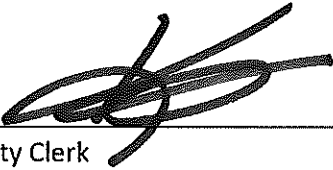


CITY OF MARKHAM

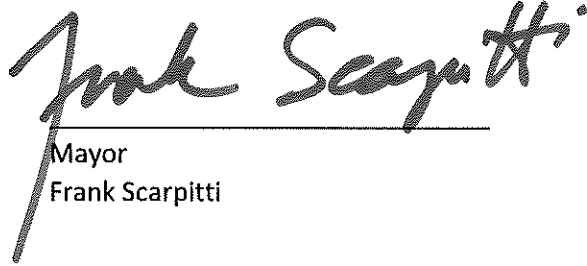
OFFICIAL PLAN AMENDMENT NO. 53

To amend the City of Markham Official Plan 2014, as amended, to incorporate the Markham Road – Mount Joy Secondary Plan.

This Official Plan Amendment was adopted by the Corporation of the City of Markham, by By-Law No. 2024-111 in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the 12th day of June, 2024.



City Clerk
Kimberley Kitteringham



Mayor
Frank Scarpitti

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THE CORPORATION OF THE CITY OF MARKHAM


BY-LAW 2024-111

Being a By-Law to adopt Amendment No. 53 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. 53 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 12th DAY OF JUNE, 2024.



City Clerk
Kimberley Kitteringham



Mayor
Frank Scarpitti

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CITY OF MARKHAM

OFFICIAL PLAN AMENDMENT NO. 53

To amend the City of Markham Official Plan 2014, as amended, and to incorporate the Markham Road –
Mount Joy Secondary Plan

June 2024

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PART I – INTRODUCTION

(This is not an operative part of Official Plan Amendment No. 53)

1.0 GENERAL

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

PART II - THE OFFICIAL PLAN AMENDMENT, amends Part I of the City of Markham Official Plan 2014 being affected by Official Plan Amendment No. 53, including Schedules “A” through “M” attached hereto, and is an operative part of this Official Plan Amendment.

PART III - THE SECONDARY PLAN, amends Part II of the City of Markham Official Plan 2014, and constitutes the Markham Road – Mount Joy Secondary Plan, including Maps SP1 through SP7, and Appendices 1 and 2, attached hereto, and is an operative part of this Official Plan Amendment.

2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA

The Markham Road – Mount Joy Secondary Plan Area (“Secondary Plan Area”) comprises lands along both sides of Markham Road from 16th Avenue in the south to Major Mackenzie Drive East in the north. The westerly limit of the Secondary Plan Area is generally defined by the properties on the west side of Markham Road, while the easterly limit is the Stouffville GO rail corridor, including the surface parking lot east of the GO rail corridor. The Secondary Plan Area contains approximately 97 hectares of land.

3.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to incorporate into the City of Markham Official Plan 2014 (“Official Plan”) a new secondary plan for the Markham Road – Mount Joy Local Corridor, fulfilling the requirement of Section 9.3.7.2 of the Official Plan.

4.0 BASIS OF THE AMENDMENT

The proposed Markham Road – Mount Joy Secondary Plan is consistent with the Provincial Policy Statement, 2020, and conforms to all applicable Provincial Plans as well as the 2022 York Region Official Plan.

Provincial Policy Context

The Provincial Policy Statement (“PPS”), 2020 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.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), 2019 builds on the policy foundation of the PPS and provides additional and more area specific land use policies for managing urban growth, building complete communities, and protecting the natural environment in the Greater Golden Horseshoe. It establishes a framework for where and how the region will grow, and directs municipalities to plan for compact and complete communities by prioritizing intensification and higher densities in Strategic Growth Areas (“SGAs”) to make efficient use of land and infrastructure and support transit viability, among other things. SGAs include Major Transit Station Areas (“MTSAs”) which are defined as the area within an approximate 500 to 800 metre radius, or about a 10-minute walk, of any existing or planned higher order transit station or stop.

The Greenbelt Plan (“Greenbelt Plan”), 2017 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 to provide for the protection of agriculture and the natural environment from urban development. The Greenbelt Plan provides for the inclusion of publicly owned lands in urban river valleys to integrate the Greenbelt into urban areas, and recognize urban river valleys as important connections to the Great Lakes, among other things.

Regional Planning Context

The York Region Official Plan (“YROP”), 2022 establishes a framework to manage growth over the long-term in accordance with provincial plans and policies. In particular, the YROP implements the Growth Plan by directing growth within York Region’s built-up area to SGAs in the Region’s urban structure, which comprises a network of centres and corridors with connections to rapid transit. The YROP also establishes a hierarchy for accommodating growth within SGAs that includes MTSA delineations with minimum density targets based on the direction in the Growth Plan. The YROP also identifies all MTSAs as “Protected” MTSAs (i.e., “PMTSAs”) per the *Planning Act* to enable inclusionary zoning. The YROP further assigns growth to local centres and corridors, which play a supporting role in accommodating growth in the Region’s growth hierarchy. The Secondary Plan Area comprises lands within the Markham Road – Mount Joy Local Corridor. A large portion of the lands within the Secondary Plan Area are also within the Mount Joy GO Station PMTSA delineation which has a minimum density target of 200 people and jobs per hectare. If the GO Rail Station subject to further study on the Stouffville GO rail corridor east of Markham Road and north of Major Mackenzie Drive East is approved as an MTSA, the MTSA delineation would also include lands in the Secondary Plan Area.

Municipal Planning Context

The City of Markham Official Plan 2014 builds on the urban structure and growth hierarchy as identified in the 2010 YROP. It identifies a portion of the lands within the Secondary Plan Area as a Local Corridor and intensification area within the City’s urban structure. The Official Plan also

provides direction to establish a new secondary plan for the Markham Road – Mount Joy Local Corridor, and outlines a comprehensive planning process to inform the preparation of the secondary plan. An Integrated Secondary Plan Study (“Study”) was undertaken as a first step to preparing the new secondary plan. Policy directions and recommendations resulting from extensive technical analysis and stakeholder and public engagement completed through the Study were used as the basis for preparing the new secondary plan. The new secondary plan is intended to guide growth and development in the Markham Road – Mount Joy Local Corridor by providing more detailed direction for land use, infrastructure, transportation, community services, environment, etc. beyond the general policies provided for in the Official Plan.

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

(This is an operative part of Official Plan Amendment No. 53)

1.0 THE OFFICIAL PLAN AMENDMENT

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

- 1.1 The Table of Contents, is amended by adding “12.5 Markham Road – Mount Joy Secondary Plan” after “12.4 Angus Glen Secondary Plan” under “Chapter 12: Secondary Plans”.
- 1.2 Section 1.5 is amended by adding the following text “5. Secondary Plan for the Markham Road – Mount Joy Community” after “4. Secondary Plan for the Angus Glen Community”.
- 1.3 Section 9.3 is amended by:
 - a) Amending Section 9.3.1 by modifying the boundary of the Markham Road – Mount Joy Local Corridor and deleting the references to Sections 9.3.7.5, 9.3.7.6, and 9.3.7.7 in Figure 9.1 as follows:

“



Figure 9.3.1”

- b) Deleting Section 9.3.7 and replacing it with the following:

“Local Corridor – Markham Road – Mount Joy

9.3.7 The Markham Road – Mount Joy Local Corridor comprises the lands along Markham Road between 16th Avenue and Major Mackenzie Drive East, including the parcel east of the Stouffville GO Railway, as shown in Figure 9.3.7.

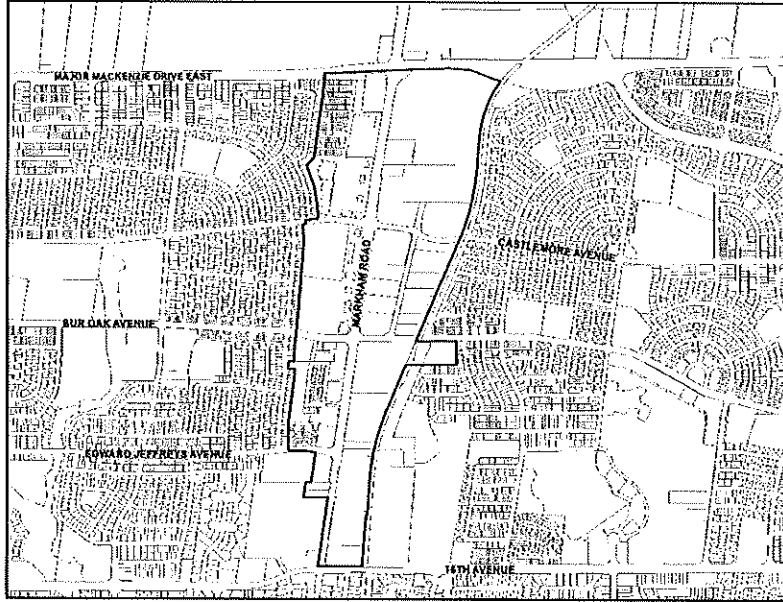


Figure 9.3.7”

Land Use Objective

9.3.7.1 The land use objective for the Markham Road – Mount Joy Local Corridor is to provide for a mixed-use local corridor that functions as a main street integrating a range of housing, employment, shopping and recreation opportunities, at transit-supportive densities adjacent to the GO station, to serve the adjacent communities of Berczy Village, Wismer Commons, Greensborough and Swan Lake.

Markham Road – Mount Joy Secondary Plan

9.3.7.2 The detailed goals, objectives, policies, and maps of the Secondary Plan for the Markham Road – Mount Joy Secondary Plan Area contained in Part II of the City of Markham Official Plan 2014, as amended, shall apply to the lands along both sides of Markham Road from 16th Avenue in the south to Major Mackenzie Drive East in the north. The westerly limit of the Secondary Plan Area is generally defined by the properties on the west side of Markham Road, while the easterly limit is the Stouffville GO rail corridor, including the surface parking lot east of the GO rail corridor, as shown in Figure 9.3.7.”

1.4 Chapter 11, Section 11.2 Definitions, is amended by adding the following definitions:

“Higher Order Transit – Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.”

“Major Transit Station Area – the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major Transit Station Areas generally are defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk.”

“Transit-supportive – Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario’s Transit Supportive Guidelines.”

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

- 1.5 The Table of Contents titled “Part II – Secondary Plans” is amended by adding a reference to the Markham Road – Mount Joy Secondary Plan as follows: “5. Secondary Plan for the Markham Road – Mount Joy Community.”
- 1.6 To add a reference to the Secondary Plan for the Markham Road – Mount Joy Community in Figure 12.0 as follows:
“

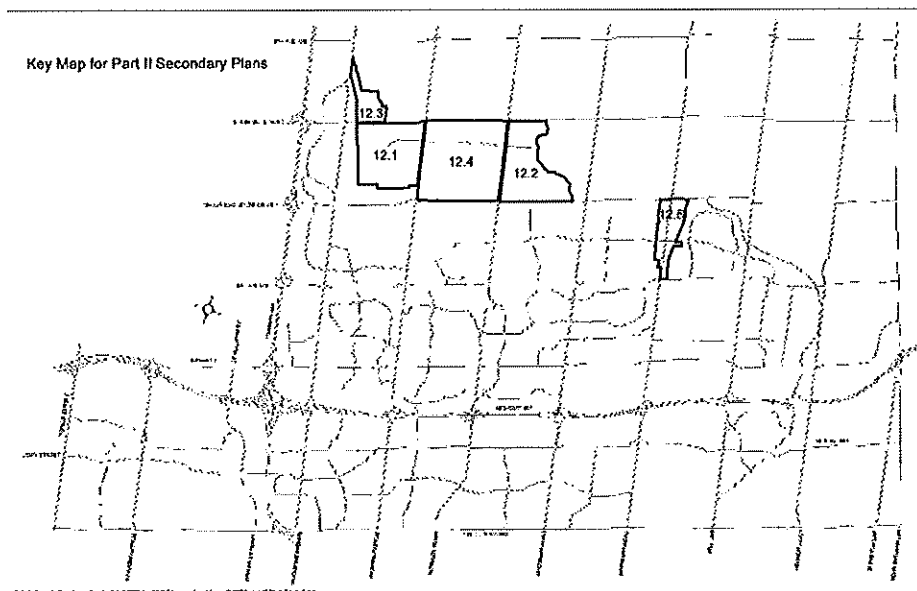


Figure 12.0”

- 1.7 Following Section 12.4, adding a new section 12.5 containing the Secondary Plan for the Markham Road – Mount Joy Community, comprised of Part II – Secondary Plan for the Markham Road – Mount Joy Community of Official Plan Amendment 53.
- 1.8 The following Maps and Appendices of Part I of the City of Markham Official Plan 2014, as amended, are hereby amended as follows:
- a) Map 1 – Markham Structure is amended by reflecting the modified boundary of the ‘Greenway System’, ‘Neighbourhood Area’, and ‘Mixed Use Neighbourhood Area’ designations, and replacing the ‘Employment Area’ designation with ‘Mixed Use Neighbourhood Area’, as shown on Schedule “A” attached hereto.
 - b) Map 2 – Centres and Corridors and Transit Network is amended by reflecting the modified boundary of the ‘Greenway System’, ‘Neighbourhood Area’ and ‘Mixed Use Neighbourhood Area’ designations, and replacing the ‘Employment Area’ designation with ‘Mixed Use Neighbourhood Area’, as shown on Schedule ‘B’ attached hereto.
 - c) Map 3 – Land Use is amended by modifying the boundaries of the ‘Greenway’, ‘Mixed Use High Rise’, and ‘Mixed Use Mid Rise’ designations as shown on Schedule “C” attached hereto, replacing the ‘Service Employment’ designation with the ‘Mixed Use Mid Rise’ designation, and adding the ‘Residential High Rise’ and ‘Residential Mid Rise’ designations 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’, 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 modifying the boundaries of the ‘Greenway System’, ‘Woodlands’ and ‘Other Greenway System Lands including certain naturalized stormwater management facilities’, and adding and removing a segment of the ‘Permanent Streams and Intermittent Streams’, as shown on Schedule ‘E’ attached hereto.
 - f) Map 6 – Hydrologic Features is amended by modifying the boundaries of the ‘Greenway System’, ‘Valleylands’, and ‘Other Greenway System Lands including certain naturalized stormwater management facilities’, and removing and adding ‘Permanent Streams and Intermittent Streams’, as shown on Schedule “F” attached hereto.
 - g) Map 11 – Minor Collector Road Network is amended by adding ‘Minor Collector Roads’, and reflecting the modified alignment of a segment of ‘Permanent Streams and Intermittent Streams’ as detailed in Schedule “F” attached hereto, as shown on Schedule “G” attached hereto.

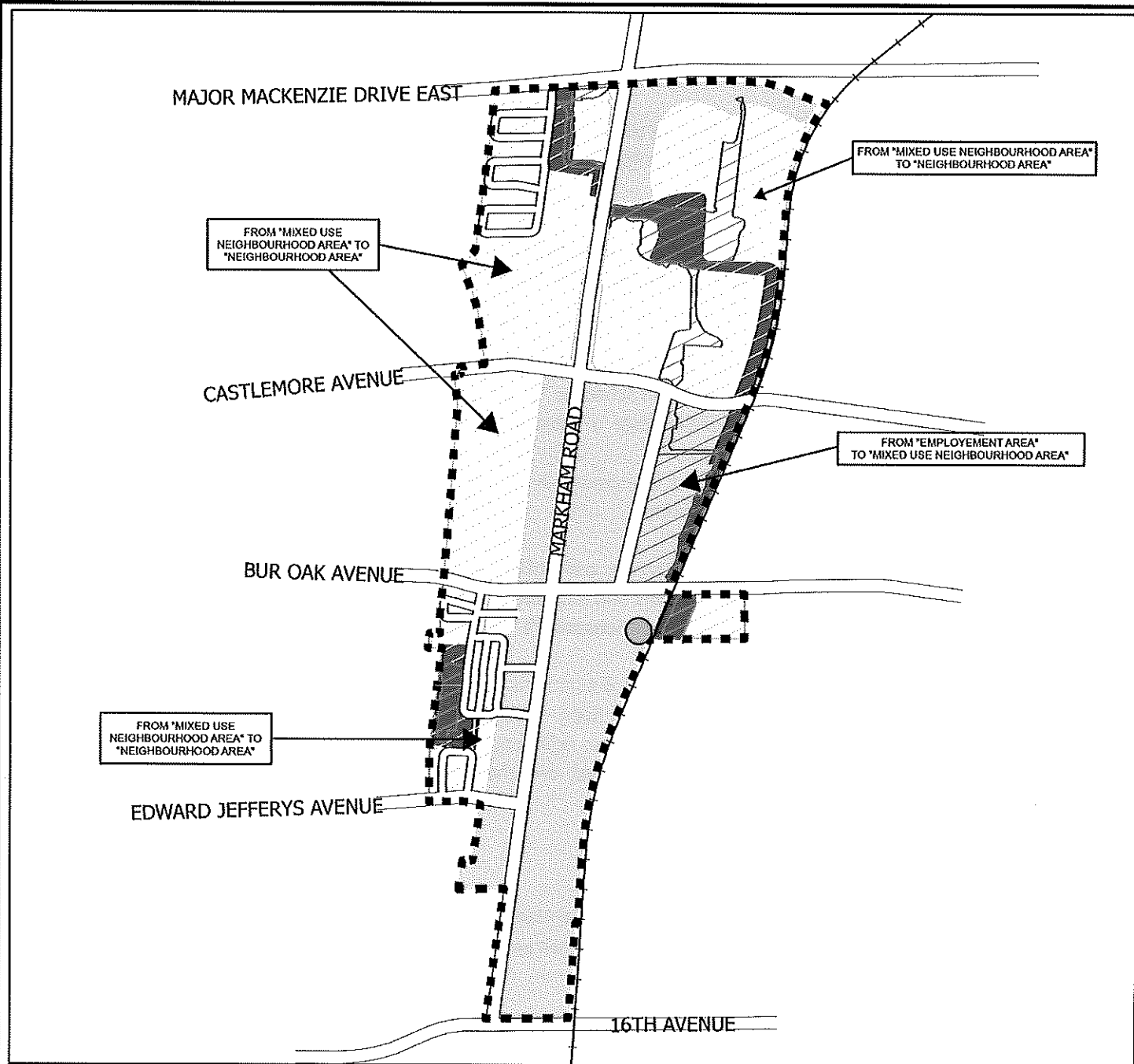
- h) Map 14 – Public School, Place of Worship and Park Sites is amended by adding ‘Public School Site’, ‘Place of Worship Site’ and ‘Park Site’ symbols as shown on Schedule “H” attached hereto.
- i) Appendix B – Headwater Drainage Features is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed in Schedule “D” and shown on Schedule “I” attached hereto.
- j) Appendix C – Community Facilities is amended by reflecting the modified boundary of the ‘Greenway System’ as detailed in Schedule “D” attached hereto, and adding the collector road network as shown on Schedule “J” attached hereto.
- k) Appendix D – Cycling Facilities is amended by adding ‘Proposed Cycling Facilities’, as shown on Schedule “K” attached hereto.
- l) 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 “L” attached hereto.
- m) Appendix F – Secondary Plan Areas is amended by modifying the label from “Markham Rd Corridor – Mount Joy” to “Markham Road – Mount Joy Local Corridor”, modifying the boundary of the secondary plan area to reflect the boundary as detailed in Schedule ‘B’, and replacing the reference ‘To Be Approved’ over the subject lands with ‘Approved’, as shown on Schedule “M” attached hereto.

