOUSE 351**

A by-law to designate a property as being of Cultural Heritage Value or Interest  
“Koch-Wideman House”

10062 Highway 48 PT LOT 21, CON 7 MARKHAM; PART 1, PLAN  
65R40519 CITY OF MARKHAM

**13.6 BY-LAW 2023-135, A BY-LAW TO DESIGNATE A PROPERTY AS BEING OF CULTURAL INTEREST - MACEY-PERKINS-HAGERMAN HOUSE 357**

A by-law to designate a property as being of Cultural Heritage Value or Interest  
“Macey-Perkins-Hagerman House”

10729 Victoria Square Blvd LT 25 PL 184 MARKHAM; LT 26 PL 184, LT 27  
PL 184, PT 1 65R24319, MARKHAM

**13.7 BY-LAW 2023-136, A BY-LAW TO DESIGNATE A PROPERTY AS BEING OF CULTURAL INTEREST - GRAHAM-HALLMAN HOUSE 362**

A by-law to designate a property as being of Cultural Heritage Value or Interest  
“Graham-Hallman House”

PART LOT 31 CONCESSION 7, DESIGNATED AS PART 3 ON PLAN 65R-40295, DESIGNATED AS PART 1 ON PLAN 65R-40558, BEING PART OF  
PIN: 03726-1546

**13.8 BY-LAW 2023-137, A BY-LAW TO AMEND BY-LAW 1229, AMENDED 367**

The proposed by-law amendment applies to a parcel of land with an approximate area of 0.1 hectares (0.25 acres), which is located on the west side of Ovida Boulevard. The address is 2 Ovida Boulevard Part of Lot 2 PLAN 3495 N, City of Markham, Regional Municipality of York. The subject lands are zoned Residential (R1) under By-law 1229, as amended. The purpose and effect of this By-law is to permit a Multi-phase Extraction System on the subject property.

(Item 6.2 and Item 8.1.1)

**13.9 BY-LAW 2023-138, A BY-LAW TO DEEM CERTAIN LANDS NOT TO BE 370**



**A REGISTERED PLAN SUBDIVISION FOR THE PURPOSES OF  
SUBSECTION 50(3) OF THE PLANNING ACT**

This deeming by-law applies to the lands located west of Allstate Parkway and north of Tiverton Court and known legally as Lots 1 and 2, Plan 65M-2695.

The purpose of this by-law is to deem the lands and enact a by-law under Section 50(4), of the Planning Act, not to be within a registered plan of subdivision for the purposes of Section 50(3) of the Planning Act, to allow Lot 1 Plan 65M-2695, and Lot 2, Plan 65M-2695 to merge to facilitate the development of two industrial buildings.

**13.10 BY-LAW 2023-139, A BY-LAW TO DESIGNATE PART OF A CERTAIN  
PLAN OF SUBDIVISION NOT SUBJECT TO PART LOT CONTROL 372**

A By-law to designate part of a certain plan of subdivision not subject to Part Lot Control. The lands are located on the west side of Kennedy Road, north of 16th Avenue. (Minto Communities Inc, Block 156, Plan 65M-4693). This by-law applies to Block 156 on Registered Plan 65M-4693. The purpose of this By-law is to exempt the subject block from the part lot control provisions of the Planning Act, R.S.O. 1990, c. P.13, as amended. The effect of this By-law is to facilitate the conveyance of 98 townhouse units.

**\*13.11 BY-LAW 2023-140, TO DECLARE CERTAIN LANDS LEGALLY  
DESCRIBED AS BLOCK 23, PLAN 65M-3662, CITY OF MARKHAM,  
REGIONAL MUNICIPALITY OF YORK, SURPLUS TO MUNICIPAL  
PURPOSES 374**

Council at its meeting held on June 14, 2023, adopted the recommendations of Report No. 14. 2.1, Clause 7.1, with respect to the surplus declaration of lands legally described as Block 23, Plan 65M-3662, City of Markham, Regional Municipality of York. Now therefore the Council of The Corporation of the City of Markham hereby enacts that Block 23, Plan 65M-3662, City of Markham, Regional Municipality of York be declared surplus to municipal purposes.

**\*13.12 BY-LAW 2023-141, A BY-LAW TO AMEND BY-LAW 2002-276, BEING A  
BY-LAW TO IMPOSE FEES OR CHARGES FOR SERVICES OR  
ACTIVITIES PROVIDED OR DONE BY THE CITY OF MARKHAM 376**

A by-law to amend By-law 2002-276, being a by-law to impose fees or charges for services or activities provided or done by the City of Markham. That By-law 2023-21 be repealed, and enacting the Fee Schedule for Heritage Permit Applications as noted in Schedule "A" attached to this by-law, 2023-142.

**\*13.13 BY-LAW 2023-142, A BY-LAW TO AMEND PROCEDURES FOR  
PROCESSING PERMIT APPLICATIONS UNDER THE ONTARIO 378**

**HERITAGE ACT**

A By-Law to Amend Procedures For Processing Permit Applications under the Ontario Heritage Act, and that By-Law 2023-20 be amended.

(Item 8.3.3)

**\*14. CONFIDENTIAL****14.1 COUNCIL**

14.1.1 CONFIDENTIAL COUNCIL MINUTES - SEPTEMBER 27, 2023

**14.2 DEVELOPMENT SERVICES COMMITTEE - SEPTEMBER 26, 2023**

14.2.1 REQUEST FOR DIRECTION REPORT, 17, 19, 21, AND 23 MORGAN AVENUE, ONTARIO LAND TRIBUNAL APPEALS OF THE OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS TO PERMIT A RESIDENTIAL HIGH-RISE 40-STOREY RESIDENTIAL BUILDING (WARD 1) (10.3, 10.5)

(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, Section 239 (2) (e)]

14.2.2 OLT APPEAL – 9331 TO 9399 MARKHAM ROAD BY FOUR TOWERS BUILDERS LTD. AND SASSON CONSTRUCTION INC. (WARD 5) (10.5, 10.6)

(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, Section 239 (2) (e)]

**15. CONFIRMATORY BY-LAW - THREE READINGS**

382

That By-law 2023-129 be given three readings and enacted.

Three Readings

BY-LAW 2023-129 A BY-LAW TO CONFIRM THE PROCEEDINGS OF THE COUNCIL MEETING OF SEPTEMBER 27, 2023.

No attachment

**16. ADJOURNMENT**



## Council Meeting Minutes

**Meeting Number: 22**  
**September 12, 2023, 1:00 PM**  
**Live streamed**

Roll Call	Mayor Frank Scarpitti Deputy Mayor Michael Chan Regional Councillor Jim Jones Regional Councillor Joe Li Councillor Keith Irish Councillor Ritch Lau	Councillor Reid McAlpine Councillor Karen Rea Councillor Andrew Keyes Councillor Amanda Collucci Councillor Juanita Nathan Councillor Isa Lee
Regrets	Regional Councillor Alan Ho	
Staff	Andy Taylor, Chief Administrative Officer Trinela Cane, Commissioner, Corporate Services Arvin Prasad, Commissioner, Development Services Claudia Storto, City Solicitor and Director of Human Resources Chris Nearing, Fire Chief Morgan Jones, Commissioner, Community Services Bryan Frois, Manager, Executive Operations & Strategic Initiatives Frank Clarizio, Director, Engineering Giulio Cescato, Director of Planning & Urban Design Mark Visser, Senior Manager Financial Strategy & Investments	Martha Pettit, Deputy City Clerk Alida Tari, Manager, Access & Privacy John Wong, Technology Support Specialist II Hristina Giantsopoulos, Election/Council & Committee Coordinator Chris Rickett, Director, Economic Development, Culture and Entrepreneurship Joseph Silva, Treasurer Evan Manning, Heritage Planner

**Alternate formats for this document are available upon request**

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**1. CALL TO ORDER**

The meeting of Council convened at 1:28 PM on September 12, 2023. Mayor Frank Scarpitti presided.

**INDIGENOUS LAND ACKNOWLEDGEMENT**

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge the communities in circle. The North, West, South and Eastern directions, and Haudenosaunee, Huron- Wendat, Anishnabeg, Seneca, Chippewa, and the Mississaugas of the Credit peoples. We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

**2. DISCLOSURE OF PECUNIARY INTEREST**

There were no disclosure of pecuniary interests.

**3. APPROVAL OF PREVIOUS MINUTES****3.1 COUNCIL MINUTES JUNE 28, 2023**

Moved by Councillor Isa Lee

Seconded by Councillor Keith Irish

1. That the Minutes of the Council Meeting held on June 28, 2023, be adopted.

**Carried**

**3.2 SPECIAL COUNCIL MINUTES JULY 17, 2023 AND JULY 27, 2023**

Moved by Councillor Karen Rea

Seconded by Councillor Juanita Nathan

1. That the Minutes of the Special Council Meetings held on July 17, 2023, and July 27, 2023 be adopted.

**Carried**

**4. PRESENTATIONS**

There were no presentations.

**5. DEPUTATIONS**

There were no deputations.

## **6. COMMUNICATIONS**

### **6.1 ONTARIO LAND TRIBUNAL (OLT) DECISION MADE - GLEN ROUGE HOMES (KENNEDY) INC. 7647 KENNEDY ROAD (WARD 8) (10.5) (10.7)**

Moved by Councillor Reid McAlpine

Seconded by Councillor Amanda Collucci

1. That the communication from the City Solicitor regarding the Ontario Land Tribunal (OLT) decision for Glen Rouge Homes (Kennedy) Inc. 7647 Kennedy Road (Ward 8) be received.

**Carried**

### **6.2 ONTARIO LAND TRIBUNAL (OLT) DECISION MADE - MARKHAM MAIN STREET RR INC. C/O SMARTCENTRES INC. 134, 136, 140, 144 & 152 MAIN STREET NORTH AND 12 WILSON STREET (WARD 4) (10.5) (10.7)**

Moved by Councillor Karen Rea

Seconded by Councillor Andrew Keyes

1. That the communication from the City Solicitor regarding the Ontario Land Tribunal (OLT) decision for Ontario Land Tribunal (Olt) Decision Made - Markham Main Street Rr Inc. C/O Smartcentres Inc. 134, 136, 140, 144 & 152 Main Street North and 12 Wilson Street (Ward 4) be received.

**Carried**

### **6.3 SPECIAL OCCASION PERMIT – DTM MUSIC NIGHTS (WARD 3) (3.21)**

Moved by Regional Councillor Joe Li

Seconded by Regional Councillor Jim Jones

1. That the request for the City of Markham for a Special Occasion Permit be received; and,
2. That the City of Markham recognize the DTM Music Nights as an event of "Municipal Significance"; and further,
3. That authority to act on behalf of Council to grant municipal authorizations required by the Alcohol and Gaming Commission of

Ontario (“AGCO”) for all future events of Municipal Significance be delegated to the City Clerk.

**Carried**

## **7. PROCLAMATIONS**

### **7.1 PROCLAMATION AND FLAG RAISING REQUESTS (3.4)**

Moved by Deputy Mayor Michael Chan

Seconded by Regional Councillor Jim Jones

1. That the following proclamations, issued by the City Clerk in accordance with the City of Markham Proclamation Policy, be received for information purposes:
  - a. NATIONAL COACHES WEEK, SEPTEMBER 16 TO 24, 2023 (3.4)
  - b. NATIONAL FOREST WEEK, SEPTEMBER 17 - 23, 2023 (3.4)
  - c. RAIL SAFETY WEEK, SEPTEMBER 18 TO 24, 2023 (3.4)
  - d. PULMONARY FIBROSIS AWARENESS MONTH, SEPTEMBER, 2023 (3.4)
  - e. CHERISH INTEGRATED SERVICES DAY, SEPTEMBER 21, 2023 (3.4)
  - f. TEST YOUR SMOKE ALARM DAY, SEPTEMBER 28, 2023 (3.4)
  - g. LOCAL GOVERNMENT WEEK, OCTOBER 15 TO 21, 2023 (3.4)
  - h. CHILD CARE WORKER AND EARLY CHILDHOOD EDUCATOR APPRECIATION DAY, OCTOBER 17, 2023 (3.4)
2. That the following new requests for proclamation be approved and added to the Five-Year Proclamations List approved by Council:
  - a. GLOBAL ISMAILI CIVIC DAY, SEPTEMBER 24, 2023 (3.4)
  - b. CHILDREN’S GRIEF AWARENESS DAY, NOVEMBER 16, 2023. (3.4)
3. That the following request for flag to be raised at the Anthony Roman Markham Civic Centre flagpole, approved by the City Clerk in accordance

with the City of Markham Community Flag Raisings & Flag Protocol Policy, be received for information purposes:

- a. PULMONARY FIBROSIS AWARENESS, SEPTEMBER 13, 2023  
(3.4) (Organized by the Canadian Pulmonary Fibrosis Foundation)

**Carried**

## **8. REPORT OF STANDING COMMITTEE**

### **8.1 REPORT NO. 30 DEVELOPMENT SERVICES PUBLIC MEETING (SEPTEMBER 5, 2023)**

Moved by Regional Councillor Joe Li

Seconded by Regional Councillor Jim Jones

That the report of the Development Services Public Meeting be received & adopted. (Item 1):

**Carried**

#### **8.1.1 PUBLIC MEETING INFORMATION REPORT, 2859715 ONTARIO LTD. (SKYHAWK HOLDINGS), APPLICATION FOR ZONING BY-LAW AMENDMENT TO PERMIT A FOOD MANUFACTURING AND MEAT PROCESSING USE FOR THE PURPOSES OF REPACKAGING AND PROCESSING FOOD PRODUCTS FOR**

Moved by Regional Councillor Joe Li

Seconded by Regional Councillor Jim Jones

1. That the report entitled “PUBLIC MEETING INFORMATION REPORT, Application for Zoning By-law Amendment to permit a meat manufacturing and meat processing use, 555 Alden Road, Ward 8, File No. PLAN 23 120492”, be received, and,
2. That the Record of the Public Meeting held on September 5, 2023 with respect to the proposed Zoning By-law Amendment application, be received, and,
3. That the application by 2859715 Ontario Ltd / Skyhawk Holdings, for a proposed Zoning By-law Amendment (PLAN 23 120492) be approved and the draft implementing Zoning By-law Amendment be finalized and enacted without further notice, and further,

4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

8.2 REPORT NO. 31 DEVELOPMENT SERVICES COMMITTEE MEETING  
(SEPTEMBER 11, 2023)

Moved by Regional Councillor Jim Jones

Seconded by Regional Councillor Joe Li

That the report of the Development Services Public Meeting be received & adopted. (Items 1 to 6):

**Carried**

8.2.1 RECOMMENDATION REPORT OBJECTIONS TO NOTICES OF  
INTENTION TO DESIGNATE – PHASE I PROPERTIES (16.11.3)

Moved by Regional Councillor Jim Jones

Seconded by Regional Councillor Joe Li

1. That the Staff report, dated September 11, 2023, titled "RECOMMENDATION REPORT, Objections to Notices of Intention to Designate – Phase I Properties", be received; and,
2. That the written objections to designation under the *Ontario Heritage Act* as submitted by or on behalf of the property owners of 5474 19th Avenue (Ward 6), 7822 Highway 7 East (Ward 5), and 53 Dickson Hill Road (Ward 5), be received as information; and,
3. That Council affirm its intention to designate 5474 19th Avenue (Ward 6), 7822 Highway 7 East (Ward 5), and 53 Dickson Hill Road (Ward 5) under Part IV, Section 29 of the *Ontario Heritage Act* in recognition of their cultural heritage significance; and,
4. That the Clerk's Department be authorized to place designation by-laws before Council for adoption; and,
5. That the Clerk's Department be authorized to publish and serve notice of Council's adoption of the designation by-laws as per the requirements of the *Ontario Heritage Act*; and further,



6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

## 8.2.2 RECOMMENDATION REPORT DESIGNATION OF PRIORITY PROPERTIES – PHASE II (16.11.3)

Moved by Regional Councillor Jim Jones

Seconded by Regional Councillor Joe Li

1. That the Staff report, dated September 11, 2023, titled, "RECOMMENDATION REPORT, Designation of Priority Properties – Phase II", be received; and,
2. That the written submissions from Aird Berlis, Jennifer Gallichan, and Paul Oberst be received; and,
3. That the deputations from Eileen Costello of Aird Berlis, Paul Oberst, and Daniel Kunjumon be received; and,
4. That the consideration to designate 2972 Elgin Mills Rd be deferred to the October 17, 2023 Development Services Committee; and,
5. That the consideration to designate 10224 Highway 48 be deferred to January 2024; and,
6. That the June 14, 2023, recommendation from the Heritage Markham Committee, in support of the designation of 2 Legacy Drive (Ward 7), 81 Dickson Hill Road (Ward 5), 2972 Elgin Mills Road (Ward 2), 4130 Nineteenth Avenue (Ward 6), 4159 Nineteenth Avenue (Ward 6), 6772 Fourteenth Avenue (Ward 6), 7880 Highway 7 (Ward 5), 10159 McCowan Road (Ward 6), 10224 Highway 48 (Ward 6), 10387 McCowan Road (Ward 6), under Part IV, Section 29 of the Ontario Heritage Act (in accordance with Appendix 'B'), be received as information; and,
7. That Council state its intention to designate 2 Legacy Drive (Ward 7), 81 Dickson Hill Road (Ward 5), 4130 Nineteenth Avenue (Ward 6), 4159 Nineteenth Avenue (Ward 6), 6772 Fourteenth Avenue (Ward 6), 7880 Highway 7 (Ward 5), 10159 McCowan Road (Ward 6), 10387 McCowan Road (Ward 6), under Part IV,

Section 29 of the Ontario Heritage Act in recognition of their cultural heritage significance; and,

8. That the Clerk's Department be authorized to publish and serve Council's Notice of Intention to Designate as per the requirements of the Ontario Heritage Act; and,
9. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk's Department be authorized to place a designation by-law before Council for adoption; and,
10. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the matter will return to Council for further consideration; and further,
11. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

**8.2.3 MEMORANDUM, COUNCIL APPROVAL FOR PARKLAND DEDICATION EXEMPTION: 45 SCIBERRAS ROAD (CSNT 21 116608 & B/003/21), 50 & 52 NELSON ROAD (SPC 21 140484 & SPC 21 142835) AND 10988 & 10990 WARDEN AVENUE (SPC 21 119856 & PLAN 21 119856) (6.3, 10.0)**

Moved by Regional Councillor Jim Jones

Seconded by Regional Councillor Joe Li

1. That the memorandum titled, "Council Approval for Parkland Dedication Exemption: 45 Sciberras Road (CSNT 21 116608 & B/003/21), 50 & 52 Nelson Road (SPC 21 140484 & SPC 21 142835) and 10988 & 10990 Warden Avenue (SPC 21 119856 & PLAN 21 119856)", be received; and,
2. That the Commissioner of Development Services or the Director of Planning and Urban Design be authorized to approve parkland dedication exemptions for the applications identified in this memo; and,
3. That the Parkland Dedication By-law be amended to authorize the Commissioner of Development Services or the Director of Planning and Urban Design to consider and approve any future

requests for exemption of parkland dedication obligations based on criteria arising from similar contexts and elements as the three subject applications; and further,

4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

#### 8.2.4 REQUEST FOR TRAFFIC CONTROL SIGNALS AT HIGHWAY 7 EAST AND MAYOR ROMAN DRIVE (WARD 3) (5.12)

Moved by Regional Councillor Jim Jones

Seconded by Regional Councillor Joe Li

1. That the September 11, 2023 report entitled, “Request for Traffic Control Signals at Highway 7 East and Mayor Roman Drive (Ward 3)”, be received; and,
2. That York Region be requested to approve the signalization of the intersection of Highway 7 East and Mayor Roman Drive, at the owner’s (2310601 Ontario Inc.) expense; and,
3. That the City Clerk send a copy of this report and Council resolution to York Region; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

#### 8.2.5 RECOMMENDATION REPORT, YUE GONG, 1000038852 ONTARIO INC., APPLICATION FOR ZONING BY-LAW AMENDMENT TO PERMIT THE STORAGE AND SALES OF FIREARMS AND AMMUNITION, ACCESSORY RETAIL USES, AND ASSOCIATED OFFICE USES AT 44 RIVIERA DRIVE

Moved by Regional Councillor Jim Jones

Seconded by Regional Councillor Joe Li

1. That the report, dated September 11, 2023 titled, “RECOMMENDATION REPORT, Yue Gong, 1000038852 Ontario Inc., Application for Zoning By-law Amendment to permit the storage and sales of firearms and ammunition, accessory retail

uses, and associated office uses at 44 Riviera Drive, File No. PLAN 22 266738 (Ward 8)”, be received; and,

2. That the Record of the Public Meeting held on May 23, 2023, with respect to the proposed application for Zoning By-law Amendment submitted by Evans Planning for File No. PLAN 22 266738, be received; and,
3. That the amendment to Zoning By-law 28-82, as amended, be approved and the draft site-specific implementing Zoning By-law, attached hereto as Appendix “A”, be finalized and enacted without further notice; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

#### 8.2.6 MARKHAM AND VAUGHAN AUTO MOBILITY DEMONSTRATION ZONE (10.16)

Moved by Regional Councillor Jim Jones

Seconded by Regional Councillor Joe Li

1. That the report entitled “Markham and Vaughan Auto Mobility Demonstration Zone” be received; and,
2. That City staff be authorized to enter into an agreement with the Province of Ontario and the City of Vaughan to develop and implement the Auto Mobility Demonstration Zone; and,
3. That City staff receive delegated authority from Council to undertake and implement automotive and mobility demonstration projects as part of the Auto Mobility Demonstration Zone; and,
4. That City staff provide regular status reports to the Development Services Committee; and further,
5. That City staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

## 9. MOTIONS

There were no motions.

# **10. NOTICE OF MOTION TO RECONSIDER**

There were no notices of motion to reconsider.

# **11. NEW/OTHER BUSINESS**

There was no new/other business.

# **12. ANNOUNCEMENTS**

There were no announcements.

# **13. BY-LAWS - THREE READINGS**

Moved by Councillor Keith Irish

Seconded by Councillor Juanita Nathan

That By-laws 2023-122 to 2023-128 be given three readings and enacted.

**Carried**

## **Three Readings**

- 13.1 BY-LAW 2023-119, A BY-LAW TO AMEND ZONING BY-LAW 193-81, AND ZONING BY-LAW 177-96, AS AMENDED

**By-law 2023-119 as approved by OLT, for information only to facilitate the assignment of a by-law number.**

- 13.2 BY-LAW 2023-120, MARKHAM MAIN STREET RR INC. 134, 136, 140, 144 & 152 MAIN STREET NORTH AND 12 WILSON STREET, OFFICIAL PLAN AMENDMENT

**By-law 2023-120 as approved by OLT, for information only to facilitate the assignment of a by-law number.**

- 13.3 BY-LAW 2023-121, A BY-LAW TO AMEND BY-LAW 1229, AS AMENDED

**By-law 2023-121 as approved by OLT, for information only to facilitate the assignment of a by-law number.**

- 13.4 BY-LAW 2023-122, A BY-LAW TO AMEND BY-LAW 2005-188

To add “prohibited parking” at specific intersections within the City of Markham.

- 13.5 BY-LAW 2023-123, A BY-LAW TO AMEND BY-LAW 2017-104

To authorize speed limits at specific intersections within the City of Markham.

13.6 BY-LAW 2023-124, A BY-LAW TO AMEND BY-LAW 2017-104

13.7 BY-LAW 2023-125, A BY-LAW TO AMEND STOP BY-LAW 106-71

To add “compulsory stop signs” at specific intersections within the City of Markham.

13.8 BY-LAW 2023-126, A BY-LAW TO DESIGNATE PART OF A CERTAIN PLAN OF SUBDIVISION NOT SUBJECT TO PART LOT CONTROL

A By-law to designate part of a certain plan of subdivision not subject to Part Lot Control. The lands affected are 71-120 Stauffer Crescent (Primont Homes). This by-law applies Blocks 15, 16 and 17 (inclusive), Registered Plan 65M-4656 and Blocks 15, 16 and 17 (inclusive), Registered Plan 65M-4674 which is located on the west side of Stauffer Crescent, west of Donald Cousens Parkway and north of Highway 7 East. The effect of this by-law is to allow for the conveyance of twenty-three (23) townhouse dwelling units.

13.9 BY-LAW 2023-127, A BY-LAW TO DEDICATE CERTAIN LANDS AS PART OF THE HIGHWAYS OF THE CITY OF MARKHAM

A By-law to dedicate Block 268, Plan 65M-65M-3078, designated as Part 6, Plan 65R-37109 to be established and laid out as part of the public highways of the City of Markham and named Deib Crescent.

13.10 BY-LAW 2023-128, A BY-LAW TO AMEND BY 28-82, AMENDED

A By-law amendment applies to a parcel of land with an approximate area of 0.308 hectares (0.76 acres), which is located north of Riviera Drive and east of Rodrick Road. The subject lands are zoned Select Industrial with Controlled Storage -0.3 ha (MCS3) under By-law 28-82, as amended. The effect of this By-law is to permit Retail Uses up to a maximum of 15% of the total Gross Floor Area of buildings on site, Business Office Uses, the storage and sale of ammunition and to provide site specific parking standards.

#### **14. CONFIDENTIAL ITEMS**

Moved by Deputy Mayor Michael Chan

Seconded by Regional Councillor Joe Li

That, in accordance with Section 239 (2) of the Municipal Act, Council resolve into a private session to discuss the following confidential matters at 1:39 PM:

**Carried**

Council reconvened in open session at 2:13 PM and passed the following resolutions:

#### 14.1 COUNCIL

##### 14.1.1 CONFIDENTIAL COUNCIL MINUTES - JUNE 28, 2023

[MUNICIPAL ACT, 2001, Section 239 (2) (a)(b)(c)(e)(f)]

Moved by Councillor Amanda Collucci

Seconded by Councillor Keith Irish

1. That the confidential Council minutes of the Council Meeting held on June 28, 2023, be adopted.

**Carried**

##### 14.1.2 CONFIDENTIAL SPECIAL COUNCIL MINUTES JULY 27, 2023

[MUNICIPAL ACT, 2001, Section 239 (2) (e)(h)]

Moved by Regional Councillor Joe Li

Seconded by Councillor Ritch Lau

1. That the confidential Minutes of the Special Council Meeting held on July 27, 2023 be adopted.

**Carried**

##### 14.1.3 APPOINTMENTS TO BOARDS/ COMMITTEES (16.24)

[MUNICIPAL ACT, 2001, Section 239 (2) (b)]

Moved by Councillor Isa Lee

Seconded by Councillor Ritch Lau

##### 1. Advisory Committee on Accessibility:

That the following individuals be appointed to the Advisory Committee on Accessibility:

Satya Arora	November 30, 2026
Stephanie Mak	November 30, 2027
Yoyo Chen	November 30, 2027
Jewell Lofsky	November 30, 2026

**Carried**

#### 14.2 DEVELOPMENT SERVICES COMMITTEE - SEPTEMBER 11, 2023

14.2.1 UPDATE REPORT (2) - REQUEST FOR DIRECTION RE: ONTARIO LAND TRIBUNAL APPEAL BY TIMBERCREEK FOUR QUADRANT GP2 INC., OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS AT 288, 298, AND 300 JOHN STREET (WARD 1) (10.3, 10.5)

(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, Section 239 (2) (e)]

Moved by Councillor Keith Irish

Seconded by Regional Councillor Jim Jones

1. That the confidential legal report titled “UPDATE REPORT(2) - REQUEST FOR DIRECTION re: Ontario Land Tribunal Appeal by Timbercreek Four Quadrant GP2 Inc., Official Plan and Zoning By-law Amendment applications at 288, 298, and 300 John Street (Ward 1)” be received; and,
2. That Staff be authorized to do all things necessary to give effect to this resolution.

**Carried**

14.2.2 REQUEST FOR DIRECTION RE ONTARIO LAND TRIBUNAL RE 16 & 18 GRANDVIEW BOULEVARD PURSUANT TO SUBSECTIONS 42(10) AND 42(12) OF THE PLANNING ACT (8.0)  
(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, Section 239 (2) (e)]

Moved by Councillor Karen Rea

Seconded by Councillor Juanita Nathan

1. That the Confidential Report entitled “Request for Direction re Ontario Land Tribunal appeal by the owner of 16 & 18 Grandview Boulevard pursuant to subsections 42(10) and 42(12) of the Planning Act against the City requirement for payment of cash-in-lieu of parkland dedication” be received; and,
2. That Staff be authorized to do all things necessary to give effect to these Resolutions.



**Carried**

**15. CONFIRMATORY BY-LAW - THREE READINGS**

Moved by Councillor Amanda Collucci

Seconded by Councillor Ritch Lau

That By-law 2023-118 be given three readings and enacted.

Three Readings

BY-LAW 2023-118 A BY-LAW TO CONFIRM THE PROCEEDINGS OF THE  
COUNCIL MEETING OF SEPTEMBER 12, 2023.

**Carried**

**16. ADJOURNMENT**

Moved by Councillor Isa Lee

Seconded by Councillor Keith Irish

That the Council meeting of September 12, 2023 be adjourned at 2:16 PM.

**Carried**

---

Kimberley Kitteringham

City Clerk

---

Frank Scarpitti

Mayor

**Ontario Land Tribunal**  
Tribunal ontarien de l'aménagement  
du territoire



**ISSUE DATE:** July 26, 2023

**CASE NO.:** OLT-22-002000  
(formerly PL210288)

**PROCEEDING COMMENCED UNDER** subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Angus Glen Landowners' Group Inc.
Subject:	Request to amend the Official Plan - Failure of the City of Markham to adopt the requested amendment
Existing Designation:	"Future Neighbourhood Area" and "Greenway"
Proposed Designated:	To establish the Angus Glen Secondary Plan
Purpose:	To establish the Angus Glen Secondary Plan for the purpose of guiding the development of a proposed master-planned community to consist of 6,000 housing units with a population of 18,900 and to also provide policy direction with respect to matters related to the Greenway System, including direction with respect to road linkages and the location of parks and stormwater management facilities
Property Address/Description:	411 hectares (1,015.6 acres) of land bounded by Major Mackenzie Drive to the south, Elgin Mills Road to the north, Warden Avenue to the west and Kennedy Road to the east
Municipality:	City of Markham
Approval Authority File No.:	OP-17-130159
OLT Case No.:	OLT-22-002000
Legacy Case No.:	PL210288
OLT File No.:	OLT-22-002000
Legacy File No.:	PL210288
OLT Case Name:	Angus Glen Landowners' Group Inc. v. Markham (City)

BEFORE:

WILLIAM R. MIDDLETON	)	
VICE-CHAIR	)	
	)	Wednesday, the 26 <sup>th</sup> day of
S. DIXON	)	
MEMBER	)	July, 2023
	)	
A. SAUVE	)	
MEMBER	)	

**THIS MATTER** having come on for a public hearing and the Tribunal in its Decision and Interim Order issued on July 6, 2023 (the “Interim Order”) having ordered that the appeal of Angus Glen Landowners’ Group Inc. (“AGLOG”) to amend the Official Plan of the City of Markham is allowed in part and that the Secondary Plan appended as Attachment ‘A’ to the Interim Order is approved in principle;

**AND THE TRIBUNAL** having withheld the final approval of the Secondary Plan until:

- (a) the delivery by counsel for AGLOG within 30 days of the date of the Interim Order of a final revised version of the Settlement Plan reflecting all modifications described in paragraph 7 a., b., c. and d. of the AGLOG Closing Submissions dated March 1, 2023 (the “Final Version”); and,
- (b) the written confirmation by counsel for each of the City of Markham, the Region of York, the York Region District School Board, the York Region Catholic School Board and the Toronto Region Conservation Authority that they are in agreement with the Final Version.

**AND THE TRIBUNAL** now having received the Final Version of the Secondary Plan with the accompanying written confirmation by counsel for each of the City of Markham, the Region of York, the York Region District School Board, the York Region Catholic

School Board and the Toronto Region Conservation Authority advising that they are in agreement with the Final Version;

**THE TRIBUNAL ORDERS** that the Final Version of the Secondary Plan attached to this Order as Attachment 'A' is approved.

*"Euken Lui"*

EUKEN LUI  
ACTING REGISTRAR

**Ontario Land Tribunal**

Website: [olt.gov.on.ca](http://olt.gov.on.ca) Telephone: 416-212-6349 Toll Free: 1-866-448-2248

The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal ("Tribunal"). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

Attachment 'A'

**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended, to incorporate a Secondary Plan for the Angus Glen Community in the Future Urban Area Planning District

**Secondary Plan for the Angus Glen Community**

**(February 27, 2023)**

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**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended, to incorporate a Secondary Plan for the Angus Glen Secondary Plan Area in the Future Urban Area Planning District.

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 \_\_\_\_\_ the day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Mayor

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

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**THE CORPORATION OF THE CITY OF MARKHAM**

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

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

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

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

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS \_\_\_\_\_ THE DAY OF \_\_\_\_\_, 2023.

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
**ANGUS GLEN SECONDARY PLAN, February 27, 2023**

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## INTRODUCTION

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

### 1.0 OVERVIEW

Official Plan Amendment XXX (OPA XXX) provides a Secondary Plan for the Angus Glen Community in the Future Urban Area Planning District. The Amendment consists of the following components: Introduction, Amendment to Part I of the Official Plan, and Amendment to Part II of the Official Plan.

The INTRODUCTION is included for information purposes and is not an operative part of this Official Plan Amendment.

AMENDMENT TO PART I OF THE OFFICIAL PLAN 2014, including Schedules “A” through “O” attached thereto, provides the specific amendments to Part I of the Official Plan being effected by Official Plan Amendment No. XXX and is an operative part of this Official Plan Amendment.

AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014 – THE SECONDARY PLAN, including Maps SP1 through SP6 attached thereto, constitutes the Secondary Plan for the Angus Glen Secondary Plan Area of the Future Urban Area Planning District.

For the purposes of this Amendment, unless otherwise stated the term “Official Plan” refers to Part I of the City of Markham Official Plan 2014, as amended, and the term “Secondary Plan” refers to the Secondary Plan for the Angus Glen Community.

### 2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA

The lands subject to this Amendment are located within the concession block bounded by Major Mackenzie Drive, Warden Avenue, Elgin Mills Road, and Kennedy Road, as shown in Schedule “A”. The subject lands, which total approximately 400 gross hectares, include the Bruce Creek, Bruce Creek Tributary, the Angus Glen Community Centre, Gordon Stollery Park and the Angus Glen Golf Course, an operating 36-hole golf course which includes the Club House, parking and supporting facilities. The subject lands are legally described as Parts of Lots 21,22, 23, 24 and 25, Concession 5.

The subject lands outside of the Greenway System are identified for urban development in the Official Plan. Existing land uses consist primarily of agricultural, golf course *major recreational use*, community facilities and rural residential uses. In addition, the lands contain natural heritage features primarily associated with Bruce Creek and Bruce Creek Tributary, and a number of *cultural heritage resources*.

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

The purpose of this Amendment is to incorporate into the Official Plan a Secondary Plan for a new community within the Future Urban Area Planning District, referred to as the Angus Glen Community.

The Secondary Plan designates lands for primarily residential and golf course major recreational use, incorporating the existing golf course, existing community facilities and active park uses, as well as additional required community facilities such as schools and parks, opportunities for local and community retail, and integrated open space and transportation systems. The Secondary Plan also designates natural heritage lands for protection from development and provides policy direction with respect to matters related to the golf course major recreational use, stormwater management facilities, and road linkages.

The Amendment refines the 'Greenway' designation and replaces the 'Future Neighbourhood Area' land use designation shown in Map 3 - Land Use of Part 1 of the Official Plan with appropriate residential and mixed use land use designations for the developable portions of the subject lands. The Amendment also refines certain policies, maps and appendices in Part 1 of the Official Plan as they pertain to the Secondary Plan Area, to be consistent with the Secondary Plan.

### **4.0 POLICY CONTEXT**

The lands within the Angus Glen Secondary Plan Area, along with the remainder of the lands in the Future Urban Area Planning District, are required to accommodate a portion of Markham's growth to 2031. All of the lands within the Future Urban Area Planning District were identified for urban development through the York Region Official Plan 2010 and Part 1 of the Markham Official Plan.

The policies of Part 1 of the Official Plan that are proposed to be amended are consistent with the Provincial Policy Statement 2020, and conform to all applicable Provincial Plans as well as the York Region Official Plan 2010. The Angus Glen Secondary Plan provided in this amendment is consistent with the Provincial Policy Statement 2020, and conforms to all applicable policies of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020, Greenbelt Plan 2017, York Region Official Plan 2010, and Part I of the Markham Official Plan 2014.

#### **4.1 Provincial Policy Statement 2020**

The Provincial Policy Statement 2020 ("PPS") promotes efficient and resilient development and cost-effective land use patterns that support public transit as well as the protection of natural heritage features and areas.

Consistent with the PPS, the Angus Glen Secondary Plan Area accommodates an appropriate mix of residential, retail and service, community service, and parks and open space uses to meet the long-term needs of the community. The Secondary Plan Area provides for an appropriate range and mix of housing types and densities (including secondary suites and shared and affordable housing), and neighbourhood retail and service opportunities while promoting the use of active

transportation and public transit. Connectivity with other lands within and adjacent to the Future Urban Area Planning District is also provided.

Together with the planning of adjacent future neighbourhood and employment lands, the compact neighbourhood development of the Angus Glen Secondary Plan Area contributes to the overall creation of a complete community.

#### **4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (“Growth Plan”) builds on the policy foundation provided by the PPS and provides additional and more area specific land use policies for managing urban growth, building complete communities, and protecting the natural environment. Among other things, the Growth Plan establishes minimum density targets for new development taking place on designated greenfield areas to support the achievement of complete communities and to promote cost effective development patterns to further minimize land consumption and servicing costs.

The Angus Glen Secondary Plan conforms with the policies and objectives of the Growth Plan as it promotes a diverse mix of land uses, provides a range and mix of housing types, and supports the achievement of a compact community.

#### **4.3 Greenbelt Plan 2017**

The Greenbelt Plan 2017 (“Greenbelt Plan”) together with the Growth Plan builds on the PPS by providing additional and more area specific land use policies on where urban growth will not occur in order to provide for the protection of agriculture and the natural environment from urban development.

The Greenbelt lands within the Angus Glen Secondary Plan Area generally reflect the alignment of the Bruce Creek which traverses the Secondary Plan Area in a north-south direction through the central portion of the Secondary Plan Area. This Greenbelt lands connect to the larger Greenbelt Plan lands north of the City limits.

The Greenbelt lands comprise a large component of the protected Greenway System structural component and land use designation within the Secondary Plan Area in the Official Plan. Although refinements to the Greenway System resulting from extensive field work are proposed through this Amendment, these refinements are consistent with the Greenbelt Plan and do not alter Greenbelt Plan boundaries. The Angus Glen Secondary Plan conforms with the Greenbelt Plan 2017.

#### **4.4 York Region Official Plan 2010**

The majority of the lands within the Future Urban Area Planning District are identified in the York Region Official Plan 2010 (“York Region Official Plan”) as new community areas. These lands, along with new employment lands, were brought into the York Region Urban Area

through Amendment No. 3 to the York Region Official Plan to accommodate population and employment growth to 2031.

The planning of new community areas in York Region is to place priority on people, sustainability and livability. A key component of new communities will be a connected network of parks and open spaces. Each complete community will have a unique sense of place and identity, and offer a variety of housing, employment and mobility choices. New community areas will be mixed-use communities with high-quality urban design, attracting residents and workers alike.

#### **4.5 Markham Official Plan 2014**

The new community areas and employment lands identified in the York Region Official Plan are identified within the Future Urban Area Planning District in the Markham Official Plan 2014 (“Markham Official Plan”) and designated ‘Future Urban Area’ and more specifically ‘Future Neighbourhood Area’ and ‘Future Employment Area’. The boundary of the Future Urban Area encompasses approximately 1,300 hectares north of Major Mackenzie Drive, east of the Hydro Corridor and Woodbine Avenue, and west of the boundary of the Greenbelt Plan and the Greenway System lands west of McCowan Avenue, including Greenway System lands.

The Markham Official Plan outlines a comprehensive process to be undertaken prior to development occurring on the lands, namely the development of a Conceptual Master Plan for the entirety of the lands. The intent of the Conceptual Master Plan was to identify a coordinated community structure plan across all of the ‘Future Urban Area’ lands along with associated policy direction to form the basis of subsequent secondary plans and development applications. The Community Structure Plan was to identify structural land use categories, a high-level transportation and servicing system, an open space system and major community facility requirements. The policy direction was to address the requirements for sustainable community development identified in the York Region and Markham Official Plans, as well as provincial and regulatory agency requirements.

A Conceptual Master Plan and Community Structure Plan for the north Markham ‘Future Urban Area’ lands was endorsed by Markham Council on October 17, 2017 as the basis for the preparation and adoption of secondary plans within the Future Urban Area Planning District. As directed by the Official Plan, the development of the Conceptual Master Plan was based on a number of concurrent and coordinated City-led supporting studies including a subwatershed study, transportation study, water and wastewater servicing studies, and planning and urban design studies. Details regarding the Conceptual Master Plan are provided in Part II – Angus Glen Secondary Plan of this Amendment.

The proposed Angus Glen Secondary Plan attached as Part II to this Amendment is consistent with the Conceptual Master Plan and Community Structure Plan.



## **5.0 BASIS OF THE AMENDMENT**

This Amendment to certain policies and maps of Part I of the Official Plan is required to implement a Secondary Plan for the Angus Glen Secondary Plan Area. The proposed Angus Glen Secondary Plan as provided in Part II of this Amendment is consistent with the PPS, and conforms with Growth Plan and Greenbelt Plan, and the York Region Official Plan. It is also consistent with the Council-endorsed Conceptual Master Plan and Community Structure Plan for the north Markham 'Future Urban Area' lands prepared in accordance with direction in the Markham Official Plan.

## **AMENDMENT TO PART I OF THE OFFICIAL PLAN 2014**

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

### **1.0 THE AMENDMENT**

1.1 The following Maps and Appendices of Part I of the 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’ as detailed on Schedule “D” attached hereto; removing the ‘Future Urban Area’ overlay from the ‘Neighbourhood’ lands; Warden Avenue and Kennedy Road as ‘Regional Transit Priority’, and Major Mackenzie Drive as ‘Regional Rapid Transit Corridor’, as shown on Schedule “A” attached hereto.
- b) Map 2 – Centres and Corridors and Transit Network is amended by identifying Warden Avenue and Kennedy Road as ‘Regional Transit Priority’, as shown on Schedule “B” attached hereto.
- c) Map 3 - Land Use is amended by reflecting the modified boundary of the ‘Greenway’ designation as detailed on Schedule “D” attached hereto; and replacing the ‘Future Neighbourhood Area’ designation with ‘Residential Low Rise’, ‘Residential Mid Rise’, ‘Residential High Rise’, ‘Mixed Use Mid Rise’ and ‘Mixed Use High Rise’ designations; adding site specific policy areas; and adding a ‘Major Collector Road’, as shown on Schedule “C” attached hereto.
- d) Map 4 – Greenway System is amended by modifying the boundaries of the ‘Greenway System’, ‘Natural Heritage Network’, ‘Rouge Watershed Protection Area’, and ‘Other Greenway System Lands including certain naturalized stormwater management facilities, as shown on Schedule “D” attached hereto.
- e) Map 5 – Natural Heritage Features and Landforms is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed on Schedule “D” attached hereto; and modifying the boundaries of ‘Woodlands’ and ‘Other Greenway System Lands including certain naturalized stormwater management facilities, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’, as shown on Schedule “E” attached hereto.
- f) Map 6 – Hydrologic Features is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed on Schedule “D” attached hereto; and modifying the boundaries of the ‘Valleylands’, ‘Provincially Significant Wetlands’, ‘Wetlands’, ‘Other Greenway System Lands including certain naturalized stormwater management facilities’, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’ as shown on Schedule “F” attached hereto.

- g) Map 10 – Road Network is amended by adding a ‘Major Collector Road’, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’, as detailed in Schedule “F” attached hereto, as shown on Schedule “G” attached hereto.
- h) Map 11 – Minor Collector Road Network is amended by adding ‘Minor Collector Roads’, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’, as detailed in Schedule “F” attached hereto, as shown on Schedule “H” attached hereto.
- i) Map 12 – Urban Area and Built-Up Area is amended by replacing the ‘Future Urban Area’ designation with the ‘Urban Area’ designation, as shown on Schedule “I” attached hereto.
- j) 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 “J” attached hereto.
- k) Appendix B – Headwater Drainage Features is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed on Schedule “D” attached hereto, as shown on Schedule “K” attached hereto.
- l) Appendix C – Community Facilities is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed in Schedule “D” attached hereto; and adding the collector road network as shown on Schedule “L” attached hereto.
- m) Appendix D – Cycling Facilities is amended by adding ‘Proposed Cycling Facilities’, as shown on Schedule “M” attached hereto.
- n) Appendix E – Transportation, Services and Utilities is amended by reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’ as detailed in Schedule “F” attached hereto, and as shown on Schedule “N” attached hereto.
- o) Appendix F – Secondary Plan Areas is amended to reference an ‘Approved’ Secondary Plan Area over the subject lands, as shown on Schedule “O” attached hereto.

1.2 Section 9.9 of Part I of the Official Plan 2014, as amended is hereby amended by:

- a) Amending Section 9.9.1 to add a reference to a new Section 9.9.9 in Figure 9.9.1 as follows:

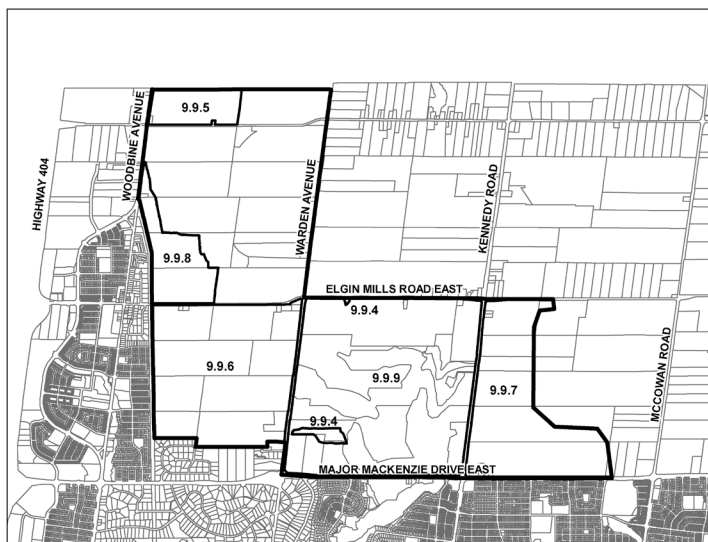


Figure 9.9.1"

b) Adding a new Section 9.9.9 as follows:

"Angus Glen Secondary Plan

9.9.9 The detailed goals, objectives, policies, and maps of the Secondary Plan for the Angus Glen Secondary Plan Area contained in Part II of the Official Plan 2014, as amended, shall apply to the lands bounded by Elgin Mills Road East to the north, Warden Avenue to the west, Major Mackenzie Drive East to the south, and Kennedy Road to the east, as shown in Figure 9.9.9:

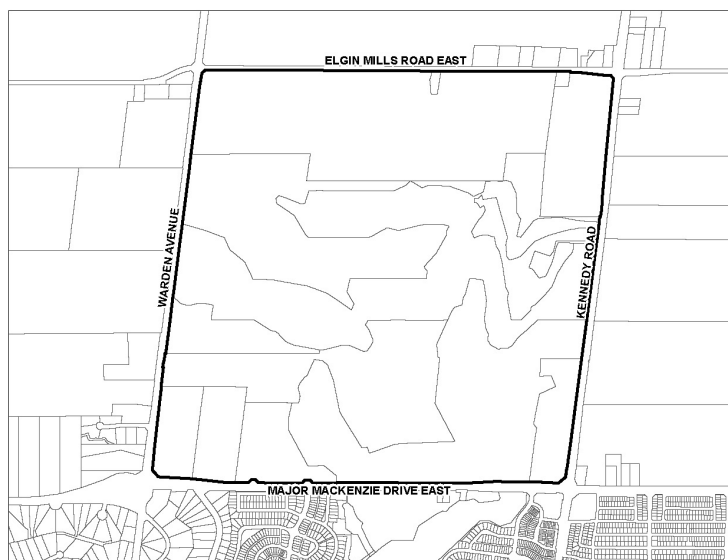


Figure 9.9.9"

1.3 The following sections of Part I of the Official Plan 2014, as amended, are hereby amended to incorporate a new Angus Glen Secondary Plan under Part II as follows:

**ANGUS GLEN SECONDARY PLAN, February 27, 2023**

- a) The Table of Contents is hereby amended by adding “12.4 Angus Glen Secondary Plan” after “12.3 Victoria Glen Secondary Plan.”
- b) Section 1.5 is hereby amended by adding the following text after “Secondary Plan for the Victoria Glen Secondary Plan”: “4. Secondary Plan for the Angus Glen Community”

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

- a) The Table of Contents titled “Part II – Secondary Plans” is amended by adding a reference to the Angus Glen Secondary Plan as follows: “4. Secondary Plan for the Angus Glen Community”
- b) To add reference to the Secondary Plan for the Angus Glen Community in Figure 12 as follows:



Figure 12.0”

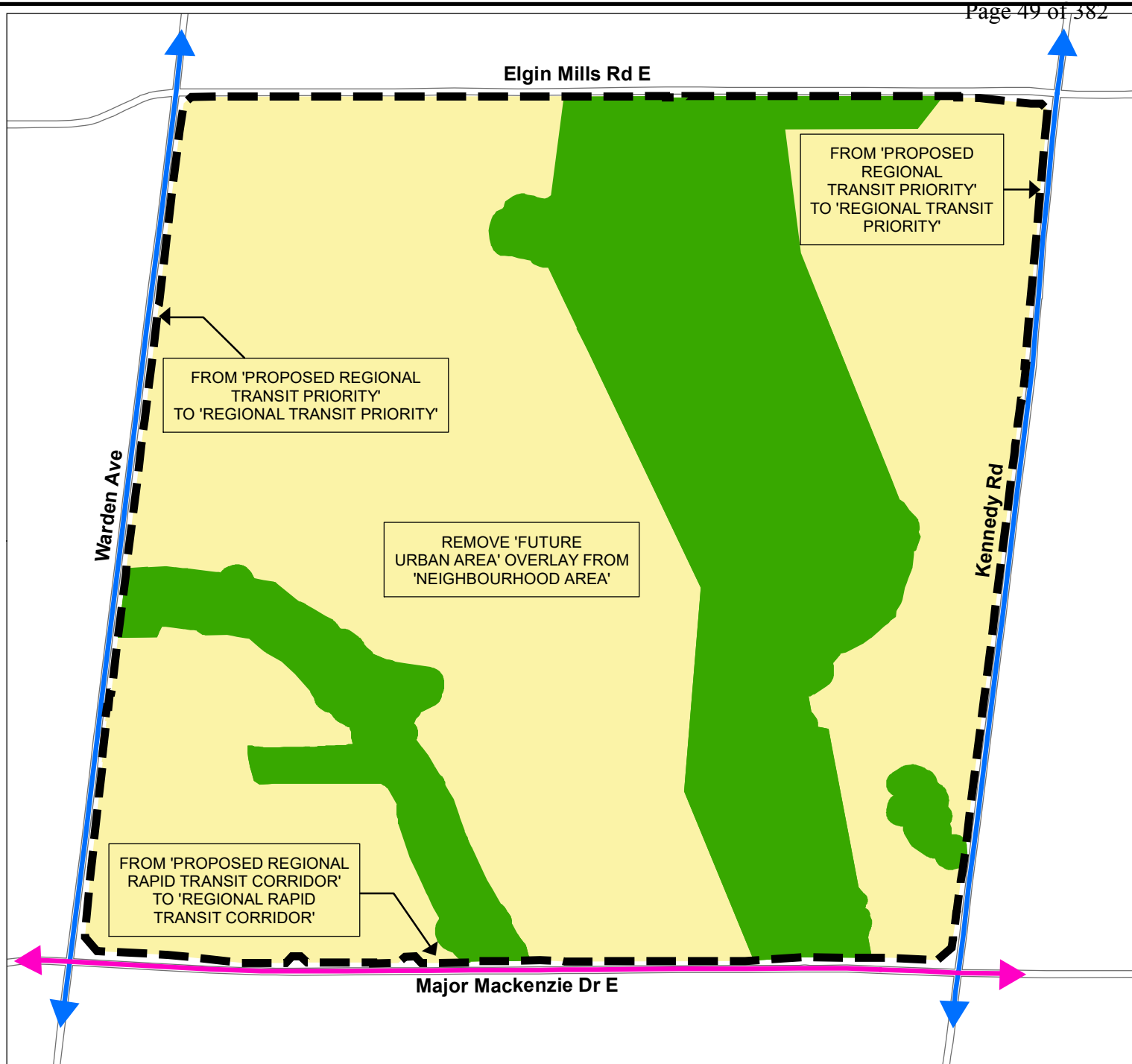
- c) Following Section 12.3 , a new section 12.4 is added containing the Secondary Plan for the Angus Glen Community, comprised of Part II – Secondary Plan for the Angus Glen Community of Official Plan Amendment XXX.

## 2.0 IMPLEMENTATION

The provisions of the Official Plan 2014, 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 2014, as amended from time to time, regarding the interpretation of that Plan, shall apply to this Amendment.



# AMENDMENT TO MAP 1 - MARKHAM STRUCTURE OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

--- BOUNDARY OF AMENDMENT AREA

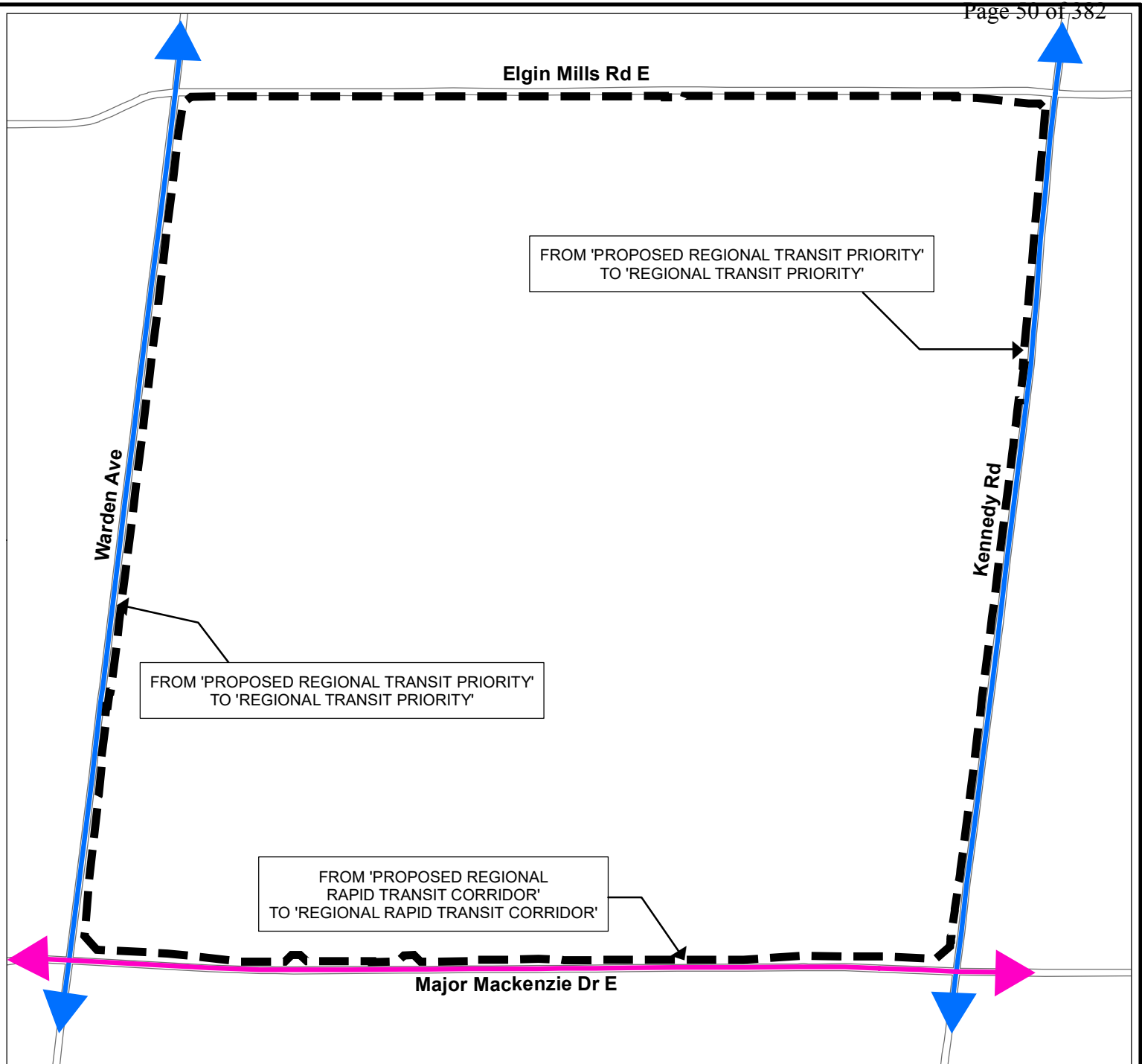
Greenway System as modified by Schedule "D"

Neighbourhood Area

Regional Transit Priority

Regional Rapid Transit Corridor





# AMENDMENT TO MAP 2 - CENTRES AND CORRIDORS AND TRANSIT NETWORK OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

--- BOUNDARY OF AMENDMENT AREA

— Regional Transit Priority







— Regional Rapid Transit Corridor





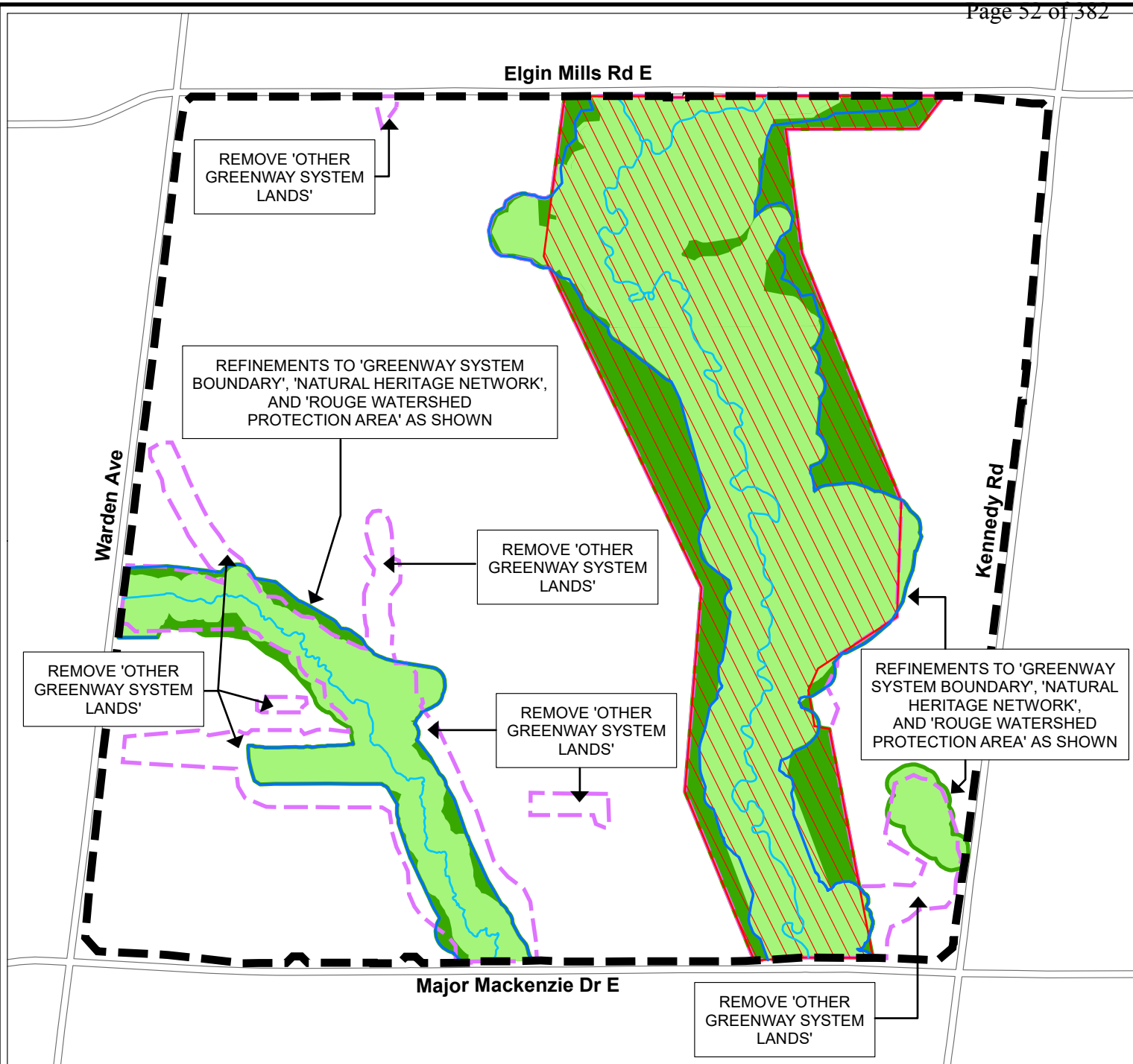
# AMENDMENT TO MAP 3 - LAND USE OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

 BOUNDARY OF AMENDMENT AREA

-  Greenway System as modified by Schedule "D"
-  Residential Low Rise
-  Residential Mid Rise
-  Residential High Rise
-  Mixed Use Mid Rise
-  Mixed Use High Rise





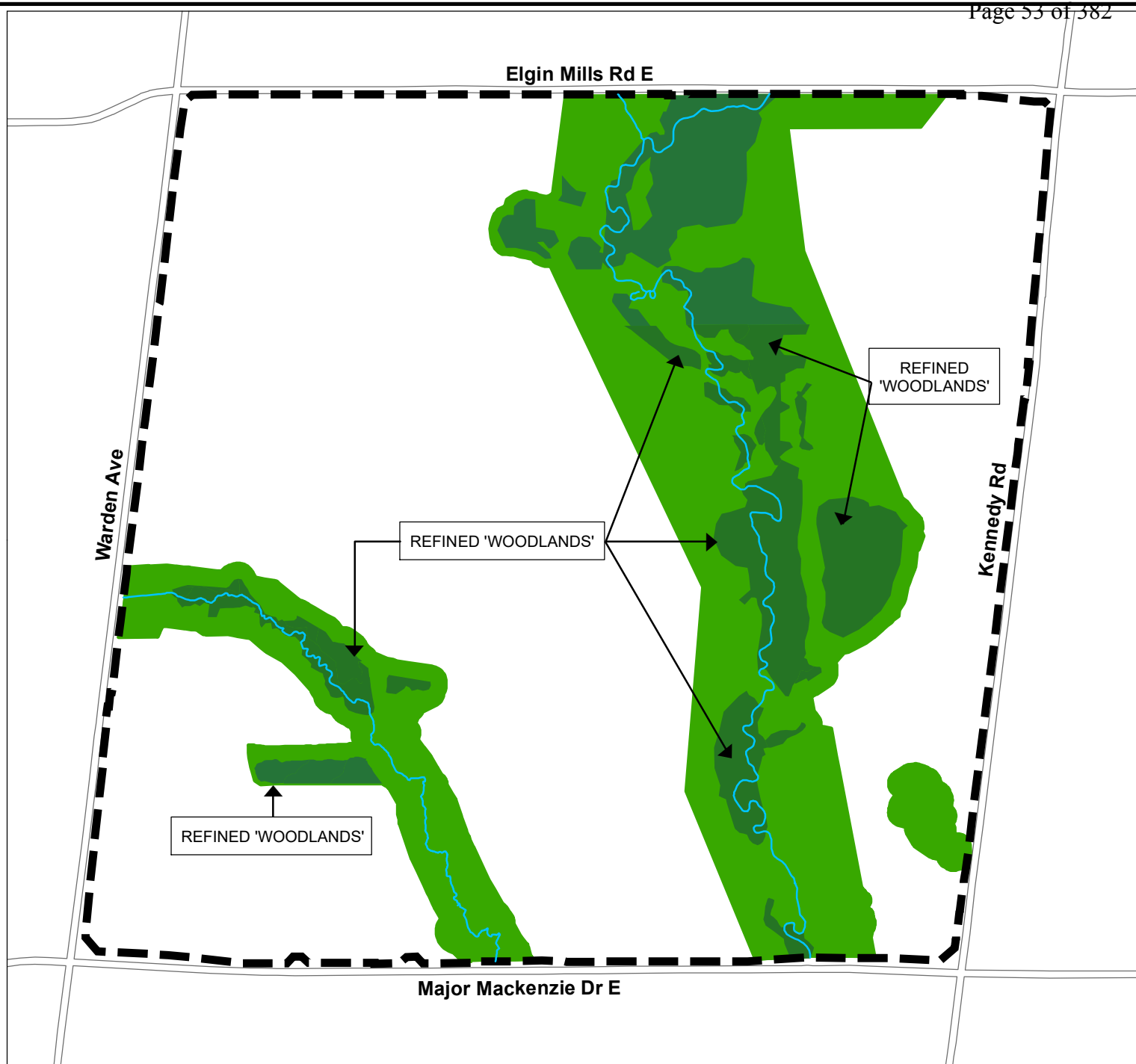


## AMENDMENT TO MAP 4 - GREENWAY SYSTEM OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX






--- BOUNDARY OF AMENDMENT AREA

- Greenway System Boundary
- Greenway System Boundary prior to this Amendment
- Natural Heritage Network
- Rouge Watershed Protection Area
- Greenbelt Plan Area
- Other Greenway System Lands including certain naturalized stormwater management facilities

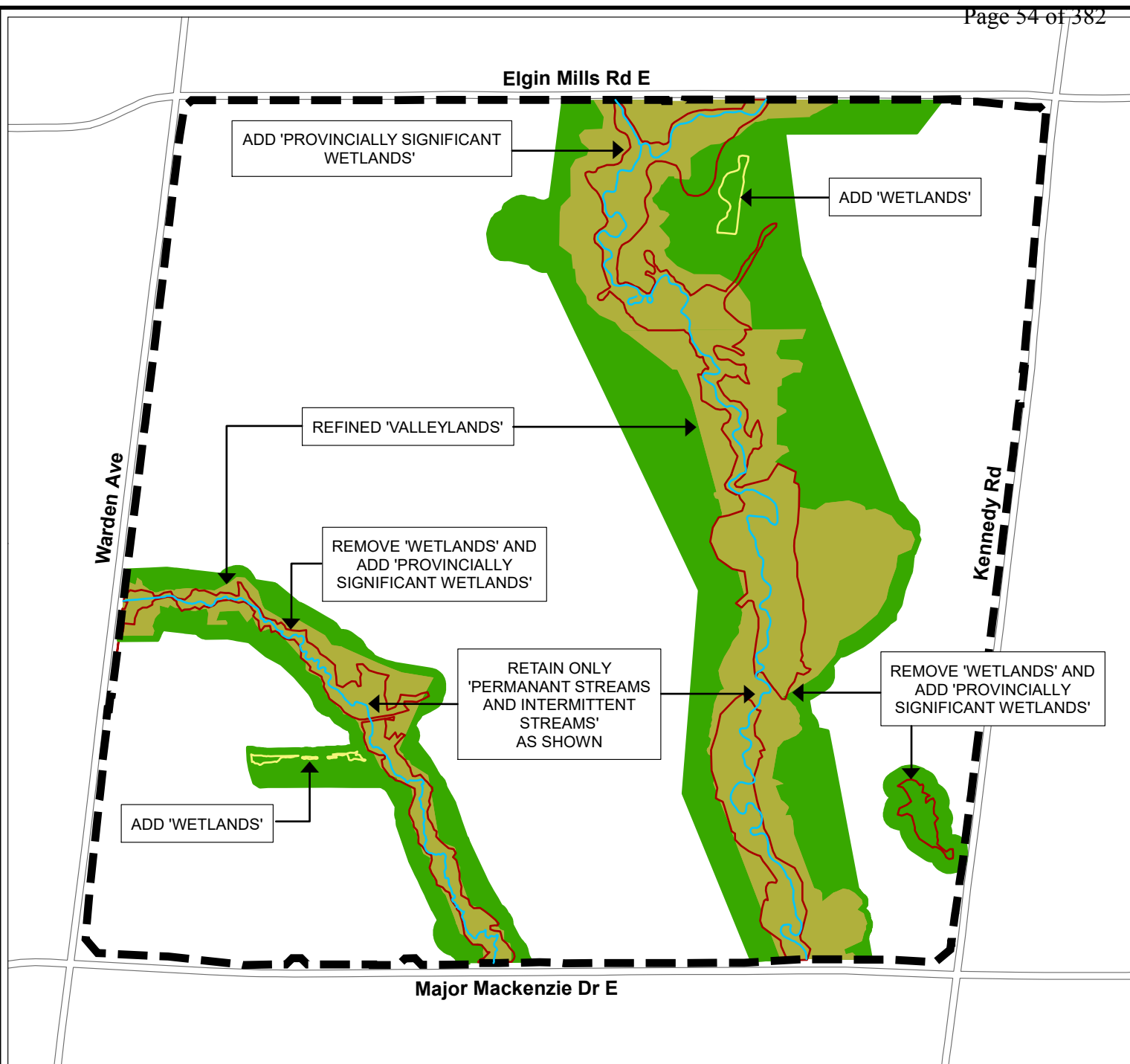




# AMENDMENT TO MAP 5 - NATURAL HERITAGE FEATURES AND LANDFORMS OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

-  BOUNDARY OF AMENDMENT AREA
-  Greenway System as modified by Schedule "D"
-  Woodlands
-  Other Greenway System Lands including certain naturalized stormwater management facilities
-  Permanent Streams and Intermittent Streams as modified by Schedule "F"



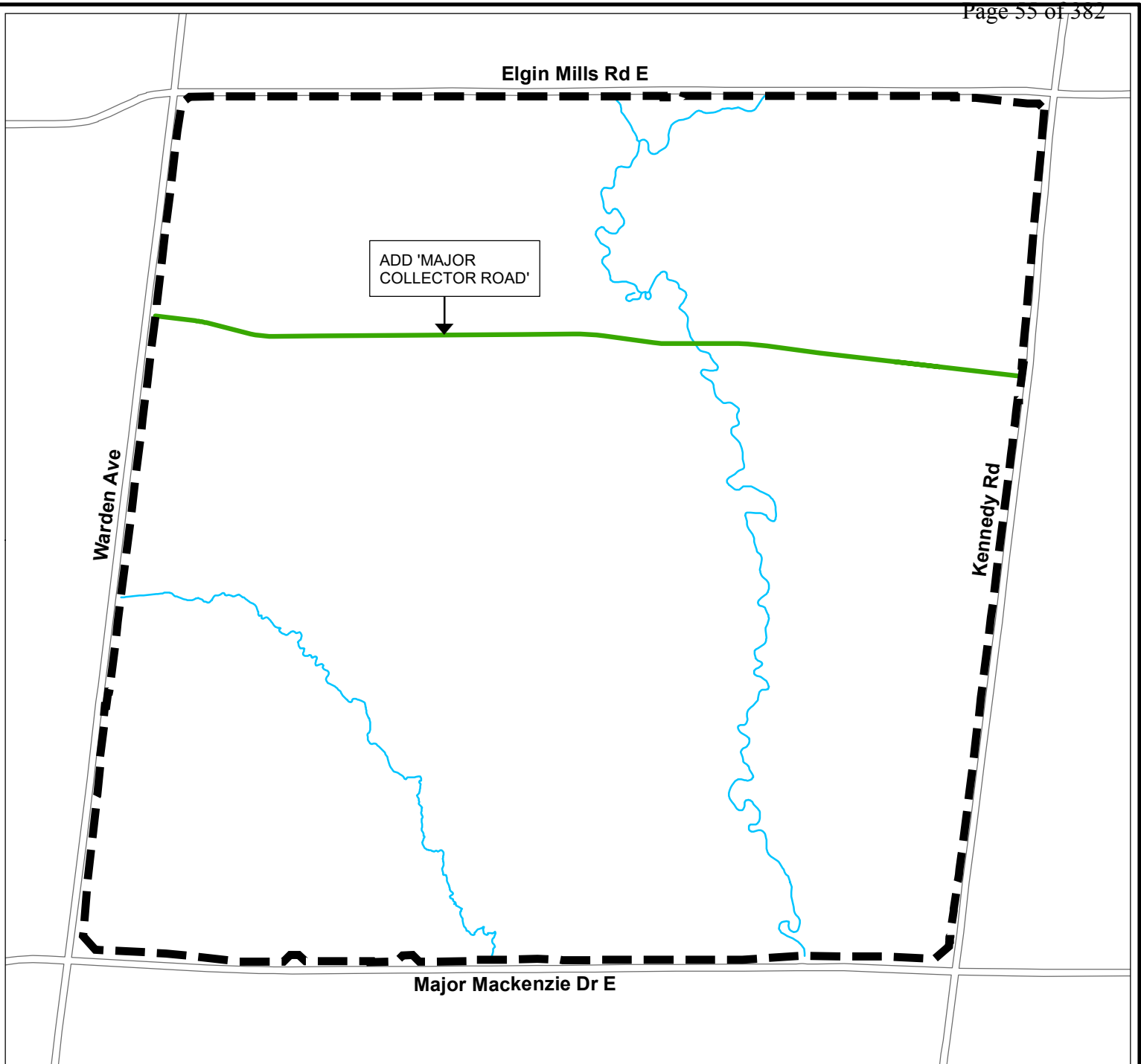


## AMENDMENT TO MAP 6 - HYDROLOGIC FEATURES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

--- BOUNDARY OF AMENDMENT AREA


- Greenway System as modified by Schedule "D"
- Valleylands
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Provincially Significant Wetlands
- Wetlands
- Permanent Streams and Intermittent Streams





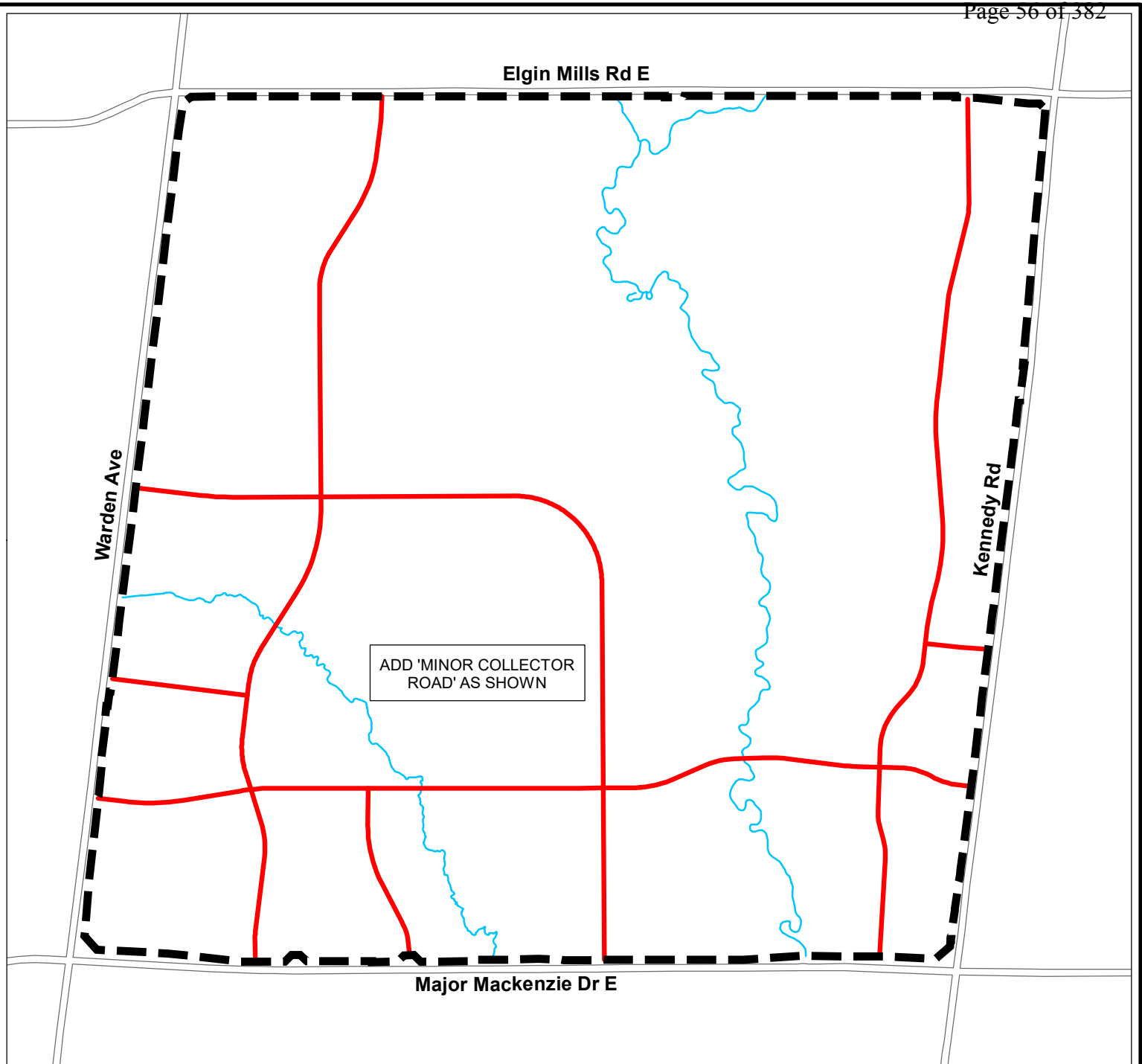
# AMENDMENT TO MAP 10 - ROAD NETWORK OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

 BOUNDARY OF AMENDMENT AREA

 Major Collector Road

 Permanent Streams and Intermittent Streams as modified by Schedule "F"





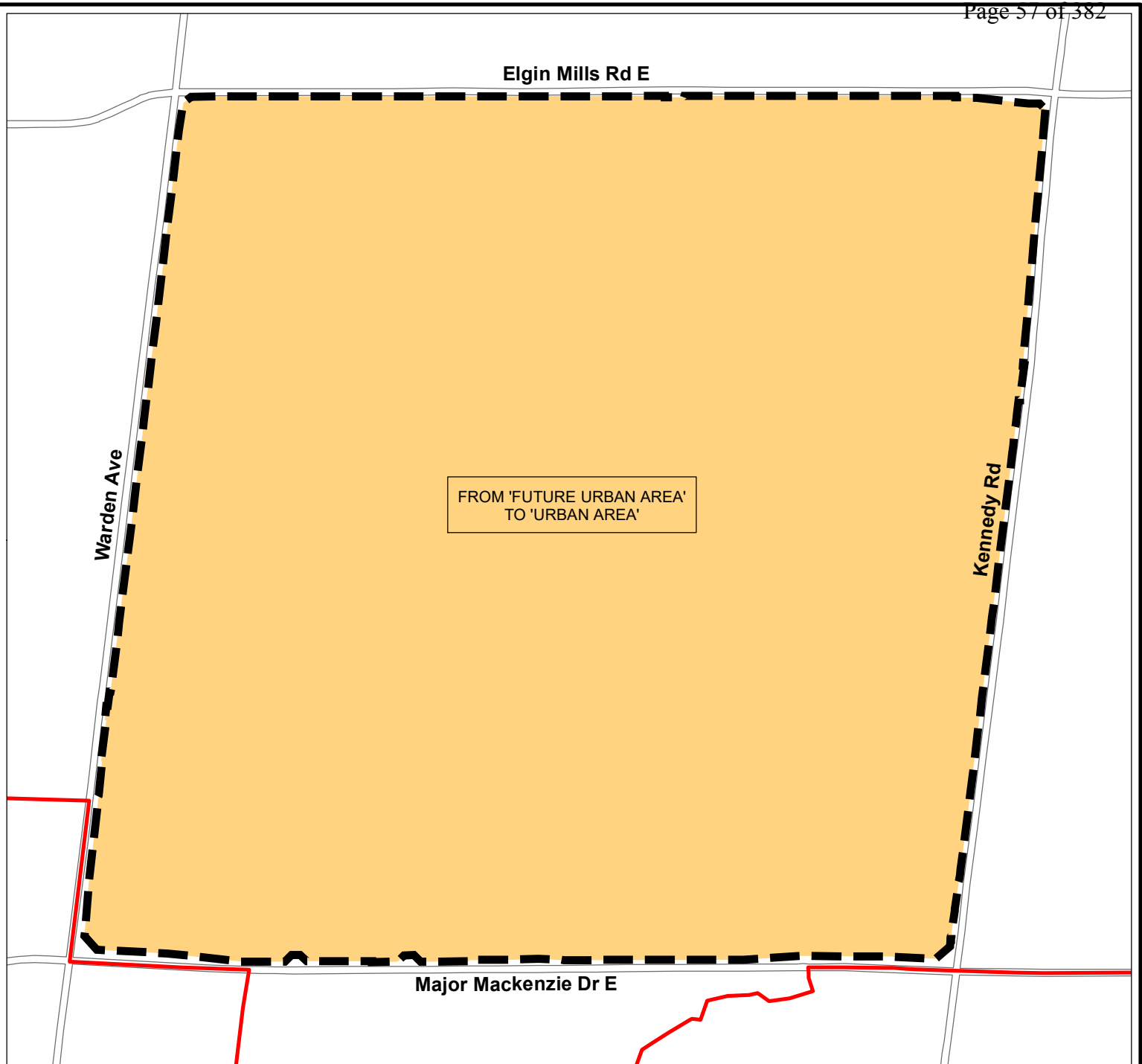
# AMENDMENT TO MAP 11 - MINOR COLLECTOR ROAD NETWORK OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

--- BOUNDARY OF AMENDMENT AREA


— Minor Collector Road

— Permanent Streams and Intermittent Streams as modified by Schedule "F"





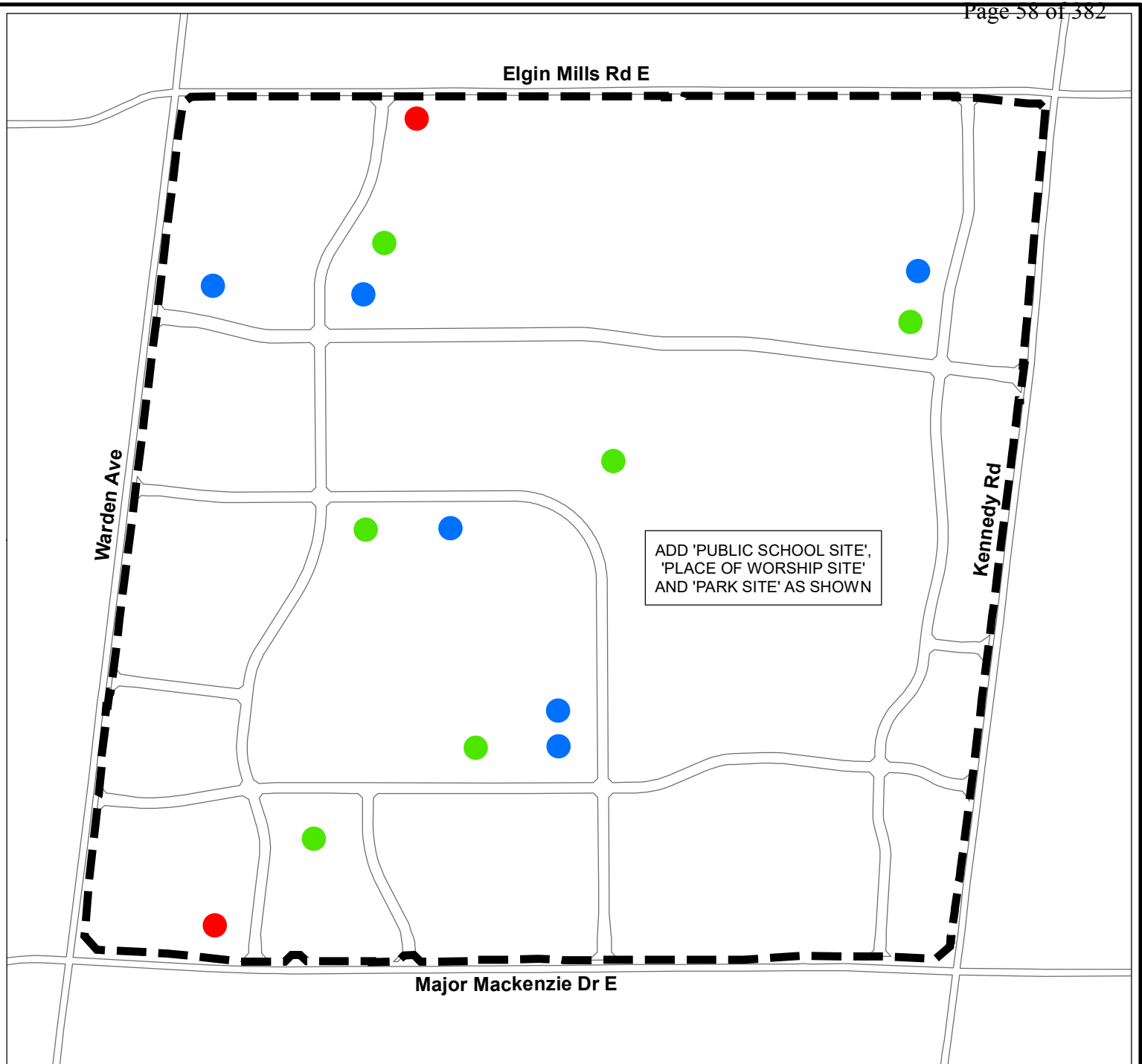
AMENDMENT TO MAP 12 - URBAN AREA AND BUILT UP AREA  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
OFFICIAL PLAN AMENDMENT XXX

 BOUNDARY OF AMENDMENT AREA

 Urban Area




 Provincial Built Boundary



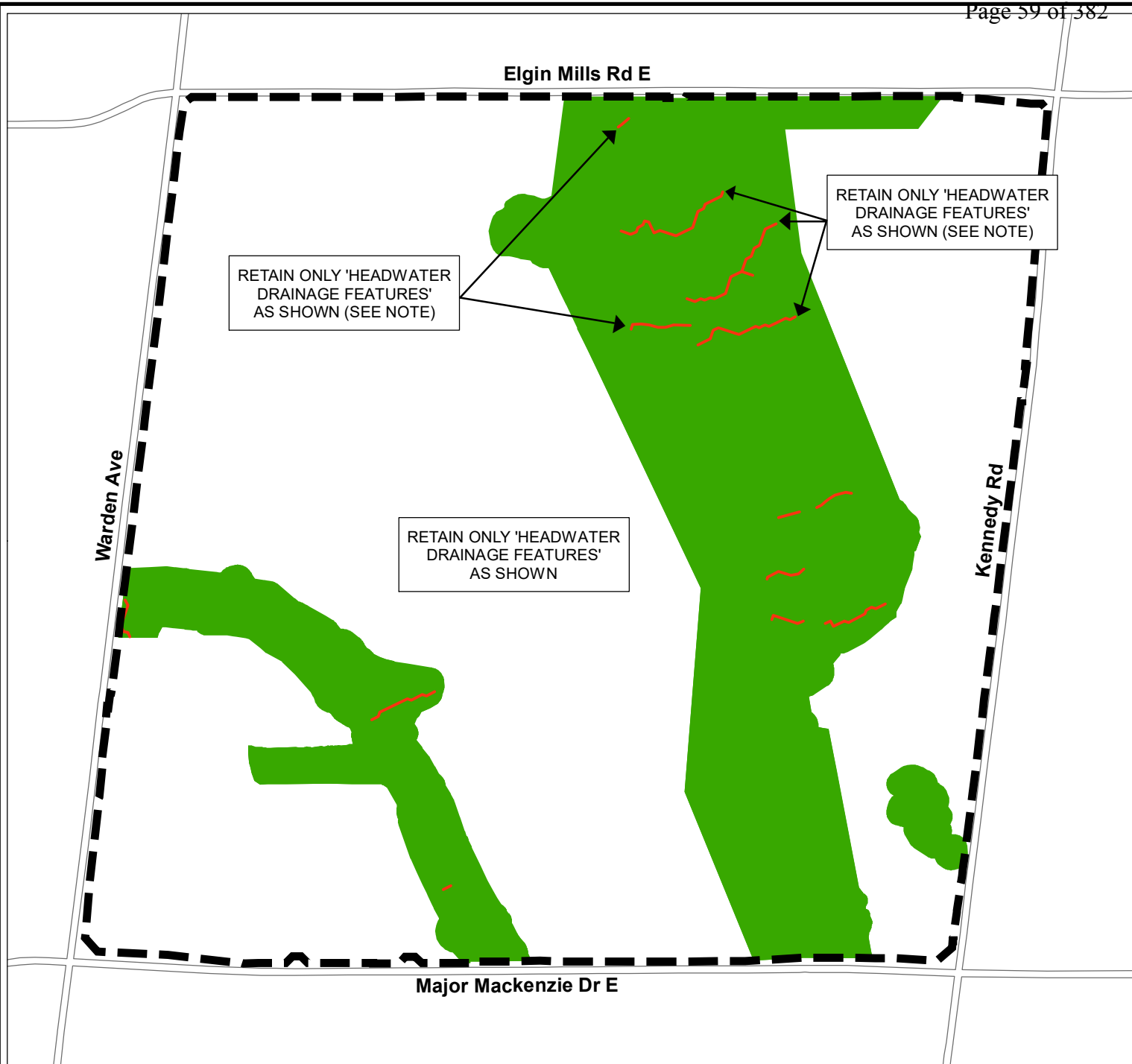


# AMENDMENT TO MAP 14 - PUBLIC SCHOOL, PLACE OF WORSHIP AND PARK SITES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

 BOUNDARY OF AMENDMENT AREA

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





# AMENDMENT TO APPENDIX B - HEADWATER DRAINAGE FEATURES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

--- BOUNDARY OF AMENDMENT AREA

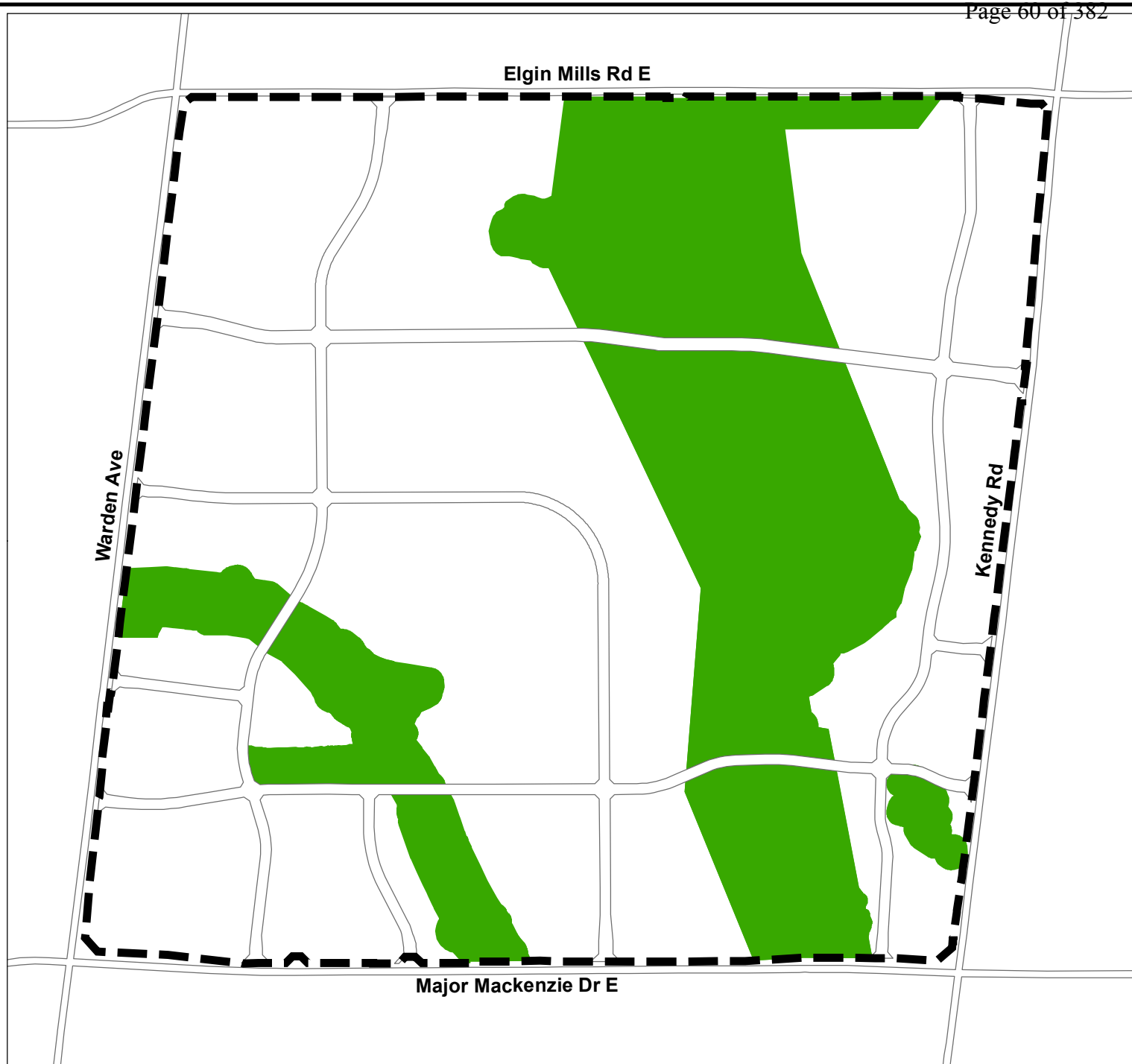
Greenway System as modified by Schedule "D"

Headwater Drainage Features

**NOTE:** Further assessment required through the development approval process, subject to Section 4.0 of the Secondary Plan and Chapter 3.0 of the Official Plan






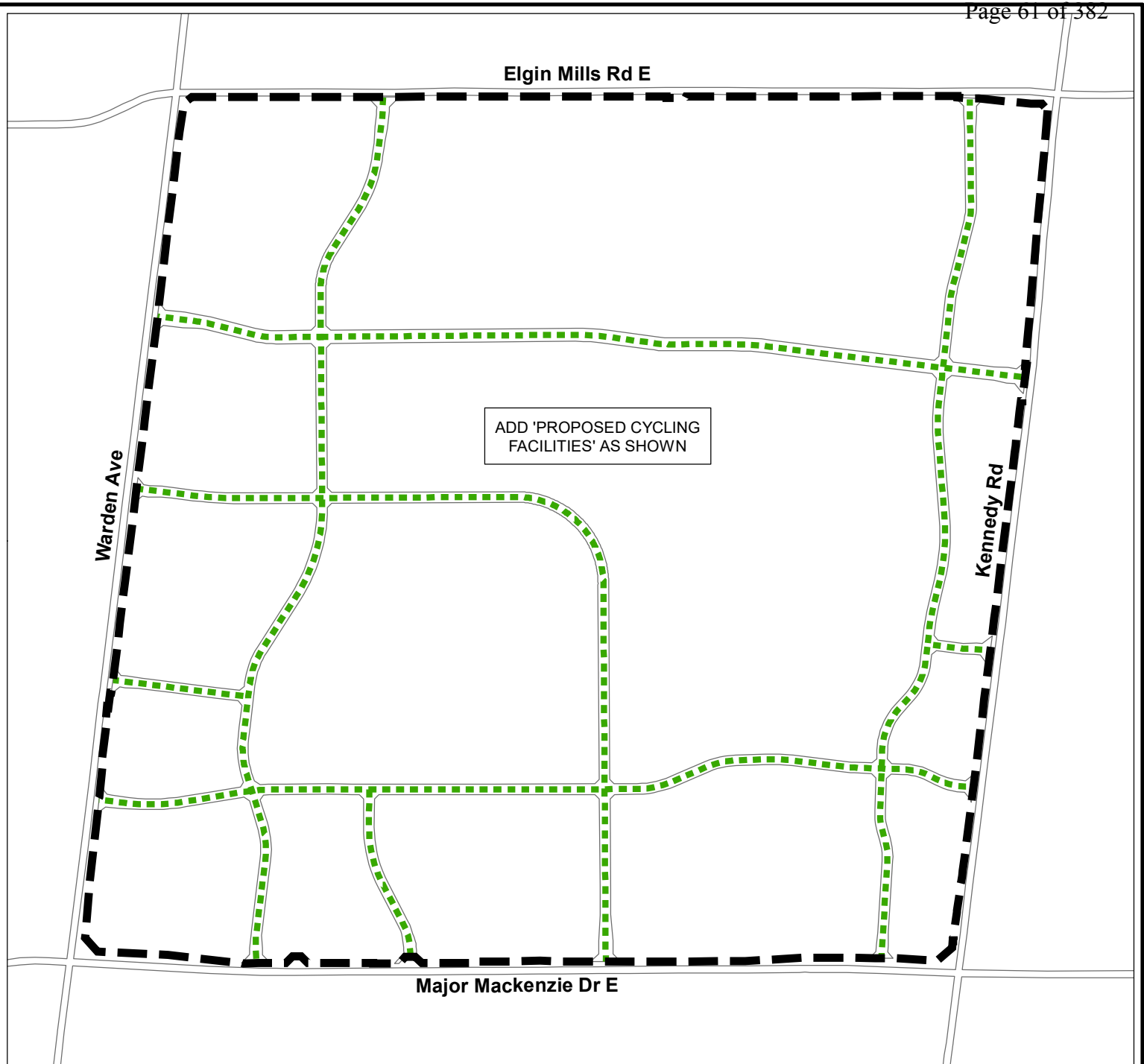


**AMENDMENT TO APPENDIX C - COMMUNITY FACILITIES  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
OFFICIAL PLAN AMENDMENT XXX**

 **BOUNDARY OF AMENDMENT AREA**

 **Greenway System as modified by Schedule "D"**



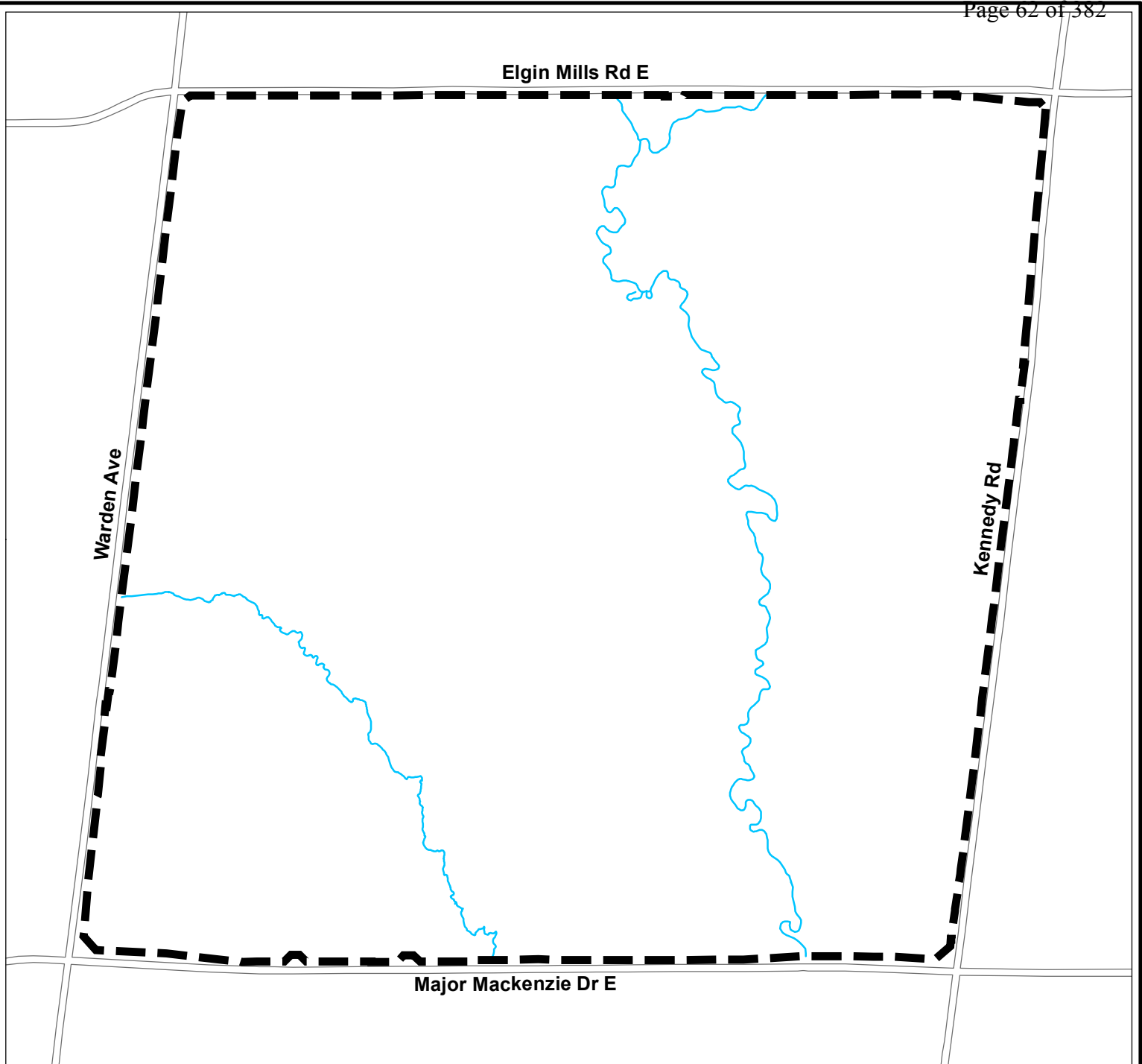


# AMENDMENT TO APPENDIX D - CYCLING FACILITIES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX

--- BOUNDARY OF AMENDMENT AREA

--- Proposed Cycling Facilities



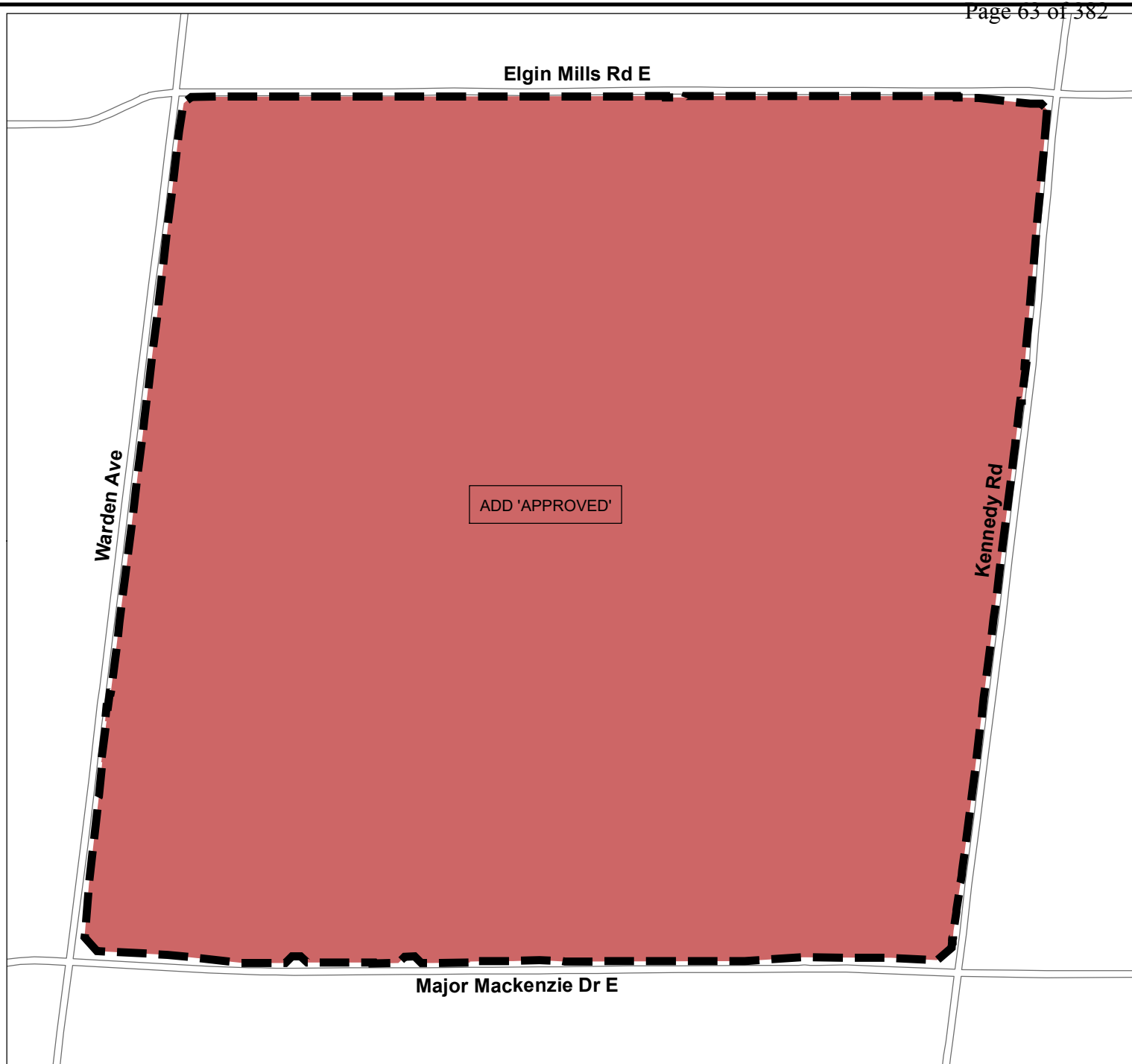


# AMENDMENT TO APPENDIX E - TRANSPORTATION SERVICES AND UTILITIES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT XXX


 BOUNDARY OF AMENDMENT AREA

 Permanent Streams and Intermittent Streams as modified by Schedule "F"





AMENDMENT TO APPENDIX F - SECONDARY PLAN AREAS  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
OFFICIAL PLAN AMENDMENT XXX

 BOUNDARY OF AMENDMENT AREA

 Approved



**AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014, as amended****SECONDARY PLAN FOR THE ANGUS GLEN COMMUNITY**

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

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**ANGUS GLEN SECONDARY PLAN, February 27, 2023**

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#### APPENDICES

APPENDIX 1 – FUTURE URBAN AREA COMMUNITY STRUCTURE PLAN

APPENDIX 2 – CULTURAL HERITAGE RESOURCES

APPENDIX 3 – GROUNDWATER RESOURCES

## PART II – SECONDARY PLAN FOR THE ANGUS GLEN COMMUNITY

### 1.0 INTRODUCTION

The following text and maps constitute the Secondary Plan for the Angus Glen Secondary Plan Area within the Future Urban Area Planning 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 sections at the beginning of each Chapter or policy section 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”, the Angus Glen Secondary Plan is referred to as “this Secondary Plan”, and the North Markham Subwatershed Study for the Berczy, Bruce, Eckardt and Robinson Creeks, December 2019, is referred to as “the Subwatershed Study”.

#### 1.1 Location and Description of the Secondary Plan Area

The Angus Glen Secondary Plan Area is located within the concession block bounded by Major Mackenzie Drive, Warden Avenue, Elgin Mills Road, and Kennedy Road, as shown on **Map SP1 – Detailed Land Use**. The subject lands, which total approximately 400 gross hectares, include the Bruce Creek, Bruce Creek Tributary, the Angus Glen Community Centre, Gordon Stollery Park and the Angus Glen Golf Course, an existing 36-hole golf course which includes the Club House, parking and support facilities. The subject lands are legally described as Parts of Lots 21,22, 23, 24 and 25, Concession 5.

Existing land uses consist primarily of agricultural, golf course *major recreational use*, community facilities and rural residential uses. In addition, the lands contain *natural heritage and hydrologic features* primarily associated with Bruce Creek and the Bruce Creek Tributary, and a number of *cultural heritage resources*.

The Angus Glen Secondary Plan Area is located between the Berczy Glen Community, to the west, and the Robinson Glen Community, to the east. The Berczy Glen and Robinson Glen Communities are designated for residential uses in the Future Urban Area Planning District. South of Major Mackenzie Drive East is existing golf course uses and a residential subdivision. The main branch and tributary of the Bruce Creek traverse diagonally through the subject lands from Elgin Mills Road and Warden Avenue to Major Mackenzie Drive.

## 1.2 Purpose of the Secondary Plan

The Angus Glen Secondary Plan provides detailed policies to guide future development and growth in the new Angus Glen Community to 2031, providing a comprehensive policy framework for Council decision making with respect to the use of land, provision for municipal services and infrastructure, and the implementation and phasing of development. It fulfills the requirement of Section 9.9 of the Official Plan for the preparation of a secondary plan(s) prior to development occurring in the Future Urban Area Planning District.

It is anticipated that the Secondary Plan Area will accommodate approximately 7,500 dwelling units and approximately 19,700 residents at full build-out. In addition, approximately 1,300 jobs are anticipated, to be provided in mixed use areas along Major Mackenzie Drive, Warden Avenue and Kennedy Road, in community facilities and work at home.

## 1.3 Policy Context

Land use planning for the Angus Glen Secondary Plan Area and the Future Urban Area Planning District (Future Urban Area) is directly influenced by senior levels of government, including the Province of Ontario and York Region. The requirements of senior levels of government are reflected in the Official Plan.

### 1.3.1 Provincial Policy

Provincial policies and legislation directly influencing the planning of the Future Urban Area include the Planning Act, the Provincial Policy Statement 2020 (“PPS”), A Place to Grow: The Growth Plan for the Greater Golden Horseshoe 2020 (“Growth Plan”) and the Greenbelt Plan 2017 (“Greenbelt Plan”). 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 PPS, 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 to 2051. 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.



A new Growth Plan with a 2051 planning horizon, Amendment 1 (2020) to the Growth Plan came into effect on August 28, 2020. Although all planning decisions after May 16, 2019 must conform to this Plan, the Growth Plan provides policies that enable planning for the Future Urban Area, including the Angus Glen Secondary Plan Area, to continue under the policy context of the York Region Official Plan 2010, in conformance with the Growth Plan 2006.

The Greenbelt Plan identifies natural heritage and agricultural lands for protection from urban development. Within the Future Urban Area, the Greenbelt Plan applies to the valleylands associated with the main tributaries of the Berczy, Bruce, and Robinson Creeks.

### **1.3.2 York Region Official Plan 2010 and Markham Official Plan 2014**

The York Region Official Plan 2010 (“York Region Official Plan”) implements the Growth Plan and Greenbelt Plan, ensuring that the requirements for the development of compact, complete, communities are addressed. The Future Urban Area lands, including the Angus Glen Secondary Plan Area, were included with the Region’s urban boundary through Regional Official Plan Amendment No. 3 in 2010 and are subject to policies for new communities outlined in Section 5.6 of the York Region Official Plan. These policies provide direction on, among other things, achieving minimum density targets, providing for a full range of housing types and services, providing for active transportation and an integrated open space network, protection of natural and cultural heritage, and consideration of renewable energy sources and water conservation measures.

The Markham Official Plan 2014 (“Markham Official Plan”) more specifically designates the Future Urban Area lands as follows:

- Of the total 1,300 hectares within the Future Urban Area Planning District, approximately 975 hectares are developable. The remaining 325 hectares consist primarily of natural heritage lands. These natural heritage lands are protected from development as part of the ‘Greenway System’, a structural element in the Official Plan, with a corresponding ‘Greenway’ land use designation.
- Approximately 700 hectares of the developable lands are designated ‘Future Neighbourhood Area’. These lands, located primarily between Major Mackenzie Drive and Elgin Mills Road, were identified in Markham’s 2010 growth strategy to accommodate a population of approximately 38,000.
- Approximately 275 hectares of developable lands north of Elgin Mills Road, are designated ‘Future Employment Area’. The growth strategy anticipated approximately 19,000 jobs within the Future Urban Area, with the majority of the jobs located within these lands.

The Official Plan identifies a comprehensive process planning process to be undertaken prior to development occurring on the Future Urban Area lands. A key component of the comprehensive planning process is the development of a Conceptual Master Plan over the

entirety of the lands in order to ensure consistent, coordinated planning and development within individual secondary plan areas.

The Markham Official Plan directs that the Conceptual Master Plan be informed by a number of supporting studies including a subwatershed study, transportation study and water and wastewater servicing studies. These studies were undertaken concurrently, following a master plan process of a municipal class environmental assessment. Following intensive analysis and consultation with agencies, landowners and the public over the course of four years, these studies have been completed and a Conceptual Master Plan was endorsed by Council in October 2017, as the basis for review and approval of statutory secondary plans for the Future Urban Area lands.

#### **1.4 Conceptual Master Plan for the Future Urban Area**

The 2017 Council-endorsed Conceptual Master Plan for the Future Urban Area provides the planning framework and structural elements to guide the preparation of more detailed statutory secondary plans within the Future Urban Area Planning District.

The vision for the new communities to be developed in the Future Urban Area reflects the vision of sustainable growth outlined in the Markham Official Plan 2014 and York Region Official Plan 2010. The Official Plan requirements were distilled into a set of guiding principles that collectively provide for the development of sustainable, healthy, compact and complete new communities. The principles, reflected in Section 2.0 of this Plan, are organized under the broad goals of: protection and enhancement of the natural environment; building complete, compact communities; increasing travel options; maintaining a vibrant and competitive economy; adopting 'green' infrastructure and development standards, and implementation.

The Community Structure Plan, shown in Appendix 1 – Future Urban Area Community Structure Plan, provides a high-level community structure across all of the Future Urban Area lands consistent with the guiding principles. The Plan recognizes and permits existing uses including the Angus Glen Community Centre, Gordon Stollery Park, the golf course *major recreational use*, and also identifies a protected Greenway System, a transportation network, an open space network, and broad land use categories which together deliver the structural elements of the new communities and employment area to be developed in the Future Urban Area.

The Community Structure Plan represents a balance between the Official Plan objectives of protecting and enhancing the natural environment and developing compact, complete new communities to accommodate growth. This balance was derived from intensive, integrated analysis which weighed the findings of the supporting subwatershed, transportation, servicing and planning studies, as well as consideration of existing land uses and public input.

The broad land use components (Residential Neighbourhood Area, Mixed Use Neighbourhood Corridor, and Mixed Use Regional Corridor) in the Community Structure Plan provide for a range of housing types (from ground oriented units to apartments), schools, parks and open space, as well as appropriate locations for retail and service uses, all at transit-supportive densities. These

lands are being planned to support an overall minimum density of 70 residents and jobs per hectare and 20 units per hectare consistent with the York Region Official Plan 2010, accommodating a population of approximately 45,000 residents across the entire Future Urban Area, of which the Angus Glen Secondary Plan Area is a part.

Approximately 16,000-18,000 jobs are anticipated within the Community Structure Plan for the Future Urban Area, consisting of approximately 5,000 jobs within the Residential Neighbourhood Area and Mixed Use Corridors, and 11,000-13,000 jobs being accommodated with the Employment Area north of Elgin Mills Road East. The Employment Area, immediately northwest of the Angus Glen Secondary Plan Area, is intended to accommodate primarily general employment uses with opportunities for business park uses and ancillary retail and service at appropriate locations. The transportation network consists of a series of arterial and collector roads that also form the basis of the active transportation and transit systems.

Building on the Community Structure Plan and the findings of each of the supporting studies, key policy direction for secondary plans was identified, organized according to the guiding principles. Among the requirements identified in the Conceptual Master Plan were the preparation of supporting master environmental servicing plans and community design plans for each secondary plan area.

The Conceptual Master Plan anticipated that components of the Community Structure Plan would be further refined as a result of additional analysis and consultation undertaken during the preparation of secondary plans, master environmental servicing plans and community design plans or through environmental assessment processes. Phasing plans are also required for each secondary plan area. At minimum, phasing plans are expected to have regard for development occurring in an orderly progression, with regard for delivery of key infrastructure and providing for elements of a complete community in each phase.

Urban design guidelines to guide Community Design Plans, a Community Energy Plan to identify means of reducing energy demand in the new communities, and associated financial analysis were also required to further inform master environmental servicing plans and secondary plans.

The Angus Glen Secondary Plan contains more detailed land use designations and associated policies that are consistent with the Council-endorsed Conceptual Master Plan. Lands central to this block associated with the main branch of the Bruce Creek Tributary are designated “Greenway” in the City’s Official Plan. The existing Angus Glen Golf Course is located within the Bruce Creek and on adjacent tablelands. The golf course will ultimately be reconfigured to reduce its tableland footprint in order to develop urban residential uses on those areas, and will eventually operate within only the Bruce Creek “Greenway” designation and a limited area of adjacent tablelands. The Angus Glen Community will be served by existing community facilities located within this block which include the Angus Glen Community Centre and Library, the Angus Glen Tennis Club, Gordon Stollery Park and soccer pitch, as well as several new parks and community facilities.

## 2.0 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 its 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 open space system 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 Angus Glen Secondary Plan Area as a healthy and resilient community are identified in this section. These principles were developed through the Conceptual Master Plan process to guide development of new communities within the entire Future Urban Area Planning District in accordance with provincial plans, the York Region Official Plan and Markham's Official Plan.

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 Angus Glen Secondary Plan context.

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

- 2.1.1 That development in the Angus Glen Community be consistent with the goals and strategic objectives outlined in Chapter 2 of the Official Plan as further defined by the principles outlined in Section 2.1.2 through 2.1.8 of this Secondary Plan. The principles are further defined in the policies of this Secondary Plan.

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

- 2.1.2 a) To confirm and refine the Greenway System associated with Bruce Creek and Bruce Creek Tributary to protect and enhance natural heritage features and functions and water resources.
- b) To design the community with regard for natural heritage (i.e., minimizing impact to features, topography and soils) and to enhance tree canopy.

### **Building Healthy, Compact Complete Communities**

- 2.1.3 a) To provide for the daily needs of residents through the organization of residential neighbourhoods, mixed use centres and corridors, and an interconnected system of parks and open space, all integrated with a transportation network that includes transit and active transportation.
- b) To identify a housing mix that provides for a range of housing types and tenure, including opportunities for *affordable* and *shared housing*, and age-in-place housing, where appropriate.
- c) To identify appropriate locations for mixed use community core areas that provide a focus of retail and community services within reasonable walking distance from the majority of the population, and that are accessible by transit.
- d) To identify an interconnected parks and open space system as one of the main organizing elements of the community including parks, open spaces, and multi-use trails and pathways.
- e) To identify the community infrastructure (public facility and service) needs of the community through a community infrastructure plan, as well as opportunities for places of worship.
- f) To plan to achieve a minimum density of 20 residential units per hectare of developable land across the Angus Glen Secondary Plan Area, and contribute to achieving a minimum density of 70 residents and jobs per hectare of developable land across the Future Urban Area Planning District.
- g) To recognize, protect and conserve, and incorporate *cultural heritage resources* into new development opportunities within the community, where appropriate.
- h) To create a sense of community identity, social cohesion and positive health outcomes through the innovative planning and design of the public realm, built form and site development, to be accessible by all, regardless of age or physical ability.
- i) To create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (distinctive built form, streetscapes, parks and open space, landmarks and views, public art, etc); ensure communities are designed to be accessible by all, regardless of age or physical ability.

j) To celebrate the history of the lands by integrating any remaining plantation by incorporating passive recreational uses, education and environmental stewardship opportunities, and environmental protection to create a high-quality public amenity in the vicinity of Gordon Stollery Park.

k) To support access to local food through opportunities for *urban agriculture*.

#### **Existing and Continued Golf Course Major Recreational Use**

- 2.1.4 a) To protect for the continued operation of the existing golf course *major recreational use* by supporting its reconfiguration to create new development opportunities within the community, where appropriate.

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

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

#### **Increasing Mobility Options**

- 2.1.6 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.

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

- 2.1.7 a) To identify best management practices and approaches to stormwater management systems including water and wastewater systems, and the transportation network to maximize water and energy conservation and resilience at the community level.
- b) To identify best management practices for green buildings to reduce demands on energy, water and waste systems.

#### **2.1.8 Implementation**

- a) To promote public engagement in the planning and development of the Angus Glen Community and encourage involvement of all stakeholders.
- b) To identify general phasing and sequencing for development of the Angus Glen Community.

### 3.0 COMMUNITY STRUCTURE

Community Structure describes the various elements or building blocks that make up a complete community.

#### 3.1 General Provisions

The community structure for the Angus Glen Secondary Plan area is a further refinement of the Community Structure Plan for the Future Urban Area Planning District identified in Appendix 1 – Future Urban Area Community Structure Plan, which consists of a Greenway System, residential and mixed use neighbourhoods, an integrated parks and open space system, existing community facilities, existing golf course *major recreational use*, and a comprehensive transportation network that includes active transportation.

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

- 3.1.1 This Secondary Plan provides for a distribution of land uses and appropriate land use designations to ensure the development of the Angus Glen Community as a compact, complete and transit-supportive community. The structural elements of the Angus Glen Community include a protected Greenway System, Residential Neighbourhood Area, Mixed Use Neighbourhood Area including a Neighbourhood Service Node and a Retail Focus Area, an integrated Parks and Open Space System, existing golf course *major recreational use*, and a comprehensive Transportation System.

#### Greenway System

- 3.1.2 a) The Greenway System together with a network of parks and open spaces and multi-use trails and pathways form an interconnected Parks and Open Space System for the Angus Glen Community.
- b) In addition to providing for protection of natural heritage features, portions of the Greenway System may also provide opportunities for trail linkages, natural viewsheds, educational wayfinding, active and passive park uses, and golf course *major recreational use*, all where permitted by the Greenbelt Plan, as may be provided through the approval of Regional Official Plan Amendment No. 7 or conformity with the approved Regional Municipality of York Official Plan.

#### Residential Neighbourhood Area

- 3.1.3 a) Individual neighbourhoods within the Residential Neighbourhood Area are the fundamental structural elements of the Angus Glen Community.
- b) The pattern of land use in the Residential Neighbourhood Area is organized around neighbourhood centres or “community hubs” which may consist of *public schools, places of worship*, parks and open spaces, and other community infrastructure that are within reasonable walking distances (400 metres or 5 minute walk) of all residents.

- c) Residential building types, lot sizes and densities will vary throughout the Residential Neighbourhood Area. These lands are intended to be developed primarily with ground oriented housing types with higher density building types located in proximity to higher order transit corridors, particularly along Major Mackenzie Drive East, Warden Avenue and Kennedy Road.
- d) Lands within the Residential High Rise designation are intended to be developed at the highest densities in the Future Urban Area Planning District, reflecting the transit-supportive densities required to support the rapid transit corridor along Major Mackenzie Drive.

#### **Mixed Use Neighbourhood Area**

- 3.1.4 a) Lands within the Mixed Use Neighbourhood Area are intended to provide for a mix of residential and non-residential uses along higher order transit routes.
- b) These lands are intended to be developed with higher density housing forms and provide the opportunity for retail and service use to support active transportation and transit.
- c) A Mixed Use Neighbourhood Service Node within the Mixed Use Neighbourhood Area will provide a focus for local retail and services to serve the community.
- d) Lands within the Mixed Use High Rise – Retail Focus will provide a mix of high density residential and commercial uses.

#### **Parks and Open Space System**

- 3.1.5 a) The Parks and Open Space System is intended to link neighbourhoods within the Angus Glen Community, and to link the Angus Glen Community to adjacent communities and employment areas within the Future Urban Area Planning District.
- b) The school, park and open space components of the Parks and Open Space System should be distributed to function as focal points and organizing elements for neighbourhoods, within reasonable walking distance of all residents.
- c) Publicly accessible lands in the Greenway System should be linked, where appropriate, with active programmed neighbourhood parks to provide an open space system that is easily accessible within neighbourhoods and between neighbourhoods.
- d) In addition to the linkages provided through the distribution of parks, open space and school sites, connectivity will be provided through streets and a system of pedestrian and cycling trails.

#### **Transportation System**

- 3.1.6 a) A 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 including connections to Angus Glen Boulevard, Elm



Green Lane, and Prospectors Drive to the south, the Berczy Glen Community collector roads to the west, and the Robinson Glen Community collector roads to the east.

- b) The Transportation System establishes a framework to guide the development of a well-defined street hierarchy, streets and blocks layout, and the design of complete streets for all ages, abilities and modes of travel within the Angus Glen Community, with the objective of reducing reliance on the automobile by providing opportunities for active transportation (walking and cycling) and transit.

## 4.0 ENVIRONMENTAL SYSTEMS

This Section addresses the Greenway System, the urban forest, water resources, stormwater management and environmental hazards.

### 4.1 Greenway System

The protected Greenway System lands located within the Angus Glen Secondary Plan Area reflect, for the most part, the natural heritage system associated with Bruce Creek and Bruce Creek Tributary. Bruce Creek is a tributary of the Rouge River and is part of the larger Rouge Watershed System. The Bruce Creek and Bruce Creek Tributary corridor extends in a north-south direction through the Secondary Plan Area providing a natural heritage spine within the community, and connections to the City-wide Greenway System to the north and south. The Greenway System forms part of Markham's interconnected Parks and Open Space System and includes an existing golf course *major recreational use*. The Greenway System may provide opportunities for parks (both active and passive), where permitted by the Greenbelt Plan, as may be provided through the approval of Regional Official Plan Amendment No. 7 or conformity with the approved Regional Municipality of York Official Plan, and the policies of this Plan.

The Greenway System lands within the Angus Glen Secondary Plan Area consist primarily of Natural Heritage Network lands, Rouge Watershed Protection Area lands, and Greenbelt Plan Area lands within which the existing Angus Glen Golf Course will continue to operate for the long term. Natural Heritage Network lands contain the *natural heritage and hydrologic features* that are to be protected, and enhanced where appropriate to provide opportunities to improve their *biodiversity*, connectivity and *ecological function*. These *natural heritage and hydrologic features* provide an array of *ecological functions*, including *habitat of endangered and threatened species*, *special concern species*, and other urban wildlife found throughout the City.

The Rouge Watershed Protection Area lands are delineated, for the most part, through application of criteria established in the Rouge North Management Plan. The Rouge North Management Plan contains objectives to ensure the long-term protection of Rouge watershed tributaries that flow into the Rouge National Urban Park in east Markham.

The Greenbelt Plan Area lands are identified as Natural Heritage System of the Protected Countryside. Some of these lands located both within and outside the Natural Heritage Network and Rouge Watershed Protection Area contain existing agricultural and golf course *major recreational uses*. As portions of the existing golf course *major recreational use* is re-developed, it is intended that an Environmental Impact Study will be prepared to identify how the golf course may be re-configured/expanded within the Greenbelt Plan Area while addressing potential impacts to the natural environment that cannot be avoided. For the Greenway System lands that are outside of key natural heritage features or key hydrologic features and their associated vegetation protection zones, golf course, active and passive parkland and open spaces may be located and expanded in support of the vision and goals of the Provincial Greenbelt Plan, Markham's Official Plan and the Subwatershed Study undertaken for the Future Urban Area lands.

The Greenway System within the Angus Glen Secondary Plan has been refined based on the Subwatershed Study and may be subject to further minor refinements through the master environmental servicing plan through development approvals. Certain stormwater management facilities in support of the Angus Glen Community are planned to be provided in the Greenway System and appropriate direction has been provided to manage this infrastructure.

**It is the policy of Council:**

- 4.1.1 To identify, protect and enhance the Greenway System in the Angus Glen Secondary Plan Area in a manner consistent with Section 3.1 of the Official Plan, the policies of this Secondary Plan, the Subwatershed Study and master environmental servicing plan prepared in support of this Secondary Plan.
- 4.1.2 That further to Section 3.1.1.1 of the Official Plan, the components of the Greenway System within the Angus Glen Secondary Plan Area include the following as generally shown on Map SP2 - Greenway System:
  - a) Natural Heritage Network lands;
  - b) Rouge Watershed Protection Area lands;
  - c) Greenbelt Plan Area lands (Natural Heritage System of the Protected Countryside lands); and,
  - d) certain 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 Angus Glen Secondary Plan Area include the following:
  - a) *natural heritage and hydrologic features*, and more specifically:
    - i. *wetlands and provincially significant wetlands*;
    - ii. *habitat of threatened and endangered species*;
    - iii. *fish habitat*;
    - iv. *significant valleylands*;
    - v. *woodlands and significant woodlands*;
    - vi. *significant wildlife habitat*;
    - vii. *permanent streams and intermittent streams*;
    - viii. *seepage areas and springs*;
  - 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 generally as shown on Map SP3 – Natural Heritage Features and Map SP4 – Hydrologic Features.

- 4.1.4 That the *vegetation protection zones* as generally shown on Map SP3 - Natural Heritage Features and Map SP4 - Hydrologic Features be required in accordance with Section 3.1.2.22 through 3.1.2.27 of the Official Plan, with the exception of Section 3.1.2.25 which does not apply within the Angus Glen Secondary Plan Area.

- 4.1.5 That the boundaries of the Greenway System and the Natural Heritage Network within the Angus Glen Secondary Plan Area, including the delineation of *natural heritage and hydrologic features* and their associated *vegetation protection zones*, including floodplain remediation of the Bruce Creek Tributary east of Warden Avenue, as shown in Map SP2 - Greenway System, Map SP3 - Natural Heritage Features and Map SP4 - Hydrologic Features are to be confirmed in the field and may be refined or modified in accordance with Section 3.1.1.3 of the Official Plan without amendment to this Secondary Plan.
- 4.1.6 That lands identified as 'Rouge Watershed Protection Area' on Map SP2 – Greenway System are subject to Section 3.1.4 of the Official Plan. The boundary of the 'Rouge Watershed Protection Area' shall be further refined through the master environmental servicing plan and environmental impact studies in accordance with Section 3.1.4 of the Official Plan. Where the limits of the 'Rouge Watershed Protection Area' are shown as dashed on Map SP2 – Greenway System, environmental studies required in support of *development approvals* may result in some minor variations to the boundary, without amendment to this Secondary Plan.
- 4.1.7 That the lands in the 'Greenbelt Plan' are subject to the policies of the Greenbelt Plan 2017 and Section 3.1.5 of the Official Plan. In the event of a conflict, the policies of the Greenbelt Plan 2017 shall prevail. The outer boundary of the Greenbelt Plan Area lands can only be refined or modified by the Province.
- 4.1.8 That parkland uses within the Greenbelt Plan, outside of the Natural Heritage Network and the Rouge Watershed Protection Area, may be considered on a site-specific basis at the City's sole discretion subject to review of an application for *development approvals*. Where approved, such parkland may only count towards the parkland dedication requirements of high density residential uses within the Secondary Plan area. Parkland uses may only be considered subject to conformity with the Greenbelt Plan as may be provided through the approval of Regional Official Plan Amendment No. 7 or conformity with the approved Regional Municipality of York Official Plan.
- 4.1.9 That any conveyance and/or securement of lands within the Greenway System shall be in accordance with Sections 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.
- 4.1.10 That restoration of the Greenway System is intended to occur through a number of means including *development approvals*, greening initiatives, partnerships and infrastructure projects not associated with the development process.
- 4.1.11 That a Natural Heritage Restoration Plan for the Greenway System lands in the Secondary Plan Area be prepared by development proponents, to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority. The Natural Heritage Restoration Plan will:
- a) identify opportunities for enhancement and restoration, and management for the Greenway System, as provided for in the Greenbelt Plan, Official Plan, and this Secondary Plan and

- considering the findings of the Subwatershed Study, master environmental servicing plan and any class environmental assessments;
- b) identify enhancement and restoration priorities; and,
  - c) identify as a priority the establishment of *natural self-sustaining vegetation* on lands which will no longer be in agricultural use, having regard for the intended use.
- 4.1.12 Any Greenway System enhancement, restoration or management required as a result of *development approvals*, as determined through environmental impact studies, shall be undertaken having regard for the Natural Heritage Restoration Plan.
- 4.1.13 To minimize and mitigate the impact of required infrastructure in accordance with Section 3.1.2.9 of the Official Plan, the Subwatershed Study, the master environmental servicing plan and any class environmental assessments.
- 4.1.14 Where a natural heritage evaluation and/or hydrological evaluation or environmental impact study is required in accordance with Sections 3.5.4 and 3.5.5 of the Official Plan, this evaluation/study shall also address:
- a) how the Subwatershed Study and master environmental servicing plan are to be addressed within the site development context;
  - b) the direct and indirect impacts and mitigation associated with the development proposal; and,
  - c) the environmental impact study should identify enhancement opportunities and objectives.
- 4.1.15 That where nature-based trails are provided for in the Greenway System, the following shall apply:
- a) trails shall be designed to avoid or minimize impacts to *natural heritage and hydrologic features* by generally being located outside of the Natural Heritage Network and at the outer edge of the Greenway System, where feasible;
  - b) where trail alignments may impact *natural heritage and hydrologic features*, a scoped environmental impact study shall be required to identify potential impacts and to provide recommendations on methods to minimize impacts;
  - c) the conceptual design and location of trails shall be addressed in the Community Design Plan and where feasible and appropriate, shall meet provincial guidelines for accessibility; and,
  - d) trails should be integrated with maintenance access required for infrastructure, restoration enhancements and stormwater management facilities, where possible.
- 4.1.16 That the reconfiguration and/or expansion of the existing golf course *major recreation use* will be undertaken by an application for *development approval* with supporting technical studies to assess how the golf course may be located within and adjacent to the Greenway System. An Environmental Impact Study shall be prepared to the satisfaction of the City to demonstrate how potential impacts to water quality and *natural heritage and hydrologic features* have been avoided, minimized and/or mitigated. The golf course design shall assess opportunities to improve ecological function and *natural self-sustaining vegetation*. Natural landscaping approaches and riparian buffers shall be encouraged, where feasible.

### **Site Specific Policies**

- 4.1.17 That the *woodlands* and plantations located within the site-specific area as shown on Map SP1 – Detailed Land Use may be modified or removed without amendment to this Secondary Plan where it is demonstrated to the satisfaction of the City that:
- a) The Municipal Class Environmental Assessment has determined a preferred alignment of minor collector roads Streets ‘A’, ‘E’ and ‘F’ as shown on Map SP5 – Road Network, and that ecosystem structure compensation for a land area equivalent of *woodland* removals associated with these roads and the required grading, is provided at a 1:1 ratio within the Greenway System, with no land base compensation required. The owner(s) will endeavour to locate the area of compensation either within the Angus Glen Secondary Plan area, the Future Urban Area, or elsewhere. The Greenway System, Natural Heritage Network and Rouge Watershed Protection Area boundaries may be modified to reflect the final alignment of the collector roads, as appropriate without amendment to this Secondary Plan;
  - b) The master environmental servicing plan has completed an assessment to confirm whether the area meets the definition of *woodland*. Areas confirmed to be *significant woodlands* shall not be modified or removed except for impacts associated with the collector road as identified in Section 4.1.17 a) of this Plan;
  - c) A Tree Inventory and Preservation Plan is completed in accordance with 4.2.2, as part of an application for *development approval*; and,
  - d) Compensation for the removal of *woodlands* not designated ‘Greenway’ on Map SP1 – Detailed Land Use, being *woodlands* with an area of approximately 2.64 hectares, shall be provided, as part of an application for *development approval* which may include one or any combination of the following:
    - i. a land area equivalent to the removed *woodland* and the restoration of that land area as a *woodland* outside of the Greenway System. The owner(s) will endeavour to locate the land area either within the Angus Glen Secondary Plan area or elsewhere in the Future Urban Area; and/or
    - ii. a cash in lieu contribution that would enable the purchase of a land area equivalent to the removed *woodland* and the restoration of that land area as a *woodland* either within the Angus Glen Secondary Plan area or elsewhere in the Future Urban Area; and/or
    - iii. a land area equivalent to the removed *woodland* and the restoration of that land area as a *woodland*, inside and outside of the Greenway System. The owner(s) will endeavour to locate the land area either within the Angus Glen Secondary Plan area or elsewhere in the Future Urban Area in appropriate locations, where:
      - 1) no less than 75 percent of the equivalent land area and associated woodland restoration is located outside of the Greenway System including lands adjacent to the Greenway System that are deemed surplus when the lotting fabric is regularized;
      - 2) no more than 25 percent of the equivalent land area and associated woodland restoration is located within the Greenway System but outside of the *vegetation protection zones*, of features contained in Greenway System; and
      - 3) a net gain in *woodland* area restoration is achieved by providing further *woodland* restoration equivalent to the land area provided for in (2) above

within the Greenway System, which may include *vegetation protection zones* and feature enhancements.

- e) Maintenance of *significant woodlands* is encouraged through the implementation of good forestry practices in accordance with Section 3.1.2.18 of the Official Plan.

For clarity, removal and compensation of *woodlands* not designated Greenway System on Map SP1 Detailed Land Use is permitted. Removal is not permitted for *significant woodlands* which are designated 'Greenway' on Map SP1 – Detailed Land Use except for those removals associated with the collector roads noted in Section 4.1.17 a) of this Plan. Tree removal required to maintain the *significant woodland* is encouraged in accordance with Section 4.1.17 e) of this Plan.

- 4.1.18 That the *wetlands* located within the site-specific area as shown on Map SP1 – Detailed Land Use may be modified or removed without amendment to this Secondary Plan where it is demonstrated to the satisfaction of the City that:
  - a) The Municipal Class Environmental Assessment has determined the preferred alignment of minor collector roads Streets 'A', 'E' and 'F' as shown on Map SP5 – Road Network , and that ecosystem structure compensation for a land area equivalent of *wetland* removals associated with these roads and the required grading, is provided at a 1:1 ratio within the Greenway System, with no land base compensation required. The owner(s) will endeavour to locate the area of compensation either within the Angus Glen Secondary Plan area, the Future Urban Area, or elsewhere;
  - b) The master environmental servicing plan has completed an assessment to include a 15 metre *vegetation protection zone* to the *wetland* located within the 'Greenway' designation. Additional *wetland* enhancements up to 15 metres beyond the Greenway System may be considered to the satisfaction of the Toronto and Region Conservation Authority and the City, which may include naturalized plantings, programmed park (trails, landscape plantings, or any other permeable uses) as well as other ecological enhancements in the Bruce Creek Tributary Greenway System; and,
  - c) The Greenway System, Natural Heritage Network and Rouge Watershed Protection Area boundaries may be modified to reflect the wetland boundary and its associated *vegetation protection zone* as appropriate without amendment to this Secondary Plan.

## 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 benefits which contribute to the quality of life for residents and workers in the Angus Glen Secondary Plan Area, including improved air quality, energy efficiency, and wildlife habitat. The City will work with development proponents and community groups to increase *tree canopy* coverage.

### It is the policy of Council:

- 4.2.1 That the *urban forest* in the Angus Glen Secondary Plan Area shall be protected, expanded and integrated into the community in a manner consistent with Section 3.2 of the Official Plan and the policies of this Secondary Plan.

- 4.2.2 To require the submission of a Tree Inventory and Preservation Plan, as part of an application for *development approval*, to identify and describe existing *trees* including their size, species, condition, and methods to ensure the protection of *trees* to be retained.
- 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**

Water resources are important for the maintenance of drinking water supplies and the conservation of wetlands, watercourses, and aquatic habitat. The Subwatershed Study has assessed the potential impacts of development and has provided recommendations to manage water resources.

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

- 4.3.1 That development, *redevelopment* and *site alteration* be designed with the goal of protecting ground and surface water quality and quantity in a manner consistent with Section 3.3 of the Official Plan and the policies of this Secondary Plan.
- 4.3.2 That development, *redevelopment* and *site alteration* demonstrate how the requirements of the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, as amended from time to time, have been addressed. Vulnerable areas as delineated in Appendix 3 – Groundwater Resources to this Secondary Plan.
- 4.3.3 That development and *redevelopment* within Significant Groundwater Recharge Areas, as identified in Appendix 3 – Groundwater Resources, be required to maintain pre-development recharge to the greatest extent feasible through stormwater management best practices, infiltration at the source, and by having regard to the infiltration volume targets in the Subwatershed Study and the master environmental servicing plan.
- 4.3.4 That development, *redevelopment* and *site alteration* within Wellhead Protection Area – Quantity, as identified in Appendix 3 – Groundwater Resources, be required to implement stormwater management best management practices, with the goal of maintaining pre-development recharge by having regard to the infiltration volume targets in the Subwatershed Study and the master environmental servicing plan.

#### **4.4 Stormwater Management**

Appropriately designed stormwater management facilities will protect water quality and aquatic wildlife (including aquatic species at risk), and provide water quantity and erosion control for the Berczy and Bruce Creeks Subwatersheds within the Future Urban Area. Low Impact Development measures will be used throughout the Secondary Plan Area where appropriate to filter and cleanse water and to address infiltration needs.



**It is the policy of Council:**

- 4.4.1 That stormwater management facilities shall be located and designed in a manner consistent with Section 3.3 of the Official Plan and Section 7.2.1.12 of this Plan, and/or based on the recommendations and findings of the Subwatershed Study and the master environmental servicing plan.
- 4.4.2 That stormwater management reports submitted in support of applications for development, *redevelopment* or *site alteration* shall address applicable City and agency guidelines and requirements shall be approved by the City in accordance with Section 3.3 of the Official Plan and Section 7.2.1.12 of this Plan.
- 4.4.3 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, the Federal Airport Zoning Regulations for the Pickering Airport Site and any other applicable provincial and federal legislation, and address applicable Ministry of Environment, Conservation and Parks and City of Markham requirements.
- 4.4.4 That stormwater management facilities, including underground stormwater management facilities, may be permitted within the Greenway System where it has been demonstrated that:
  - a) stormwater management facilities are designed to improve *biodiversity* and *ecological function* of the adjacent Natural Heritage Network in accordance with section 3.3.3.8 and 3.3.3.9 of the Official Plan;
  - b) where feasible, stormwater management facilities are designed to minimize their visual compatible appearance with consideration for variations in the angle of side slopes and minimization of engineered materials or hardened surfaces; and,
  - c) a stormwater management plan is prepared in accordance with Section 4.2.3.4 and 4.2.3.5 of the Greenbelt Plan.
- 4.4.5 Parkland which contains underground stormwater management facilities may be considered on a site-specific basis at the City's sole discretion, subject to review of an application for *development approval*.
- 4.4.6 In considering whether to exercise its discretion with respect to an application for *development approval* where parkland containing an underground stormwater management facility is proposed, the City shall be satisfied that the application meets the following objectives, amongst other criteria that the City may consider in its sole discretion pursuant to policy 4.4.5:
  - a) that the location and size is acceptable to the City;
  - b) the application must demonstrate that the park design and development requirements are not compromised by the design, function, maintenance and rehabilitation requirements of the underground stormwater management facility;
  - c) the application must demonstrate that design, function, maintenance and rehabilitation requirements of the underground stormwater management facility will not be compromised by the design, function, operations and maintenance of the park;

- d) the underground stormwater management facility shall meet the City's engineering and operations requirements;
- e) the landowner must fulfill its applicable financial obligations to the satisfaction of the City with respect to the underground stormwater management facility and/or the park; and,
- f) such other criteria the City may consider necessary or applicable.

#### 4.5 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:**

- 4.5.1 That development, *redevelopment* and *site alteration* be designed to protect the health and safety of the public and reduce property damage in the Angus Glen Secondary Plan Area in a manner consistent with Section 3.4 of the Official Plan and the policies of this Secondary Plan.
- 4.5.2 That the limits of *hazardous lands* and *hazardous sites* in the Angus Glen Secondary Plan Area will be delineated to the satisfaction of the City and the Toronto and Region Conservation Authority.
- 4.5.3 To only consider modifications to the *floodplain* along a portion of Bruce Creek and Bruce Creek Tributary on the east side of Warden Avenue as identified on Map SP4 – Hydrologic Features if a technical study can demonstrate that:
  - a) there will be no adverse upstream or downstream flooding impacts except where infrastructure policies apply;
  - b) there will be no negative impacts to *key natural heritage features* or *key hydrologic features* except where infrastructure policies apply;
  - c) all disturbed areas within the modified floodplain will be stabilized and planted with native vegetation; and,
  - d) requirements under the Toronto and Region Conservation Authority's regulation have been addressed.

Such technical studies shall be approved by the City and the Toronto and Region Conservation Authority. Modifications to the limits of the *floodplain* shall not require an amendment to this Secondary Plan.

- 4.5.4 Applications for *development approval* for *sensitive land uses* adjacent to an arterial road in the Angus Glen Secondary Plan Area shall be accompanied by a noise and vibration study prepared in accordance with the Ministry of Environment Guidelines and York Region noise policies including required mitigation measures prepared to the satisfaction of York Region.

- 4.5.5 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 in the Angus Glen Secondary Plan Area.

## 5.0 HEALTHY NEIGHBOURHOODS AND COMMUNITY

The Angus Glen Community 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 open space and required community facilities such as schools, and where *cultural heritage resources* are integrated as appropriate.

### 5.1 Housing

Providing for a range of housing types and tenures, and *affordable housing* options will contribute to the livability of the Angus Glen residential and mixed-use neighbourhoods and the quality of life for residents. Providing for more intensive housing forms along higher order transit corridors will improve access to services, jobs and amenities within and beyond the Angus Glen community.

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 Angus Glen Community.

**It is the policy of Council:**

#### **Range of Housing Types**

5.1.1 To promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of Angus Glen residents and workers in a manner consistent with Section 4.1 of the Official Plan and the policies of this Secondary 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 family-size and smaller units;
- b) encouraging the construction of rental and *shared housing* units with a full range of unit types and sizes, particularly in locations well-served by transit, including along Major Mackenzie Drive, Warden Avenue, Elgin Mills Road and Kennedy Road; and,
- c) providing for the establishment of *secondary suites* subject to appropriate zoning, development criteria and standards as set out in Section 8.13.8 of the Official Plan.

#### **Compact Community**

5.1.2 That the Angus Glen Secondary Plan Area be planned to meet or exceed:

- a) an overall minimum density of 20 residential units per developable hectare through an appropriate mix of low rise, mid rise and high rise residential units; and,
- b) an overall housing target of approximately 7,500 housing units with a target mix of approximately 50% low rise residential units and 50% mid rise, high rise and mixed use units.

- 5.1.3 That the highest densities shall be focused along the Regional Rapid Transit Corridor and the Regional Transit Priority routes, and the distribution of housing by density and type identified in Section 5.1.2 will be outlined in the Community Design Plan required in Section 6.2 of this Plan.
- 5.1.4 That jobs are anticipated to be located in the Mixed Use High Rise – Retail Focus area at Major MacKenzie Drive and Warden Avenue, and in the neighbourhood mixed use areas along Major Mackenzie Drive, Warden Avenue and Kennedy Road in community facilities and work at home.
- 5.1.5 That in achieving approximately 7,500 dwelling units and the anticipated population-serving jobs, the Angus Glen Secondary Plan Area will contribute to an overall minimum density of 70 residents and jobs per hectare across the developable area of the Future Urban Area Planning District.
- 5.1.6 To monitor the achievement of the density targets identified in Section 5.1.2 of this Secondary Plan through *development approvals*.

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

- 5.1.7 To provide for *affordable* and *shared housing* opportunities within the Angus Glen Secondary Plan Area in accordance with Section 4.1.3 of the Official Plan, and more specifically by:
  - a) targeting 25 percent of the new housing units to be *affordable* to low and moderate income households;
  - b) 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,
  - c) supporting the equitable distribution of *affordable* and *shared housing* within permitted building forms, particularly in locations well-served by transit.
- 5.1.8 To work in partnership with York Region, the non-profit sector, the development industry, community partners, and senior levels of government to develop an *affordable* and *shared housing* implementation framework, which may include tools such as inclusionary zoning or other provincial and municipal incentives, to assist in implementing *affordable* and *shared housing* opportunities within the Angus Glen Secondary Plan Area.
- 5.1.9 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 impacts statements may be required to be submitted in support of development applications in the 'Residential Mid Rise' and 'Mixed Use Mid 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 the Angus Glen Community. These “community hubs” may consist of facilities and services provided by the City, York Region, or other public agencies such as *public schools*, parks and open spaces, libraries and/or community centres, and/or facilities and services provided by the private sector such as *day care centres* and *places of worship*.

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

### It is the policy of Council:

#### General Policies

- 5.2.1 To plan and coordinate the provision of community infrastructure and services for the Angus Glen 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 future residents of the Angus Glen Community of all ages and abilities and through all phases of life, and other communities across the Future Urban Area Planning District; 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 Angus Glen Secondary Plan Area for *public schools*, parks and open spaces, as shown schematically on Map SP1 – Detailed Land Use and in the Community Design Plan required in Section 6.2 of this Plan.
- 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 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 open space system and patterns of land use.

- 5.2.5 A secondary school site has been located to adjoin or be within a reasonable walking distance of potential transit routes. School buildings shall be oriented to facilitate direct access to transit routes and stops.
- 5.2.6 That the location, size and configuration of each *public school site* shown on Map SP1 – Detailed Land Use shall be further defined in the Community Design Plan consistent with the policies or requirements of the respective School Board and principles of community design outlined in this Secondary Plan.
- 5.2.7 The elementary school site shown as ‘ES\*’ on Map SP1 Detailed Land Use shall be approximately, but not greater than, 2.23 hectares (5.5 acres) with frontage on only one public road being Street ‘C’; provided the School Board may elect to advance the elementary school on a site of a reduced size.
- 5.2.8 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.
- 5.2.9 That *public school* sites be confirmed and secured through the *development approval* process.
- 5.2.10 That a *public school* site may be relocated in consultation with the School Boards, 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 Boards.
- 5.2.11 That in the event a *public school* site is no longer required for *public school* purposes, it may be removed without amendment to this Secondary Plan.
- 5.2.12 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 will be identified in the Community Design Plan required in Section 6.2 of this Secondary Plan or 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.

#### **Places of Worship**

- 5.2.13 That the location, size and configuration of required *place of worship* sites shown on Map SP1 – Detailed Land Use shall be further defined through the Community Design Plan or plans of subdivision consistent with the requirements of Section 8.13.7 of the Official Plan and Council’s *place of worship* site reservation policy.

- 5.2.14 The place of worship site identified as ‘PW\*’ on Map SP1 Detailed Land Use refers to a place of worship use to be located in a mixed use building within the area designated “Mixed Use High Rise – Retail Focus”. One development site within this designated area shall be subject to a Place of Worship Holding provision in the Zoning By-law, which shall not be lifted until:
- a) a site plan agreement for the site is executed which includes confirmation that a place of worship use and its associated parking can be accommodated, and, commitment is secured from the owner that a minimum of 250 square metres and a maximum of 500 square metres of space shall be reserved specifically for a place of worship for a minimum of three (3) years from the date of site plan approval, or;
  - b) five (5) years have passed since the date of the approval of this Plan or three years have passed since the date of registration of the phase of the draft plan of subdivision which includes this particular site, whichever is greater.
- 5.2.15 In addition to a minimum 1.0 hectare *place of worship* site identified symbolically on Map 1 – Detailed Land Use Plan, it is recognized that there are existing *place of worship* sites located to the north of the Secondary Plan Area which shall be considered as contributing to meeting the requirements of Council’s place of worship site reservation policy in the Angus Glen community.
- 5.2.16 That *place of worship* sites shall be secured through plans of subdivision or other appropriate agreements, and be made available for acquisition and use for a *place of worship* for a period of at least five years from the date of registration of the plan of subdivision.
- 5.2.17 That *place of worship* sites may be zoned to permit appropriate alternative uses with a ‘Hold’ provision, in addition to *place of worship* and accessory uses, in the event the site is not acquired for a *place of worship*. Removal of the ‘Hold’ provision to allow for the alternate uses on the site shall be tied to expiration of the site reservation period and the execution of a site plan control or subdivision agreement for the alternate land use.
- 5.2.18 That a *place of worship* site may be relocated without amendment to this Secondary Plan, provided the alternate site is consistent with the community structure objectives of this Secondary Plan as outlined in the Community Design Plan.

### 5.3 Parks and Open Space System

Markham is committed to ensuring that sufficient and appropriate parks and open spaces are available to its residents. Within the Angus Glen Community, a well-designed and connected system of parks and open spaces that reflects a history of golf, husbandry and plantations, and create spaces which enhance the character of this community, including Greenway System lands, multi-use trails and pathways to provide opportunities for a diverse range of recreational, educational, environmental stewardship and leisure activities.

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

- 5.3.1 To plan and develop a system of parks and open spaces that is integrated throughout the Angus Glen Secondary Plan Area in a manner consistent with Section 4.3 of the Official Plan and the



policies of this Secondary Plan, including the Community Design Plan requirements identified in Section 6.2 of this Plan.

- 5.3.2 That the Parks and Open Space System within the Angus Glen Secondary Plan Area includes among other things, the following components:
- a) City Parks as shown schematically on Map SP1 – Detailed Land Use, including:
    - i. the existing Angus Glen Community Centre and Gordon Stollery Park to serve park users generally within a 10-minute walking distance (approximately 800 metres);
    - ii. Neighbourhood Parks shown schematically as ‘NP’ on Map SP1 – Detailed Land Use, including Active Parks and Parkettes are planned to be approximately 0.2 to 2.0 hectares in size, to serve parks users generally within a 5-minute walking distance (approximately 400 metres);
    - iii. That the Neighbourhood Park sites identified as ‘NP\*’ on Map SP1 – Detailed Land Use be a minimum of 3.0 hectares.
  - b) Open Space Lands including Greenway System lands (including enhancement lands) as shown schematically on Map SP1 – Detailed Land Use; and
  - c) Pedestrian and cycling routes which also form part of the Active Transportation Network as shown on Map SP6 – Transit and Active Transportation Network.
- 5.3.3 To provide for more detailed planning and design of the Parks and Open Space System within the Angus Glen Secondary Plan Area, including the development of a parks and open space plan in accordance with Section 6.1.6.7 of the Official Plan, as a component of the required Community Design Plan outlined in Section 6.2 of this Plan.
- 5.3.4 To acquire public parkland in the form of City Parks within the Angus Glen Secondary Plan Area through the *development approval* process in accordance with the parkland dedication policies of Section 10.8.2 of the Official Plan, and to secure public park sites through the *development approval* process, including the establishment, where appropriate, of an area specific parkland agreement.
- 5.3.5 That parks be distributed generally in accordance with the following principles as further articulated in the Community Design Plan:
- Achieving minimum walking distances for residents in accordance with Section 4.3.2.2 of the Official Plan;
  - Parks and schools should be co-located where possible;
  - Connections should be provided between the Parks and Open Space System and the Greenway System, streets, utility corridors, and pedestrian and cycling trails; and
  - Parks should be located to take advantage of topography and views where appropriate.
- 5.3.6 That park sites identified on Map SP1 – Detailed Land Use may be relocated without amendment to this Plan provided the alternate site is consistent with the community structure objectives of this Secondary Plan as outlined in the Community Design Plan. Removal of these park sites shall require an amendment to this Plan.

## 5.4 Cultural Heritage Resources

Six rural residential sites within the Angus Glen Secondary Plan Area are either designated or listed 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.

### It is the policy of Council:

- 5.4.1 That consideration of *cultural heritage resources* within the Angus Glen Secondary Plan Area shall be consistent with Section 4.5 of the Official Plan, and the policies of this Secondary Plan.
- 5.4.2 That the cultural heritage resources contained in the City's *Register of Property of Cultural Heritage Value or Interest* within the Angus Glen Planning Area are identified in Appendix 2 – Cultural Heritage Resources.
- 5.4.3 That the retention and/or relocation of *cultural heritage resources* where required by Section 4.5 of the Official Plan will be considered in accordance with Section 4.5.3.12 and 4.5.3.13 of the Official Plan, and reflected in the Community Design Plan required in Section 6.2 of this Secondary Plan.
- 5.4.4 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 policy 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 the Community Design Plan.
- 5.4.5 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) securing 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 site plan control approval and a site plan agreement 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).

## 5.5 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 Angus Glen Secondary Plan Area.

### It is the policy of Council:

- 5.5.1 That the *conservation of archaeological resources* within the Angus Glen 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.
- 5.5.2 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.
- 5.5.3 To prohibit grading or other *site alteration* including installation of infrastructure on any site within the Angus Glen Secondary Plan Area prior to the issuance of a letter of acceptance of an archaeological assessment from the Province.
- 5.5.4 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.

## 6.0 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT

The physical layout and design of the Angus Glen Secondary Plan Area will be defined by the pattern and design of development established by a network of streets and blocks and a 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. A Community Design Plan will provide further guidance on the planning and design of the public realm, built form and site development, and sustainable development elements.

### 6.1 General Provisions

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

The emphasis will be on designing a new residential and mixed use community comprising of:

- compact neighbourhoods with pedestrian-friendly streets;
- compatible built form and high-quality building design and construction;
- vibrant people places with a clearly identifiable and well-designed public realm;
- integration of the golf course *major recreational use*; 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 Angus Glen Secondary Plan Area will focus on water efficiency, energy conservation and 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 Angus Glen Secondary Plan Area in a manner consistent with Section 6.1 of the Official Plan and the policies of this Secondary Plan, through the innovative planning and design of :
- a) the public realm:
    - i. streets and blocks;
    - ii. streetscapes;
    - iii. landmarks and views;
    - iv. parks and open spaces;
    - v. public art; and,
  - b) built form and site development.
- 6.1.2 To develop comprehensive urban design guidelines for the Future Urban Area Planning District, in accordance with the applicable provisions of Section 6.1 of the Official Plan, which build on

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the direction of the Council endorsed Conceptual Master Plan and provide additional guidance on the development of a Community Design Plan for the Angus Glen Secondary Plan Area, and the review of future *development approvals*.

- 6.1.3 To support the sustainable development of the Angus Glen Secondary Plan Area in a manner consistent with Section 6.2 of the Official Plan and the policies of this Secondary 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.
- 6.1.4 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.

## **6.2 Community Design Plan**

A Community Design Plan will guide the innovative planning and design of the Angus Glen Secondary Plan Area and address, among other things, street and block pattern, a hierarchy of streets and streetscape elements, the identification of community gateways and landmarks, the provision of an interconnected parks and open space system, integration of cultural heritage resources, public art, sustainable design and development practices, integration of vision that celebrates the Angus Glen legacy, husbandry, plantations, and the interface between new development and the Angus Glen Golf Course, and community energy planning. The Plan will provide structural guidance to the important components of the built-form and public realm as well as Greenway System interface and design integration.

The Community Design Plan will address the urban design and sustainable development policies of the City's Official Plan and the City's comprehensive urban design guidelines for the Future Urban Area Planning District, and respond to York Region's New Communities Guidelines 2013. The Community Design Plan will also demonstrate how the key directions of the Conceptual Master Plan and the Subwatershed Study, master environmental servicing plan and Community Energy Plan, as amended from time to time, will be implemented.

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

- 6.2.1 To require preparation of a Community Design Plan for the Angus Glen Secondary Plan Area by the development proponents of the Secondary Plan Area, that addresses the City's comprehensive urban design guidelines for the Future Urban Area Planning District and that provides further guidance on the planning and design of the public realm, built form and site development, and sustainable development elements including, but not limited to:

### The Public Realm

- a) The Angus Glen Community will achieve a safe, accessible and well-designed public realm through the incorporation of:
- accessible linkages to the street network;
  - safe and attractive streetscapes;
  - enhanced views and vistas of identified landmarks including the Greenway System;
  - well-designed public and private open spaces;
  - enhanced landscaping and tree planting; and,
  - sustainable development features and best practices.

### Streets and Blocks

- b) The Angus Glen Community will achieve a well-defined and functional urban fabric that is attractive, safe, pedestrian-oriented and transit supportive through the incorporation of:
- a well-defined street and block hierarchy;
  - multiple street and neighbourhood connections for pedestrians, cyclists and vehicles;
  - a wide range of block sizes and configurations to accommodate a mix of land uses and diverse built form types; and,
  - access to transit, community facilities, local retail and services, and the Parks and Open Space System.

A reasonable balance between public and private land uses abutting the Greenway System will be determined through the *development approval* process, recognizing the City's desire to achieve a certain degree of public ownership adjacent to the Greenway System.

### Streetscapes

- c) The Angus Glen Community will achieve streetscapes with a sense of identity that complement functional requirements through the incorporation of:
- a consistent and coordinated style of street furnishings, lighting, and signage;
  - pedestrian and cycling amenities;
  - street tree planting and landscaping; and,
  - traffic calming and on-street parking, where appropriate.

### Landmarks and Views

- d) The Angus Glen Community will create, protect and enhance significant landmarks and views through the incorporation of:
- natural features and *cultural heritage resources*, where required to be retained;
  - significant built form features;
  - appropriate street and block orientation to create view corridors and focal points; and,
  - architectural treatment and screening of rooftop elements.

### Parks and Open Spaces

- e) The Angus Glen Community will create a well-designed and connected Parks and Open Space System through the incorporation of:

- a hierarchy of City Parks and Open Space Lands including Greenway System lands and lands associated with *public school* sites and naturalized stormwater management facilities;
- a suitable design and location of a parkette south of Street 'A' and west of Street 'G' to provide an open space corridor between the *provincially significant wetland* east of Street 'G' to the Greenway System west of street 'G';
- accessible pedestrian and bicycle connections;
- *natural heritage and hydrologic features* and *cultural heritage resources*, where required to be retained;
- high visibility and prominent street frontage;
- active and passive recreation opportunities;
- educational wayfinding and environmental stewardship opportunities;
- safe and comfortable settings for community events and individual use;
- functional, adaptive features and landscaping that provide for year round use;
- enhancements to the *urban forest* in accordance with Section 3.2 of the Official Plan and Section 4.1.18 of this Plan; and,
- best practices in sustainable design.

#### Public Art

- f) The Angus Glen Community will support the provision of public art as a means of fostering community identity and sense of place in accordance with Section 6.1.7 of the Official Plan.

#### Built Form and Site Development

- g) The Angus Glen Community's built form character and site design will be enhanced to reflect the history of golf, husbandry and plantation through the incorporation of:
- architectural diversity;
  - appropriate building height and massing;
  - continuity and building placement;
  - transitions between areas of different densities;
  - safe connections to pedestrian, cycling, and transit infrastructure;
  - building design that encourages human interaction and activity at the street level and avoids blank facades along public streets and spaces;
  - views and vistas of landmarks;
  - comfortable microclimate conditions;
  - adequate well-designed private open space and amenity areas;
  - *urban forest* enhancements in accordance with Section 3.2 of the Official Plan and Section 4.1.18 of the Plan; and,
  - buffered and screened servicing and parking areas.

#### Sustainable Development

- h) The Angus Glen Community will be designed to support sustainable development through the application of:
- design features and practices that enhance resiliency and consider the impact of climate change;

- design solutions for supply, efficient use and conservation of energy and water;
- low-impact design features and green infrastructure; and,
- innovative sustainable design practices and technologies in site planning and building design.

6.2.2 That the Angus Glen Community Design Plan will also address:

- a) community identity and character;
- b) how the existing golf course *major recreational use* will be reconfigured to reduce its tableland footprint and maintained within and adjacent to the Greenway System once new urban development and new infrastructure is built;
- c) how the hierarchy of streets and blocks will provide for a walkable community that supports cycling and use of transit through a fine local road grid system and an interconnected network of boulevard multi-use paths and trails within the Greenway System;
- d) how the Greenway System lands will be integrated within the community fabric to provide for the protection and enhancement of *natural heritage and hydrologic features* within an interconnected Parks and Open Space System;
- e) how the interconnected Parks and Open Space System will integrate the City Parks and Open Space Lands including Greenway System lands, and lands associated with *public school* sites and stormwater management facilities, with the active transportation network;
- f) how the master environmental servicing plan informs the interface between trails, the Greenway System and built form, and enhancement of the *urban forest* in accordance with Section 3.2 of the Official Plan;
- g) how those *cultural heritage resources* which are being retained are integrated into the community, and the requirements of Sections 4.5.3.3 and 4.5.3.11 of the Official Plan regarding development on *adjacent lands*;
- h) how Residential Neighbourhoods and special character areas such as the Neighbourhood Service Node, Mixed Use Neighbourhood Corridor and Mixed Use Regional Corridor identified in Appendix 1 - Future Urban Area Community Structure Plan, will be planned and designed at a community and neighbourhood scale to provide a mix of built form and land use;
- i) how the pattern, nature and phasing of development within the Neighbourhood Service Node and Mixed Use Regional Corridor identified in Appendix 1 – Future Urban Area Community Structure Plan, and the applicable provisions of Section 10.1.4 of the Official Plan regarding *comprehensive block plans* will be addressed;
- j) how an appropriate distribution of housing types and scale, height, massing and transition of built form may be provided in the Residential Neighbourhoods and Neighbourhood Service Node, in a manner consistent with the density targets identified in Section 5.1.2 and the applicable ‘Residential’ and ‘Mixed Use’ land use designations;
- k) how public community infrastructure provided by the City or York Region and/or other community infrastructure provided by the private sector will be integrated within the



Residential Neighbourhoods and the Neighbourhood Service Node, and will be accessible by active transportation and transit;

- l) how City Parks and Open Space Lands will be planned in accordance with Section 5.3.3 of this Secondary Plan and with regard to Appendix 1 – Future Urban Area Community Structure Plan to address parks and open space system classification typology, size and walkability criteria, and be designed to address the active and passive recreation needs of the community, including community gardening, where appropriate;
  - m) how built form and site development will make a positive contribution to the public realm, define the character of the streets and open spaces, and promote architectural diversity and sustainable development practices in building and open space design;
  - n) how the use of Low Impact Development best practices and green infrastructure will be applied through appropriate community and site planning and building design, and other sustainability initiatives; and
  - o) how the strategies and actions of the Community Energy Plan applicable to the Angus Glen Secondary Plan Area as outlined in Section 7.2.3 will be implemented by the overall community design, design of infrastructure, building design and site development, and adoption of sustainable best practices.
- 6.2.3 That all new development within the Angus Glen Secondary Plan Area shall address the applicable provisions and area and site specific urban design and sustainable development guidelines contained in the Community Design Plan for the Secondary Plan Area.