2.0 IMPLEMENTATION









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

3.0 INTERPRETATION

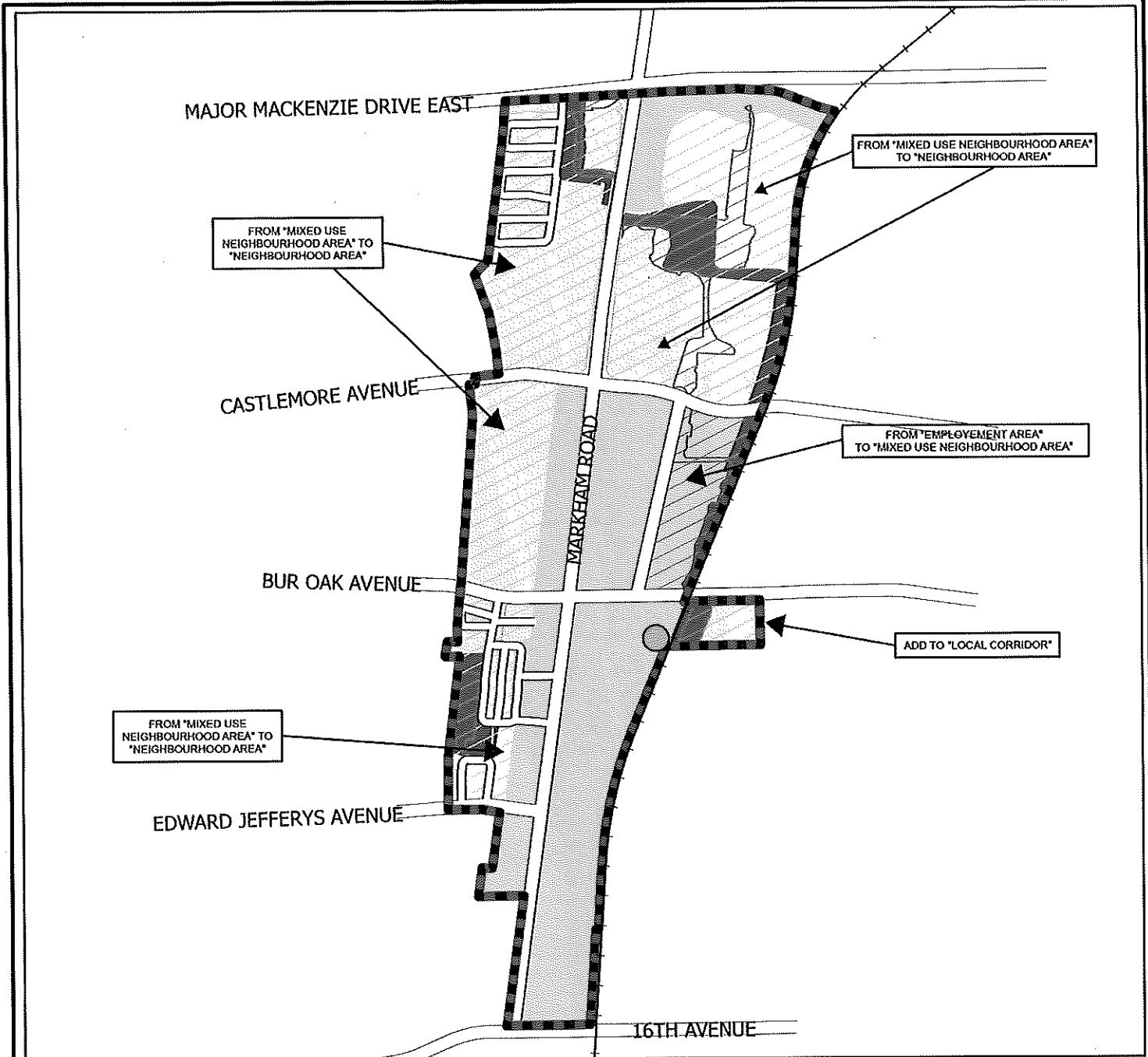
The provisions of the City of Markham Official Plan 2014, as amended from time to time, regarding the implementation of that Plan, shall apply to this Amendment.












**AMENDMENT TO MAP 1 - MARKHAM STRUCTURE
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53**

- | | |
|---|--|
|  BOUNDARY OF AMENDMENT AREA | |
|  Greenway System prior to this amendment |  Neighbourhood Area prior to this amendment |
|  Greenway System |  Mixed Use Neighbourhood Area prior to this amendment |
|  GO Rail Station |  Mixed Use Neighbourhood Area |
| |  Employment Area prior to this amendment |

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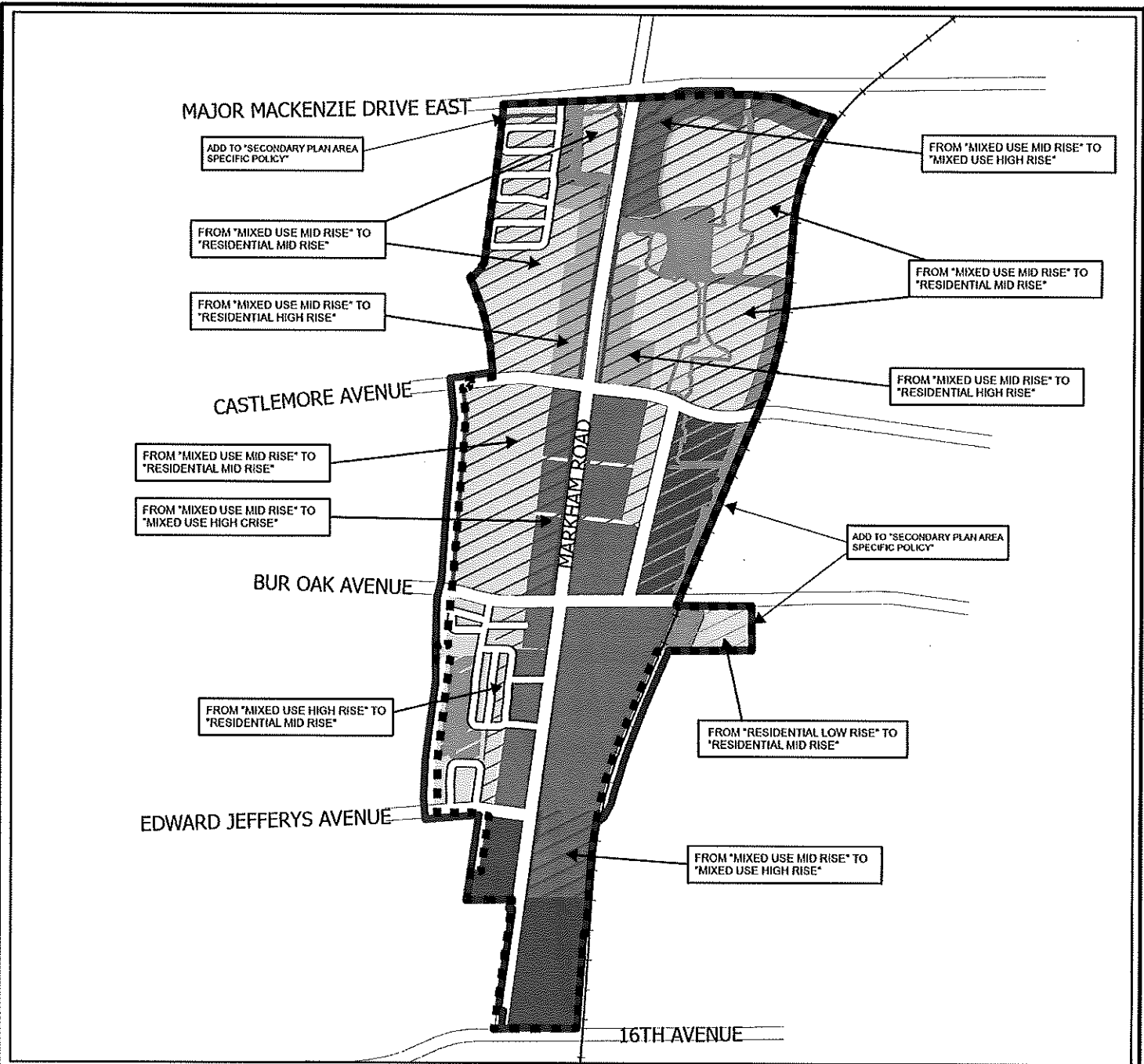


**AMENDMENT TO MAP 2 - CENTRES AND CORRIDORS AND TRANSIT NETWORK
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53**

- | | |
|---|--|
|  BOUNDARY OF AMENDMENT AREA | |
|  Greenway System prior to this amendment |  Neighbourhood Area prior to this amendment
Neighbourhood Area |
|  Greenway System |  Mixed Use Neighbourhood Area prior to this amendment |
|  GO Rail Station |  Mixed Use Neighbourhood Area |
|  Local Corridor |  Employment Area prior to this amendment |

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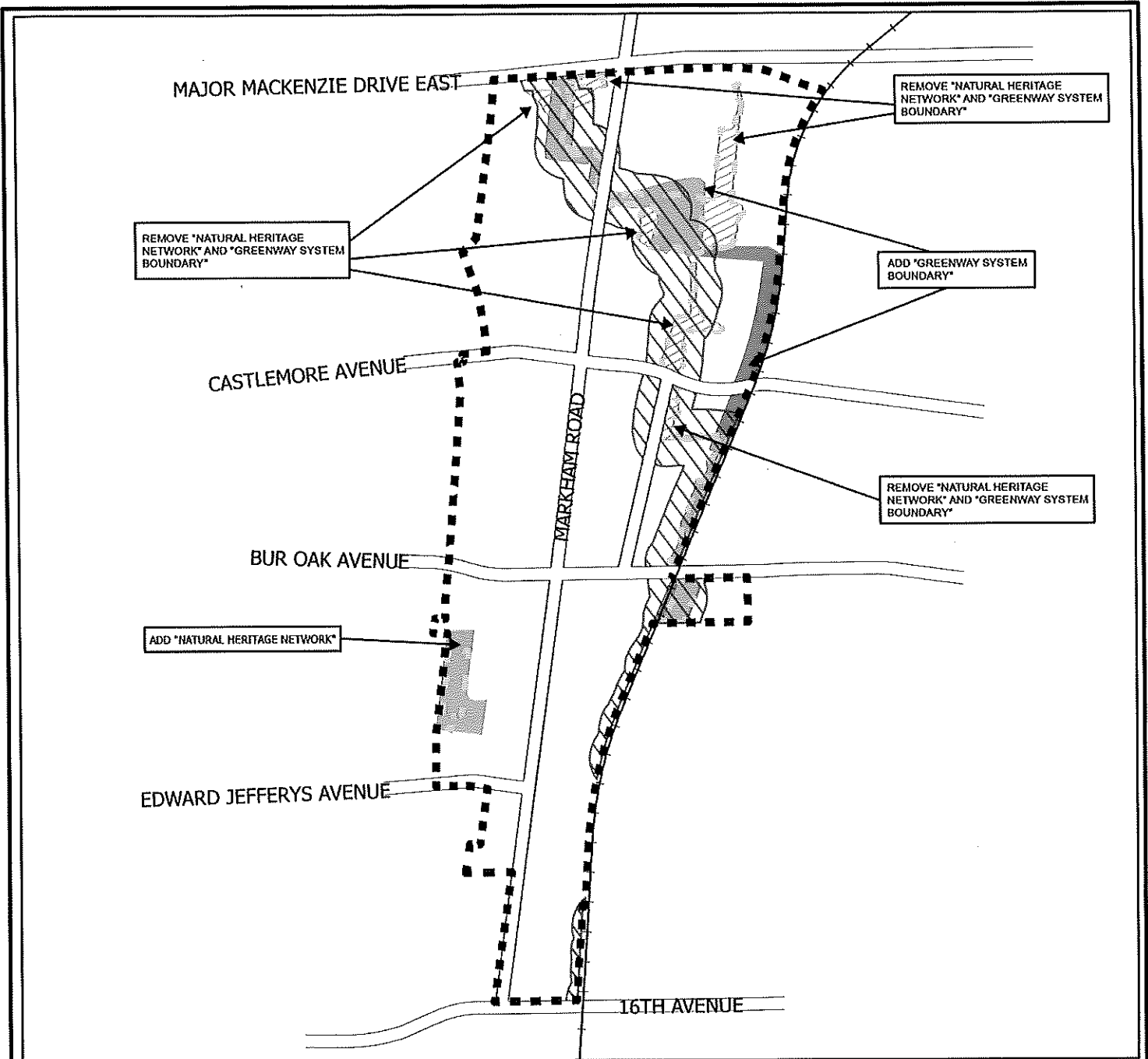


AMENDMENT TO MAP 3 - LAND USE
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53







BOUNDARY OF AMENDMENT AREA

- | | |
|-----------------------|--|
| Greenway | Greenway prior to this amendment |
| Mixed Use High Rise | Mixed Use High Rise prior to this amendment |
| Mixed Use Mid Rise | Mixed Use Mid Rise prior to this amendment |
| Residential High Rise | Residential Low Rise prior to this amendment |
| Residential Mid Rise | Service Employment prior to this amendment |
| | Secondary Plan Area Specific Policy |

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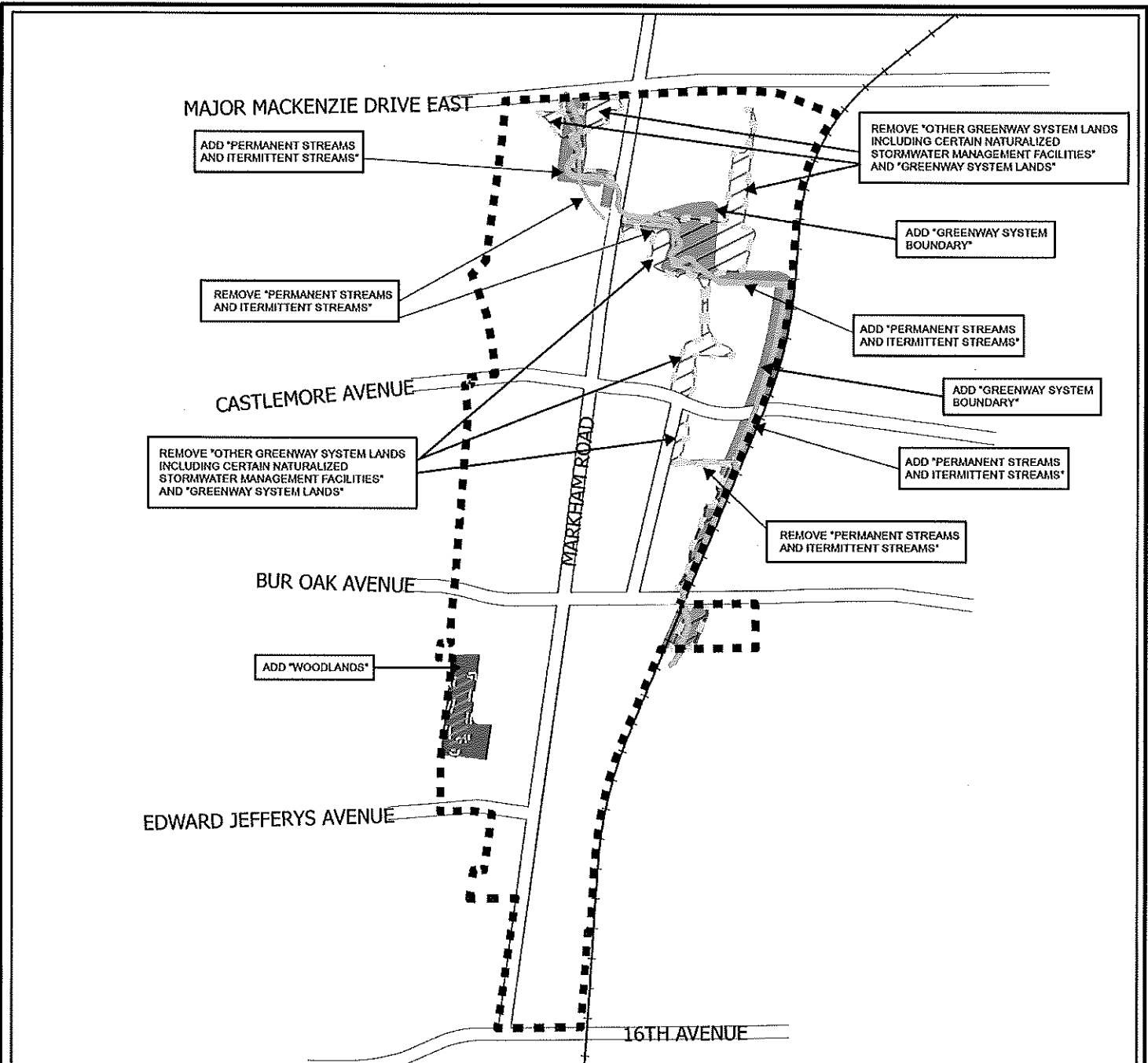