## 7.0 TRANSPORTATION, SERVICES AND UTILITIES

### 7.1 Transportation System

The transportation system servicing the Angus Glen Secondary Plan Area includes public roads and laneways, private roads, and pedestrian, bicycle and transit routes and facilities. It is intended that this integrated transportation system will support growth within the Future Urban Area Planning District by improving road and transit network connectivity and by providing a convenient range of travel choices such as walking and cycling options for local and short trips.

**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 Angus Glen 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 Angus Glen Secondary Plan Area includes the planned road network of arterial roads, major collector and minor collector roads as shown on Map SP5 – Road Network and the planned transit network and active transportation network of transit, cycling, and pedestrian routes and facilities as shown on Map SP6 – Transit and Active Transportation Network.
- 7.1.1.3 That the location of major and minor collector roads and transit, cycling and pedestrian routes and facilities be confirmed through more detailed studies submitted in support of *development approvals* for the Angus Glen Secondary Plan Area and class environmental assessments where required, without further amendment being required to this Secondary Plan. 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 Angus Glen Secondary Plan Area needed to achieve the road network shown on Map SP5 – Road Network and the active transportation network shown on Map SP6 – 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 class environmental assessments which may be initiated through the *development approval* process. Notwithstanding the planned rights-of-way for minor 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.

- 7.1.1.5 That the implementation of certain components of the transportation system servicing the Angus Glen Secondary Plan Area, including the road, transit and active transportation networks, may require the completion of appropriate class environmental assessments, initiated through the *development approval* process to the satisfaction of the City.
- 7.1.1.6 The portion of Street 'A' east of Street 'C' and west of Street 'G' as shown on Map SP1 – Detailed Land Use, Map SP5 – Road Network and Map SP6 – Transit and Active Transportation Network, crosses the Bruce Creek Greenway System through the existing Angus Glen Golf Course. Further to Section 9.1.4, a phasing plan shall be prepared to inform the sequencing of transportation infrastructure including this portion of Street 'A'. The phasing plan shall identify the timing for this Street 'A' connection as it relates to development schedules in the surrounding lands and the impact to the Angus Glen Golf Course operation while accommodating the Street 'A' connection. Construction of this portion of Street 'A' shall be undertaken in accordance with the phasing plan.
- 7.1.1.7 Further to Section 7.1.1.3 and Section 7.1.1.5, that the operational needs of Angus Glen Community Centre including requirements for pedestrian, cycling, transit and vehicular accesses be informed through completion of the class environmental assessment for the collector road system.

## **7.1.2 Road Network**

Within the Angus Glen Secondary Plan Area, the road network is largely influenced by existing arterial roads and proposed collector roads which 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 modified grid pattern that creates a well-defined street and block hierarchy of continuous collector roads in both east-west and north-south directions. Integrated with the arterial roads, the collector road system provides links to the existing and planned network and opportunities for establishing connections with the future transit network.

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

- 7.1.2.1 That the designated arterial roads surrounding the Angus Glen Secondary Plan Area as shown on Map SP5 – Road Network be planned to achieve the requirements of the York Region Official Plan, as may be amended from time to time.
- It is the City's intention to transfer Elgin Mills Road East adjacent to the Angus Glen Secondary Plan Area to York Region, and that it be improved to Region of York's Arterial Road standards.
- 7.1.2.2 That the designated collector roads within the road network of the Angus Glen Secondary Plan Area as shown on Map SP5 – Road Network be planned to generally achieve the following:
- a) major collector road shall generally have a mid-block right-of-way width of 30.5 metres and minor collector roads shall generally have a mid-block right-of-way width of 24.5 metres.

- b) design requirements, consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be confirmed through a class environmental assessment, the transportation component of the master environmental servicing plan, and refined through the functional traffic design studies. The collector roads may be subject to minor realignment but not removal, without amendment to this Plan, provided the intent of this Secondary Plan is maintained as modified through an approved environmental assessment;
- c) an in-boulevard multi use path shall be provided on each side of the road to accommodate pedestrians and cyclists. The multi-use paths shall be generally a minimum 3 metres in width.
- d) aligned travel lanes through the collector road intersections;
- e) rear lane vehicular access or shared vehicular access to individual residential units fronting on collector roads, where possible;
- f) to restrict vehicle access from developments adjacent to Regional Roads to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties; and,
- g) to plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions.

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 Angus Glen 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 comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design 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 Angus Glen Secondary Plan Area.

**7.1.2.4 That public laneways within the road network of the Angus Glen Secondary Plan Area, be planned to achieve the following:**

- a) a secondary road network at the rear of development lots and blocks providing access to the required on-site parking and service areas; and,
- b) design requirements consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be determined through functional traffic design studies and transportation impact assessments.

City owned public utilities may be located within the paved portion of laneways subject to functional and design standards established by the City. Privately owned utilities may be located within boulevard/grass portion of the laneway subject to functional and design standards established by the City.

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

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

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

- 7.1.3.1 To work with York Region, other applicable transit providers and development proponents, to facilitate the implementation of a planned network of transit services for the Angus Glen Secondary Plan Area as identified on Map SP6 – Transit and Active Transportation Network, and to structure new residential and mixed use neighbourhoods around transit services and facilities in support of increasing the *transit modal split* across the Future Urban Area Planning District.
- 7.1.3.2 That the introduction of transit services to the Angus Glen Secondary Plan Area will be implemented by York Region, in cooperation with the City and development proponents, by:
  - a) providing a series of transit routes that serve and link the centres of each residential and mixed use neighbourhood; and connections to the proposed bus rapid and frequent transit service along Major Mackenzie Drive, Warden Avenue, and Kennedy Road;
  - b) locating a transit stop at the centre of each residential and mixed-use neighbourhood so as to generally be within 400 metres of most residents;
  - c) placing transit stops at most intersections, passenger generators and transfer points; and,
  - d) providing additional transit stops on the neighbourhood routes and on routes flanking the residential and mixed-use neighbourhoods, as required.
- 7.1.3.3 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 Angus Glen Secondary Plan Area are adequately served by public transit;
  - c) incorporating transit stops in road design requirements, where appropriate;
  - d) incorporating transit waiting areas into buildings located adjacent to transit stops, and
  - e) promoting public transit ridership through site planning and building design, building scale, distribution of development densities, land use mix and location.

- 7.1.3.4 That the active transportation network shown on Map SP6 – Transit and Active Transportation Network be planned to achieve the following:
- a) an interconnected system of in-boulevard multi-use paths linking pedestrians and cyclists within the Angus Glen Secondary Plan Area with other pathway systems in the City and the Future Urban Area Planning District;
  - b) design requirements, in a manner consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be determined through the functional traffic design studies and transportation impact assessments; and,
  - c) design requirements for collector road to collector road intersections to recognize the key elements of a “protected intersection” for pedestrians and cyclists.

#### **7.1.4 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 the residents and workers within the Angus Glen 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:**

- 7.1.4.1 That a comprehensive transportation demand management strategy be prepared by development proponents in the Angus Glen Secondary Plan Area, including initiatives for ‘Residential’ and ‘Mixed Use’ neighbourhoods, that will reduce the number of trips, trip length, and reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation. A transportation demand management strategy will include, but not limited to, the following key elements:
- multi use paths within each collector road as set out in Section 7.1.2.2 c) of this Secondary Plan;
  - bicycle parking and public bike repair stations;
  - transit services and continual route enhancements;
  - integration and connection to transit including the installation of bicycle racks at key bus stops (adjacent to schools, community centre and trail connections);
  - travel incentive programs (such as ride matching, work and school based incentives, site specific support facilities);
  - education, promotion and outreach programs;
  - monitoring programs; and,
  - supportive parking policies.

## **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 Secondary Plan Area are serviced with municipal water and wastewater infrastructure in accordance with the provisions of Section 7 of the Official Plan, and that such infrastructure are designed to City standards. Additionally, water and wastewater infrastructure to support new developments shall be designed in a manner consistent with the recommendations of the master environmental servicing plan.
- 7.2.1.2 That the design of the trunk water and wastewater infrastructure will generally follow the alignment of such infrastructure recommended in the master environmental servicing plans. The design of the local water and wastewater 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 master environmental servicing plan.
- 7.2.1.4 That satisfactory arrangements between the 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 condition of *development approvals* in the Angus Glen Secondary Plan Area.

**Master Environmental Servicing Plan**

- 7.2.1.5 To require the preparation of a master environmental servicing plan prior to any *development approvals* within the Angus Glen Secondary Plan Area. The master environmental servicing plan shall be accepted by the City, in consultation with the appropriate agencies, prior to any development of lands. The Toronto and Region Conservation Authority shall be satisfied in regards to the water resources and Provincial natural hazards components of the master environmental servicing plan.
- 7.2.1.6 To require pre-consultation for the master environmental servicing plan to determine the details, scope and terms of reference for the plan including, but not limited to, addressing the findings and recommendations of the Council endorsed Conceptual Master Plan for the Future Urban Area, including the Transportation Master Plan, Water and Wastewater Master Plan, and the Subwatershed Study.
- 7.2.1.7 That the master environmental servicing plan shall identify all technical requirements to provide infrastructure services for the development of the lands and for the identification and management of the Greenway System and water resources within the Angus Glen Secondary Plan Area. Among other matters, the master environmental servicing plan shall address requirements for the following:
  - sanitary sewers;

- watermains;
- stormwater management facilities, including low impact development measures;
- major roads, including infrastructure in the Greenway System;
- utility and telecommunication services;
- preliminary grading; and,
- Greenway System and water resources.

7.2.1.8 That where the provision of infrastructure services required to support development in the Angus Glen Secondary Plan Area necessitates changes to infrastructure external to the Secondary Plan Area, these changes shall also be identified in the master environmental servicing plan. The master environmental servicing plan shall also identify circumstances that may require phasing of the delivery of services and infrastructure and recommend appropriate solutions. Information essential to understanding the provision and delivery of infrastructure services to inform the development phasing plan shall also be included in the master environmental servicing plan.

#### **Functional Servicing Report**

7.2.1.9 That a functional servicing report shall be submitted in support of a development application for review and accepted by the City, prior to approval of the development.

7.2.1.10 That the functional servicing report reflect the recommendations of the master environmental servicing plan and support the detailed design of the water and wastewater infrastructure required to service the development.

7.2.1.11 That the functional servicing report address, but not be limited to, lot grading, sewer and watermain works, road cross-sections and utility requirements. Engineering drawings are to be prepared in accordance with this report and shall be submitted for review and approval by the City. All municipal services shall be designed in accordance with the policies and standards of the City, and where applicable, affected agencies.

#### **Stormwater Management Report**

7.2.1.12 That as a condition of *development approvals*, and based on the findings and recommendations of the accepted master environmental servicing plan, 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. The report shall provide detailed information regarding the provision of water quality and quantity management facilities, low impact development facilities, hydraulic gradelines, overland flow routes, and erosion and siltation controls for the plan of subdivision or other development proposal.

### **7.2.2 Utility and Telecommunication Services**

Utilities such as natural gas, electricity and/or renewable energy, streetlighting and telecommunications shall be planned and coordinated within the Angus Glen Secondary Plan Area to the greatest extent possible.



**It is the policy of Council:**

- 7.2.2.1 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 the requirements of the Community Design Plan.
- 7.2.2.2 That utility and telecommunication services shall be permitted in all land use designations subject to the requirements of the master environmental servicing plan and detailed engineering designs to be approved by the City. Any proposed services located within the 'Greenway' designation as shown on Map SP1 – Detailed Land Use shall be minimized, and shall coincide with required road rights-of-way, wherever possible. In the event that a single loaded road is approved to adjoin 'Greenway' lands, services should be confined to the edge of the road right-of-way farthest from the 'Greenway' designation, wherever possible.
- 7.2.2.3 That utility providers shall, as a condition of *development approvals*, confirm that existing, upgraded or new services will be available to support proposed *development approval*.

**7.2.3 Community Energy Plan**

Community energy plans will support Markham's goal of becoming a net zero emission community by 2050. Net zero emission communities meet energy demand through energy efficient buildings and infrastructure, and low carbon or carbon free forms of energy, and offset any greenhouse gas emissions that cannot be eliminated.

In accordance with Section 5.6.10 of the York Region Official Plan, a Community Energy Plan will be developed for the Future Urban Area Planning District, of which the Angus Glen Secondary Plan Area is a part, to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable on-site generation and district energy options including but not limited to solar, wind, water, biomass and geothermal energy.

The Community Energy Plan will inform the City's evaluation process of the proposed development within the Secondary Plan Area as it relates to strategies to reduce energy use, to support renewable energy generation and to reduce overall greenhouse gas (GHG) emissions in the Future Urban Area. The Community Energy Plan is a living document that will be revised from time to time to respond to innovations in technology, new trends, opportunities for partnerships and funding.

**It is the policy of Council:**

- 7.2.3.1 That a Community Energy Plan be prepared for the Future Urban Area Planning District, of which the Angus Glen Secondary Plan Area is a part, by the landowners within the Planning

District, in consultation with the City and York Region. Having regard to Section 6.2.2.3 of the Official Plan, the Community Energy Plan will identify opportunities to integrate energy consideration and energy solutions to address the following:

- a) community design for a low-carbon community;
- b) energy in structures and infrastructure;
- c) community energy systems and local energy sources;
- d) active mobility and use of electric vehicles;
- e) opportunities for carbon sinks;
- f) communications, community engagement and behavioural change; and,
- g) an implementation plan and a monitoring and reporting plan to track progress toward the targets to be established through the results of the pilot program and/or the City-led modelling exercise.

7.2.3.2 That the strategies and actions of the Community Energy Plan for the Future Urban Area Planning District Secondary Plan Area, including a solar strategy as required by York Region, be implemented by the overall community design, design of infrastructure, building design and site development, and adoption of sustainable practices as set out in the Community Design Plan requirements in Section 6.2 of this Plan.

## 8.0 LAND USE

### 8.1 General Provisions

The land use designations shown on Map SP1 – Detailed Land Use establish the general pattern for future development in the Angus Glen Secondary Plan Area. The policies for these designations, as set out in Sections 8.1 through 8.4 of this 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 Angus Glen Secondary Plan Area is established in the maps of the Official Plan, and refined on Maps SP1 through SP6 in this Secondary Plan. Appendices 1 through 6 of this Secondary Plan are provided for information purposes only.
- 8.1.2 That further to the provisions of Chapter 8 of the Official Plan, the following specific land use designations are established and applied to the lands within this Secondary Plan Area, as shown on Map SP1 – Detailed Land Use:
- 'Residential Low Rise'
  - 'Residential Mid Rise I'
  - 'Residential High Rise'
  - 'Mixed Use Mid Rise'
  - 'Mixed Use High Rise – Retail Focus'
  - 'Greenway'
- 8.1.3 That in addition to the land use designations, a number of proposed specific land uses or facilities are identified schematically or by text on Map SP1 - Detailed Land Use, including:
- Neighbourhood Parks as set out in Section 5.3 of this Secondary Plan;
  - *Public School* sites as set out in Section 5.2 of this Secondary Plan;
  - *Place of Worship* sites as set out in Section 5.2 of this Secondary Plan; and,
  - Stormwater Management Facilities as set out in Section 7.2.1 of this Secondary Plan.
- 8.1.4 That the pattern of land use and the proposed specific land uses or facilities shown on Map SP1 – Detailed Land Use will be implemented through required *development approvals* such as draft plan of subdivision or condominium, zoning by-law amendment, and/or site plan control approval, in accordance with the applicable policies of this Secondary Plan and the Official Plan, and addressing City standards and guidelines.
- 8.1.5 That minor adjustments in the land use pattern and location of the proposed specific land uses or facilities may be considered through *development approvals* without amendment to this Plan provided the intent of the Secondary Plan is substantially maintained, as identified in Sections 5.2 and 5.3 of this Secondary Plan. Stormwater management facilities may be relocated or removed without amendment to this Secondary Plan.

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- 8.1.6 That in considering an application for *development approval* on lands designated 'Residential' and 'Mixed Use', Council shall ensure that development has adequate transportation, water and wastewater infrastructure, and community infrastructure such as *public schools* and parks and open spaces, and has regard for the Urban Design and Sustainable Development policies outlined in Section 6 of this Secondary Plan and Chapter 6 of the Official Plan.
- 8.1.7 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 selected without regard to property ownership. As a condition of *development approval*, proponent shall be required to enter into one or more developers' group agreement(s), where appropriate, within the Angus Glen Secondary Plan Area, to ensure the equitable distribution of costs of these community and infrastructure facilities in accordance with Section 9.1 of this Plan.
- 8.1.8 That density within the 'Residential' and 'Mixed Use' designations within the Angus Glen Secondary Plan Area will be calculated on a net hectare basis which excludes all public roads (with the exception of lanes), and lands to be used for *public school* sites, *places of worship*, parks and open space, stormwater management facilities and other lands intended for public ownership.
- 8.1.9 That the land use designations within the Angus Glen Secondary Plan Area which apply to areas of lands currently used by the existing golf course *major recreational use* continue to permit the use until such time that the golf course use ceases and in accordance with the Greenbelt Plan and Official Plan policies.
- 8.1.10 That the lands outside the Greenway System which will no longer be used by the existing golf course *major recreational use* be developed in accordance with Map SP1 – Detailed Land Use and the applicable policies of this Plan.
- 8.1.11 The existing golf course *major recreational use* may reconfigure in a manner that would require some amount of tableland area for its continued operation. Accordingly, Section 8.3.1.6 of this Plan permits the golf course *major recreational use* as a permitted use for the area identified on Map SP1 – Detailed Land Use.

## 8.2 Residential Designations

The 'Residential' designations, along with the 'Mixed Use' designations identified in Section 8.3 of this Secondary Plan, provide for a range of housing choices by type, tenure and affordability level, in accordance with Section 5.1 of this Secondary Plan. Approximately 7,500 new housing units are anticipated in the Secondary Plan Area with the 'Residential' and 'Mixed Use' designations.

Given the existing surrounding land use context and location of the Secondary Plan Area within the Future Urban Area Planning District, the housing types in the Angus Glen Community will be

predominantly ground-related, including detached, semi-detached, duplex and townhouse dwellings. Mid-rise building types are permitted along Warden Avenue, Elgin Mills Road East and Kennedy Road, and at the intersections of Warden Avenue and Kennedy Road with the east-west major collector road identified as Street 'D' in Map SP5 – Road Network. Mid rise and high rise building types are permitted and encouraged along Major Mackenzie Drive and the intersections of Warden Avenue, Kennedy Road and the collector road identified as Street 'A' in Map SP5 – Road Network.

Lands designated 'Residential' are also intended to accommodate community infrastructure and services such as *public schools*, parks and open spaces, *places of worship* and *affordable and shared housing*, all with access to an active transportation network which encourages walking, cycling and transit. *Public schools*, *daycare centres*, and parks and open spaces, and other community infrastructure will be located in neighbourhood centres, where possible, to act as a focal points for the Angus Glen Community.

The policies of the land use designations are intended to ensure compatibility with the character and pattern of adjacent and surrounding development; provide adequate park space and community services, and a high quality of urban design; promote sustainable development practices; improve the pedestrian experience; and improve access to transit as outlined in Section 8.2 of the Official Plan.

'Residential' lands are categorized into 'Residential Low Rise', 'Residential Mid Rise I', 'Residential Mid Rise II' and 'Residential High Rise' designations as shown on Map SP1 – Detailed Land Use. Additional specific provisions relating to the residential development contemplated in each designation are established in this Plan.

### 8.2.1 Residential Low Rise

The 'Residential Low Rise' designation applies to the majority of the lands in the Secondary Plan Area as identified on Map SP1 – Detailed Land Use. The designation is intended to provide for the development of compact neighbourhoods consisting of primarily ground-related housing types on pedestrian friendly streets.

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

##### **General Policies**

- 8.2.1.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Residential Low Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1 and 8.2.3 of the Official Plan, except as otherwise provided for in Sections 8.2.1.2 through 8.2.1.5 in this Plan.

##### **Uses**

- 8.2.1.2 To provide for only the following uses on lands designated 'Residential Low Rise':
- a) dwelling unit including a *home occupation*;
  - b) *secondary suite* in accordance with Section 8.13.8 of the Official Plan;

- c) *convenience retail and personal services* in accordance with Section 8.13.1 of the Official Plan;
- d) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
- e) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- f) *public school*, provided it is approved at a location on an arterial or collector road;
- g) *shared housing small scale* in accordance with Section 8.13.9 of the Official Plan; and,
- h) uses provided for in Section 8.1.1 of the Official Plan.

### **Building Types**

- 8.2.1.3 To provide for only the following building types on lands designated 'Residential Low Rise':
- a) detached dwelling, semi-detached dwelling, townhouse excluding back to back townhouse, duplex, small multi-plex building containing 3 to 6 units, all with direct frontage on a public street. A zoning by-law amendment to permit the above building types without direct frontage on a public street may also be considered, at appropriate locations, where a development block has frontage on an arterial or a major collector road, or where individual lots have frontage on a public park which fronts a public street;
  - b) *coach house* located above a garage on a laneway; and,
  - c) buildings associated with *day care centres*, *places of worship* and *public schools*.

### **Height and Density**

- 8.2.1.4 To provide for the following height and density on lands designated 'Residential Low Rise':
- a) a maximum building height of 3 storeys; and,
  - b) a minimum density of 25 units per net hectare and a maximum density of 45 units per net hectare.

### **Development Criteria**

- 8.2.1.5 That In addition to the development criteria outlined in Section 8.2.3.6 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential Low Rise', Council shall ensure that development adheres to the development criteria outlined below:
- a) direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

## **8.2.2 Residential Mid Rise**

The 'Residential Mid Rise' designations apply to certain lands in the vicinity of Warden Avenue, Kennedy Road and Elgin Mills Road East, and along the east-west major collector road identified as Street 'D' on Map SP1 - Detailed Land Use. The designations are intended to accommodate more intensive residential development along transit corridors and to provide for a transition between the more intensive development along the Warden Avenue, Kennedy Road, Elgin Mills Road and Major Mackenzie frontages and 'Residential Low Rise' development internal to the Angus Glen Secondary Plan Area.

There are two categories of 'Residential Mid Rise' designation in this Secondary Plan, including 'Residential Mid Rise I' and 'Residential Mid Rise II'. Lands designated 'Residential

Mid Rise II' are intended to provide higher density development as a gateway into the Angus Glen community.

**It is the policy of Council:**

- 8.2.2.1 That lands within the Angus Glen Secondary Plan Area that are 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 Section 8.2.2.2 and Section 8.2.2.3 in this Plan.

**8.2.2.2 Residential Mid Rise I**

**Uses**

- 8.2.2.2.1 To provide for the following uses on lands designated 'Residential Mid Rise I' in addition to the uses listed in Section 8.2.1.2 of this Secondary Plan:
- a) *shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan.

**Building Types**

- 8.2.2.2.2 To provide for only the following building types on lands designated 'Residential Mid Rise I':
- a) townhouse including back to back townhouse;
  - b) small multiplex buildings containing 3 to 6 units;
  - c) stacked townhouse;
  - d) apartment building;
  - e) *coach house* located above a garage on a laneway; and,
  - f) buildings associated with *day care centres, places of worship and public schools*.

**Height and Density**

- 8.2.2.2.3 To provide for only the following height and density on lands designated 'Residential Mid Rise I':
- a) a minimum building height of 2 storeys and a maximum building height of 4 storeys, with the following exceptions:
    - i. apartment buildings may have an attached podium lower than 3 storeys; and
    - ii. buildings fronting arterial roads may achieve a maximum building height of 6 storeys; and,
  - b) a minimum density of 40 units per net hectare and a maximum density of 70 units per net hectare.

**Development Criteria**

- 8.2.2.2.4 That in addition to the development criteria outlined in Section 8.2.4.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential Mid Rise I', Council shall ensure that development adheres to the development criteria outlined below:
- a) direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

### 8.2.2.3 Residential Mid Rise II

#### Uses

- 8.2.2.3.1 To provide for the uses identified in Section 8.2.2.2.1 of this Secondary Plan on lands designated 'Residential Mid Rise II'.

#### Building Types

- 8.2.2.3.2 To provide for only the following building types on lands designated 'Residential Mid Rise II':
- a) stacked townhouse;
  - b) apartment building; and
  - c) buildings associated with *day care centres, places of worship and public schools*.

#### Height and Density

- 8.2.2.3.3 To provide for only the following height and density on lands designated 'Residential Mid Rise II':
- a) A minimum building height of 2 storeys and a maximum building height of 6 storeys, with the following exceptions:
    - i. buildings associated with *day care centres, places of worship and public schools* may have a minimum height equivalent to 2 storeys;
    - ii. apartment buildings may have an attached podium lower than 3 storeys;
    - iii. buildings fronting arterial roads may achieve a maximum height of 8 storeys;
  - b) a minimum density of 50 units per net hectare and a maximum density of 80 units per net hectare.

#### Development Criteria

- 8.2.2.3.4 That in considering an application for *development approval* on lands designated 'Residential Mid Rise II', Council shall ensure that development adheres to the development criteria outlined in Section 8.2.2.2.4.

### 8.2.3 Residential High Rise

The 'Residential High Rise' designation applies to certain lands in the vicinity of Major Mackenzie Drive as identified on Map SP1 – Detailed Land Use. The designation is intended to accommodate the most intensive residential development in the Angus Glen Secondary Plan Area to support the Regional Rapid Transit Corridor on Major Mackenzie Drive, and to provide for a transition between the more intensive development along the Major Mackenzie frontage and the 'Residential Mid Rise' development to the north.

#### It is the policy of Council:

#### General Policies

- 8.2.3.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Residential High Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1, and 8.2.5 of the Official Plan, except as otherwise provided for in Sections 8.2.3.2 through 8.2.3.5 in this Secondary Plan.



### Uses

- 8.2.3.2 To provide for the following uses on lands designated 'Residential High Rise' in addition to the uses listed in Section 8.2.1.2 of this Secondary Plan:
- a) *shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan.

### Building Types

- 8.2.3.3 To provide for only the following building types on lands designated 'Residential High Rise':
- a) townhouse excluding back to back townhouse;
  - b) stacked townhouse;
  - c) apartment building; and,
  - d) buildings associated with *day care centres, places of worship and public schools*.

### Height and Density

- 8.2.3.4 To provide for only the following height and density provisions for lands designated 'Residential High Rise':
- a) a minimum building height of 3 storeys and a maximum building height of 15 storeys, with the following exceptions:
    - i. buildings associated with *day care centres, places of worship and public schools* which may have a minimum height equivalent to 2 storeys; and,
    - ii. apartment buildings may have an attached podium of a minimum of 3 storeys.
  - b) a minimum density of 80 units per net hectare and a maximum density of 200 units per net hectare.

### Development Criteria

- 8.2.3.5 That in addition to the development criteria outlined in Section 8.2.5.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential High Density', Council shall ensure that development adheres to the development criteria outlined below:
- a) direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

## 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 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 that 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', 'Mixed Use Mid Rise – Neighbourhood Service Node', 'Mixed Use High Rise' and 'Mixed Use High Rise – Retail Focus'

designations as shown on Map SP1 – Detailed Land Use. Additional specific provisions relating to the development contemplated in each designation is established in this Secondary Plan.

### 8.3.1 Mixed Use Mid Rise

The 'Mixed Use Mid Rise' designation applies to certain lands at the intersections of Warden Avenue and Kennedy Road, and at the intersections of Warden Avenue and Kennedy Road at the east-west the major collector road identified as Street 'D' on Map SP1 – Detailed Land Use. The intent is to deliver a portion of the Mixed Use Regional Corridor, Mixed Use Neighbourhood Corridor and the Neighbourhood Service Node identified in Appendix 1 – Future Urban Area Community Structure Plan.

The portions of the 'Mixed Use Mid Rise' designation along the major collector road will be in the form of a main street, characterized by animated multi-storey buildings. The mixed use areas at key intersections of Warden Avenue and Kennedy Road, and the major collector road will be developed with a more intensive mixed use building form characteristic of the mixed use Neighbourhood Service Node identified in Appendix 1 – Future Urban Area Community Structure Plan and the Community Design Plan.

The 'Mixed Use Mid Rise' designation is located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of a complete community.

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

#### **General Policies**

- 8.3.1.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Mixed Use Mid Rise' shall be subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.3 of the Official Plan, except as otherwise provided for in Sections 8.3.1.2 through Section 8.3.1.6 in this Plan.

#### **Uses**

- 8.3.1.2 To provide for only the following uses on lands designated 'Mixed Use Mid Rise':
- a) sports and fitness recreation;
  - b) commercial school;
  - c) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
  - d) dwelling unit including a home occupation;
  - e) financial institution;
  - f) office;
  - g) restaurant;
  - h) retail;
  - i) hotel;
  - j) *secondary suite* in accordance with Section 8.13.8 of the Official Plan;
  - k) service, with the exception of motor vehicle service stations and commercial storage facility;
  - l) commercial parking garage;

- m) *shared housing small scale, shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan;
- n) *place of worship, public school and private school* in accordance with Section 8.3.1.5 of this Plan.

### **Building Types**

8.3.1.3 To provide for only the following building types on lands designated 'Mixed Use Mid Rise':

- a) stacked townhouse;
- b) apartment building; and,
- c) multi-storey non-residential or mixed use building.

### **Height and Density**

8.3.1.4 To provide for only the following height and density provisions for lands designated 'Mixed Use Mid Rise':

- a) a minimum building height of 4 storeys and a maximum building height of 6 storeys, with the following exceptions:
  - i. buildings associated with *day care centres, places of worship and public schools* may have a minimum height equivalent to 2 storeys;
  - ii. apartment buildings may have an attached podium lower than 3 storeys; and,
  - iii. buildings fronting arterial roads may have a maximum height of 8 storeys.
- b) a minimum density of 40 units per net hectare and a maximum density of 70 units per net hectare. Where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other facilities, shall be excluded from the calculation of density.

### **Development Criteria**

8.3.1.5 That in addition to the development criteria outlined in Sections 8.3.1.4 and 8.3.3.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Mixed Use Mid Rise', Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.3.5 of the Official Plan, the provisions of Section 8.3.1.5 of this Plan shall prevail:

- a) retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 2,000 square metres. 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;
- b) development shall address and animate public streets, particularly the Warden Avenue and Kennedy Road at Elgin Mills Road, and at the Street 'D' 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 Secondary Plan, as further articulated in the Community Design Plan;
- d) pedestrian connections will be provided to adjacent neighbourhoods; and,
- e) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building located on an arterial or major collector road.

### 8.3.1.6 Neighbourhood Service Node

The following specific height and density provisions, and development criteria shall apply to the 'Mixed Use Mid Rise' lands located at the intersections of Street 'D' and Elgin Mills Road at Warden Avenue, and at the intersection of Elgin Mills Road and Kennedy Road as identified on Map SP1 – Detailed Land Use, and identified as a mixed use Neighbourhood Service Node in Appendix 1 - Future Urban Area Community Structure Plan and the Community Design Plan:

- a) stacked townhouses may be permitted as a secondary and transitional built form, subject to a review of an application for *development approval* subject to the development criteria outlined in Section 8.3.1.5 and the criteria outlined below:
  - i. stacked townhouses shall not be located on an arterial or collector road;
  - ii. parking shall be located away from prominent views or main streets;
  - iii. appropriate transitions in height and massing to adjacent or abutting development shall be provided; and,
  - iv. appropriate landscaping shall be provided.
- b) where the ground floor or a portion of the ground floor of a building fronts Warden Avenue, Kennedy Road, Elgin Mills Road or Street 'D':
  - retail, personal service, office and other non-residential uses shall be provided; and
  - the ground floor shall be designed to achieve a minimum height conducive to non-residential uses;
- c) the minimum building height shall be 4 storeys, except for apartment buildings which may have an attached podium lower than 3 storeys, and the maximum building height shall be 8 storeys;
- d) the minimum density shall be 50 units per net hectare and the maximum density shall be 80 units per net hectare, and where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other facilities, shall be excluded from the calculation of density; and
- e) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building.

### **Site Specific Policies**

- 8.3.1.7 That for the lands designated 'Mixed Use Mid Rise' as shown in hatching with a reference to Section 8.3.1.7 on Map SP1 – Detailed Land Use, the following site-specific policies shall apply:
  - a) golf course *major recreational* use in addition to the list of permitted uses provided in Section 8.3.1.2 of this Plan;
  - b) to provide for club house facilities and accessory buildings on golf course property as additional permitted building types to the list of permitted building types in Section 8.3.1.3 of this Plan;
  - c) that club house facilities or accessory buildings on golf course property shall have a minimum building height of 1 storey notwithstanding the height and density policies in Section 8.3.1.4 of this Plan; and
  - d) building heights and/or density may exceed the maximums provided for in Section 8.3.1.4 without amendment to this Plan, subject to the submission of a *comprehensive block plan*

generally in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, approved by the City.

### **8.3.2 Mixed Use High Rise**

The 'Mixed Use High Rise' designation applies to certain lands at Kennedy Road and Major Mackenzie Drive as identified on Map SP1 – Detailed Land Use Plan. The intent is to deliver high density development to support the Regional Rapid Transit Corridor identified on Map SP1 – Detailed Land Use Plan.

The development of the 'Mixed Use High Rise' designation will be characterized by animated multi-storey buildings with the most intensive development oriented to Major Mackenzie Drive, Kennedy Road and the north-south collector roads.

The 'Mixed Use High Rise' designation is located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of a complete community.

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

#### **General Policies**

- 8.3.2.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Mixed Use High Rise' shall be subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.4 of the Official Plan, except as otherwise provided for in Section 8.3.2.2 through 8.3.2.6 of this Secondary Plan.

#### **Uses**

- 8.3.2.2 To provide for the uses listed in Section 8.3.1.2 of this Secondary Plan on lands designated 'Mixed Use High Rise'.

#### **Building Types**

- 8.3.2.3 To provide for only the following building types on lands designated 'Mixed Use High Rise':
- a) apartment building;
  - b) multi-storey non-residential or mixed-use building;
  - c) stacked townhouse; and
  - d) townhouse excluding back to back townhouse.

#### **Height and Density**

- 8.3.2.4 To provide for only the following height and density provisions for lands designated 'Mixed Use High Rise':
- a) a minimum building height of 4 storeys and a maximum building height of 15 storeys, with the following exceptions:
    - i. apartment buildings may have an attached podium of a minimum of 3 storeys; and
  - b) for the purposes of this Secondary Plan, stacked townhouses shall be deemed to meet the minimum 4 storey requirement
  - c) a minimum density of 80 units per net hectare and a maximum density of 200 units per net hectare, with the following exception:

- i. where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other facilities, shall be excluded from the calculation of density; and
- d) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building located on an arterial or major collector road.

### **Development Criteria**

- 8.3.2.5 That in addition to the development criteria outlined in Section 8.3.4.5 of the Official Plan, in considering an application for *development approval* on lands designed 'Mixed Use High Rise', Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.4.5 of the Official Plan, the provisions of Section 8.3.2.5 of this Secondary Plan shall prevail:
- a) Interim development of lands designated 'Mixed Use High Rise' are subject to Section 9.9.3 of the Official Plan, which requires the preparation of a *comprehensive block plan* in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference.

### **Site Specific Policies**

- 8.3.2.6 That for the lands designated 'Mixed Use High Rise' as shown in hatching with a reference to Section 8.3.2.6 on Map SP1 – Detailed Land Use, the following site-specific policies shall apply:
- a) golf course *major recreational* use in addition to the list of permitted uses provided in Section 8.3.1.2 of this Plan;
  - b) to provide for club house facilities and accessory buildings on golf course property as additional permitted building types to the list of permitted building types in Section 8.3.1.3 of this Plan;
  - c) that club house facilities or accessory buildings on golf course property shall have a minimum building height of 1 storey notwithstanding the height and density policies in Section 8.3.1.4 of this Plan;
  - d) building heights and/or density may exceed the maximums provided for in Section 8.3.2.4 without amendment to this Plan, subject to the submission of a *comprehensive block plan* generally in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, approved by the City.

### **8.3.3 Mixed Use High Rise – Retail Focus**

The 'Mixed Use High Rise – Retail Focus' designation applies to certain lands at the intersection of Major Mackenzie Road and Warden Avenue as identified on Map SP1 – Detailed Land Use. The intent is to ultimately deliver high density development in accordance with the policies of the 'Mixed Use High Rise' designation to support the Regional Rapid Transit Corridor identified on Map SP6 – Transit and Active Transportation Network. However it is recognized that initially some or all of the lands will be developed for retail development as an interim use.

**It is the policy of Council:**

### **General Provisions**

- 8.3.3.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Mixed Use High Rise – Retail Focus' shall be subject to the relevant provisions of Sections 8.1, 8.3.1, 8.3.4 and 8.4.1 of the Official Plan, except as otherwise provided for in Section 8.3.3.2 through 8.3.3.5 of this Plan.

#### **Uses**

- 8.3.3.2 To provide for the following uses on lands designated 'Mixed Use High Rise – Retail Focus' in addition to those uses listed in Section 8.3.1.2:
- a) banquet hall;
  - b) hotel;
  - c) motor vehicle service station in accordance with Section 8.13.5 of the Official Plan;
  - d) entertainment;
  - e) trade school; and
  - f) funeral establishment in accordance with Section 8.13.4 of the Official Plan.

#### **Building Types**

- 8.3.3.3 To provide for only the following building types on lands designated 'Mixed Use High Rise – Retail Focus':
- a) apartment building;
  - b) single and multi-storey non-residential or mixed-use building;
  - c) stacked townhouse; and
  - d) townhouse excluding back to back townhouse.

#### **Height and Density**

- 8.3.3.4 To provide for only the following height and density provisions for lands designated 'Mixed Use High Rise – Retail Focus':
- a) a minimum building height of 4 storeys and a maximum building height of 15 storeys with the following exceptions:
    - i. apartment buildings may have an attached podium of a minimum of 3 storeys;
    - ii. a building height of greater than 15 storeys may be permitted through an application for *development approval*, provided a *comprehensive block plan*, in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, is prepared and approved by the City.
  - b) for the purposes of this Secondary Plan, stacked townhouses shall be deemed to meet the minimum 4 storey requirement;
  - c) the minimum overall density shall be 1.0 FSI on lands designated 'Mixed Use High Rise-Retail Focus', recognizing that individual developments may not achieve the minimum target, while other developments will exceed the target. However, where retail development is proposed as an interim use the minimum overall density shall be 0.3 FSI; and
  - d) a maximum overall density of up to 3.0 FSI, with the following exception:
    - i. where a building height of greater than 15 storeys is permitted in accordance with 8.3.3.4, the maximum overall density shall be determined through a *comprehensive block plan*.

#### **Development Criteria**

8.3.3.5 That in addition to the development criteria outlined in Section 8.3.4.5 in the Official Plan, in considering an application for *development approval* on lands designed 'Mixed Use High Rise – Retail Focus', Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.4.5 of the Official Plan, the provisions of Section 8.3.2.5 of this Plan shall prevail:

- a) Interim development of lands designated 'Mixed Use High Rise – Retail Focus' are subject to Section 9.9.3 of the Official Plan, which requires the preparation of a *comprehensive block plan* in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference.

## 8.4 Greenway Designation

The 'Greenway' designation shown on Map SP1 – Detailed Land Use applies to Greenway System lands shown on Map SP4 – Greenway System that contains the Natural Heritage Network, Natural Heritage Network Enhancement, Rouge Watershed Protection Area, Greenbelt Plan Area, certain stormwater management facilities and the golf course *major recreational use* as permitted by the Greenbelt Plan. These lands are intended to protect *natural heritage and hydrologic features* while supporting natural heritage enhancement opportunities, active and passive recreation uses and nature appreciation.

**It is the policy of Council:**

### General Policies

8.4.1 That lands within the Angus Glen Secondary Plan Area designated 'Greenway' as shown on Map 4 – Greenway System in the Official Plan and Map SP1 – Detailed Land Use shall be subject to the general provisions of Sections 3.1 and 8.6 of the Official Plan except as otherwise provided for in Section 4.1 of this Plan, and the land use policies of Section 8.4.2 of this Plan.

### Uses

8.4.2 To provide for only 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 carried out by a public authority;
- e) trails and nature-based public recreational activities including associated recreational infrastructure;
- f) golf course *major recreational use* including re-configurations or expansions subject to Section 4.1.17;
- g) parkland uses subject to Section 4.1.8;
- h) 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;



- i) communications/telecommunications infrastructure, subject to the requirements of the Greenbelt Plan where applicable;
- j) dwelling unit within the Greenbelt Plan Area, subject to Section 4.5 of the Greenbelt Plan;
- k) dwelling unit within the Greenway System but outside the Greenbelt Plan Area, provided that it was a legally existing use prior to the adoption of this Secondary Plan;
- l) *home occupation*; and
- m) *secondary suite* in accordance with Section 8.13.8 of the Official Plan.

## 9.0 IMPLEMENTATION

### 9.1 General Policies

#### It is the policy of Council:

- 9.1.1 That this Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, and other provincial legislation, the provisions of Section 10 of the Official Plan and the provisions of this Secondary Plan.

#### Developers' Group Agreement(s)

- 9.1.2 That the locations of proposed public infrastructure such as roads, stormwater management facilities or the provision of other community facilities identified in this 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 such as parks, roads and road improvements, internal and external services, stormwater management facilities, the City shall require that, as a condition of *development approval*, development proponents enter into one or more Developers' Group Agreements to address the sharing of these costs.
- 9.1.3 That Developers' Group agreements shall provide for 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.

#### Development Phasing Plan

- 9.1.4 That a development phasing plan for the Secondary Plan Area shall be prepared in accordance with Section 10.1.2.2 m) of the Official Plan and the policies of this Secondary Plan.
- 9.1.5 That the development phasing plan be submitted prior to any *development approval* within the Secondary Plan Area.
- 9.1.6 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.
- 9.1.7 That, in addition to the matters identified in Section 10.1.2.2 m) of the Official Plan, that are required to be addressed, the development phasing plan shall also address:
- a) the planned distribution of housing by 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.
- 9.1.8 That the City shall ensure through plans of subdivisions, development agreements, and holding provisions in the zoning by-law, that the development in the Angus Glen Secondary Plan Area occurs sequentially and generally as described in the development phasing plan.

**Parkland Dedication**

- 9.1.9 That as a condition of *development approval* of land within the Angus Glen Secondary Plan Area, the City may through the parkland dedication by-law, require that land be conveyed for parks and other recreational purposes as set out in Section 10.8 of the Official Plan.

## **10.0 INTERPRETATION**

### **10.1 General Policies**

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

- 10.1.1 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 Secondary Plan and the policies and/or designations of the Official Plan, the policies of this Secondary Plan shall prevail.
- 10.1.2 That this Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan, when implementing this Secondary Plan.
- 10.1.3 That this Secondary Plan includes goals, objectives, principles and policies intended as a guide to development within the Angus Glen 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.
- 10.1.4 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 the Commissioner of Development Services.

ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)





- MIXED USE

- ## GREENWAY SYSTEM

- ## SITE SPECIFIC POLICY











- ## PARKS AND OPEN SPACE

- ## COMMUNITY INFRASTRUCTURE

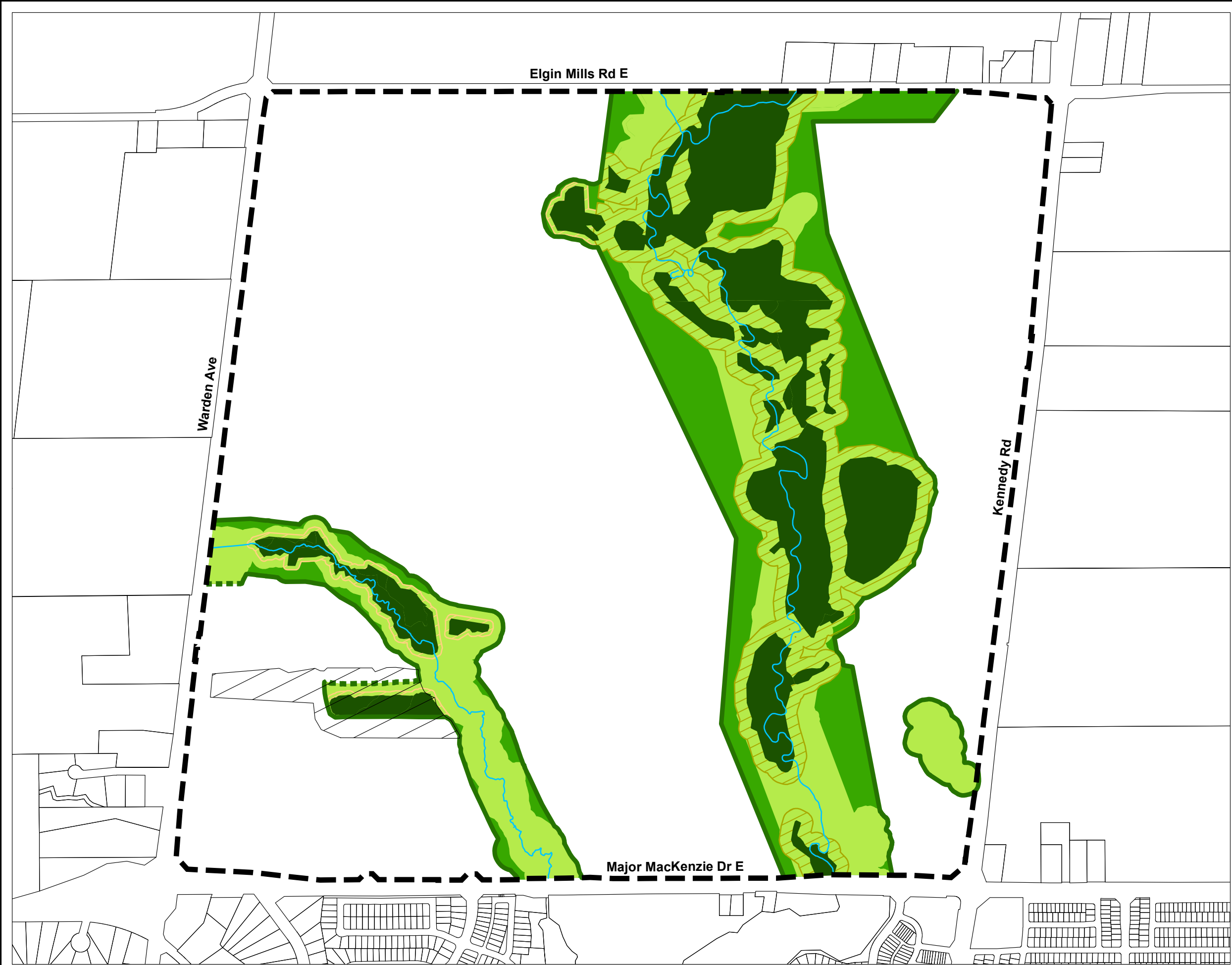
- |   |  |
|---|--|
|  | Catholic Secondary School                    |
|  | Public Elementary School                     |
|  | Catholic Elementary School                   |
|  | French Elementary School - See Section 5.2.7 |
|  | Place of Worship                             |
|  | See Section 5.2.14                           |
|  | Firehall                                     |

**MAP SP2  
GREENWAY SYSTEM**

**ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)**

-  Boundary of Secondary Plan Area
-  Greenway System Boundary
-  Greenway System Boundary  
See Sections 4.1.17, 4.1.18 and 4.5.3
-  Natural Heritage Network
-  Rouge Watershed Protection Area
-  Rouge Watershed Protection Area  
See Sections 4.1.17, 4.1.18 and 4.5.3
-  Other Greenway System Lands including certain  
naturalized stormwater management facilities
-  Greenbelt Plan Area
-  See Sections 4.1.17 and 4.1.18
-  Permanent Streams and Intermittent Streams

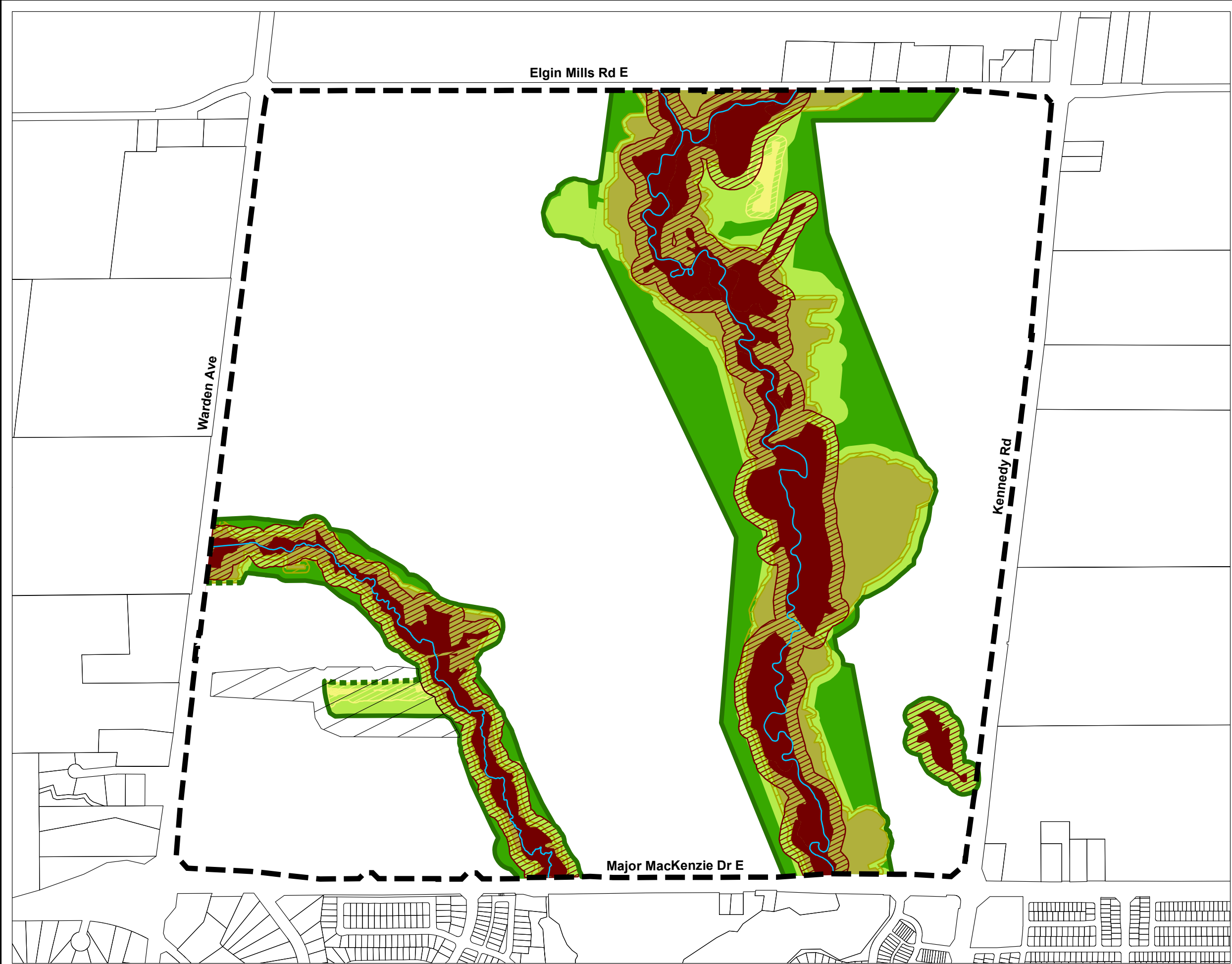




**MAP SP3**  
**NATURAL HERITAGE FEATURES**  
ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

- Boundary of Secondary Plan Area
- Greenway System Boundary
- Greenway System Boundary  
See Sections 4.1.17, 4.1.18 and 4.5.3
- NATURAL HERITAGE NETWORK**
- Significant Woodlands
- Minimum Vegetation Protection Zone (30m) for Significant Woodlands
- Minimum Vegetation Protection Zone (10m) for Significant Woodlands
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Other Natural Heritage and Hydrologic Features and Minimum Vegetative Protection Zone
- See Sections 4.1.17 and 4.1.18
- Permanent Streams and Intermittent Streams





**MAP SP4**  
**HYDROLOGIC FEATURES**  
ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

Boundary of Secondary Plan Area

Greenway System Boundary

Greenway System Boundary  
See Sections 4.1.17, 4.1.18 and 4.5.3

**NATURAL HERITAGE NETWORK**

Significant Valleylands

Minimum Vegetation Protection Zone (10m) for Significant Valleylands

Provincially Significant Wetlands

Wetlands

Minimum Vegetation Protection Zone (30m) for Provincially Significant Wetlands

Minimum Vegetation Protection Zone (15m) for Wetlands

Other Greenway System Lands including certain naturalized stormwater management facilities

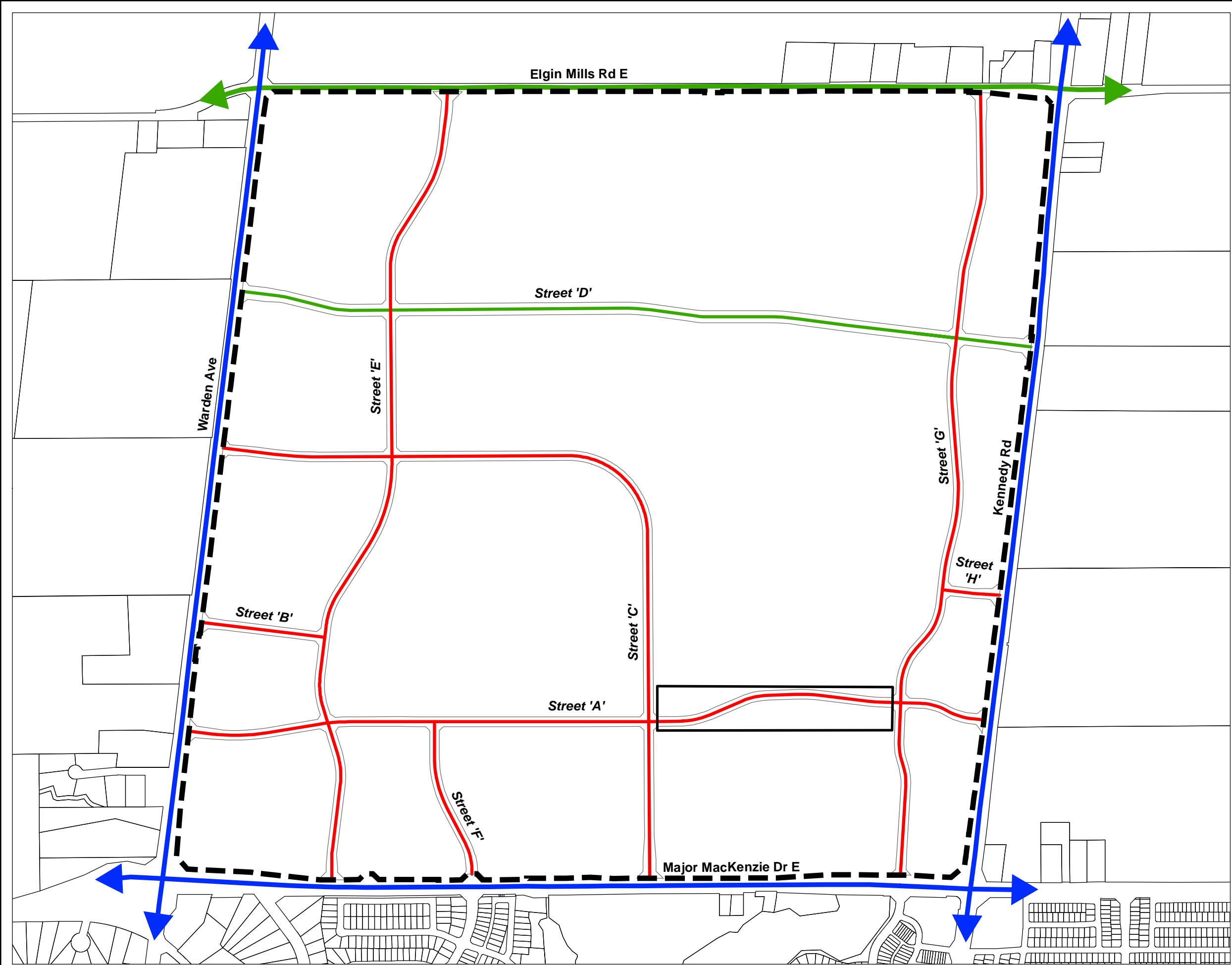
Other Natural Heritage and Hydrologic Features and Minimum Vegetation Protection Zone

See Sections 4.1.17 and 4.1.18

Permanent Streams and Intermittent Streams


SCALE: 1:9,500    Date: 14/02/2023






# MAP SP5 ROAD NETWORK


ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)


 Boundary of Secondary Plan Area

## ARTERIAL ROADS


 Region of York Arterial Road

## COLLECTOR ROADS

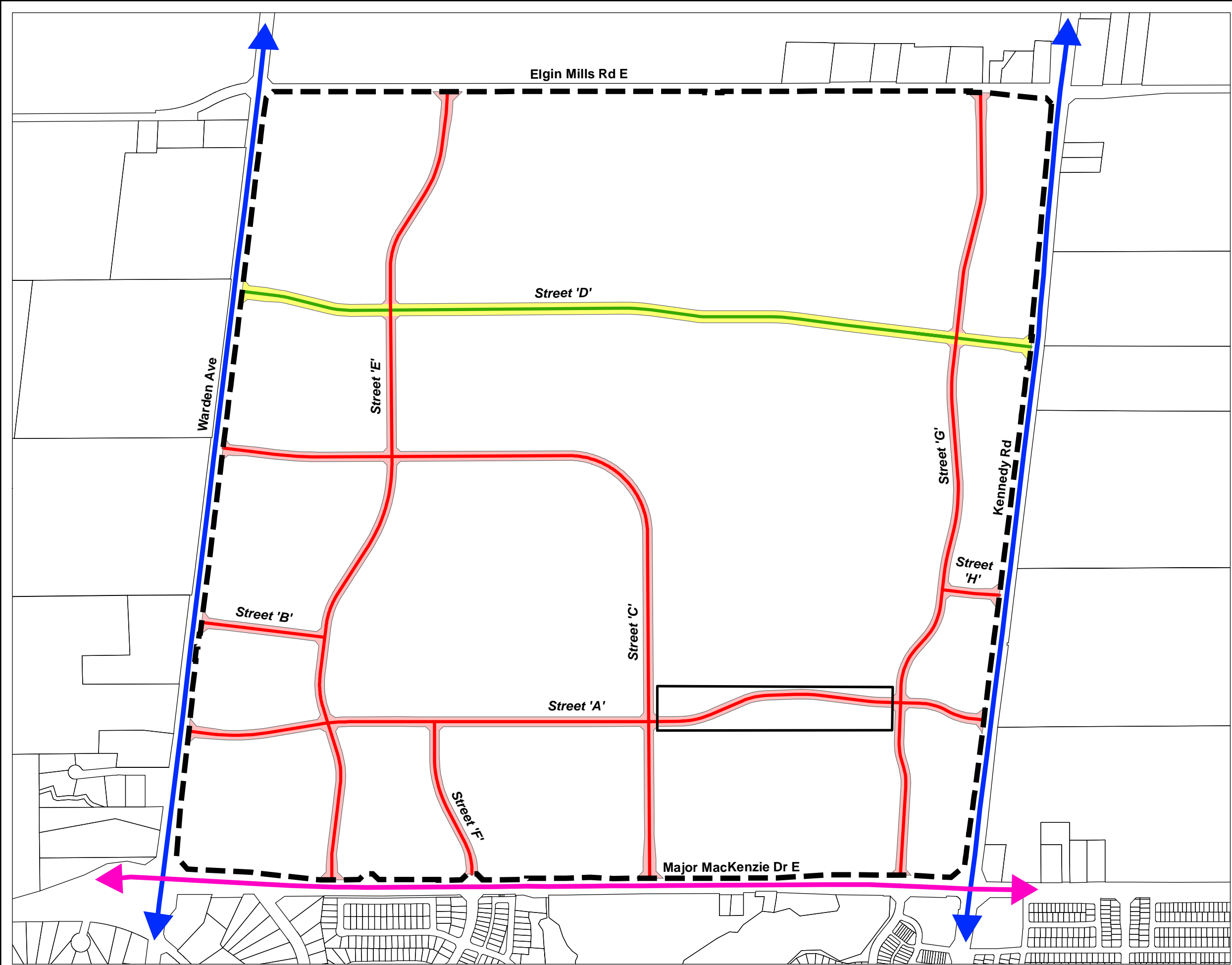
 Major Collector Road  
(Up to 30.5 metre right-of-way)

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

## SITE SPECIFIC POLICY

 See Section 7.1.1.6





**MAP SP6**  
**TRANSIT AND ACTIVE**  
**TRANSPORTATION NETWORK**  
ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

Boundary of Secondary Plan Area

**ARTERIAL ROADS**

- Regional Rapid Transit Corridor
- Regional Transit Priority  
- Frequent Transit Service

**ACTIVE TRANSPORTATION NETWORK**

- Major Collector Road with  
Boulevard Multi Use Path
- Minor Collector Road with  
Boulevard Multi Use Path


**SITE SPECIFIC POLICY**

- See Section 7.1.1.6

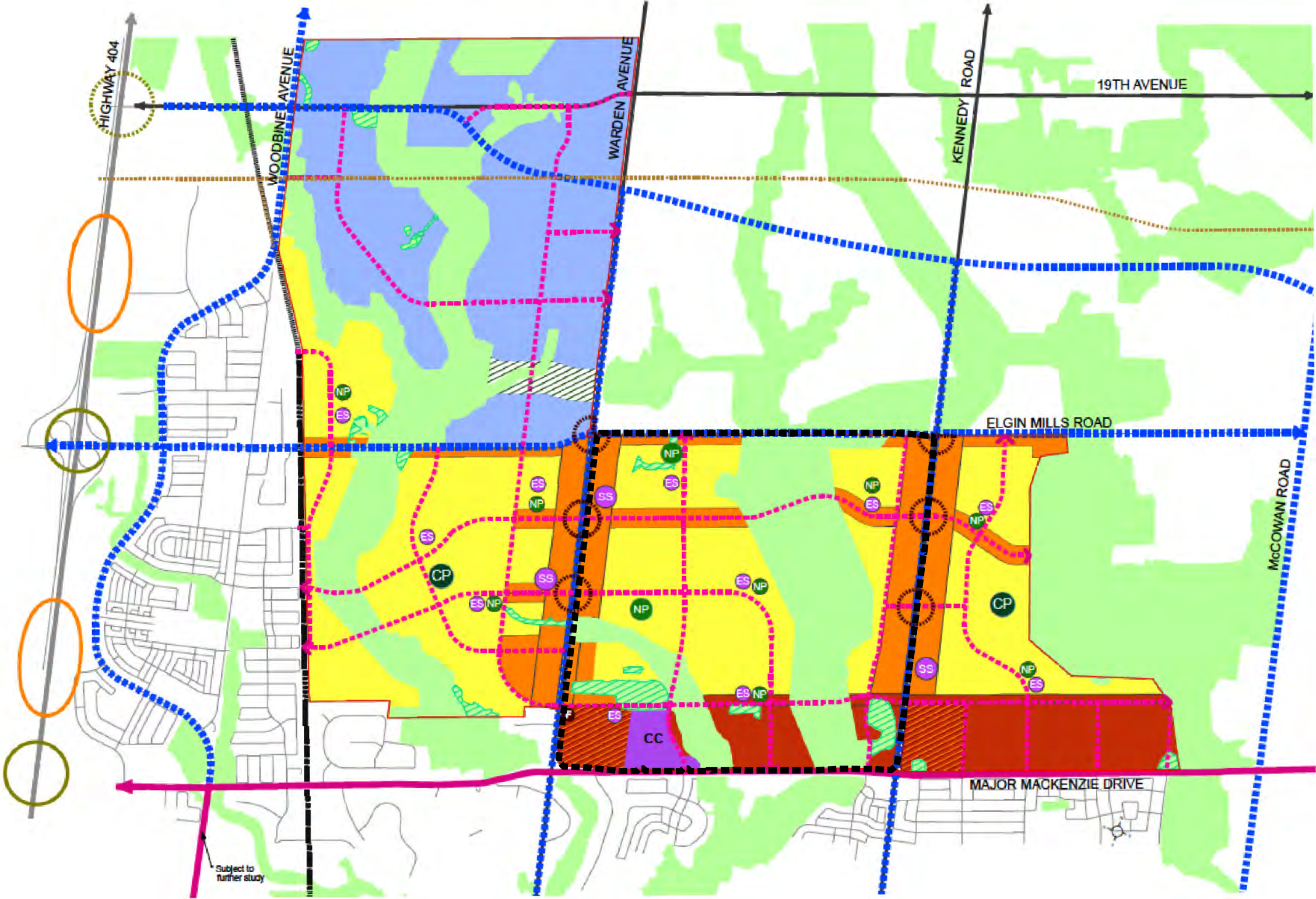




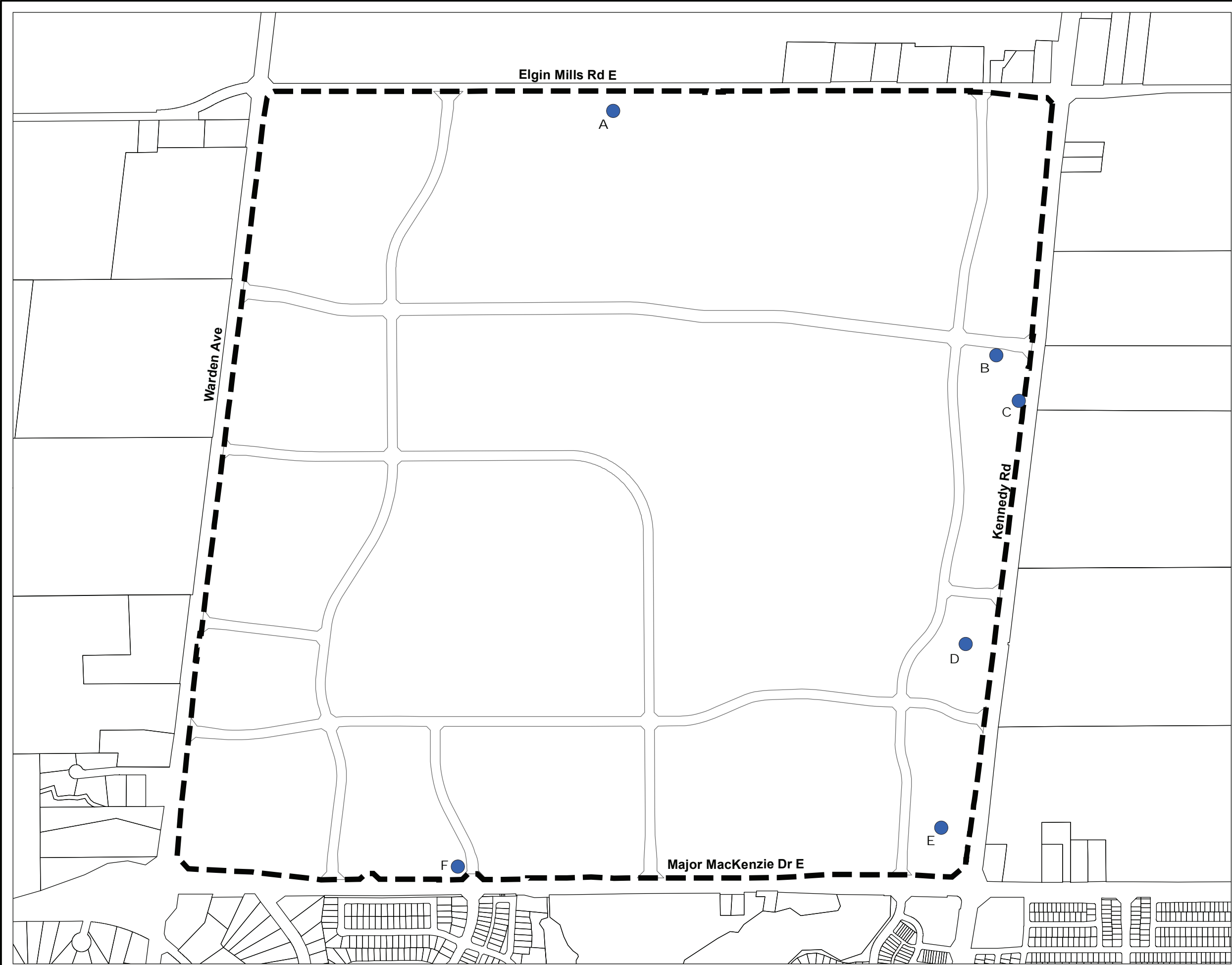
**APPENDIX 1**  
**FUTURE URBAN AREA**  
**COMMUNITY STRUCTURE PLAN**  
**ANGUS GLEN SECONDARY PLAN**  
(Official Plan Amendment XXX)

 Boundary of Secondary Plan Area

October 17, 2017 Council endorsed Community Structure Plan, with the exception of the Proposed Ecological Corridor which remains under study until a Council resolution is achieved.





- Study Area
- Greenway System
- Proposed Ecological Corridor (Under Study)
- Greenway System Under Study
- Residential Neighbourhood Area
- Mixed Use Neighbourhood Corridor
- Mixed Use Regional Corridor
- Mixed Use Regional Corridor - Retail Focus
- Employment Area
- Neighbourhood Service Node
- CC Community Centre
- CP Community Park
- NP Neighbourhood Park
- NP Neighbourhood Park (3 ha or greater based on parkland dedication requirement)
- ES Elementary School
- SS Secondary School
- F Fire Station
- Proposed Collector Road Network
- Existing Highway Interchange
- Proposed Highway Interchange
- Proposed Highway Mid-block Crossing
- Functional Arterial Road System
- Highway
- Proposed Regional Rapid Transit Corridor
- Proposed Regional Transit Priority (Frequent Transit Network and/or HOV)
- Hydro Corridor
- TransCanada Pipeline Easement



**APPENDIX 2  
CULTURAL HERITAGE  
RESOURCES**

**ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)**

-  Boundary of Secondary Plan Area
-  Cultural Heritage Resource

- A. William and Sarah Sommerfeldt House, c.1855  
4075 Elgin Mills Road East
- B. Storry-Appleton Barn Complex, c.1910  
10504 Kennedy Road
- C. Thomas and Elizabeth Hobbs House, c. 1927  
and Barn, c.1930  
10476 Kennedy Road
- D. George H. Pingle House, c. 1870  
10228 Kennedy Road
- E. John Pingle House, c. 1875  
10060 Kennedy Road
- F. George Pingle Jr. House, c.1842  
4022 Major Mackenzie Drive East






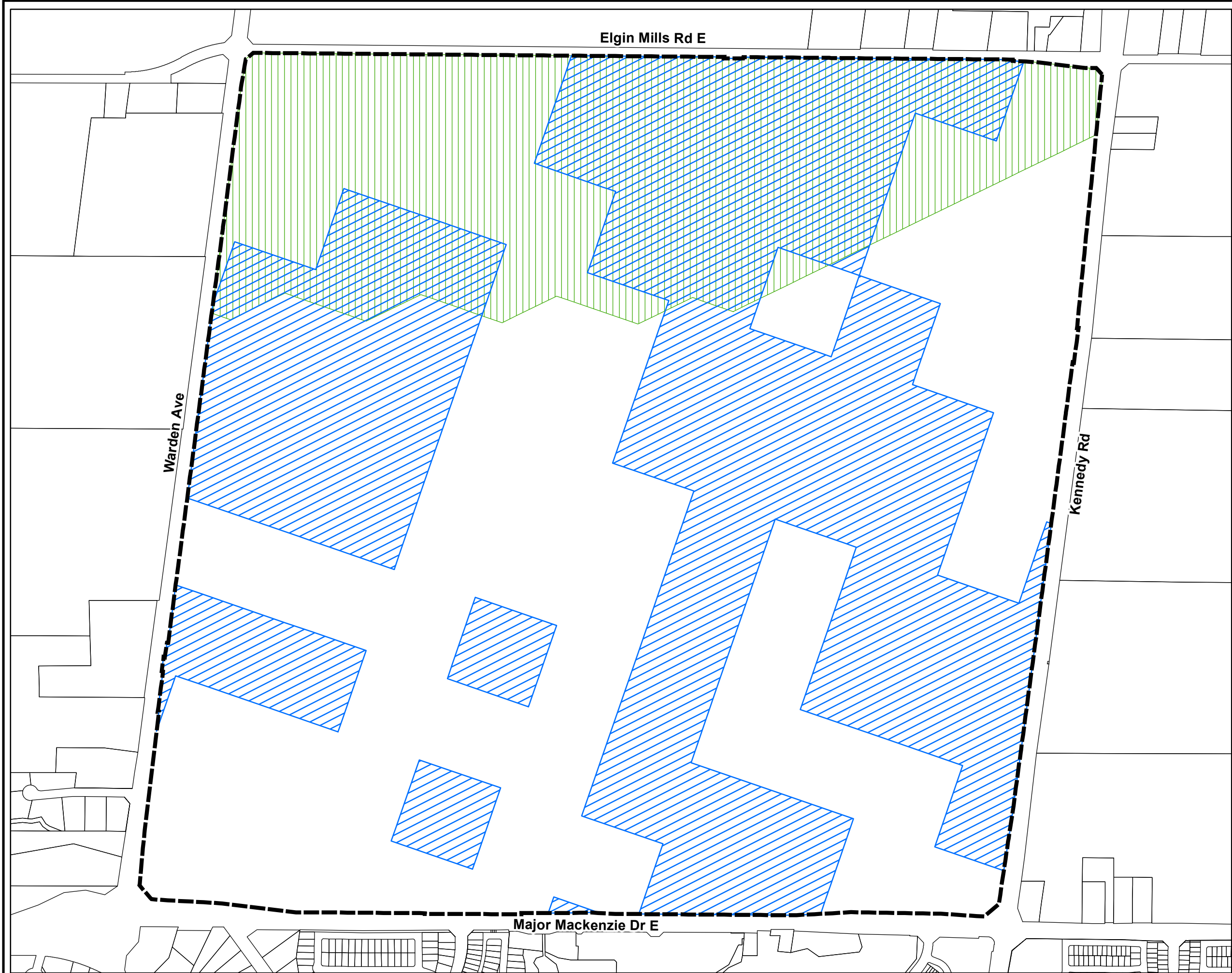
**APPENDIX 3  
GROUNDWATER  
RESOURCES**

**ANGUS GLEN SECONDARY PLAN**  
(Official Plan Amendment XXX)

 Boundary of Secondary Plan Area

 Significant Groundwater Recharge Area

 Wellhead Protection Area - Quantity (WHPA-Q2)



## COMMUNICATION FROM JIM PARASKEVOPOULOS: PLAN 23 131550 - ZONING BY-LAW AMENDMENT APPLICATION - 2 OVIDA BLVD

**From:** J Paras <[jparas@rogers.com](mailto:jparas@rogers.com)>

**Date:** September 7, 2023 at 7:10:04 PM EDT

**Subject:** Suncor gas leak 4 Ovida urgent

**To:** Deputy Mayor & Regional Councillor, Michael Chan - Markham <[MichaelChan@markham.ca](mailto:MichaelChan@markham.ca)>

**CAUTION:** This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Dear Deputy Mayor Chan

I am resending this email for your reference as I was made aware it did not get circulated before the Sept 5th meeting.

Next meeting has now been scheduled for September 27 and my stance remains the same (to have it postponed) as I feel this major issue is being rushed and many questions need to be answered along with test reports and environmental risk analysis and if they're any health risks to me and my family who live just a couple feet away from the proposed 40 foot Remediation system. I am not convinced it is safe to have this container containing contaminated with vapour and soil so close to me especially since my daughters window are right beside It.

I know application fees may be lost but it's hard to put a price on my families safety.

Honourable Members of the Committee of Adjustment,

With deep respect and utmost urgency, I am writing to formally request a rescheduling of our meeting to a date no sooner than 90 days from the scheduled date, to allow for a comprehensive review. The well-being and safety of our neighborhood's residents, particularly my family, are at stake, and we require more time to fully understand and navigate the implications of this matter.

### Reasons for Request:

- **Lack of information required to make an informed decision:** The application is in respect to the building of a remediation facility, yet we have not been provided with complete information related to the environmental issue at hand. It is impossible to make an informed decision as to what is necessary without complete disclosure as to what has occurred, contamination levels reports, what the intended process entails (in terms of timelines, anticipated outcomes, and risk factors), alternative options that have or should have been considered, and what the current and potential risks to residents are.
- **Application premature:** The application is in respect to the building of a remediation facility that requires approval from the Ministry of the Environment. As of August 27, 2023, the Ministry has indicated that an application for the MPE system is not yet submitted. As such, it is premature to consider the application until such time as the facility itself has received approval.
- **Significance of Decision:** This is an exceptional circumstance and not a standard variance that normally comes before the Committee. The decision with respect to building an industrial remediation facility in a residential neighbourhood has profound and irreversible implications on the neighbourhood's character, and the safety and welfare of the community. It is not a decision that should be taken lightly and one that should not be considered without full and candid disclosure being made beforehand.
- **An adjournment is not prejudicial to the applicant:** The applicant has been aware of the situation for which it wishes to build a remediation facility since at least 2014. It has chosen not to take action until now. I have lived beside the applicant's property since 2015 and I only found out that there had been an incident requiring remediation earlier this month, upon seeing the Committee of Adjustment sign on the property. Given the applicant has waited almost a decade to initiate the process, a 90 day adjournment will not prejudice its rights in any manner. On the other hand, forcing residents to advance an informed position without full disclosure in a short-time frame is undoubtedly prejudicial.

As such, I respectfully reiterate my request that the application be adjourned for no less than 90 days to allow the community and the Committee sufficient time to obtain all the information that is necessary to make an informed decision.

In the alternative, if the Committee rejects the request for adjournment, I respectfully object to the application on the basis that the proposal will have the following detrimental impact on my property, surrounding properties, and the community at large:

- **Air Emissions:** Risks from untreated contaminants jeopardize the respiratory health of my family and the broader community.
- **Noise:** The incessant noise from the MPE system stands to disrupt the tranquility of our lives and the enjoyment of our property (including but not limited to our outdoor living spaces).
- **Ground Vibrations:** Vibrations, especially during crucial operational phases, are a potential threat to the structural soundness of our homes.
- **Odors:** Potential emissions of potent and possibly harmful odours are of significant concern given our proximity.
- **Health Risks:** Direct exposure to contaminants, due to any operational lapses, is a tangible health threat, especially to my young daughters and other neighbourhood children.
- **Land Disturbance & Aesthetics:** The MPE system's installation and operation threaten the visual charm and value of our property.
- **Weed Growth:** The potential surge of invasive weeds could impact our property's aesthetics and raise maintenance challenges.
- **Wildlife Encroachment:** Altered environmental conditions may draw unwelcome wildlife, leading to numerous associated concerns.

In conclusion, while I recognize and support the importance of the overarching goal of remediation, it is nonetheless imperative that a fully-informed decision be made that considers the needs of all residents and allows this process to proceed in a manner that is least disruptive and most effective to the neighbourhood residents. We were not party to the actions that cause the need for remediation in the first place, nor did we even know about it until earlier this month. I trust that the Committee will give this matter the deep consideration that it warrants and not unnecessarily rush to judgment until such time as full and complete disclosure has been provided.

Sincerely,  
 Jim Paraskevopoulos  
 4 Ovida Blvd  
 416 836 3669







From: J Paras <[jparas@rogers.com](mailto:jparas@rogers.com)>  
Sent: Tuesday, September 26, 2023 4:06 PM  
To: Manoharan, Brashanthe <[BManoharan@markham.ca](mailto:BManoharan@markham.ca)>  
Subject: 2 Ovida Sept 27 meeting

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Regarding City Council Meeting September 27. Rezoning 2 Ovida A copy of my request at tomorrows meeting. I live at 4 Ovida

Dear City Council Members,

I stand before you today echoing my initial plea from our last gathering, requesting the City Council to defer the decision on the rezoning for 2 Ovida, the property adjacent to mine, for 90 days from the date of my original appeal.

Since our last council meeting on September 5th, my concern for my family's health has only intensified. During that meeting and subsequent conversations with City Councillors, City Engineers, and other stakeholders, I've been presented with a mix of information. One moment I'm informed that the bordering monitoring wells to my property are not contaminated, the next I hear they exceed the ministry of environment standards. I've been told conflicting narratives about the water contamination on Ovida Blvd. And, I was also alarmed when Parsons was asked if my property at 4 Ovida was contaminated, and there was a visible reluctance to provide a clear answer. These inconsistencies amplify my fears and suspicions about the gravity of the situation.

To navigate this maze of uncertainty, I've enlisted the expertise of an environmental lawyer who is coordinating our course of action. Through them, I've communicated with Suncor about their earlier offer to fund a environmental peer review and additional testing on my property to establish the true level of contamination and request to provide us with their historical testing results data. We are currently awaiting their confirmation. Further, I've proactively requested historical testing data via the Freedom of Information Act.

Yet, with all these measures, I'm puzzled and troubled. Why was I never alerted about the concerning levels of contamination in the monitoring wells bordering my property? Especially when they are mere steps away? The answers and dialogues from the last council meeting only add layers to my ever-growing list of unanswered questions.

Every day, my family and I witness trucks, drilling activities, and ominous sealed drum bins with tested soil surrounding our residence. It breaks my heart when my 11 & 12 year old daughters ask if it's safe to sleep in their rooms, questions stemming from a reality they shouldn't have to face. All these physical signs and the emotional weight they bring, coupled with the significant

financial strain of this ordeal, underline the profound impact on our lives and has caused us all anxiety and has me personally fighting with my mental health.

My earnest request for a 90-day delay isn't merely about collecting data. It's a plea for the time needed to understand the depth of the contamination, its reach, and its potential impact on my family and possibly our larger community. My environmental lawyer has stressed the importance of this delay for an all-encompassing investigation. With only four weeks into this revelation after nearly a decade of potential exposure, it's paramount we proceed with caution and clarity.

In conclusion, your empathy, understanding, and decisive action in granting this delay would be a testament to prioritizing the well-being and concerns of the residents you represent. I appreciate your time and consideration in this vital matter.