**AMENDMENT TO MAP 4 - GREENWAY SYSTEM
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53**










-  BOUNDARY OF AMENDMENT AREA
-  Greenway System Boundary
-  Greenway System Boundary prior to this Amendment
-  Natural Heritage Network
-  Natural Heritage Network prior to this Amendment
-  Other Greenway System Lands including certain naturalized stormwater management facilities

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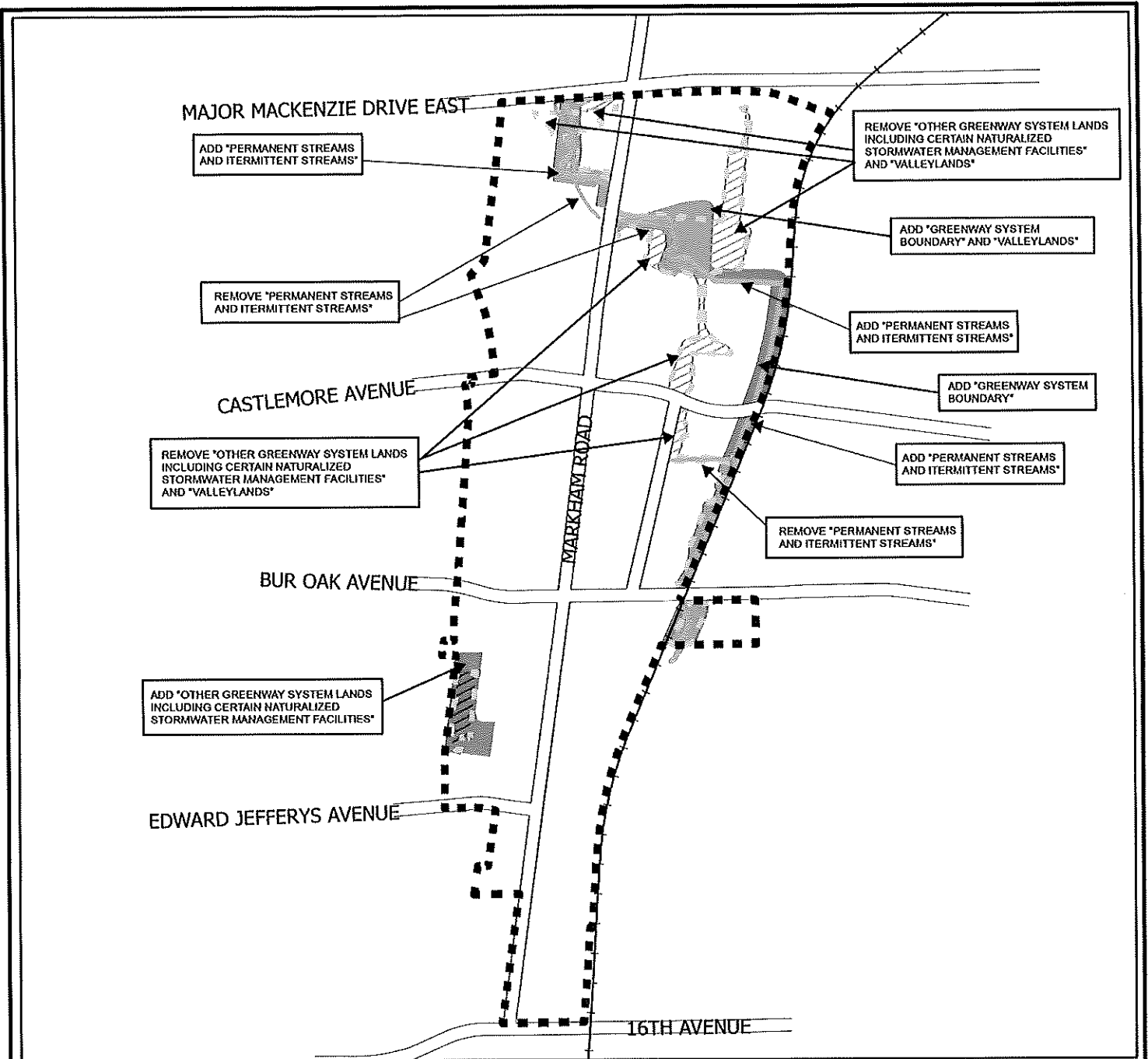
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**AMENDMENT TO MAP 5 - NATURAL HERITAGE FEATURES AND LANDFORMS
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53**

- | | |
|---|---|
|  BOUNDARY OF AMENDMENT AREA | |
|  Greenway System Boundary |  Other Greenway System Lands including certain naturalized stormwater management facilities |
|  Greenway System Land prior to amendment |  Other Greenway System Lands including certain naturalized stormwater management facilities prior to amendment |
|  Woodlands |  Permanent Streams and Intermittent Streams |
|  Woodlands prior to the amendment |  Permanent Streams and Intermittent Streams prior to amendment |

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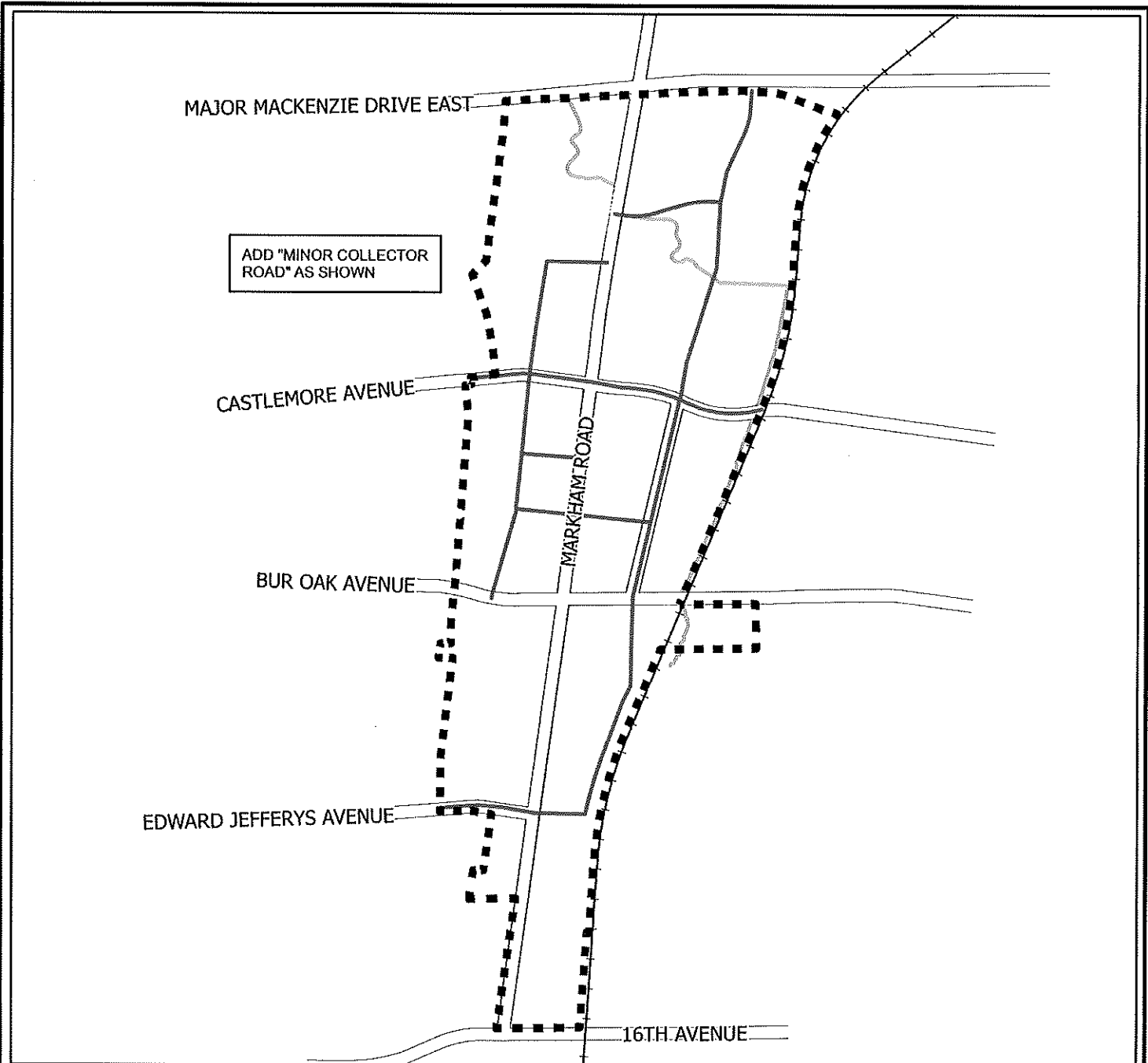


**AMENDMENT TO MAP 6 – HYDROLOGIC FEATURES
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53**


- - - - - BOUNDARY OF AMENDMENT AREA

- | | |
|--|---|
| Greenway System Boundary | Other Greenway System Lands including certain naturalized stormwater management facilities prior to amendment |
| Greenway System Land prior to amendment | Valleylands prior to amendment |
| Valleylands | Permanent Streams and Intermittent Streams |
| Other Greenway System Lands including certain naturalized stormwater management facilities | Permanent Streams and Intermittent Streams prior to amendment |

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AMENDMENT TO MAP 11 – MINOR COLLECTOR ROAD NETWORK
 OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
 OFFICIAL PLAN AMENDMENT 53

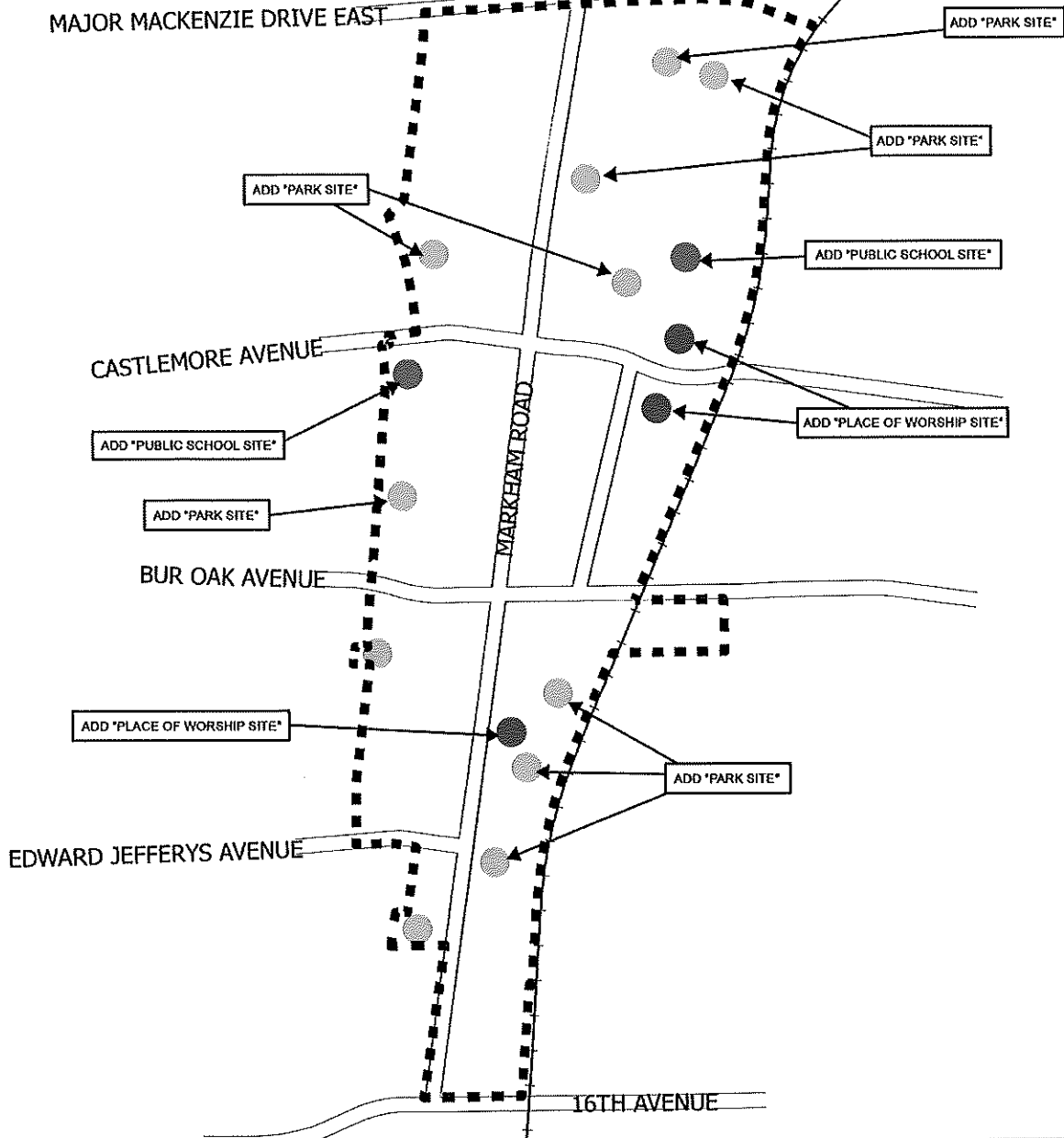
 BOUNDARY OF AMENDMENT AREA

 Minor Collector Road

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

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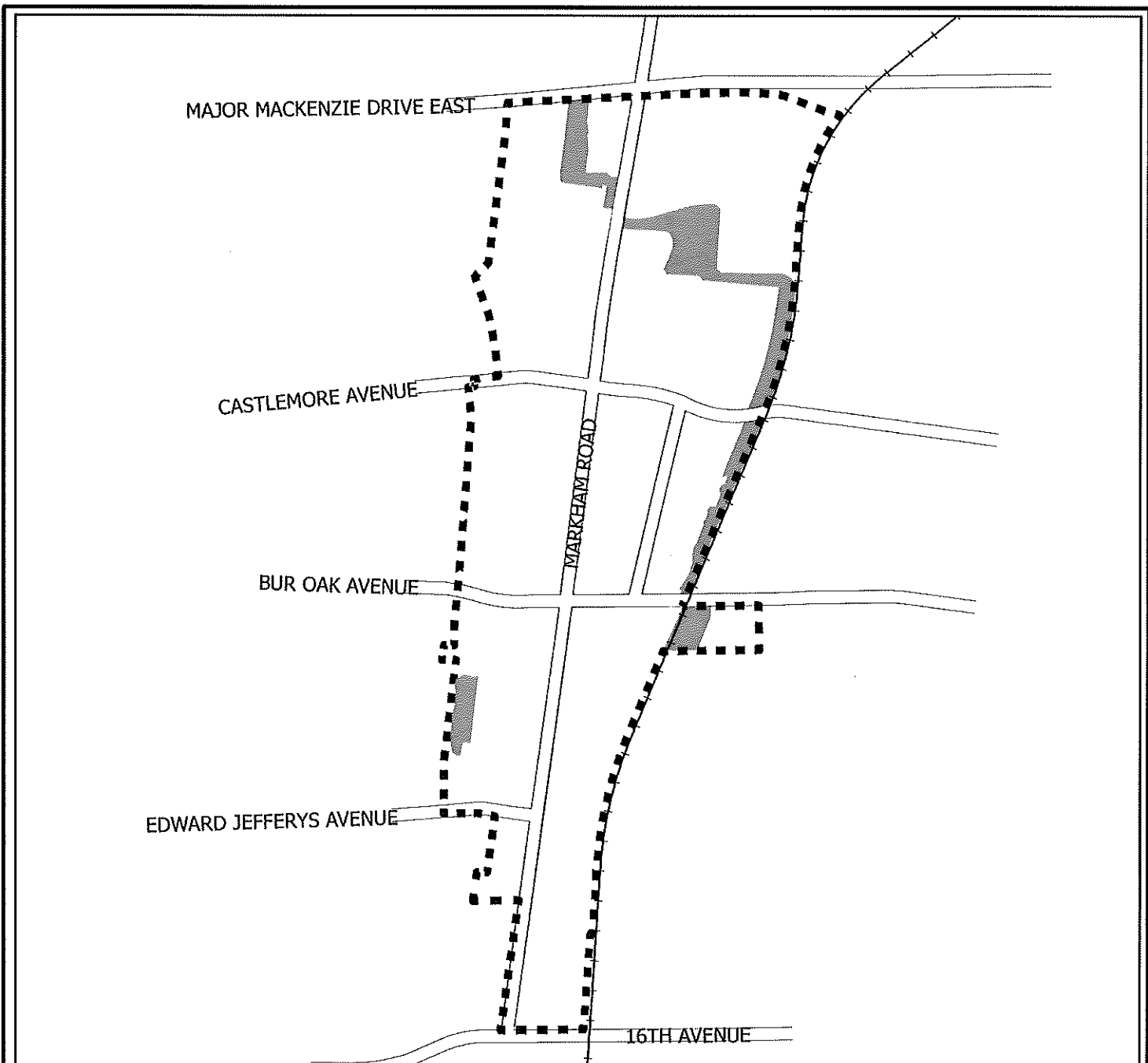


AMENDMENT TO MAP 14 - PUBLIC SCHOOL, PLACE OF WORSHIP AND PARK SITES
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53



--- BOUNDARY OF AMENDMENT AREA

- Parks Site
- Place of Worship Site
- Public School Site

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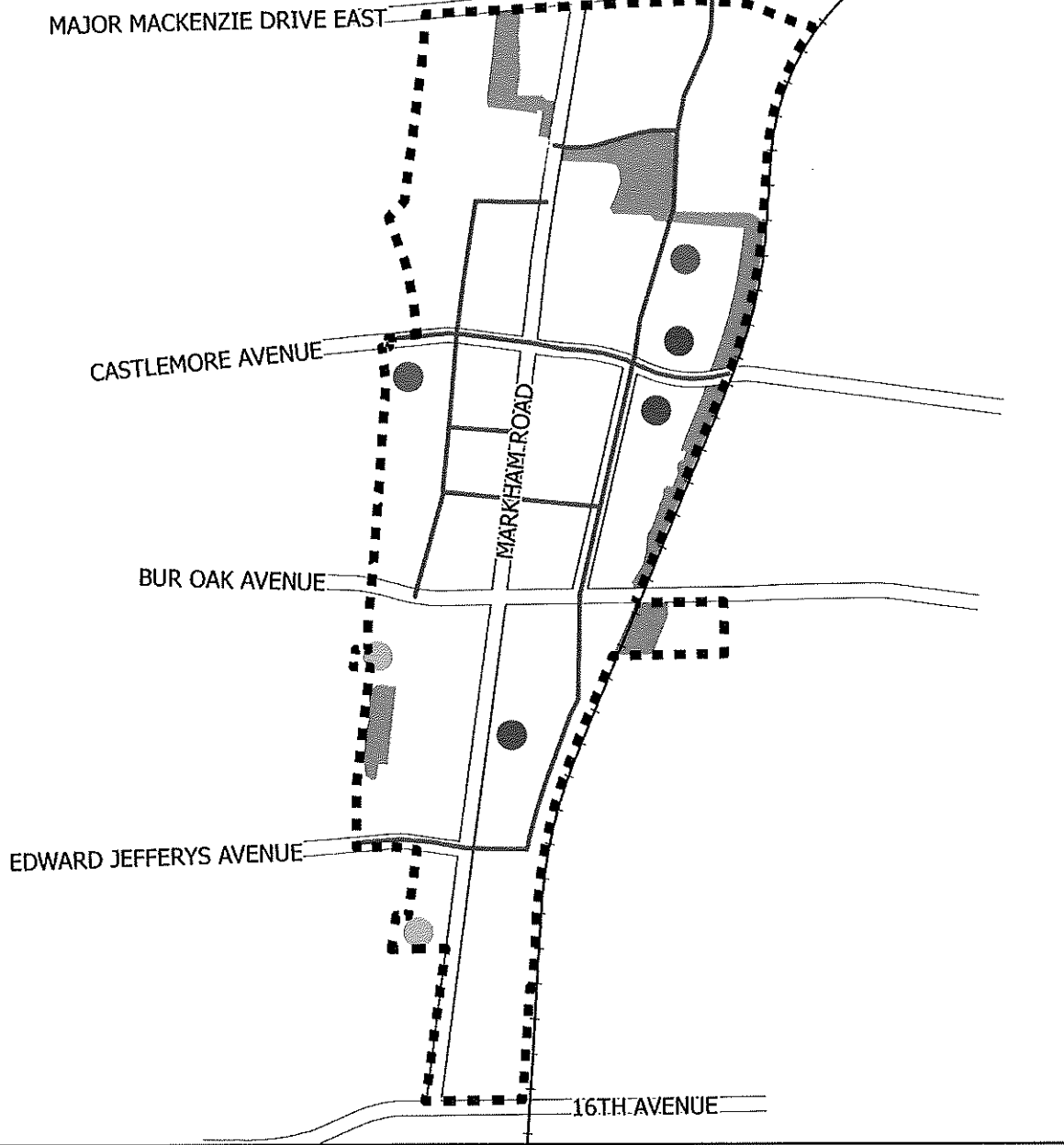


AMENDMENT TO APPENDIX B - HEADWATER DRAINAGE FEATURES
 OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
 OFFICIAL PLAN AMENDMENT 53







-  BOUNDARY OF AMENDMENT AREA
-  Greenway System as modified by Schedule 'D'

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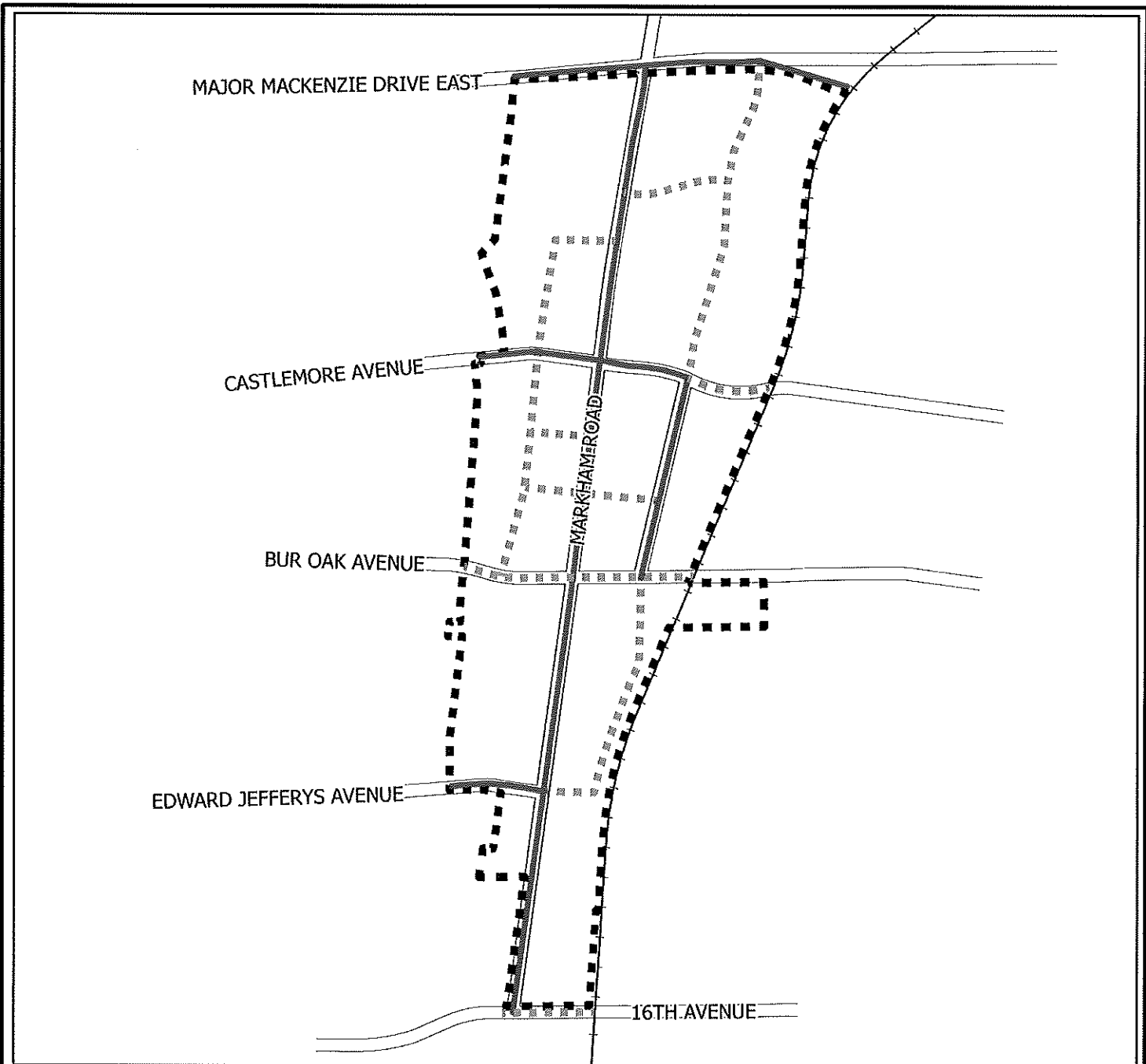


**AMENDMENT TO APPENDIX C – COMMUNITY FACILITIES
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53**


-  BOUNDARY OF AMENDMENT AREA
-  Minor Collector Road as shown on Schedule "G"
-  Greenway System as modified by Schedule "D"
-  Parks and Open Space
-  Place of Worship Site
-  Public School Site

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
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AMENDMENT TO APPENDIX D – CYCLING FACILITIES
 OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
 OFFICIAL PLAN AMENDMENT 53

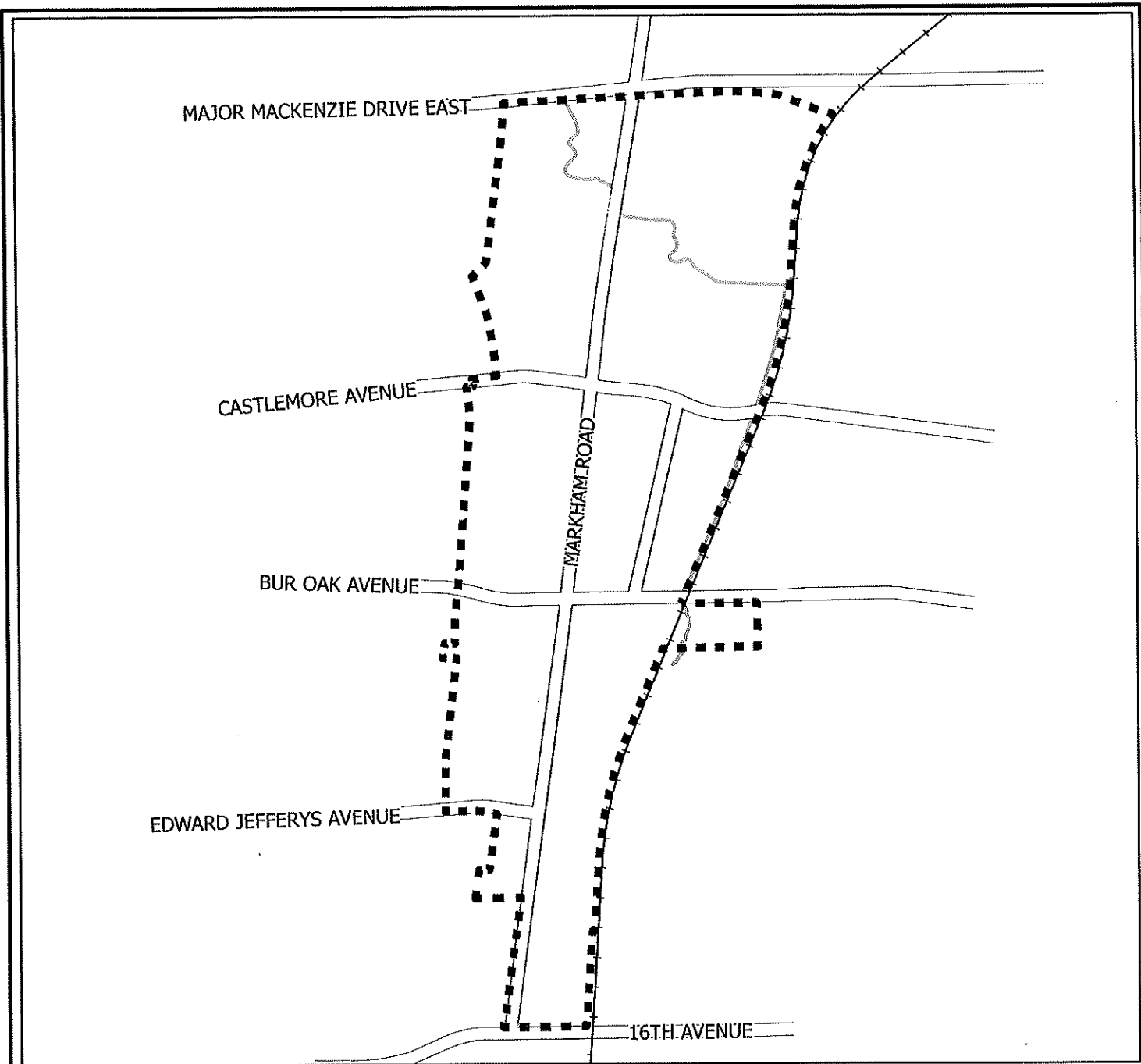
 BOUNDARY OF AMENDMENT AREA

 Existing Cycling Facilities


 Proposed Cycling Facilities

DRAFT





**AMENDMENT TO APPENDIX E – TRANSPORTATION SERVICES AND UTILITIES
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53**

 BOUNDARY OF AMENDMENT AREA

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

DRAFT



1:12,000

SCHEDULE "L" TO OPA 53

2/8/2024


MARKHAM ROAD-
MOUNT JOY LOCAL
CORRIDOR

CHANGE FROM "MARKHAM RD CORRIDOR -
MOUNT JOY" TO "MARKHAM ROAD - MOUNT
JOY LOCAL CORRIDOR"

FROM "TO BE APPROVED" TO "APPROVED"

AMENDMENT TO APPENDIX F – SECONDARY PLAN AREAS
OF THE MARKHAM OFFICIAL PLAN 2014, AS AMENDED
OFFICIAL PLAN AMENDMENT 53

 BOUNDARY OF AMENDMENT AREA

 To Be Approved

 Approved

DRAFT



1:12,000

SCHEDULE "M" TO OPA 53

6/15/2023

PART III – AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014, AS AMENDED
(This is an operative part of Official Plan Amendment No. 53)

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	3.1 General Provisions	20
4.	ENVIRONMENTAL SYSTEMS	23
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PART III – THE SECONDARY PLAN AMENDMENT

1. INTRODUCTION

The following text and maps constitute the Secondary Plan for the Markham Road - Mount Joy Secondary Plan Area within the Berczy Village/Wismer Commons/Greensborough/Swan Lake District, as established and adopted by Amendment No. 53 to the City of Markham Official Plan 2014, as amended. This Secondary Plan, contained in Part II - Secondary Plans of the City of Markham Official Plan, 2014, must be read in conjunction with Part I of the City of Markham Official Plan, 2014.

Sections 2.0 through 11.0 and the Maps to this Secondary Plan constitute the operative portions of the Secondary Plan. Section 1.0 and the appendices are provided for information purposes and are not operative parts of the Secondary Plan. In addition, the preamble in each Section and subsection shall assist in understanding the policies of the Secondary Plan. Terms in *italicized* text are defined in Section 11.2 of the Official Plan.

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

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

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

A healthy community is a complete community and one that is planned and designed to be inclusive as well as age-friendly, meeting the needs of residents of all ages and abilities, and to improve the quality of life by designing neighbourhoods that promote pedestrian and cycling activity. A healthy community offers a mix and range of housing types including affordable and *shared housing*; provides convenient access to community facilities such as schools and parks; facilitates connections to the open space system to create opportunities for passive and active recreational activities; and provides access to a mix of uses and live/work opportunities to reduce the number of vehicular trips by focusing density around Major Transit Station Areas (“MTSA”) which are areas served by high order transit.

A healthy community is close to transit, and provides for safe pedestrian and cycling opportunities 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 and traffic congestion, 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 a healthy and resilient community are identified in this section. These principles were developed through the Markham Road - Mount Joy Secondary Plan Study to guide development within the Secondary Plan Area in accordance with provincial plans, the 2022 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 Markham Road - Mount Joy Secondary Plan context.

It is the policy of Council:

2.1.1 That development in the Markham Road - Mount Joy Secondary Plan shall 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 2.1.7 of the Secondary Plan.

2.1.2 Protecting and Enhancing the Natural Environment

- a) To delineate an effective Greenway System associated with Mount Joy Creek as one of the main organizing elements of the community, with the objective of protecting and enhancing the features, functions and water resources associated with the natural heritage network;
- b) To integrate the Greenway System and associated natural heritage features into planned communities in a manner that protects and bolsters natural features through design; and,
- c) To develop new communities to be safe from flooding and to be resilient from the effects of climate change.

2.1.3 Building Compact and Complete, Transit-Supportive Communities

- a) To redefine Markham Road from 16th Avenue to Major MacKenzie Drive East as a main street that provides for the daily needs of residents, businesses and visitors;
- b) To protect for the provision of appropriate community infrastructure and facilities that are easily accessible to residents and visitors;
- c) To promote the health and wellbeing of residents and visitors, through active living, access to the natural environment, local food and connection to a vibrant, inclusive and caring community;
- d) To encourage an efficient use of land at *transit supportive* densities and with good urban form that reinforces a coherent urban structure through coordinated and appropriately scaled infill development;
- e) To provide for a range of housing types and tenures, including affordable and rental housing options, and shared housing, and to provide opportunities to age in place; and,
- f) To create a sense of community identity through the 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.), ensuring the community is designed to be accessible by all, regardless of age or physical ability.

2.1.4 Increasing Mobility Options

- a) To enhance the existing transportation network to emphasize walking, cycling and transit as increasingly viable and attractive alternatives to the automobile;
- b) To improve access and circulation, as well as parking amenities that will allow people to easily visit the Markham Road – Mount Joy area;
- c) To plan for transit improvements to connect to, and enhance, existing transit infrastructure and amenities; and,
- d) To balance public rights-of-way for multi-modal use, with the adequate allocation of space and functional design to ensure the safety of all users.

2.1.5 Maintaining a Vibrant and Competitive Economy

- a) To plan for employment opportunities that serve the community and that are accessible by transit and active transportation, including live/work opportunities;
- b) To plan for the appropriate scale of retail and community-serving uses to support an active, locally-serving retail area, particularly on Markham Road between Castlemore Avenue and Edward Jeffreys Avenue, and the lands north east of Markham Road and 16th Avenue;
- c) To maintain employment uses within the Mount Joy Business Park, by enhancing the competitiveness of existing employment lands and providing opportunities for new and innovative businesses to grow and flourish; and,
- d) To provide flexibility in built form and land uses to foster economic growth and versatility to support a range of employment uses within mixed-use areas.

2.1.6 Adopting Green Infrastructure and Development Standards

- a) To identify and implement best management practices and approaches to stormwater management systems/ facilities, floodplain management, water and wastewater systems, and the transportation network to maximize water and energy conservation and support climate change resilience at the community level;
- b) To identify and implement best management practices for green buildings to reduce demands on energy, water and waste systems;
- c) To incorporate infrastructure for transportation powered by renewable energy (i.e., electric vehicle plug-in stations) and,
- d) To encourage sustainable community and building design that uses green infrastructure technologies, and incorporates best practices in sustainable building and open space designs, through the use of energy efficient materials, systems, and landscaping, with an emphasis on air and water quality, energy and water efficiency and conservation, and waste management practices.

2.1.7 Implementation

- a) To identify general phasing and sequencing for development of the Markham Road - Mount Joy community.

3. COMMUNITY STRUCTURE

Community structure describes the various elements or building blocks that make up a complete community, consistent with the guiding principles in Section 2.1 of the Secondary Plan. The community structure includes the identification of structural land use categories, a high level transportation system, a parks system, an open space system, and community infrastructure and service facility requirements. It is based on the results of a comprehensive study that integrated land use and urban design, transportation, and municipal servicing, and considered existing land uses and public input.