Thanks  
Jim

<b>Date:</b>	Monday, September 5, 2022		
<b>Application Type(s):</b>	Zoning By-law Amendment (the “Application”)		
<b>Owner:</b>	6526837 Canada Inc. (the "Owner")		
<b>Agent:</b>	Parsons Inc. (c/o Salina Chan) (the “Agent”)		
<b>Proposal:</b>	Application to amend the Zoning By-law to permit a temporary a Multiphase Extraction remedial system within a 29.7 m <sup>2</sup> (320 ft <sup>2</sup> ) enclosed container (the “Proposed Development”)		
<b>Location:</b>	2 Ovida Boulevard, Ovida Boulevard and Highway 7 East (the “Subject Lands”)		
<b>File Number:</b>	PLAN 23 131550	<b>Ward:</b>	4
<b>Prepared By:</b>	Brashanthe Manoharan, ext. 2190 Planner II, East Planning District		
<b>Reviewed By:</b>	Stacia Muradali, MCIP, RPP Manager, East Planning District	Stephen Lue, MCIP, RPP Senior Manager, Development	

**PURPOSE**

This preliminary information pertains to the Application submitted by the Agent and contains general information on the applicable Official Plan policies and the identified issues and should not be taken as Staff’s opinion or recommendation.

**PROCESS TO DATE**

Staff received the Application (along with the required fees) on July 14, 2023, and deemed the Application complete on August 3, 2023. The 90-day period set out in the *Planning Act* before the Owner can appeal to the Ontario Land Tribunal for a non-decision ends on October 12, 2023.

**NEXT STEPS**

- Statutory Public Meeting is tentatively scheduled for September 5, 2023
- Recommendation Report for consideration by the Development Services Committee (“DSC”)
- In the event of an approval, enactment of the site-specific Zoning By-law Amendment
- Review and processing of concurrent Site Plan Application

## BACKGROUND

### Subject Lands and Area Context

The 0.10 ha (0.24 ac) vacant Subject Lands are shown on Figures 2. Figure 3 shows the surrounding land uses.

***The Proposed Development would facilitate the development of a one-storey Multiphase Extraction (“MPE”) remedial system located in an enclosed container (see Figure 4)***

The purpose for the MPE system is to mitigate further migration of subsurface petroleum hydrocarbon (“PHC”) impacts to soil and groundwater from the operating Petro-Canada Gas Station located at 5739 Highway 7 East. The system is expected to operate for a minimum of three years to achieve these objectives.

Table 1: the Proposed Development	
Proposed Gross Floor Area:	29.7 m <sup>2</sup> (320 ft <sup>2</sup> )
Length of Use:	Temporary (3 years) with the option for extension

***The following table summarizes the Official Plan Information***

Table 2: Official Plan Information	
Current Designation:	“Residential Low Rise”, 2014 Official Plan
Permitted uses:	<p>The “Residential Low Rise” designation provides for low rise housing forms including single detached dwellings.</p> <p>Notwithstanding the above noted permitted uses, Section 10.2.6 of the 2014 Official Plan permits temporary uses provided that the temporary use is compatible with adjacent land uses and does not jeopardize the long-term development intentions for the lands/area.</p>

***A Zoning By-law Amendment application is required to permit the Proposed Development***

The Proposed Development is subject to By-law 1229, as amended (see Figure 2).

Table 3: Zoning By-law Amendment Information	
Current Zone:	“Residential 1 (R1)”

<b>Table 3: Zoning By-law Amendment Information</b>	
Permissions:	Single family detached dwellings and accessory buildings.
Proposal:	The Agent proposes to amend the Zoning By-law to permit a temporary MPE remedial system for a period of three years.

***Staff identified the following preliminary list of matters that will be assessed through the review of the Application, including other matters and issues, and addressed in a future Recommendation Report to the DSC***

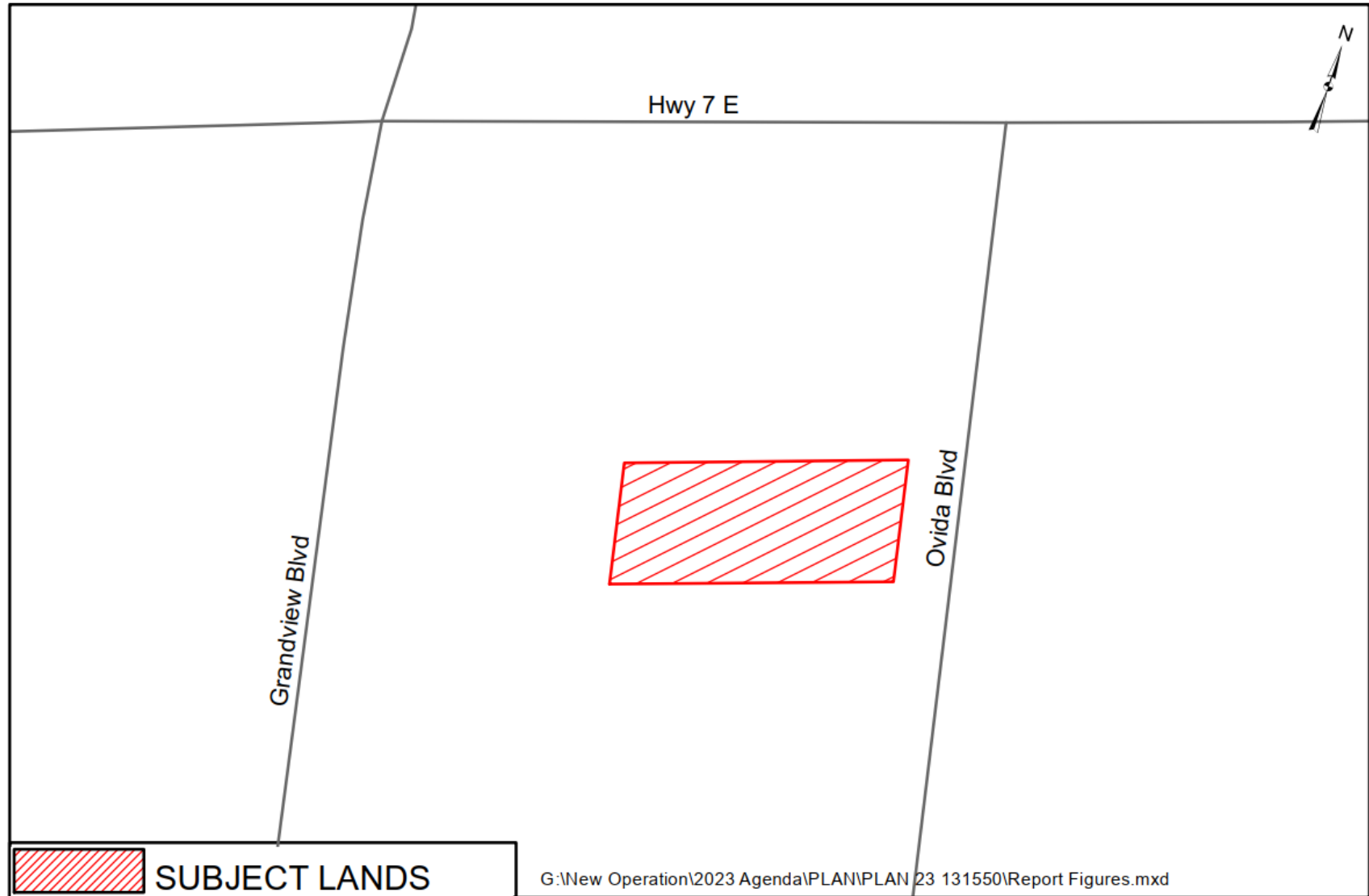
- a) Conformity and Consistency with Provincial, and York Region and City Official Plan**
  - i) The appropriateness of the proposed Zoning By-law amendment to allow for the proposed temporary use.
  - ii) Review of the Proposed Development in the context of the existing policy framework.
- f) Review of the Proposed Development will include, but not limited to, the following:**
  - i) Evaluation whether the proposed temporary use is appropriate, including the duration of operation.
  - ii) The concurrent review of the Site Plan Application will examine appropriate landscape, site layout, snow storage areas, and building elevations.
- i) External Agency Review**
  - i) The Application must be reviewed by the York Region, and any applicable requirements must be incorporated into the Proposed Development.

#### **Accompanying Figures:**

- Figure 1: Location Map
- Figure 2: Aerial Photo
- Figure 3: Area Context and Zoning
- Figure 4: Conceptual Site Plan
- Figure 5: Conceptual Building Elevations

## Figure 1

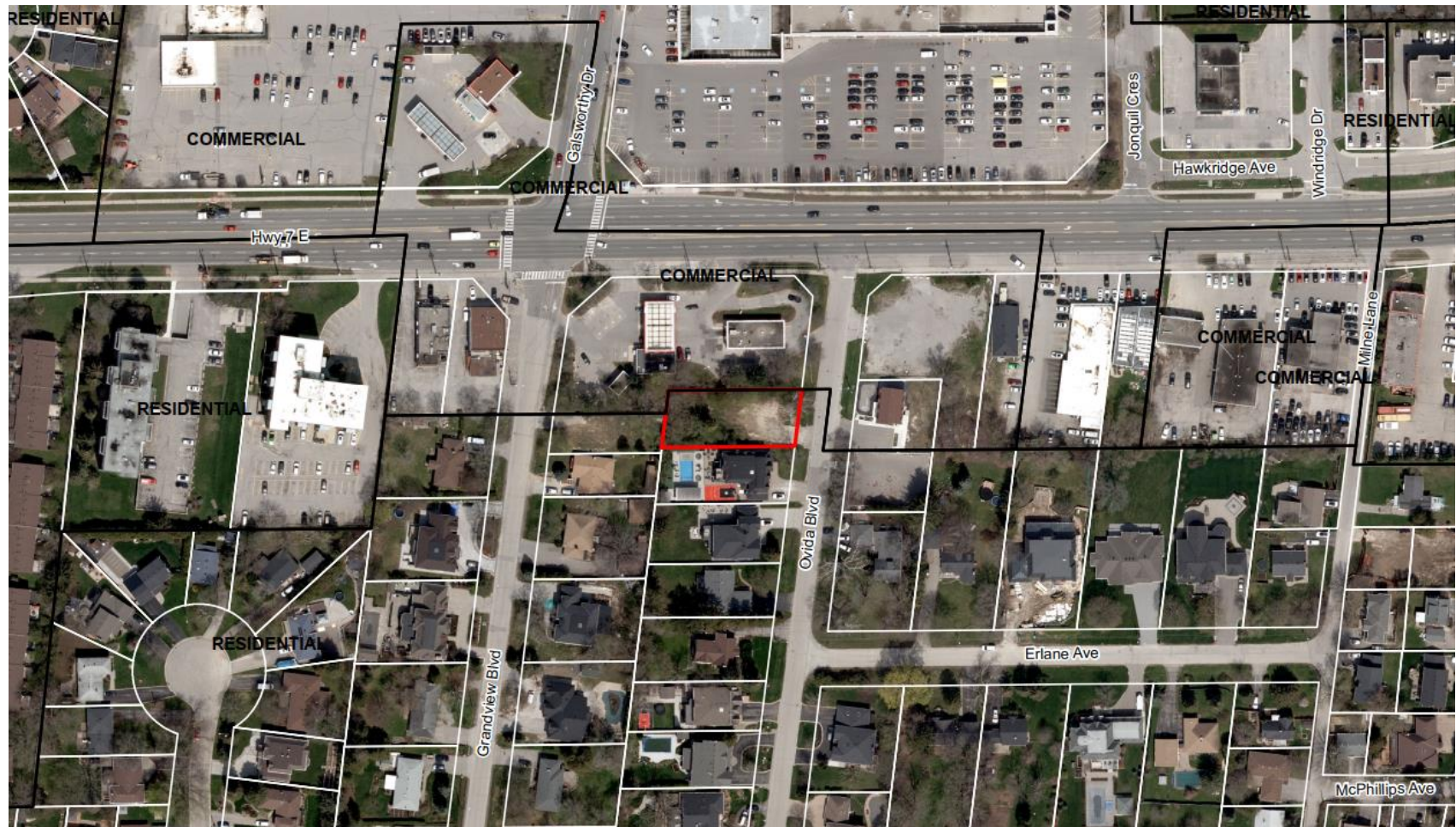
### Location Map





## Figure 2

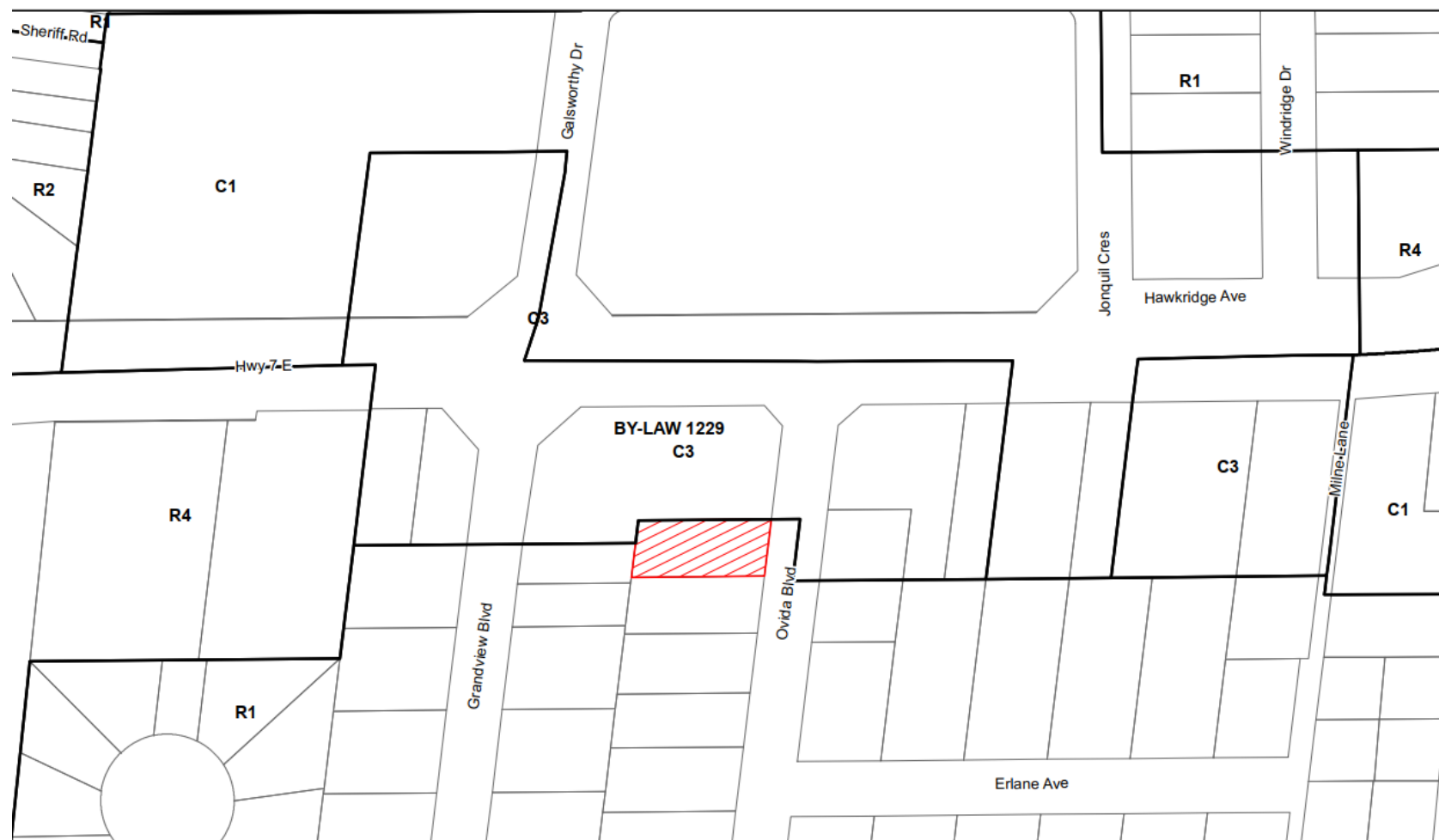
### Aerial Photo





### Figure 3

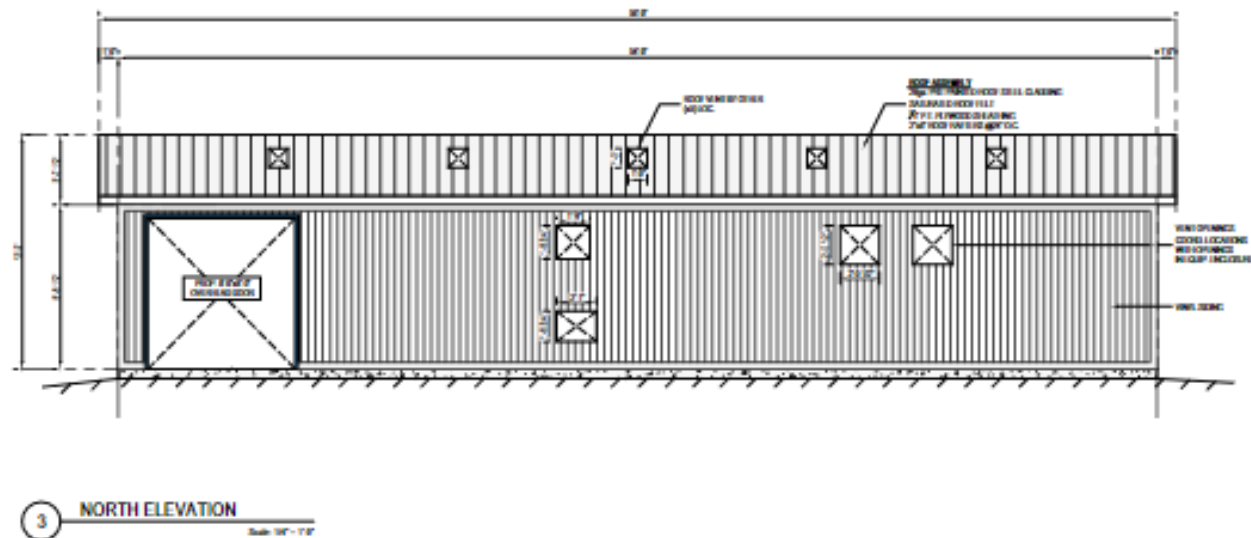
## Area Context and Zoning





## Figure 5

### Conceptual Building Elevations





# STATUTORY PUBLIC MEETING

**Application for Zoning By-Law Amendment**

**Parsons Inc.**

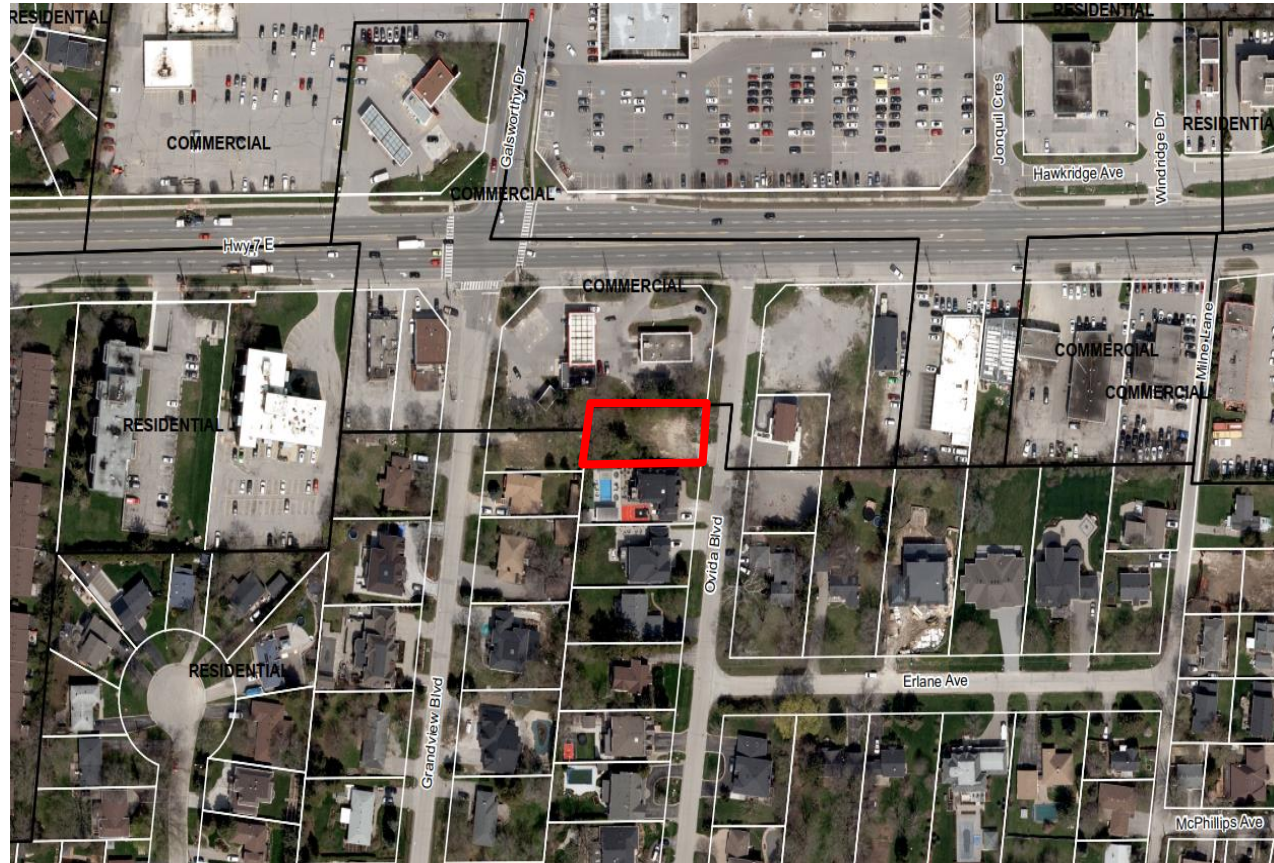
**2 Ovida Boulevard (Ward 4)**

**File No: PLAN 23 131550**

**September 5, 2023**

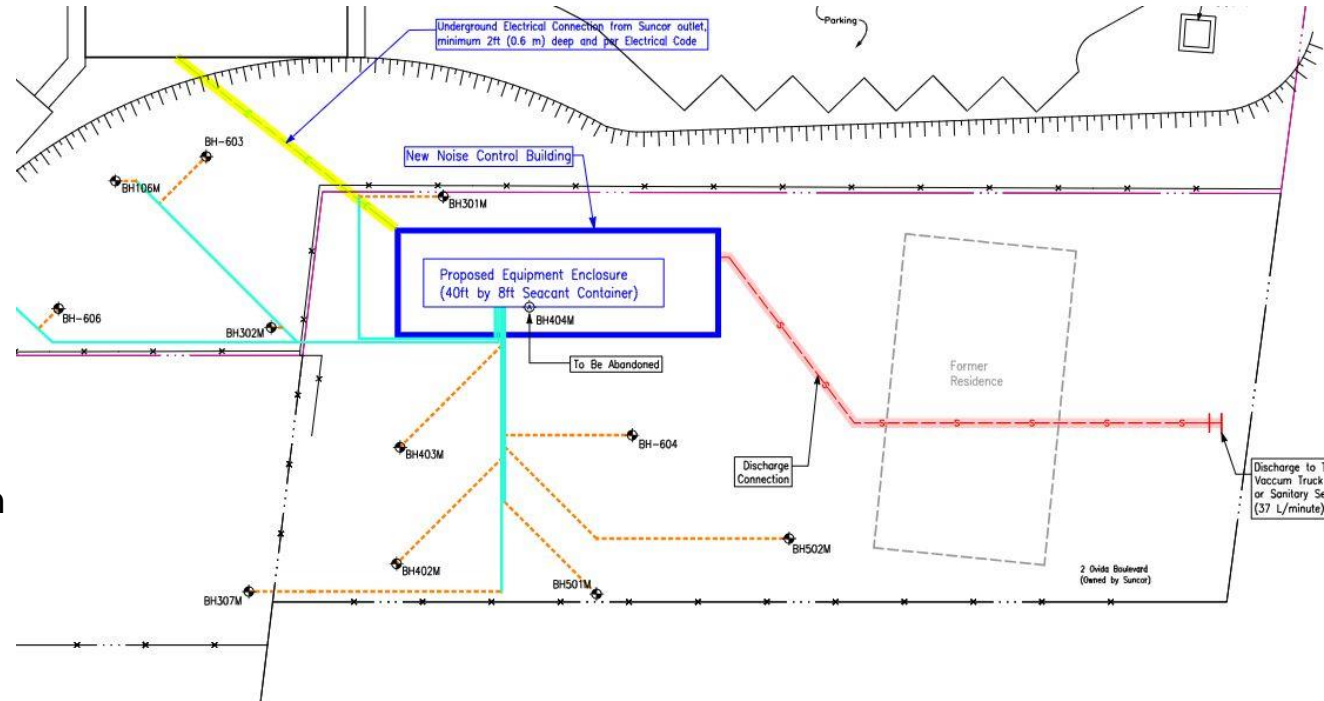


- 0.10 ha (0.24 ac)
- Vacant
- Surrounding Uses: Petro-Canada Gas Station, residential uses, commercial uses





# Proposed Development

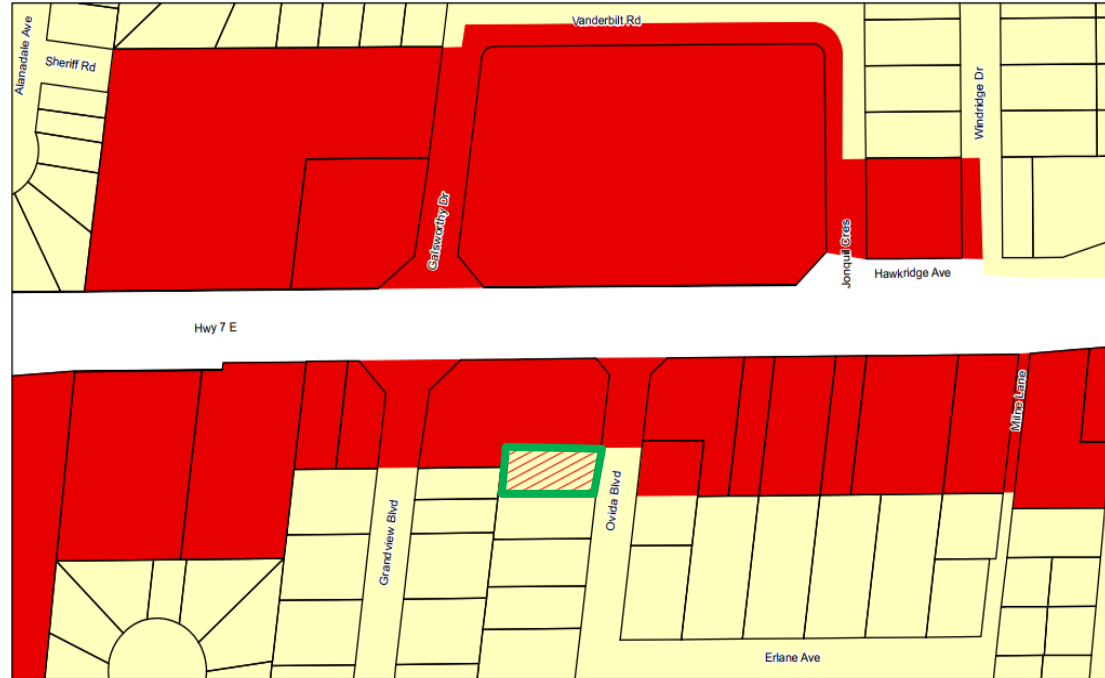


- Temporary-Use By-law (3 year)
- Permit a MPE System within an enclosed container



## “Residential Low Rise” and permits:

- Low rise housing forms, including detached dwellings
- Section 10.2.6 permits temporary uses

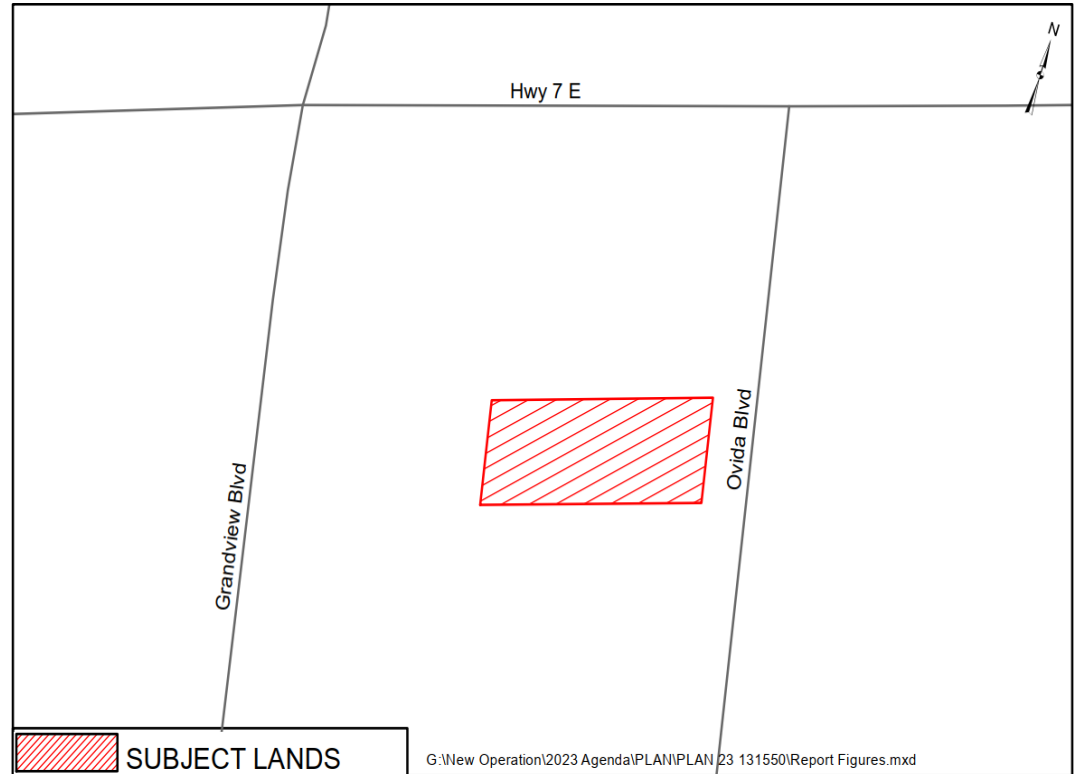




# Current and Proposed Zoning

**“Residential One (R1)”** under By-law 1229, and permits Single family detached dwellings

**The Proposed Development requires a Zoning By-law amendment to permit the MPE Remedial System as a temporary use (3 years)**







# Outstanding Items and Next Steps

## A. Staff are satisfied with the appropriateness of the proposed land use

- Review of concurrent Site Plan Application to examine site layout, servicing, etc.

## B. Staff are recommending approval of the Temporary-Use By-law

- Staff are recommending approval of the By-law without a future recommendation report

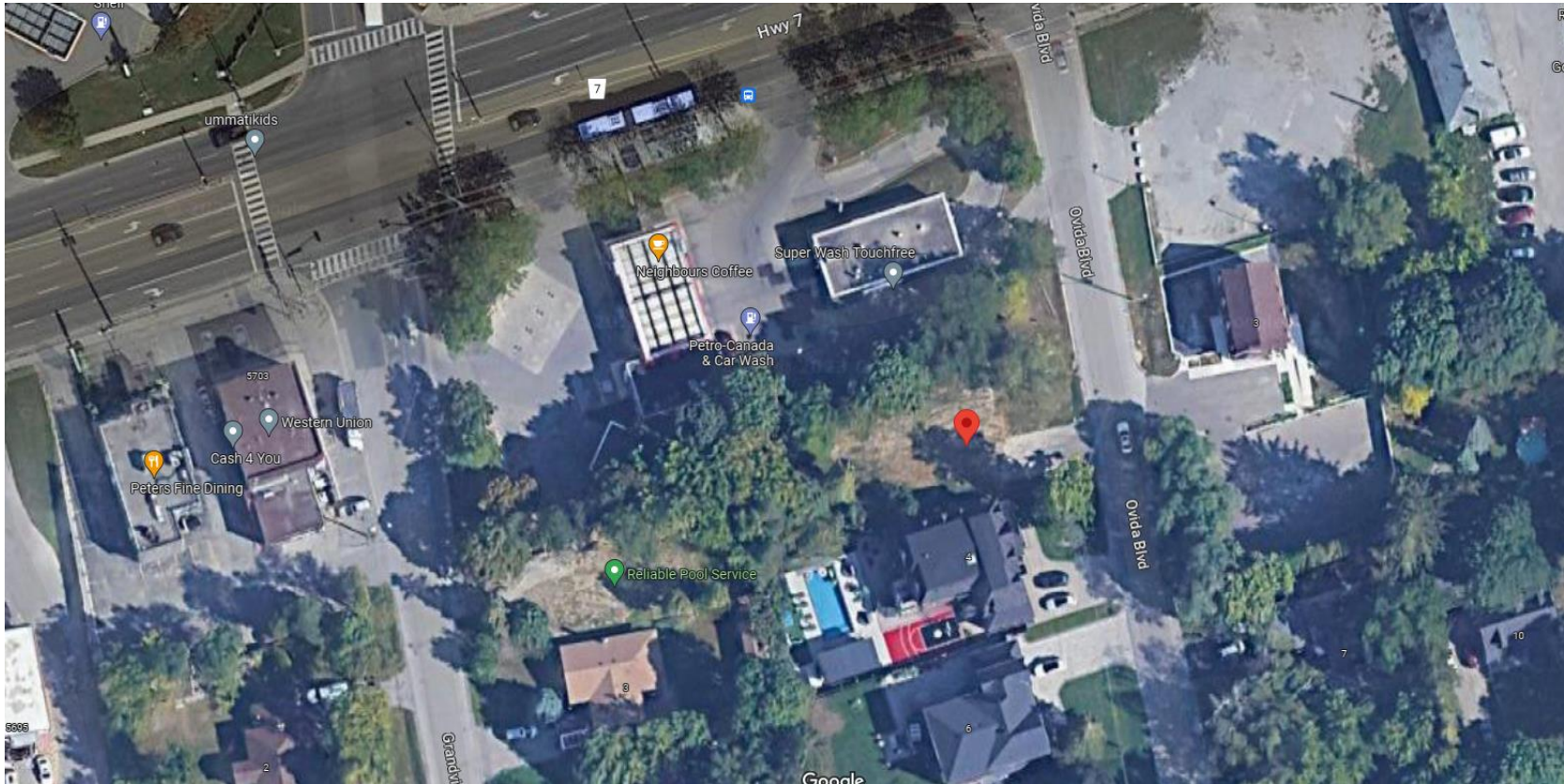
## C. Owner will provide a detailed presentation on the Proposed Development

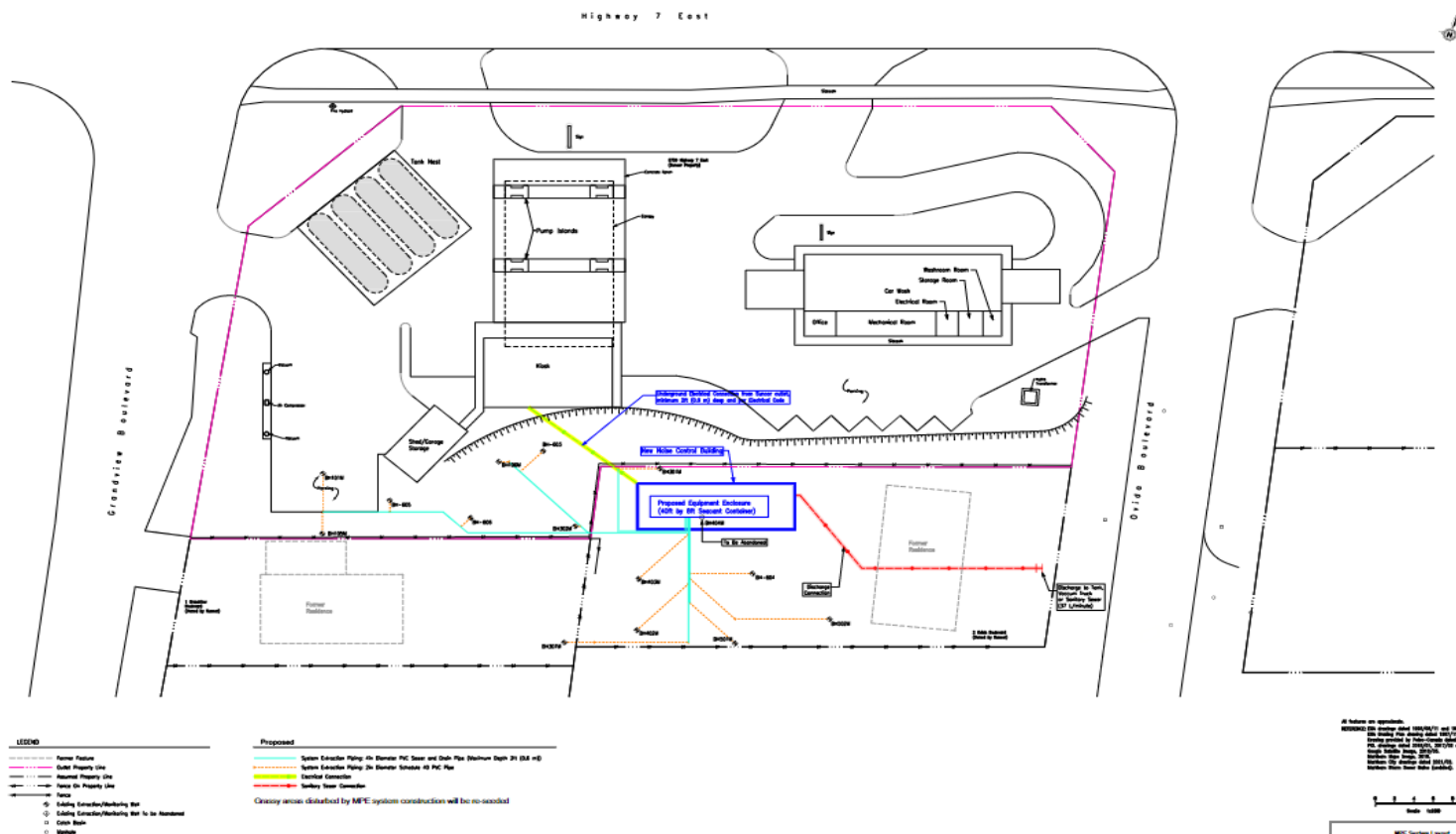


Thank You



# Aerial Photo



[illegible]

A horizontal number line with arrows at both ends. It is marked with numbers 0, 20, 40, 60, 80, and 100. The numbers are placed below the line.

© 2005 Blackwell Publishing Ltd

3070 Highway 7 East and Former Adjacent Residential Properties, Markham, Ontario		
Owner: MBI	Page/Total: 30 of 37 (6)	Date: 30-11-2018
Reviewed: JAH	File: 01-0001-001	Date: 20-04-2018





# 2 OVIDA BOULEVARD TEMPORARY ZONING BYLAW AMENDMENT

23.131550.000.00 PLAN

Public Meeting  
September 5, 2023



# OVERVIEW

- Multi-Phase Extraction (MPE) System at 2 Ovida Boulevard (**red area**)
- Purpose of the MPE System is to address petroleum hydrocarbon (PHC) impact migration from 5739 Highway 7 East (gas station)
- 2 Ovida Boulevard is owned by Suncor who also owns 5739 Highway 7 East and 1 Grandview Boulevard (**blue area**)
- 2 Ovida Boulevard is zoned residential and is currently a vacant lot
- Suncor/Parsons are working with the City and York Region to obtain municipal approvals (including temporary zoning amendment)



# MPE SYSTEM DETAILS

- Implementation of a MPE System to recover subsurface PHC impacts to stabilize the area of impact and prevent further migration
- MPE System will be enclosed in a 1-storey noise control building at 2 Ovida Boulevard
- MPE System includes extraction wells (flush with grade) and underground piping that extend across 2 Ovida Boulevard, 1 Grandview Boulevard and 5739 Highway 7 East
- A noise impact assessment indicates the MPE System design would meet and is below City noise bylaw for both daytime/evening and night time operation and this will be confirmed at System startup. In addition, the roof of the noise control building will be insulated to provide additional noise mitigation not considered by the noise impact assessment and therefore we expect noise emissions to be lower than below.

Point of Reception	Sounds Levels During Predictable Worst-Case Hour (dBA)
3 Grandview Blvd	42
4 Ovida Blvd	42
3 Ovida Blvd	39
Night time City Bylaw Criterion	45
Daytime/Evening City Criterion	50
Within Criterion?	Yes

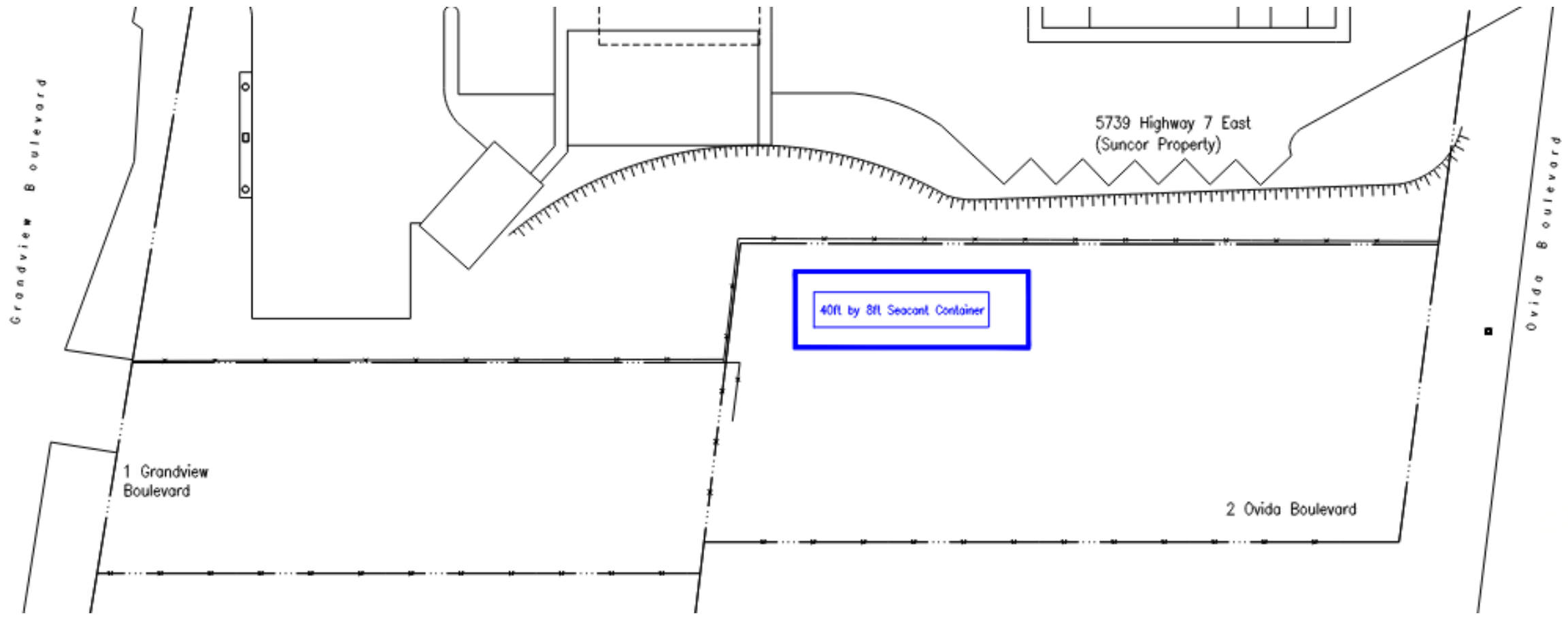
For reference a fridge operates at approximately 30-50 dBA

# MPE SYSTEM DETAILS

- MPE System is anticipated to operate for 3 - 5 years to meet the objectives (to stabilize the area of impact and prevent further migration)
- Temporary zoning by-law amendment required to operate the MPE System on a residential property
- All environmental soil and groundwater assessment activities and results are reported to the Ministry of the Environment, Conservation and Parks (MECP) and the MPE system will operate under an MECP Environmental Compliance Approval
- MPE system currently being stored along south boundary of 2 Ovida Boulevard until it is put into operation along the northern boundary

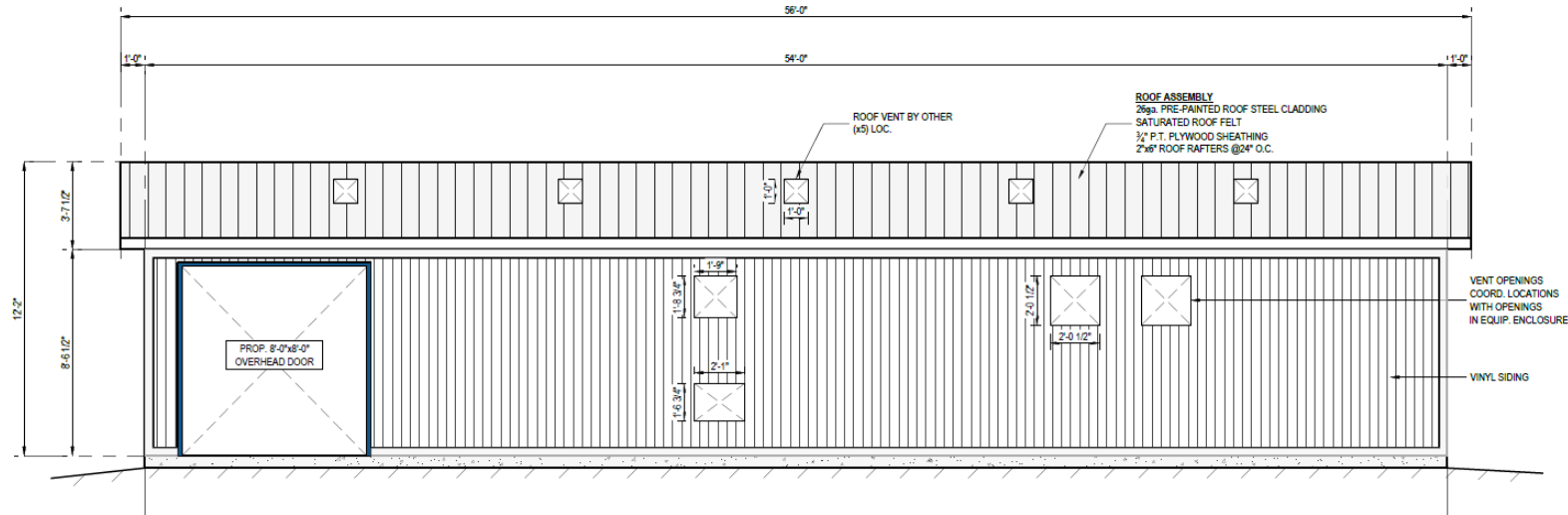
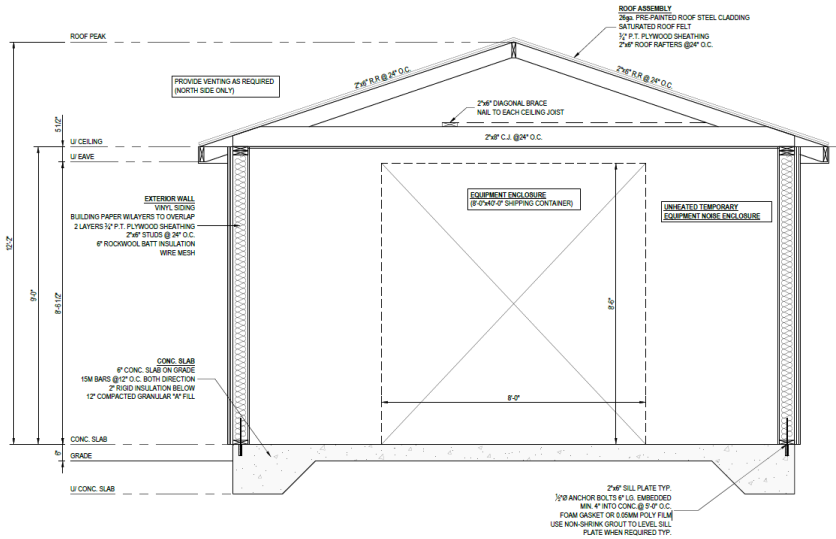


# MPE SYSTEM LAYOUT



# NOISE CONTROL BUILDING

- The noise control building will be finished with vinyl siding on the walls and metal on the roof
- ~12ft high at the roof peak, ~54ft long and ~20ft wide



# SUMMARY

- Implementation of a MPE System to recover subsurface PHC impacts to stabilize the area of impact and prevent further migration
- MPE System will be enclosed in a 1-storey noise control building at 2 Ovida Boulevard
- Temporary zoning by-law amendment required to operate the MPE System on a residential property
- A noise impact assessment indicates the MPE System design would meet and is below City noise bylaw for both daytime/evening and night time operation and this will be confirmed at System startup



## MEMORANDUM

**To:** Mayor and Members of Council

**From:** Arvin Prasad, Commissioner of Development Services

**Prepared by:** Brashanthe Manoharan, Planner II, East District

**Date:** September 27, 2023

**Re:** Suncor Energy Products Partnership, Application for Zoning By-law Amendment to permit a temporary Multi-Phased Extraction remedial system in a 29.7 m<sup>2</sup> (320 ft<sup>2</sup>) enclosed structure at 2 Ovida Boulevard, File PLAN 23 131550 (Ward 4)

### RECOMMENDATION:

1. THAT the staff memorandum, dated September 27, 2023, under the subject of “Suncor Energy Products Partnership, Application for Zoning By-law Amendment to permit a temporary a Multi-Phase Extraction remedial system for a period of three (3) years in a 29.7 m<sup>2</sup> (320 ft<sup>2</sup>) enclosed structure at 2 Ovida Boulevard, File PLAN 23 131550 (Ward 4)”, be received;
2. THAT the temporary use Zoning By-law, attached hereto as Appendix “A”, be finalized and enacted without further notice;
3. AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

### PURPOSE:

This memorandum provides background information and recommends to Council approval of a temporary use by-law for a period of three (3) years to permit a Multi-Phased Extraction (“MPE”) remedial system in a 29.7 m<sup>2</sup> (320 ft<sup>2</sup>) temporary structure (the “Proposal”) at 2 Ovida Boulevard (the “Subject Lands”).

### BACKGROUND AND COMMENTS:

Suncor Energy Products Partnership (the “Applicant”) submitted a Zoning By-law Amendment application to permit the Proposal on the Subject Lands, which is designated and zoned for residential land uses and located immediately south of an operating gas station at 5739 Highway 7 East.

An MPE system is a minimally invasive remedial system that treats groundwater contamination, free product at the groundwater table, and vapours above the groundwater table. Its primary objective is to extract and treat contaminated groundwater before discharging it into the sanitary system. The MPE system would stabilize the overall area of contamination and prevent any further future migration of contamination and impacts. The system operates seasonally for four months between June to October and will be enclosed in a noise controlled building.



## MEMORANDUM

The system is expected to operate for a minimum of three years to achieve these objectives. Staff note that the applicants will be required to apply for an extension to the Temporary-use By-law before its expiration if more time is required to achieve the aforementioned objectives.

The Applicant will remove the MPE system and noise control building once the system is no longer required. Groundwater discharge and air emissions will be treated through the MPE system before being released. Sanitary sewer discharge permits (for treated groundwater) have been obtained by the Applicant from the City and York Region. The Applicant has also obtained the required Environmental Clearance Approval (“ECA”), as shown in Appendix ‘B’, for the MPE system from the Ministry of the Environment, Conservation and Parks (MECP). The MPE system will be located at the northwest corner of the Subject Lands furthest away from the adjacent property to the south (4 Ovida Boulevard). According to the Applicant, this separation distance is in compliance with the ECA.

The following matters were raised at the September 5, 2023, statutory Public Meeting:

a) Map of Groundwater Monitoring Wells

The map, attached as Figure 5, indicates that approximately 50 groundwater wells have been installed in various locations. The current purpose of the wells is for monitoring only.

b) Registration of Warning Clause on Title for 2 Ovida Boulevard

Staff have confirmed with the City’s Legal Services Department that under the *Land Titles Act*, the City does not have the authority to register warning clauses on land titles. Staff note that there is a concurrent Site Plan Application under review, and that the clause can be put in the site plan agreement, which will be registered on title. Staff note that any future owners will be made aware of the site conditions as part of their due diligence review as contaminations are regulated and reported to the MECP.

c) Meeting with MECP

Staff has already met with the District Engineer from the MECP and Suncor on September 12, 2023, when the MECP confirmed that they have been receiving regular reports from Suncor and that they are up to date on the monitoring and proposed remediation work on the Subject Lands. According to the MECP, the monitoring and remediation work has been "well managed" by Suncor, and it is the Ministry’s opinion that Suncor has been "proactive" with the Ministry regarding their work, reports, and data at the site.

The MECP has also been contacted by the owner of 4 Ovida Boulevard and provided them with a high level overview of the information received from the Suncor. The MECP indicated they will communicate again with the owner regarding how to obtain complete information through a Freedom of Information (“FOI”) request (similar to City’s FOI process). The MECP is willing to meet with Suncor, the resident at 4 Ovida Boulevard and the City regarding the remediation work on the Subject Lands, if required. The City will coordinate such a meeting.

In addition, the City’s Legal Services and Engineering Departments (and the City’s peer-reviewer) have continuously engaged with Suncor with regards to the contamination issue from the gas station located at 5739 Highway 7 East, the contamination to adjacent properties, including the City’s right-of-way on Ovida and Grandview Blvd, and the proposed remediation work on the Subject Lands.

**MEMORANDUM****CONCLUSION:**

Staff have reviewed the proposed temporary use Zoning By-law in accordance with the provisions of Section 10.2.6 of the City's 2014 Official Plan and note that temporary uses are permitted provided that it is compatible with adjacent land uses and does not jeopardize the long-term development intentions of the lands/area. Therefore, Staff recommend that the proposed amendment to Zoning By-law 1229, as amended, attached as Appendix 'A', be approved.

**ATTACHMENTS:**

Figure 1: Location Map

Figure 2: Area Context and Zoning

Figure 3: Aerial Photo (2020)

Figure 4: Site Plan

Figure 5: Map of Monitoring Wells

Appendix 'A': Draft Zoning By-law Amendment

Appendix 'B': Environmental Compliance Approval



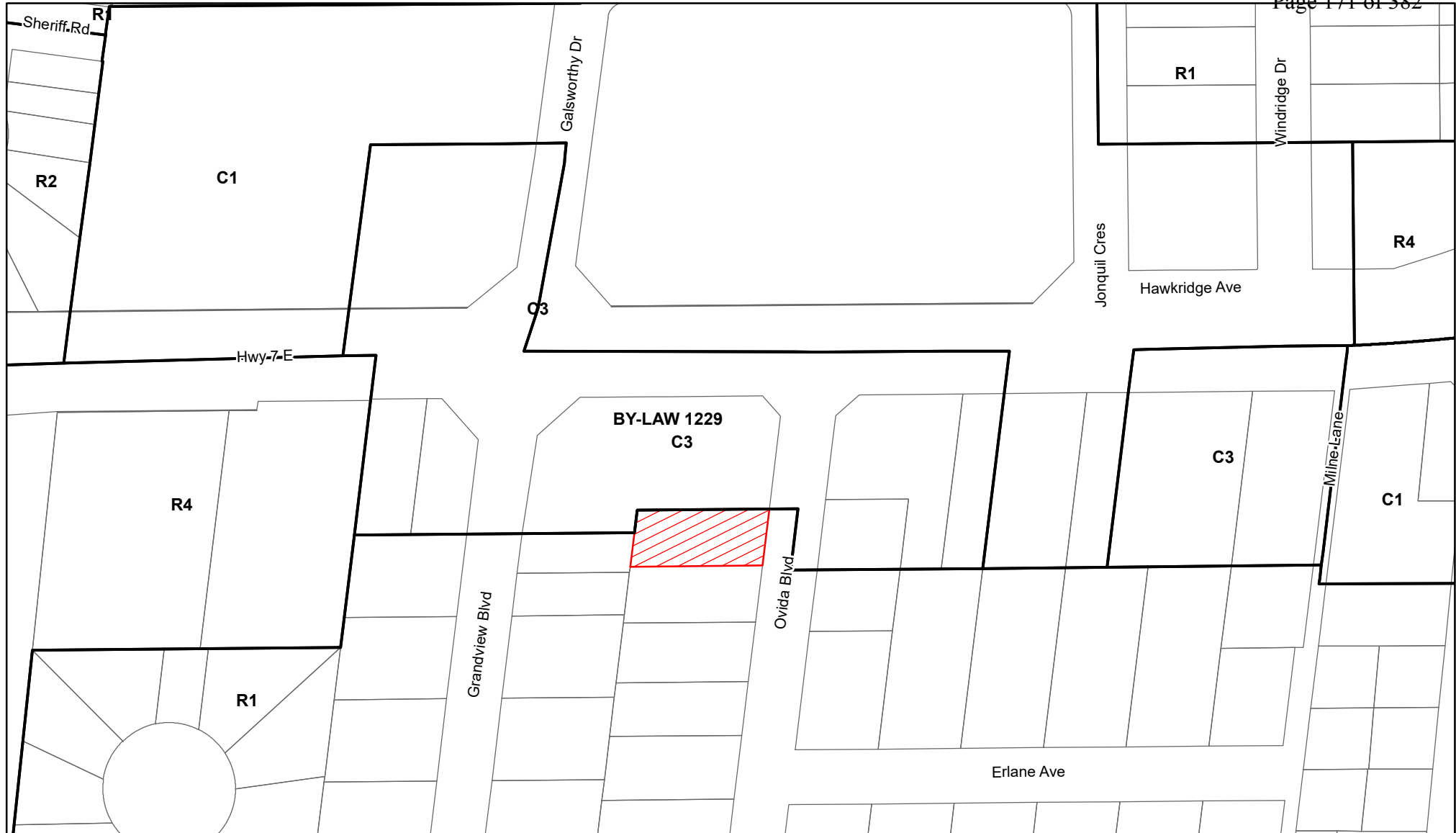
Hwy 7 E

Grandview Blvd

Ovida Blvd



**SUBJECT LANDS**



# AREA CONTEXT / ZONING

APPLICANT: Parsons  
2 Ovida Boulevard

FILE No. PLAN 23 131550

 SUBJECT LANDS

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 DEVELOPMENT SERVICES COMMISSION

Drawn By: JC

Checked By: BM

DATE: 7/25/2023

FIGURE No. 3





# AERIAL PHOTO (2022)

APPLICANT: Parsons  
2 Ovida Boulevard

FILE No. PLAN 23 131550

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**MARKHAM** DEVELOPMENT SERVICES COMMISSION

Drawn By: JC

Checked By: BM

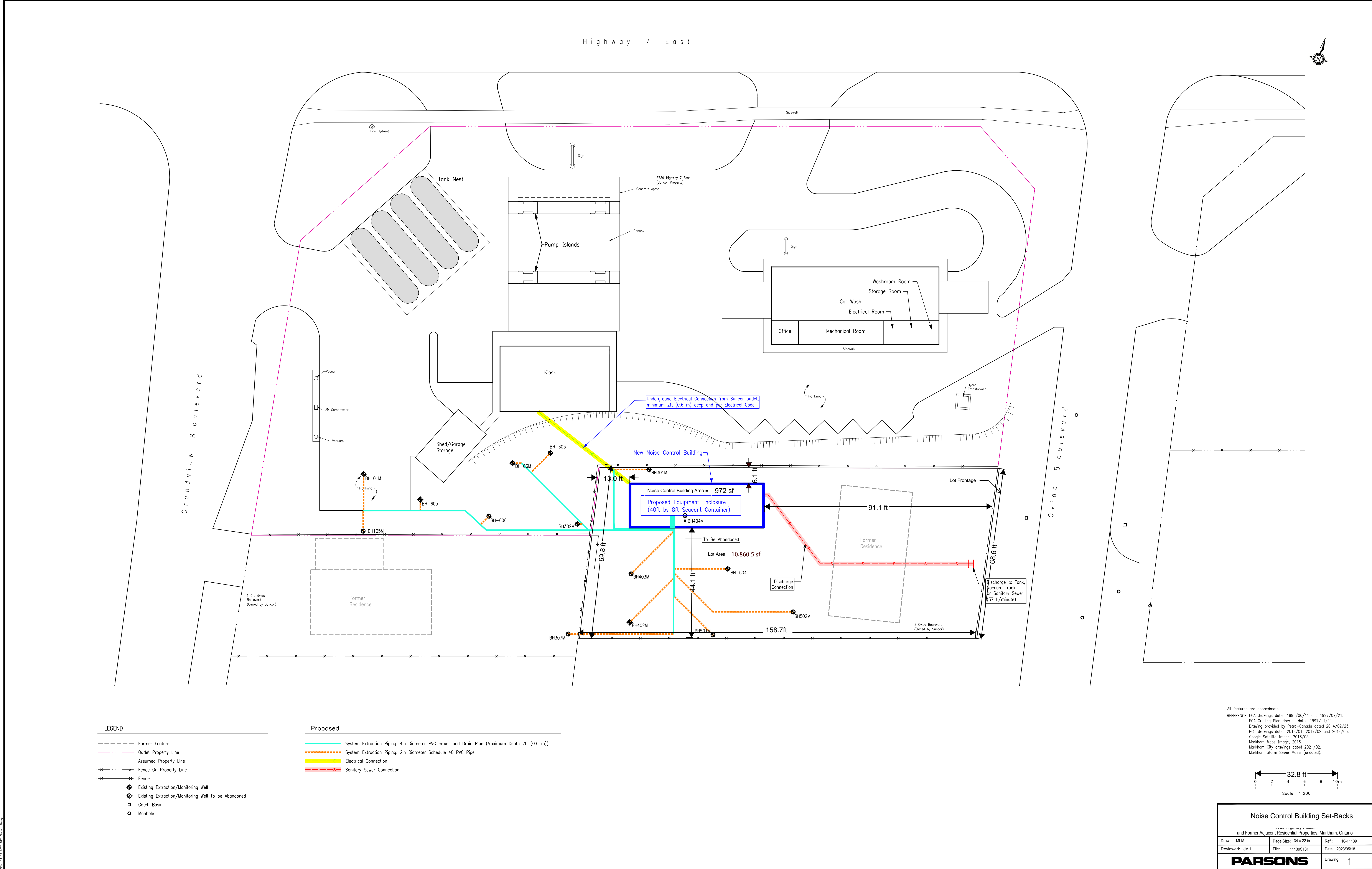
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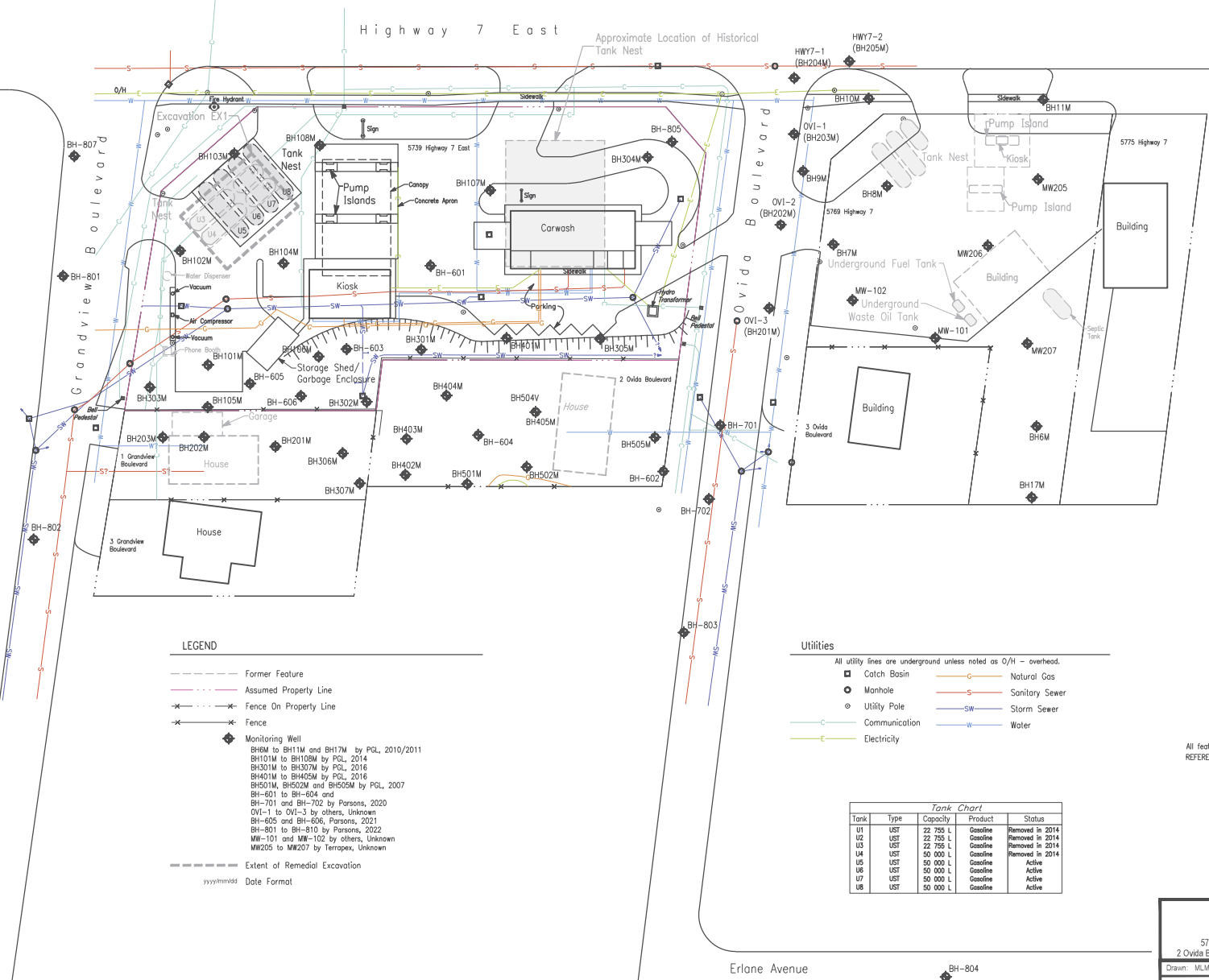
FIGURE No. 2

 SUBJECT LANDS









**LEGEND**

- Former Feature
- - - Assumed Property Line
- . . . Fence On Property Line
- x - x - Fence
- ◆ Monitoring Well
- BH6M to BH11M and BH17M by PGL, 2010/2011
- BH101M to BH108M by PGL, 2014
- BH301M to BH307M by PGL, 2016
- BH401M to BH405M by PGL, 2016
- BH501M, BH502M and BH505M by PGL, 2007
- BH-601 to BH-604 and BH-701 and BH-702 by Parsons, 2020
- OVI-1 to OVI-3 by others, Unknown
- BH-605 and BH-606, Parsons, 2021
- BH-801 to BH-810 by Parsons, 2022
- MW-101 and MW-102 by others, Unknown
- MW205 to MW207 by Terrapex, Unknown
- Extent of Remedial Excavation
- yyyy/mm/dd Date Format

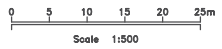
**Utilities**

All utility lines are underground unless noted as O/H - overhead.

- ☐ Catch Basin
- Manhole
- Utility Pole
- Communication
- Electricity
- Natural Gas
- Sanitary Sewer
- Storm Sewer
- Water

Tank Chart				
Tank	Type	Capacity	Product	Status
U1	UST	22 755 L	Gasoline	Removed in 2014
U2	UST	22 755 L	Gasoline	Removed in 2014
U3	UST	22 755 L	Gasoline	Removed in 2014
U4	UST	50 000 L	Gasoline	Removed in 2014
U5	UST	50 000 L	Gasoline	Active
U6	UST	50 000 L	Gasoline	Active
U7	UST	50 000 L	Gasoline	Active
U8	UST	50 000 L	Gasoline	Active

All features are approximate.  
REFERENCE: EGA drawings dated 1996/06/11 and 1997/07/21.  
EGA Grading Plan drawing dated 1997/11/11.  
Drawing provided by Petro-Canada dated 2014/02/25.  
PGL drawings dated 2018/01, 2017/02 and 2014/05.  
Google Satellite Image, 2018/05.  
Markham Maps Image, 2018.  
Terrapex drawing dated 2021/09,  
Ontario Ministry of Natural Resources and Forestry dated 2022.



**Site Plan**

5739 and 5769 Highway 7 East, 1 Grandview Boulevard and  
2 Ovida Boulevard, and Surrounding Road Allowances, Markham, Ontario

Drawn: MLM	Page Size: 22 x 17 in	Ref.: 10-11139
Reviewed: MDS	File: 11139S182	Date: 2023/04/14

**PARSONS**

Figure: 1



**BY-LAW 2022-\_\_\_\_\_**

**A By-law to amend By-law 1229, as amended**

---

The Council of the Corporation of the City of Markham hereby enacts as follows:

- 1. That By-law 1229, as amended, is hereby further amended as follows:
  - 1.1 Notwithstanding any other provisions of By-law 1229, is further amended as it applies to the lands outlined on Schedule ‘A’, attached hereto.
    - 1.1.1 Permitted Uses  
  
The following additional use are permitted:
      - a) Multiphase Extraction (MPE) Remedial System
    - 1.1.2 Special Site Provisions
      - a) The following are the only provisions that apply to a BUILDING containing a Multiphase Extraction Remedial System:
        - i. Minimum required REAR YARD – 12 ft
        - ii. Minimum required north SIDE YARD – 5 ft
        - iii. Minimum required south SIDE YARD – 43 ft
        - iv. Minimum required FRONT YARD – 90 ft
- 2. All other provisions of By-law 1229, as amended, not inconsistent with the provisions of this By-law, shall continue to apply.
- 3. This By-law shall expire three (3) years from the date of its passing by the Council of the Corporation of the City of Markham, in accordance with the provisions of Section 39 of the *Planning Act*, (R.S.O. 1990).

Read a first, second and third time and passed on -----.

\_\_\_\_\_  
Kimberley Kitteringham  
City Clerk

\_\_\_\_\_  
Frank Scarpitti  
Mayor



**EXPLANATORY NOTE**

**BY-LAW 2022-\_\_\_\_**  
**A By-law to amend By-law 1229, as amended**

**Address**  
**2 Ovida Boulevard**  
**Part of Lot 2 PLAN 3495 N**  
**City of Markham, Regional Municipality of York**

**Lands Affected**  
The proposed by-law amendment applies to a parcel of land with an approximate area of 0.1 hectares (0.25 acres), which is located on the west side of Ovida Boulevard.

**Existing Zoning**  
The subject lands are zoned Residential (R1) under By-law 1229, as amended.

**Purpose and Effect**  
The purpose and effect of this By-law is to permit a Multi-phase Extraction System on the subject property.

DRAFT

## Appendix 'B'



Ministry of the Environment, Conservation and Parks  
Ministère de l'Environnement, de la Protection de la nature et des Parcs

**ENVIRONMENTAL COMPLIANCE APPROVAL**

NUMBER 3151-C7G9WY  
Issue Date: January 31, 2022

Vertex Environmental Inc.  
40 McBrine Drive  
Kitchener, Ontario  
N2R 1E7

Site Location: Mobile

*You have applied under section 20.2 of Part II.1 of the Environmental Protection Act, R.S.O. 1990, c. E. 19 (Environmental Protection Act) for approval of:*

- one (1) mobile remediation system for the treatment of contaminated soil vapour, discharging to the air through one (1) stack equipped with a minimum of two (2) granular activated carbon units connected in series, having a maximum volumetric flow rate of 0.472 cubic metre per second, an exit diameter of 0.102 metre, and extending 6.4 metres above grade;

all in accordance with the Environmental Compliance Approval Application submitted by Vertex Environmental Inc., dated November 22, 2019 and signed by Bruce Tunnicliffe, President; the supporting information, including the Emission Summary and Dispersion Modelling Report submitted by Vertex Environmental Inc., dated October 15, 2021 and signed by Nathan Lichti; and the Acoustic Assessment Report prepared by Vertex Environmental Inc., dated July 30, 2021 and signed by Nathan Lichti.

*For the purpose of this environmental compliance approval, the following definitions apply:*

1. "Acoustic Assessment Report" means the report, prepared in accordance with Publication NPC-233 submitted in support of the application, that documents all sources of noise emissions and Noise Control Measures present at the Facility. "Acoustic Assessment Report" also means the Acoustic Assessment Report prepared by Vertex Environmental Inc., dated July 30, 2021 and signed by Nathan Lichti, PEng;
2. "Acoustic Barrier" means a barrier or berm positioned such that it completely interrupts the line of sight between the Facility and the noise sensitive Points of Reception continuous without holes, gaps and other penetrations, and having surface mass of at least 20 kilograms per square metres;
3. "Class 1 Area" means an area with an acoustical environment typical of a major population centre,

where the background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum”;

4. "Class 2 Area" means an area with an acoustical environment that has qualities representative of both Class 1 Area and Class 3 Area:
  - a. sound levels characteristic of Class 1 Area during daytime (07:00 to 19:00 or to 23:00 hours); and
  - b. low evening and night background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 to 07:00 hours);
5. "Class 3 Area" means a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic, such as:
  - a. a small community;
  - b. agricultural area;
  - c. a rural recreational area such as a cottage or a resort area; or
  - d. a wilderness area;
6. "Company" means Vertex Environmental Inc., which is responsible for the operation of the Process and Equipment and includes any successors and assigns;
7. "District Manager" means the District Manager of the appropriate local district office of the Ministry, where the Facility is geographically being operated;
8. "EPA" means the Environmental Protection Act, R.S.O. 1990, c. E.19;
9. "Equipment" means the equipment associated with the Process as described in this Approval;
10. "ESDM Report" means the Emission Summary and Dispersion Modelling Report which was prepared in accordance with section 26 of O. Reg. 419/05 and the Procedure Document by Nathan Lichti of Vertex Environmental Inc., and dated October 15, 2021 submitted in support of the application, and includes any changes to the report made up to the date of issuance of this Approval and all supplemental supporting information;
11. "Exhausted" means the capacity of the GAC to adsorb contaminant emissions is reached, and the granular activated carbon filter unit is no longer able to effectively reduce emissions;
12. "Facility" means the entire operation located on the property where the Equipment is located;

13. "GAC" means granular activated carbon;
14. "Influent Concentrations" means the concentration of the contaminants in the untreated soil vapour feed to the inlet of the GAC as established in the ESDM Report;
15. "Ministry" means the Ministry of the Government of Ontario responsible for the EPA and includes all officials, employees or other persons acting on its behalf;
16. "Noise Control Measures" means measures to reduce the noise emissions from the Facility/Equipment including, but not limited to, silencers, acoustic louvers, enclosures, absorptive treatment, plenums and barriers, described in the Company's application, this Approval and in the supporting documentation referred to herein, to the extent approved by this Approval;
17. "*O. Reg. 419/05*" means Ontario Regulation 419/05, Air Pollution – Local Air Quality, as amended;
18. "Operating Procedures and Maintenance Manual" means the written operating procedures and maintenance manual developed for the Company as described in Condition 3;
19. "Point of Reception" means a point of reception as defined in Publication NPC-300;
20. "Process" means the remediation processes described in the Company's application, this Approval, and in the supporting documentation submitted with the application, to the extent approved by this Approval;
21. "Publication NPC-233" means the Ministry Publication NPC-233, "Information to be Submitted for Approval of Stationary Sources of Sound", October, 1995;
22. "Publication NPC-300" means the Ministry Publication NPC-300, "Environmental Noise Guideline, Stationary and Transportation Sources - Approval and Planning, Publication NPC-300", August 2013, as amended;
23. "Remedial Work Plan" means a plan, developed for the Site, prepared as a single document as described in Condition 2;
24. "Schedule" means the schedules attached to, and forming part of, this Approval, namely:
  - Schedule "A" - Minimum Required Separation Distances;
  - Schedule "B" - Form 1: Soil/Groundwater Remediation Process Notice of Intended Location.
25. "Sensitive Receptor" means any location where routine or normal activities occurring at reasonably expected times would experience adverse effect(s) from discharges from the Equipment and Process to the atmosphere, including one or a combination of:
  - a. as private residences or public facilities where people sleep (eg: single and multi-unit dwellings,



- nursing homes, hospitals, trailer parks, camping grounds, etc.);
- b. institutional facilities (eg: schools, churches, community centres, day care centres, recreational centres, etc.);
  - c. outdoor public recreational areas (eg: trailer parks, play grounds, picnic areas, etc.); and
  - d. other outdoor public areas where there are continuous human activities (eg: commercial plazas and office buildings).
26. "Site" means any property or properties described in a completed Schedule "B" at which the Process is operated;
27. "SPCP" means the written Spill Prevention and Contingency Plan developed for the Company as described in Condition 4; and
28. "Target Compounds" means the contaminants in the soil vapour as described in the Company's application, this Approval, and in the supporting documentation submitted with the application, to the extent approved by this Approval, that the Process is designed to treat as part of the Remedial Work Plan.

*You are hereby notified that this environmental compliance approval is issued to you subject to the terms and conditions outlined below:*

## **TERMS AND CONDITIONS**

### **1. PERFORMANCE REQUIREMENTS**

1. The Company shall, for each Site, design and operate the Process and Equipment with the intent to reduce the concentrations of the Target Compounds;
2. The Company shall, for each Site, before commencement of operation of the Process and Equipment, prepare the following;
  - i. Remedial Work Plan; and
  - ii. Operating Procedures and Maintenance Manual.
3. The Company shall, for each Site, ensure that the Influent Concentrations does not exceed the influent contaminant concentration thresholds established in the ESDM Report.
4. The Company shall, for each Site, ensure that the GAC maintains a minimum removal efficiency of 75% when it is in operation; and

5. The Company shall, for each Site, ensure a minimum separation distance of 10 metres is maintained between the Facility and the nearest Sensitive Receptor.

## **2. REMEDIAL WORK PLAN**

1. The Company shall, before commencement of operation of the Process and Equipment at the Site, prepare a Remedial Work Plan designed with specific application for the Site that specifies, as a minimum:
  - a. the remedial objectives established for the Site;
  - b. an overview of the work to be undertaken by the Company;
  - c. a description of the Site;
  - d. land uses at the Site and in the immediate surrounding vicinity;
  - e. locations of on-Site and off-Site Sensitive Receptors;
  - f. a Site plan overview of the extent of contamination at the Site; and
  - g. alternative remedial measures to be undertaken in the event that the Process is not successful to meet the Remedial Work Plan objectives.

## **3. OPERATION AND MAINTENANCE**

1. The Company shall, before commencement of operation of the Process and Equipment at the Site, prepare and implement a Site specific Operating Procedures and Maintenance Manual for the Equipment and Process that specifies, as a minimum:
  - a. major components of the Equipment to be used in the Process;
  - b. frequency of inspections and scheduled maintenance for the Equipment;
  - c. procedures to inspect, test and replace the GAC before it is Exhausted;
  - d. procedures to measure and maintain the Influent Concentrations;
  - e. procedures to prevent and/or minimize, monitor and record odour from the Facility, including measures to address odour complaints resulting from the operation of the Process and Equipment;
  - f. procedures to prevent and/or minimize noise and fugitive dust emissions;

- g. the SPCP procedures to prevent spills relating to the Process and Equipment;
  - h. contingency measures to address upset conditions;
  - i. procedures to record and respond to environmental complaints; and
  - j. steps to be carried out for the discontinuation of the Process.
2. The Company shall ensure that the GAC is not Exhausted when it is in operation.

#### **4. SPILL PREVENTION AND CONTINGENCY PLAN**

1. The Company shall prepare, and implement a written spill prevention and contingency plan that is applicable to the Process and Equipment at the Site. The SPCP shall include appropriate measures to mitigate spills that may result from the Process and Equipment, including different spill sizes, types of contaminants, and receiving environments (including land, natural waterways, and municipal sewers). The SPCP shall include as a minimum the following information commensurate with the risk of spills at the Site:
  - a. containment procedures;
  - b. treatment, neutralization and/or clean up procedures;
  - c. disposal procedures that are in accordance with the EPA, and/or municipal by-laws and other legislation as applicable;
  - d. securement of necessary equipment;
  - e. notification procedures; and
  - f. details of the training procedures.
2. The Company shall ensure that employees and agents of the Company have been trained on the SPCP prior to commencement of the Process at the Site.
3. The Company shall review and update the SPCP as needed.

#### **5. NOISE**

1. The Company shall, for each Site ensure, at all times, that the noise emissions from the Facility comply with the limits set in Ministry Publication NPC-300;

2. The Company shall, for each Site ensure, that the Acoustic Barrier, when required, is erected within 7 working days of start-up of the Facility and until that time the Facility operations shall be restricted to the daytime hours of 7 a.m. to 7 p.m., Monday to Friday.
3. The Company shall, for each Site, ensure the minimum separation distance as specified in Schedule "A" is maintained between the Facility and the nearest Point of Reception.
4. The Company shall, for each Site, implement prior to the commencement of operation of the Equipment the following Noise Control Measures:
  - a. the Acoustic Barrier, when required, is implemented at all times during the operation of the Facility;
  - b. the Acoustic Barrier, when required, is a minimum 2.5 metres high, 18 metres long, continuous without holes, gaps or other penetrations, and having a surface mass density of at least 20 kilograms per square metre, and that it will be positioned in between the Facility and the Points of Reception that require shielding in such a way that the distance from the Acoustic Barrier to the Facility is not greater than 2.5 metres as depicted in Figure 3 of the Acoustic Assessment Report; and
  - c. the Acoustic Barrier, when required, is properly maintained and continues to provide the acoustical performance outlined in the Acoustic Assessment Report.

## **6. NOTIFICATION REQUIREMENTS**

1. The Company shall notify the District Manager at least ten (10) calendar days, or at such other time as may be agreed to in writing by the District Manager, before commencement of operation of the Process at any Site by submitting a completed Form 1, set out in Schedule "B" of this Approval, with attachments, to the District Manager.
2. The Company shall notify the District Manager, in writing, forthwith if the Process is not carried out in accordance with the Performance Requirements outlined in Condition 1.
3. The Company shall notify the District Manager, in writing, forthwith within two (2) business days of each complaint that the Company receives resulting from the operation of the Process at the Site. The notification shall include the information described in paragraph (d) of Condition 7.

## **7. RECORD KEEPING REQUIREMENTS**

1. The Company shall, for each Site, retain for a minimum of five (5) years from the date of their creation, all reports, records, and information as described in this Approval, related to or resulting from the operation of the Process and Equipment at the Site including:
  - a. the Remedial Work Plan;

- b. records about the inspection, maintenance, and repair of the major components of the Equipment related to the Process;
- c. all testing and sampling results related to the Influent Concentrations and the Equipment; and
- d. records about complaints, including:
  - i. a description of the time and date of the complaint and of the incident to which the complaint relates;
  - ii. the nature of the complaint and the address of the complainant, if known;
  - iii. weather conditions at the time of the incident to which the complaint relates;
  - iv. a description of the measures taken to determine the possible causes of the complaint and the steps taken to investigate and deal with the cause of the incident to which the complaint relates and the steps taken and/or to be taken to prevent a similar occurrence in the future; and
  - v. a written response to the complainant, if known.