3.1 General Provisions

The structure of the Markham Road - Mount Joy community is established in this Secondary Plan and builds upon the existing Greenway System, mix of land uses, public parks system, open space system, and transportation system, including the Mount Joy GO Station, in the Secondary Plan Area. The Secondary Plan Area is comprised of three distinct precincts that serve as supporting structural elements of the community. Each of the structural components are shown on Map SP1 - Community Structure.

It is the policy of Council that:

3.1.1 The Secondary Plan provides for a distribution of appropriate land use designations to ensure the development of the Markham Road - Mount Joy Secondary Plan Area as a compact, complete and *transit-supportive* community. The structural elements of the Markham Road - Mount Joy community include, a protected Greenway System, Precinct Areas, a Residential Neighbourhood Area, a Mixed Use Neighbourhood Area, including the Mount Joy GO Station Mixed Use Node, Mixed Use - Employment Priority lands, a Parks System, an Open Space System, and Transportation System.

3.1.2 Greenway System

- a) The Greenway System comprised of the Mount Joy Creek valleylands, and the Hammersley Woodlot, are a key structural element of the Secondary Plan Area. The Greenway System provides for the protection of natural heritage features, and opportunities for trail linkages, natural view sheds and passive recreational uses.
- b) In addition, the Greenway System, together with a network of open spaces and multi-use trails and pathways form an interconnected Open Space System for the Markham Road - Mount Joy community.

3.1.3 Precincts

The Secondary Plan Area is subdivided into three precincts based on their unique context, land use and built form considerations that also contribute to the shared identity of the Markham Road - Mount Joy community. Each precinct incorporates a mix of land uses, new public parks, new

streets as well as components of the new multi-use trail adjacent to the Stouffville GO Rail corridor, and elements of the Greenway System.

- a) The North Precinct is primarily residential in character, but includes a mix of residential, mixed use and institutional uses as well as several public parks, and the majority of the Mount Joy Creek valleylands. The North Precinct is also adjacent to the GO Rail Station subject to further study at Major Mackenzie Drive East and will include direct connections to the new GO Rail Station.
- b) The Central Precinct is the focus of activity in the Secondary Plan Area. In addition to a mix of residential and non-residential uses, the Central Precinct also comprises the entire Mount Joy GO Station Mixed Use Node.
- c) The South Precinct is characterized by retail uses and is intended to serve residents as well as visitors from outside the Secondary Plan Area. These retail uses are complemented by other residential and non-residential uses.

3.1.4 Residential Neighbourhood Area

- a) Lands within the Residential Neighbourhood Area provide a transition in built form and density to the residential neighbourhoods located east and west of the Secondary Plan Area.
- b) Residential blocks are situated near community facilities and amenities such as *public schools*, *places of worship* and public parks, as well as other community infrastructure.
- c) Residential building types, lots sizes and densities will vary throughout the Residential Neighbourhood Area. These lands are intended to be developed primarily with a range and mix of higher density ground oriented or apartment housing types located adjacent to Mixed Use Neighbourhood Areas and residential neighbourhoods outside the Secondary Plan Area.

3.1.5 Mixed Use Neighbourhood Area

- a) Lands within the Mixed Use Neighbourhood Area provide for a mix of residential and non-residential uses that contribute to the development of a complete community at *transit-supportive* densities around the Mount Joy GO Station and the GO Rail Station subject to further study at Major Mackenzie Drive East.
- b) Mixed use blocks are intended to be developed with higher density building types comprising a mix of residential, employment, retail and service uses that support active transportation and transit use.
- c) Primary height and density peaks will be located within the Mount Joy GO Station Mixed Use Node. These will transition downward to secondary height and density peaks in the mixed use blocks along the length of Markham Road, between Major Mackenzie Drive East and Edward Jeffreys Avenue, and support the creation of a mixed use main street on Markham Road.
- d) The mixed use blocks north east of Markham Road and 16th Avenue will prioritize retail uses that serve residents as well as visitors from surrounding communities in built forms that also provide a transition in height and density from the primary peak within the Mount Joy GO Station Mixed Use Node to the Markham Village Heritage Conservation District (HCD).

3.1.6 Mount Joy GO Station Mixed Use Node

- a) The Mount Joy GO Station Mixed Use Node within the Mixed Use Neighbourhood Area is intended to accommodate the greatest densities, building heights and mix of uses in the Secondary Plan Area, establishing a destination for residents and visitors to access neighbourhood and community uses and services.

3.1.7 Mixed Use – Employment Priority

- a) The Mixed Use - Employment Priority lands will provide opportunities for a range of light industrial and manufacturing uses that can co-exist alongside street-related retail and services uses, as well as commercial, office and residential uses on upper storeys of vertically integrated mixed use buildings that support active transportation and transit use. The intent is to broaden the employment uses historically permitted on the lands while introducing compatible and complementary non-employment uses to promote transit supportive development adjacent to the Mount Joy GO Station.

3.1.8 Parks System

- a) The Parks System will incorporate a hierarchy of public parks to meet the diverse recreational and leisure needs of residents, workers, and visitors in the Secondary Plan Area, and enhance connectivity between neighbourhoods and adjacent communities.
- b) New public parks will be distributed throughout the Secondary Plan Area, providing for a variety of active and passive recreational uses within reasonable walking distance of all residents.
- c) New public parks shall be shaped and sized as shown on Map SP2 – Detailed Land Use to ensure they can provide for active programming and uses.
- d) Community and neighbourhood parks shall provide views and physical connections to the adjacent open space system, where appropriate.

3.1.9 Open Space System

- a) The Open Space System will provide connections to neighbourhoods within the Markham Road - Mount Joy community, and as well as the adjacent Greensborough, Wismer Commons and Markham Village Heritage Conservation District communities.
- b) A linear open space system west of the Stouffville GO Rail corridor from Major Mackenzie Drive East to 16th Avenue will provide for a north-south multi-use trail.
- c) The Open Space System shall provide physical connections to adjacent public parks and pedestrian crossings of the Stouffville GO Rail corridor.

3.1.10 Transportation System

- a) The Transportation System is a key structural element within the Markham Road - Mount Joy community and establishes a framework to guide the development of a well-defined street

- hierarchy, refined streets and blocks layout, and complete streets for all ages, abilities and modes of travel.
- b) The Transportation System consists of a hierarchy of arterial, collector and local roads and will accommodate the majority of cycling, vehicular, and transit service traffic within the Markham Road - Mount Joy community, and provide links to neighbouring communities.
 - c) The street hierarchy is intended to increase options for multi-modal movement with the objective of reducing reliance on the automobile by increasing opportunities for walking, cycling and transit use throughout the Secondary Plan Area, and in particular along Markham Road to support the creation of an animated and vibrant mixed use main street.
 - d) Connectivity throughout the Secondary Plan Area will be provided through the distribution of parks, open spaces, *public school* sites, a multi-use trail adjacent to the Stouffville GO Rail corridor, and pedestrian connections across the Stouffville GO Rail corridor.

4. 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 Markham Road - Mount Joy Secondary Plan Area reflect, for the most part, the natural heritage system associated with Mount Joy Creek. Mount Joy Creek is a tributary of the Rouge River and is identified as an Urban River Valley in the Greenbelt Plan. The Mount Joy Creek corridor traverses the northern portion of the Secondary Plan Area from the north-west to the east providing a natural heritage spine within the community as well as connections to the City-wide Greenway System and to the north and east.

The majority of the Mount Joy Creek lands within the Urban River Valley designation in the Greenbelt Plan Area lands are currently in private ownership. It is intended that through the reconfiguration of Mount Joy Creek, the valley lands will be conveyed into public ownership in support of the vision and goals of the Provincial Greenbelt Plan, and Markham's Official Plan.

The Greenway System within the Markham Road - Mount Joy Secondary Plan has been refined based on the municipal servicing plan, which includes the alignment for Mount Joy Creek as shown on Map SP4 – Greenway System, and may be subject to further refinements through future studies and development approvals.

It is the policy of Council:

- 4.1.1 To identify, protect and enhance the Greenway System in the Markham Road - Mount Joy Secondary Plan Area in a manner consistent with Section 3.1 of the Official Plan, the policies of this Secondary Plan, the realignment of Mount Joy Creek, and the Municipal Servicing Plan prepared in support of this Secondary Plan.

4.1.2 That further to Section 3.1 of the Official Plan, the components of the Greenway System within the Markham Road - Mount Joy Secondary Plan Area include the following as generally shown on Map SP4 - Greenway System:

- a) Natural Heritage Network lands; and
- b) Greenbelt Plan Area lands (Urban River Valleys).

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 Markham Road - Mount Joy Secondary Plan Area include the following:

- a) *natural heritage and hydrologic features*, and more specifically:
 - i) *fish habitat*;
 - ii) *valleylands*;
 - iii) *woodlands*;
 - iv) *permanent streams and intermittent streams*;
- b) *vegetation protection zones* associated with features identified in a) above; and
- c) *hazardous lands*.

Where these features are mapped, they are generally shown on Map SP5 - Natural Heritage Features.

4.1.4 That the *vegetation protection zones* as generally shown on Map SP5 - Natural Heritage Features be required in accordance with Section 3.1.2.22 through 3.1.2.27 of the Official Plan.

4.1.5 That the boundaries of the Greenway System and the Natural Heritage Network within the Markham Road - Mount Joy Secondary Plan Area, including the delineation of *natural heritage and hydrologic features* and their associated *vegetation protection zones*, as shown in Map SP5 – Greenway System and Map SP4 - Natural Heritage Features reflect, for the most part, the alignment for Mount Joy Creek, and may be refined or modified in accordance with Section 3.1.1.3 of the Official Plan and the policies of this Plan.

4.1.6 That the ‘Greenbelt Plan Area - Urban River Valley’ lands shown on Map SP4 – Greenway System are subject to the policies of the Greenbelt Plan 2017. The outer boundary of the Greenbelt Plan Area lands can only be refined or modified by the Province.

4.1.7 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.

4.1.8 To minimize and mitigate the impact of required infrastructure in accordance with Section 3.1.2.9 of the Official Plan, the municipal servicing plan and any class environmental assessments.

4.1.9 Where a natural heritage evaluation and/or hydrological evaluation or environmental impact study is required in accordance with Section 3.5.5 of the Official Plan, the evaluation/study shall also address:

- a) how the municipal servicing plan is to be implemented within the site development context;
- b) the direct and indirect impacts and mitigation associated with the development proposal; and
- c) enhancement and restoration opportunities and objectives.

4.1.10 That where nature-based trails are provided for in the Greenway System, the following shall apply:

- a) trails shall 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, and along the west side of the Mount Joy Creek, 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 as shown on Map SP1 – Community Structure and where feasible and appropriate, regard for provincial guidelines for accessibility; and
- d) trails should be integrated with maintenance access required for infrastructure and stormwater management facilities, where possible.
- e) the area of land provided for a trail is not eligible for parkland credit.

4.2 Urban Forest System

The Urban Forest System includes all wooded areas, individual trees, and the soils that sustain them on public and private property. The urban forest provides a number of environmental and health benefits which contribute to the quality of life for residents and workers in the Markham Road - Mount Joy Secondary Plan Area, including improved air and water quality, carbon sequestration, climate regulation, stormwater run-off reduction, energy efficiency, wildlife habitat, and improved physical and mental health. The City will work with development proponents and community groups to increase tree canopy coverage.

It is the policy of Council:

- 4.2.1 To protect, expand and integrate the urban forest in the Markham Road - Mount Joy Secondary Plan Area in a manner consistent with Section 3.2 of the Official Plan and the policies of this Secondary Plan.
- 4.2.2 That prior to approval of an application for development, *redevelopment* or site alteration, the proponent shall retain a certified Arborist to prepare an Arborist Report and Tree Inventory and Preservation Plan in accordance with the City's Arborist Report and Tree Inventory & Preservation Plan Terms of Reference.

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

4.3 Water Resources and Mount Joy Creek

The municipal servicing study completed for the Secondary Plan Area assessed infrastructure requirements based on the anticipated build out of the Secondary Plan Area, and provided recommendations to manage water resources that included realigning Mount Joy Creek, and daylighting a portion of the Creek that is currently buried, as well as restoring the associated natural habitat. These works are intended to remove existing tableland flooding to facilitate the re-development of these lands, and will also provide opportunities to restore natural cover.

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 the Markham Road - Mount Joy Secondary Plan Area in a manner consistent with Section 3.3 of the Official Plan, the policies of this Secondary Plan and with regard for all applicable guidelines.
- 4.3.2 To confirm the realignment of Mount Joy Creek as shown on Map SP4 – Greenway System as ‘Other Greenway System Lands including certain naturalized stormwater management facilities. The approximate location, size and extent of lands required for the realignment of Mount Joy Creek shall be determined in accordance with Section 4.3.3.
- 4.3.3 That a comprehensive study such as a Municipal Class Environmental Assessment or equivalent shall be completed to assess and evaluate options for the realignment of a portion of Mount Joy Creek in consultation with the City, TRCA, and all other stakeholders. The comprehensive study and the realignment options must:
- a) Provide feasible recommendations for the remediation of the current tableland flooding;
 - b) Establish safe conveyance of the Regional storm event and demonstrate no adverse flood or erosion impacts on upstream or downstream properties;
 - c) Consider daylighting a portion of Mount Joy Creek as an option and the required naturalization, including plantings, to accommodate wildlife movement, to the extent feasible.
 - d) Maintain the existing open channel section of Mount Joy Creek (i.e., no net loss of the existing open channel). Subject to the comprehensive study, a net gain of open channel length shall be encouraged.
 - e) Review the preliminary recommendations for the realignment of a portion of Mount Joy Creek in the Municipal Servicing Strategy for the Secondary Plan Area; and
 - f) Follow the standards, guidelines, and process established in the current Municipal Engineering Association Class EA document for establishing the preferred realignment option for a portion of Mount Joy Creek.

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 within the Mount Joy Creek subwatershed. Low Impact Development measures will be implemented throughout the Secondary Plan Area where appropriate in accordance to the City's Low Impact Development Guidelines to provide the required water balance and groundwater recharge functions.

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 of this Plan, and based on the recommendations and findings of the municipal servicing plan prepared for the Secondary Plan Area.
- 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 in accordance with Section 3.3 of the Official Plan and Section 7.2.4 of this Secondary 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*, as well as 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 be located and designed in a manner that does not impact public park blocks based on the criteria in Section 7.2.1 of this Plan.
- 4.4.5 That development proponents shall be responsible for upgrading storm sewers, where required, to eliminate any existing surcharging; and,
- 4.4.6 That development proponents shall be responsible for evaluating the hydraulic capacity of existing ponds and undertaking upgrades, as required by the City to ensure they continue to provide the required quantity and quality controls.

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* should be designed to protect the health and safety of the public and reduce property damage within the Markham Road - Mount Joy Secondary Plan catchment area in a manner consistent with Section 3.4 of the Official Plan and the policies of this Plan.
- 4.5.2 That the limits of *hazardous lands* and *hazardous sites* in the Markham Road - Mount Joy Secondary Plan catchment area be delineated to the satisfaction of the City, Toronto and Region Conservation Authority, and relevant stakeholders. Development, *redevelopment* or *site alteration* shall generally be directed away from *hazardous lands and sites* in accordance with Section 3.4 of the Official Plan.

Flood hazards associated with the existing alignment of Mount Joy Creek located outside of the 'Greenway' designation are intended to be comprehensively addressed and mitigated through works identified in Section 4.3.3 or through site specific flood plain remediation works, as necessary. Until the realignment of Mount Joy Creek and flood plain remediation works are implemented, development, *redevelopment* and *site alteration* shall be directed away from the flood-related *hazardous lands* located outside of the Greenway, as shown on Map SP5 – Natural Heritage System, in accordance with Section 3.4 of the Official Plan.

- 4.5.3 That applications for *development approval* adjacent to potential or known air emission sources that can potentially impact certain *sensitive land uses* shall be accompanied by an air quality impact study to assess the impact on human health and incorporate appropriate mitigation measures to reduce and prevent exposure to air pollutants
- 4.5.4 That applications for *development approval for sensitive land uses* adjacent to an arterial road or railway corridor in the Markham Road - Mount Joy 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 the City and York Region. The studies shall include the following:
- a) detailed assessment of the transportation and stationary noise constraints to the proposed development;
 - b) recommendations with respect to specific noise and vibration mitigation measures consistent with engineering and urban design requirements;
 - c) identification of any requirements for warning clauses to be incorporated into development agreements; and
 - d) appropriate safety measures such as setbacks, berms and fencing.
- 4.5.5 To require Environmental Site Assessments (ESAs) and a Record of Site Condition (RSC) be prepared by a Qualified Person (QP) in accordance with the Environmental Protection Act and its regulations and the City's Brownfield Policy, for any lands to be conveyed to the City in the Markham Road - Mount Joy Secondary Plan Area.

5. HEALTHY NEIGHBOURHOODS AND COMMUNITIES

The Markham Road - Mount Joy 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 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 Markham Road - Mount Joy residential and mixed use neighbourhoods and the quality of life for residents. Providing for medium and high density housing forms along transit corridors will improve access to services, jobs and amenities beyond the Markham Road - Mount Joy 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 Markham Road - Mount Joy Community.

It is the policy of Council:

Range of Housing Types

- 5.1 To promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of Markham Road - Mount Joy residents and workers in a manner consistent with Section 4.1 of the Official Plan and the policies of this Plan, and more specifically by:
- a) encouraging the construction of multiple units, including stacked townhouses and townhouses, and apartment units with a mix of unit sizes including larger units with multiple bedrooms and smaller units;
 - b) encouraging the construction of rental, affordable and *shared housing* units with a full range of unit types and sizes, particularly in locations served by transit, including along Markham Road; and
 - c) providing for the establishment of additional residential units in accordance with the Planning Act and O. Reg. 299/19 subject to appropriate zoning, development criteria and standards.

Compact Community

- 5.1.1 That the tallest buildings shall generally be focused within the Mount Joy GO Station Mixed Use Node, and along Markham Road, and planned in accordance with Section 6.1 of this Secondary Plan.
- 5.1.2 That employment uses will be directed to the Mount Joy GO Station Mixed Use Node, and lands within the Mixed Use Mid Rise – Retail Priority, and Mixed Use - Employment Priority designations.

- 5.1.3 That the Secondary Plan Area is planned to achieve a minimum of:
- a) 33,000 people, 14,500 units, and 6,000 jobs;
 - b) 200 people and jobs per hectare within the Mount Joy GO Station Protected MTSA as shown in SP1 – Community Structure.

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

Affordable and Shared Housing

- 5.1.5 To provide for *affordable* and *shared housing* opportunities within the Markham Road - Mount Joy Secondary Plan Area according to Section 4.1.3 of the Official Plan, and more specifically by:
- a) targeting 35 percent of the new housing units within the Mount Joy GO Station PMTSA be *affordable* to low to moderate income households;
 - b) targeting 25 percent of the new housing units outside the Mount Joy GO Station PMTSA be *affordable* to low to moderate income households;
 - c) encouraging the provision of purpose built rental housing with a range of unit sizes, including larger units with multiple bedrooms and smaller units;
 - d) encouraging a portion of the targeted *affordable housing* units to be designed as *shared housing* units with supports to accommodate persons with special needs; and
 - e) supporting the equitable distribution of *affordable* and *shared housing* within permitted building forms, particularly in locations well-served by transit, including along Markham Road, within the Mount Joy GO Station Mixed Use Node Overlay.
- 5.1.6 To work with York Region, the non-profit sector, the development industry, community partners, and senior levels of government to provide *affordable*, purpose-built rental and *shared housing* through the applicable legislative framework, agreements and/or partnerships, and available tools. *Affordable housing* may also be achieved through inclusionary zoning where applicable.
- 5.1.7 To require proposed development applications to demonstrate support for the implementation of *affordable housing* in accordance with Section 4.1.3 of the Official Plan and the City of Markham's Affordable and Rental Housing Strategy.
- 5.1.8 That in accordance with Sections 4.1.2.8 and 4.1.3.6 c) and d) of the Official Plan, in order to monitor and encourage the implementation of a diverse and *affordable housing* stock in the Secondary Plan Area, housing impact statements will be required to be submitted in support of development applications in the 'Residential Mid Rise', 'Residential High Rise', 'Mixed Use Mid Rise', 'Mixed Use High Rise' and 'Institutional' 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 Markham Road - Mount Joy Community. These "community hubs" may consist of facilities and services provided by the City or York Region such as *public schools*, parks, open spaces, urban gardening opportunities, libraries and/or community 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 Markham Road - Mount Joy Secondary Plan Area to inform future *development approvals*. It is recognized that community infrastructure and services in adjacent communities, such as the community centre to the southeast, will also serve the Markham Road - Mount Joy 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 Markham Road - Mount Secondary Plan Area, including *public community infrastructure* provided by Markham and York Region, and other community infrastructure provided by the private sector, in a manner consistent with Section 4.2 of the Official Plan and the policies of this Secondary Plan to, among other things:
 - a) support the development and implementation of Markham's Integrated Leisure Master Plan, as amended from time to time;
 - b) ensure the delivery of community infrastructure and services is balanced to meet the needs of existing and future residents of the Markham Road - Mount Joy community; and
 - c) encourage new approaches to the delivery of community infrastructure and services that promote shared use or multi-functional facilities and services in order to achieve capital and operating cost efficiencies.
- 5.2.2 To identify optimal locations within the Markham Road - Mount Joy Secondary Plan Area for *public schools*, parks, and *places of worship* as shown conceptually on Map SP2 – Detailed Land Use.
- 5.2.3 To secure *public community infrastructure* through *development approvals*. In accordance with Section 4.2.2.2 of the Official Plan, a community infrastructure impact statement may be required to be submitted in support of development applications to identify how required public community infrastructure may be delivered.

Public Schools

- 5.2.4 That the location of the *public school* sites shown on Map SP2 - Detailed Land Use have been selected to reflect the role of school sites in defining community and neighbourhood structure, the parks system, patterns of land use, and integration with the planned active transportation network to encourage active travel for the school community.
- 5.2.5 That the location, size and configuration of each *public school site* shown on Map SP2 – Detailed Land Use shall be determined in consultation with the School Board within the context of the community design principles outlined in this Secondary Plan.
- 5.2.6 That where a *public school* site adjoins public parkland, the school site shall be of a size, configuration, and design that facilitates potential joint use by the City and the respective School Board.
- 5.2.7 To encourage innovative approaches in the design of *public schools* including vertical schools and schools integrated into the base of multi-storey buildings.
- 5.2.8 That *public school* sites be confirmed and secured through the *development approval process*.
- 5.2.9 That a *public school* site may be relocated in consultation with the School Board, and without amendment to this Secondary Plan, provided the alternate site is consistent with the community structure objectives of this Secondary Plan and the long term needs of the School Board.
- 5.2.10 That in the event a *public school* site shown on Map SP2 – Detailed Land Use is no longer required by a School Board, other educational institutions, or the City in accordance with Section 4.2.3.2 of the Official Plan, the uses in the ‘Residential Mid Rise’ and ‘Institutional designations shall be permitted subject to a zoning bylaw amendment.
- 5.2.11 That *public school* sites may be zoned to permit appropriate alternate uses with a ‘Hold’ provision, in addition to a *public school* and accessory uses in the event the site is not required by a School Board or other educational institutions, and Council has not considered any alternative use in accordance with Section 4.2.3.2 of the Official Plan. Appropriate alternate uses may be identified through plans of subdivision.

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

Places of Worship

- 5.2.12 That the location, size and configuration of the existing *place of worship* sites shown on Map SP2 – Detailed Land Use shall address Council’s *place of worship* site reservation policy, in accordance with Section 4.2.4 of the Official Plan.

5.2.13 That in addition to the existing *place of worship* sites identified symbolically on Map SP2 – Detailed Land Use, additional *place of worship* sites are located to the north and to the south of the Secondary Plan Area.

5.3 Parks System

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

It is the policy of Council:

5.3.1 To plan and develop a system of parks that is integrated throughout the Markham Road - Mount Joy Secondary Plan Area in a manner consistent with Section 4.3 of the Official Plan and the policies of this Secondary Plan.

5.3.2 That the Parks System within the Markham Road - Mount Joy Secondary Plan Area, as shown on Map SP2 – Detailed Land Use, and further described in Section 8.5 of this Plan, includes the following hierarchy of parks:

- a) Active Parks, generally 1 to 6 hectares in size;
- b) Urban Squares, generally 0.5 to 5 hectares in size;
- c) Parkettes, generally 0.5 to 1.5 hectares in size; and,
- d) Urban Parkettes, generally 0.2 to 0.5 hectares in size, to serve park users generally within a 5-minute walking distance (approximately 400 metres).

5.3.3 To acquire public parkland in the form of City Parks within the Markham Road - Mount Joy Secondary Plan Area through the *development approval* process in accordance with applicable legislation to secure public park sites through the *development approval* process, including the establishment, where appropriate, of an area specific parkland agreement.

5.3.4 That parks be distributed generally in accordance with the following principles:

- a) Achieving minimum walking distances for residents in accordance with Section 4.3.2.2 of the Official Plan;
- b) Co-locating parks and *public school* sites where possible;
- c) Providing connections from Parks to adjacent open spaces, the Greenway System, streets, utility corridors, and pedestrian and cycling trails; and
- d) Locating parks to take advantage of topography and views where appropriate.

5.3.5 To encourage planning for parks in the Secondary Plan Area with regard to the City of Markham's Age-Friendly Guidelines.

- 5.3.6 That a park site identified on Map SP2 – Detailed Land Use may be relocated without amendment to this Secondary Plan provided the alternate site is consistent with the community structure objectives of this Secondary Plan. In the event a park site is relocated, the uses in the abutting ‘Residential Mid Rise’, ‘Residential High Rise’, ‘Mixed Use High Rise’ and ‘Institutional’ designations shall be permitted subject to a zoning bylaw amendment. Removal of identified park sites shall require an amendment to this Secondary Plan.

5.4 Open Space System

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

It is the policy of Council:

- 5.2.1 To plan and develop an open space system featuring a multi-use trail west of the GO Rail corridor between Major Mackenzie Drive and 16th Avenue in accordance with Sections 4.3.2.2 c), 4.3.4 and 7.1.3.4 of the Official Plan and the policies of this Secondary Plan.
- 5.2.2 To provide a 3.5 metre vegetation buffer in the open space system identified in Section 5.2.1 along the railway corridor to protect for the future electrification of GO Rail service.

5.5 Cultural Heritage Resources

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

- 5.5.1 That *conservation of cultural heritage resources* within the Markham Road - Mount Joy Secondary Plan Area shall be consistent with Section 4.5 of the Official Plan, and the policies of this Secondary Plan.
- 5.5.2 That the *cultural heritage resources* contained in the City’s *Register of Property of Cultural Heritage Value or Interest* within the Markham Road - Mount Joy Secondary Plan Area are identified in Appendix 1 – Cultural Heritage Resources.
- 5.5.3 That the retention and/or relocation of *cultural heritage resources* be considered in accordance with Section 4.5 of the Official Plan.

- 5.5.4 To ensure that development of a *significant cultural heritage resource* itself, or development on adjacent lands is designed, sited or regulated so as to protect and mitigate any negative visual and physical impact on the *heritage attributes* of the resource, according to Section 4.5.3.11 of the Official Plan, including considerations such as scale, massing, height, building orientation and location relative to the resource. The strategy for integrating *cultural heritage resources* where required shall be outlined in an application for development, *redevelopment* or site alteration.
- 5.5.5 To impose the following conditions of approval on development or *site alteration* containing a *cultural heritage resource* in addition to those provided in Section 4.5 of the Official Plan, where it has been determined appropriate subject to the policies in Section 4.5 of the Official Plan to retain a *cultural heritage resource*:
- a) 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 a form of development approval for the *cultural heritage resource* including the implementation of a restoration plan for the heritage building;
 - c) requiring provisions in offers of purchase and sale which give notice of the *cultural heritage resource* on the property; and
 - d) requiring the commemoration of the *cultural heritage resource* through the provision and installation of an interpretive plaque, in a publicly visible location on the property (i.e., Markham Remembered Plaque).

5.6 Archaeological Resources

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

It is the policy of Council:

- 5.6.1 That the conservation of archaeological resources within the Markham Road - Mount Joy Secondary Plan Area will be promoted in a manner consistent with Section 4.6 of the Official Plan and the policies of this Secondary Plan.
- 5.6.2 That prior to approval of an application for development, *redevelopment* or site alteration, on lands containing *archaeological resources* or *areas of archaeological potential*, the proponent shall retain a provincially licensed archaeologist to undertake an archaeological assessment and complete other requirements outlined in Section 4.6.2.2 of the Official Plan to the satisfaction of the City and the Province.
- 5.6.3 To prohibit grading or other *site alteration*, including installation of infrastructure, on any site within the Markham Road - Mount Joy Secondary Plan Area prior to the issuance of a letter of acceptance of an archaeological assessment from the Province, if one was required.

- 5.6.4 To only permit development and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* if the *significant archaeological resources* have been *conserved* by preservation on site, or by removal and documentation. Where significant *archaeological resources* must be preserved on site, only development and *site alteration* which maintain the heritage integrity of the site may be permitted.

6. URBAN DESIGN AND SUSTAINABLE DEVELOPMENT

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

6.1 General Provisions

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

The emphasis will be defining the urban form and character of the Markham Road - Mount Joy community through:

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

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

It is the policy of Council:

- 6.1.1 To shape the urban form of the Markham Road - Mount Joy Secondary Plan Area in a manner consistent with Sections 6.1 and 10.1.2.2 of the Official Plan and the policies of this Plan.
Public Realm
- 6.1.2 To design and organize the public realm in accordance with Section 6.1.2 of the Official Plan.

- 6.1.3 To provide connections and linkages to destinations throughout the Markham Road - Mount Joy Secondary Plan Area comprising public boulevard, the parks and open space system, multi-use pathways and the multi-use trail to form an active transportation network as shown on Map SP7 - Transit and Active Transportation Network that is accessible to people of all ages and abilities.
- 6.1.4 To incorporate two pedestrian crossings over or under the Stouffville GO rail corridor, subject to agreement from Metrolinx, as shown on Map SP7 - Transit and Active Transit Network.
- 6.1.5 To coordinate street planting with utility locations to minimize disruption and ensure adequate space and growing conditions for trees, in accordance with the City of Markham's Tree Preservation By-law and City of Markham's Streetscape Manual.
- 6.1.6 To contribute to a net increase in the City of Markham's tree canopy to support achieving the 30% target in the City's Trees for Tomorrow Program.
- 6.1.7 To design sidewalks that are barrier-free in accordance with the City of Markham's Accessibility Guidelines.

Streets and Blocks

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

Streetscapes

- 6.1.9 To design and arrange streetscapes in accordance with Section 6.1.4 of the Official Plan and Map SP6 - Transportation Network of this Secondary Plan.
- 6.1.10 To support cycling infrastructure by providing bicycle parking post and ring facilities at major activity nodes and within the landscape and utility zone of the boulevard.
- 6.1.11 To encourage year-round activity along the boulevard with boulevard spaces that are adaptable to seasonal conditions (i.e., seasonal patios).
- 6.1.12 To ensure wider boulevards encompass streetscape elements that enhance the pedestrian experience.
- 6.1.13 To provide sidewalks of a width no less than 2 metres.
- 6.1.14 To ensure adequate soil volume that will sustain the growth of canopy trees along street boulevards.
- 6.1.15 To include streetscape elements that enhance the pedestrian experience and contribute to year-round use.

6.1.16 To transform Markham Road between Castlemore Avenue and Edward Jeffreys Avenue into a vibrant and animated main street by:

- a) redistributing the balance of space in the road right-of-way from vehicular travel lanes to active transportation and public realm elements;
- b) incorporating protected cycling facilities within the Markham Road boulevards, between Major Mackenzie Drive East and 16th Avenue;
- c) establishing a continuous mid-rise street wall condition set back from the public boulevard at a consistent distance, with taller building elements stepped back to create an appropriate and desirable scale of development;
- d) ensuring all buildings incorporate pedestrian weather-protection elements at-grade, such as awnings or canopies;
- e) incorporating front yard setbacks, on either side of Markham Road;
- f) utilizing the space on the west side of Markham Road within the existing easement generally between Minor Collector 8 and Edward Jeffreys Avenue as an extension of the public realm;
- g) providing for generous boulevards on either side of Markham Road, between the roadway and adjacent flexible spill-out zones, inclusive of generous landscaping, sidewalks, and protected cycling facilities; and
- h) increasing the number of signalized intersections, and providing signalized crossings at regular intervals as shown on Map SP6 - Transportation Network.

Landmarks and Views

6.1.17 To plan for and arrange streets and blocks, parks and open spaces, buildings and public art to create view corridors and focal points to enhance a sense of place, and in accordance with section 6.1.5 of the Official Plan.

6.1.18 To recognize the following intersections as landmark gateways into and within the Markham Road - Mount Joy Community:

- a) Markham Road and Major Mackenzie Drive East;
- b) Markham Road and Castlemore Avenue;
- c) Markham Road and Bur Oak Avenue;
- d) Markham Road and Edward Jeffreys Avenue; and
- e) Markham Road and 16th Avenue;

6.1.19 To ensure that buildings and public realm features at the intersections identified in Section 6.1.18 make a significant architectural contribution to the character and identity of the Secondary Plan Area, while respecting the immediate context and creating a distinct built form, appearance or landmark feature, in accordance with the City's Gateway Masterplan.

6.1.20 To promote the creation of EcoMobility Hubs of activity at the intersections identified in Section 6.1.18, inclusive of an appropriate mix of uses, public art, wayfinding elements, open spaces, and other placemaking features.

Open Space

- 6.1.21 To design and develop open space in accordance with Sections 4.3 and 6.1.6 of the Official Plan and Map SP2 - Detailed Land Use of this Secondary Plan.
- 6.1.22 To design the Neighbourhood Park and *public school* campus west of Markham Road as a shared facility, providing a seamless layout and landscaping.
- 6.1.23 To implement a multi-use trail adjacent to the rail corridor as shown on Map SP7 - Transit and Active Transit Network in accordance with the standards in the City's Active Transportation Master Plan.

Public Art

- 6.1.24 To plan for and encourage the provision of public art in the Markham Road - Mount Joy Secondary Plan Area in accordance with Section 6.1.7 of the Official Plan.

Built Form and Site Development

- 6.1.25 To design and plan the built form in the Secondary Plan Area in accordance with Section 6.1.8 of the Official Plan.
- 6.1.26 To encourage designing and planning the built form and associated site works in the Secondary Plan Area with regard for the City of Markham's Age-Friendly Guidelines.
- 6.1.27 To establish appropriate height peaks and transitions throughout the Secondary Plan Area, including:
 - a) primary height and density peaks within the Mount Joy GO Station Mixed Use Node;
 - b) secondary height and density peaks along the length of Markham Road, between Major Mackenzie Drive East and Edward Jeffreys Avenue; and,
 - c) downward transitions between the primary and secondary height peaks to residential areas adjacent to the Secondary Plan Area.
- 6.1.28 To provide all buildings within the Secondary Plan Area with an appropriate degree of street-wall continuity and enclosure to the street while maximizing views into parks and open spaces.
- 6.1.29 To generally establish a consistent building frontage set back from the property line of a minimum of 3.0 metres and maximum of 5.0 metres for the building podium, or base, in order to provide for a zone of transition between public and private realms while also providing spillover space for commercial activity, or a buffer for residential units at grade, and also enabling the inclusion of awnings, canopies, and signage without encroachment into the right-of-way.

- 6.1.30 To orient all buildings to frame and provide uses at grade that animate the public realm around parks and open spaces.
- 6.1.31 To ensure minimal shadow and wind impacts on public and private streets, parks and open spaces, and community facilities.
- 6.1.32 To generally incorporate upper-storey setbacks between podiums and towers of no less than 3 metres to ensure a strong delineation between the pedestrian-scaled base of a building and its taller elements while also mitigating on wind impacts at ground level.
- 6.1.33 To generally maintain a maximum residential tower floor plate gross floor area of 800 metres square.
- 6.1.34 To generally maintain a minimum tower separation distance of 30 metres, offsetting the location of towers, where possible.