## SCHEDULE "A"

### Minimum Required Separation Distances from the Facility to the Points of Reception

**Table 1: Operating Scenario 1 – without Acoustic Barrier**

Publication NPC-300 Acoustical Area	Time of Operation	Sound Level Limit (dBA)	Minimum Separation Distance (metres)
Class 1	Day (7 a.m. to 7 p.m.)	50	31
Class 1	Evening (7 p.m. to 11 p.m.)	50	31
Class 1	Night (11 p.m. to 7 a.m.)	45	31
Class 2	Day (7 a.m. to 7 p.m.)	50	31
Class 2	Evening (7 p.m. to 11 p.m.)	45	31
Class 2	Night (11 p.m. to 7 a.m.)	45	31
Class 3	Day (7 a.m. to 7 p.m.)	45	31
Class 3	Evening (7 p.m. to 11 p.m.)	40	53
Class 3	Night (11 p.m. to 7 a.m.)	40	53

**Table 2: Operating Scenario 2 - with Acoustic Barrier**

Publication NPC-300 Acoustical Area	Time of Operation	Sound Level Limit (dBA)	Minimum Separation Distance (metres)
Class 1	Day (7 a.m. to 7 p.m.)	50	11
Class 1	Evening (7 p.m. to 11 p.m.)	50	11
Class 1	Night (11 p.m. to 7 a.m.)	45	11
Class 2	Day (7 a.m. to 7 p.m.)	50	11
Class 2	Evening (7 p.m. to 11 p.m.)	45	11
Class 2	Night (11 p.m. to 7 a.m.)	45	11
Class 3	Day (7 a.m. to 7 p.m.)	45	11
Class 3	Evening (7 p.m. to 11 p.m.)	40	19
Class 3	Night (11 p.m. to 7 a.m.)	40	19

**Notes:**

The Acoustic Barrier shall have a height of not less than 2.5 metres above local grade and a length of not less than 18 metres such that it will break the line-of-sight between the Facility and all Points of Reception. The Acoustic Barrier must be located at a distance of not more than 2.5 metres from the Facility as depicted in Figure 3 of the Acoustic Assessment Report.

## **SCHEDULE "B"**

### **Form 1**

#### **SOIL/GROUNDWATER REMEDIATION PROCESS NOTICE OF INTENDED LOCATION**

1. Owner and/or Operator:
  - a. Company name:
  - b. Environmental Compliance Approval (Air) number:
  - c. Contact person:
  - d. Telephone number:
2. Proposed Location:
  - a. Municipality:
  - b. Street address or Lot and Concession number:
3. Land use in the immediate vicinity:
4. Operating schedule:
  - a. Date of commencement:
  - b. Estimated duration:
  - c. Hours of operation:

Please attach the following:

- a. A plan showing the area(s) within the Site where the Process will be operated;
- b. An overview of the Process to be used at the Site, including a description of the technology (or technologies) and delivery method(s) to be used; and
- c. An overview of the Site specific Remedial Work Plan and the Operating Procedures and Maintenance Manual that have been drafted and will be finalized before commencement of operation of the Process at the Site and will be implemented at the Site as required by this Approval.

*The reasons for the imposition of these terms and conditions are as follows:*

1. Condition No. 1 is included to outline the minimum performance requirements considered necessary to prevent an adverse effect resulting from the operation of the Process.
2. Condition No. 2 is included to require the Company to gather accurate information and prepare a work plan prior to carrying out the Process at the Site and so that compliance with the EPA and this Approval can be verified.
3. Condition No. 3 is included to emphasize that the Equipment and Process must be operated according to a procedure that will result in compliance with the EPA, the regulations, and this Approval.
4. Condition No. 4 is included to require the Company to prevent and mitigate spills thereby minimizing adverse environmental impacts.
5. Condition No. 5 is included to provide the minimum performance requirements considered necessary to prevent an adverse effect resulting from the operation of the Facility/Equipment and to emphasize that the Facility/Equipment must be maintained and operated according to a procedure that will result in compliance with the EPA, the regulations and this Approval.
6. Condition No. 6 is included to require the Company to notify the Ministry so that the environmental impact and subsequent compliance with the EPA, the regulations, and this Approval can be verified.
7. Condition No. 7 is included to require the Company to retain records and provide information to the Ministry so that the environmental impact and subsequent compliance with the EPA, the regulations, and this Approval can be verified.

*In accordance with Section 139 of the Environmental Protection Act, you may by written Notice served upon me, the Environmental Review Tribunal and in accordance with Section 47 of the Environmental Bill of Rights, 1993, the Minister of the Environment, Conservation and Parks, within 15 days after receipt of this Notice, require a hearing by the Tribunal. The Minister of the Environment, Conservation and Parks will place notice of your appeal on the Environmental Registry. Section 142 of the Environmental Protection Act provides that the Notice requiring the hearing shall state:*

- a. The portions of the environmental compliance approval or each term or condition in the environmental compliance approval in respect of which the hearing is required, and;
- b. The grounds on which you intend to rely at the hearing in relation to each portion appealed.

*The Notice should also include:*

1. The name of the appellant;
2. The address of the appellant;
3. The environmental compliance approval number;
4. The date of the environmental compliance approval;
5. The name of the Director, and;
6. The municipality or municipalities within which the project is to be engaged in.

*And the Notice should be signed and dated by the appellant.*

*This Notice must be served upon:*

The Director appointed for the purposes of



The Secretary\*  
Environmental Review Tribunal  
655 Bay Street, Suite 1500  
Toronto, Ontario  
M5G 1E5

AND

The Minister of the Environment,  
Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto, Ontario  
M7A 2J3

AND

Part II.1 of the Environmental Protection Act  
Ministry of the Environment,  
Conservation and Parks  
135 St. Clair Avenue West, 1st Floor  
Toronto, Ontario  
M4V 1P5

**\* Further information on the Environmental Review Tribunal's requirements for an appeal can be obtained directly from the Tribunal at: Tel: (416) 212-6349, Fax: (416) 326-5370 or [www.ert.gov.on.ca](http://www.ert.gov.on.ca)**

*This instrument is subject to Section 38 of the Environmental Bill of Rights, 1993, that allows residents of Ontario to seek leave to appeal the decision on this instrument. Residents of Ontario may seek leave to appeal within 15 days from the date this decision is placed on the Environmental Registry. By accessing the Environmental Registry at <https://ero.ontario.ca/>, you can determine when the leave to appeal period ends.*

*The above noted activity is approved under s.20.3 of Part II.1 of the Environmental Protection Act.*

DATED AT TORONTO this 31st day of January, 2022



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Bijal Shah, P.Eng.

Director

appointed for the purposes of Part II.1 of the  
*Environmental Protection Act*

BR/

c: District Manager, MECP Guelph  
Nathan Lichti, Vertex Environmental Inc.



Report to: General Committee

Meeting Date: September 19<sup>th</sup>, 2023

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**SUBJECT:** Appointment of Members to the Markham Mayor's Youth Council for the period of September 5, 2023 to June 30, 2024

**PREPARED BY:** Portia Lee, Recreation Coordinator – Programs & Outreach Recreation Services

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**RECOMMENDATION:**

- 1) That the Report Appointment of Members to the Markham Mayor's Youth Council for the period of September 5, 2023 to June 30, 2024 be received;
- 2) And that the following Appointments of Members to the Markham Mayor's Youth Council be confirmed for the term September 5, 2023 to June 30, 2024;

Name	School	Grade	Ward
Kelly Liu	University of Toronto Schools	9	1
Sabine Cuesta	Saint Robert Catholic High School	10	1
Christian Matros	Saint Robert Catholic High School	10	1
Varna Venkatesh	Saint Robert Catholic High School	10	6
Michael Li	Markville Secondary School	10	6
Oscar Cheng	Saint Robert Catholic High School	10	8
Elisabeth Lum	Markville Secondary School	10	3
Lilia Zitouni	Saint Robert Catholic High School	10	1
Kara Cespedes	Markville Secondary School	10	3
Ivy Chen	Markville Secondary School	10	6
Zoey Rodrigues	Bill Hogarth High School	10	6
Jin Zhou	Thorlea High School	11	1
Melody Cao	Bayview Secondary School	11	2
Mehrava Afshani	Bayview Secondary School	11	2
Hadia Rasool	Markham District High School	11	7
Sarah Gao	Bayview Secondary School	11	6
Rithikha Kalaiunarbavan	Middlefield Collegiate Institute	11	7
Callista Chan	Saint Augustine Catholic High School	12	6
Elyssa Qi	Saint Augustine Catholic High School	12	2
Tom Zheng	Crescent School	12	3

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Jiabei He	Bill Hogarth High School	12	5
Aiden Ma	Saint Robert Catholic High School	12	1
Isabella Peng	Unionville High School	12	4
Sam Chan	Saint Augustine Catholic High School	12	2
Ananiya Narmathan	Saint Augustine Catholic High School	12	2

- 3) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The purpose of the report is to confirm appointments to the Markham Mayor's Youth Council for the term September 5, 2023 to June 30, 2024.

**BACKGROUND:**

The Markham Mayor's Youth Council (MMYC) was created in 1994 to address issues that are pertinent to youth in the community. The group's mandate is:

1. To act in an advisory capacity in providing advice on issues of concern to youth.
2. To act in an advocacy role by providing new ideas and views to Council and staff.
3. To raise awareness in the community through planned events (e.g. Youth Week, Youth Forums, Youth Job Fair, etc).
4. To encourage youth participation within the community.

The MMYC is a group of high school students from the City of Markham who meet twice a month to plan events and discuss issues facing youth. The purpose of the MMYC is to provide local youth a voice by which they may give input and develop initiative to enhance youth opportunities within the City of Markham. The Recreation Coordinator – Programs and Outreach will act as staff liaison.

Area Youth Councils are also very active in Thornhill, Unionville, Markham and Milliken. These area councils are responsible for providing specific youth events and opportunities within their local neighbourhoods. The Area Youth Councils coordinate with the MMYC to support City wide youth activities. Staff from Recreation Services in each of the respective areas act as staff liaison and mentor to the youth.

MMYC and Area Youth Councils are committed to supporting youth in the Markham community by raising awareness about local supports and resources and encouraging youth engagement virtually as well as in-person.

Nomination Process

Nominations into the MMYC are conducted in July and August each year. The nomination process includes:

1. Call for community members to join the Markham Mayor's Youth Council
  - Applications and deadlines were advertised on the MMYC social media pages (Facebook and Instagram), and City of Markham website;
  - MMYC members promoted applications within their school online forums;
  - MMYC shared opportunities with other local youth groups via word of mouth or social media
2. Markham Mayor's Youth Council received 113 applications to fill 12 positions for the 2023/2024 year.
3. Sixty-five (65) applicants were selected to move forward to the first screening step (24-hour Challenge).
4. Nine (9) 24-hour Virtual Challenge groups were formed with 7 to 8 applicants in each group.

Each group is assigned a project from the list below and asked to develop a presentation identifying solutions:

- Increase youth political engagement within the City of Markham specifically addressing youth related social issues, environmental sustainability, mental health and diversity
  - Increase youth community outreach and communication
  - Increase MMYC relations with other local youth councils
  - Engaging youth to attend events and participate within the community
  - Promoting youth volunteerism
5. Interview panels included: two (2) Markham Mayor's Youth Council Chairs and one (1) Full Time staff member, (Recreation Coordinator – Programs & Outreach)
    - Panels interviewed 24 applicants over a 2-week period
  6. Confirmation of the Markham Mayor's Youth Council members was completed on August 25, 2023 for the 2023/2024 term. While staff strive to find equal representation by Ward, this is not always possible based on where the applications have been received.
  7. The Markham Mayor's Youth Council has an active volunteer program called the Ambassador program. This program is comprised of 15-20 youth, who are directly lead by the Markham Mayor's Youth Council Co-Chairs and the staff liaison. The Ambassadors assist in planning and supporting the Markham

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Mayor's Youth Council on events throughout the year as well as aiding in their outreach efforts. Many of the youth involved in the Ambassadors Program are looking to gain experience with the Markham Mayor's Youth Council and strive to promote volunteerism and activism to a wider range of youth in the community. The Ambassador program strives to have representation from all Wards, schools, ages, and backgrounds.

**FINANCIAL CONSIDERATIONS**

No Financial implications are to be considered in this report.

**HUMAN RESOURCES CONSIDERATIONS**

No Human Resources implications are to be considered in this report.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Not applicable.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Not applicable.

**RECOMMENDED BY:**

Mary Creighton  
Director of Recreation Services

6 September 2023  
Date



Report to: General Committee

Meeting Date: September 19, 2023

**SUBJECT:** Request for Proposal 163-R-23 Citywide Building Mechanical and HVAC Systems Maintenance

**PREPARED BY:** Darius Chung, Senior Buyer, Ext. 2025  
Michael Ryan, Facility Engineer, Ext. 2563

**RECOMMENDATION:**

1. That the report entitled “Request for Proposal 163-R-23 Citywide Building Mechanical and HVAC Systems Maintenance” be received; and,
2. That the contract for Request for Proposal 163-R-23 Citywide Building Mechanical and HVAC Systems Maintenance Services be awarded to the highest ranked bidder, S.I.G. Mechanical Services Limited, for a term of two (2) years in the total amount of \$1,629,485.08 inclusive of HST as per the following;
  - November 1, 2023 - October 31, 2024 - \$814,742.54
  - November 1, 2024 - October 31, 2025 - \$814,742.54

**Total: \$1,629,485.08**
3. That the contract include an option for the City (in its sole discretion) to extend the contract for up to four (4) additional one (1) year terms. Pricing will be firm for the first two years of the contract and prices in years three, four, five and six will be subject to Consumer Price Index (CPI) increase to a maximum of 2%; and,
4. That the Director of Sustainability & Asset Management and Senior Manager of Procurement & Accounts Payable be authorized to extend the contract for an additional four (4) one year periods subject to approval of the annual operating budget, vendor performance, and an increase based on the CPI to a maximum of 2%; and
5. That the award be funded from the accounts identified in the Financial Considerations section, subject to approval of the 2024-2029 operating budgets; and,
6. The annual shortfall of \$42,632.99 be captured as part of the 2024 contract escalations and adjusted accordingly, subject to approval of the 2024-2029 operating budgets.
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The purpose of this report is to obtain approval to award the contract for full coverage mechanical maintenance services for thirty-one (31) facilities throughout the City and related services for fifty-five (55) other facilities on an as-required basis. The work includes but is not limited to, the maintenance of heating, ventilation, air conditioning and other mechanical equipment.

**BACKGROUND:**

Full Coverage mechanical maintenance is necessary to ensure the operational safety and reliability of City facilities on an ongoing basis. The City has approximately 86 facilities that are part of this contract that require labour, material, equipment, supervision and services necessary for the supply of emergency service, repairs, replacement parts and preventive maintenance. This contract is not for complete replacement of HVAC systems but replacement of component parts to maintain the operation of various mechanical units and/or subsystems.

The work includes routine and emergency maintenance of all heating, ventilation, air conditioning and other mechanical equipment such as:

1. Electric heating
2. Chilled water
3. Condenser cooling water
4. Air conditioning
5. Supply and return air systems
6. Exhaust air
7. Compressed air systems
8. Dehumidification and humidification systems
9. Environmental controls
10. Filter systems
11. Pumping systems related to air conditioning, ventilation and heating systems
12. Pumping systems related to other mechanical systems
13. Domestic hot water systems
14. Pneumatic and electric control systems

All work is to be completed by licensed technicians in good standing with the Technical Standards & Safety Authority and Ontario College of Trades.

**BID INFORMATION:**

Bid closed on	July 14, 2023
Number picking up bid document	10
Number responding to bid	4

**PROPOSAL EVALUATION:**

The Evaluation Team was comprised of staff from Sustainability & Asset Management and Recreation Services. Staff from the Procurement Department acted as the evaluation facilitator.

The evaluation was based on pre-established evaluation criteria as outlined in the Request for Proposal: Qualifications and Experience of the Bidder 30%, Experience and Qualification of the Personnel 20%, Project Management 20%, and price 30%, for a total of 100% with the resulting score as noted below.

<b>Bidder</b>	<b>Total Score (100 points)</b>
S.I.G. Mechanical Services Limited.	94

S.I.G. Mechanical Services Limited (SIG) is the incumbent and has been the city-wide building mechanical and HVAC systems maintenance contractor since being re-awarded in 2015. Since then they have proven to be reliable and staff are pleased with their performance and attention to detail. They also provide similar mechanical and building maintenance service for Metrolinx, Toronto District School Board and the Toronto Police Service, amongst several other private organizations.

### **OPTIONS AND DISCUSSIONS**

From 2018-2023, the Pan Am Centre has been on preventative maintenance service and not on full coverage service due to the fact that the facility was only four years old in 2018. Staff recommend that given its age, that the Pan Am Centre be moved to full coverage service which is now the same as the other 30 facilities in this service agreement. Repairs outside of the preventative maintenance scope can easily exceed the cost of full coverage maintenance for a facility based on the equipment at Pan Am Centre.

Furthermore, Morgan Pool and the East Markham Operations Yard have been added to the preventative maintenance service. All other facilities, equipment, and service requirements remain unchanged from the previous contract. As Net Zero projects are implemented (e.g. installation of new high efficiency mechanical equipment) there will be the opportunity to change maintenance options as required.

As with the previous contract full coverage service will be provided for the remaining 30 sites. There was a 5% price escalation which was applied to each of these sites in comparison to the previous contract. Through negotiation the escalation was reduced to 4% which has a budget impact of \$10,189.28.

There was a significant reduction in the estimated cost for materials, equipment rentals and as-required services of \$9,686.14. This was due to the incumbent's familiarity with our facilities, knowledge of the project scope and competitive bidding.

### **FINANCIAL CONSIDERATIONS:**

This contract has an increase of \$42,632.99 or 6% from the 2023 budget. The increase is a result of the following changes:



	<b>Contract changes from previous contract</b>	<b>Impact (Incl. HST)</b>
1	Pan Am Centre from preventative maintenance to full coverage service	\$ 45,312.51
2	Addition of Morgan Pool to preventative maintenance services	\$ 2,136.96
3	Addition of East Work Yard to preventative maintenance services	\$ 1,933.44
4	Increase to existing 30 sites	\$ 10,189.28
5	Estimated as-required, material and rental costs	\$ (9,686.14)
6	1% negotiated cost reduction to 33 sites	\$ (7,253.06)
	<b>Total increase</b>	<b>\$ 42,632.99</b>

In summary, the majority of the increase is due to service level changes to Pan Am Centre and the addition of Morgan Pool and East Markham Works Yard. It is worth noting that during the 2018-2023 contract, SIG agreed to a 0% increase in 2020 due to Covid-19 despite a contract escalation clause of 2%.

Staff negotiated with SIG and reduced the cost per year in 2023-2024 from \$821,995.60 to \$814,742.54 (\$7,253.06 or 1% reduction) without any modifications to scope. Over a period of 6 years, this represents \$43,518.36 in cost savings if all options to renew are exercised.

<b>Line Item</b>	<b>Account #</b>	<b>Location</b>	<b>Annual Budget Available</b>	<b>Cost of Award</b>	<b>Budget Remaining</b>
1	509-921-5314	Aaniin Community Centre and Library	\$ 100,028.62	\$ 89,735.29	\$ 10,293.33
2	504 921 5314	Angus Glen Community Centre and Library	\$ 61,348.51	\$ 62,373.65	\$ (1,025.13)
3	504 921 5314	Angus Glen Tennis Centre	\$ 12,769.58	\$ 12,983.08	\$ (213.50)
4	502-971-5314	Armada Community Centre	\$ 9,588.28	\$ 9,748.84	\$ (160.56)
5	503-921-5314	Centennial Community Centre	\$ 96,680.20	\$ 98,296.37	\$ (1,616.17)
6	502-922-5314	Crosby Memorial Community Centre	\$ 13,531.93	\$ 13,757.38	\$ (225.45)
7	505-921-5314	Cornell Community Centre	\$ 62,513.38	\$ 63,558.38	\$ (1,045.00)
8	750-750-5469	Fire Station 91	\$ 8,388.00	\$ 8,719.25	\$ (331.25)
9	750-750-5471	Fire Station 92	\$ 7,975.72	\$ 8,290.09	\$ (314.37)
10	750-750-5472	Fire Station 94	\$ 4,015.79	\$ 4,173.76	\$ (157.97)
11	750-750-5473	Fire Station 95	\$ 9,122.05	\$ 9,481.87	\$ (359.82)
12	750-750-5475	Fire Station 96	\$ 9,398.41	\$ 9,768.99	\$ (370.58)
13	750-750-5476	Fire Station 97	\$ 6,073.91	\$ 6,313.53	\$ (239.62)
14	750-750-5478	Fire Station 98	\$ 7,736.10	\$ 8,041.26	\$ (305.16)
15	750-750-5468	Fire Training Centre	\$ 732.01	\$ 760.61	\$ (28.60)
16	990-990-5414	Heintzman House	\$ 4,646.31	\$ 4,723.81	\$ (77.50)
17	503-923-5314	Markham Community Centre	\$ 5,550.14	\$ 5,642.58	\$ (92.44)
18	506-921-5314	Markham Pan Am Centre	\$ 19,396.67	\$ 64,062.09	\$ (44,665.42)
19	503-971-5314	Markham Senior Centre	\$ 4,113.08	\$ 4,181.82	\$ (68.74)
20	530-998-5410	Markham Theatre	\$ 16,264.79	\$ 16,906.59	\$ (641.80)
21	502 921 5314	Milliken Mills Community Centre	\$ 50,906.71	\$ 51,757.42	\$ (850.70)
22	503-922-5314	Mt.Joy Community Centre	\$ 5,208.81	\$ 5,295.02	\$ (86.21)
23	502-922-5314	Old Unionville Library Community Centre	\$ 1,112.20	\$ 1,130.33	\$ (18.13)
24	501-922-5314	R.J. Clatworthy Arena	\$ 1,539.75	\$ 4,130.44	\$ (2,590.69)
25	503-972-5314	Rouge River Community Centre	\$ 24,444.03	\$ 24,852.14	\$ (408.11)
26	501-921-5314	St. Roberts Soccer Dome	\$ 6,333.76	\$ 6,439.45	\$ (105.70)
27	502-923-5314	Milliken Mills Soccer Dome	\$ 2,556.10	\$ 2,598.15	\$ (42.04)

28	501 921 5314	Thornhill Community Centre	\$ 68,052.16	\$ 69,189.88	\$ (1,137.72)
29	501-911-5399	Thornlea Pool/Gym	\$ 26,463.12	\$ 26,905.27	\$ (442.16)
30	998-600-5310	Unionville Library	\$ 3,797.50	\$ 3,987.38	\$ (189.88)
31	750-753-5310	Works Yard- Main Building and Sign Shop	\$ 15,446.21	\$ 16,218.52	\$ (772.31)
32	503-912-5314	Morgan Pool	\$ 0.00	\$ 2,115.59	\$ (2,115.59)
33	700-606-5410	East Work Yard	\$ 0.00	\$ 1,914.11	\$ (1,914.11)
34	Various	Estimated On-Call Services	\$ 11,345.83	\$ 12,025.28	\$ (679.45)
35	Various	Estimated Material and Rental Costs	\$ 95,029.90	\$ 84,664.32	\$ 10,365.58
			<b>\$ 772,109.56</b>	<b>\$ 814,742.54</b>	<b>\$ (42,632.99)</b>

By awarding this contract, the City will be able to maintain service levels and fixed pricing from 2023-2025 and avoid any potential for large market increases from 2025-2029 seeing a maximum of 2% if each optional extension period is exercised.

### **OPERATING BUDGET AND LIFE CYCLE IMPACT**

The annual operating shortfall of (\$42,632.99) in 2024 will be reflected as part of the 2024 results of operations and annual incremental operating budget impact will be adjusted as part of the 2024 operating budget subject to approval. Each year starting in year 3, there will be an adjustment in accordance with the consumer price index (CPI) Canada all-items not to exceed a 2% increase and will be reflected as part of the operating budget process subject to approval. There is no impact to the Life Cycle Replacement and Capital Reserve.

### **ENVIRONMENTAL CONSIDERATIONS**

Routine maintenance of mechanical equipment will maintain and/or improve energy efficiency of the facilities.

### **HUMAN RESOURCES CONSIDERATIONS**

Not Applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

<b>Goal</b>	<b>Examples – How the Solution can Help Achieve the Goal</b>
Exceptional Services by Exceptional People	SIG has been providing excellent and reliable City facility maintenance service for over 10 years.
Engaged, Diverse & Thriving City	Supports operational and safe facilities for users of Markham facilities.
Safe & Sustainable Community	Continuous mechanical maintenance including routine inspections are imperative to operating safe and sustainable facilities for users.
Stewardship of Money & Resources	This initiative supports long lasting relationships with local business providers who support the community.

### **BUSINESS UNITS CONSULTED AND AFFECTED:**

Comments from Recreation, Sustainability and Asset Management and Finance have been incorporated into this report.

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**RECOMMENDED BY:**

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Graham Seaman,  
Director, Sustainability and  
Asset Management

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Mary Creighton,  
Director, Recreation Services

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Trinela Cane,  
Commissioner, Corporate Services

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Morgan Jones,  
Commissioner, Community Services



Report to: Development Services Committee

Meeting Date: September 26, 2023

**SUBJECT:** Mingay Avenue at Hammersly Boulevard Proposed All-way Stop (Ward 6)

**PREPARED BY:** David Porretta, Manager, Traffic Engineering, ext. 2040

**RECOMMENDATION:**

- 1) That the report entitled “Mingay Avenue at Hammersly Boulevard Proposed All-way Stop (Ward 6)” be received; and
- 2) That Schedule 12 of Traffic By-law 106-71, pertaining to compulsory stops, be amended to include all approaches to the intersection of Mingay Avenue at Hammersly Boulevard; and
- 3) That the Operations Department be directed to install the appropriate signs and pavement markings at the subject location; and
- 4) That the cost of materials and installation for the traffic signs and pavement markings in the amount of \$1,000 be funded from capital project #083-5350-23112-005 (Traffic Operational Improvements); and
- 5) That York Regional Police be requested to enforce the all-way stop control upon installation of these stop signs and passing of the By-law; and further
- 6) That staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

This report recommends implementing an all-way stop at the intersection of Mingay Avenue and Hammersly Boulevard, to improve intersection operations and safety.

**BACKGROUND:**

In spring 2023, Traffic Engineering staff received a resident request to implement an all-way stop at the intersection. This intersection of Mingay Avenue at Hammersly Boulevard has been the subject of periodic monitoring, due to the frequency of inquiries received from area residents over the past five years.

The subject intersection is located in the Wismer Commons residential community, bounded by Major Mackenzie Drive to the north, Bur Oak Avenue to the south, McCowan Road to the west, and Markham Road to the east. Mingay Avenue is classified as a 2-lane minor collector street. Hammersly Boulevard is a two-lane local residential street. The intersection has a four-leg configuration, with stop control currently assigned to Hammersly Boulevard, thereby giving traffic on Mingay Avenue right-of-way. Donald Cousens Public School is located to the southeast of the subject intersection. A map of the intersection and surrounding area is provided in Attachment “A”.

**DISCUSSION:****All-way stop control warrant analysis was conducted at the subject intersection**

All-way stop control at an intersection may be considered where the minimum provincial warrant criteria are satisfied, as outlined by the Ministry of Transportation of Ontario (MTO). Over the past 5 years, the intersection did not satisfy conditions necessary to justify an all-way stop.

In May 2023, Traffic Engineering staff reassessed the intersection, to determine if an all-way stop was warranted. The warrant analysis results are as follows:

**Figure 1: All-way Stop Warrant Results**

Warrant Criteria	Criteria Met? (Y/N)
Volume exceeds <b>200</b> vehicles per hour for each of the highest 4 hours of the day	YES
Volume exceeds <b>75</b> units per hour (vehicles + pedestrians) on the “minor” street for each of the same 4 hours	YES
At least <b>25%</b> of total volume is attributed to the “minor” street and pedestrian crossings	YES

For an all-way stop to be considered, all three warrant criteria must be met. Results of the study show that this requirement has been satisfied.

**All-way stop control at the intersection is recommended**

As the provincial warrant criteria have been met, staff recommend that all-way stop control be implemented at the subject intersection. With the volume and pattern of movements at this intersection, all-way stop control will improve the intersection operations and safety by requiring all vehicles to come to a complete stop at the intersection. Also, the all-way stop control will introduce a new and safer opportunity for pedestrians to cross Mingay Avenue, where the pedestrian crossing volume is high.

If Council endorses the staff recommendation to implement an all-way stop control at the subject intersection, Schedule 12 of Traffic By-law 106-71, pertaining to compulsory stops, must be amended to reflect the change in traffic control at the intersection (Attachment “B”).

**FINANCIAL CONSIDERATIONS**

The cost of materials and installation for the traffic signs and pavement markings in the amount not exceeding \$1,000 will be funded from capital project #083-5350-23112-005 (Traffic Operational Improvements). On-going maintenance costs will be managed within the Operations Department’s existing operating budget.

**HUMAN RESOURCES CONSIDERATIONS**

The recommendations identified within this report align with the strategic focus for a Safe & Sustainable Community, through the ongoing management of the City’s transportation network.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Operations Department has been circulated this report, and acknowledges the operating impacts associated with the additional regulatory signs and pavement markings.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Operations Department has been circulated this report, and acknowledges the operating impacts associated with the additional regulatory signs and pavement markings.

**RECOMMENDED BY:**

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Frank Clarizio, P.Eng.  
Director, Engineering

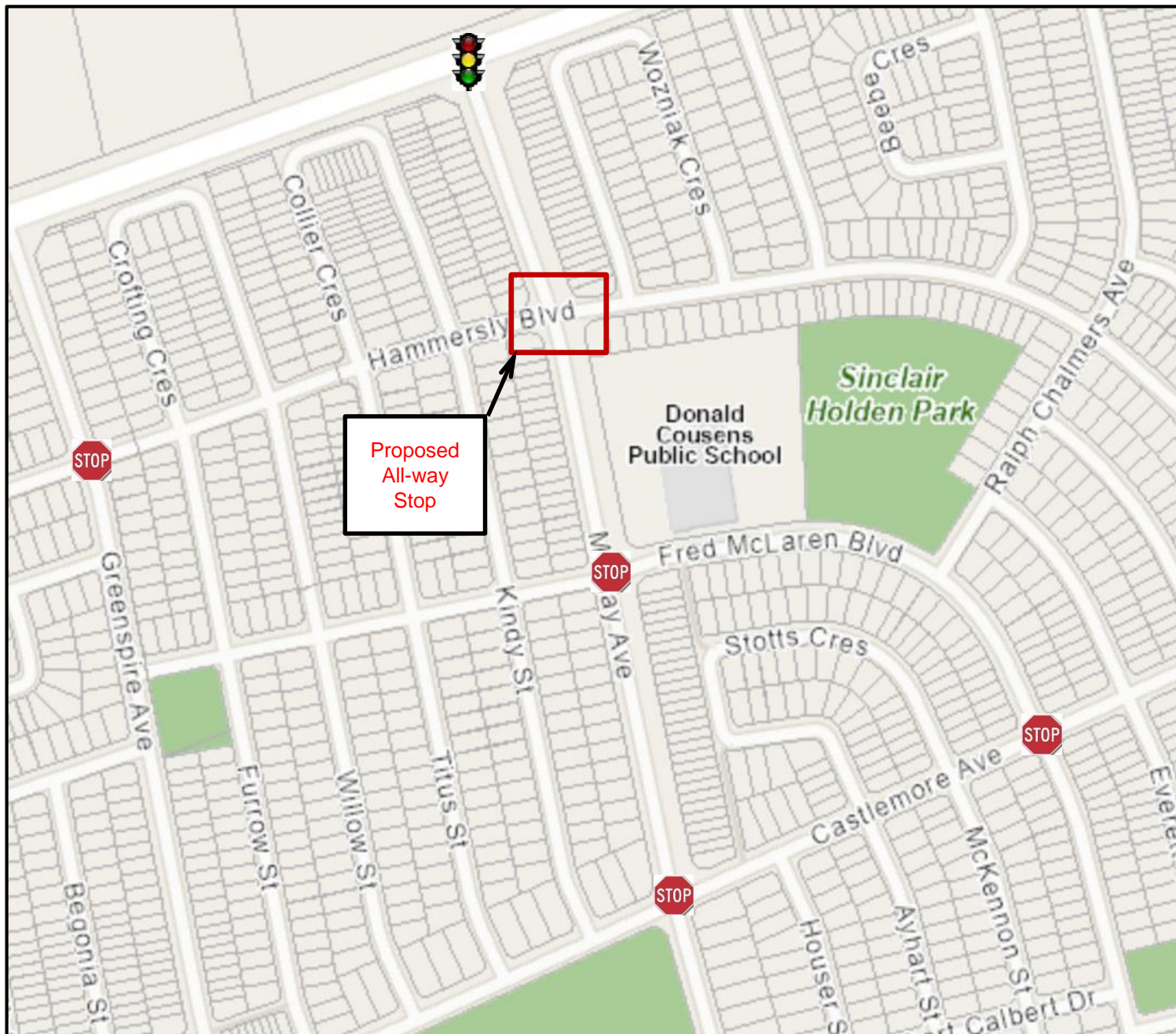
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Arvin Prasad, MPA, RPP, MCIP  
Commissioner, Development Services

**ATTACHMENTS:**

Attachment "A" – Map: Mingay Avenue @ Hammersly Boulevard Proposed All-way Stop

Attachment "B" – All-way Stop Control By-Law Amendment



McCowan Rd	<p>Major Mackenzie Dr</p>  <p>Markham Rd</p> <p>16th Ave</p>
<b>KEY MAP</b>	
<p><b>LEGEND</b></p> <p>Existing Traffic Signals </p> <p>Existing All-way Stop </p>	
<p><b><u>Proposed All-way Stop</u></b></p> <p><b><u>Mingay Ave @ Hammersly Blvd</u></b></p>	
 <p>Engineering Dept. September 2023</p>	
<p><b>ATTACHMENT A</b></p>	



ATTACHMENT “B”

**BY-LAW NUMBER \_\_\_\_\_**  
**TO AMEND BY-LAW 106-71**

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BE IT ENACTED BY THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM THAT TRAFFIC BY-LAW 106-71 BE AND THE SAME IS HEREBY AMENDED AS FOLLOWS:

1. That Schedule 12 of Traffic By-law 106-71, pertaining to “Compulsory Stops”, be amended by adding the following:

COLUMN 1	COLUMN 2	COLUMN 3
<u>INTERSECTION</u>	<u>FACING TRAFFIC</u>	<u>LOCATION OF STOP SIGN</u>
Mingay Avenue & Hammersly Boulevard	Northbound on Mingay Avenue	South side of Hammersly Boulevard, east side of Mingay Avenue
Mingay Avenue & Hammersly Boulevard	Southbound on Mingay Avenue	North side of Hammersly Boulevard, west side of Mingay Avenue

2. The By-Law shall come into force and effect upon receiving the third reading by the Council of the City of Markham and also when authorized signs have been erected.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS \_\_\_\_\_  
DAY OF \_\_\_\_\_, 2023.

\_\_\_\_\_  
KIMBERLY KITTERINGHAM  
CITY CLERK

\_\_\_\_\_  
FRANK SCARPITTI  
MAYOR





Report to: Development Services Committee

Meeting Date: September 26, 2023

**SUBJECT:** RECOMMENDATION REPORT  
Revision to a Legal Description of a Designation By-law  
9392 Kennedy Road (“The Thomas Lownsbrough House”),  
Ward 6

**PREPARED BY:** Evan Manning, Senior Heritage Planner, ext. 2296

**REVIEWED BY:** Regan Hutcheson, Manager of Heritage Planning, ext. 2080  
Stephen Lue, Senior Development Manager, ext. 2520

**RECOMMENDATION:**

- 1) THAT the Staff report, dated September 26, 2023, titled, “RECOMMENDATION REPORT - Revision to a Legal Description of a Designation By-law, 9392 Kennedy Road (“The Thomas Lownsbrough House”), Ward 6”, be received;
- 2) THAT the legal description, as contained within the previously approved Heritage Designation By-law 2020-72, be amended to reflect the property’s current legal description, and that By-law 2020-72 be amended to ensure conformance with the *Ontario Heritage Act*, as amended;
- 3) AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

To amend the legal description as contained within a previously approved Heritage Designation By-law (“By-law 2020-72”) where the cultural heritage resource has been modified through further land division or a plan of subdivision.

**BACKGROUND:**

***The Designation By-law needs to be amended to address transfer of land to York Region***

Contained within an approved residential development, 9392 Kennedy Road (the “Subject Property”), is designated under Part IV of the *Ontario Heritage Act* (the “Act”). Designation occurred in 2020 and predated the recent subdivision and development of the surrounding lands.

As a condition of approval, Kylemore Communities (Yorkton Ltd.) (the “Applicant”) is required to transfer a portion of land adjacent to Kennedy Road to York Region (the “Region”) for road widening purposes. The Region has requested that the legal description of the Subject Property, as it appears in Schedule A of By-law 2020-72, be amended to reflect the current property boundary, and exclude the transferred portion adjacent to Kennedy Road.

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***Municipalities can use the Act's minor amendment process***

Municipal councils may update different parts of an existing heritage designation by-law for a number of reasons, including a need to:

- a) Clarify or correct the statement explaining the property's cultural heritage value or interest or the description of the property's heritage attributes;
- b) Correct the legal description of the property;
- c) Otherwise revise the by-law to make it consistent with the requirements of the Act as amended in 2021.

Section 30.1 of the Act permits an amendment process to, where required, address the above-noted issues. Under this Section, the municipality is obliged to (a) inform the owner of the amendment and their right to object thereto; and (b) consult with the municipal heritage committee prior to giving notice of the proposed amendment to the owner. Upon receipt of notice of the amendment, the owner has 30 days to file a notice of objection to the amendment with the municipality. Should a notice of objection not be received by the municipality within the 30-day timeline, the council of the municipality may pass the proposed amending by-law.

**OPTIONS/ DISCUSSION:**

In accordance with the statutory requirements as described above, Heritage Section staff have prepared amendments to the designation by-law including, among others, a revised legal description for the heritage property and an amended Statement of Significance ("SOS") to ensure conformance with the Act, as amended in 2021.

Heritage Markham Committee was consulted on August 9, 2023, and no objections were raised to the proposed amendments. Heritage Section staff also notified the property owner of the proposed designation by-law amendments, and have received written confirmation that they have no objection to the corrected legal description and revised SOS. Specifically, written confirmation was received via email from the Applicant on July 28, 2023.

**HUMAN RESOURCES CONSIDERATIONS:**

Not Applicable

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The protection of cultural heritage resource through the designation by-law process is a component of Growth Management. This helps achieve a quality community by ensuring that the City of Markham's cultural heritage resources remain part of the fabric of the city, strengthening a sense of community.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Heritage Markham was consulted. Heritage Section will work with the Clerks Department to amend the designation by-law. Legal Services Department will be required to register the approved by-law amendment on the affected property.

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**RECOMMENDED BY:**

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Giulio Cescato, RPP, MCIP  
Director, Planning and Urban Design  
Services

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Arvin Prasad, MPA, RPP, MCIP,  
Commissioner of Development

**ATTACHMENTS:**

Appendix “A” Location Map and Image of the Subject Property  
Appendix “B” Amending By-Law

**APPENDIX “A”****Location Map and Image of the Subject Property**

*The Subject Property is outlined in blue (Source: City of Markham)*



*Primary (east) elevation of the heritage resource (Source: City of Markham)*

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**APPENDIX “B”****Amending By-Law****By-law 2023-xxx****A BY-LAW TO AMEND BY-LAW 2020-72 BEING A BY-LAW TO DESIGNATE  
THE THOMAS LOWENSBOROUGH HOUSE, 9392 KENNEDY ROAD**

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WHEREAS the *Ontario Heritage Act* authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of cultural heritage value or interest;

AND WHEREAS by By-law No. 2020-72, “The Thomas Lownsborough House” was designated as being of historic and/or architectural value or interest;

AND WHEREAS authority was granted by Council to designate the property at 9392 KENNEDY ROAD as being of cultural heritage value or interest;

AND WHEREAS the By-law requires amendment to correct the legal description of the property and the Statement of Cultural Heritage Value or Interest;

AND WHEREAS Section 30.1 of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended (OHA) authorizes the Council of a municipality to amend a by-law designating property made under section 29 of the OHA to clarify or correct the statement explaining the property’s cultural heritage value or interest or the description of the property’s heritage attributes; correct the legal description of the property; or otherwise revise the language of the by-law to make it consistent with the requires of the OHA or the regulations, as amended; and

AND WHEREAS Schedule “A” of By-law No. 2020-72 contains an incorrect legal description and a correction is required; and

AND WHEREAS Schedule “B” of By-law No. 2020-72 contains a Statement of Cultural Heritage Value or Interest that requires amendment; and

AND WHEREAS the owner of the Property was provided with notice of this by-law in accordance with the requirements of the *Ontario Heritage Act*, Section 30.1(3) and (4) and no notice of objection was filed;

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NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. General

- 1.1. That By-law No. 2020-72 be amended to correct the legal description of the Heritage Property municipally-known as 9392 Kennedy Road from Block 3, Plan 65M-4613; to Part of Block 3, Plan 65M-4613, designated as Part 1, Plan 65R-39998, City of Markham, Regional Municipality of York; and
- 1.2. That the legal description contained in Schedule “A” of By-law No. 2020-72 be replaced with the legal description as contained in Schedule “A” of this By-law;
- 1.3. That By-law 2020-72 be deleted from the title of the properties described in Schedule “B”; and,
- 1.4. That the Statement of Cultural Heritage Value or Interest contained in Schedule “B” of By-law No. 2020-72 be replaced with the Statement of Cultural Heritage Value or Interest as contained in Schedule “B” of this By-law.

2. Schedule(s)

- 2.1. Schedule “A” – Legal Description
- 2.2. Schedule “B” – Legal Description
- 2.3. Schedule “C” – Statement of Cultural Heritage Value or Interest

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS  
27<sup>TH</sup> DAY OF SEPTEMBER, 2023.

---

KIMBERLEY KITTINGHAM  
CITY CLERK

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FRANK SCARPITTI  
MAYOR

**SCHEDULE “A” TO  
BY-LAW 2023-xx**

**REVISED LEGAL DESCRIPTION OF LAND**

**The Thomas Lownsborough House**

In the City of Markham in the Regional Municipality of York, property description as follows:

PART OF BLOCK 3, PLAN 65M-4613, DESIGNATED AS PART 1, PLAN 65R-39998, CITY OF MARKHAM, REGIONAL MUNICIPALITY OF YORK

PROPERTY ID: PART OF 03058 – 1834

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**SCHEDULE “B” TO  
BY-LAW 2023-xx**

**The Thomas Lownsborough House**

9392 Kennedy Road

In the City of Markham in the Regional Municipality of York, property description as follows:

PART OF BLOCK 3, PLAN 65M-4613, DESIGNATED AS PARTS 2 AND 3 ON  
PLAN 65R-39998, CITY OF MARKHAM, REGIONAL MUNICIPALITY OF YORK

PROPERTY ID: PART OF 03058 – 1834



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## **SCHEDULE “C” TO BY-LAW 2023-xx**

### **The Thomas Lownsbrough House**

9392 Kennedy Road

The Thomas Lownsbrough House is recommended for designation under Part IV, Section 29 of the Ontario Heritage Act as a property of cultural heritage value or interest as described in the following Statement of Significance.

#### **DESCRIPTION OF PROPERTY**

The Thomas Lownsbrough House is a one-and-a-half storey frame house located on the west side of Kennedy Road between 16<sup>th</sup> Avenue to the south and Vanderbergh Avenue to the north. The primary elevation of the house faces eastwards towards Kennedy Road.

#### **DESIGN OR PHYSICAL VALUE**

The Thomas Lownsbrough House is of design or physical value as a representative example of a tradesman’s dwelling in a vernacular version of the Gothic Revival style commonly referred to as a Classic Ontario centre gable cottage. It is also a representative example of an evolved building, which started as a modestly-scaled one storey vernacular tradesman’s dwelling in the mid-19<sup>th</sup> century that was later raised to one and a half storeys, perhaps in the 1870s or 1880s.

#### **HISTORICAL OR ASSOCIATIVE VALUE**

The Thomas Lownsbrough House is of historical or associative value as the c.1845 home of Thomas Lownsbrough, an English-born shoemaker who was part of the Hunter’s Corners community north of Unionville while a tenant of John Hunter, and later his daughter, Ada Naomi Hunter, from c.1845 to 1891. In 1892, Miss Hunter sold the property to Reverend Henry B. Owen, Rector of St. Philip’s Anglican Church, next door to the north. The Reverend Owen served the church from 1891 until his death in 1899.

#### **CONTEXTUAL VALUE**

The Thomas Lownsbrough House is of contextual value as one of a few cultural heritage features remaining from the historic community of Hunter’s Corners.

#### **HERITAGE ATTRIBUTES**

Character-defining attributes that embody the cultural heritage value of the Thomas Lownsbrough House are organized by their respective Ontario Regulation 9/06 criteria below:

*Heritage attributes that convey the property’s design value as a representative example of a tradesman’s dwelling in a vernacular version of the Gothic Revival style include:*

- Overall form and massing of the one-and-a-half storey dwelling;
- Re-instated Front veranda with bellcast roof;
- Re-instated Ornamentation consisting of brackets and corbels;
- Vertical tongue and groove siding;
- Medium- pitched gable roof with projecting, open eaves, and steep centre gable on the east (primary) elevation;
- Asymmetrical placement of the front door and window openings;
- Size and placement of existing door and window openings;
- Re-instated two-over-two hung windows fitted with shutters.

Note that the multi-storey rear addition is not considered to be of significant cultural heritage value and as such, does not contain any heritage attributes.

*Heritage attributes that convey the property's historical and contextual value as a fragment of the Hunter's Corners community:*

- The dwelling's setback from Kennedy Road which, despite past road widening, helps communicate the rural character of the former community of Hunter's Corners;
- The unobstructed visibility of the dwelling's east (primary), north and south elevations from Kennedy Road reflecting its original prominence when constructed.



Report to: Development Services

Meeting Date: September 26, 2023

**SUBJECT:** Amendment to By-law 2023-20 (A By-Law to Establish Procedures for Processing Permit Applications under the *Ontario Heritage Act*) and By-law 2002-276, as amended.

**PREPARED BY:** Regan Hutcheson, Manager, Heritage Planning, ext 2080

**REVIEWED BY:** Stephen Lue, Senior Development Manager, ext. 2520

**RECOMMENDATION:**

- 1) THAT the report dated September 26, 2023, titled, “Amendment to By-law 2023-20 (A By-Law to Establish Procedures for Processing Permit Applications under the *Ontario Heritage Act*) and By-law 2002-276, as amended”, be received;
- 2) That the proposed by-law amendment to By-law 2023-20 attached to this report as Appendix “A”, be adopted;
- 3) That By-law 2002-276, as amended by By-law 2023-21, being a by-law to impose fees or charges for services or activities provided or done by the City, be further amended to reflect the Heritage Permit application fees as noted in Appendix “B” attached to this report’;
- 4) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

This report recommends that Council adopt an amendment to the procedures for processing Heritage Permit Applications to address the relocation of a heritage building and retention of such as resource in a new development/plan of subdivision. Further, applications fees for the above application types are included in a proposed amendment to the City’s Fee By-law.

**BACKGROUND:**

**As of November 28, 2022, the More Homes Built Faster Act, 2022 (Bill 23) eliminated the opportunity to use Site Plan Control approval and the associated fees for properties containing 10 or less residential units anywhere in the municipality**

Under the *Ontario Heritage Act* (the “Act”), alterations to an individually designated heritage property and to properties located within a Heritage Conservation District require the City’s approval. Prior to the approval of Bill 23 by the Province on November 28, 2022, the City used Site Plan Control Approval under the *Planning Act* to process residential development applications in these situations. An owner was required to enter into a Residential Heritage Site Plan Agreement (the “Site Plan Agreement”) with the City and post a financial security to ensure compliance with the completed work and the approved plans. The Site Plan Agreement was also considered to be the Heritage Permit requirement as per the Act.

**Heritage Permit applications provide the opportunity to develop a replacement review and approval process for residential heritage designated properties**

Previously, a Heritage Permit was considered a part of a Site Plan Agreement for development that included an addition to an individually designated property or new development and additions in a heritage conservation district. Heritage staff determined that to protect these designated properties and ensure appropriate development, the Heritage Permit provisions of the Act can be utilized.

Sections 33 of the Act authorizes Council to make decisions in respect to the consent of alterations to individually designated heritage property that may affect the property's heritage attributes. Section 34 of the Act authorizes Council to provide consent to demolition or removal of such buildings or structures. Section 42 of the Act authorizes Council to grant permits for the alteration of a property, and for the erection, demolition or removal of any building or structure on property within a heritage conservation district. Council can choose to consent to the application with or without terms and conditions or refuse the application. Council can also delegate its power to consent to alterations to a municipal employee or official, which Markham Council has already delegated this authority to the Manager of Heritage Planning.

**Council approved by-laws in December 2022 outlining procedures for the enhanced processing of Heritage Permits and associated fees.**

Although the City can no longer use a Site Plan Agreement involving development of less than 10 residential dwellings, it can still use the issuance of Heritage Permit, complete with terms and conditions attached to any approval, and a financial security requirement to secure a similar result. Note, the Heritage Permits are not registered on title so would not bind future owners. By-law 2023-20 provides comprehensive guidance on Heritage Permit procedures and processing. Application fees for Heritage Permit applications were also introduced in the City's Fee By-law (2002-276, as amended by By-law 2023-21). Section 391 of the *Municipal Act*, 2001 permits a municipality to pass a by-law for imposing fees or charges for services or activities provided by or done on its behalf.

**OPTIONS/ DISCUSSION:****An amended procedural by-law will further clarify and establish procedures for the use of Heritage Permits for relocated heritage buildings and those resources to be retained in new development**

Since the site plan approval process is not available in certain situations due to updates in the legislation, staff are recommending changes to By-Law 2023-20 to allow the Heritage Permit application process to be used to ensure retention and/or restoration of heritage resources.

Staff recommend that By-Law 2023-20 be amended to clarify that the Heritage Permit application process be used to retain heritage buildings within new development areas. In addition, staff recommend that the By-Law 2023-20 be amended to allow Heritage Permits to be issued for heritage buildings that are intended to be relocated. The existing

Heritage Permit application process only permits Heritage Permits to be issued for designated heritage properties. An exception to this will need to be created for Heritage Permits for heritage buildings being relocated. In this scenario, the designation will only occur after the heritage building has been relocated from its original location to its new location. Examples include where an applicant has made arrangements to move a heritage building relocated to a new lot at the Markham Heritage Estates subdivision.

To address these situations, staff recommend that Council approve the amendment to By-law 2023-20 (see Appendix “A”). The following is a summary of the proposed amendments.

<b>Part V - Major Heritage Permit Applications and Process, Clause 10</b>	<p>Introduces two additional circumstances where a Heritage Permit can be utilized subject to certain administrative procedures outlined in new attachments to the by-law (Schedules ‘D’ and ‘E’)</p> <ul style="list-style-type: none"> <li>• Relocation of a Heritage Building including additions, alterations, accessory buildings, site layout and landscaping on a designated heritage property as per Schedule ‘D’,</li> <li>• Retention of a Heritage Building including additions, alterations, accessory buildings, site layout and landscaping on a designated heritage property as part of a new development or on a new lot or block within a plan of subdivision as per Schedule ‘E’</li> </ul>
<b>Part XIII – Heritage Permits and Land Use Planning Applications, Clause 39</b>	<p>An administrative revision due to revised Planning Act legislation and City procedures involving site plan control approval and no longer using a site plan agreement. The original clause indicated that the Heritage Permit requirements would be included in the Site Plan Agreement in certain circumstances. This has now been revised to remove the reference to a Site Plan Agreement.</p>
<b>Schedule ‘D’</b>	<p>Schedule ‘D’ is added to By-law 2023-20 to provide process requirements for a Heritage Building to be relocated in order to use a Major Heritage Permit Application. Where the City has approved a building relocation, Council may enact a “conditional” Designation By-Law describing both the original location of the Heritage Building and the new location where it will be moved (to be noted in the by-law recitals). The Designation By-law will not be in effect and registered on title until such time that the Heritage Building is relocated to the lot being acquired and will not be registered on the original site. This will allow the Heritage Permit application process to be used.</p>
<b>Schedule ‘E’</b>	<p>Schedule ‘E’ is added to By-law 2023-20 to provide process requirements for a Heritage Building to be incorporated into a plan of subdivision or as part of an approved development scenario. So</p>

	as not to register the required Designation Bylaw against the entire development property, the applicant will be required to provide an R-Plan to describe the proposed heritage property that can be used to register the Designation By-law on its specific location. This will then allow a Heritage Permit application process to be used.
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### **An amendment to the City's Fee By-law further clarifies fees associated with different types of Heritage Applications**

The previous amendment to By-law 2002-276 (the City's Fee By-law) introduced heritage permit application fees for projects that were formerly associated with Site Plan Approval applications in heritage conservation districts (i.e. new residential construction, additions to buildings, accessory buildings, parking areas) and for alterations and additions affecting individually designated properties. The amendment proposed in this report does not modify the identified fees but provides guidance in the fee schedule to help clarify how fees are to be calculated on multi-unit developments in heritage districts – the application fee will be calculated per building and not per unit. In addition, the revised fee schedule identifies an application fee for a heritage building being relocated to a new lot (i.e. Markham Heritage Estates subdivision) or such building being retained in a plan of subdivision on a new lot or within a new development scenario. It is recommended that By-law 2023-21 (the bylaw adopted by Council to introduce heritage permit fees in December 2022) be repealed and that a new fee schedule be approved (see Appendix 'B').

### **FINANCIAL CONSIDERATIONS**

A revised fee schedule for Heritage Permit applications to be included in By-law 2002-276, as amended, is proposed.

### **HUMAN RESOURCES CONSIDERATIONS**

Not Applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

The proposed process changes have been evaluated in the context of the City's strategic priorities, including Growth Management and Municipal Services.

### **BUSINESS UNITS CONSULTED AND AFFECTED:**

The report was reviewed by Legal Department. The identified changes were presented to the Heritage Markham Committee on September 13, 2023.

### **RECOMMENDED BY:**

Giulio Cescato, M.C.I.P., R.P.P.  
Director of Planning and Urban Design

Arvin Prasad, M.C.I.P., R.P.P.  
Commissioner of Development Services

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**ATTACHMENTS:**

**ATTACHMENTS:**

- Appendix 'A'    Proposed By-law Amendment - A By-law to Amend Procedures for  
Processing Permit Applications under the *Ontario Heritage Act*
- Appendix 'B'    Proposed Amendment to the Fee By-law 2002-276



## By-law 2023-xx

### A By-Law to Amend Procedures For Processing Permit Applications under the Ontario Heritage Act

WHEREAS on December 13, 2023, Council approved By-law 2023-20 – A By-law to Establish Procedures For Processing Permit Applications pursuant to the Ontario Heritage Act;

AND WHEREAS Council is desirous to further clarify and establish procedures for processing and administering permit applications under the Act including the relocation of heritage buildings and the retention of heritage buildings in new development;

NOW THEREFORE the Council of the Corporation of the City of Markham ENACTS as follows:

1. That By-law 2023-20, Part V, Clause 10 be amended as follows:
  - “d. Relocation of a Heritage Building including additions, *alterations*, accessory buildings, site layout and landscaping on a *designated heritage property* as per Schedule ‘D’,
  - e. Retention of a Heritage Building including additions, *alterations*, accessory buildings, site layout and landscaping on a *designated heritage property* as part of a new development or on a new lot or block within a plan of subdivision as per Schedule ‘E’ ”;
2. That By-law 2023-20 be amended by the inclusion of Appendix ‘A’ as Schedule “D” of By-Law 2023-20 and Appendix ‘B’, as Schedule “E” of By-Law 2023-20;
3. That By-law 2023-20, Part VIII, Clause 39 be deleted and replaced with the following Clause 39:
 

“For new construction, additions or alterations on residential *designated heritage property* involving more than ten dwelling units or non-residential *designated heritage property*, the *Permit* requirements, including any terms and conditions, shall typically



be included in the Planning Act approval document if available or if necessary, in a separate *Permit* document.”

4. That the effective date of this By-law is September 27, 2023.

Read a first, second, and third time and passed on September 27, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor

## Appendix ‘A’

### Schedule ‘D’ to By-law 2023-20

#### Process Requirements for a Relocated Heritage Building - Major Heritage Permit Application

The Heritage Permit application process can only be used on a *designated heritage property*. However, when a Heritage Building is relocated, the receiving lot is typically not a *designated heritage property* unless it is within a heritage conservation district. This issue can affect a heritage building being relocated to Markham Heritage Estates subdivision or a heritage building being relocated elsewhere in the community.

#### Relocation of a Heritage Building from original location to new location

- a) Where the City has received satisfactory evidence that the Heritage Building will be relocated to the new location owned by a different owner (i.e. through being provided with a letter agreement or bill of sale between the original owner and the owner of the new location and/or a signed Agreement of Purchase and Sale for the acquisition of a new lot in Markham Heritage Estates subdivision), Council may enact a “conditional” Designation By-Law describing both the original location of the Heritage Building and the new location where it will be moved.
- b) The conditional Designation By-law shall indicate in the recitals that the Heritage Building is currently on the original site (include the legal description and municipal address of the original site) and will be relocated to the new lot (include the legal description and municipal address of the lot to be acquired). In the case of Markham Heritage Estates, it would be the new lot that the purchaser has agreed to acquire from the City. The Designation By-law shall indicate that it will not be in effect until such time that the Heritage Building is relocated to the lot being acquired. The Designation By-law shall not be registered on the original site, but will be registered on the new location after the Heritage Building has been relocated.
- c) If Council has enacted such conditional Designation By-Law, the City may issue a Major Heritage Permit for the removal and restoration of the Heritage Building before the actual Designation By-Law is in effect.

## **Appendix B**

### **Schedule 'E' to By-law 2023-20**

#### **Process Requirement for Retention of a Heritage Building in a New Development/Plan of Subdivision- Major Heritage Permit Application**

A Heritage Building may be required by Council to be retained within a new development or plan of subdivision as a condition of development approval, and the designation of the Heritage Building pursuant to the *Ontario Heritage Act* is required. As this undertaking is required prior to final approval of the plan of subdivision or any phase thereof, there is usually no separate legal description for the property which is to be designated as the plan of subdivision is not yet registered. There is desire to not register a Designation By-law on title to the entire property being developed.

The following procedure allows the Designation By-law to be enacted by Council and registered, and the Major Heritage Permit application to be submitted and processed.

- a) The City will prepare the draft Designation By-law (or an existing Designation By-law will be amended).
- b) The Owner of the property will provide at its expense a legal survey of the Heritage Building parcel (R-Plan) to facilitate the registration of the Designation By-law on the newly created/proposed lot.
- c) The Designation By-law (or amending By-law) with the new legal description as provided by the R-Plan will be enacted by Council and registered on title.
- d) A Major Heritage Permit Application can then be submitted and processed to comply with the conditions of draft plan approval or the associated Development or Subdivision Agreement requirements.



# By-law 2023-xx

A by-law to amend:

By-law 2002-276, being a by-law to impose fees or charges for services or activities provided or done by the City of Markham

WHEREAS Council of the Corporation of the City of Markham at its meeting held on December 13, 2022 approved By-law 2023-21 being an amendment to By-law 2002-276, as amended, to introduce application fees for specific types of Heritage Permits pursuant to the *Ontario Heritage Act*;

WHEREAS Council of the Corporation of the City of Markham at its meeting held on September 27, 2023 approved an amendment to By-law 2002-276, as amended, to further clarify application fees for specific types of Heritage Permits pursuant to the *Ontario Heritage Act*;

NOW THEREFORE the Council of the Corporation of the City of Markham enacts as follows:

1. THAT By-law 2002-276, as amended, being a by-law to impose fees and charges for services or activities provided or undertaken by the City of Markham, be further amended by repealing By-law 2023-21, and enacting the Fee Schedule for Heritage Permit Applications as noted in Schedule “A” attached to this by-law:

Read a first, second, and third time and passed on September 27, 2023.

\_\_\_\_\_  
Kimberley Kitteringham  
City Clerk

\_\_\_\_\_  
Frank Scarpitti  
Mayor

Schedule “A”

FEE SCHEDULE FOR HERITAGE PERMIT APPLICATIONS

<b>Major Heritage Permit Applications</b> Residential Development (10 units or under)	<b>Effective Date:</b> September 27, 2023	<b>Basis</b> (plus HST)
<b>New Construction<sup>1, 6</sup></b>		
Planning/Heritage Review	\$3,000	Per Building
Urban Design – Tree Review	\$1,000	Per Building
<b>Additions, Alterations, Accessory Building</b>		
Less than 50 m <sup>2</sup> of GFA	\$200	Per Building
50 to 100 m <sup>2</sup> of GFA	\$1,000	Per Building
Greater than 100m <sup>2</sup> of GFA		
Planning/Heritage Review	\$1,000	Per Building
Urban Design – Tree Review	\$900	Per Building
<b>Residential Facade Alteration<sup>4</sup></b>	\$500	Per Application
<b>Residential Driveways/Parking Areas<sup>5</sup></b>	\$200	Per Application

<b>Minor Heritage Permit Application</b>	<b>Effective Date:</b> September 27, 2023	<b>Basis</b>
Minor projects as identified in Heritage Permit Processing By-law	\$0	Per Application
Permit for Work undertaken without a Permit	\$600	Per Application

<b>Demolition</b>	<b>Effective Date:</b> September 27, 2023	<b>Basis</b>
Contributing Primary Structure <sup>2</sup>	\$1,000	Per property
Contributing Accessory Structure <sup>2</sup>	\$1,000	Per property
Non-Contributing Primary Structure <sup>3</sup>	\$500	Per property
Non-Contributing Accessory Structure <sup>3</sup>	\$250	Per property

NOTES

- 1
- Residential Development under 11 Units (i.e. single-detached building, semi-detached building, triplex building, fourplex building, townhouse building, apartment building, including any associated accessory building such as a detached garage)
- 2
- Buildings or Structures identified as possessing cultural heritage value in a heritage conservation district plan or a designation by-law
- 3
- Building or Structures not identified as possessing cultural heritage value in a heritage conservation district
- 4
- Substantial remodeling of existing facade(s) as opposed to a singular alteration (i.e. window or door replacement, or change to colour which would be a Minor Heritage Permit Application)
- 5
- New or expanded residential driveway or parking area.
- 6
- Cultural Heritage Resource: a) Relocated to a New Lot or b) Retained within a Plan of Subdivision or New Development Concept (i.e. review of restoration plans, additions, alterations, accessory buildings, site layout and landscaping)



Report to: Markham Transportation Master Plan

Meeting Date: September 26, 2023

**SUBJECT:** Markham Transportation Master Plan (TMP) Study Terms of Reference

**PREPARED BY:** Loy Cheah, Senior Manager, Transportation, Ext. 4838  
Samson Wat, Manager, Transportation Policy and Strategy, Ext. 2077

### **RECOMMENDATION:**

- 1) That the report entitled “Markham Transportation Master Plan Study Terms of Reference” be received; and,
- 2) That the following TMP Study Terms of Reference be endorsed:
  - Develop a comprehensive consultation plan to solicit public and stakeholder input and feedback on transportation needs throughout the TMP’s development.
  - Complete a background review of relevant information, studies, and data to understand Markham’s planning context and transportation needs in existing plans including provincial, regional, and local transportation plans.
  - Undertake a transportation needs assessment to review existing travel demand patterns and forecast future travel demand. Analyze gaps and opportunities under existing and future conditions to inform development of transportation network options and policies.
  - Establish an overarching vision and guiding principles for the TMP in consultation with internal and external stakeholders.
  - Develop whitepapers on electrification and autonomous vehicles, and transportation data sources, to inform policy and strategy development.
  - Develop a complete streets design guidelines and strategy to enhance transportation options for all road users, providing conceptual cross-sections for all City roads and reviewing road classifications.
  - Develop a micro-mobility and shared-mobility services strategy that integrates new and emerging personal and shared micro-mobility devices into Markham’s existing and future transportation network.
  - Assess the need and justification of specific transportation network improvement options for active transportation, transit, roads, and micro-mobility, leading to recommended revised multi-modal transportation networks.
  - Develop transportation policies for incorporation into the Official Plan update.

- Prepare an implementation plan, including a 10-year infrastructure capital plan and funding strategies to support the implementation of the TMP; and further,
- 3) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

### **PURPOSE:**

This report seeks Council's endorsement of the Terms of Reference for developing a TMP Study.

### **BACKGROUND:**

The Planning Department is initiating an Official Plan Update to address population and employment growth in Markham up to 2051. As part of this process, there is a need to review, update and develop new transportation policies, strategies and infrastructure plans to accommodate the future anticipated growth in Markham. In early 2023, Council approved a capital project budget to develop the TMP.

Accordingly, staff is preparing to retain a qualified transportation consultant to undertake the TMP Study. The transportation consultant will engage with the appropriate internal and external stakeholders and collaborate closely with staff from Engineering, Planning, and Operations. The ultimate goal of this collaborative effort is to develop a robust transportation policy framework, implementation and phasing strategies, and a 10-year transportation capital program that will effectively support and enhance the transportation system in Markham. By taking this proactive approach and working in synergy with a diverse set of stakeholders, the TMP aims to create a forward-looking and adaptable transportation plan that aligns with the City's vision for sustainable growth and improved multi-modal mobility options.

### **OPTIONS/ DISCUSSION:**

#### Study Objectives

The TMP aims to develop a comprehensive and integrated plan that guides the development of the City's transportation system up to 2051. This plan will establish a clear vision for the future of transportation, identify and prioritize transportation needs, provide policy direction, develop specific strategies and a capital program to address existing and future travel demand. The TMP Study objectives include:

1. Analyzing current and forecasted transportation demand;
2. Defining a multi-modal transportation network vision;
3. Creating a transportation policy framework;
4. Developing Complete Streets Design Guidelines and a Micro-Mobility Strategy;
5. Evaluating infrastructure network improvements; and
6. Developing a capital program that prioritizes infrastructure and service enhancements.

### Study Area and Horizon

The TMP study will review and address transportation needs for the City of Markham up to the year 2051, which aligns with relevant regional and municipal plans, including the recently completed Transportation Plan for the Greater Golden Horseshoe by the Provincial government, the Regional Official Plan and Transportation Master Plan by York Region, the ongoing Citywide Parking Strategy by the City of Markham, as well as the upcoming City of Markham Official Plan Update. The TMP study will synchronize these transportation planning efforts to ensure a cohesive and integrated approach, optimizing the effectiveness of the proposed improvements and fostering a well-connected and sustainable transportation system for the future.

### Proposed TMP Study Terms of Reference

The TMP study is anticipated to be completed in multiple phases over a two-year period and coordinated with the City Official Plan Update efforts. Key elements of the draft study Terms of Reference are summarized below:

- Develop a comprehensive consultation plan to solicit public and stakeholder input and feedback on transportation needs throughout the TMP's development.
- Complete a background review of relevant information, studies, and data to understand Markham's planning context and transportation needs in existing plans including provincial, regional, and local transportation plans.
- Undertake a transportation needs assessment to review existing travel demand patterns and forecast future travel demand. Analyze gaps and opportunities under existing and future conditions to inform development of transportation network options and policies.
- Establish an overarching vision and guiding principles for the TMP in consultation with internal and external stakeholders.
- Develop whitepapers on electrification and autonomous vehicles, and transportation data sources, to inform policy and strategy development.
- Develop a complete streets design guidelines and strategy to enhance transportation options for all road users, providing conceptual cross-sections for all City roads and reviewing road classifications.
- Develop a micro-mobility and shared-mobility services strategy that integrates new and emerging personal and shared micro-mobility devices into Markham's existing and future transportation network.



- 
- Assess the need and justification of specific transportation network improvement options for active transportation, transit, roads, and micro-mobility, leading to recommended revised multi-modal transportation networks.
  - Develop transportation policies for incorporation into the Official Plan update.
  - Prepare an implementation plan, including a 10-year infrastructure capital plan and funding strategies to support the implementation of the TMP.

The goal of the TMP is to enable and provide a range of viable travel options in the City, aligning with the City's strategic goals and objectives. The TMP will develop a flexible and forward-looking transportation strategy that enhances our quality of life today and for the future.

### TMP Study Deliverables

In addition to the final report for the TMP study, the consultant will be required to prepare interim reports on each of the items listed below at the various study phases. This list represents the minimum deliverables outlined in the draft TMP Study Terms of Reference:

- Consultation Plan
- Background Review
- Transportation Needs Assessment
- Problem & Opportunity Statement, Vision and Guiding Principles
- Whitepapers on electrification & autonomous vehicles, and transportation data sources
- Complete Streets Design Guidelines & Strategy
- Micro-Mobility Strategy
- Transportation Network Plan for all transportation modes
- Transportation policies for the Official Plan
- Implementation Plan

### Public and Stakeholder Consultation

In addition to the public, consultation with internal and external stakeholders will be an integral part of the TMP development. The TMP Study stakeholders will include residents, City Council, the business community, the development industry, internal City Departments, external public agencies, as well as other interest groups and advisory committees.

### Next Steps

Staff will initiate the procurement process to solicit a qualified transportation planning consulting firm immediately following Council endorsement of the TMP Study Terms of Reference. The TMP Study will take at least 24 months to complete, with the completion

anticipated by the end of 2025. As noted above, the TMP study will include interim deliverables that will enable staff to provide Council with updates at key milestones and phase completions.

**FINANCIAL CONSIDERATIONS**

Council approved a 2023 capital budget for the completion of the TMP.

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The study aligns with the City's Strategic goal of building Safe, Sustainable and Complete Communities.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Planning & Urban Design, Engineering, Operations, Finance, Economic Growth, Culture & Entrepreneurship, Sustainability and Asset Management, Recreation Services, and Corporate Communications departments have all been consulted in the preparation of the draft TMP Terms of Reference.

**RECOMMENDED BY:**

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Frank Clarizio, P.Eng.  
Director of Engineering

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Arvin Prasad, MPA, RPP, MCIP  
Commissioner of Development Services

**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. 47**

To amend the City of Markham Official Plan 2014, as amended, to incorporate a Secondary Plan for the Angus Glen Community in the Future Urban Area Planning District.

**Secondary Plan for the Angus Glen Community**

**(Approved by OLT Order Issued July 26, 2023)**

***(September 2023)***

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**CITY OF MARKHAM**  
**OFFICIAL PLAN AMENDMENT NO. 47**

To amend the City of Markham Official Plan 2014, as amended, to incorporate a Secondary Plan for the Angus Glen Secondary Plan Area in the Future Urban Area Planning District.

This Official Plan Amendment was adopted by the Corporation of the City of Markham, by By-law No. 2023-130 in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the 27<sup>th</sup> day of September, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor

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## By-law 2023-130

Being a by-law to adopt Amendment No. 47  
to the City of Markham Official Plan 2014, as amended

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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. 47 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 27<sup>th</sup> DAY OF  
SEPTEMBER, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor

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ANGUS GLEN SECONDARY PLAN, February 27, 2023

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## INTRODUCTION

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

### 1.0 OVERVIEW

Official Plan Amendment 47 (OPA 47) provides a Secondary Plan for the Angus Glen Community in the Future Urban Area Planning District. The Amendment consists of the following components: Introduction, Amendment to Part I of the Official Plan, and Amendment to Part II of the Official Plan.

The INTRODUCTION is included for information purposes and is not an operative part of this Official Plan Amendment.

AMENDMENT TO PART I OF THE OFFICIAL PLAN 2014, including Schedules “A” through “O” attached thereto, provides the specific amendments to Part I of the Official Plan being effected by Official Plan Amendment No. 47 and is an operative part of this Official Plan Amendment.

AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014 – THE SECONDARY PLAN, including Maps SP1 through SP6 attached thereto, constitutes the Secondary Plan for the Angus Glen Secondary Plan Area of the Future Urban Area Planning District.

For the purposes of this Amendment, unless otherwise stated the term “Official Plan” refers to Part I of the City of Markham Official Plan 2014, as amended, and the term “Secondary Plan” refers to the Secondary Plan for the Angus Glen Community.

### 2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA

The lands subject to this Amendment are located within the concession block bounded by Major Mackenzie Drive, Warden Avenue, Elgin Mills Road, and Kennedy Road, as shown in Schedule “A”. The subject lands, which total approximately 400 gross hectares, include the Bruce Creek, Bruce Creek Tributary, the Angus Glen Community Centre, Gordon Stollery Park and the Angus Glen Golf Course, an operating 36-hole golf course which includes the Club House, parking and supporting facilities. The subject lands are legally described as Parts of Lots 21,22, 23, 24 and 25, Concession 5.

The subject lands outside of the Greenway System are identified for urban development in the Official Plan. Existing land uses consist primarily of agricultural, golf course *major recreational use*, community facilities and rural residential uses. In addition, the lands contain natural heritage features primarily associated with Bruce Creek and Bruce Creek Tributary, and a number of *cultural heritage resources*.

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

The purpose of this Amendment is to incorporate into the Official Plan a Secondary Plan for a new community within the Future Urban Area Planning District, referred to as the Angus Glen Community.

The Secondary Plan designates lands for primarily residential and golf course major recreational use, incorporating the existing golf course, existing community facilities and active park uses, as well as additional required community facilities such as schools and parks, opportunities for local and community retail, and integrated open space and transportation systems. The Secondary Plan also designates natural heritage lands for protection from development and provides policy direction with respect to matters related to the golf course major recreational use, stormwater management facilities, and road linkages.

The Amendment refines the 'Greenway' designation and replaces the 'Future Neighbourhood Area' land use designation shown in Map 3 - Land Use of Part 1 of the Official Plan with appropriate residential and mixed use land use designations for the developable portions of the subject lands. The Amendment also refines certain policies, maps and appendices in Part 1 of the Official Plan as they pertain to the Secondary Plan Area, to be consistent with the Secondary Plan.

### **4.0 POLICY CONTEXT**

The lands within the Angus Glen Secondary Plan Area, along with the remainder of the lands in the Future Urban Area Planning District, are required to accommodate a portion of Markham's growth to 2031. All of the lands within the Future Urban Area Planning District were identified for urban development through the York Region Official Plan 2010 and Part 1 of the Markham Official Plan.

The policies of Part 1 of the Official Plan that are proposed to be amended are consistent with the Provincial Policy Statement 2020, and conform to all applicable Provincial Plans as well as the York Region Official Plan 2010. The Angus Glen Secondary Plan provided in this amendment is consistent with the Provincial Policy Statement 2020, and conforms to all applicable policies of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020, Greenbelt Plan 2017, York Region Official Plan 2010, and Part I of the Markham Official Plan 2014.

#### **4.1 Provincial Policy Statement 2020**

The Provincial Policy Statement 2020 ("PPS") promotes efficient and resilient development and cost-effective land use patterns that support public transit as well as the protection of natural heritage features and areas.

Consistent with the PPS, the Angus Glen Secondary Plan Area accommodates an appropriate mix of residential, retail and service, community service, and parks and open space uses to meet the long-term needs of the community. The Secondary Plan Area provides for an appropriate range and mix of housing types and densities (including secondary suites and shared and affordable housing), and neighbourhood retail and service opportunities while promoting the use of active

transportation and public transit. Connectivity with other lands within and adjacent to the Future Urban Area Planning District is also provided.

Together with the planning of adjacent future neighbourhood and employment lands, the compact neighbourhood development of the Angus Glen Secondary Plan Area contributes to the overall creation of a complete community.

#### **4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (“Growth Plan”) builds on the policy foundation provided by the PPS and provides additional and more area specific land use policies for managing urban growth, building complete communities, and protecting the natural environment. Among other things, the Growth Plan establishes minimum density targets for new development taking place on designated greenfield areas to support the achievement of complete communities and to promote cost effective development patterns to further minimize land consumption and servicing costs.

The Angus Glen Secondary Plan conforms with the policies and objectives of the Growth Plan as it promotes a diverse mix of land uses, provides a range and mix of housing types, and supports the achievement of a compact community.

#### **4.3 Greenbelt Plan 2017**

The Greenbelt Plan 2017 (“Greenbelt Plan”) together with the Growth Plan builds on the PPS by providing additional and more area specific land use policies on where urban growth will not occur in order to provide for the protection of agriculture and the natural environment from urban development.

The Greenbelt lands within the Angus Glen Secondary Plan Area generally reflect the alignment of the Bruce Creek which traverses the Secondary Plan Area in a north-south direction through the central portion of the Secondary Plan Area. This Greenbelt lands connect to the larger Greenbelt Plan lands north of the City limits.

The Greenbelt lands comprise a large component of the protected Greenway System structural component and land use designation within the Secondary Plan Area in the Official Plan. Although refinements to the Greenway System resulting from extensive field work are proposed through this Amendment, these refinements are consistent with the Greenbelt Plan and do not alter Greenbelt Plan boundaries. The Angus Glen Secondary Plan conforms with the Greenbelt Plan 2017.

#### **4.4 York Region Official Plan 2010**

The majority of the lands within the Future Urban Area Planning District are identified in the York Region Official Plan 2010 (“York Region Official Plan”) as new community areas. These lands, along with new employment lands, were brought into the York Region Urban Area

through Amendment No. 3 to the York Region Official Plan to accommodate population and employment growth to 2031.

The planning of new community areas in York Region is to place priority on people, sustainability and livability. A key component of new communities will be a connected network of parks and open spaces. Each complete community will have a unique sense of place and identity, and offer a variety of housing, employment and mobility choices. New community areas will be mixed-use communities with high-quality urban design, attracting residents and workers alike.

#### **4.5 Markham Official Plan 2014**

The new community areas and employment lands identified in the York Region Official Plan are identified within the Future Urban Area Planning District in the Markham Official Plan 2014 (“Markham Official Plan”) and designated ‘Future Urban Area’ and more specifically ‘Future Neighbourhood Area’ and ‘Future Employment Area’. The boundary of the Future Urban Area encompasses approximately 1,300 hectares north of Major Mackenzie Drive, east of the Hydro Corridor and Woodbine Avenue, and west of the boundary of the Greenbelt Plan and the Greenway System lands west of McCowan Avenue, including Greenway System lands.

The Markham Official Plan outlines a comprehensive process to be undertaken prior to development occurring on the lands, namely the development of a Conceptual Master Plan for the entirety of the lands. The intent of the Conceptual Master Plan was to identify a coordinated community structure plan across all of the ‘Future Urban Area’ lands along with associated policy direction to form the basis of subsequent secondary plans and development applications. The Community Structure Plan was to identify structural land use categories, a high-level transportation and servicing system, an open space system and major community facility requirements. The policy direction was to address the requirements for sustainable community development identified in the York Region and Markham Official Plans, as well as provincial and regulatory agency requirements.

A Conceptual Master Plan and Community Structure Plan for the north Markham ‘Future Urban Area’ lands was endorsed by Markham Council on October 17, 2017 as the basis for the preparation and adoption of secondary plans within the Future Urban Area Planning District. As directed by the Official Plan, the development of the Conceptual Master Plan was based on a number of concurrent and coordinated City-led supporting studies including a subwatershed study, transportation study, water and wastewater servicing studies, and planning and urban design studies. Details regarding the Conceptual Master Plan are provided in Part II – Angus Glen Secondary Plan of this Amendment.

The proposed Angus Glen Secondary Plan attached as Part II to this Amendment is consistent with the Conceptual Master Plan and Community Structure Plan.

## **5.0 BASIS OF THE AMENDMENT**

This Amendment to certain policies and maps of Part I of the Official Plan is required to implement a Secondary Plan for the Angus Glen Secondary Plan Area. The proposed Angus Glen Secondary Plan as provided in Part II of this Amendment is consistent with the PPS, and conforms with Growth Plan and Greenbelt Plan, and the York Region Official Plan. It is also consistent with the Council-endorsed Conceptual Master Plan and Community Structure Plan for the north Markham 'Future Urban Area' lands prepared in accordance with direction in the Markham Official Plan.

## **AMENDMENT TO PART I OF THE OFFICIAL PLAN 2014**

(This is an operative part of Official Plan Amendment No. 47)

### **1.0 THE AMENDMENT**

1.1 The following Maps and Appendices of Part I of the 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’ as detailed on Schedule “D” attached hereto; removing the ‘Future Urban Area’ overlay from the ‘Neighbourhood’ lands; Warden Avenue and Kennedy Road as ‘Regional Transit Priority’, and Major Mackenzie Drive as ‘Regional Rapid Transit Corridor’, as shown on Schedule “A” attached hereto.
- b) Map 2 – Centres and Corridors and Transit Network is amended by identifying Warden Avenue and Kennedy Road as ‘Regional Transit Priority’, as shown on Schedule “B” attached hereto.
- c) Map 3 - Land Use is amended by reflecting the modified boundary of the ‘Greenway’ designation as detailed on Schedule “D” attached hereto; and replacing the ‘Future Neighbourhood Area’ designation with ‘Residential Low Rise’, ‘Residential Mid Rise’, ‘Residential High Rise’, ‘Mixed Use Mid Rise’ and ‘Mixed Use High Rise’ designations; adding site specific policy areas; and adding a ‘Major Collector Road’, as shown on Schedule “C” attached hereto.
- d) Map 4 – Greenway System is amended by modifying the boundaries of the ‘Greenway System’, ‘Natural Heritage Network’, ‘Rouge Watershed Protection Area’, and ‘Other Greenway System Lands including certain naturalized stormwater management facilities, as shown on Schedule “D” attached hereto.
- e) Map 5 – Natural Heritage Features and Landforms is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed on Schedule “D” attached hereto; and modifying the boundaries of ‘Woodlands’ and ‘Other Greenway System Lands including certain naturalized stormwater management facilities, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’, as shown on Schedule “E” attached hereto.
- f) Map 6 – Hydrologic Features is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed on Schedule “D” attached hereto; and modifying the boundaries of the ‘Valleylands’, ‘Provincially Significant Wetlands’, ‘Wetlands’, ‘Other Greenway System Lands including certain naturalized stormwater management facilities’, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’ as shown on Schedule “F” attached hereto.