Buildings Abutting Cultural Heritage Resources

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

6.2 Sustainable Development

To achieve sustainable development, policy direction is provided with respect to conservation of environmental resources, energy efficiency and the reduction of greenhouse gas emissions, and supporting climate change mitigation and adaptation. Sustainable sub-division and site plan design within the Secondary Plan Area will achieve a minimum score in accordance with the Sustainability Metrics Program.

- 6.2.1 To support the sustainable development of the Markham Road - Mount Joy Secondary Plan Area in a manner consistent with Section 6.2 of the Official Plan and the policies of this Plan, through the integration of land use, transportation and infrastructure planning at the community level and the application of innovative sustainable development practices and technologies in site planning and building design.

6.2.2 To consider the application of innovative sustainable design practices and technologies as appropriate, in site planning and building design through the *development approval* process and in particular, through the application and compliance with a sustainable development checklist, as part of the site plan control and/or plan of subdivision application process, as generally set out in Section 6.2.3.1 of the Official Plan.

6.3 Municipal Energy Plan

6.3.1 To design and plan for an energy efficient Markham Road - Mount Joy Community that contributes to the achievement of the goals and objectives in the City of Markham Municipal Energy Plan towards net zero greenhouse gas (GHG) emissions development by:

- a) encouraging the design of net zero ready buildings that also exceed Ontario Building Code standards;
- b) encouraging the incorporation of solar photovoltaic infrastructure on building rooftops;
- c) designing all residential and non-residential buildings to be electric vehicle ready; and
- d) providing publicly accessible electric vehicle charging infrastructure as part of public and private developments where feasible.

7. TRANSPORTATION, SERVICES AND UTILITIES

7.1 Transportation System

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

It is the policy of Council:

7.1.1 General Policies

7.1.1.1 To plan and design a transportation system to service the Markham Road - Mount Joy 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 Markham Road - Mount Joy Secondary Plan Area includes the planned road network of arterial roads, major collector and minor collector roads as shown on Map SP6 – Transportation Network and the planned transit network and active transportation network of transit, cycling, and pedestrian routes and facilities as shown on Map SP7 – Transit and Active Transportation Network. The following improvements to the

transportation system are necessary to support the population and employment growth projected in the Secondary Plan Area:

I. Road Network

- a. Implementing new north-south minor collector roads parallel to Markham Road, consisting of:
 - i. Anderson Avenue extension from Castlemore Avenue to Major Mackenzie Drive East;
 - ii. Anderson Avenue extension from Bur Oak Avenue to Edward Jeffreys Avenue (and to 16th Avenue as a local road); and
 - iii. New north-south minor collector road (west of Markham Road) from Markham Road (between Major Mackenzie Drive East and Castlemore Avenue) to Castlemore Avenue and through to Bur Oak Avenue.
- b. Implementing new east-west minor collector roads consisting of:
 - i. East-west connection from new north-south minor collector road west of Markham Road to Anderson Avenue (between Castlemore Avenue and Bur Oak Avenue); and
 - ii. Edward Jeffreys extension from Markham Road to Anderson Avenue.
- c. Implementing local streets and new local streets that may be identified.
- d. Adding new traffic control signals.
- e. Implementing the Donald Cousens Parkway extension to Highway 48.
- f. Implementing improvements to widen 16th Avenue.

II. Transit and Active Transportation Network

- a) Metrolinx approval of the additional GO Station at Major Mackenzie Drive East on the Stouffville GO Railway Corridor, and dedicated funding to construct the additional GO Rail Station.
 - a. Increasing transit service frequencies through:
 - i. All-day two-way GO rail service with 15- or 20-minute frequency during peak hours (requires upgrading the Stouffville GO Railway Corridor);
 - ii. Rapid transit corridor on Major Mackenzie Drive East; and
 - iii. Adding new bus services and expanding existing bus services.
 - b. Confirming the need for street / rail grade separation on the Stouffville GO Rail corridor at:
 - i. Kennedy Road (north of Steeles Avenue East);
 - ii. Highway 7;
 - iii. Main Street, Unionville;
 - iv. Kennedy Road (north of Highway 7);
 - v. McCowan Road;
 - vi. Main Street, Markham Road;
 - vii. 16th Avenue;
 - viii. Bur Oak Avenue;
 - ix. Castlemore Avenue; and

- x. Major Mackenzie Drive East.
- c. Providing pedestrian crossings across the rail corridor (two potential locations).
- d. Implementing separated cycling facilities on all major and minor collector roads.
- e. Implementing the new north-south trail along the rail corridor from 16th Avenue to Major Mackenzie Drive East.

7.1.1.3 That the location of collector roads and transit, cycling and pedestrian routes and facilities will be confirmed through more detailed studies submitted in support of *development approvals* for the Markham Road - Mount Joy Secondary Plan Area. The final location of trails/pathways, roads, and related facilities may be revised without amendment to this Secondary Plan, provided the intent of the Official Plan and this Secondary Plan is maintained.

7.1.1.4 To require through the *development approval* process, where appropriate and at no public cost, and in accordance with the Planning Act, the conveyance of lands within the Markham Road - Mount Joy Secondary Plan Area needed to achieve the road network shown on Map SP6 – Road Network and the active transportation network shown on Map SP7 – Transit and Active Transportation Network in accordance with Section 7.1.3.4 of the Official Plan. Determination of final right-of way requirements shall be made through the completion of the Functional Traffic Design Study, Transportation Impact Assessment and/or any applicable environmental assessment as initiated through the development approval process. Notwithstanding the planned rights-of-way for 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 Markham Mount - Joy Secondary Plan Area, including the road, transit and active transportation networks will require the completion of appropriate municipal class environmental assessments, initiated through the *development approval* process to the satisfaction of the City.

7.1.2 Road Network

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

It is the policy of Council:

7.1.2.1 That the designated arterial roads surrounding the Markham Road - Mount Secondary Plan Area as shown on Map SP6 – Transportation Network be planned to achieve the requirements of the York Region Official Plan, as may be amended from time to time.

7.1.2.2 That the designated collector roads within the road network of the Markham Road - Mount Joy Secondary Plan Area as shown on Map SP6 - Transportation Network be planned to generally achieve the following:

- b) Major collector roads shall generally have a mid-block right-of-way width of up to 30.5 metres with the exception of Markham Road. Markham Road shall generally have a mid-block right-of-way width of 36.0 metres north of Edward Jeffreys Avenue and a mid-block right-of-way width of 30.5 m south of Edward Jeffreys Avenue;
- c) Minor Collector roads shall generally have a mid-block right-of-way width of 23.0 metres;
- d) Separated cycling facilities (e.g., cycle track, protected bike lane or buffered bike lane) shall generally be provided on each side of the collector roads except Anderson Avenue, which shall be planned for in-boulevard multi-use paths on both sides. Design requirements shall have regard for the City's Design Guidelines for Separated Cycling Facilities, Multi-use Paths & Trails;
- e) Aligned travel lanes through the collector road intersections;
- f) Restrict driveway access from developments adjacent to Regional Roads or major collector roads to maximize the efficiency of the street system through techniques such as suitable local street access, shared driveways and interconnected properties; and
- g) Plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions, in all new urban developments.

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 Markham Road is envisioned to be transformed into a mixed use main street with active at-grade frontages. This change will extend the role and function of the street south of 16th Avenue into the Secondary Plan Area. Markham Road will be a pedestrian oriented boulevard and mixed use main street destination which prioritizes placemaking and access for people. To enable this transformation:

- a) Vehicular movements will be redirected away from Markham Road through the creation of a fine-grained parallel street network;
- b) The number of general purpose lanes will be reduced from four lanes to two lanes;
- c) Curb lanes will be repurposed to accommodate queue jump lanes for transit buses, and accommodating short-term, on-street parking between queue jumps to facilitate more efficient access via on-demand micro transit or ride-sharing services;

- d) Provide interim in-boulevard multiuse paths on both sides; and ultimately to provide separated cycling facilities along both sides of Markham Road;
- e) To enhance the streetscaping elements; and
- f) The improvements to Markham Road would be subject to a Municipal Class Environmental Assessment and/or Streetscape Design Study.

7.1.2.4 That the local roads within the road network of the Markham Road - Mount Joy Secondary Plan Area be planned to achieve the following:

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

Where possible local roads shall be organized to form a modified grid network intersecting with the designated collector roads in order to maximize connectivity throughout the Markham Road - Mount Joy Secondary Plan Area.

7.1.2.5 To protect for rail-road grade separations by:

- a) protecting for Metrolinx's required 30 metre setback of driveways or roadways from the rail corridor at Major Mackenzie Drive East, Castlemore Avenue, Bur Oak Avenue and 16th Avenue;
- b) working with Metrolinx and York Region to confirm opportunities for grade separation projects in the Secondary Plan Area; and,
- c) securing the necessary lands in the block at the northeast quadrant of Markham Road and 16th Avenue to protect and facilitate rail-road grade separation on 16th Avenue when the block is redeveloped. The alignment and setback of the local road adjacent to the railway corridor on this block as shown on Map SP6 – Transportation Network will be included in any required study(ies) to identify potential future access restrictions / modifications to accommodate any future rail-road grade separation at 16th Avenue.

7.1.3 Transit and Active Transportation Network

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

It is the policy of Council:

- 7.1.3.1 To work with Metrolinx, York Region, other applicable transit providers and development proponents, to plan, enhance or facilitate transit services in the Markham Road - Mount Joy Secondary Plan Area as shown on Map SP7 – Transit and Active Transportation Network. This will be a continuous process with:
- a) Ongoing coordination with York Region Transit and York Region to align transit plans with growth in the Markham Road-Mount Joy Secondary Plan Area; and,
 - b) Ongoing coordination with Metrolinx, to identify growth in the Markham Road - Mount Joy Secondary Plan Area, including accounting for appropriate population and employment growth in future Metrolinx ridership forecasting analysis and service planning.
- 7.1.3.2 To facilitate the development of a transit-supportive urban structure, in cooperation with York Region and development proponents, by:
- a) Planning for a local road pattern and related pedestrian routes that accommodate direct pedestrian access to transit routes and stops;
 - b) ensuring all areas within the Markham Road - Mount Joy 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.
- 7.1.3.3 That the active transportation network shown on Map SP7 – Transit and Active Transportation Network be planned to achieve the following:
- a) An interconnected system of paths linking pedestrians and cyclists within the Markham Road - Mount Joy Secondary Plan Area with other pathway systems in the City;
 - b) An active transportation network that seamlessly connects destinations and communities, including the:
 - i) Mount Joy GO Station;
 - ii) GO Rail Station subject to further study at Major Mackenzie Drive East;
 - iii) Greenway System;
 - iv) Parks System;
 - v) Open Space System;
 - vi) Future *public school* sites;
 - vii) Future potential trail systems adjacent to the Little Rouge Creek Valley Corridor north of the Secondary Plan Area;
 - viii) Greensborough neighbourhood to the east;
 - ix) Markham Village Heritage Conservation District to the south; and
 - x) Wismer Commons neighbourhood to the west;
 - c) An active transportation network that is designed with regard for the urban design policies, applicable engineering standards and guidelines, and determined through further studies such as functional traffic design studies and transportation impact assessments and detailed designs; and
 - d) Separated and protected cycling facilities, where they can be prioritized.

7.1.4 Vehicle Parking Rate

It is the policy of Council:

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

7.1.5 Ecomobility Hubs

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

It is the policy of Council:

- 7.1.5.1 To facilitate the planning and implementation of ecomobility hubs with the purpose of providing additional sustainable mobility options to access the Markham Road - Mount Joy Secondary Plan Area and surrounding communities by:
 - a) Coordinating with and engaging Metrolinx on the integration of an ecomobility hub in the transit station design for Mount Joy GO Station;
 - b) Planning for a transit and mobility hub at the GO Rail Station subject to further study at Major Mackenzie location in conjunction with York Region's plan for rapid transit on Major Mackenzie Drive and/or in conjunction with the GO Rail Station subject to further study at Major Mackenzie GO Station;
 - c) Planning for implementation of smaller scale ecomobility hubs at key intersections within an unused street right-of-way, within a municipally owned park or open space, or as part of private developments.

7.1.6 Transportation Demand Management

Transportation demand management measures seek to modify travel behaviour or demand in order to make more efficient use of available transportation capacity. These objectives can be achieved by encouraging residents and workers within the Markham Road - Mount Joy

Secondary Plan Area to make more trips by walking, cycling, transit and carpooling, and other sustainable modes of transportation.

It is the policy of Council:

7.1.6.1 That a comprehensive Transportation Demand Management plan be prepared by development proponents in the Secondary Plan Area, to reduce the number of trips, length of trips, and reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation.

7.1.6.2 That the Transportation Demand Management plan be adaptive and reflective of the planned and committed transportation infrastructure and programs in the Secondary Plan Area. Further, the Transportation Demand Management plan may be enhanced in the interim until such transportation improvements are in place.

7.1.7 Transportation System Capacity

7.1.7.1 That development shall be phased within the capacity of the existing or planned transportation system.

7.1.7.2 Prior to any development occurring in the Secondary Plan Area as detailed in Appendix 3 – Transportation System Improvements:

a) A development proponent shall complete a monitoring study of the transportation system within the subarea of the Secondary Plan and also key areas within the Markham Road - Mount Joy Local Corridor including but not limited to:

- i. Markham Road and Bur Oak Avenue; and
- ii. Markham Road and 16th Avenue.

b) The capacity of the transportation system will be assessed based on the level of development anticipated in the Secondary Plan Area and include consideration of any planned and financially committed transportation infrastructure or system improvements, such that it can be determined if other transportation improvements as detailed in Policy 7.1.1.1 and in Appendix 3 – Transportation System Improvements will also need to be prioritized.

c) The development proponent shall assess and develop plans for the delivery and implementation of transportation improvements as identified within each subarea as shown in Appendix 3 – Transportation System Improvements.

7.1.7.3 That detailed transportation studies submitted in support of *development approvals* address secondary plan policies on Transportation System Capacity.

7.1.7.4 That proposed development shall be phased or subject to conditions if it exceeds the capacity of the transportation system.

7.1.7.5 That the implementation of the role and function of Markham Road discussed in Policy 7.1.2.3 be aligned with the following enhancements to the capacity of the transportation system:

- a) the completion of the parallel collector road network;
- b) improvements to active transportation facilities; and
- c) transit service improvements on York Region Transit and the Stouffville GO Railway Corridor.

7.1.7.6 That Appendix 3 – Transportation System Improvements may be updated without an amendment to the Secondary Plan based on the results of the monitoring program described in Section 10.5.

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 Markham Road - Mount Joy Secondary Plan Area are serviced with municipal water, wastewater, and stormwater infrastructure in accordance with the provisions of Section 7.0 of the Official Plan, and that such infrastructure are designed to City standards and guidelines. Additionally, water, wastewater, and stormwater infrastructure to support new developments shall be designed in a manner consistent with the recommendations of the Municipal Servicing Study Report.

7.2.1.2 That the design of the trunk water, wastewater, and stormwater infrastructure should generally be based on the recommendations in the Municipal Servicing Strategy. The design of the local water, wastewater, and stormwater infrastructure is to be confirmed through more detailed studies and development approvals.

7.2.1.3 That the assignment of sanitary capacity allocation for development in the Secondary Plan Area will be determined by the City, in consultation with York Region as part of the review of a development application, and in accordance with the Municipal Servicing Study Report.

7.2.1.4 That satisfactory arrangements between Developers' Groups, the City and York Region, where applicable, shall be established to ensure timely delivery of the key components of the water and wastewater infrastructure for the Secondary Plan Area as a condition of development approvals in the Markham Road - Mount Joy Secondary Plan Area.

7.2.2 Municipal Servicing Strategy

It is the policy of Council:

7.2.2.1 That development applications be prepared in accordance with the Municipal Servicing Strategy prepared for the Secondary Plan Area.

7.2.2.2 That should the provision of infrastructure services be required to facilitate development that exceeds the land use provisions established in the Secondary Plan, development approval shall be contingent on the City's review and acceptance of the following servicing requirements for the Secondary Plan Area:

- a) required servicing studies to address the servicing requirements for the additional development. The servicing studies shall address, to the City's satisfaction, the requirements for the following:
 - i) sanitary sewers;
 - ii) watermains;
 - iii) stormwater management design including low impact development measures as per City guidelines.

7.2.3 Functional Servicing Report

It is the policy of Council:

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

7.2.3.2 That the functional servicing report reflect the recommendations of the Municipal Servicing Study and support the detailed design of the water, wastewater, and stormwater infrastructure required to service the development.

7.2.3.3 That the functional servicing report 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 and Region. All municipal services shall be designed in accordance with the policies, guidelines, and standards of the City, and where applicable, relevant approval agencies.

7.2.4 Stormwater Management Report

It is the policy of Council:

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

7.2.5 Utility and Telecommunication Services

Utilities such as natural gas, electricity and/or renewable energy, street lighting and

telecommunications shall be planned and coordinated within the Markham Road - Mount Secondary Plan Area to the greatest extent possible.

It is the policy of Council:

- 7.2.5.1 To require that, to the greatest extent possible, utilities shall be planned and constructed in a coordinated manner. Utility and telecommunication services shall be planned to be located underground and shall be grouped wherever possible. Where required, above ground utility fixtures shall be located and designed in accordance with City policies and have regard to the urban design policies in Section 6.0 of this Secondary Plan.
- 7.2.5.2 That utility and telecommunication services shall be permitted in all land use designations subject to the requirements of the master environmental servicing plan and detailed engineering designs to be approved by the City. Any proposed services located within the Greenway System lands associated with Mount Joy Creek, as shown on Map SP2 – 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 System lands, services should be confined to the edge of the road right-of-way farthest from the ‘Greenway’ designation, wherever possible.
- 7.2.5.3 That utility providers shall, as a condition of development approvals, confirm that existing, upgraded or new services will be available to support proposed development approval.

8. LAND USE

8.1 General Provisions

The land use designations shown on Map SP2 - Detailed Land Use establish the general pattern for development in the Secondary Plan Area. The policies for these designations, as set out in Sections 8.1 through 8.7 of the Secondary Plan, provide comprehensive guidance for development, and must be read in conjunction with other applicable provisions of this Secondary Plan as well as Chapter 8 and other applicable provisions of the Official Plan.