- g) Map 10 – Road Network is amended by adding a ‘Major Collector Road’, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’, as detailed in Schedule “F” attached hereto, as shown on Schedule “G” attached hereto.
- h) Map 11 – Minor Collector Road Network is amended by adding ‘Minor Collector Roads’, and reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’, as detailed in Schedule “F” attached hereto, as shown on Schedule “H” attached hereto.
- i) Map 12 – Urban Area and Built-Up Area is amended by replacing the ‘Future Urban Area’ designation with the ‘Urban Area’ designation, as shown on Schedule “I” attached hereto.
- j) 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 “J” attached hereto.
- k) Appendix B – Headwater Drainage Features is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed on Schedule “D” attached hereto, as shown on Schedule “K” attached hereto.
- l) Appendix C – Community Facilities is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed in Schedule “D” attached hereto; and adding the collector road network as shown on Schedule “L” attached hereto.
- m) Appendix D – Cycling Facilities is amended by adding ‘Proposed Cycling Facilities’, as shown on Schedule “M” attached hereto.
- n) Appendix E – Transportation, Services and Utilities is amended by reflecting the modified alignment of ‘Permanent Streams and Intermittent Streams’ as detailed in Schedule “F” attached hereto, and as shown on Schedule “N” attached hereto.
- o) Appendix F – Secondary Plan Areas is amended to reference an ‘Approved’ Secondary Plan Area over the subject lands, as shown on Schedule “O” attached hereto.

1.2 Section 9.9 of Part I of the Official Plan 2014, as amended is hereby amended by:

- a) Amending Section 9.9.1 to add a reference to a new Section 9.9.9 in Figure 9.9.1 as follows:

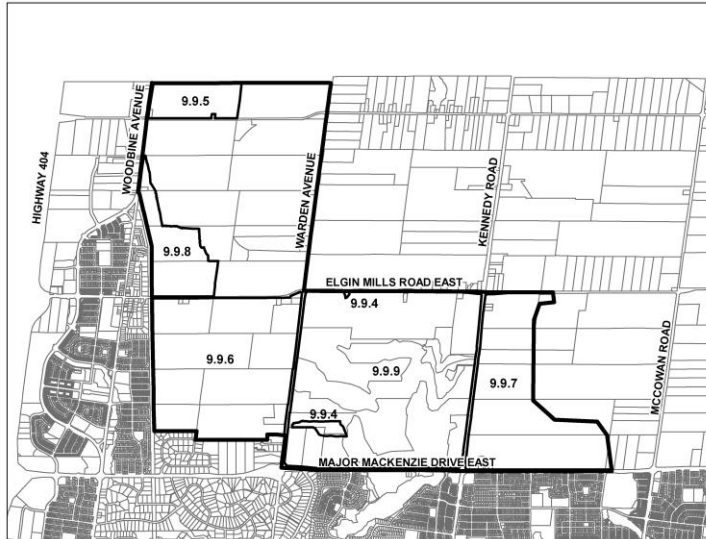


Figure 9.9.1"

b) Adding a new Section 9.9.9 as follows:

"Angus Glen Secondary Plan

9.9.9 The detailed goals, objectives, policies, and maps of the Secondary Plan for the Angus Glen Secondary Plan Area contained in Part II of the Official Plan 2014, as amended, shall apply to the lands bounded by Elgin Mills Road East to the north, Warden Avenue to the west, Major Mackenzie Drive East to the south, and Kennedy Road to the east, as shown in Figure 9.9.9:

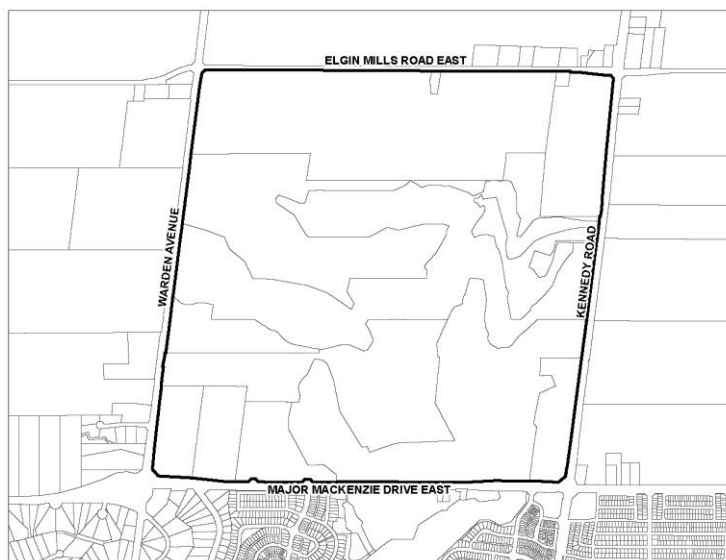


Figure 9.9.9"

1.3 The following sections of Part I of the Official Plan 2014, as amended, are hereby amended to incorporate a new Angus Glen Secondary Plan under Part II as follows:

**ANGUS GLEN SECONDARY PLAN, February 27, 2023**

- a) The Table of Contents is hereby amended by adding “12.4 Angus Glen Secondary Plan” after “12.3 Victoria Glen Secondary Plan.”
- b) Section 1.5 is hereby amended by adding the following text after “Secondary Plan for the Victoria Glen Secondary Plan”: “4. Secondary Plan for the Angus Glen Community”

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

- a) The Table of Contents titled “Part II – Secondary Plans” is amended by adding a reference to the Angus Glen Secondary Plan as follows: “4. Secondary Plan for the Angus Glen Community”
- b) To add reference to the Secondary Plan for the Angus Glen Community in Figure 12 as follows:



Figure 12.0”

- c) Following Section 12.3 , a new section 12.4 is added containing the Secondary Plan for the Angus Glen Community, comprised of Part II – Secondary Plan for the Angus Glen Community of Official Plan Amendment 47.

## 2.0 IMPLEMENTATION

The provisions of the Official Plan 2014, 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 2014, as amended from time to time, regarding the interpretation of that Plan, shall apply to this Amendment.

## **AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014, as amended**

### **SECONDARY PLAN FOR THE ANGUS GLEN COMMUNITY**

(This is an operative part of Official Plan Amendment No. 47)

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**ANGUS GLEN SECONDARY PLAN, February 27, 2023**

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APPENDIX 3 – GROUNDWATER RESOURCES

## PART II – SECONDARY PLAN FOR THE ANGUS GLEN COMMUNITY

### 1.0 INTRODUCTION

The following text and maps constitute the Secondary Plan for the Angus Glen Secondary Plan Area within the Future Urban Area Planning District, as established and adopted by Amendment No. 47 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 sections at the beginning of each Chapter or policy section 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”, the Angus Glen Secondary Plan is referred to as “this Secondary Plan”, and the North Markham Subwatershed Study for the Berczy, Bruce, Eckardt and Robinson Creeks, December 2019, is referred to as “the Subwatershed Study”.

#### 1.1 Location and Description of the Secondary Plan Area

The Angus Glen Secondary Plan Area is located within the concession block bounded by Major Mackenzie Drive, Warden Avenue, Elgin Mills Road, and Kennedy Road, as shown on **Map SP1 – Detailed Land Use**. The subject lands, which total approximately 400 gross hectares, include the Bruce Creek, Bruce Creek Tributary, the Angus Glen Community Centre, Gordon Stollery Park and the Angus Glen Golf Course, an existing 36-hole golf course which includes the Club House, parking and support facilities. The subject lands are legally described as Parts of Lots 21,22, 23, 24 and 25, Concession 5.

Existing land uses consist primarily of agricultural, golf course *major recreational use*, community facilities and rural residential uses. In addition, the lands contain *natural heritage and hydrologic features* primarily associated with Bruce Creek and the Bruce Creek Tributary, and a number of *cultural heritage resources*.

The Angus Glen Secondary Plan Area is located between the Berczy Glen Community, to the west, and the Robinson Glen Community, to the east. The Berczy Glen and Robinson Glen Communities are designated for residential uses in the Future Urban Area Planning District. South of Major Mackenzie Drive East is existing golf course uses and a residential subdivision. The main branch and tributary of the Bruce Creek traverse diagonally through the subject lands from Elgin Mills Road and Warden Avenue to Major Mackenzie Drive.

## 1.2 Purpose of the Secondary Plan

The Angus Glen Secondary Plan provides detailed policies to guide future development and growth in the new Angus Glen Community to 2031, providing a comprehensive policy framework for Council decision making with respect to the use of land, provision for municipal services and infrastructure, and the implementation and phasing of development. It fulfills the requirement of Section 9.9 of the Official Plan for the preparation of a secondary plan(s) prior to development occurring in the Future Urban Area Planning District.

It is anticipated that the Secondary Plan Area will accommodate approximately 7,500 dwelling units and approximately 19,700 residents at full build-out. In addition, approximately 1,300 jobs are anticipated, to be provided in mixed use areas along Major Mackenzie Drive, Warden Avenue and Kennedy Road, in community facilities and work at home.

## 1.3 Policy Context

Land use planning for the Angus Glen Secondary Plan Area and the Future Urban Area Planning District (Future Urban Area) is directly influenced by senior levels of government, including the Province of Ontario and York Region. The requirements of senior levels of government are reflected in the Official Plan.

### 1.3.1 Provincial Policy

Provincial policies and legislation directly influencing the planning of the Future Urban Area include the Planning Act, the Provincial Policy Statement 2020 (“PPS”), A Place to Grow: The Growth Plan for the Greater Golden Horseshoe 2020 (“Growth Plan”) and the Greenbelt Plan 2017 (“Greenbelt Plan”). 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 PPS, 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 to 2051. 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.

A new Growth Plan with a 2051 planning horizon, Amendment 1 (2020) to the Growth Plan came into effect on August 28, 2020. Although all planning decisions after May 16, 2019 must conform to this Plan, the Growth Plan provides policies that enable planning for the Future Urban Area, including the Angus Glen Secondary Plan Area, to continue under the policy context of the York Region Official Plan 2010, in conformance with the Growth Plan 2006.

The Greenbelt Plan identifies natural heritage and agricultural lands for protection from urban development. Within the Future Urban Area, the Greenbelt Plan applies to the valleylands associated with the main tributaries of the Berczy, Bruce, and Robinson Creeks.

### **1.3.2 York Region Official Plan 2010 and Markham Official Plan 2014**

The York Region Official Plan 2010 (“York Region Official Plan”) implements the Growth Plan and Greenbelt Plan, ensuring that the requirements for the development of compact, complete, communities are addressed. The Future Urban Area lands, including the Angus Glen Secondary Plan Area, were included with the Region’s urban boundary through Regional Official Plan Amendment No. 3 in 2010 and are subject to policies for new communities outlined in Section 5.6 of the York Region Official Plan. These policies provide direction on, among other things, achieving minimum density targets, providing for a full range of housing types and services, providing for active transportation and an integrated open space network, protection of natural and cultural heritage, and consideration of renewable energy sources and water conservation measures.

The Markham Official Plan 2014 (“Markham Official Plan”) more specifically designates the Future Urban Area lands as follows:

- Of the total 1,300 hectares within the Future Urban Area Planning District, approximately 975 hectares are developable. The remaining 325 hectares consist primarily of natural heritage lands. These natural heritage lands are protected from development as part of the ‘Greenway System’, a structural element in the Official Plan, with a corresponding ‘Greenway’ land use designation.
- Approximately 700 hectares of the developable lands are designated ‘Future Neighbourhood Area’. These lands, located primarily between Major Mackenzie Drive and Elgin Mills Road, were identified in Markham’s 2010 growth strategy to accommodate a population of approximately 38,000.
- Approximately 275 hectares of developable lands north of Elgin Mills Road, are designated ‘Future Employment Area’. The growth strategy anticipated approximately 19,000 jobs within the Future Urban Area, with the majority of the jobs located within these lands.

The Official Plan identifies a comprehensive process planning process to be undertaken prior to development occurring on the Future Urban Area lands. A key component of the comprehensive planning process is the development of a Conceptual Master Plan over the



entirety of the lands in order to ensure consistent, coordinated planning and development within individual secondary plan areas.

The Markham Official Plan directs that the Conceptual Master Plan be informed by a number of supporting studies including a subwatershed study, transportation study and water and wastewater servicing studies. These studies were undertaken concurrently, following a master plan process of a municipal class environmental assessment. Following intensive analysis and consultation with agencies, landowners and the public over the course of four years, these studies have been completed and a Conceptual Master Plan was endorsed by Council in October 2017, as the basis for review and approval of statutory secondary plans for the Future Urban Area lands.

#### **1.4 Conceptual Master Plan for the Future Urban Area**

The 2017 Council-endorsed Conceptual Master Plan for the Future Urban Area provides the planning framework and structural elements to guide the preparation of more detailed statutory secondary plans within the Future Urban Area Planning District.

The vision for the new communities to be developed in the Future Urban Area reflects the vision of sustainable growth outlined in the Markham Official Plan 2014 and York Region Official Plan 2010. The Official Plan requirements were distilled into a set of guiding principles that collectively provide for the development of sustainable, healthy, compact and complete new communities. The principles, reflected in Section 2.0 of this Plan, are organized under the broad goals of: protection and enhancement of the natural environment; building complete, compact communities; increasing travel options; maintaining a vibrant and competitive economy; adopting 'green' infrastructure and development standards, and implementation.

The Community Structure Plan, shown in Appendix 1 – Future Urban Area Community Structure Plan, provides a high-level community structure across all of the Future Urban Area lands consistent with the guiding principles. The Plan recognizes and permits existing uses including the Angus Glen Community Centre, Gordon Stollery Park, the golf course *major recreational use*, and also identifies a protected Greenway System, a transportation network, an open space network, and broad land use categories which together deliver the structural elements of the new communities and employment area to be developed in the Future Urban Area.

The Community Structure Plan represents a balance between the Official Plan objectives of protecting and enhancing the natural environment and developing compact, complete new communities to accommodate growth. This balance was derived from intensive, integrated analysis which weighed the findings of the supporting subwatershed, transportation, servicing and planning studies, as well as consideration of existing land uses and public input.

The broad land use components (Residential Neighbourhood Area, Mixed Use Neighbourhood Corridor, and Mixed Use Regional Corridor) in the Community Structure Plan provide for a range of housing types (from ground oriented units to apartments), schools, parks and open space, as well as appropriate locations for retail and service uses, all at transit-supportive densities. These

lands are being planned to support an overall minimum density of 70 residents and jobs per hectare and 20 units per hectare consistent with the York Region Official Plan 2010, accommodating a population of approximately 45,000 residents across the entire Future Urban Area, of which the Angus Glen Secondary Plan Area is a part.

Approximately 16,000-18,000 jobs are anticipated within the Community Structure Plan for the Future Urban Area, consisting of approximately 5,000 jobs within the Residential Neighbourhood Area and Mixed Use Corridors, and 11,000-13,000 jobs being accommodated with the Employment Area north of Elgin Mills Road East. The Employment Area, immediately northwest of the Angus Glen Secondary Plan Area, is intended to accommodate primarily general employment uses with opportunities for business park uses and ancillary retail and service at appropriate locations. The transportation network consists of a series of arterial and collector roads that also form the basis of the active transportation and transit systems.

Building on the Community Structure Plan and the findings of each of the supporting studies, key policy direction for secondary plans was identified, organized according to the guiding principles. Among the requirements identified in the Conceptual Master Plan were the preparation of supporting master environmental servicing plans and community design plans for each secondary plan area.

The Conceptual Master Plan anticipated that components of the Community Structure Plan would be further refined as a result of additional analysis and consultation undertaken during the preparation of secondary plans, master environmental servicing plans and community design plans or through environmental assessment processes. Phasing plans are also required for each secondary plan area. At minimum, phasing plans are expected to have regard for development occurring in an orderly progression, with regard for delivery of key infrastructure and providing for elements of a complete community in each phase.

Urban design guidelines to guide Community Design Plans, a Community Energy Plan to identify means of reducing energy demand in the new communities, and associated financial analysis were also required to further inform master environmental servicing plans and secondary plans.

The Angus Glen Secondary Plan contains more detailed land use designations and associated policies that are consistent with the Council-endorsed Conceptual Master Plan. Lands central to this block associated with the main branch of the Bruce Creek Tributary are designated “Greenway” in the City’s Official Plan. The existing Angus Glen Golf Course is located within the Bruce Creek and on adjacent tablelands. The golf course will ultimately be reconfigured to reduce its tableland footprint in order to develop urban residential uses on those areas, and will eventually operate within only the Bruce Creek “Greenway” designation and a limited area of adjacent tablelands. The Angus Glen Community will be served by existing community facilities located within this block which include the Angus Glen Community Centre and Library, the Angus Glen Tennis Club, Gordon Stollery Park and soccer pitch, as well as several new parks and community facilities.

## 2.0 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 its 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 open space system 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 Angus Glen Secondary Plan Area as a healthy and resilient community are identified in this section. These principles were developed through the Conceptual Master Plan process to guide development of new communities within the entire Future Urban Area Planning District in accordance with provincial plans, the York Region Official Plan and Markham's Official Plan.

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 Angus Glen Secondary Plan context.

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

- 2.1.1 That development in the Angus Glen Community be consistent with the goals and strategic objectives outlined in Chapter 2 of the Official Plan as further defined by the principles outlined in Section 2.1.2 through 2.1.8 of this Secondary Plan. The principles are further defined in the policies of this Secondary Plan.

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

- 2.1.2 a) To confirm and refine the Greenway System associated with Bruce Creek and Bruce Creek Tributary to protect and enhance natural heritage features and functions and water resources.
- b) To design the community with regard for natural heritage (i.e., minimizing impact to features, topography and soils) and to enhance tree canopy.

### **Building Healthy, Compact Complete Communities**

- 2.1.3 a) To provide for the daily needs of residents through the organization of residential neighbourhoods, mixed use centres and corridors, and an interconnected system of parks and open space, all integrated with a transportation network that includes transit and active transportation.
- b) To identify a housing mix that provides for a range of housing types and tenure, including opportunities for *affordable* and *shared housing*, and age-in-place housing, where appropriate.
- c) To identify appropriate locations for mixed use community core areas that provide a focus of retail and community services within reasonable walking distance from the majority of the population, and that are accessible by transit.
- d) To identify an interconnected parks and open space system as one of the main organizing elements of the community including parks, open spaces, and multi-use trails and pathways.
- e) To identify the community infrastructure (public facility and service) needs of the community through a community infrastructure plan, as well as opportunities for places of worship.
- f) To plan to achieve a minimum density of 20 residential units per hectare of developable land across the Angus Glen Secondary Plan Area, and contribute to achieving a minimum density of 70 residents and jobs per hectare of developable land across the Future Urban Area Planning District.
- g) To recognize, protect and conserve, and incorporate *cultural heritage resources* into new development opportunities within the community, where appropriate.
- h) To create a sense of community identity, social cohesion and positive health outcomes through the innovative planning and design of the public realm, built form and site development, to be accessible by all, regardless of age or physical ability.
- i) To create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (distinctive built form, streetscapes, parks and open space, landmarks and views, public art, etc); ensure communities are designed to be accessible by all, regardless of age or physical ability.

j) To celebrate the history of the lands by integrating any remaining plantation by incorporating passive recreational uses, education and environmental stewardship opportunities, and environmental protection to create a high-quality public amenity in the vicinity of Gordon Stollery Park.

k) To support access to local food through opportunities for *urban agriculture*.

#### **Existing and Continued Golf Course Major Recreational Use**

- 2.1.4 a) To protect for the continued operation of the existing golf course *major recreational use* by supporting its reconfiguration to create new development opportunities within the community, where appropriate.

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

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

#### **Increasing Mobility Options**

- 2.1.6 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.

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

- 2.1.7 a) To identify best management practices and approaches to stormwater management systems including water and wastewater systems, and the transportation network to maximize water and energy conservation and resilience at the community level.
- b) To identify best management practices for green buildings to reduce demands on energy, water and waste systems.

#### **2.1.8 Implementation**

- a) To promote public engagement in the planning and development of the Angus Glen Community and encourage involvement of all stakeholders.
- b) To identify general phasing and sequencing for development of the Angus Glen Community.

### 3.0 COMMUNITY STRUCTURE

Community Structure describes the various elements or building blocks that make up a complete community.

#### 3.1 General Provisions

The community structure for the Angus Glen Secondary Plan area is a further refinement of the Community Structure Plan for the Future Urban Area Planning District identified in Appendix 1 – Future Urban Area Community Structure Plan, which consists of a Greenway System, residential and mixed use neighbourhoods, an integrated parks and open space system, existing community facilities, existing golf course *major recreational use*, and a comprehensive transportation network that includes active transportation.

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

- 3.1.1 This Secondary Plan provides for a distribution of land uses and appropriate land use designations to ensure the development of the Angus Glen Community as a compact, complete and transit-supportive community. The structural elements of the Angus Glen Community include a protected Greenway System, Residential Neighbourhood Area, Mixed Use Neighbourhood Area including a Neighbourhood Service Node and a Retail Focus Area, an integrated Parks and Open Space System, existing golf course *major recreational use*, and a comprehensive Transportation System.

#### Greenway System

- 3.1.2 a) The Greenway System together with a network of parks and open spaces and multi-use trails and pathways form an interconnected Parks and Open Space System for the Angus Glen Community.
- b) In addition to providing for protection of natural heritage features, portions of the Greenway System may also provide opportunities for trail linkages, natural viewsheds, educational wayfinding, active and passive park uses, and golf course *major recreational use*, all where permitted by the Greenbelt Plan, as may be provided through the approval of Regional Official Plan Amendment No. 7 or conformity with the approved Regional Municipality of York Official Plan.

#### Residential Neighbourhood Area

- 3.1.3 a) Individual neighbourhoods within the Residential Neighbourhood Area are the fundamental structural elements of the Angus Glen Community.
- b) The pattern of land use in the Residential Neighbourhood Area is organized around neighbourhood centres or “community hubs” which may consist of *public schools, places of worship*, parks and open spaces, and other community infrastructure that are within reasonable walking distances (400 metres or 5 minute walk) of all residents.

- c) Residential building types, lot sizes and densities will vary throughout the Residential Neighbourhood Area. These lands are intended to be developed primarily with ground oriented housing types with higher density building types located in proximity to higher order transit corridors, particularly along Major Mackenzie Drive East, Warden Avenue and Kennedy Road.
- d) Lands within the Residential High Rise designation are intended to be developed at the highest densities in the Future Urban Area Planning District, reflecting the transit-supportive densities required to support the rapid transit corridor along Major Mackenzie Drive.

#### **Mixed Use Neighbourhood Area**

- 3.1.4 a) Lands within the Mixed Use Neighbourhood Area are intended to provide for a mix of residential and non-residential uses along higher order transit routes.
- b) These lands are intended to be developed with higher density housing forms and provide the opportunity for retail and service use to support active transportation and transit.
- c) A Mixed Use Neighbourhood Service Node within the Mixed Use Neighbourhood Area will provide a focus for local retail and services to serve the community.
- d) Lands within the Mixed Use High Rise – Retail Focus will provide a mix of high density residential and commercial uses.

#### **Parks and Open Space System**

- 3.1.5 a) The Parks and Open Space System is intended to link neighbourhoods within the Angus Glen Community, and to link the Angus Glen Community to adjacent communities and employment areas within the Future Urban Area Planning District.
- b) The school, park and open space components of the Parks and Open Space System should be distributed to function as focal points and organizing elements for neighbourhoods, within reasonable walking distance of all residents.
- c) Publicly accessible lands in the Greenway System should be linked, where appropriate, with active programmed neighbourhood parks to provide an open space system that is easily accessible within neighbourhoods and between neighbourhoods.
- d) In addition to the linkages provided through the distribution of parks, open space and school sites, connectivity will be provided through streets and a system of pedestrian and cycling trails.

#### **Transportation System**

- 3.1.6 a) A 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 including connections to Angus Glen Boulevard, Elm

Green Lane, and Prospectors Drive to the south, the Berczy Glen Community collector roads to the west, and the Robinson Glen Community collector roads to the east.

- b) The Transportation System establishes a framework to guide the development of a well-defined street hierarchy, streets and blocks layout, and the design of complete streets for all ages, abilities and modes of travel within the Angus Glen Community, with the objective of reducing reliance on the automobile by providing opportunities for active transportation (walking and cycling) and transit.



## 4.0 ENVIRONMENTAL SYSTEMS

This Section addresses the Greenway System, the urban forest, water resources, stormwater management and environmental hazards.

### 4.1 Greenway System

The protected Greenway System lands located within the Angus Glen Secondary Plan Area reflect, for the most part, the natural heritage system associated with Bruce Creek and Bruce Creek Tributary. Bruce Creek is a tributary of the Rouge River and is part of the larger Rouge Watershed System. The Bruce Creek and Bruce Creek Tributary corridor extends in a north-south direction through the Secondary Plan Area providing a natural heritage spine within the community, and connections to the City-wide Greenway System to the north and south. The Greenway System forms part of Markham's interconnected Parks and Open Space System and includes an existing golf course *major recreational use*. The Greenway System may provide opportunities for parks (both active and passive), where permitted by the Greenbelt Plan, as may be provided through the approval of Regional Official Plan Amendment No. 7 or conformity with the approved Regional Municipality of York Official Plan, and the policies of this Plan.

The Greenway System lands within the Angus Glen Secondary Plan Area consist primarily of Natural Heritage Network lands, Rouge Watershed Protection Area lands, and Greenbelt Plan Area lands within which the existing Angus Glen Golf Course will continue to operate for the long term. Natural Heritage Network lands contain the *natural heritage and hydrologic features* that are to be protected, and enhanced where appropriate to provide opportunities to improve their *biodiversity*, connectivity and *ecological function*. These *natural heritage and hydrologic features* provide an array of *ecological functions*, including *habitat of endangered and threatened species*, *special concern species*, and other urban wildlife found throughout the City.

The Rouge Watershed Protection Area lands are delineated, for the most part, through application of criteria established in the Rouge North Management Plan. The Rouge North Management Plan contains objectives to ensure the long-term protection of Rouge watershed tributaries that flow into the Rouge National Urban Park in east Markham.

The Greenbelt Plan Area lands are identified as Natural Heritage System of the Protected Countryside. Some of these lands located both within and outside the Natural Heritage Network and Rouge Watershed Protection Area contain existing agricultural and golf course *major recreational uses*. As portions of the existing golf course *major recreational use* is re-developed, it is intended that an Environmental Impact Study will be prepared to identify how the golf course may be re-configured/expanded within the Greenbelt Plan Area while addressing potential impacts to the natural environment that cannot be avoided. For the Greenway System lands that are outside of key natural heritage features or key hydrologic features and their associated vegetation protection zones, golf course, active and passive parkland and open spaces may be located and expanded in support of the vision and goals of the Provincial Greenbelt Plan, Markham's Official Plan and the Subwatershed Study undertaken for the Future Urban Area lands.

The Greenway System within the Angus Glen Secondary Plan has been refined based on the Subwatershed Study and may be subject to further minor refinements through the master environmental servicing plan through development approvals. Certain stormwater management facilities in support of the Angus Glen Community are planned to be provided in the Greenway System and appropriate direction has been provided to manage this infrastructure.

**It is the policy of Council:**

- 4.1.1 To identify, protect and enhance the Greenway System in the Angus Glen Secondary Plan Area in a manner consistent with Section 3.1 of the Official Plan, the policies of this Secondary Plan, the Subwatershed Study and master environmental servicing plan prepared in support of this Secondary Plan.
- 4.1.2 That further to Section 3.1.1.1 of the Official Plan, the components of the Greenway System within the Angus Glen Secondary Plan Area include the following as generally shown on Map SP2 - Greenway System:
  - a) Natural Heritage Network lands;
  - b) Rouge Watershed Protection Area lands;
  - c) Greenbelt Plan Area lands (Natural Heritage System of the Protected Countryside lands); and,
  - d) certain 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 Angus Glen Secondary Plan Area include the following:
  - a) *natural heritage and hydrologic features*, and more specifically:
    - i. *wetlands and provincially significant wetlands*;
    - ii. *habitat of threatened and endangered species*;
    - iii. *fish habitat*;
    - iv. *significant valleylands*;
    - v. *woodlands and significant woodlands*;
    - vi. *significant wildlife habitat*;
    - vii. *permanent streams and intermittent streams*;
    - viii. *seepage areas and springs*;
  - 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 generally as shown on Map SP3 – Natural Heritage Features and Map SP4 – Hydrologic Features.

- 4.1.4 That the *vegetation protection zones* as generally shown on Map SP3 - Natural Heritage Features and Map SP4 - Hydrologic Features be required in accordance with Section 3.1.2.22 through 3.1.2.27 of the Official Plan, with the exception of Section 3.1.2.25 which does not apply within the Angus Glen Secondary Plan Area.

- 4.1.5 That the boundaries of the Greenway System and the Natural Heritage Network within the Angus Glen Secondary Plan Area, including the delineation of *natural heritage and hydrologic features* and their associated *vegetation protection zones*, including floodplain remediation of the Bruce Creek Tributary east of Warden Avenue, as shown in Map SP2 - Greenway System, Map SP3 - Natural Heritage Features and Map SP4 - Hydrologic Features are to be confirmed in the field and may be refined or modified in accordance with Section 3.1.1.3 of the Official Plan without amendment to this Secondary Plan.
- 4.1.6 That lands identified as 'Rouge Watershed Protection Area' on Map SP2 – Greenway System are subject to Section 3.1.4 of the Official Plan. The boundary of the 'Rouge Watershed Protection Area' shall be further refined through the master environmental servicing plan and environmental impact studies in accordance with Section 3.1.4 of the Official Plan. Where the limits of the 'Rouge Watershed Protection Area' are shown as dashed on Map SP2 – Greenway System, environmental studies required in support of *development approvals* may result in some minor variations to the boundary, without amendment to this Secondary Plan.
- 4.1.7 That the lands in the 'Greenbelt Plan' are subject to the policies of the Greenbelt Plan 2017 and Section 3.1.5 of the Official Plan. In the event of a conflict, the policies of the Greenbelt Plan 2017 shall prevail. The outer boundary of the Greenbelt Plan Area lands can only be refined or modified by the Province.
- 4.1.8 That parkland uses within the Greenbelt Plan, outside of the Natural Heritage Network and the Rouge Watershed Protection Area, may be considered on a site-specific basis at the City's sole discretion subject to review of an application for *development approvals*. Where approved, such parkland may only count towards the parkland dedication requirements of high density residential uses within the Secondary Plan area. Parkland uses may only be considered subject to conformity with the Greenbelt Plan as may be provided through the approval of Regional Official Plan Amendment No. 7 or conformity with the approved Regional Municipality of York Official Plan.
- 4.1.9 That any conveyance and/or securement of lands within the Greenway System shall be in accordance with Sections 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.
- 4.1.10 That restoration of the Greenway System is intended to occur through a number of means including *development approvals*, greening initiatives, partnerships and infrastructure projects not associated with the development process.
- 4.1.11 That a Natural Heritage Restoration Plan for the Greenway System lands in the Secondary Plan Area be prepared by development proponents, to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority. The Natural Heritage Restoration Plan will:
- a) identify opportunities for enhancement and restoration, and management for the Greenway System, as provided for in the Greenbelt Plan, Official Plan, and this Secondary Plan and

- considering the findings of the Subwatershed Study, master environmental servicing plan and any class environmental assessments;
- b) identify enhancement and restoration priorities; and,
  - c) identify as a priority the establishment of *natural self-sustaining vegetation* on lands which will no longer be in agricultural use, having regard for the intended use.
- 4.1.12 Any Greenway System enhancement, restoration or management required as a result of *development approvals*, as determined through environmental impact studies, shall be undertaken having regard for the Natural Heritage Restoration Plan.
- 4.1.13 To minimize and mitigate the impact of required infrastructure in accordance with Section 3.1.2.9 of the Official Plan, the Subwatershed Study, the master environmental servicing plan and any class environmental assessments.
- 4.1.14 Where a natural heritage evaluation and/or hydrological evaluation or environmental impact study is required in accordance with Sections 3.5.4 and 3.5.5 of the Official Plan, this evaluation/study shall also address:
- a) how the Subwatershed Study and master environmental servicing plan are to be addressed within the site development context;
  - b) the direct and indirect impacts and mitigation associated with the development proposal; and,
  - c) the environmental impact study should identify enhancement opportunities and objectives.
- 4.1.15 That where nature-based trails are provided for in the Greenway System, the following shall apply:
- a) trails shall be designed to avoid or minimize impacts to *natural heritage and hydrologic features* by generally being located outside of the Natural Heritage Network and at the outer edge of the Greenway System, where feasible;
  - b) where trail alignments may impact *natural heritage and hydrologic features*, a scoped environmental impact study shall be required to identify potential impacts and to provide recommendations on methods to minimize impacts;
  - c) the conceptual design and location of trails shall be addressed in the Community Design Plan and where feasible and appropriate, shall meet provincial guidelines for accessibility; and,
  - d) trails should be integrated with maintenance access required for infrastructure, restoration enhancements and stormwater management facilities, where possible.
- 4.1.16 That the reconfiguration and/or expansion of the existing golf course *major recreation use* will be undertaken by an application for *development approval* with supporting technical studies to assess how the golf course may be located within and adjacent to the Greenway System. An Environmental Impact Study shall be prepared to the satisfaction of the City to demonstrate how potential impacts to water quality and *natural heritage and hydrologic features* have been avoided, minimized and/or mitigated. The golf course design shall assess opportunities to improve ecological function and *natural self-sustaining vegetation*. Natural landscaping approaches and riparian buffers shall be encouraged, where feasible.

### **Site Specific Policies**

- 4.1.17 That the *woodlands* and plantations located within the site-specific area as shown on Map SP1 – Detailed Land Use may be modified or removed without amendment to this Secondary Plan where it is demonstrated to the satisfaction of the City that:
- a) The Municipal Class Environmental Assessment has determined a preferred alignment of minor collector roads Streets ‘A’, ‘E’ and ‘F’ as shown on Map SP5 – Road Network, and that ecosystem structure compensation for a land area equivalent of *woodland* removals associated with these roads and the required grading, is provided at a 1:1 ratio within the Greenway System, with no land base compensation required. The owner(s) will endeavour to locate the area of compensation either within the Angus Glen Secondary Plan area, the Future Urban Area, or elsewhere. The Greenway System, Natural Heritage Network and Rouge Watershed Protection Area boundaries may be modified to reflect the final alignment of the collector roads, as appropriate without amendment to this Secondary Plan;
  - b) The master environmental servicing plan has completed an assessment to confirm whether the area meets the definition of *woodland*. Areas confirmed to be *significant woodlands* shall not be modified or removed except for impacts associated with the collector road as identified in Section 4.1.17 a) of this Plan;
  - c) A Tree Inventory and Preservation Plan is completed in accordance with 4.2.2, as part of an application for *development approval*; and,
  - d) Compensation for the removal of *woodlands* not designated ‘Greenway’ on Map SP1 – Detailed Land Use, being *woodlands* with an area of approximately 2.64 hectares, shall be provided, as part of an application for *development approval* which may include one or any combination of the following:
    - i. a land area equivalent to the removed *woodland* and the restoration of that land area as a *woodland* outside of the Greenway System. The owner(s) will endeavour to locate the land area either within the Angus Glen Secondary Plan area or elsewhere in the Future Urban Area; and/or
    - ii. a cash in lieu contribution that would enable the purchase of a land area equivalent to the removed *woodland* and the restoration of that land area as a *woodland* either within the Angus Glen Secondary Plan area or elsewhere in the Future Urban Area; and/or
    - iii. a land area equivalent to the removed *woodland* and the restoration of that land area as a *woodland*, inside and outside of the Greenway System. The owner(s) will endeavour to locate the land area either within the Angus Glen Secondary Plan area or elsewhere in the Future Urban Area in appropriate locations, where:
      - 1) no less than 75 percent of the equivalent land area and associated woodland restoration is located outside of the Greenway System including lands adjacent to the Greenway System that are deemed surplus when the lotting fabric is regularized;
      - 2) no more than 25 percent of the equivalent land area and associated woodland restoration is located within the Greenway System but outside of the *vegetation protection zones*, of features contained in Greenway System; and
      - 3) a net gain in *woodland* area restoration is achieved by providing further *woodland* restoration equivalent to the land area provided for in (2) above

within the Greenway System, which may include *vegetation protection zones* and feature enhancements.

- e) Maintenance of *significant woodlands* is encouraged through the implementation of good forestry practices in accordance with Section 3.1.2.18 of the Official Plan.

For clarity, removal and compensation of *woodlands* not designated Greenway System on Map SP1 Detailed Land Use is permitted. Removal is not permitted for *significant woodlands* which are designated 'Greenway' on Map SP1 – Detailed Land Use except for those removals associated with the collector roads noted in Section 4.1.17 a) of this Plan. Tree removal required to maintain the *significant woodland* is encouraged in accordance with Section 4.1.17 e) of this Plan.

- 4.1.18 That the *wetlands* located within the site-specific area as shown on Map SP1 – Detailed Land Use may be modified or removed without amendment to this Secondary Plan where it is demonstrated to the satisfaction of the City that:
  - a) The Municipal Class Environmental Assessment has determined the preferred alignment of minor collector roads Streets 'A', 'E' and 'F' as shown on Map SP5 – Road Network , and that ecosystem structure compensation for a land area equivalent of *wetland* removals associated with these roads and the required grading, is provided at a 1:1 ratio within the Greenway System, with no land base compensation required. The owner(s) will endeavour to locate the area of compensation either within the Angus Glen Secondary Plan area, the Future Urban Area, or elsewhere;
  - b) The master environmental servicing plan has completed an assessment to include a 15 metre *vegetation protection zone* to the *wetland* located within the 'Greenway' designation. Additional *wetland* enhancements up to 15 metres beyond the Greenway System may be considered to the satisfaction of the Toronto and Region Conservation Authority and the City, which may include naturalized plantings, programmed park (trails, landscape plantings, or any other permeable uses) as well as other ecological enhancements in the Bruce Creek Tributary Greenway System; and,
  - c) The Greenway System, Natural Heritage Network and Rouge Watershed Protection Area boundaries may be modified to reflect the wetland boundary and its associated *vegetation protection zone* as appropriate without amendment to this Secondary Plan.

## 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 benefits which contribute to the quality of life for residents and workers in the Angus Glen Secondary Plan Area, including improved air quality, energy efficiency, and wildlife habitat. The City will work with development proponents and community groups to increase *tree canopy* coverage.

### It is the policy of Council:

- 4.2.1 That the *urban forest* in the Angus Glen Secondary Plan Area shall be protected, expanded and integrated into the community in a manner consistent with Section 3.2 of the Official Plan and the policies of this Secondary Plan.

- 4.2.2 To require the submission of a Tree Inventory and Preservation Plan, as part of an application for *development approval*, to identify and describe existing *trees* including their size, species, condition, and methods to ensure the protection of *trees* to be retained.
- 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**

Water resources are important for the maintenance of drinking water supplies and the conservation of wetlands, watercourses, and aquatic habitat. The Subwatershed Study has assessed the potential impacts of development and has provided recommendations to manage water resources.

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

- 4.3.1 That development, *redevelopment* and *site alteration* be designed with the goal of protecting ground and surface water quality and quantity in a manner consistent with Section 3.3 of the Official Plan and the policies of this Secondary Plan.
- 4.3.2 That development, *redevelopment* and *site alteration* demonstrate how the requirements of the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, as amended from time to time, have been addressed. Vulnerable areas as delineated in Appendix 3 – Groundwater Resources to this Secondary Plan.
- 4.3.3 That development and *redevelopment* within Significant Groundwater Recharge Areas, as identified in Appendix 3 – Groundwater Resources, be required to maintain pre-development recharge to the greatest extent feasible through stormwater management best practices, infiltration at the source, and by having regard to the infiltration volume targets in the Subwatershed Study and the master environmental servicing plan.
- 4.3.4 That development, *redevelopment* and *site alteration* within Wellhead Protection Area – Quantity, as identified in Appendix 3 – Groundwater Resources, be required to implement stormwater management best management practices, with the goal of maintaining pre-development recharge by having regard to the infiltration volume targets in the Subwatershed Study and the master environmental servicing plan.

#### **4.4 Stormwater Management**

Appropriately designed stormwater management facilities will protect water quality and aquatic wildlife (including aquatic species at risk), and provide water quantity and erosion control for the Berczy and Bruce Creeks Subwatersheds within the Future Urban Area. Low Impact Development measures will be used throughout the Secondary Plan Area where appropriate to filter and cleanse water and to address infiltration needs.

**It is the policy of Council:**

- 4.4.1 That stormwater management facilities shall be located and designed in a manner consistent with Section 3.3 of the Official Plan and Section 7.2.1.12 of this Plan, and/or based on the recommendations and findings of the Subwatershed Study and the master environmental servicing plan.
- 4.4.2 That stormwater management reports submitted in support of applications for development, *redevelopment* or *site alteration* shall address applicable City and agency guidelines and requirements shall be approved by the City in accordance with Section 3.3 of the Official Plan and Section 7.2.1.12 of this Plan.
- 4.4.3 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, the Federal Airport Zoning Regulations for the Pickering Airport Site and any other applicable provincial and federal legislation, and address applicable Ministry of Environment, Conservation and Parks and City of Markham requirements.
- 4.4.4 That stormwater management facilities, including underground stormwater management facilities, may be permitted within the Greenway System where it has been demonstrated that:
  - a) stormwater management facilities are designed to improve *biodiversity* and *ecological function* of the adjacent Natural Heritage Network in accordance with section 3.3.3.8 and 3.3.3.9 of the Official Plan;
  - b) where feasible, stormwater management facilities are designed to minimize their visual compatible appearance with consideration for variations in the angle of side slopes and minimization of engineered materials or hardened surfaces; and,
  - c) a stormwater management plan is prepared in accordance with Section 4.2.3.4 and 4.2.3.5 of the Greenbelt Plan.
- 4.4.5 Parkland which contains underground stormwater management facilities may be considered on a site-specific basis at the City's sole discretion, subject to review of an application for *development approval*.
- 4.4.6 In considering whether to exercise its discretion with respect to an application for *development approval* where parkland containing an underground stormwater management facility is proposed, the City shall be satisfied that the application meets the following objectives, amongst other criteria that the City may consider in its sole discretion pursuant to policy 4.4.5:
  - a) that the location and size is acceptable to the City;
  - b) the application must demonstrate that the park design and development requirements are not compromised by the design, function, maintenance and rehabilitation requirements of the underground stormwater management facility;
  - c) the application must demonstrate that design, function, maintenance and rehabilitation requirements of the underground stormwater management facility will not be compromised by the design, function, operations and maintenance of the park;



- d) the underground stormwater management facility shall meet the City's engineering and operations requirements;
- e) the landowner must fulfill its applicable financial obligations to the satisfaction of the City with respect to the underground stormwater management facility and/or the park; and,
- f) such other criteria the City may consider necessary or applicable.

#### 4.5 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:**

- 4.5.1 That development, *redevelopment* and *site alteration* be designed to protect the health and safety of the public and reduce property damage in the Angus Glen Secondary Plan Area in a manner consistent with Section 3.4 of the Official Plan and the policies of this Secondary Plan.
- 4.5.2 That the limits of *hazardous lands* and *hazardous sites* in the Angus Glen Secondary Plan Area will be delineated to the satisfaction of the City and the Toronto and Region Conservation Authority.
- 4.5.3 To only consider modifications to the *floodplain* along a portion of Bruce Creek and Bruce Creek Tributary on the east side of Warden Avenue as identified on Map SP4 – Hydrologic Features if a technical study can demonstrate that:
  - a) there will be no adverse upstream or downstream flooding impacts except where infrastructure policies apply;
  - b) there will be no negative impacts to *key natural heritage features* or *key hydrologic features* except where infrastructure policies apply;
  - c) all disturbed areas within the modified floodplain will be stabilized and planted with native vegetation; and,
  - d) requirements under the Toronto and Region Conservation Authority's regulation have been addressed.

Such technical studies shall be approved by the City and the Toronto and Region Conservation Authority. Modifications to the limits of the *floodplain* shall not require an amendment to this Secondary Plan.

- 4.5.4 Applications for *development approval* for *sensitive land uses* adjacent to an arterial road in the Angus Glen Secondary Plan Area shall be accompanied by a noise and vibration study prepared in accordance with the Ministry of Environment Guidelines and York Region noise policies including required mitigation measures prepared to the satisfaction of York Region.

- 4.5.5 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 in the Angus Glen Secondary Plan Area.

## 5.0 HEALTHY NEIGHBOURHOODS AND COMMUNITY

The Angus Glen Community 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 open space and required community facilities such as schools, and where *cultural heritage resources* are integrated as appropriate.

### 5.1 Housing

Providing for a range of housing types and tenures, and *affordable housing* options will contribute to the livability of the Angus Glen residential and mixed-use neighbourhoods and the quality of life for residents. Providing for more intensive housing forms along higher order transit corridors will improve access to services, jobs and amenities within and beyond the Angus Glen community.

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 Angus Glen Community.

**It is the policy of Council:**

#### **Range of Housing Types**

5.1.1 To promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of Angus Glen residents and workers in a manner consistent with Section 4.1 of the Official Plan and the policies of this Secondary 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 family-size and smaller units;
- b) encouraging the construction of rental and *shared housing* units with a full range of unit types and sizes, particularly in locations well-served by transit, including along Major Mackenzie Drive, Warden Avenue, Elgin Mills Road and Kennedy Road; and,
- c) providing for the establishment of *secondary suites* subject to appropriate zoning, development criteria and standards as set out in Section 8.13.8 of the Official Plan.

#### **Compact Community**

5.1.2 That the Angus Glen Secondary Plan Area be planned to meet or exceed:

- a) an overall minimum density of 20 residential units per developable hectare through an appropriate mix of low rise, mid rise and high rise residential units; and,
- b) an overall housing target of approximately 7,500 housing units with a target mix of approximately 50% low rise residential units and 50% mid rise, high rise and mixed use units.

- 5.1.3 That the highest densities shall be focused along the Regional Rapid Transit Corridor and the Regional Transit Priority routes, and the distribution of housing by density and type identified in Section 5.1.2 will be outlined in the Community Design Plan required in Section 6.2 of this Plan.
- 5.1.4 That jobs are anticipated to be located in the Mixed Use High Rise – Retail Focus area at Major MacKenzie Drive and Warden Avenue, and in the neighbourhood mixed use areas along Major Mackenzie Drive, Warden Avenue and Kennedy Road in community facilities and work at home.
- 5.1.5 That in achieving approximately 7,500 dwelling units and the anticipated population-serving jobs, the Angus Glen Secondary Plan Area will contribute to an overall minimum density of 70 residents and jobs per hectare across the developable area of the Future Urban Area Planning District.
- 5.1.6 To monitor the achievement of the density targets identified in Section 5.1.2 of this Secondary Plan through *development approvals*.

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

- 5.1.7 To provide for *affordable* and *shared housing* opportunities within the Angus Glen Secondary Plan Area in accordance with Section 4.1.3 of the Official Plan, and more specifically by:
  - a) targeting 25 percent of the new housing units to be *affordable* to low and moderate income households;
  - b) 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,
  - c) supporting the equitable distribution of *affordable* and *shared housing* within permitted building forms, particularly in locations well-served by transit.
- 5.1.8 To work in partnership with York Region, the non-profit sector, the development industry, community partners, and senior levels of government to develop an *affordable* and *shared housing* implementation framework, which may include tools such as inclusionary zoning or other provincial and municipal incentives, to assist in implementing *affordable* and *shared housing* opportunities within the Angus Glen Secondary Plan Area.
- 5.1.9 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 impacts statements may be required to be submitted in support of development applications in the 'Residential Mid Rise' and 'Mixed Use Mid 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 the Angus Glen Community. These “community hubs” may consist of facilities and services provided by the City, York Region, or other public agencies such as *public schools*, parks and open spaces, libraries and/or community centres, and/or facilities and services provided by the private sector such as *day care centres* and *places of worship*.

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

### It is the policy of Council:

#### General Policies

- 5.2.1 To plan and coordinate the provision of community infrastructure and services for the Angus Glen 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 future residents of the Angus Glen Community of all ages and abilities and through all phases of life, and other communities across the Future Urban Area Planning District; 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 Angus Glen Secondary Plan Area for *public schools*, parks and open spaces, as shown schematically on Map SP1 – Detailed Land Use and in the Community Design Plan required in Section 6.2 of this Plan.
- 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 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 open space system and patterns of land use.

- 5.2.5 A secondary school site has been located to adjoin or be within a reasonable walking distance of potential transit routes. School buildings shall be oriented to facilitate direct access to transit routes and stops.
- 5.2.6 That the location, size and configuration of each *public school site* shown on Map SP1 – Detailed Land Use shall be further defined in the Community Design Plan consistent with the policies or requirements of the respective School Board and principles of community design outlined in this Secondary Plan.
- 5.2.7 The elementary school site shown as ‘ES\*’ on Map SP1 Detailed Land Use shall be approximately, but not greater than, 2.23 hectares (5.5 acres) with frontage on only one public road being Street ‘C’; provided the School Board may elect to advance the elementary school on a site of a reduced size.
- 5.2.8 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.
- 5.2.9 That *public school* sites be confirmed and secured through the *development approval* process.
- 5.2.10 That a *public school* site may be relocated in consultation with the School Boards, 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 Boards.
- 5.2.11 That in the event a *public school* site is no longer required for *public school* purposes, it may be removed without amendment to this Secondary Plan.
- 5.2.12 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 will be identified in the Community Design Plan required in Section 6.2 of this Secondary Plan or 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.

#### **Places of Worship**

- 5.2.13 That the location, size and configuration of required *place of worship* sites shown on Map SP1 – Detailed Land Use shall be further defined through the Community Design Plan or plans of subdivision consistent with the requirements of Section 8.13.7 of the Official Plan and Council’s *place of worship* site reservation policy.

- 5.2.14 The place of worship site identified as ‘PW\*’ on Map SP1 Detailed Land Use refers to a place of worship use to be located in a mixed use building within the area designated “Mixed Use High Rise – Retail Focus”. One development site within this designated area shall be subject to a Place of Worship Holding provision in the Zoning By-law, which shall not be lifted until:
- a) a site plan agreement for the site is executed which includes confirmation that a place of worship use and its associated parking can be accommodated, and, commitment is secured from the owner that a minimum of 250 square metres and a maximum of 500 square metres of space shall be reserved specifically for a place of worship for a minimum of three (3) years from the date of site plan approval, or;
  - b) five (5) years have passed since the date of the approval of this Plan or three years have passed since the date of registration of the phase of the draft plan of subdivision which includes this particular site, whichever is greater.
- 5.2.15 In addition to a minimum 1.0 hectare *place of worship* site identified symbolically on Map 1 – Detailed Land Use Plan, it is recognized that there are existing *place of worship* sites located to the north of the Secondary Plan Area which shall be considered as contributing to meeting the requirements of Council’s place of worship site reservation policy in the Angus Glen community.
- 5.2.16 That *place of worship* sites shall be secured through plans of subdivision or other appropriate agreements, and be made available for acquisition and use for a *place of worship* for a period of at least five years from the date of registration of the plan of subdivision.
- 5.2.17 That *place of worship* sites may be zoned to permit appropriate alternative uses with a ‘Hold’ provision, in addition to *place of worship* and accessory uses, in the event the site is not acquired for a *place of worship*. Removal of the ‘Hold’ provision to allow for the alternate uses on the site shall be tied to expiration of the site reservation period and the execution of a site plan control or subdivision agreement for the alternate land use.
- 5.2.18 That a *place of worship* site may be relocated without amendment to this Secondary Plan, provided the alternate site is consistent with the community structure objectives of this Secondary Plan as outlined in the Community Design Plan.

### 5.3 Parks and Open Space System

Markham is committed to ensuring that sufficient and appropriate parks and open spaces are available to its residents. Within the Angus Glen Community, a well-designed and connected system of parks and open spaces that reflects a history of golf, husbandry and plantations, and create spaces which enhance the character of this community, including Greenway System lands, multi-use trails and pathways to provide opportunities for a diverse range of recreational, educational, environmental stewardship and leisure activities.

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

- 5.3.1 To plan and develop a system of parks and open spaces that is integrated throughout the Angus Glen Secondary Plan Area in a manner consistent with Section 4.3 of the Official Plan and the

policies of this Secondary Plan, including the Community Design Plan requirements identified in Section 6.2 of this Plan.

- 5.3.2 That the Parks and Open Space System within the Angus Glen Secondary Plan Area includes among other things, the following components:
- a) City Parks as shown schematically on Map SP1 – Detailed Land Use, including:
    - i. the existing Angus Glen Community Centre and Gordon Stollery Park to serve park users generally within a 10-minute walking distance (approximately 800 metres);
    - ii. Neighbourhood Parks shown schematically as ‘NP’ on Map SP1 – Detailed Land Use, including Active Parks and Parkettes are planned to be approximately 0.2 to 2.0 hectares in size, to serve parks users generally within a 5-minute walking distance (approximately 400 metres);
    - iii. That the Neighbourhood Park sites identified as ‘NP\*’ on Map SP1 – Detailed Land Use be a minimum of 3.0 hectares.
  - b) Open Space Lands including Greenway System lands (including enhancement lands) as shown schematically on Map SP1 – Detailed Land Use; and
  - c) Pedestrian and cycling routes which also form part of the Active Transportation Network as shown on Map SP6 – Transit and Active Transportation Network.
- 5.3.3 To provide for more detailed planning and design of the Parks and Open Space System within the Angus Glen Secondary Plan Area, including the development of a parks and open space plan in accordance with Section 6.1.6.7 of the Official Plan, as a component of the required Community Design Plan outlined in Section 6.2 of this Plan.
- 5.3.4 To acquire public parkland in the form of City Parks within the Angus Glen Secondary Plan Area through the *development approval* process in accordance with the parkland dedication policies of Section 10.8.2 of the Official Plan, and to secure public park sites through the *development approval* process, including the establishment, where appropriate, of an area specific parkland agreement.
- 5.3.5 That parks be distributed generally in accordance with the following principles as further articulated in the Community Design Plan:
- Achieving minimum walking distances for residents in accordance with Section 4.3.2.2 of the Official Plan;
  - Parks and schools should be co-located where possible;
  - Connections should be provided between the Parks and Open Space System and the Greenway System, streets, utility corridors, and pedestrian and cycling trails; and
  - Parks should be located to take advantage of topography and views where appropriate.
- 5.3.6 That park sites identified on Map SP1 – Detailed Land Use may be relocated without amendment to this Plan provided the alternate site is consistent with the community structure objectives of this Secondary Plan as outlined in the Community Design Plan. Removal of these park sites shall require an amendment to this Plan.



## 5.4 Cultural Heritage Resources

Six rural residential sites within the Angus Glen Secondary Plan Area are either designated or listed 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.

### It is the policy of Council:

- 5.4.1 That consideration of *cultural heritage resources* within the Angus Glen Secondary Plan Area shall be consistent with Section 4.5 of the Official Plan, and the policies of this Secondary Plan.
- 5.4.2 That the cultural heritage resources contained in the City's *Register of Property of Cultural Heritage Value or Interest* within the Angus Glen Planning Area are identified in Appendix 2 – Cultural Heritage Resources.
- 5.4.3 That the retention and/or relocation of *cultural heritage resources* where required by Section 4.5 of the Official Plan will be considered in accordance with Section 4.5.3.12 and 4.5.3.13 of the Official Plan, and reflected in the Community Design Plan required in Section 6.2 of this Secondary Plan.
- 5.4.4 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 policy 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 the Community Design Plan.
- 5.4.5 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 *culture heritage resource* or reconstruct any *cultural heritage resources* damaged or demolished as a result of new development;
  - b) obtaining site plan control approval and a site plan agreement 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).

## 5.5 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 Angus Glen Secondary Plan Area.

### It is the policy of Council:

- 5.5.1 That the *conservation of archaeological resources* within the Angus Glen 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.
- 5.5.2 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.
- 5.5.3 To prohibit grading or other *site alteration* including installation of infrastructure on any site within the Angus Glen Secondary Plan Area prior to the issuance of a letter of acceptance of an archaeological assessment from the Province.
- 5.5.4 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.

## 6.0 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT

The physical layout and design of the Angus Glen Secondary Plan Area will be defined by the pattern and design of development established by a network of streets and blocks and a 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. A Community Design Plan will provide further guidance on the planning and design of the public realm, built form and site development, and sustainable development elements.

### 6.1 General Provisions

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

The emphasis will be on designing a new residential and mixed use community comprising of:

- compact neighbourhoods with pedestrian-friendly streets;
- compatible built form and high-quality building design and construction;
- vibrant people places with a clearly identifiable and well-designed public realm;
- integration of the golf course *major recreational use*; 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 Angus Glen Secondary Plan Area will focus on water efficiency, energy conservation and 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 Angus Glen Secondary Plan Area in a manner consistent with Section 6.1 of the Official Plan and the policies of this Secondary Plan, through the innovative planning and design of :
  - a) the public realm:
    - i. streets and blocks;
    - ii. streetscapes;
    - iii. landmarks and views;
    - iv. parks and open spaces;
    - v. public art; and,
  - b) built form and site development.
- 6.1.2 To develop comprehensive urban design guidelines for the Future Urban Area Planning District, in accordance with the applicable provisions of Section 6.1 of the Official Plan, which build on

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the direction of the Council endorsed Conceptual Master Plan and provide additional guidance on the development of a Community Design Plan for the Angus Glen Secondary Plan Area, and the review of future *development approvals*.

- 6.1.3 To support the sustainable development of the Angus Glen Secondary Plan Area in a manner consistent with Section 6.2 of the Official Plan and the policies of this Secondary 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.
- 6.1.4 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.

## **6.2 Community Design Plan**

A Community Design Plan will guide the innovative planning and design of the Angus Glen Secondary Plan Area and address, among other things, street and block pattern, a hierarchy of streets and streetscape elements, the identification of community gateways and landmarks, the provision of an interconnected parks and open space system, integration of cultural heritage resources, public art, sustainable design and development practices, integration of vision that celebrates the Angus Glen legacy, husbandry, plantations, and the interface between new development and the Angus Glen Golf Course, and community energy planning. The Plan will provide structural guidance to the important components of the built-form and public realm as well as Greenway System interface and design integration.

The Community Design Plan will address the urban design and sustainable development policies of the City's Official Plan and the City's comprehensive urban design guidelines for the Future Urban Area Planning District, and respond to York Region's New Communities Guidelines 2013. The Community Design Plan will also demonstrate how the key directions of the Conceptual Master Plan and the Subwatershed Study, master environmental servicing plan and Community Energy Plan, as amended from time to time, will be implemented.

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

- 6.2.1 To require preparation of a Community Design Plan for the Angus Glen Secondary Plan Area by the development proponents of the Secondary Plan Area, that addresses the City's comprehensive urban design guidelines for the Future Urban Area Planning District and that provides further guidance on the planning and design of the public realm, built form and site development, and sustainable development elements including, but not limited to:

### The Public Realm

- a) The Angus Glen Community will achieve a safe, accessible and well-designed public realm through the incorporation of:
- accessible linkages to the street network;
  - safe and attractive streetscapes;
  - enhanced views and vistas of identified landmarks including the Greenway System;
  - well-designed public and private open spaces;
  - enhanced landscaping and tree planting; and,
  - sustainable development features and best practices.

### Streets and Blocks

- b) The Angus Glen Community will achieve a well-defined and functional urban fabric that is attractive, safe, pedestrian-oriented and transit supportive through the incorporation of:
- a well-defined street and block hierarchy;
  - multiple street and neighbourhood connections for pedestrians, cyclists and vehicles;
  - a wide range of block sizes and configurations to accommodate a mix of land uses and diverse built form types; and,
  - access to transit, community facilities, local retail and services, and the Parks and Open Space System.

A reasonable balance between public and private land uses abutting the Greenway System will be determined through the *development approval* process, recognizing the City's desire to achieve a certain degree of public ownership adjacent to the Greenway System.

### Streetscapes

- c) The Angus Glen Community will achieve streetscapes with a sense of identity that complement functional requirements through the incorporation of:
- a consistent and coordinated style of street furnishings, lighting, and signage;
  - pedestrian and cycling amenities;
  - street tree planting and landscaping; and,
  - traffic calming and on-street parking, where appropriate.

### Landmarks and Views

- d) The Angus Glen Community will create, protect and enhance significant landmarks and views through the incorporation of:
- natural features and *cultural heritage resources*, where required to be retained;
  - significant built form features;
  - appropriate street and block orientation to create view corridors and focal points; and,
  - architectural treatment and screening of rooftop elements.

### Parks and Open Spaces

- e) The Angus Glen Community will create a well-designed and connected Parks and Open Space System through the incorporation of:

- a hierarchy of City Parks and Open Space Lands including Greenway System lands and lands associated with *public school* sites and naturalized stormwater management facilities;
- a suitable design and location of a parkette south of Street 'A' and west of Street 'G' to provide an open space corridor between the *provincially significant wetland* east of Street 'G' to the Greenway System west of street 'G';
- accessible pedestrian and bicycle connections;
- *natural heritage and hydrologic features* and *cultural heritage resources*, where required to be retained;
- high visibility and prominent street frontage;
- active and passive recreation opportunities;
- educational wayfinding and environmental stewardship opportunities;
- safe and comfortable settings for community events and individual use;
- functional, adaptive features and landscaping that provide for year round use;
- enhancements to the *urban forest* in accordance with Section 3.2 of the Official Plan and Section 4.1.18 of this Plan; and,
- best practices in sustainable design.

#### Public Art

- f) The Angus Glen Community will support the provision of public art as a means of fostering community identity and sense of place in accordance with Section 6.1.7 of the Official Plan.

#### Built Form and Site Development

- g) The Angus Glen Community's built form character and site design will be enhanced to reflect the history of golf, husbandry and plantation through the incorporation of:
- architectural diversity;
  - appropriate building height and massing;
  - continuity and building placement;
  - transitions between areas of different densities;
  - safe connections to pedestrian, cycling, and transit infrastructure;
  - building design that encourages human interaction and activity at the street level and avoids blank facades along public streets and spaces;
  - views and vistas of landmarks;
  - comfortable microclimate conditions;
  - adequate well-designed private open space and amenity areas;
  - *urban forest* enhancements in accordance with Section 3.2 of the Official Plan and Section 4.1.18 of the Plan; and,
  - buffered and screened servicing and parking areas.

#### Sustainable Development

- h) The Angus Glen Community will be designed to support sustainable development through the application of:
- design features and practices that enhance resiliency and consider the impact of climate change;

- design solutions for supply, efficient use and conservation of energy and water;
- low-impact design features and green infrastructure; and,
- innovative sustainable design practices and technologies in site planning and building design.

6.2.2 That the Angus Glen Community Design Plan will also address:

- a) community identity and character;
- b) how the existing golf course *major recreational use* will be reconfigured to reduce its tableland footprint and maintained within and adjacent to the Greenway System once new urban development and new infrastructure is built;
- c) how the hierarchy of streets and blocks will provide for a walkable community that supports cycling and use of transit through a fine local road grid system and an interconnected network of boulevard multi-use paths and trails within the Greenway System;
- d) how the Greenway System lands will be integrated within the community fabric to provide for the protection and enhancement of *natural heritage and hydrologic features* within an interconnected Parks and Open Space System;
- e) how the interconnected Parks and Open Space System will integrate the City Parks and Open Space Lands including Greenway System lands, and lands associated with *public school* sites and stormwater management facilities, with the active transportation network;
- f) how the master environmental servicing plan informs the interface between trails, the Greenway System and built form, and enhancement of the *urban forest* in accordance with Section 3.2 of the Official Plan;
- g) how those *cultural heritage resources* which are being retained are integrated into the community, and the requirements of Sections 4.5.3.3 and 4.5.3.11 of the Official Plan regarding development on *adjacent lands*;
- h) how Residential Neighbourhoods and special character areas such as the Neighbourhood Service Node, Mixed Use Neighbourhood Corridor and Mixed Use Regional Corridor identified in Appendix 1 - Future Urban Area Community Structure Plan, will be planned and designed at a community and neighbourhood scale to provide a mix of built form and land use;
- i) how the pattern, nature and phasing of development within the Neighbourhood Service Node and Mixed Use Regional Corridor identified in Appendix 1 – Future Urban Area Community Structure Plan, and the applicable provisions of Section 10.1.4 of the Official Plan regarding *comprehensive block plans* will be addressed;
- j) how an appropriate distribution of housing types and scale, height, massing and transition of built form may be provided in the Residential Neighbourhoods and Neighbourhood Service Node, in a manner consistent with the density targets identified in Section 5.1.2 and the applicable ‘Residential’ and ‘Mixed Use’ land use designations;
- k) how public community infrastructure provided by the City or York Region and/or other community infrastructure provided by the private sector will be integrated within the

Residential Neighbourhoods and the Neighbourhood Service Node, and will be accessible by active transportation and transit;

- l) how City Parks and Open Space Lands will be planned in accordance with Section 5.3.3 of this Secondary Plan and with regard to Appendix 1 – Future Urban Area Community Structure Plan to address parks and open space system classification typology, size and walkability criteria, and be designed to address the active and passive recreation needs of the community, including community gardening, where appropriate;
  - m) how built form and site development will make a positive contribution to the public realm, define the character of the streets and open spaces, and promote architectural diversity and sustainable development practices in building and open space design;
  - n) how the use of Low Impact Development best practices and green infrastructure will be applied through appropriate community and site planning and building design, and other sustainability initiatives; and
  - o) how the strategies and actions of the Community Energy Plan applicable to the Angus Glen Secondary Plan Area as outlined in Section 7.2.3 will be implemented by the overall community design, design of infrastructure, building design and site development, and adoption of sustainable best practices.
- 6.2.3 That all new development within the Angus Glen Secondary Plan Area shall address the applicable provisions and area and site specific urban design and sustainable development guidelines contained in the Community Design Plan for the Secondary Plan Area.



## 7.0 TRANSPORTATION, SERVICES AND UTILITIES

### 7.1 Transportation System

The transportation system servicing the Angus Glen Secondary Plan Area includes public roads and laneways, private roads, and pedestrian, bicycle and transit routes and facilities. It is intended that this integrated transportation system will support growth within the Future Urban Area Planning District by improving road and transit network connectivity and by providing a convenient range of travel choices such as walking and cycling options for local and short trips.

**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 Angus Glen 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 Angus Glen Secondary Plan Area includes the planned road network of arterial roads, major collector and minor collector roads as shown on Map SP5 – Road Network and the planned transit network and active transportation network of transit, cycling, and pedestrian routes and facilities as shown on Map SP6 – Transit and Active Transportation Network.
- 7.1.1.3 That the location of major and minor collector roads and transit, cycling and pedestrian routes and facilities be confirmed through more detailed studies submitted in support of *development approvals* for the Angus Glen Secondary Plan Area and class environmental assessments where required, without further amendment being required to this Secondary Plan. 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 Angus Glen Secondary Plan Area needed to achieve the road network shown on Map SP5 – Road Network and the active transportation network shown on Map SP6 – 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 class environmental assessments which may be initiated through the *development approval* process. Notwithstanding the planned rights-of-way for minor 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.

- 7.1.1.5 That the implementation of certain components of the transportation system servicing the Angus Glen Secondary Plan Area, including the road, transit and active transportation networks, may require the completion of appropriate class environmental assessments, initiated through the *development approval* process to the satisfaction of the City.
- 7.1.1.6 The portion of Street 'A' east of Street 'C' and west of Street 'G' as shown on Map SP1 – Detailed Land Use, Map SP5 – Road Network and Map SP6 – Transit and Active Transportation Network, crosses the Bruce Creek Greenway System through the existing Angus Glen Golf Course. Further to Section 9.1.4, a phasing plan shall be prepared to inform the sequencing of transportation infrastructure including this portion of Street 'A'. The phasing plan shall identify the timing for this Street 'A' connection as it relates to development schedules in the surrounding lands and the impact to the Angus Glen Golf Course operation while accommodating the Street 'A' connection. Construction of this portion of Street 'A' shall be undertaken in accordance with the phasing plan.
- 7.1.1.7 Further to Section 7.1.1.3 and Section 7.1.1.5, that the operational needs of Angus Glen Community Centre including requirements for pedestrian, cycling, transit and vehicular accesses be informed through completion of the class environmental assessment for the collector road system.

## 7.1.2 Road Network

Within the Angus Glen Secondary Plan Area, the road network is largely influenced by existing arterial roads and proposed collector roads which 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 modified grid pattern that creates a well-defined street and block hierarchy of continuous collector roads in both east-west and north-south directions. Integrated with the arterial roads, the collector road system provides links to the existing and planned network and opportunities for establishing connections with the future transit network.

### It is the policy of Council:

- 7.1.2.1 That the designated arterial roads surrounding the Angus Glen Secondary Plan Area as shown on Map SP5 – Road Network be planned to achieve the requirements of the York Region Official Plan, as may be amended from time to time.
- It is the City's intention to transfer Elgin Mills Road East adjacent to the Angus Glen Secondary Plan Area to York Region, and that it be improved to Region of York's Arterial Road standards.
- 7.1.2.2 That the designated collector roads within the road network of the Angus Glen Secondary Plan Area as shown on Map SP5 – Road Network be planned to generally achieve the following:
- a) major collector road shall generally have a mid-block right-of-way width of 30.5 metres and minor collector roads shall generally have a mid-block right-of-way width of 24.5 metres.

- b) design requirements, consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be confirmed through a class environmental assessment, the transportation component of the master environmental servicing plan, and refined through the functional traffic design studies. The collector roads may be subject to minor realignment but not removal, without amendment to this Plan, provided the intent of this Secondary Plan is maintained as modified through an approved environmental assessment;
- c) an in-boulevard multi use path shall be provided on each side of the road to accommodate pedestrians and cyclists. The multi-use paths shall be generally a minimum 3 metres in width.
- d) aligned travel lanes through the collector road intersections;
- e) rear lane vehicular access or shared vehicular access to individual residential units fronting on collector roads, where possible;
- f) to restrict vehicle access from developments adjacent to Regional Roads to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties; and,
- g) to plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions.

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 Angus Glen 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 comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design 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 Angus Glen Secondary Plan Area.

**7.1.2.4 That public laneways within the road network of the Angus Glen Secondary Plan Area, be planned to achieve the following:**

- a) a secondary road network at the rear of development lots and blocks providing access to the required on-site parking and service areas; and,
- b) design requirements consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be determined through functional traffic design studies and transportation impact assessments.

City owned public utilities may be located within the paved portion of laneways subject to functional and design standards established by the City. Privately owned utilities may be located within boulevard/grass portion of the laneway subject to functional and design standards established by the City.

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

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

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

- 7.1.3.1 To work with York Region, other applicable transit providers and development proponents, to facilitate the implementation of a planned network of transit services for the Angus Glen Secondary Plan Area as identified on Map SP6 – Transit and Active Transportation Network, and to structure new residential and mixed use neighbourhoods around transit services and facilities in support of increasing the *transit modal split* across the Future Urban Area Planning District.
- 7.1.3.2 That the introduction of transit services to the Angus Glen Secondary Plan Area will be implemented by York Region, in cooperation with the City and development proponents, by:
  - a) providing a series of transit routes that serve and link the centres of each residential and mixed use neighbourhood; and connections to the proposed bus rapid and frequent transit service along Major Mackenzie Drive, Warden Avenue, and Kennedy Road;
  - b) locating a transit stop at the centre of each residential and mixed-use neighbourhood so as to generally be within 400 metres of most residents;
  - c) placing transit stops at most intersections, passenger generators and transfer points; and,
  - d) providing additional transit stops on the neighbourhood routes and on routes flanking the residential and mixed-use neighbourhoods, as required.
- 7.1.3.3 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 Angus Glen Secondary Plan Area are adequately served by public transit;
  - c) incorporating transit stops in road design requirements, where appropriate;
  - d) incorporating transit waiting areas into buildings located adjacent to transit stops, and
  - e) promoting public transit ridership through site planning and building design, building scale, distribution of development densities, land use mix and location.

- 7.1.3.4 That the active transportation network shown on Map SP6 – Transit and Active Transportation Network be planned to achieve the following:
- a) an interconnected system of in-boulevard multi-use paths linking pedestrians and cyclists within the Angus Glen Secondary Plan Area with other pathway systems in the City and the Future Urban Area Planning District;
  - b) design requirements, in a manner consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be determined through the functional traffic design studies and transportation impact assessments; and,
  - c) design requirements for collector road to collector road intersections to recognize the key elements of a “protected intersection” for pedestrians and cyclists.

#### **7.1.4 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 the residents and workers within the Angus Glen 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:**

- 7.1.4.1 That a comprehensive transportation demand management strategy be prepared by development proponents in the Angus Glen Secondary Plan Area, including initiatives for ‘Residential’ and ‘Mixed Use’ neighbourhoods, that will reduce the number of trips, trip length, and reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation. A transportation demand management strategy will include, but not limited to, the following key elements:
- multi use paths within each collector road as set out in Section 7.1.2.2 c) of this Secondary Plan;
  - bicycle parking and public bike repair stations;
  - transit services and continual route enhancements;
  - integration and connection to transit including the installation of bicycle racks at key bus stops (adjacent to schools, community centre and trail connections);
  - travel incentive programs (such as ride matching, work and school based incentives, site specific support facilities);
  - education, promotion and outreach programs;
  - monitoring programs; and,
  - supportive parking policies.

## **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 Secondary Plan Area are serviced with municipal water and wastewater infrastructure in accordance with the provisions of Section 7 of the Official Plan, and that such infrastructure are designed to City standards. Additionally, water and wastewater infrastructure to support new developments shall be designed in a manner consistent with the recommendations of the master environmental servicing plan.
- 7.2.1.2 That the design of the trunk water and wastewater infrastructure will generally follow the alignment of such infrastructure recommended in the master environmental servicing plans. The design of the local water and wastewater 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 master environmental servicing plan.
- 7.2.1.4 That satisfactory arrangements between the 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 condition of *development approvals* in the Angus Glen Secondary Plan Area.

**Master Environmental Servicing Plan**

- 7.2.1.5 To require the preparation of a master environmental servicing plan prior to any *development approvals* within the Angus Glen Secondary Plan Area. The master environmental servicing plan shall be accepted by the City, in consultation with the appropriate agencies, prior to any development of lands. The Toronto and Region Conservation Authority shall be satisfied in regards to the water resources and Provincial natural hazards components of the master environmental servicing plan.
- 7.2.1.6 To require pre-consultation for the master environmental servicing plan to determine the details, scope and terms of reference for the plan including, but not limited to, addressing the findings and recommendations of the Council endorsed Conceptual Master Plan for the Future Urban Area, including the Transportation Master Plan, Water and Wastewater Master Plan, and the Subwatershed Study.
- 7.2.1.7 That the master environmental servicing plan shall identify all technical requirements to provide infrastructure services for the development of the lands and for the identification and management of the Greenway System and water resources within the Angus Glen Secondary Plan Area. Among other matters, the master environmental servicing plan shall address requirements for the following:
  - sanitary sewers;

- watermains;
- stormwater management facilities, including low impact development measures;
- major roads, including infrastructure in the Greenway System;
- utility and telecommunication services;
- preliminary grading; and,
- Greenway System and water resources.

7.2.1.8 That where the provision of infrastructure services required to support development in the Angus Glen Secondary Plan Area necessitates changes to infrastructure external to the Secondary Plan Area, these changes shall also be identified in the master environmental servicing plan. The master environmental servicing plan shall also identify circumstances that may require phasing of the delivery of services and infrastructure and recommend appropriate solutions. Information essential to understanding the provision and delivery of infrastructure services to inform the development phasing plan shall also be included in the master environmental servicing plan.

#### **Functional Servicing Report**

7.2.1.9 That a functional servicing report shall be submitted in support of a development application for review and accepted by the City, prior to approval of the development.

7.2.1.10 That the functional servicing report reflect the recommendations of the master environmental servicing plan and support the detailed design of the water and wastewater infrastructure required to service the development.

7.2.1.11 That the functional servicing report address, but not be limited to, lot grading, sewer and watermain works, road cross-sections and utility requirements. Engineering drawings are to be prepared in accordance with this report and shall be submitted for review and approval by the City. All municipal services shall be designed in accordance with the policies and standards of the City, and where applicable, affected agencies.

#### **Stormwater Management Report**

7.2.1.12 That as a condition of *development approvals*, and based on the findings and recommendations of the accepted master environmental servicing plan, 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. The report shall provide detailed information regarding the provision of water quality and quantity management facilities, low impact development facilities, hydraulic gradelines, overland flow routes, and erosion and siltation controls for the plan of subdivision or other development proposal.

### **7.2.2 Utility and Telecommunication Services**

Utilities such as natural gas, electricity and/or renewable energy, streetlighting and telecommunications shall be planned and coordinated within the Angus Glen Secondary Plan Area to the greatest extent possible.

**It is the policy of Council:**

- 7.2.2.1 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 the requirements of the Community Design Plan.
- 7.2.2.2 That utility and telecommunication services shall be permitted in all land use designations subject to the requirements of the master environmental servicing plan and detailed engineering designs to be approved by the City. Any proposed services located within the 'Greenway' designation as shown on Map SP1 – Detailed Land Use shall be minimized, and shall coincide with required road rights-of-way, wherever possible. In the event that a single loaded road is approved to adjoin 'Greenway' lands, services should be confined to the edge of the road right-of-way farthest from the 'Greenway' designation, wherever possible.
- 7.2.2.3 That utility providers shall, as a condition of *development approvals*, confirm that existing, upgraded or new services will be available to support proposed *development approval*.

**7.2.3 Community Energy Plan**

Community energy plans will support Markham's goal of becoming a net zero emission community by 2050. Net zero emission communities meet energy demand through energy efficient buildings and infrastructure, and low carbon or carbon free forms of energy, and offset any greenhouse gas emissions that cannot be eliminated.

In accordance with Section 5.6.10 of the York Region Official Plan, a Community Energy Plan will be developed for the Future Urban Area Planning District, of which the Angus Glen Secondary Plan Area is a part, to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable on-site generation and district energy options including but not limited to solar, wind, water, biomass and geothermal energy.

The Community Energy Plan will inform the City's evaluation process of the proposed development within the Secondary Plan Area as it relates to strategies to reduce energy use, to support renewable energy generation and to reduce overall greenhouse gas (GHG) emissions in the Future Urban Area. The Community Energy Plan is a living document that will be revised from time to time to respond to innovations in technology, new trends, opportunities for partnerships and funding.

**It is the policy of Council:**

- 7.2.3.1 That a Community Energy Plan be prepared for the Future Urban Area Planning District, of which the Angus Glen Secondary Plan Area is a part, by the landowners within the Planning



District, in consultation with the City and York Region. Having regard to Section 6.2.2.3 of the Official Plan, the Community Energy Plan will identify opportunities to integrate energy consideration and energy solutions to address the following:

- a) community design for a low-carbon community;
- b) energy in structures and infrastructure;
- c) community energy systems and local energy sources;
- d) active mobility and use of electric vehicles;
- e) opportunities for carbon sinks;
- f) communications, community engagement and behavioural change; and,
- g) an implementation plan and a monitoring and reporting plan to track progress toward the targets to be established through the results of the pilot program and/or the City-led modelling exercise.

7.2.3.2 That the strategies and actions of the Community Energy Plan for the Future Urban Area Planning District Secondary Plan Area, including a solar strategy as required by York Region, be implemented by the overall community design, design of infrastructure, building design and site development, and adoption of sustainable practices as set out in the Community Design Plan requirements in Section 6.2 of this Plan.

## 8.0 LAND USE

### 8.1 General Provisions

The land use designations shown on Map SP1 – Detailed Land Use establish the general pattern for future development in the Angus Glen Secondary Plan Area. The policies for these designations, as set out in Sections 8.1 through 8.4 of this 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 Angus Glen Secondary Plan Area is established in the maps of the Official Plan, and refined on Maps SP1 through SP6 in this Secondary Plan. Appendices 1 through 6 of this Secondary Plan are provided for information purposes only.
- 8.1.2 That further to the provisions of Chapter 8 of the Official Plan, the following specific land use designations are established and applied to the lands within this Secondary Plan Area, as shown on Map SP1 – Detailed Land Use:
  - 'Residential Low Rise'
  - 'Residential Mid Rise I'
  - 'Residential High Rise'
  - 'Mixed Use Mid Rise'
  - 'Mixed Use High Rise – Retail Focus'
  - 'Greenway'
- 8.1.3 That in addition to the land use designations, a number of proposed specific land uses or facilities are identified schematically or by text on Map SP1 - Detailed Land Use, including:
  - Neighbourhood Parks as set out in Section 5.3 of this Secondary Plan;
  - *Public School* sites as set out in Section 5.2 of this Secondary Plan;
  - *Place of Worship* sites as set out in Section 5.2 of this Secondary Plan; and,
  - Stormwater Management Facilities as set out in Section 7.2.1 of this Secondary Plan.
- 8.1.4 That the pattern of land use and the proposed specific land uses or facilities shown on Map SP1 – Detailed Land Use will be implemented through required *development approvals* such as draft plan of subdivision or condominium, zoning by-law amendment, and/or site plan control approval, in accordance with the applicable policies of this Secondary Plan and the Official Plan, and addressing City standards and guidelines.
- 8.1.5 That minor adjustments in the land use pattern and location of the proposed specific land uses or facilities may be considered through *development approvals* without amendment to this Plan provided the intent of the Secondary Plan is substantially maintained, as identified in Sections 5.2 and 5.3 of this Secondary Plan. Stormwater management facilities may be relocated or removed without amendment to this Secondary Plan.

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- 8.1.6 That in considering an application for *development approval* on lands designated 'Residential' and 'Mixed Use', Council shall ensure that development has adequate transportation, water and wastewater infrastructure, and community infrastructure such as *public schools* and parks and open spaces, and has regard for the Urban Design and Sustainable Development policies outlined in Section 6 of this Secondary Plan and Chapter 6 of the Official Plan.
- 8.1.7 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 selected without regard to property ownership. As a condition of *development approval*, proponent shall be required to enter into one or more developers' group agreement(s), where appropriate, within the Angus Glen Secondary Plan Area, to ensure the equitable distribution of costs of these community and infrastructure facilities in accordance with Section 9.1 of this Plan.
- 8.1.8 That density within the 'Residential' and 'Mixed Use' designations within the Angus Glen Secondary Plan Area will be calculated on a net hectare basis which excludes all public roads (with the exception of lanes), and lands to be used for *public school* sites, *places of worship*, parks and open space, stormwater management facilities and other lands intended for public ownership.
- 8.1.9 That the land use designations within the Angus Glen Secondary Plan Area which apply to areas of lands currently used by the existing golf course *major recreational use* continue to permit the use until such time that the golf course use ceases and in accordance with the Greenbelt Plan and Official Plan policies.
- 8.1.10 That the lands outside the Greenway System which will no longer be used by the existing golf course *major recreational use* be developed in accordance with Map SP1 – Detailed Land Use and the applicable policies of this Plan.
- 8.1.11 The existing golf course *major recreational use* may reconfigure in a manner that would require some amount of tableland area for its continued operation. Accordingly, Section 8.3.1.6 of this Plan permits the golf course *major recreational use* as a permitted use for the area identified on Map SP1 – Detailed Land Use.

## **8.2 Residential Designations**

The 'Residential' designations, along with the 'Mixed Use' designations identified in Section 8.3 of this Secondary Plan, provide for a range of housing choices by type, tenure and affordability level, in accordance with Section 5.1 of this Secondary Plan. Approximately 7,500 new housing units are anticipated in the Secondary Plan Area with the 'Residential' and 'Mixed Use' designations.

Given the existing surrounding land use context and location of the Secondary Plan Area within the Future Urban Area Planning District, the housing types in the Angus Glen Community will be

predominantly ground-related, including detached, semi-detached, duplex and townhouse dwellings. Mid-rise building types are permitted along Warden Avenue, Elgin Mills Road East and Kennedy Road, and at the intersections of Warden Avenue and Kennedy Road with the east-west major collector road identified as Street 'D' in Map SP5 – Road Network. Mid rise and high rise building types are permitted and encouraged along Major Mackenzie Drive and the intersections of Warden Avenue, Kennedy Road and the collector road identified as Street 'A' in Map SP5 – Road Network.

Lands designated 'Residential' are also intended to accommodate community infrastructure and services such as *public schools*, parks and open spaces, *places of worship* and *affordable and shared housing*, all with access to an active transportation network which encourages walking, cycling and transit. *Public schools, daycare centres*, and parks and open spaces, and other community infrastructure will be located in neighbourhood centres, where possible, to act as a focal points for the Angus Glen Community.

The policies of the land use designations are intended to ensure compatibility with the character and pattern of adjacent and surrounding development; provide adequate park space and community services, and a high quality of urban design; promote sustainable development practices; improve the pedestrian experience; and improve access to transit as outlined in Section 8.2 of the Official Plan.

'Residential' lands are categorized into 'Residential Low Rise', 'Residential Mid Rise I', 'Residential Mid Rise II' and 'Residential High Rise' designations as shown on Map SP1 – Detailed Land Use. Additional specific provisions relating to the residential development contemplated in each designation are established in this Plan.

### 8.2.1 Residential Low Rise

The 'Residential Low Rise' designation applies to the majority of the lands in the Secondary Plan Area as identified on Map SP1 – Detailed Land Use. The designation is intended to provide for the development of compact neighbourhoods consisting of primarily ground-related housing types on pedestrian friendly streets.

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

##### **General Policies**

- 8.2.1.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Residential Low Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1 and 8.2.3 of the Official Plan, except as otherwise provided for in Sections 8.2.1.2 through 8.2.1.5 in this Plan.

##### **Uses**

- 8.2.1.2 To provide for only the following uses on lands designated 'Residential Low Rise':
- dwelling unit including a *home occupation*;
  - secondary suite* in accordance with Section 8.13.8 of the Official Plan;

- c) *convenience retail and personal services* in accordance with Section 8.13.1 of the Official Plan;
- d) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
- e) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- f) *public school*, provided it is approved at a location on an arterial or collector road;
- g) *shared housing small scale* in accordance with Section 8.13.9 of the Official Plan; and,
- h) uses provided for in Section 8.1.1 of the Official Plan.

### **Building Types**

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

- a) detached dwelling, semi-detached dwelling, townhouse excluding back to back townhouse, duplex, small multi-plex building containing 3 to 6 units, all with direct frontage on a public street. A zoning by-law amendment to permit the above building types without direct frontage on a public street may also be considered, at appropriate locations, where a development block has frontage on an arterial or a major collector road, or where individual lots have frontage on a public park which fronts a public street;
- b) *coach house* located above a garage on a laneway; and,
- c) buildings associated with *day care centres*, *places of worship* and *public schools*.

### **Height and Density**

8.2.1.4 To provide for the following height and density on lands designated 'Residential Low Rise':

- a) a maximum building height of 3 storeys; and,
- b) a minimum density of 25 units per net hectare and a maximum density of 45 units per net hectare.

### **Development Criteria**

8.2.1.5 That In addition to the development criteria outlined in Section 8.2.3.6 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential Low Rise', Council shall ensure that development adheres to the development criteria outlined below:

- a) direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

## **8.2.2 Residential Mid Rise**

The 'Residential Mid Rise' designations apply to certain lands in the vicinity of Warden Avenue, Kennedy Road and Elgin Mills Road East, and along the east-west major collector road identified as Street 'D' on Map SP1 - Detailed Land Use. The designations are intended to accommodate more intensive residential development along transit corridors and to provide for a transition between the more intensive development along the Warden Avenue, Kennedy Road, Elgin Mills Road and Major Mackenzie frontages and 'Residential Low Rise' development internal to the Angus Glen Secondary Plan Area.

There are two categories of 'Residential Mid Rise' designation in this Secondary Plan, including 'Residential Mid Rise I' and 'Residential Mid Rise II'. Lands designated 'Residential

Mid Rise II' are intended to provide higher density development as a gateway into the Angus Glen community.

**It is the policy of Council:**

- 8.2.2.1 That lands within the Angus Glen Secondary Plan Area that are 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 Section 8.2.2.2 and Section 8.2.2.3 in this Plan.

**8.2.2.2 Residential Mid Rise I**

**Uses**

- 8.2.2.2.1 To provide for the following uses on lands designated 'Residential Mid Rise I' in addition to the uses listed in Section 8.2.1.2 of this Secondary Plan:
- a) *shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan.

**Building Types**

- 8.2.2.2.2 To provide for only the following building types on lands designated 'Residential Mid Rise I':
- a) townhouse including back to back townhouse;
  - b) small multiplex buildings containing 3 to 6 units;
  - c) stacked townhouse;
  - d) apartment building;
  - e) *coach house* located above a garage on a laneway; and,
  - f) buildings associated with *day care centres, places of worship and public schools*.

**Height and Density**

- 8.2.2.2.3 To provide for only the following height and density on lands designated 'Residential Mid Rise I':
- a) a minimum building height of 2 storeys and a maximum building height of 4 storeys, with the following exceptions:
    - i. apartment buildings may have an attached podium lower than 3 storeys; and
    - ii. buildings fronting arterial roads may achieve a maximum building height of 6 storeys; and,
  - b) a minimum density of 40 units per net hectare and a maximum density of 70 units per net hectare.

**Development Criteria**

- 8.2.2.2.4 That in addition to the development criteria outlined in Section 8.2.4.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential Mid Rise I', Council shall ensure that development adheres to the development criteria outlined below:
- a) direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

### 8.2.2.3 Residential Mid Rise II

#### Uses

- 8.2.2.3.1 To provide for the uses identified in Section 8.2.2.2.1 of this Secondary Plan on lands designated 'Residential Mid Rise II'.

#### Building Types

- 8.2.2.3.2 To provide for only the following building types on lands designated 'Residential Mid Rise II':
- a) stacked townhouse;
  - b) apartment building; and
  - c) buildings associated with *day care centres, places of worship and public schools*.

#### Height and Density

- 8.2.2.3.3 To provide for only the following height and density on lands designated 'Residential Mid Rise II':
- a) A minimum building height of 2 storeys and a maximum building height of 6 storeys, with the following exceptions:
    - i. buildings associated with *day care centres, places of worship and public schools* may have a minimum height equivalent to 2 storeys;
    - ii. apartment buildings may have an attached podium lower than 3 storeys;
    - iii. buildings fronting arterial roads may achieve a maximum height of 8 storeys;
  - b) a minimum density of 50 units per net hectare and a maximum density of 80 units per net hectare.

#### Development Criteria

- 8.2.2.3.4 That in considering an application for *development approval* on lands designated 'Residential Mid Rise II', Council shall ensure that development adheres to the development criteria outlined in Section 8.2.2.2.4.

### 8.2.3 Residential High Rise

The 'Residential High Rise' designation applies to certain lands in the vicinity of Major Mackenzie Drive as identified on Map SP1 – Detailed Land Use. The designation is intended to accommodate the most intensive residential development in the Angus Glen Secondary Plan Area to support the Regional Rapid Transit Corridor on Major Mackenzie Drive, and to provide for a transition between the more intensive development along the Major Mackenzie frontage and the 'Residential Mid Rise' development to the north.

#### It is the policy of Council:

#### General Policies

- 8.2.3.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Residential High Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1, and 8.2.5 of the Official Plan, except as otherwise provided for in Sections 8.2.3.2 through 8.2.3.5 in this Secondary Plan.

### Uses

- 8.2.3.2 To provide for the following uses on lands designated 'Residential High Rise' in addition to the uses listed in Section 8.2.1.2 of this Secondary Plan:
- a) *shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan.

### Building Types

- 8.2.3.3 To provide for only the following building types on lands designated 'Residential High Rise':
- a) townhouse excluding back to back townhouse;
  - b) stacked townhouse;
  - c) apartment building; and,
  - d) buildings associated with *day care centres, places of worship and public schools*.

### Height and Density

- 8.2.3.4 To provide for only the following height and density provisions for lands designated 'Residential High Rise':
- a) a minimum building height of 3 storeys and a maximum building height of 15 storeys, with the following exceptions:
    - i. buildings associated with *day care centres, places of worship and public schools* which may have a minimum height equivalent to 2 storeys; and,
    - ii. apartment buildings may have an attached podium of a minimum of 3 storeys.
  - b) a minimum density of 80 units per net hectare and a maximum density of 200 units per net hectare.

### Development Criteria

- 8.2.3.5 That in addition to the development criteria outlined in Section 8.2.5.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential High Density', Council shall ensure that development adheres to the development criteria outlined below:
- a) direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

## 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 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 that 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', 'Mixed Use Mid Rise – Neighbourhood Service Node', 'Mixed Use High Rise' and 'Mixed Use High Rise – Retail Focus'



designations as shown on Map SP1 – Detailed Land Use. Additional specific provisions relating to the development contemplated in each designation is established in this Secondary Plan.

### 8.3.1 Mixed Use Mid Rise

The 'Mixed Use Mid Rise' designation applies to certain lands at the intersections of Warden Avenue and Kennedy Road, and at the intersections of Warden Avenue and Kennedy Road at the east-west the major collector road identified as Street 'D' on Map SP1 – Detailed Land Use. The intent is to deliver a portion of the Mixed Use Regional Corridor, Mixed Use Neighbourhood Corridor and the Neighbourhood Service Node identified in Appendix 1 – Future Urban Area Community Structure Plan.

The portions of the 'Mixed Use Mid Rise' designation along the major collector road will be in the form of a main street, characterized by animated multi-storey buildings. The mixed use areas at key intersections of Warden Avenue and Kennedy Road, and the major collector road will be developed with a more intensive mixed use building form characteristic of the mixed use Neighbourhood Service Node identified in Appendix 1 – Future Urban Area Community Structure Plan and the Community Design Plan.

The 'Mixed Use Mid Rise' designation is located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of a complete community.

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

#### **General Policies**

- 8.3.1.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Mixed Use Mid Rise' shall be subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.3 of the Official Plan, except as otherwise provided for in Sections 8.3.1.2 through Section 8.3.1.6 in this Plan.

#### **Uses**

- 8.3.1.2 To provide for only the following uses on lands designated 'Mixed Use Mid Rise':
- a) sports and fitness recreation;
  - b) commercial school;
  - c) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
  - d) dwelling unit including a home occupation;
  - e) financial institution;
  - f) office;
  - g) restaurant;
  - h) retail;
  - i) hotel;
  - j) *secondary suite* in accordance with Section 8.13.8 of the Official Plan;
  - k) service, with the exception of motor vehicle service stations and commercial storage facility;
  - l) commercial parking garage;

- m) *shared housing small scale, shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan;
- n) *place of worship, public school and private school* in accordance with Section 8.3.1.5 of this Plan.

### **Building Types**

8.3.1.3 To provide for only the following building types on lands designated 'Mixed Use Mid Rise':

- a) stacked townhouse;
- b) apartment building; and,
- c) multi-storey non-residential or mixed use building.

### **Height and Density**

8.3.1.4 To provide for only the following height and density provisions for lands designated 'Mixed Use Mid Rise':

- a) a minimum building height of 4 storeys and a maximum building height of 6 storeys, with the following exceptions:
  - i. buildings associated with *day care centres, places of worship and public schools* may have a minimum height equivalent to 2 storeys;
  - ii. apartment buildings may have an attached podium lower than 3 storeys; and,
  - iii. buildings fronting arterial roads may have a maximum height of 8 storeys.
- b) a minimum density of 40 units per net hectare and a maximum density of 70 units per net hectare. Where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other facilities, shall be excluded from the calculation of density.

### **Development Criteria**

8.3.1.5 That in addition to the development criteria outlined in Sections 8.3.1.4 and 8.3.3.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Mixed Use Mid Rise', Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.3.5 of the Official Plan, the provisions of Section 8.3.1.5 of this Plan shall prevail:

- a) retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 2,000 square metres. 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;
- b) development shall address and animate public streets, particularly the Warden Avenue and Kennedy Road at Elgin Mills Road, and at the Street 'D' 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 Secondary Plan, as further articulated in the Community Design Plan;
- d) pedestrian connections will be provided to adjacent neighbourhoods; and,
- e) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building located on an arterial or major collector road.

### 8.3.1.6 Neighbourhood Service Node

The following specific height and density provisions, and development criteria shall apply to the 'Mixed Use Mid Rise' lands located at the intersections of Street 'D' and Elgin Mills Road at Warden Avenue, and at the intersection of Elgin Mills Road and Kennedy Road as identified on Map SP1 – Detailed Land Use, and identified as a mixed use Neighbourhood Service Node in Appendix 1 - Future Urban Area Community Structure Plan and the Community Design Plan:

- a) stacked townhouses may be permitted as a secondary and transitional built form, subject to a review of an application for *development approval* subject to the development criteria outlined in Section 8.3.1.5 and the criteria outlined below:
  - i. stacked townhouses shall not be located on an arterial or collector road;
  - ii. parking shall be located away from prominent views or main streets;
  - iii. appropriate transitions in height and massing to adjacent or abutting development shall be provided; and,
  - iv. appropriate landscaping shall be provided.
- b) where the ground floor or a portion of the ground floor of a building fronts Warden Avenue, Kennedy Road, Elgin Mills Road or Street 'D':
  - retail, personal service, office and other non-residential uses shall be provided; and
  - the ground floor shall be designed to achieve a minimum height conducive to non-residential uses;
- c) the minimum building height shall be 4 storeys, except for apartment buildings which may have an attached podium lower than 3 storeys, and the maximum building height shall be 8 storeys;
- d) the minimum density shall be 50 units per net hectare and the maximum density shall be 80 units per net hectare, and where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other facilities, shall be excluded from the calculation of density; and
- e) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building.

### **Site Specific Policies**

- 8.3.1.7 That for the lands designated 'Mixed Use Mid Rise' as shown in hatching with a reference to Section 8.3.1.7 on Map SP1 – Detailed Land Use, the following site-specific policies shall apply:
  - a) golf course *major recreational* use in addition to the list of permitted uses provided in Section 8.3.1.2 of this Plan;
  - b) to provide for club house facilities and accessory buildings on golf course property as additional permitted building types to the list of permitted building types in Section 8.3.1.3 of this Plan;
  - c) that club house facilities or accessory buildings on golf course property shall have a minimum building height of 1 storey notwithstanding the height and density policies in Section 8.3.1.4 of this Plan; and
  - d) building heights and/or density may exceed the maximums provided for in Section 8.3.1.4 without amendment to this Plan, subject to the submission of a *comprehensive block plan*

generally in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, approved by the City.

### **8.3.2 Mixed Use High Rise**

The 'Mixed Use High Rise' designation applies to certain lands at Kennedy Road and Major Mackenzie Drive as identified on Map SP1 – Detailed Land Use Plan. The intent is to deliver high density development to support the Regional Rapid Transit Corridor identified on Map SP1 – Detailed Land Use Plan.

The development of the 'Mixed Use High Rise' designation will be characterized by animated multi-storey buildings with the most intensive development oriented to Major Mackenzie Drive, Kennedy Road and the north-south collector roads.

The 'Mixed Use High Rise' designation is located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of a complete community.

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

#### **General Policies**

- 8.3.2.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Mixed Use High Rise' shall be subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.4 of the Official Plan, except as otherwise provided for in Section 8.3.2.2 through 8.3.2.6 of this Secondary Plan.

#### **Uses**

- 8.3.2.2 To provide for the uses listed in Section 8.3.1.2 of this Secondary Plan on lands designated 'Mixed Use High Rise'.

#### **Building Types**

- 8.3.2.3 To provide for only the following building types on lands designated 'Mixed Use High Rise':
- a) apartment building;
  - b) multi-storey non-residential or mixed-use building;
  - c) stacked townhouse; and
  - d) townhouse excluding back to back townhouse.

#### **Height and Density**

- 8.3.2.4 To provide for only the following height and density provisions for lands designated 'Mixed Use High Rise':
- a) a minimum building height of 4 storeys and a maximum building height of 15 storeys, with the following exceptions:
    - i. apartment buildings may have an attached podium of a minimum of 3 storeys; and
  - b) for the purposes of this Secondary Plan, stacked townhouses shall be deemed to meet the minimum 4 storey requirement
  - c) a minimum density of 80 units per net hectare and a maximum density of 200 units per net hectare, with the following exception:

- i. where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other facilities, shall be excluded from the calculation of density; and
- d) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building located on an arterial or major collector road.

### **Development Criteria**

- 8.3.2.5 That in addition to the development criteria outlined in Section 8.3.4.5 of the Official Plan, in considering an application for *development approval* on lands designed 'Mixed Use High Rise', Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.4.5 of the Official Plan, the provisions of Section 8.3.2.5 of this Secondary Plan shall prevail:
- a) Interim development of lands designated 'Mixed Use High Rise' are subject to Section 9.9.3 of the Official Plan, which requires the preparation of a *comprehensive block plan* in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference.

### **Site Specific Policies**

- 8.3.2.6 That for the lands designated 'Mixed Use High Rise' as shown in hatching with a reference to Section 8.3.2.6 on Map SP1 – Detailed Land Use, the following site-specific policies shall apply:
- a) golf course *major recreational* use in addition to the list of permitted uses provided in Section 8.3.1.2 of this Plan;
  - b) to provide for club house facilities and accessory buildings on golf course property as additional permitted building types to the list of permitted building types in Section 8.3.1.3 of this Plan;
  - c) that club house facilities or accessory buildings on golf course property shall have a minimum building height of 1 storey notwithstanding the height and density policies in Section 8.3.1.4 of this Plan;
  - d) building heights and/or density may exceed the maximums provided for in Section 8.3.2.4 without amendment to this Plan, subject to the submission of a *comprehensive block plan* generally in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, approved by the City.

### **8.3.3 Mixed Use High Rise – Retail Focus**

The 'Mixed Use High Rise – Retail Focus' designation applies to certain lands at the intersection of Major Mackenzie Road and Warden Avenue as identified on Map SP1 – Detailed Land Use. The intent is to ultimately deliver high density development in accordance with the policies of the 'Mixed Use High Rise' designation to support the Regional Rapid Transit Corridor identified on Map SP6 – Transit and Active Transportation Network. However it is recognized that initially some or all of the lands will be developed for retail development as an interim use.

**It is the policy of Council:**

### **General Provisions**

- 8.3.3.1 That lands within the Angus Glen Secondary Plan Area that are designated 'Mixed Use High Rise – Retail Focus' shall be subject to the relevant provisions of Sections 8.1, 8.3.1, 8.3.4 and 8.4.1 of the Official Plan, except as otherwise provided for in Section 8.3.3.2 through 8.3.3.5 of this Plan.

#### **Uses**

- 8.3.3.2 To provide for the following uses on lands designated 'Mixed Use High Rise – Retail Focus' in addition to those uses listed in Section 8.3.1.2:
- a) banquet hall;
  - b) hotel;
  - c) motor vehicle service station in accordance with Section 8.13.5 of the Official Plan;
  - d) entertainment;
  - e) trade school; and
  - f) funeral establishment in accordance with Section 8.13.4 of the Official Plan.

#### **Building Types**

- 8.3.3.3 To provide for only the following building types on lands designated 'Mixed Use High Rise – Retail Focus':
- a) apartment building;
  - b) single and multi-storey non-residential or mixed-use building;
  - c) stacked townhouse; and
  - d) townhouse excluding back to back townhouse.

#### **Height and Density**

- 8.3.3.4 To provide for only the following height and density provisions for lands designated 'Mixed Use High Rise – Retail Focus':
- a) a minimum building height of 4 storeys and a maximum building height of 15 storeys with the following exceptions:
    - i. apartment buildings may have an attached podium of a minimum of 3 storeys;
    - ii. a building height of greater than 15 storeys may be permitted through an application for *development approval*, provided a *comprehensive block plan*, in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, is prepared and approved by the City.
  - b) for the purposes of this Secondary Plan, stacked townhouses shall be deemed to meet the minimum 4 storey requirement;
  - c) the minimum overall density shall be 1.0 FSI on lands designated 'Mixed Use High Rise-Retail Focus', recognizing that individual developments may not achieve the minimum target, while other developments will exceed the target. However, where retail development is proposed as an interim use the minimum overall density shall be 0.3 FSI; and
  - d) a maximum overall density of up to 3.0 FSI, with the following exception:
    - i. where a building height of greater than 15 storeys is permitted in accordance with 8.3.3.4, the maximum overall density shall be determined through a *comprehensive block plan*.

#### **Development Criteria**

8.3.3.5 That in addition to the development criteria outlined in Section 8.3.4.5 in the Official Plan, in considering an application for *development approval* on lands designed 'Mixed Use High Rise – Retail Focus', Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.4.5 of the Official Plan, the provisions of Section 8.3.2.5 of this Plan shall prevail:

- a) Interim development of lands designated 'Mixed Use High Rise – Retail Focus' are subject to Section 9.9.3 of the Official Plan, which requires the preparation of a *comprehensive block plan* in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference.

## 8.4 Greenway Designation

The 'Greenway' designation shown on Map SP1 – Detailed Land Use applies to Greenway System lands shown on Map SP4 – Greenway System that contains the Natural Heritage Network, Natural Heritage Network Enhancement, Rouge Watershed Protection Area, Greenbelt Plan Area, certain stormwater management facilities and the golf course *major recreational use* as permitted by the Greenbelt Plan. These lands are intended to protect *natural heritage and hydrologic features* while supporting natural heritage enhancement opportunities, active and passive recreation uses and nature appreciation.

**It is the policy of Council:**

### General Policies

8.4.1 That lands within the Angus Glen Secondary Plan Area designated 'Greenway' as shown on Map 4 – Greenway System in the Official Plan and Map SP1 – Detailed Land Use shall be subject to the general provisions of Sections 3.1 and 8.6 of the Official Plan except as otherwise provided for in Section 4.1 of this Plan, and the land use policies of Section 8.4.2 of this Plan.

### Uses

8.4.2 To provide for only 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 carried out by a public authority;
- e) trails and nature-based public recreational activities including associated recreational infrastructure;
- f) golf course *major recreational use* including re-configurations or expansions subject to Section 4.1.17;
- g) parkland uses subject to Section 4.1.8;
- h) 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;

- i) communications/telecommunications infrastructure, subject to the requirements of the Greenbelt Plan where applicable;
- j) dwelling unit within the Greenbelt Plan Area, subject to Section 4.5 of the Greenbelt Plan;
- k) dwelling unit within the Greenway System but outside the Greenbelt Plan Area, provided that it was a legally existing use prior to the adoption of this Secondary Plan;
- l) *home occupation*; and
- m) *secondary suite* in accordance with Section 8.13.8 of the Official Plan.



## 9.0 IMPLEMENTATION

### 9.1 General Policies

#### It is the policy of Council:

- 9.1.1 That this Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, and other provincial legislation, the provisions of Section 10 of the Official Plan and the provisions of this Secondary Plan.

#### Developers' Group Agreement(s)

- 9.1.2 That the locations of proposed public infrastructure such as roads, stormwater management facilities or the provision of other community facilities identified in this 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 such as parks, roads and road improvements, internal and external services, stormwater management facilities, the City shall require that, as a condition of *development approval*, development proponents enter into one or more Developers' Group Agreements to address the sharing of these costs.
- 9.1.3 That Developers' Group agreements shall provide for 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.

#### Development Phasing Plan

- 9.1.4 That a development phasing plan for the Secondary Plan Area shall be prepared in accordance with Section 10.1.2.2 m) of the Official Plan and the policies of this Secondary Plan.
- 9.1.5 That the development phasing plan be submitted prior to any *development approval* within the Secondary Plan Area.
- 9.1.6 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.
- 9.1.7 That, in addition to the matters identified in Section 10.1.2.2 m) of the Official Plan, that are required to be addressed, the development phasing plan shall also address:
- a) the planned distribution of housing by 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.
- 9.1.8 That the City shall ensure through plans of subdivisions, development agreements, and holding provisions in the zoning by-law, that the development in the Angus Glen Secondary Plan Area occurs sequentially and generally as described in the development phasing plan.

**Parkland Dedication**

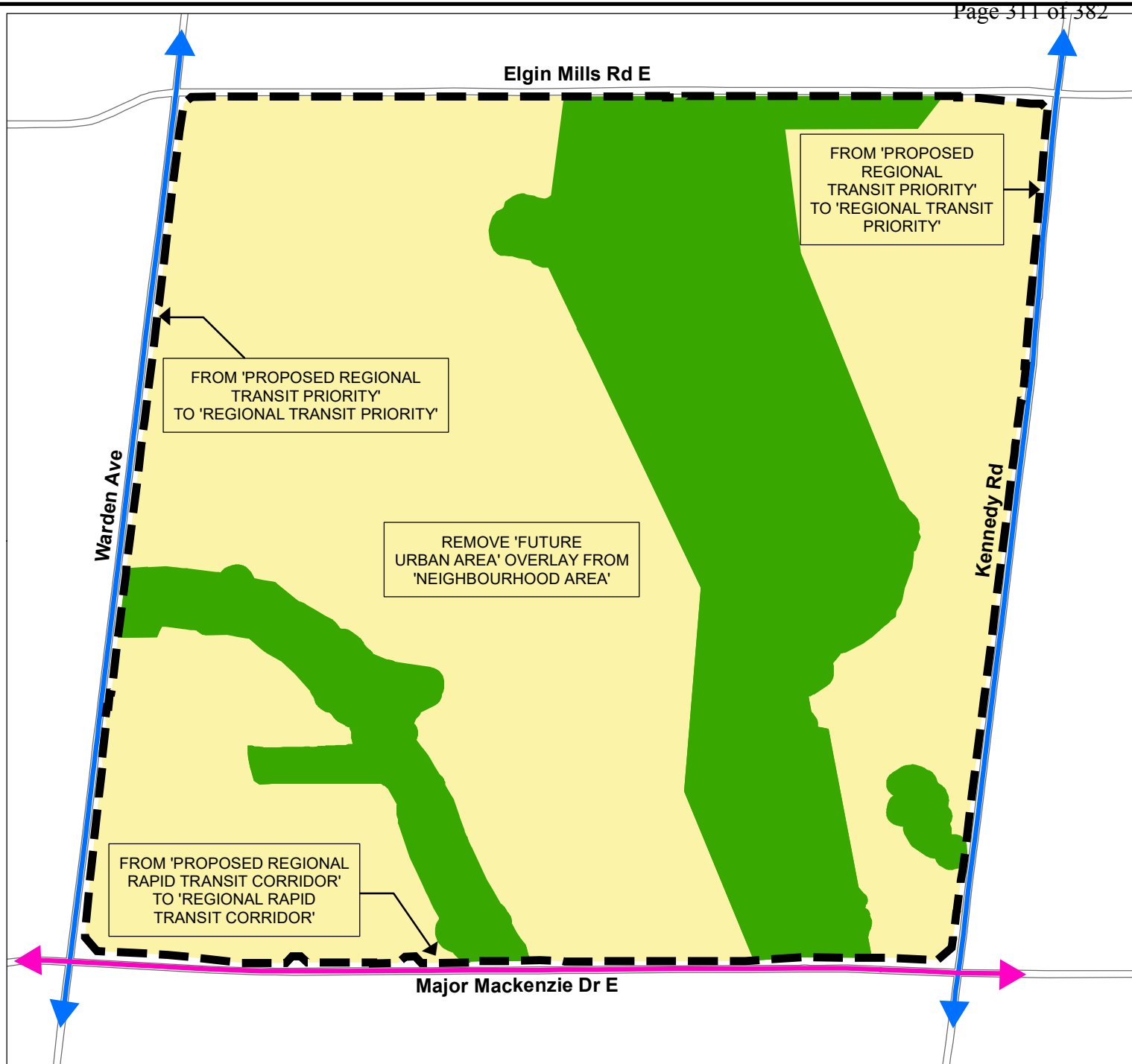
- 9.1.9 That as a condition of *development approval* of land within the Angus Glen Secondary Plan Area, the City may through the parkland dedication by-law, require that land be conveyed for parks and other recreational purposes as set out in Section 10.8 of the Official Plan.

## **10.0 INTERPRETATION**

### **10.1 General Policies**

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

- 10.1.1 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 Secondary Plan and the policies and/or designations of the Official Plan, the policies of this Secondary Plan shall prevail.
- 10.1.2 That this Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan, when implementing this Secondary Plan.
- 10.1.3 That this Secondary Plan includes goals, objectives, principles and policies intended as a guide to development within the Angus Glen 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.
- 10.1.4 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 the Commissioner of Development Services.



# AMENDMENT TO MAP 1 - MARKHAM STRUCTURE OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

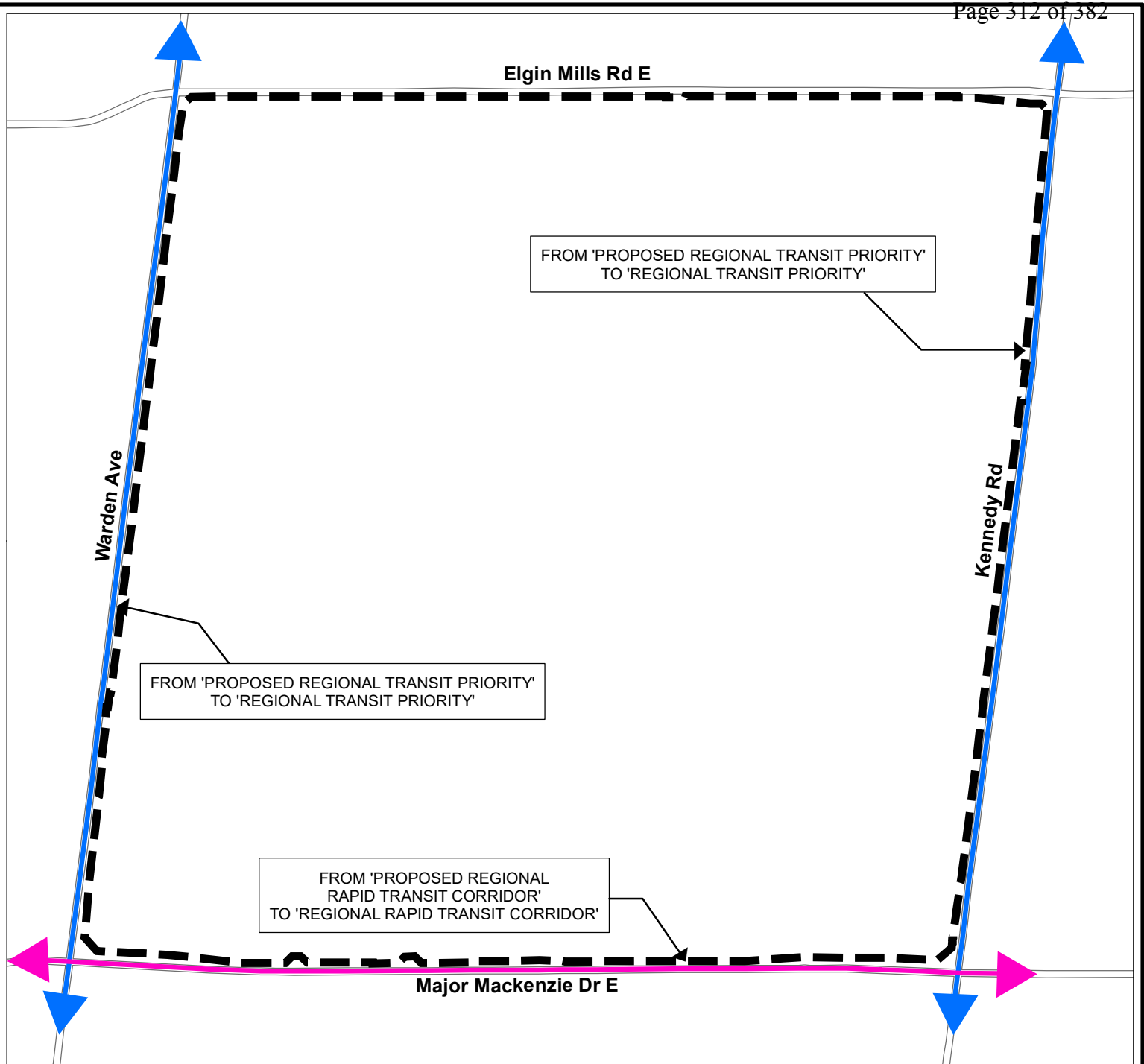
Greenway System as modified by Schedule "D"

Neighbourhood Area

Regional Transit Priority

Regional Rapid Transit Corridor





# AMENDMENT TO MAP 2 - CENTRES AND CORRIDORS AND TRANSIT NETWORK OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

— Regional Transit Priority

— Regional Rapid Transit Corridor



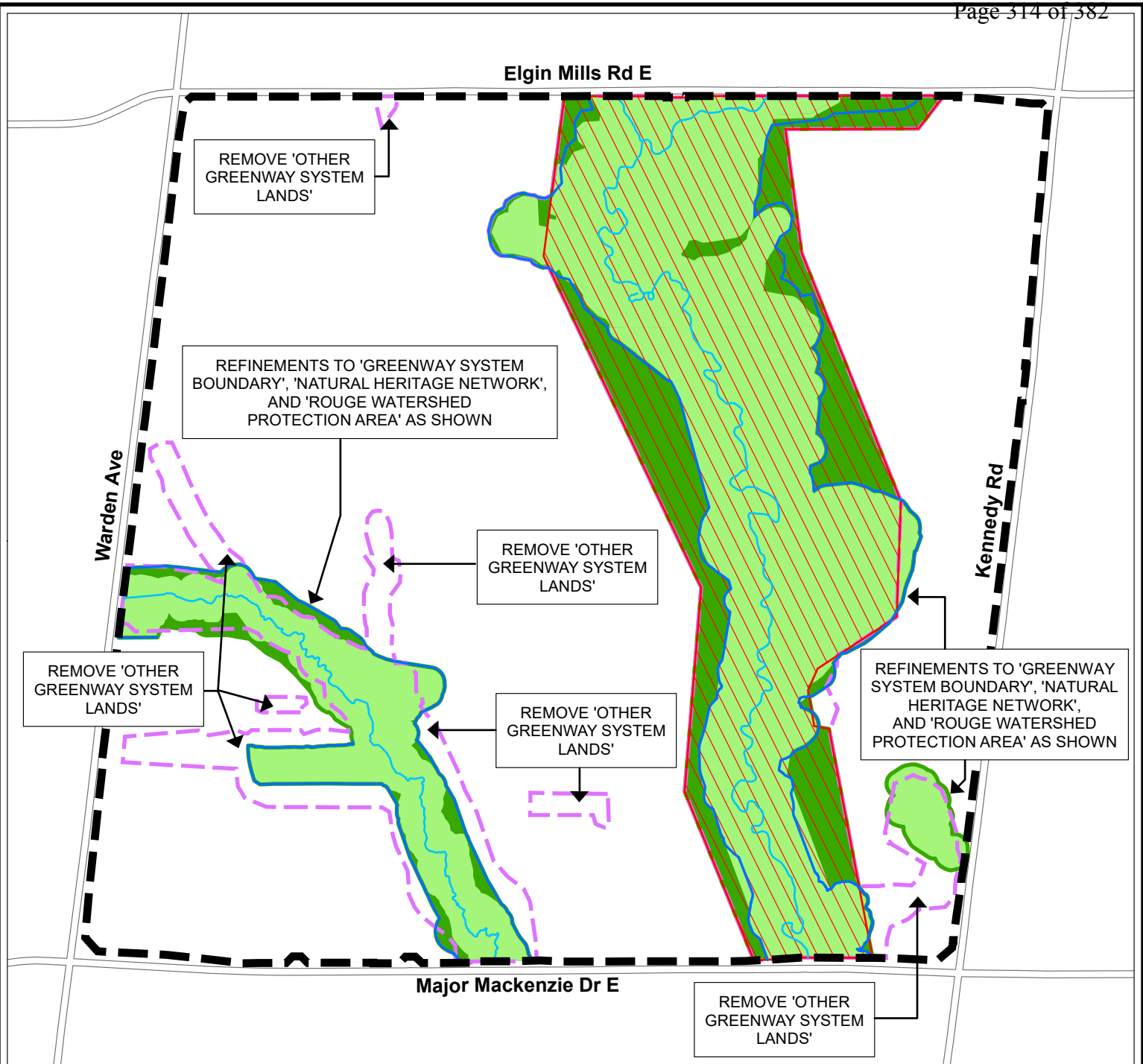


# AMENDMENT TO MAP 3 - LAND USE OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

- Greenway System as modified by Schedule "D"
- Residential Low Rise
- Residential Mid Rise
- Residential High Rise
- Mixed Use Mid Rise
- Mixed Use High Rise



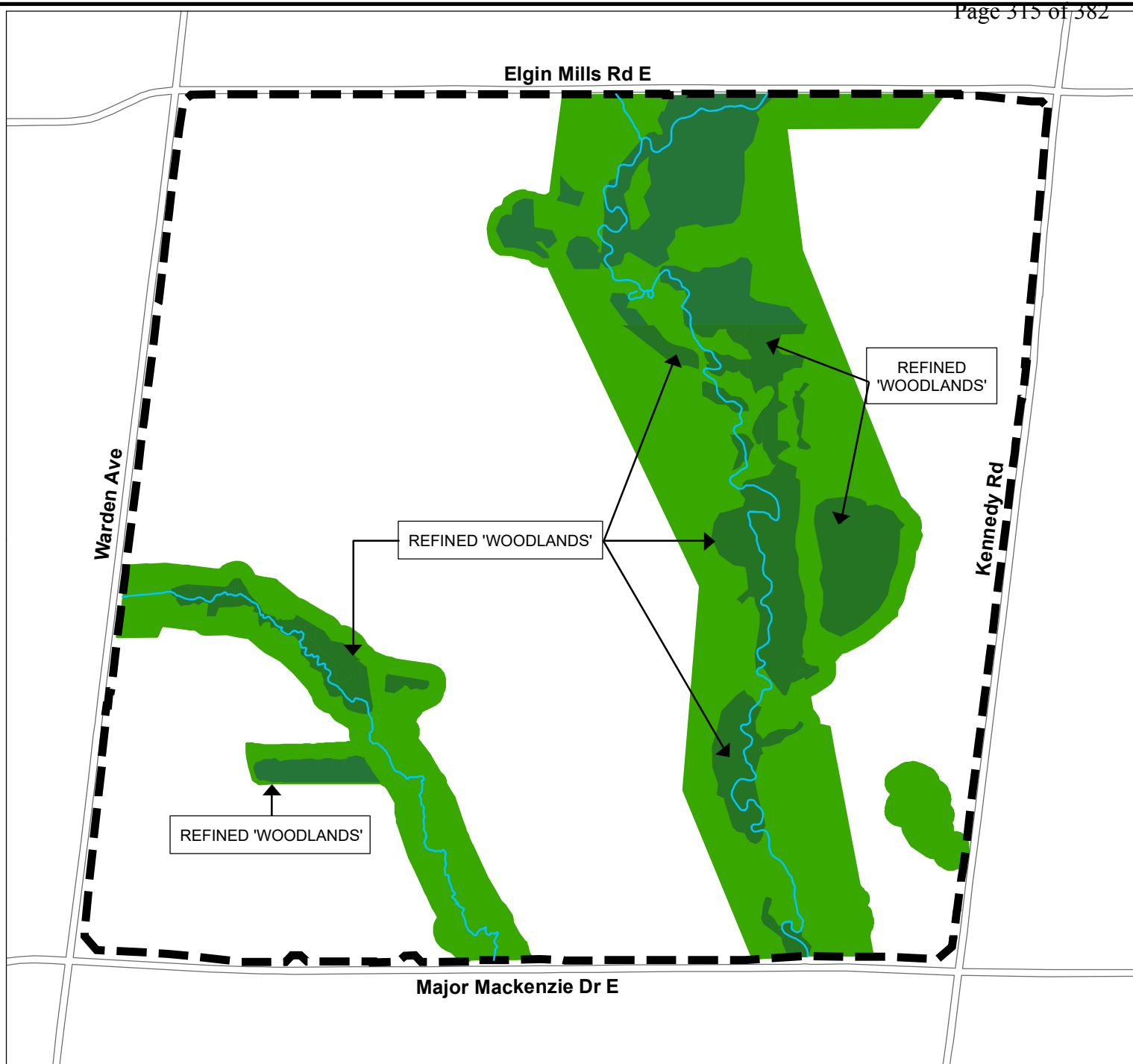


## AMENDMENT TO MAP 4 - GREENWAY SYSTEM OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

- Greenway System Boundary
- Greenway System Boundary prior to this Amendment
- Natural Heritage Network
- Rouge Watershed Protection Area
- Greenbelt Plan Area
- Other Greenway System Lands including certain naturalized stormwater management facilities





# AMENDMENT TO MAP 5 - NATURAL HERITAGE FEATURES AND LANDFORMS OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

Greenway System as modified by Schedule "D"

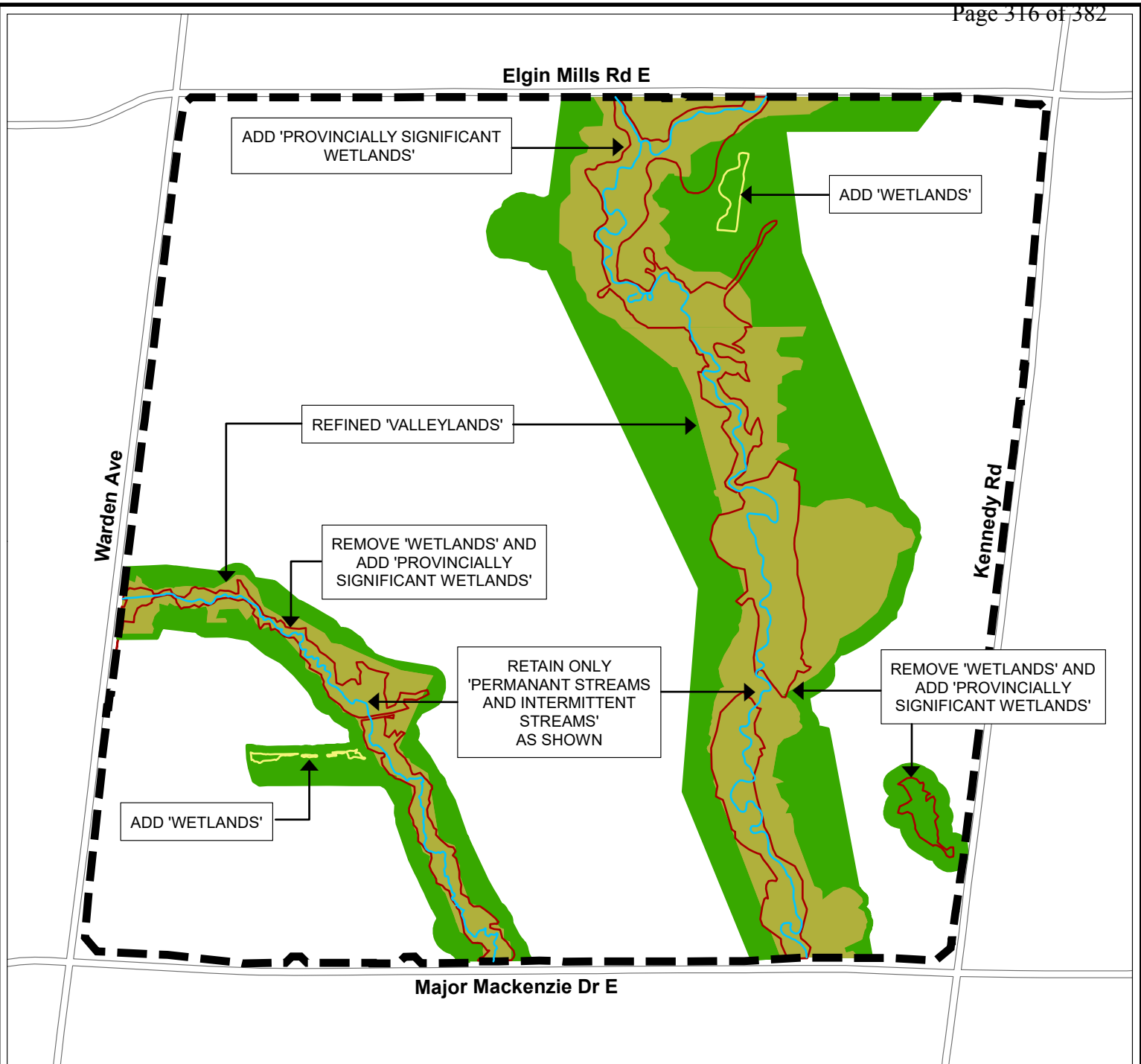
Woodlands

Other Greenway System Lands including certain  
naturalized stormwater management facilities

Permanent Streams and Intermittent Streams as modified by Schedule "F"





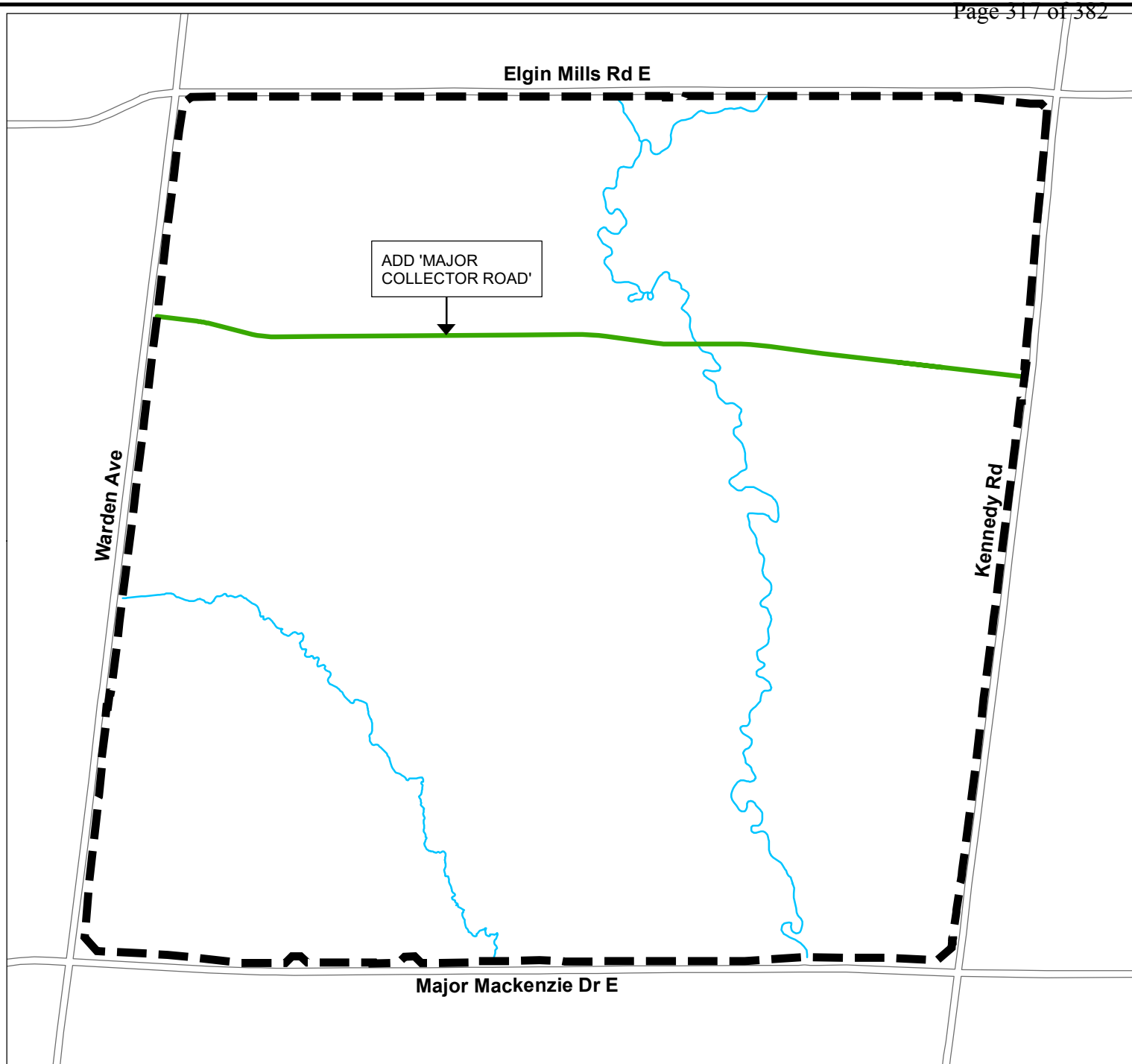


## AMENDMENT TO MAP 6 - HYDROLOGIC FEATURES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

- Greenway System as modified by Schedule "D"
- Valleylands
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Provincially Significant Wetlands
- Wetlands
- Permanent Streams and Intermittent Streams





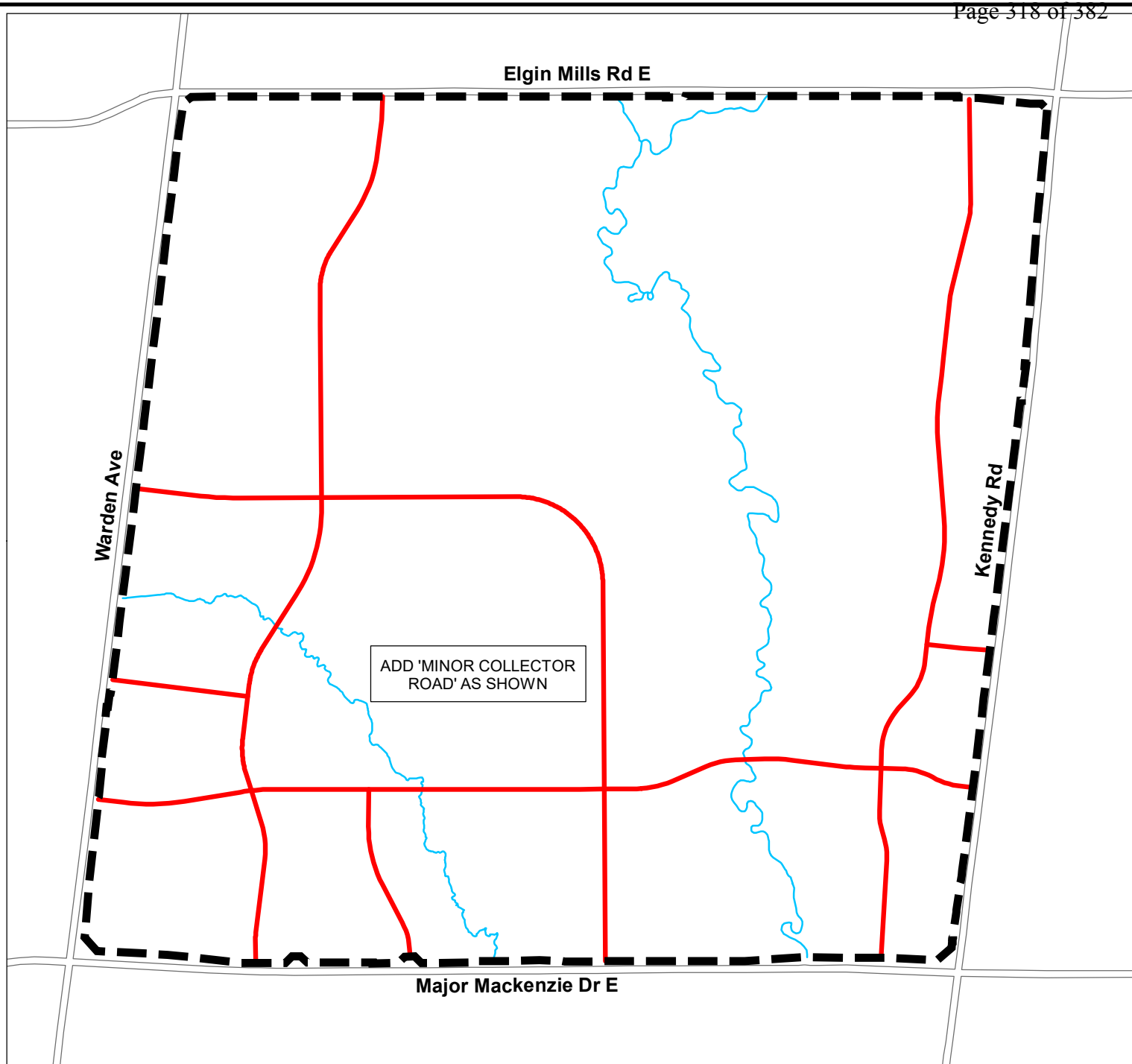
AMENDMENT TO MAP 10 - ROAD NETWORK  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

— Major Collector Road

— Permanent Streams and Intermittent Streams as modified by Schedule "F"





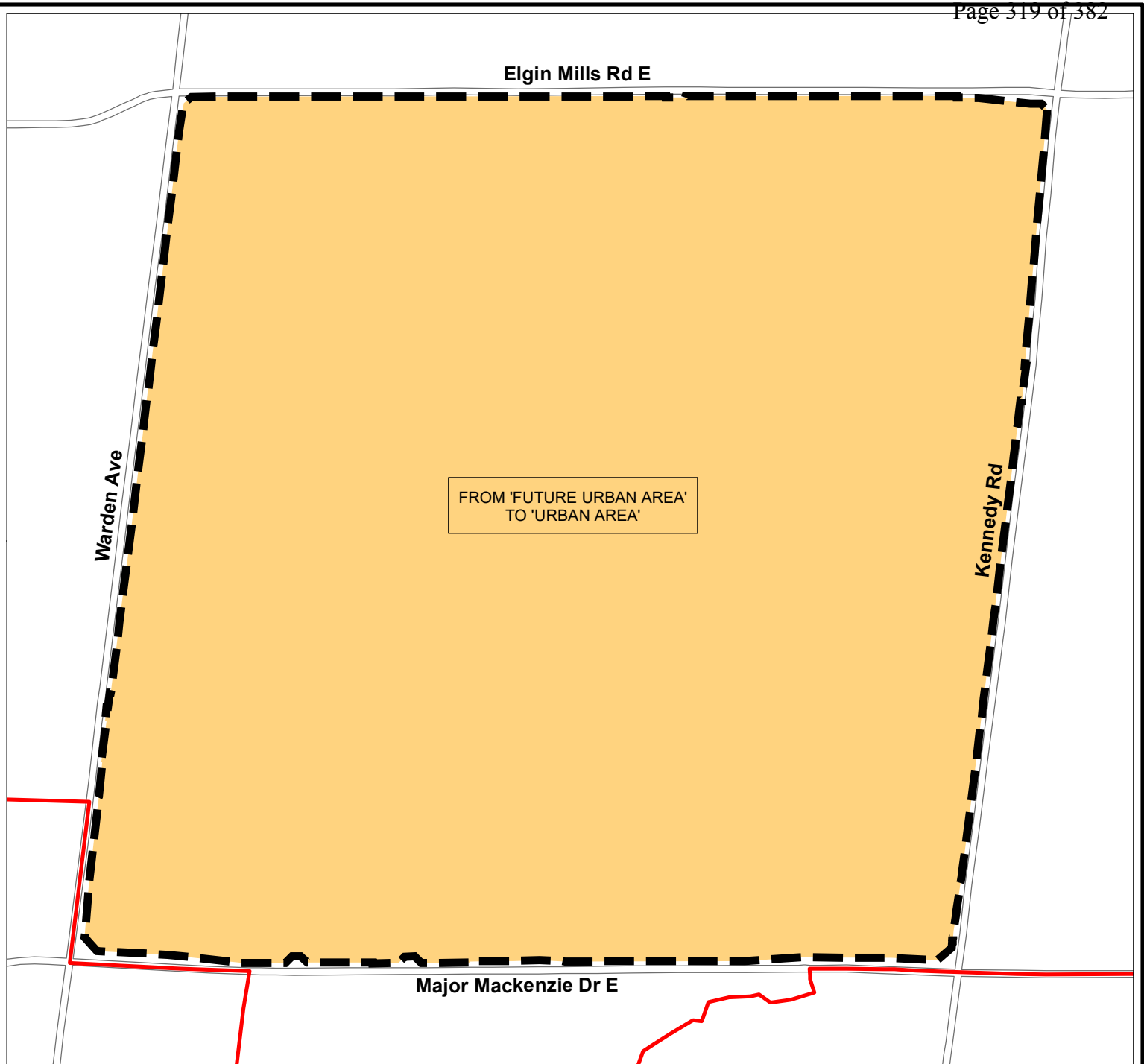
# AMENDMENT TO MAP 11 - MINOR COLLECTOR ROAD NETWORK OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

— Minor Collector Road


— Permanent Streams and Intermittent Streams as modified by Schedule "F"





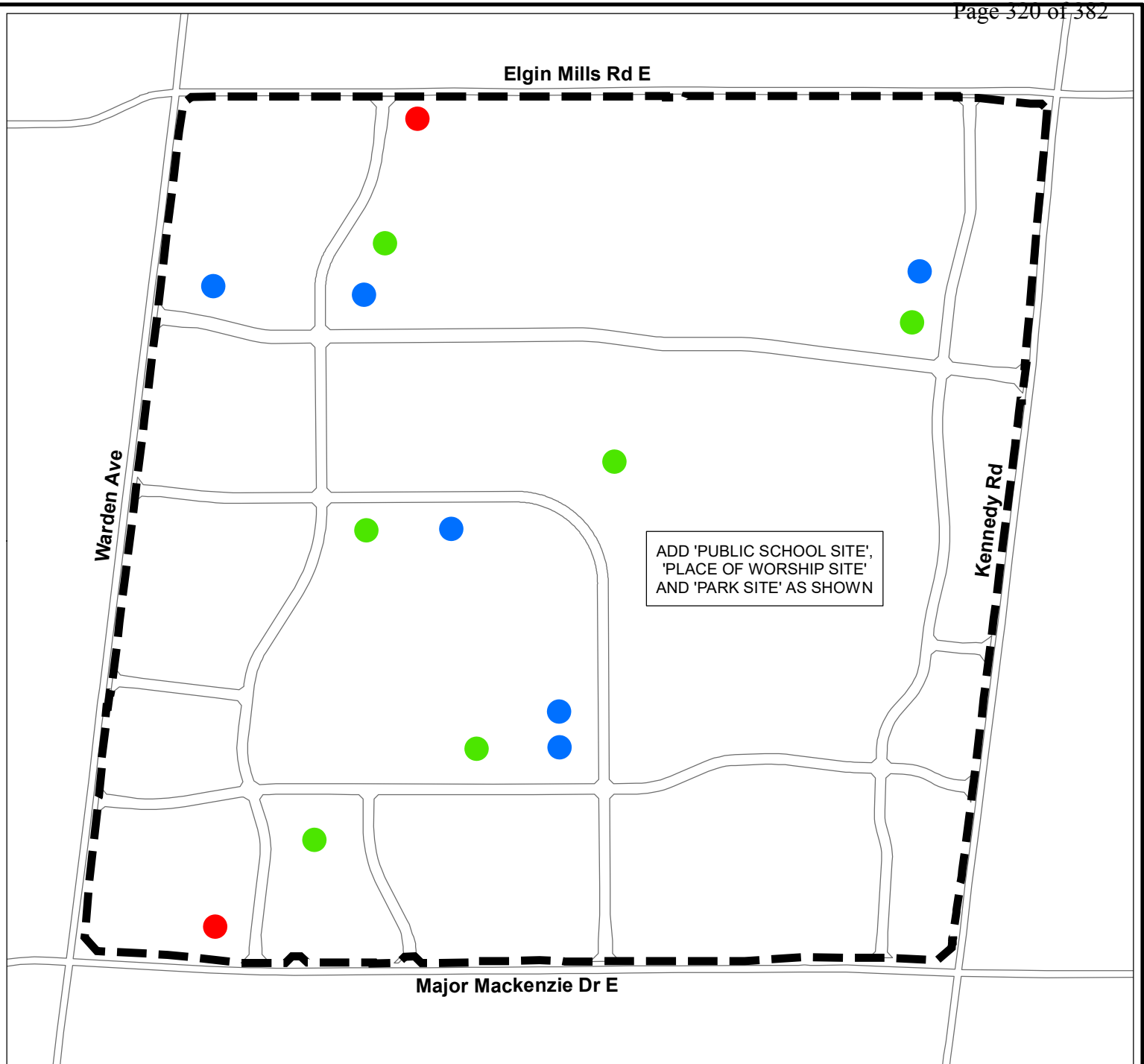
AMENDMENT TO MAP 12 - URBAN AREA AND BUILT UP AREA  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
OFFICIAL PLAN AMENDMENT 47

 BOUNDARY OF AMENDMENT AREA

 Urban Area

 Provincial Built Boundary



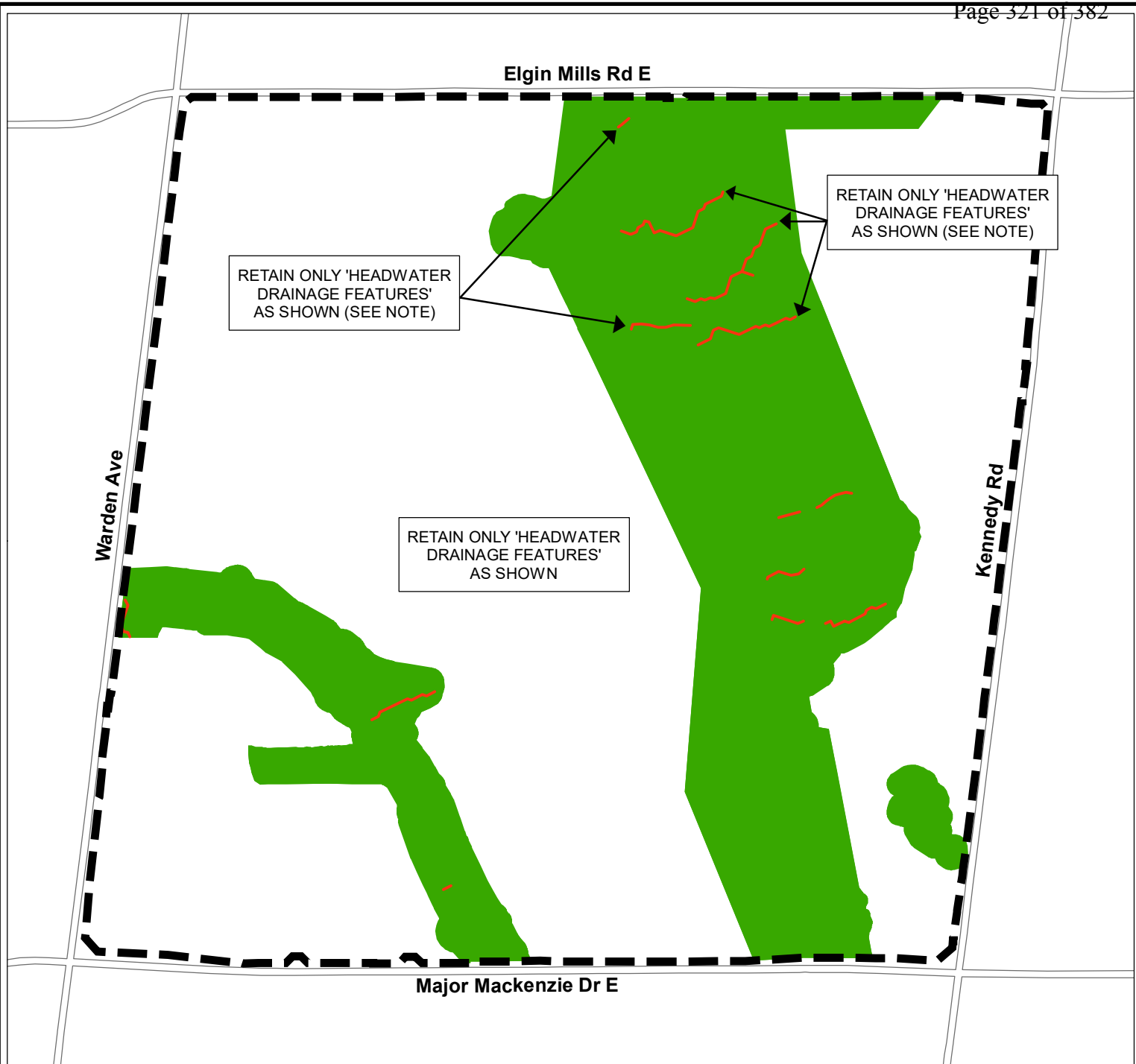


AMENDMENT TO MAP 14 - PUBLIC SCHOOL, PLACE OF WORSHIP AND PARK SITES  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

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





# AMENDMENT TO APPENDIX B - HEADWATER DRAINAGE FEATURES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

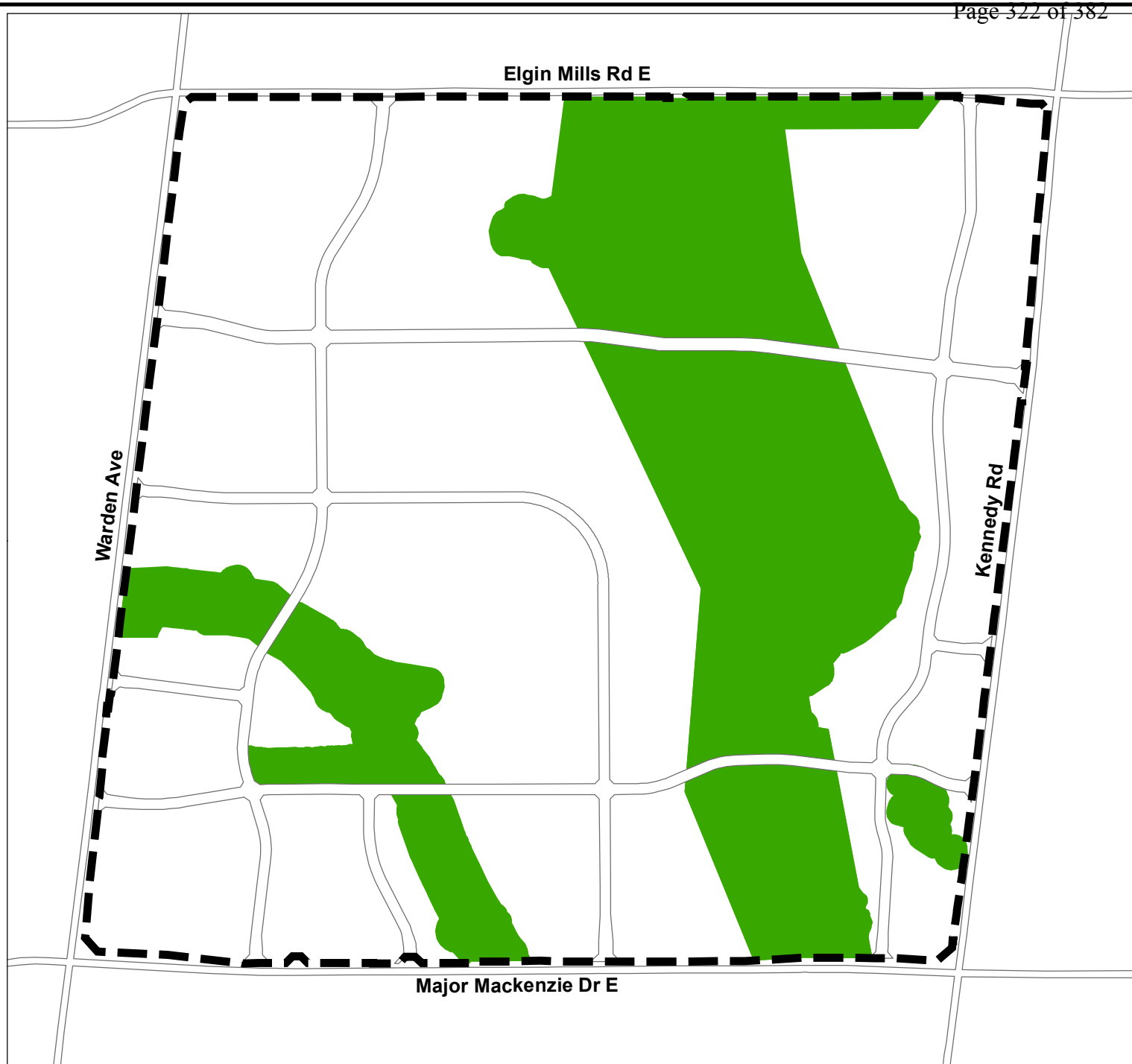
--- BOUNDARY OF AMENDMENT AREA

Greenway System as modified by Schedule "D"

Headwater Drainage Features

**NOTE:** Further assessment required through the development approval process, subject to Section 4.0 of the Secondary Plan and Chapter 3.0 of the Official Plan



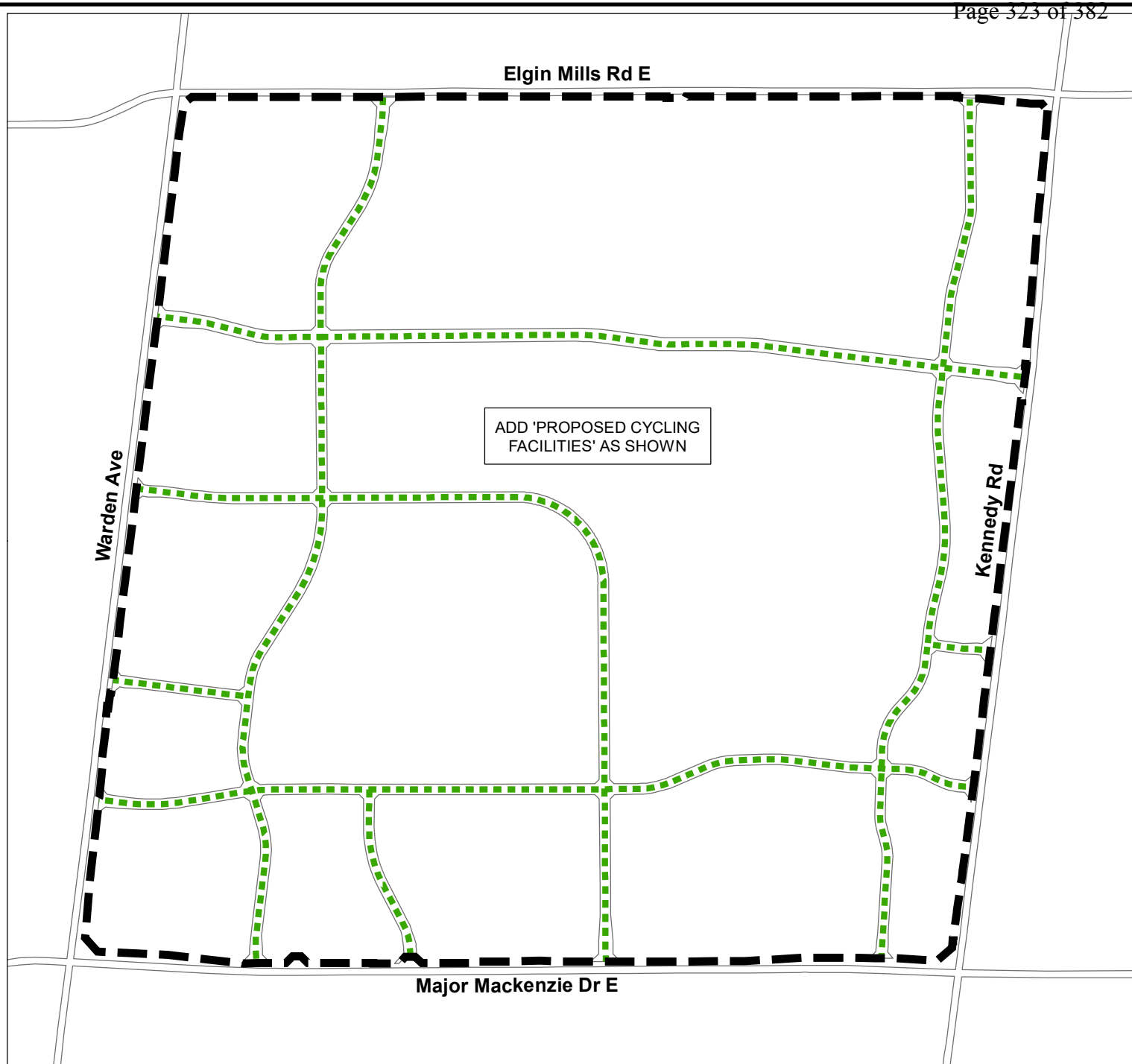


# AMENDMENT TO APPENDIX C - COMMUNITY FACILITIES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

Greenway System as modified by Schedule "D"





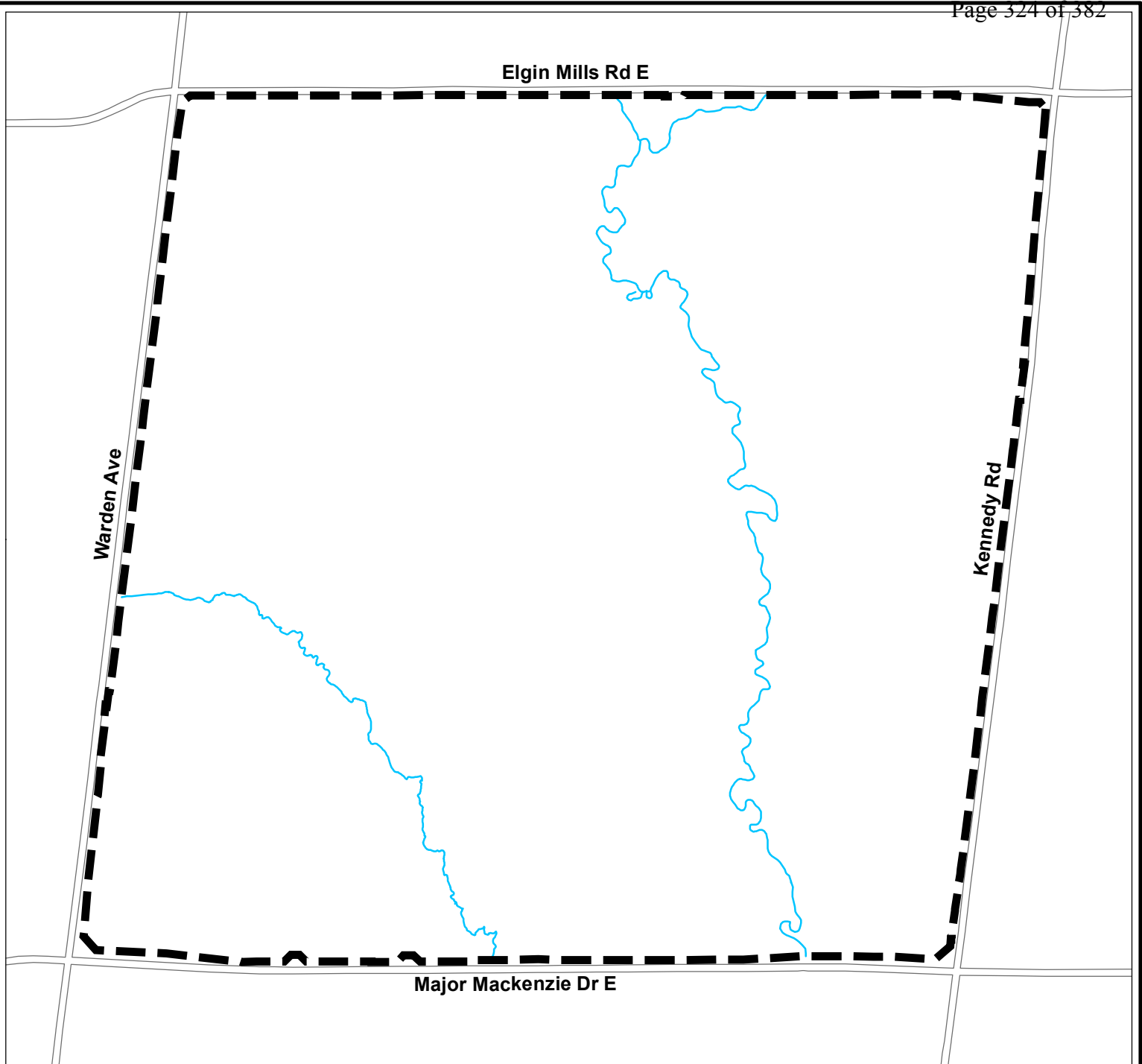
AMENDMENT TO APPENDIX D - CYCLING FACILITIES  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
OFFICIAL PLAN AMENDMENT 47

--- BOUNDARY OF AMENDMENT AREA

--- Proposed Cycling Facilities







# AMENDMENT TO APPENDIX E - TRANSPORTATION SERVICES AND UTILITIES OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED OFFICIAL PLAN AMENDMENT 47

 BOUNDARY OF AMENDMENT AREA


 Permanent Streams and Intermittent Streams as modified by Schedule "F"



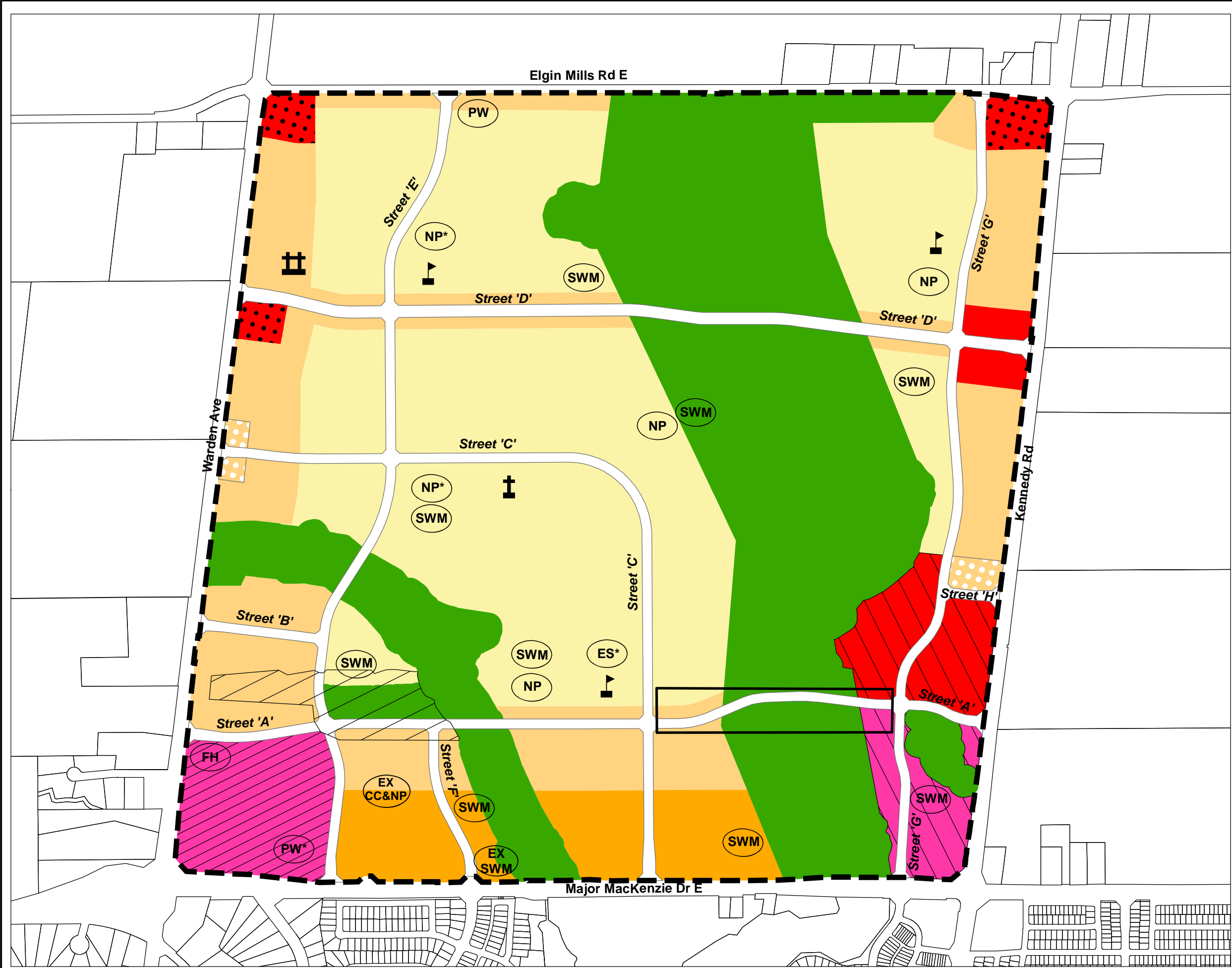


AMENDMENT TO APPENDIX F - SECONDARY PLAN AREAS  
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED  
OFFICIAL PLAN AMENDMENT 47

 BOUNDARY OF AMENDMENT AREA


 Approved









## MAP SP1 DETAILED LAND USE





### ANGUS GLEN SECONDARY PLAN (Official Plan Amendment 47)

 Boundary of Secondary Plan Area

#### RESIDENTIAL

-  Residential Low Rise
-  Residential Mid Rise I
-  Residential Mid Rise II
-  Residential High-Rise




#### MIXED USE

-  Mixed Use Mid Rise
-  See Section 8.3.1.6
-  Mixed Use High Rise
-  Mixed Use High Rise - Retail Focus






#### GREENWAY SYSTEM

-  Greenway

#### SITE SPECIFIC POLICY

-  See Section 4.1.17 and 4.1.18
-  See Sections 8.3.1.7 and 8.3.2.6
-  See Section 7.1.1.6

#### PARKS AND OPEN SPACE











-  Existing Community Centre and Neighbourhood Park
-  Neighbourhood Park
-  See Section 5.3.2a)iii
-  Existing Stormwater Management Facility
-  Stormwater Management Facility

#### COMMUNITY INFRASTRUCTURE

-  Catholic Secondary School
-  Public Elementary School
-  Catholic Elementary School
-  French Elementary School - See Section 5.2.7
-  Place of Worship
-  See Section 5.2.14
-  Firehall

**MAP SP2  
GREENWAY SYSTEM**

**ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment 47)**

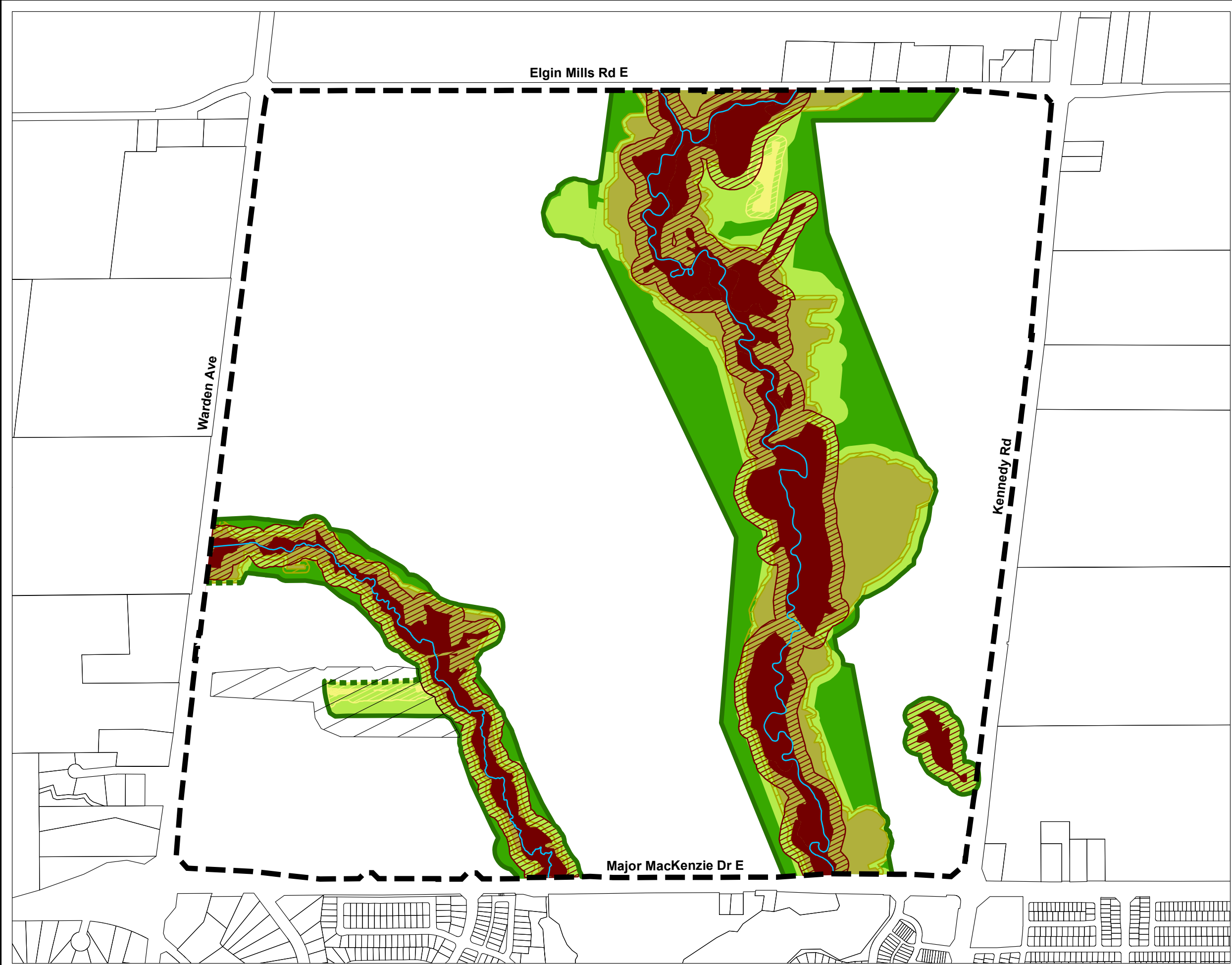
-  Boundary of Secondary Plan Area
-  Greenway System Boundary
-  Greenway System Boundary  
See Sections 4.1.17, 4.1.18 and 4.5.3
-  Natural Heritage Network
-  Rouge Watershed Protection Area
-  Rouge Watershed Protection Area  
See Sections 4.1.17, 4.1.18 and 4.5.3
-  Other Greenway System Lands including certain  
naturalized stormwater management facilities
-  Greenbelt Plan Area
-  See Sections 4.1.17 and 4.1.18
-  Permanent Streams and Intermittent Streams





**MAP SP3**  
**NATURAL HERITAGE FEATURES**  
ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment 47)

- Boundary of Secondary Plan Area
- Greenway System Boundary
- Greenway System Boundary  
See Sections 4.1.17, 4.1.18 and 4.5.3
- NATURAL HERITAGE NETWORK**
- Significant Woodlands
- Minimum Vegetation Protection Zone (30m) for Significant Woodlands
- Minimum Vegetation Protection Zone (10m) for Significant Woodlands
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Other Natural Heritage and Hydrologic Features and Minimum Vegetative Protection Zone
- See Sections 4.1.17 and 4.1.18
- Permanent Streams and Intermittent Streams



### MAP SP4

## HYDROLOGIC FEATURES

### ANGUS GLEN SECONDARY PLAN

(Official Plan Amendment 47)

Boundary of Secondary Plan Area

Greenway System Boundary

Greenway System Boundary  
See Sections 4.1.17, 4.1.18 and 4.5.3

**NATURAL HERITAGE NETWORK**

Significant Valleylands

Minimum Vegetation Protection Zone (10m) for Significant Valleylands

Provincially Significant Wetlands

Wetlands

Minimum Vegetation Protection Zone (30m) for Provincially Significant Wetlands

Minimum Vegetation Protection Zone (15m) for Wetlands

Other Greenway System Lands including certain naturalized stormwater management facilities

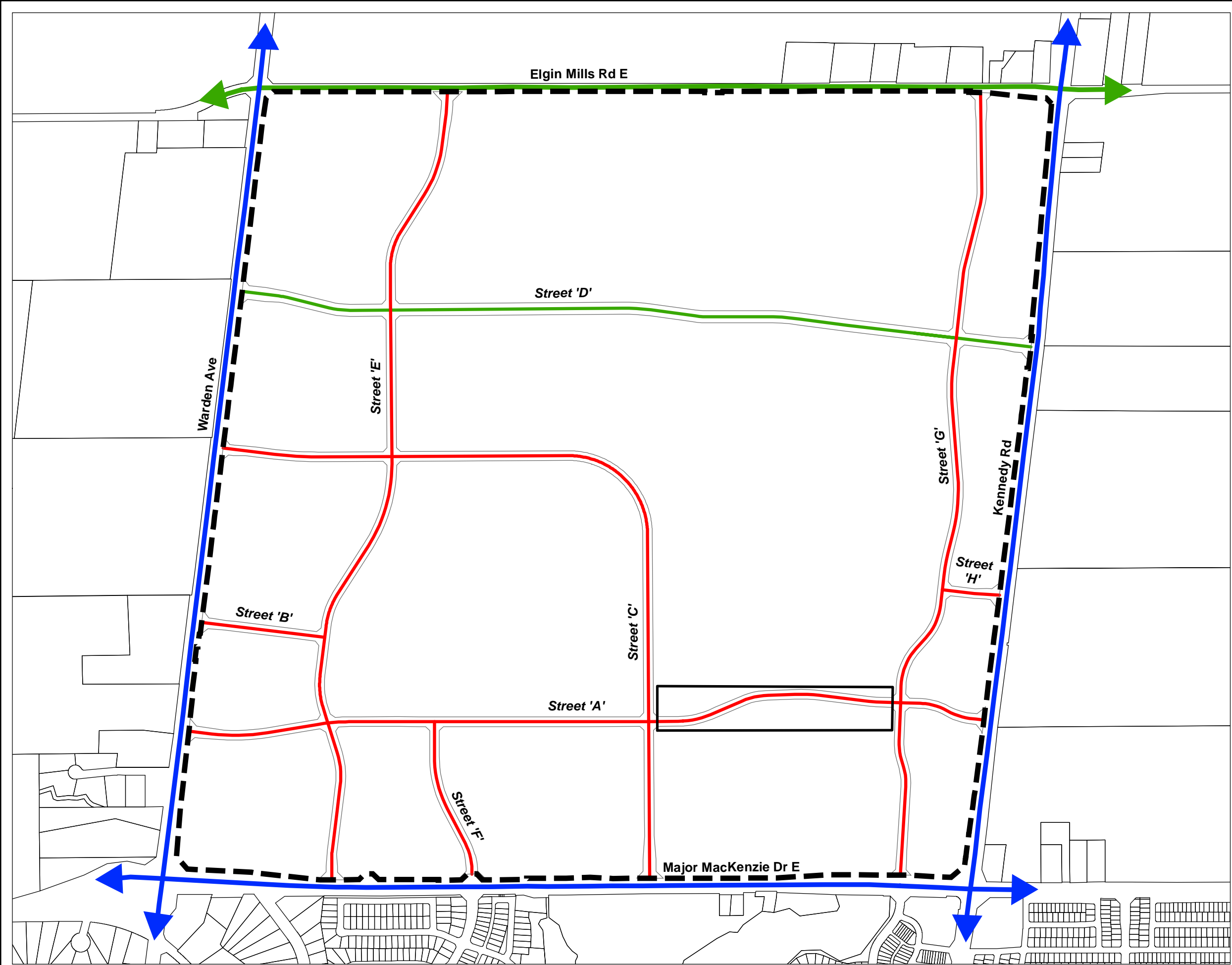
Other Natural Heritage and Hydrologic Features and Minimum Vegetation Protection Zone

See Sections 4.1.17 and 4.1.18

Permanent Streams and Intermittent Streams


SCALE: 1:9,500    Date: 14/02/2023






**MAP SP5  
ROAD NETWORK**


ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment 47)


 Boundary of Secondary Plan Area

**ARTERIAL ROADS**


 Region of York Arterial Road

**COLLECTOR ROADS**

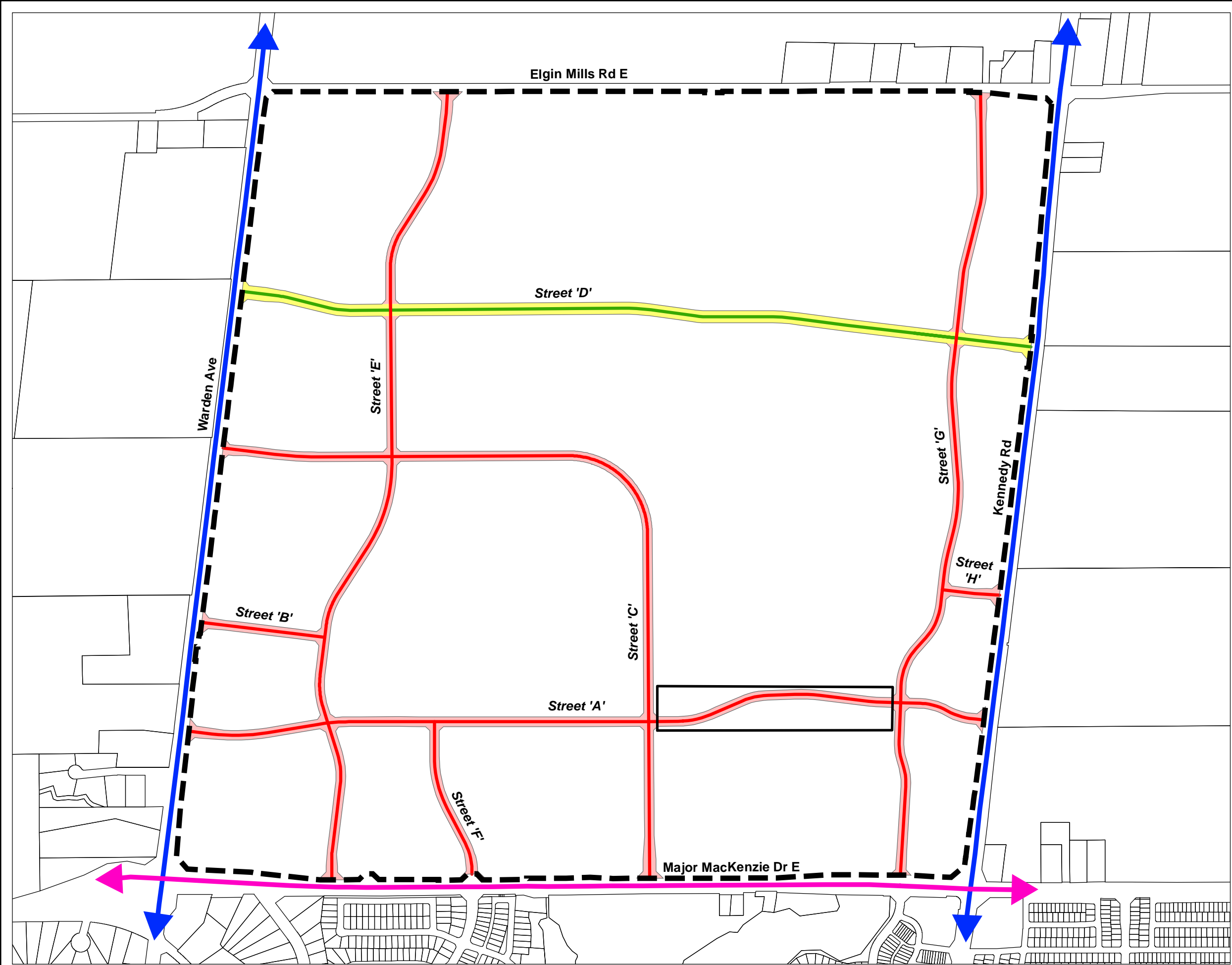
 Major Collector Road  
(Up to 30.5 metre right-of-way)

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


**SITE SPECIFIC POLICY**

 See Section 7.1.1.6









**MAP SP6**  
**TRANSIT AND ACTIVE**  
**TRANSPORTATION NETWORK**  
ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment 47)

 Boundary of Secondary Plan Area

**ARTERIAL ROADS**

-  Regional Rapid Transit Corridor
-  Regional Transit Priority  
- Frequent Transit Service

**ACTIVE TRANSPORTATION NETWORK**

-  Major Collector Road with  
Boulevard Multi Use Path
-  Minor Collector Road with  
Boulevard Multi Use Path


**SITE SPECIFIC POLICY**

-  See Section 7.1.1.6

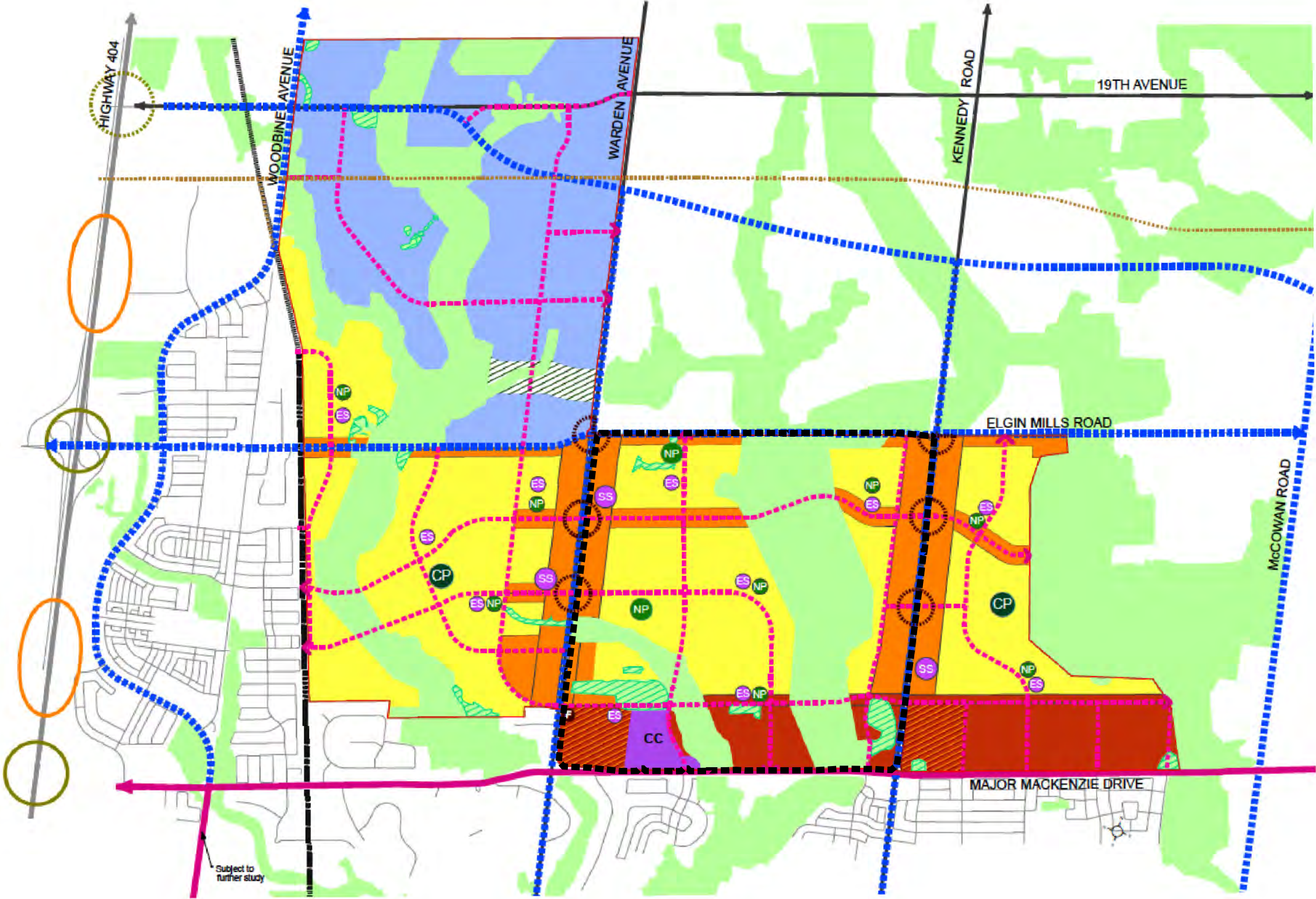




**APPENDIX 1**  
**FUTURE URBAN AREA**  
**COMMUNITY STRUCTURE PLAN**  
**ANGUS GLEN SECONDARY PLAN**  
(Official Plan Amendment 47)



 Boundary of Secondary Plan Area

October 17, 2017 Council endorsed Community Structure Plan, with the exception of the Proposed Ecological Corridor which remains under study until a Council resolution is achieved.

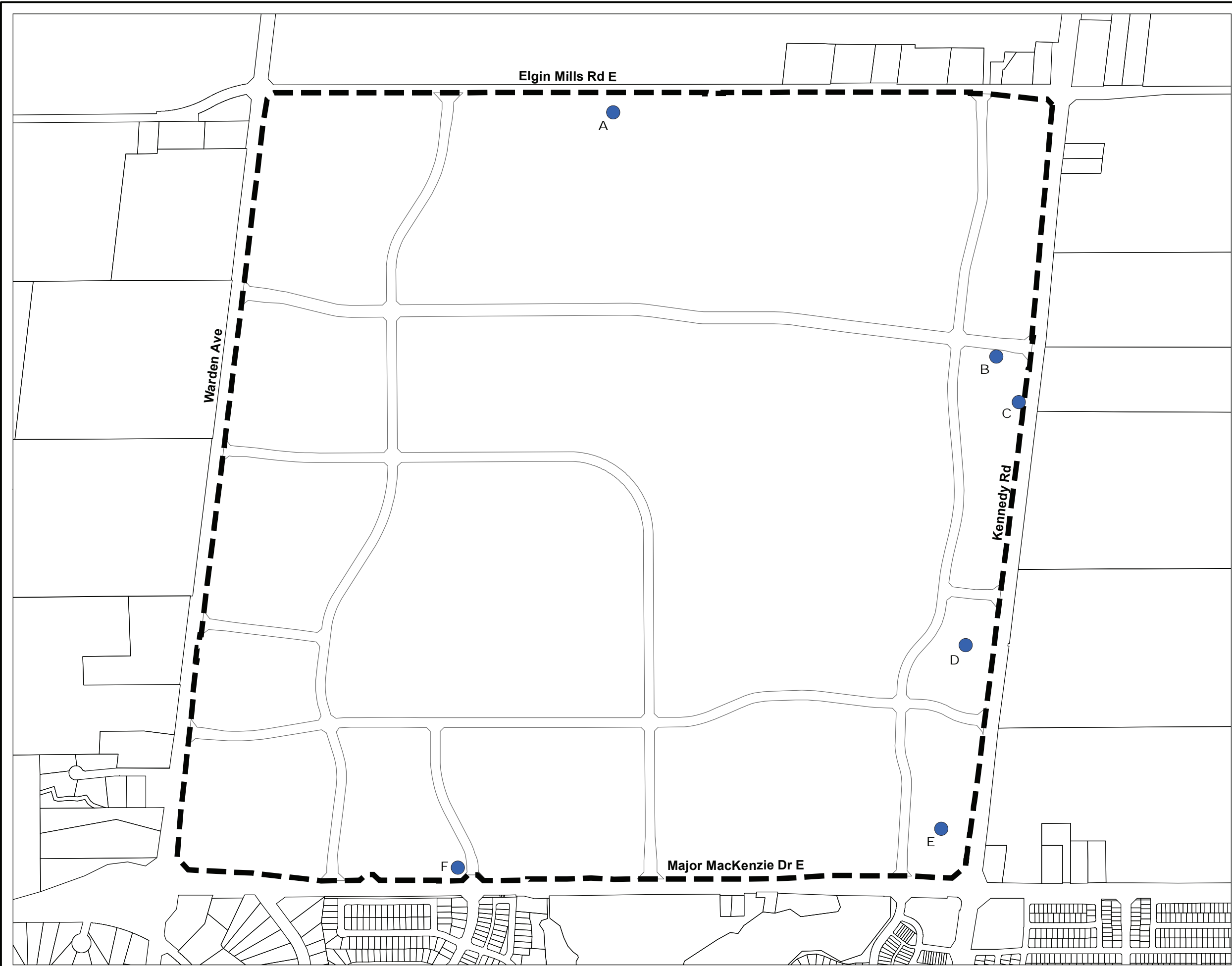


- Study Area
- Greenway System
- Proposed Ecological Corridor (Under Study)
- Greenway System Under Study
- Residential Neighbourhood Area
- Mixed Use Neighbourhood Corridor
- Mixed Use Regional Corridor
- Mixed Use Regional Corridor - Retail Focus
- Employment Area
- Neighbourhood Service Node
- CC Community Centre
- CP Community Park
- NP Neighbourhood Park
- NP Neighbourhood Park (3 ha or greater based on parkland dedication requirement)
- ES Elementary School
- SS Secondary School
- F Fire Station
- Proposed Collector Road Network
- Existing Highway Interchange
- Proposed Highway Interchange
- Proposed Highway Mid-block Crossing
- Functional Arterial Road System
- Highway
- Proposed Regional Rapid Transit Corridor
- Proposed Regional Transit Priority (Frequent Transit Network and/or HOV)
- Hydro Corridor
- TransCanada Pipeline Easement

**APPENDIX 2  
CULTURAL HERITAGE  
RESOURCES**  
ANGUS GLEN SECONDARY PLAN  
(Official Plan Amendment 47)

-  Boundary of Secondary Plan Area
-  Cultural Heritage Resource


- A. William and Sarah Sommerfeldt House, c.1855  
4075 Elgin Mills Road East
- B. Storry-Appleton Barn Complex, c.1910  
10504 Kennedy Road
- C. Thomas and Elizabeth Hobbs House, c. 1927  
and Barn, c.1930  
10476 Kennedy Road
- D. George H. Pingle House, c. 1870  
10228 Kennedy Road
- E. John Pingle House, c. 1875  
10060 Kennedy Road
- F. George Pingle Jr. House, c.1842  
4022 Major Mackenzie Drive East






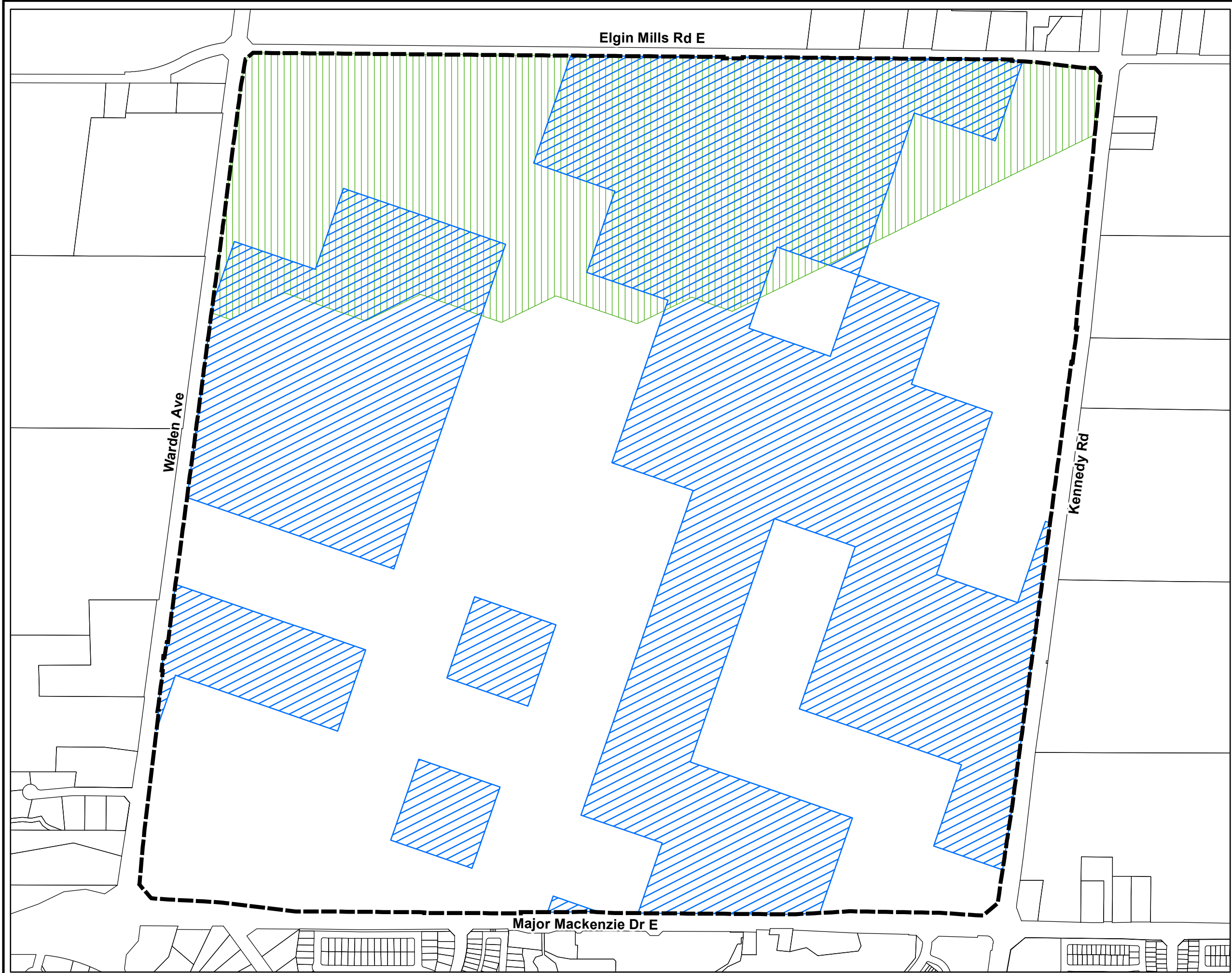
**APPENDIX 3  
GROUNDWATER  
RESOURCES**

**ANGUS GLEN SECONDARY PLAN**  
(Official Plan Amendment 47)

 Boundary of Secondary Plan Area

 Significant Groundwater Recharge Area

 Wellhead Protection Area - Quantity (WHPA-Q2)





## By-law 2023-131

### A BY-LAW TO AMEND BY-LAW 2020-72 BEING A BY-LAW TO DESIGNATE THE THOMAS LOWENSBOROUGH HOUSE, 9392 KENNEDY ROAD

---

WHEREAS the *Ontario Heritage Act* authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of cultural heritage value or interest;

WHEREAS by By-law No. 2020-72, “The Thomas Lownsborough House” was designated as being of historic and/or architectural value or interest;

WHEREAS authority was granted by Council to designate the property at 9392 KENNEDY ROAD as being of cultural heritage value or interest;

WHEREAS the By-law requires amendment to correct the legal description of the property and the Statement of Cultural Heritage Value or Interest;

WHEREAS Section 30.1 of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended (OHA) authorizes the Council of a municipality to amend a by-law designating property made under section 29 of the OHA to clarify or correct the statement explaining the property’s cultural heritage value or interest or the description of the property’s heritage attributes; correct the legal description of the property; or otherwise revise the language of the by-law to make it consistent with the requirement of the OHA or the regulations, as amended; and

WHEREAS Schedule “A” of By-law No. 2020-72 contains an incorrect legal description and a correction is required; and

WHEREAS Schedule “B” of By-law No. 2020-72 contains a Statement of Cultural Heritage Value or Interest that requires amendment; and

AND WHEREAS the owner of the Property was provided with notice of this by-law in accordance with the requirements of the *Ontario Heritage Act*, Section 30.1(3) and (4) and no notice of objection was filed;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

#### 1. General

- 1.1. That By-law No. 2020-72 be amended to correct the legal description of the Heritage Property municipally-known as 9392 Kennedy Road from Block 3, Plan 65M-4613; to Part of Block 3, Plan 65M-4613, designated as Part 1, Plan 65R-39998, City of Markham, Regional Municipality of York; and
  - 1.2. That the legal description contained in Schedule “A” of By-law No. 2020-72 be replaced with the legal description as contained in Schedule “A” of this By-law;
  - 1.3. That By-law 2020-72 be deleted from the title of the properties described in Schedule “B”; and,
  - 1.4. That the Statement of Cultural Heritage Value or Interest contained in Schedule “B” of By-law No. 2020-72 be replaced with the Statement of Cultural Heritage Value or Interest as contained in Schedule “C” of this By-law.
2. Schedule(s)
- 2.1. Schedule “A” – Legal Description
  - 2.2. Schedule “B” – Legal Description
  - 2.3. Schedule “C” – Statement of Cultural Heritage Value or Interest

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS  
27<sup>TH</sup> DAY OF SEPTEMBER, 2023.

---

KIMBERLEY KITTERINGHAM  
CITY CLERK

---

FRANK SCARPITTI  
MAYOR

**SCHEDULE “A” TO  
BY-LAW 2023-131**

**REVISED LEGAL DESCRIPTION OF LAND**

**The Thomas Lownsborough House**

In the City of Markham in the Regional Municipality of York, property description as follows:

PART OF BLOCK 3, PLAN 65M-4613, DESIGNATED AS PART 1, PLAN 65R-39998, CITY  
OF MARKHAM, REGIONAL MUNICIPALITY OF YORK

PROPERTY ID: PART OF 03058 – 1834

**SCHEDULE “B” TO  
BY-LAW 2023-131**

**The Thomas Lownsborough  
House**  
9392 Kennedy Road

In the City of Markham in the Regional Municipality of York, property description as follows:

PART OF BLOCK 3, PLAN 65M-4613, DESIGNATED AS PARTS 2 AND 3 ON PLAN 65R-39998, CITY OF MARKHAM, REGIONAL MUNICIPALITY OF YORK

PROPERTY ID: PART OF 03058 – 1834

## SCHEDULE “C” TO BY-LAW 2023-131

### The Thomas Lownsborough House

9392 Kennedy Road

The Thomas Lownsborough House is recommended for designation under Part IV, Section 29 of the Ontario Heritage Act as a property of cultural heritage value or interest as described in the following Statement of Significance.

#### DESCRIPTION OF PROPERTY

The Thomas Lownsborough House is a one-and-a-half storey frame house located on the west side of Kennedy Road between 16<sup>th</sup> Avenue to the south and Vanderbergh Avenue to the north. The primary elevation of the house faces eastwards towards Kennedy Road.

#### DESIGN OR PHYSICAL VALUE

The Thomas Lownsborough House is of design or physical value as a representative example of a tradesman’s dwelling in a vernacular version of the Gothic Revival style commonly referred to as a Classic Ontario centre gable cottage. It is also a representative example of an evolved building, which started as a modestly-scaled one storey vernacular tradesman’s dwelling in the mid-19<sup>th</sup> century that was later raised to one and a half storeys, perhaps in the 1870s or 1880s.

#### HISTORICAL OR ASSOCIATIVE VALUE

The Thomas Lownsborough House is of historical or associative value as the c.1845 home of Thomas Lownsborough, an English-born shoemaker who was part of the Hunter’s Corners community north of Unionville while a tenant of John Hunter, and later his daughter, Ada Naomi Hunter, from c.1845 to 1891. In 1892, Miss Hunter sold the property to Reverend Henry B. Owen, Rector of St. Philip’s Anglican Church, next door to the north. The Reverend Owen served the church from 1891 until his death in 1899.

#### CONTEXTUAL VALUE

The Thomas Lownsborough House is of contextual value as one of a few cultural heritage features remaining from the historic community of Hunter’s Corners.



## HERITAGE ATTRIBUTES

Character-defining attributes that embody the cultural heritage value of the Thomas Lownsborough House are organized by their respective Ontario Regulation 9/06 criteria below:

*Heritage attributes that convey the property's design value as a representative example of a tradesman's dwelling in a vernacular version of the Gothic Revival style include:*

- Overall form and massing of the one-and-a-half storey dwelling;
- Re-instated Front veranda with bellcast roof;
- Re-instated Ornamentation consisting of brackets and corbels;
- Vertical tongue and groove siding;
- Medium- pitched gable roof with projecting, open eaves, and steep centre gable on the east (primary) elevation;
- Asymmetrical placement of the front door and window openings;
- Size and placement of existing door and window openings;
- Re-instated two-over-two hung windows fitted with shutters.

Note that the multi-storey rear addition is not considered to be of significant cultural heritage value and as such, does not contain any heritage attributes.

*Heritage attributes that convey the property's historical and contextual value as a fragment of the Hunter's Corners community:*

- The dwelling's setback from Kennedy Road which, despite past road widening, helps communicate the rural character of the former community of Hunter's Corners;
- The unobstructed visibility of the dwelling's east (primary), north and south elevations from Kennedy Road reflecting its original prominence when constructed.



## By-law 2023-132

A by-law to designate a property as being of  
Cultural Heritage Value or Interest  
“Henry and Annetta Clarry House”

WHEREAS Pursuant to Part IV, Section 29, of the Ontario Heritage Act (the “Act”), the Council of a Municipality is authorized to enact by-laws to designate a real property, including all the buildings and structures thereon, to be of Cultural Heritage Value or Interest;

WHEREAS the property described in Schedule “A” to this By-law (the “Property”) contains the cultural heritage resource known as the Henry and Annetta Clarry House;

AND WHEREAS the Council of the Corporation of the City of Markham, by resolution passed on June 13, 2023, has caused to be served on the owners of the lands and premises at:

Yu Zhang  
7822 Highway 7 East  
Locust Hill, Ontario L0H 1J0

and upon the Ontario Heritage Trust, notice of intention to designate the Henry and Annetta Clarry House, 7822 Highway 7 East, and has caused such notice of intention to be published digitally in a manner consistent with the requirements of the Act;

AND WHEREAS Council has described the Property, set out the Statement of Cultural Heritage Value or Interest for the Property, and described the heritage attributes of the Property in Schedule “B” to this By-law, which forms part of this By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. THAT the following real property, more particularly described in Schedule “A” attached hereto and forming part of this by-law is hereby designated as being of cultural heritage value or interest:  
  
“Henry and Annetta Clarry House”  
7822 Highway 7 East  
City of Markham  
The Regional Municipality of York
2. THAT the City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule “A” attached hereto in the property Land Registry Office.

Read a first, second, and third time and passed September 27, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor

**SCHEDULE ‘A’ TO  
BY-LAW 2023-xx**

In the City of Markham in the Regional Municipality of York, property descriptions as follows:

Henry and Annetta Clarry House  
7822 Highway 7 East  
PT LT 11, CON 10 MARKHAM PT 1 64R4520; MARKHAM

PIN: 700140009

# SCHEDULE ‘B’ TO BY-LAW 2023-xx

## STATEMENT OF SIGNIFICANCE

### Henry and Annetta Clarry House

7822 Highway 7 East

The Henry and Annetta Clarry House is recommended for designation under Part IV, Section 29, of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

#### **Description of Property**

The Henry and Annetta Clarry House is a frame bungalow on the north side of Highway 7, within the hamlet of Locust Hill.

#### **Design and Physical Value**

The Henry and Annetta Clarry House has design and physical value as it displays a high-degree of artistic merit as a representative example of a Craftsman Bungalow of frame construction, exhibiting design elements typical of the American Arts and Crafts Movement. It is particularly significant for its superb state of preservation, retaining its original exterior character as represented in an archival photograph dated 1909.

#### **Historical and Associative Value**

The Henry and Annetta Clarry House has historical and associative value as it represents the theme of early twentieth century development of the hamlet of Locust Hill and the theme of early settlers and descendants and their continued influence in the development of their community. This is the former home of Henry J. Clarry and Annetta (Pike) Clarry, descendants of the Clarry family which settled in Markham in the early 1800s. Henry Clarry was the son of William Clarry and Jane Lorena (Reynolds) Clarry. In the 1911 census his occupation was given as “commercial traveller”, meaning a travelling salesman. Since his brother Frederick was the owner and operator of the Maple Leaf Woolen Mill in Markham Village, it is possible that Henry Clarry was a salesman for that industry’s products. This early twentieth century bungalow was built on a parcel of land on Lot 11, Concession 10 purchased from John A. E. Reesor in 1908. The Clarry family owned the property until 1922. Subsequent owners maintained the house in close to original condition.

#### **Contextual Value**

The Henry and Annetta Clarry House has contextual value as one of a group of late nineteenth to early twentieth century of buildings that are important in defining, maintaining and supporting the historic character and extent of the hamlet of Locust Hill.

#### **Significant Architectural Attributes to be Conserved**

Character-defining attributes that embody the cultural heritage value of the Henry and Annetta Clarry House are organized by their respective Ontario Regulation 9/06, as amended, criteria below:

*Heritage attributes that convey the property’s design and physical value as a well-crafted and representative example of a Craftsman Bungalow style of the American Arts and Crafts Movement, and a locally rare example of wood frame construction for its style and time period:*

- The form of the dwelling, including its rectangular plan with its projecting conservatory on the east wall and one-and-a-half storey height;
- Foundation of moulded concrete block;

- Narrow wood clapboard siding with corner boards and water table;
- Shingled gable end walls and wood gable ornamentation in the apex of the front gable;
- Medium pitched gable roof with open eaves and exposed purlins and rafter ends and shed roofed dormer;
- Cutaway porch supported on grouped plain wood posts resting on brick pedestals capped with concrete or limestone copings;
- Square wood lattice at the base of the porch;
- Single-leafed wood front door with multi-paned glazing in its upper portion;
- Wood sash-style windows typically arranged in groups, with multi-paned upper sections and single-paned lower sections;
- Three-part wood window in the front gable end wall;
- Four-paned wood windows in the conservatory and dormer;
- Exterior fireplace chimney of riverstone and red brick.

*Heritage attributes that convey the property's historical and associative value as a significant part of the early twentieth century development of the hamlet of Locust Hill:*

- The dwelling is a tangible reminder of Henry and Annetta Clarry that historically resided here and who were responsible for the building of the house c.1908.

*Heritage attributes that convey the property's contextual value as a building that helps define the extent of the historic hamlet of Locust Hill:*

- The siting of the dwelling its prominence and unobstructed visibility from Highway 7 East.

*Attributes of the property that are not considered to be of significant cultural heritage value:*

- Frame accessory building in the rear yard.



# By-law 2023-133

A by-law to designate a property as being of  
Cultural Heritage Value or Interest  
“David and Fannie Moyer House”

WHEREAS Pursuant to Part IV, Section 29, of the Ontario Heritage Act (the “Act”), the Council of a Municipality is authorized to enact by-laws to designate a real property, including all the buildings and structures thereon, to be of Cultural Heritage Value or Interest;

WHEREAS the property described in Schedule “A” to this By-law (the “Property”) contains the cultural heritage resource known as the David and Fannie Moyer House;

AND WHEREAS the Council of the Corporation of the City of Markham, by resolution of passed on June 13, 2023, has caused to be served on the owners of the lands and premises at:

Bruno Steven  
53 Dickson Hill Road  
Markham, Ontario L3P 3J3

and upon the Ontario Heritage Trust, notice of intention to designate the David and Fannie Moyer House, 53 Dickson Hill Road, and has caused such notice of intention to be published digitally in a manner consistent with the requirements of the Act;

AND WHEREAS Council has described the Property, set out the Statement of Cultural Heritage Value or Interest for the Property, and described the heritage attributes of the Property in Schedule “B” to this By-law, which forms part of this By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM  
HEREBY ENACTS AS FOLLOWS:

1. THAT the following real property, more particularly described in Schedule “A” attached hereto and forming part of this by-law is hereby designated as being of cultural heritage value or interest:  
  
“David and Fannie Moyer House”  
53 Dickson Hill Road  
City of Markham  
The Regional Municipality of York
2. THAT the City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule “A” attached hereto in the property Land Registry Office.

Read a first, second, and third time and passed September 27, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor



**SCHEDULE ‘A’ TO  
BY-LAW 2023-xx**

In the City of Markham in the Regional Municipality of York, property descriptions as follows:

David and Fannie Moyer House  
53 Dickson Hill Road  
PT W1/4 LT 30 CON 8 MARKHAM PT 2 65R3931 CITY OF MARKHAM

PIN: 030620155

# SCHEDULE ‘B’ TO BY-LAW 2023-xx

## STATEMENT OF SIGNIFICANCE

### David and Fannie Moyer House

53 Dickon Hill Road

The David and Fannie Moyer House is recommended for designation under Part IV, Section 29 of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

#### **Description of Property**

The David and Fannie Moyer House is a two-storey, siding-clad dwelling located on a large lot on the east side of Dickson Hill Road, in the historic community of Dickson Hill. The house faces west onto Dickson Hill Road.

#### **Design and Physical Value**

The David and Fannie Moyer House has design and physical value as a representative example of a vernacular farmhouse with the form and selected stylistic features of the Italianate style, and is a rare example of nineteenth century poured concrete wall construction in Markham.

#### **Historical and Associative Value**

The David and Fannie Moyer House has historical and associative value as the former home of David and Fannie Moyer and their children representing the religious and cultural mosaic theme of Pennsylvania Germans and Mennonites being attracted to Markham Township. David Moyer was originally a member of the Waterloo County Pennsylvania-German Mennonite community. He initially farmed in Maryborough, Ontario, and after the death of his first wife, came to Markham in the mid-1880s and settled in the hamlet of Dickson Hill with his second wife, Fannie (Wideman) Moyer. The house was built c.1885 and was owned by David and Fannie Moyer’s descendants until 1983.

#### **Contextual Value**

The David and Fannie Moyer House is one of several heritage buildings and an historic cemetery that are important in defining, maintaining or supporting the character and extent of the historic hamlet of Dickson Hill. The house has stood on this site since c.1885. It is historically linked to the Joseph and Leah Pipher House at 33 Dickson Hill Road, which stands on a property owned by the Moyer family from 1904 to 1960. The property, with its long-standing presence in the community, is important in maintaining and supporting the historic character of the former hamlet. Further, it is physically, functionally, visually or historically linked to its surroundings.

#### **Significant Architectural Attributes**

Character-defining attributes that embody the cultural heritage value of the David and Fannie Moyer House are organized by their respective Ontario Regulation 9/06, as amended, criteria below:

*Heritage attributes that convey the property’s design value and physical value as a representative example of the vernacular Italianate style and a rare example of nineteenth century poured concrete construction:*

- Rectangular plan and two-storey cubic form of the main block;
- Poured concrete walls with stucco cladding ;
- Medium-pitched hipped roof with overhanging eaves and flat soffits;
- 3-bay façade (west elevation);
- Segmentally-headed door and window openings.

- Round-headed second-storey front window above the front door, which may have originally been a door opening onto a balcony;
- Recessed one-and-a-half storey side-wing on the south wall of the main block, with its medium-pitched gable roof with overhanging eaves, steep centre gable facing west, and its hipped-roofed, open veranda supported on turned wooden posts.

*Heritage attributes that convey the property's historical value and associative value as the former residence of the family of David and Fannie Moyer representing the religious and ethnic mosaic theme of Pennsylvania German Mennonites attracted to the Markham community:*

- The dwelling is a tangible reminder of the Pennsylvania German Mennonite family of David and Fannie Moyer and their descendants who historically resided here from c.1885 until 1983.

*Heritage attributes that convey the property's contextual value as a building that helps define the extent of the historic hamlet of Dickson Hill:*

- The prominent location of the building facing Dickson Hill Road within the historic hamlet of Dickson Hill.

*Attributes of the property that are not considered to be of significant cultural heritage value:*

- Aluminum siding;
- Existing modern windows, shutters and doors;
- Dormer on south slope of main roof;
- Attached garage;
- Rear addition.



# By-law 2023-134

A by-law to designate a property as being of  
Cultural Heritage Value or Interest  
“Koch-Wideman House”

WHEREAS Pursuant to Part IV, Section 29, of the Ontario Heritage Act (the “Act”), the Council of a Municipality is authorized to enact by-laws to designate a real property, including all the buildings and structures thereon, to be of Cultural Heritage Value or Interest;

WHEREAS the property described in Schedule “A” to this By-law (the “Original Location”) municipally-known as 10062 Highway 48 currently contains the cultural heritage resource known as the Koch-Wideman House;

WHEREAS the property described in Schedule “B” to this By-law (the “Final Location”) municipally-known as 14 Heritage Corners Lane will contain the cultural heritage resource known as the Koch-Wideman House following its relocation from the Original Location as agreed to in the Agreement of Purchase and Sale for the Final Location;

AND WHEREAS the Council of the Corporation of the City of Markham, by resolution passed on June 13, 2023, has caused to be served on the owners of the lands and premises at:

Ruben de Leon and Jinghui Lu  
83 Roy Grove Way  
Markham, Ontario  
L6E 0T7

and upon the Ontario Heritage Trust, notice of intention to designate the Koch-Wideman House, 10062 Highway 48, and has caused such notice of intention to be published digitally in a manner consistent with the requirements of the Act, and has not been served notice of objection within the prescribed time period;

AND WHEREAS Council has described the Property, set out the Statement of Cultural Heritage Value or Interest for the Property, and described the heritage attributes of the Final Location in Schedule “C” to this By-law, which forms part of this By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. THAT the following real property, more particularly described in Schedule “B” attached hereto and forming part of this by-law is to be designated as being of cultural heritage value or interest:  
  
“Koch-Wideman House”  
14 Heritage Corners Lane  
City of Markham  
The Regional Municipality of York
2. THAT the City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule “B” attached hereto in the property Land Registry Office following the relocation of the cultural heritage resource known as the Koch-Wideman House to the Final Location;

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor

**SCHEDULE ‘A’ TO  
BY-LAW 2023-xx**

In the City of Markham in the Regional Municipality of York, property descriptions as follows:

Koch-Wideman House  
10062 Highway 48  
PT LOT 21, CON 7 MARKHAM; PART 1, PLAN 65R40519 CITY OF  
MARKHAM

PIN: 030620448

**SCHEDULE ‘B’ TO  
BY-LAW 2023-xx**

In the City of Markham in the Regional Municipality of York, property descriptions as follows:

Koch-Wideman House  
14 Heritage Corners House  
PL 65M2761 LT7

PIN: 700082246

# SCHEDULE ‘C’ TO BY-LAW 2023-xx

## STATEMENT OF SIGNIFICANCE

### Koch-Wideman House

#### 14 Heritage Corners Lane

The Koch-Wideman House is recommended for designation under Part IV, Section 29 of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

#### **Description of Property**

The Koch-Wideman House is a one-and-a-half storey frame dwelling located on the west side of Heritage Corners Lane in Markham Heritage Estates. The house faces east.

#### **Design and Physical Value**

The Koch-Wideman House has design and physical value as a representative example of a Pennsylvania-German Mennonite farmhouse in the Georgian architectural tradition, with Ontario Regency features. The simplicity of the dwelling’s detailing reflects the modesty of its Pennsylvania-German Mennonite builders, who adopted the Georgian style from their British-American neighbours in Pennsylvania and brought that same mode of building with them to Upper Canada. This simplicity is relieved by the refined appearance of the Ontario Regency style full-width front veranda, particularly when it still retained its bellcast roof. The small kneewall windows on the front wall are rare in Markham, and another feature associated with the Ontario Regency style.

#### **Historical and Associative Value**

The Koch-Wideman House has historical value and associative value as it represents two families of note and the theme of the religious and cultural mosaic of Pennsylvania-German Mennonite early settler families being attracted to Markham Township. The property was the former home of John and Mary Koch from the time of its construction c.1850 to 1871, and as the former home of four generations of the Wideman family from 1871 to the late twentieth century, beginning with Jacob and Mary Wideman, through Isaac and Esther Wideman, Albert and Magdalena Wideman, and Lorne Wideman. These families share a Pennsylvania-German Mennonite cultural heritage and were early arrivals in Markham Township.

#### **Contextual Value**

The Koch-Wideman House is of contextual value as one of a pair of houses built side-by-side by the Koch family in the mid-nineteenth century, in an area known locally as Wideman’s Corners. It is historically linked to the John Koch House, c.1865, that formerly stood at 10044 Highway 48 and is now located at 12 Heritage Corners Lane in Markham Heritage Estates. The house is also important in defining, maintaining and supporting the character of an area (Markham Heritage Estates).

#### **Significant Architectural Attributes**

Character-defining attributes that embody the cultural heritage value of the Koch-Wideman House are organized by their respective Ontario Regulation 9/06, as amended, criteria below:

*Heritage attributes that convey the property’s design value and physical value as a representative example of a Pennsylvania-German Mennonite farmhouse in the Georgian architectural tradition, with Ontario Regency features:*



- One-and-a-half storey, T-shaped main block and rear wing;
- One-storey, gable roofed extension on west wall of rear wing;
- One-storey, shed-roofed extension on north wall of rear wing;
- Clapboard siding with simple corner boards;
- Full-width front veranda with wood floor, turned wood posts with Tudor-arched spandrels, and a simple, low railing. Veranda roof was originally bellcast;
- Full-width south side verandah with wood floor, simple wood posts, simple railing, and shed roof.
- 3-bay front;
- Front doorcase with single-leaf door, flat-headed transom light, sidelights with wood panels below;
- Flat-headed, 6/6 paned, single-hung windows on the main block, with simple frames and lugsills, and 3/3 paned, single-hung widows on the second floor of the front wall of the main block. All windows on the main block originally had functional, louvered wood shutters;
- Flat-headed, 2/2 paned, single-hung windows on the rear wing and extensions, with simple frames and lugsills;
- Medium-pitched gable roof with open, overhanging eaves;
- Single-stack brick chimney on the west end of the roof of the rear wing.

*Heritage attributes that convey the property's historical value and associative value as the former residence of the Koch and Wideman families, representing the religious and cultural mosaic theme of Pennsylvania German Mennonite early settler families being attracted to Markham Township :*

- The dwelling is a tangible reminder of the Koch and Wideman families that historically resided here.

*Heritage attributes that convey the property's contextual value as a building that is historically linked to the John Koch House at 12 Heritage Corners Lane-:*

- The location of the building immediately adjacent to the John Koch House in Markham Heritage Estates, reflecting their original relationship prior to relocation from the hamlet of Wideman's Corners.

*Attributes of the property that are not considered to be of significant cultural heritage value:*

- Recent shed roof of front veranda.



# By-law 2023-135

A by-law to designate a property as being of  
Cultural Heritage Value or Interest  
“Macey-Perkins-Hagerman House”

WHEREAS Pursuant to Part IV, Section 29, of the Ontario Heritage Act (the “Act”), the Council of a Municipality is authorized to enact by-laws to designate a real property, including all the buildings and structures thereon, to be of Cultural Heritage Value or Interest;

WHEREAS the property described in Schedule “A” to this By-law (the “Property”) contains the cultural heritage resource known as the Macey-Perkins-Hagerman House;

AND WHEREAS the Council of the Corporation of the City of Markham, by resolution passed on June 13, 2023, has caused to be served on the owners of the lands and premises at:

Zhao Qing  
99 South Town Centre Blvd – Unit 325  
Markham, Ontario  
L6G 0E9

and upon the Ontario Heritage Trust, notice of intention to designate the Macey-Perkins-Hagerman House, 10729 Victoria Square Blvd, and has caused such notice of intention to be published digitally in a manner consistent with the requirements of the Act, and has not been served notice of objection within the prescribed time period;

AND WHEREAS Council has described the Property, set out the Statement of Cultural Heritage Value or Interest for the Property, and described the heritage attributes of the Property in Schedule “B” to this By-law, which forms part of this By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. THAT the following real property, more particularly described in Schedule “A” attached hereto and forming part of this by-law is hereby designated as being of cultural heritage value or interest:  
  
“Macey-Perkins-Hagerman House”  
10729 Victoria Square Blvd  
City of Markham  
The Regional Municipality of York
2. THAT the City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule “A” attached hereto in the property Land Registry Office.

Read a first, second, and third time and passed September 27, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor

**SCHEDULE ‘A’ TO  
BY-LAW 2023-xx**

In the City of Markham in the Regional Municipality of York, property descriptions as follows:

Macey-Perkins-Hagerman House  
10729 Victoria Square Blvd  
LT 25 PL 184 MARKHAM; LT 26 PL 184, LT 27 PL 184, PT 1 65R24319,  
MARKHAM

PIN: 030530133 and 030530245

# SCHEDULE ‘B’ TO BY-LAW 2023-xx

## STATEMENT OF SIGNIFICANCE

### Macey-Perkins-Hagerman House

10729 Victoria Square Blvd

The Macey-Perkins-Hagerman House is recommended for designation under Part IV, Section 29 of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

#### **Description of Property**

The Macey-Perkins-Hagerman House is a two-storey, frame dwelling located at the north-east corner of Victoria Square Boulevard and Royal Albert Street, in the historic community of Victoria Square. The house faces west onto Victoria Square Boulevard.

#### **Design and Physical Value**

The Macey-Perkins-Hagerman House has design and physical value as a representative example of a dwelling in the late Colonial Revival style. It is an evolved building that began as a one-storey Ontario Regency Cottage c.1860. A general store was added to the front of the dwelling in the early 1880s that was subsequently removed in the early twentieth century. The building was moved back from the street onto a new foundation, and with the addition of a second storey c.1970, assumed a Colonial Revival character. Subsequent additions were made to the rear of the dwelling in the mid-1990s.

#### **Historical and Associative Value**

The Macey-Perkins-Hagerman House has historical and associative value as the former residence of William Macey, a mason that first developed village Lot 25, Plan 184, in William Hingston’s subdivision of 1856 in Victoria Square, representing the theme of the early development of the hamlet of Victoria Square. The property has additional historical and associative value as representative of the theme of economic development through the development of local businesses and services. The property was the former residence and place of business of John Perkins, general store owner, from 1872 to 1895. Perkins served as post master for Victoria Square from 1884 to 1895, during which time the local post office was located in the store at this location. The property has further historical and associative value as it reflects the theme of prominent early settler families and their continuing contribution to the development of their community due to its long association with the Hagerman family, who operated a general store from this location from 1896 to 1903. The house was owned and occupied by members and descendants of the Hagerman family for over a century.

#### **Contextual Value**

The Macey-Perkins-Hagerman House has contextual value as one of a number of nineteenth century buildings that are important in defining, maintaining, and supporting the character and extent of the historic hamlet of Victoria Square. The Macey-Perkins-Hagerman House has stood on this property since c.1860, pre-dating Canadian Confederation. As such, it has long-standing and significant physical, visual and historical linkages to the community of Victoria Square.

#### **Significant Architectural Attributes**

Character-defining attributes that embody the cultural heritage value of the Macey-Perkins-Hagerman House are organized by their respective Ontario Regulation 9/06, as amended, criteria below:

*Heritage attributes that convey the property's design and physical value as a representative example of an evolved dwelling in the late Colonial Revival style:*

- Two-storey primary volume with rectangular plan;
- Board and batten siding;
- Symmetrical 3-bay façade (west elevation);
- Medium-pitched gable roof;
- Brick external fireplace chimney on the north gable end;
- Existing flat-headed, rectangular window openings on the west, north and south walls, with 6/6 single-hung windows on the second floor;
- Non-functional, louvered shutters on the second floor;
- Centrally-placed, flat-headed, single-leaf door opening on the west or front wall, with its two-paned transom light.

*Heritage attributes that convey the property's historical and associative value as the former residence of William Macey, mason, John Perkins., store-keeper and post-master, and the Hagerman family, representing the theme of early development of the hamlet of Victoria Square, the theme of economic development through the development of businesses and services, and the theme of prominent early settler families and their continuing contribution to the development of their community through their long-term ownership and residency.*

- Ground floor volume with rectangular plan;
- Existing flat-headed, rectangular window openings on the west, north and south walls;
- Centrally-placed, flat-headed, single-leaf door opening on the west or front wall, with its two-paned transom light.

*Heritage attributes that convey the property's contextual value as a building that helps define the historical extent of the hamlet of Victoria Square.*

- The prominent location of the building facing Victoria Square Boulevard at the north-east corner of Victoria Square Boulevard and Royal Albert Street.

*Attributes of the property that are not considered to be of significant cultural heritage value:*

- Modern replacement windows on the ground floor of the primary volume of the dwelling;
- Solarium addition;
- Rear addition.



# By-law 2023-136

A by-law to designate a property as being of  
Cultural Heritage Value or Interest  
“Graham-Hallman House”

WHEREAS Pursuant to Part IV, Section 29, of the Ontario Heritage Act (the “Act”), the Council of a Municipality is authorized to enact by-laws to designate a real property, including all the buildings and structures thereon, to be of Cultural Heritage Value or Interest;

WHEREAS the property described in Schedule “A” to this By-law (the “Property”) contains the cultural heritage resource known as the Graham-Hallman House;

WHEREAS the Council of the Corporation of the City of Markham, by resolution passed on June 13, 2023, has caused to be served on the owners of the lands and premises at:

Torca UMV Inc.  
400 Bradwick Drive, Suite 204  
Vaughan, Ontario  
L4K 5V9

and upon the Ontario Heritage Trust, notice of intention to designate the Graham-Hallman House, 5474 19<sup>th</sup> Avenue, and has caused such notice of intention to be published digitally in a manner consistent with the requirements of the Act;

AND WHEREAS Council has described the Property, set out the Statement of Cultural Heritage Value or Interest for the Property, and described the heritage attributes of the Property in Schedule “B” to this By-law, which forms part of this By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. THAT the following real property, more particularly described in Schedule “A” attached hereto and forming part of this by-law is hereby designated as being of cultural heritage value or interest:  
  
“Graham-Hallman House”  
5474 19<sup>th</sup> Avenue  
City of Markham  
The Regional Municipality of York
2. THAT the City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule “A” attached hereto in the property Land Registry Office.

Read a first, second, and third time and passed September 27, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor



**SCHEDULE ‘A’ TO  
BY-LAW 2023-xx**

In the City of Markham in the Regional Municipality of York, the part of the property municipally known as 5474 19<sup>th</sup> Avenue, Markham, Ontario, and legally described as follows:

PART LOT 31 CONCESSION 7, DESIGNATED AS PART 3 ON PLAN 65R-40295, DESIGNATED AS PART 1 ON PLAN 65R-40558, BEING PART OF PIN: 03726-1546

# SCHEDULE ‘B’ TO BY-LAW 2023-xx

## STATEMENT OF SIGNIFICANCE

### Graham-Hallman House

5474 19<sup>th</sup> Avenue

The Graham-Hallman House is recommended for designation under Part IV, Section 29 of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

#### **Description of Property**

The Graham-Hallman House is a two-storey, stone dwelling located on the north side of Nineteenth Avenue, in the vicinity of the historic community of Dickson Hill. The house faces south, and is sited near the centre of the property, at the end of a long lane.

#### **Design and Physical Value**

The Graham-Hallman House has design and physical value as an exceptional example of mid-nineteenth century fieldstone construction within the Markham context, displaying a remarkable material quality and high degree of craftsmanship that set it apart from local examples of Georgian architecture. The house exhibits a distinctive early to mid-19<sup>th</sup> century British cultural influence, which is understandable given the Graham family’s English origin, and considering that Scottish stone masons are credited with building many fine fieldstone houses in Scarborough, Markham, and Pickering Townships. The overall architectural character of the Graham-Hallman House reflects the formality and balance of the Georgian architectural tradition, which Joseph Graham would have been familiar with in England. The wide ground floor windows and low-pitched hipped roof suggest a Regency architectural influence.

#### **Historical and Associative Value**

The Graham-Hallman House has historical and associative value representing the theme of immigration, particularly the significant wave of British families who came to Markham Township from 1830 onwards, and the theme of the improvement of nineteenth century farmsteads as the agricultural community progressed past the early settlement phase. The dwelling was the former residence of two generations of the Graham family that came to Markham from Cumberland, England in the 1830s and farmed the property from 1837 to 1913. They were the builders of the stone farmhouse, constructed c.1850. The property has additional historical or associative value representing the religious and cultural mosaic theme of Pennsylvania-Germans and Mennonites being attracted to the Markham community due to its long period of ownership by the Hallman family of Rochester, New York, from 1913 to 1980. Ward Hallman, the eldest son of Titus and Hannah Hallman, farmed here from the mid-1920s until 1960, followed by his son, Roger. The Hallman family have a Pennsylvania-German Mennonite cultural background.

#### **Contextual Value**

The Graham-Hallman House has contextual value as one of a number of nineteenth century farmhouses that help to define, maintain and support the historic agricultural character of Dickson Hill community. It has stood on this property since c.1850 and is historically linked to the Graham-Wideman House at 11584 Highway 48.

**Significant Architectural Attributes**

Character-defining attributes that embody the cultural heritage value of the Graham-Hallman House are organized by their respective Ontario Regulation 9/06 criteria, as amended, below:

*Heritage attributes that convey the property's design and physical value as both a representative and well-crafted example of a vernacular farmhouse in the Georgian architectural tradition, with the influence of the Regency style:*

- Two-storey main block of fieldstone construction;
- One storey rear kitchen wing of fieldstone construction;
- Rectangular plan;
- Symmetrical 3-bay façade (south elevation);
- Low-pitched hipped roof with projecting, open eaves;
- Flat-headed rectangular window openings on the main block of the dwelling containing large 8/8 single-hung windows on the ground floor of the south elevation and smaller 8/8 single hung windows on the second floor, and one on the east wall of the ground floor;
- Centrally-placed, flat-headed, single-leaf door opening on the south elevation, with its four-paned transom light.

*Heritage attributes that convey the property's design and physical value as a representative example of mid-nineteenth century fieldstone construction trimmed with red brick accents.*

- Coursed random rubble walls of local multi-coloured fieldstone;
- Squared stone quoins;
- Red brick, cambered arches and quoin-like red brick trim on the sides of door and window openings.

*Heritage attributes that convey the property's historical and associative value as the former residence of the Graham family, English immigrants and farmers, representing the theme of immigration of British families who came to Markham Township from 1830 onwards, and the theme of the improvement of nineteenth century farmsteads as the agricultural community progressed past the early settlement phase, and also the religious and ethnic mosaic theme of Pennsylvania German Mennonites attracted to the Markham community with the long-term ownership of the Hallman family of farmers.*

- The dwelling is a tangible reminder of the Graham and Hallman families that historically owned the property and resided here.

*Heritage attributes that convey the property's contextual value as a building that is important in defining, maintaining and supporting the character of the agricultural community in the vicinity of the historic hamlet of Dickson's Hill.*

- The location of the Graham-Hallman House in the approximate centre of the property, facing south on its original site.

*Attributes of the property that are not considered to be of significant cultural heritage value:*

- Modern windows and doors in the rear wing;
- Modern, frame addition and attached garage;
- Barn complex and other accessory buildings.



# BY-LAW 2023-137

## A By-law to amend By-law 1229, as amended

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The Council of the Corporation of the City of Markham hereby enacts as follows:

- 1. That By-law 1229, as amended, is hereby further amended as follows:
  - 1.1 Notwithstanding any other provisions of By-law 1229, is further amended as it applies to the lands outlined on Schedule ‘A’, attached hereto.
    - 1.1.1 Permitted Uses

The following additional use are permitted:

      - a) Multiphase Extraction (MPE) Remedial System
    - 1.1.2 Special Site Provisions
      - a) The following are the only provisions that apply to a BUILDING containing a Multiphase Extraction Remedial System:
        - i. Minimum required REAR YARD – 12 ft
        - ii. Minimum required north SIDE YARD – 5 ft
        - iii. Minimum required south SIDE YARD – 43 ft
        - iv. Minimum required FRONT YARD – 90 ft
- 2. All other provisions of By-law 1229, as amended, not inconsistent with the provisions of this By-law, shall continue to apply.
- 3. This By-law shall expire three (3) years from the date of its passing by the Council of the Corporation of the City of Markham, in accordance with the provisions of Section 39 of the *Planning Act*, (R.S.O. 1990).

Read a first, second and third time and passed on September 27, 2023

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor



**EXPLANATORY NOTE**

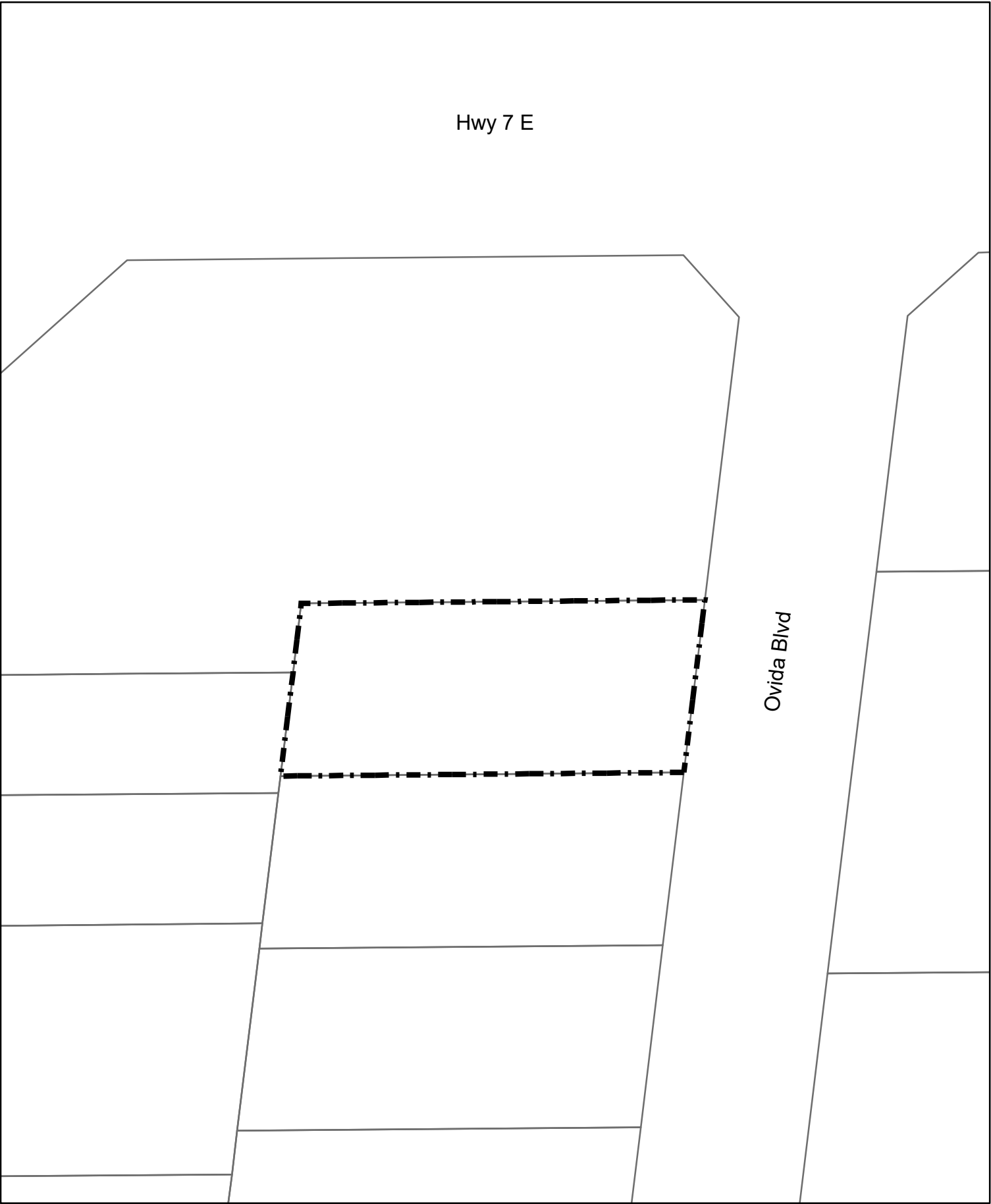
**BY-LAW 2023-137**  
**A By-law to amend By-law 1229, as amended**

**Address**  
**2 Ovida Boulevard**  
**Part of Lot 2 PLAN 3495 N**  
**City of Markham, Regional Municipality of York**

**Lands Affected**  
The proposed by-law amendment applies to a parcel of land with an approximate area of 0.1 hectares (0.25 acres), which is located on the west side of Ovida Boulevard.

**Existing Zoning**  
The subject lands are zoned Residential (R1) under By-law 1229, as amended.

**Purpose and Effect**  
The purpose and effect of this By-law is to permit a Multi-phase Extraction System on the subject property.



**SCHEDULE 'A' TO BY-LAW  
AMENDING BY-LAW 1229 DATED**

 BOUNDARY OF AREA COVERED BY THIS SCHEDULE

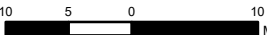


THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by-law, the information contained in the text of the zoning by-law of the municipality shall be deemed accurate.

G:\New Operation\By-Laws\PLAN\PLAN23\_131550\Schedule A.mxd



DEVELOPMENT SERVICES COMMISSION



Drawn By: JC    Checked By: BM

DATE: 9/6/2023

NOTE: This Schedule should be read in conjunction with the signed original By-Law filed with the City of Markham Clerk's Office



# By-law 2023-138

A by-law to deem certain lands not to be  
a registered plan of subdivision for the  
purposes of subsection 50(3) of the *Planning Act*

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9/27/2023

WHEREAS subsection 50(4) of the *Planning Act* permits a local municipality to designate any plan of subdivision, or part thereof, that has been registered for eight years or more, and deem it not to be a registered plan of subdivision for the purpose of subsection 50(3) of the *Planning Act*.

AND WHEREAS Lots 1 and 2, on Registered Plan 65M-2695, City of Markham, Regional Municipality of York are within a plan of subdivision registered for more than eight years;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

That the following lands are designated and deemed not to be a registered plan of subdivision for the purpose of subsection 50(3) of the *Planning Act*:

Lots 1 and 2, on Registered Plan 65M-2695, City of Markham, Regional Municipality of York

Read a first, second, and third time and passed on September 27, 2023.

---

Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor



**EXPLANATORY NOTE**  
**A by-law to deem certain lands not to be a registered plan of subdivision**

**Beedie ON (Allstate Parkway) Holdings Ltd.**  
**West of Allstate Parkway, North of Tiverton Court**  
**LOTS 1 AND 2, Plan 65M-2695**

**Lands Affected**  
This deeming by-law applies to the lands located west of Allstate Parkway and north of Tiverton Court and known legally as Lots 1 and 2, Plan 65M-2695.

**Purpose and Effect**  
The purpose of this by-law is to deem the lands and enact a by-law under Section 50(4), of the Planning Act, not to be within a registered plan of subdivision for the purposes of Section 50(3) of the *Planning Act*, to allow Lot 1 Plan 65M-2695, and Lot 2, Plan 65M-2695 to merge to facilitate the development of two industrial buildings.





# By-law 2023-139

A by-law to designate part of a certain  
plan of subdivision not subject to Part Lot Control

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9/27/2023

The Council of The Corporation of the City of Markham hereby enacts as follows:

1. That Section 50(5) of the *Planning Act*, R.S.O. 1990, P.13 shall not apply to the lands within the part of a registered plan of subdivision designated as follows:  
  
Block 156 on Registered Plan 65M-4693, City of Markham, Regional Municipality of York
2. This By-law shall expire two years from the date of its passage by Council.

Read a first, second, and third time and passed on September 27, 2023

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor



**EXPLANATORY NOTE**  
**BY-LAW NO: 2023-139**

**Minto Communities Inc.**  
Block 156, Plan 65M-4693

**Lands Affected**

The lands are located on the west side of Kennedy Road, north of 16th Avenue.

This by-law applies to Block 156 on Registered Plan 65M-4693.

The purpose of this By-law is to exempt the subject block from the part lot control provisions of the Planning Act, R.S.O. 1990, c. P.13, as amended. The effect of this By-law is to facilitate the conveyance of 98 townhouse units.



# By-law 2023-140

To declare certain lands legally described as Block 23,  
Plan 65M-3662, City of Markham, Regional Municipality of York,  
surplus to municipal purposes

**Please provide date of Council Resolution or Approval - 9/27/2023**

Whereas Council at its meeting held on June 14, 2023, adopted the recommendations of Report No. 14. 2.1, Clause 7.1, with respect to the surplus declaration of lands legally described as follows:

- i. Block 23, Plan 65M-3662, City of Markham, Regional Municipality of York

Now therefore the Council of The Corporation of the City of Markham hereby enacts as follows:

That

- i. Block 23, Plan 65M-3662, City of Markham, Regional Municipality of York

be declared surplus to municipal purposes.

Read a first, second and third time and passed this 27<sup>th</sup> day of September 2023.

\_\_\_\_\_  
Kimberley Kitteringham  
City Clerk

\_\_\_\_\_  
Frank Scarpitti  
Mayor



0 Northside Road E/S

Bur Oak Ave

Lane

Cornerstone Rd

Northside Rd

Bloomsbury Rd

69

67





# By-law 2023-141

A by-law to amend:

By-law 2002-276, being a by-law to impose fees or charges for services or activities provided or done by the City of Markham

WHEREAS Council of the Corporation of the City of Markham at its meeting held on December 13, 2022 approved By-law 2023-21 being an amendment to By-law 2002-276, as amended, to introduce application fees for specific types of Heritage Permits pursuant to the *Ontario Heritage Act*;

WHEREAS Council of the Corporation of the City of Markham at its meeting held on September 27, 2023 approved an amendment to By-law 2002-276, as amended, to further clarify application fees for specific types of Heritage Permits pursuant to the *Ontario Heritage Act*;

NOW THEREFORE the Council of the Corporation of the City of Markham enacts as follows:

1. THAT By-law 2002-276, as amended, being a by-law to impose fees and charges for services or activities provided or undertaken by the City of Markham, be further amended by repealing By-law 2023-21, and enacting the Fee Schedule for Heritage Permit Applications as noted in Schedule “A” attached to this by-law:

Read a first, second, and third time and passed on September 27, 2023.

\_\_\_\_\_  
Kimberley Kitteringham  
City Clerk

\_\_\_\_\_  
Frank Scarpitti  
Mayor

Schedule “A”

FEE SCHEDULE FOR HERITAGE PERMIT APPLICATIONS

<b>Major Heritage Permit Applications</b> Residential Development (10 units or under)	<b>Effective Date:</b> September 27, 2023	<b>Basis</b> (plus HST)
<b>New Construction<sup>1, 6</sup></b>		
Planning/Heritage Review	\$3,000	Per Building
Urban Design – Tree Review	\$1,000	Per Building
<b>Additions, Alterations, Accessory Building</b>		
Less than 50 m <sup>2</sup> of GFA	\$200	Per Building
50 to 100 m <sup>2</sup> of GFA	\$1,000	Per Building
Greater than 100m <sup>2</sup> of GFA		
Planning/Heritage Review	\$1,000	Per Building
Urban Design – Tree Review	\$900	Per Building
<b>Residential Facade Alteration<sup>4</sup></b>	\$500	Per Application
<b>Residential Driveways/Parking Areas<sup>5</sup></b>	\$200	Per Application

<b>Minor Heritage Permit Application</b>	<b>Effective Date:</b> September 27, 2023	<b>Basis</b>
Minor projects as identified in Heritage Permit Processing By-law	\$0	Per Application
Permit for Work undertaken without a Permit	\$600	Per Application

<b>Demolition</b>	<b>Effective Date:</b> September 27, 2023	<b>Basis</b>
Contributing Primary Structure <sup>2</sup>	\$1,000	Per property
Contributing Accessory Structure <sup>2</sup>	\$1,000	Per property
Non-Contributing Primary Structure <sup>3</sup>	\$500	Per property
Non-Contributing Accessory Structure <sup>3</sup>	\$250	Per property

NOTES

- 1
- Residential Development under 11 Units (i.e. single-detached building, semi-detached building, triplex building, fourplex building, townhouse building, apartment building, including any associated accessory building such as a detached garage)
- 2
- Buildings or Structures identified as possessing cultural heritage value in a heritage conservation district plan or a designation by-law
- 3
- Building or Structures not identified as possessing cultural heritage value in a heritage conservation district
- 4
- Substantial remodeling of existing facade(s) as opposed to a singular alteration (i.e. window or door replacement, or change to colour which would be a Minor Heritage Permit Application)
- 5
- New or expanded residential driveway or parking area.
- 6
- Cultural Heritage Resource: a) Relocated to a New Lot or b) Retained within a Plan of Subdivision or New Development Concept (i.e. review of restoration plans, additions, alterations, accessory buildings, site layout and landscaping)





## By-law 2023-142

### A By-Law to Amend Procedures For Processing Permit Applications under the Ontario Heritage Act

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WHEREAS on December 13, 2023, Council approved By-law 2023-20 – A By-law to Establish Procedures For Processing Permit Applications pursuant to the Ontario Heritage Act;

AND WHEREAS Council is desirous to further clarify and establish procedures for processing and administering permit applications under the Act including the relocation of heritage buildings and the retention of heritage buildings in new development;

NOW THEREFORE the Council of the Corporation of the City of Markham ENACTS as follows:

1. That By-law 2023-20, Part V, Clause 10 be amended as follows:
  - “d. Relocation of a Heritage Building including additions, *alterations*, accessory buildings, site layout and landscaping on a *designated heritage property* as per Schedule ‘D’,
  - e. Retention of a Heritage Building including additions, *alterations*, accessory buildings, site layout and landscaping on a *designated heritage property* as part of a new development or on a new lot or block within a plan of subdivision as per Schedule ‘E’ ”;
2. That By-law 2023-20 be amended by the inclusion of Appendix ‘A’ as Schedule “D” of By-Law 2023-20 and Appendix ‘B’, as Schedule “E” of By-Law 2023-20;
3. That By-law 2023-20, Part VIII, Clause 39 be deleted and replaced with the following Clause 39:
 

“For new construction, additions or alterations on residential *designated heritage property* involving more than ten dwelling units or non-residential *designated*

*heritage property*, the *Permit* requirements, including any terms and conditions, shall typically be included in the Planning Act approval document if available or if necessary, in a separate *Permit* document.”

4. That the effective date of this By-law is September 27, 2023.

Read a first, second, and third time and passed on September 27, 2023.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor



## Appendix ‘A’

### Schedule ‘D’ to By-law 2023-20

#### Process Requirements for a Relocated Heritage Building - Major Heritage Permit Application

The Heritage Permit application process can only be used on a *designated heritage property*. However, when a Heritage Building is relocated, the receiving lot is typically not a *designated heritage property* unless it is within a heritage conservation district. This issue can affect a heritage building being relocated to Markham Heritage Estates subdivision or a heritage building being relocated elsewhere in the community.

#### Relocation of a Heritage Building from original location to new location

- a) Where the City has received satisfactory evidence that the Heritage Building will be relocated to the new location owned by a different owner (i.e. through being provided with a letter agreement or bill of sale between the original owner and the owner of the new location and/or a signed Agreement of Purchase and Sale for the acquisition of a new lot in Markham Heritage Estates subdivision), Council may enact a “conditional” Designation By-Law describing both the original location of the Heritage Building and the new location where it will be moved.
- b) The conditional Designation By-law shall indicate in the recitals that the Heritage Building is currently on the original site (include the legal description and municipal address of the original site) and will be relocated to the new lot (include the legal description and municipal address of the lot to be acquired). In the case of Markham Heritage Estates, it would be the new lot that the purchaser has agreed to acquire from the City. The Designation By-law shall indicate that it will not be in effect until such time that the Heritage Building is relocated to the lot being acquired. The Designation By-law shall not be registered on the original site, but will be registered on the new location after the Heritage Building has been relocated.
- c) If Council has enacted such conditional Designation By-Law, the City may issue a Major Heritage Permit for the removal and restoration of the Heritage Building before the actual Designation By-Law is in effect.

## Appendix B

### Schedule 'E' to By-law 2023-20

#### **Process Requirement for Retention of a Heritage Building in a New Development/Plan of Subdivision- Major Heritage Permit Application**

A Heritage Building may be required by Council to be retained within a new development or plan of subdivision as a condition of development approval, and the designation of the Heritage Building pursuant to the *Ontario Heritage Act* is required. As this undertaking is required prior to final approval of the plan of subdivision or any phase thereof, there is usually no separate legal description for the property which is to be designated as the plan of subdivision is not yet registered. There is desire to not register a Designation By-law on title to the entire property being developed.

The following procedure allows the Designation By-law to be enacted by Council and registered, and the Major Heritage Permit application to be submitted and processed.

- a) The City will prepare the draft Designation By-law (or an existing Designation By-law will be amended).
- b) The Owner of the property will provide at its expense a legal survey of the Heritage Building parcel (R-Plan) to facilitate the registration of the Designation By-law on the newly created/proposed lot.
- c) The Designation By-law (or amending By-law) with the new legal description as provided by the R-Plan will be enacted by Council and registered on title.
- d) A Major Heritage Permit Application can then be submitted and processed to comply with the conditions of draft plan approval or the associated Development or Subdivision Agreement requirements.



# By-law 2023-129

A By-law to confirm the proceedings of the Council Meeting held on  
September 27, 2023

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The Council of The Corporation of the City of Markham hereby enacts as follows:

1. That the action of the Council Meeting held on September 27, 2023 in respect to each motion, resolution and other action passed and taken by the Council at the said meeting is, except where prior approval of the Local Planning Appeal Tribunal is required, hereby adopted ratified and confirmed.
2. That the Mayor and the proper officers of the City are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required and to execute all documents as may be necessary in that behalf and the Clerk is hereby authorized and directed to affix The Corporate Seal to all such documents.

Read a first, second, and third time and passed September 27, 2023.

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Martha Pettit  
Deputy Clerk

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Frank Scarpitti  
Mayor