It is the policy of Council:

- 8.1.1. That the general pattern of land use for the Secondary Plan Area is established in schedules that amend the Official Plan, and refined on Maps SP1 through SP7 in this Secondary Plan.
- 8.1.2 That further to the provisions of Chapter 8 of the Official Plan, the following land use designations, overlays, and symbols are established and applied to the lands within the Secondary Plan, as shown on Map SP2 - Detailed Land Use:
- ‘Residential Mid Rise’;
 - ‘Residential High Rise’;
 - ‘Mixed Use Mid Rise - Retail Priority’;

- 'Mixed Use– Employment Priority';
 - 'Mixed Use High Rise';
 - 'Greenway';
 - 'Public Parks';
 - 'Institutional';
 - *Public school* sites as set out in Section 5.2 of this Plan; and
 - *Place of worship* sites as set out in Section 5.2 of this Plan.
- 8.1.3 That the pattern of land use shown on Map SP2 - Detailed Land Use and the proposed specific land uses or facilities identified in Section 8.1.2 will be implemented through required *development approvals* such as draft plan of subdivision or condominium, zoning by-law amendment, and/or site plan control, in accordance with the applicable policies of the Secondary Plan, the Official Plan, and addressing City standards and guidelines.
- 8.1.4 That in considering an application for *development approval*, the City shall ensure that development has adequate transportation, water and wastewater infrastructure, and community infrastructure such as *public schools*, parks, and open spaces, and has regard for the Urban Design and Sustainable Development policies outlined in Section 6.0 of this Secondary Plan and Chapter 6 of the Official Plan.
- 8.1.5 That the locations of park sites, open spaces, *public school sites* and sites of other community facilities and infrastructure shown on Map SP2 - Detailed Land Use have been identified to support the development of a *complete community* and ensure all residents have access to park spaces for active and passive recreation.
- 8.1.6 That development proponents are encouraged to enter into one or more developers' group agreement(s), where appropriate, within the Secondary Plan Area, to ensure the equitable distribution of costs for community and infrastructure facilities in accordance with Section 10.2 of this Secondary Plan.
- 8.1.7 To provide for the following uses in all designations, except the 'Greenway' and 'Public Parks' designations:
- a) publicly owned and operated community facility, including a library, community centre and recreation centre, provided the facility is located on an arterial or major collector road;
 - b) fire, police and emergency service facility;
 - c) electrical, gas and oil transmission/distribution facilities;
 - d) publicly owned parking facility;
 - e) publicly owned parkland and public recreation use;
 - f) municipal district heating and/or cooling system;
 - g) automatic vacuum collection;
 - h) municipal transportation facility; and
 - i) municipal service including an underground service, and utility, operation and maintenance facility.

8.2 Residential Designations

The 'Residential' designations are intended to provide compatibility with the pattern and character of surrounding development, and contribute to the development of *complete communities*. Lands designated 'Residential' are also intended to accommodate community infrastructure and services such as *public schools, places of worship, open spaces, and affordable and shared housing*, all with access to a transportation network that encourages walking, cycling and transit use.

Lands designated 'Residential' are further categorized into 'Residential Mid Rise' and 'Residential High Rise' as shown on Map SP2 – Detailed Land Use. This Secondary Plan establishes provisions relating to the residential development contemplated in each designation in addition to those in Sections 8.2.4 and 8.2.5 of the Official Plan.

8.2.1 Residential Mid Rise

The 'Residential Mid Rise' designation, as identified on Map SP2 – Detailed Land Use, is intended to accommodate medium density residential development. Lands within the 'Residential Mid Rise' designation are generally located east and west of Markham Road and are characterized primarily by mid-rise residential buildings that provide for a range and variety of housing options by type, tenure and income level, including affordable housing, and respect the existing character of adjacent and surrounding areas. They are also intended to support existing or planned transit services through modest levels of *intensification*.

It is the policy of Council:

General Policies

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

Uses

- 8.2.1.2 In addition to the uses permitted in Section 8.1.7 of this Secondary Plan, the following uses may be permitted on lands designated 'Residential Mid Rise':
- a) *convenience retail and personal service* in accordance with Section 8.13.1 of the Official Plan;
 - b) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
 - c) *dwelling unit including a home occupation*;
 - d) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
 - e) *public school*, provided it is approved at a location on an arterial or collector road;
 - f) *additional residential units* in accordance with Section 5.1 c); and,

- g) *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.

Building Types

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

- a) townhouse including back to back townhouse;
- b) small multiplex buildings containing 3 to 6 units;
- c) stacked townhouse;
- d) apartment building; and
- e) buildings associated with *day care centres, places of worship and public schools*.

8.2.2 Residential High Rise

The 'Residential High Rise' designation applies to certain lands on both sides of Markham Road north of Castlemore Avenue as identified on Map SP2 - Detailed Land Use. The designation is intended to accommodate higher density residential development in the Secondary Plan Area that supports existing or planned transit services while providing a transition from more intensive mixed use development on lands south of Castlemore Avenue along Markham Road and within the Mount Joy GO Station PMTSA.

It is the policy of Council:

General policies

8.2.2.1 That lands within the Secondary Plan Area 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 8.2.2.2 and 8.2.2.3 in this Plan.

Uses

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

- a) *convenience retail and personal service* uses in accordance with Section 8.13.1 of the Official;
- b) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
- c) dwelling unit including a *home occupation*;
- d) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- e) *public school*, provided it is approved at a location on an arterial or collector road;
- f) additional residential units in accordance with Section 5.1 c); and,
- g) *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

Building Types

8.2.2.3 To provide for the following building types on lands designated 'Residential High Rise':

- a) townhouse including back to back townhouse and stacked townhouse provided these building types are part of a development that integrates one or more apartment buildings;
- b) apartment building; and
- c) buildings associated with *day care centres, places of worship and public schools*.

8.3 Mixed Use Designations

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

Mixed use development is provided for in the 'Mixed Use Mid Rise - Retail Priority', 'Mixed Use High Rise', and 'Mixed Use – Employment Priority' designations as shown on Map SP2 – 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 - Retail Priority

The 'Mixed Use Mid Rise - Retail Priority' designation applies to lands on both sides of Markham Road generally between 16th Avenue and Edward Jeffreys Avenue as shown on Map SP2 - Detailed Land Use. The intent is to maintain and expand the existing retail and service uses that meet the needs of residents and visitors to the Secondary Plan Area, while integrating residential uses and providing a downward transition in height toward the Markham Village Heritage Conservation District. It is recognized that some or all of the existing retail and population servicing uses on the lands will be maintained in the short- and medium-term.

It is the policy of Council:

General Policies

8.3.1.1 That lands within the Secondary Plan Area designated 'Mixed Use Mid Rise - Retail Priority' shall:

- a) 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 and 8.3.1.3 of this Secondary Plan; and,
- b) prioritize and protect at a minimum the current gross floor area of existing retail and service uses;

- c) encourage fine-grained retail and service uses at grade, particularly fronting onto Markham Road and, where they currently exist, protect for larger format retail and service uses at grade and/or on upper storeys in *redevelopments*, where appropriate; and,
- d) include a range of residential types and tenures that ensure the availability of *affordable housing*.

Uses

8.3.1.2 To provide for the following uses on lands designated 'Mixed Use Mid Rise - Retail Priority':

- 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) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- h) *public school* and *private school* provided these are located on an arterial or major collector road;
- i) restaurant;
- j) retail;
- k) additional residential units in accordance Section 5.1 c);
- l) service, with the exception of motor vehicle service stations and commercial storage facility;
- m) commercial parking garage;
- n) hotel;
- o) entertainment; and,
- p) *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.

Building Types

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

- a) apartment building;
- b) multi-storey non-residential or mixed-use building; and
- c) town house including back to back town house and stacked townhouse provided these building types are part of a development that integrates one or more of the buildings in 8.3.1.3 a) and b).

8.3.2 Mixed Use – Employment Priority

Lands designated 'Mixed Use – Employment Priority' are located directly north of the Mount Joy GO Station, east of Anderson Avenue between Bur Oak Avenue and Castlemore Avenue, and are

intended to accommodate a range of light industrial and manufacturing uses while integrating street-related retail and service uses, as well as commercial, office and residential uses on upper-storeys of vertically integrated mixed use buildings. The intent of the designation is to broaden the light industrial, warehousing, small office and retail and service uses historically permitted on the lands while introducing compatible and complementary non-employment uses to promote transit supportive development adjacent to the Mount Joy GO Station.

It is the policy of Council:

General Policies

8.3.2.1 That lands within the Secondary Plan Area designated 'Mixed Use – Employment Priority' shall:

- a) 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 8.3.2.2 to 8.3.2.5 of this Secondary Plan;
- b) prioritize and protect for employment uses at grade;
- c) require at-grade building designs that contain appropriate industrial ceiling heights to accommodate commercial loading docks, ventilation, power, proper separating and potential mezzanine space to support active productive activities on the ground floor;
- d) provide opportunities for commercial and office uses at grade and in upper storeys of new development;
- e) provide opportunities to incorporate residential uses as *discretionary uses* in upper storeys of new development;
- f) incorporate enhanced public realm treatments along the length of Anderson Avenue; and,
- g) prohibit standalone residential uses and residential uses at-grade.

8.3.2.2 That residential uses within the 'Mixed Use – Employment Priority' designation are *discretionary uses* and shall only be approved in upper storeys of new development subject to a review of a site-specific development application for zoning approval. In reviewing the zoning by-law amendment application, the following matters shall be addressed:

- a) the conformity of the proposed built form and scale with the planned function and policies of the land use designation;
- b) the appropriateness of the site for the proposed use from a traffic impact perspective;
- c) the compatibility of the proposed use with other existing uses on the same lot and on adjacent lands;
- d) the completion of a *sensitive land use compatibility study* to the satisfaction of the city; and
- e) the means by which anticipated impacts, if any, are to be measured and mitigated.

8.3.2.3 Development within the 'Mixed Use – Employment Priority' designation shall address the requirements of Section 8.5.1.6 of the Official Plan, as applicable.

Uses

8.3.2.4 To provide for the following uses on lands designated 'Mixed Use – Employment Priority':

- a) light manufacturing, processing and warehousing, with no accessory outdoor display or outdoor storage;
- b) sports and fitness recreation;
- c) commercial school;
- d) *trade school*;
- e) financial institution;
- f) office;
- g) banquet hall;
- h) restaurant;
- i) retail and service, with the exception of motor vehicle service station and commercial storage facility;
- j) dwelling unit including a *home occupation* on upper storeys of a mixed use building;
- k) additional residential units in accordance with Section 5.1 c);
- l) community college or university;
- m) commercial parking garage;
- n) hotel;
- o) entertainment; and
- p) *private club*.

Building Types

8.3.2.5 To provide for only multi-storey non-residential or mixed use buildings with dwelling units located in upper storeys on lands designated 'Mixed Use– Employment Priority'.

8.3.3 Mixed Use High Rise

The 'Mixed Use High Rise' designation applies to lands along both sides of Markham Road between Edward Jeffreys Avenue to Castlemore Avenue as identified on Map SP2 – Detailed Land Use. The intent is to deliver high density development to support a mix of uses and range of building types that optimizes opportunities for accessing existing and planned transit facilities and services at the Mount Joy GO Station.

It is the policy of Council:

General Policies

8.3.3.1 That lands within the Secondary Plan Area designated 'Mixed Use High Rise' shall:

- a) 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 Sections 8.3.3.2 and 8.3.3.3 of this Secondary Plan;
- b) accommodate retail and service uses at grade, and on upper storeys where appropriate;

- c) protect for future retail and service uses at grade; and
- d) be planned to include a range of residential types and tenures, including *affordable housing*.

Uses

8.3.3.2 To provide for the following uses on lands designated 'Mixed Use High 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) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- h) *public school* and *private school* provided these are located on an arterial or major collector road;
- i) restaurant;
- j) retail and service, with the exception of motor vehicle service station and commercial storage facility;
- k) additional residential units in accordance with Section 5.1 c);
- l) community college or university;
- m) commercial parking garage:
- n) hotel;
- o) entertainment;
- p) *private club*; and
- q) *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.

Building Types

8.3.3.3 To provide for the following building types on lands designated 'Mixed Use High Rise':

- a) apartment building;
- b) multi-storey non-residential or mixed-use building;
- c) townhouse including back to back townhouse and stacked townhouse provided these building types are part of a development that integrates one or more of the building types in 8.3.3.3 a) and b).

8.4 Greenway Designation

The 'Greenway' designation shown on Map SP4 – Detailed Land Use contains the Natural Heritage Network, and Mount Joy Creek, which is a tributary of the Rouge River. These lands are intended to protect *natural heritage* and *hydrologic features* while supporting natural heritage

enhancement opportunities, protection of wildlife habitat, passive recreation uses and nature appreciation.

It is the policy of Council:

General Policies

- 8.4.1 That lands within the Secondary Plan Area designated 'Greenway' as shown on Map SP2 – Detailed Land Use and Map SP4 - Greenway System shall be subject to the general provisions of Section 3.1 and 8.6 of the Official Plan except as otherwise provided for in Section 4.1 of the Secondary Plan, and the land use policies of Section 8.4.2 of this Plan.

Uses

- 8.4.2 To provide for the following uses on lands designated 'Greenway' as shown on Map SP2 - Detailed Land Use:
- a) archaeological activity;
 - b) ecological restoration activity;
 - c) forest, wildlife habitat and fisheries management and conservation;
 - d) watershed management, conservation and flood and erosion control projects;
 - e) trails and nature-based public recreational activities including associated recreational infrastructure;
 - f) transportation, servicing or utility infrastructure in accordance with Sections 3.1.2.9 and 7.1.1.7 of the Official Plan, which receives environmental approval under provincial or federal authority, subject to the requirements of the Greenbelt Plan where applicable; and
 - g) communications/telecommunications infrastructure, subject to the requirements of the Greenbelt Plan where applicable.

8.5 Public Park

The 'Public Park' designation shown on Map SP2 – Detailed Land Use comprises lands that contain existing and proposed public parks in the Markham Road - Mount Joy Secondary Plan Area. These lands are intended to provide residents with suitably sized and useable spaces for a diverse range of active and passive recreational and leisure activities.

It is the policy of Council:

General Policies

- 8.5.1 That lands within the Secondary Plan Area designated 'Public Park' as shown on Map SP2 - Detailed Land Use shall be subject to the general provisions of Sections 4.3.2 and 4.3.5 of the Official Plan, except as otherwise provided for in Sections 8.5.2 of this Secondary Plan.

Uses

8.5.2 To provide for the following uses on lands designated 'Public Park' as shown on Map SP2 - Detailed Land Use:

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

8.5.3 To identify and locate the following neighbourhood parks on lands designated 'Public Park' as shown on Map SP2 – Detailed Land Use and classified in Section 4.3.2.2 of the Official Plan:

- a) An "Active Park", with a minimum size of 2.20 hectares, located west of Markham Road between Castlemore Avenue and Major Mackenzie Drive East;
- b) An "Active Park", with a minimum size of 2.90 hectares, located west of Markham Road between Bur Oak Avenue and Castlemore Avenue;
- c) An "Urban Parkette", with a minimum size of 0.33 hectares, located west of Markham Road between Batista Perri Drive and Bur Oak Avenue;
- d) A "Parkette", with a minimum size of 0.50 hectares, located west of Markham Road between 16th Avenue and Edward Jeffreys Avenue;
- e) An "Urban Parkette", with a minimum size of 0.35 hectares, located east of Markham Road between 16th Avenue and Edward Jeffreys Avenue;
- f) An "Urban Parkette", with a minimum size of 0.20 hectares, located east of Markham Road between Edward Jeffreys Avenue and Batista Perri Drive;
- g) An "Urban Parkette", with a minimum size of 0.33 hectares, located east of Markham Road between Batista Perri Drive and Bur Oak Avenue;
- h) An "Active Park", with a minimum size of 1.5 hectares, located north of Castlemore Avenue between Markham Road and Anderson Avenue;
- i) A "Parkette", with a minimum size of 0.79 hectares, located east of Markham Road between Castlemore Avenue and Major Mackenzie Drive East;
- j) A "Parkette", with a minimum size of 0.78 hectares, located between Markham Road and Anderson Avenue south of Major Mackenzie Drive East; and
- k) An "Urban Parkette", with a minimum size of 0.41 hectares, located between Anderson Avenue and the Stouffville GO Railway Corridor south of Major Mackenzie Drive East.

8.6 Institutional

The 'Institutional' designation applies to lands in the Markham Road - Mount Joy Secondary Plan Area as identified on Map SP2 – Detailed Land Use. The intent is to provide for community facilities and infrastructure that are needed to create a complete Markham Road - Mount Joy Community.

It is the policy of Council:

General Policies

- 8.6.1 That lands within the Markham Road - Mount Joy Secondary Plan Area that are designated 'Institutional' shall be subject to the relevant provisions of Sections 5.1.6 of the Official Plan, except as otherwise provided for in Sections 8.6.2 to 8.6.4 in this Plan.
- 8.6.2 That the location of the *public school* sites shown on Map SP2- Detailed Land Use have been selected to reflect the role of school sites within the community and neighbourhood structure, and patterns of land use.

Uses

- 8.6.3 To provide for only the following uses on lands designated 'Institutional' as shown on Map SP2 - Detailed Land Use:
- a) *Public schools*;
 - b) *Places of worship*;
 - c) *Community infrastructure facilities*; and
 - d) Residential uses if the residential uses are integrated with a *public school* in a multi-storey mixed use building.

Building Types

- 8.6.4 To provide only for buildings associated with *places of worship*, *public schools*, multi-storey mixed use buildings in accordance with Section 8.6.4 and *community infrastructure facilities* on lands designated 'Institutional'.

8.7 Height and Density

Heights and densities are provided to support the achievement of the vision for the Markham Road – Mount Joy Secondary Plan Area as a *transit supportive* and complete community. The tallest buildings and primary peak height peaks are directed to lands within close proximity to GO Rail Stations. Building heights will transition downward along the length of Markham Road, between Major Mackenzie Drive East and Edward Jeffreys Avenue forming a secondary peak in height. Heights will transition further downward towards the residential areas in the North Precinct and the existing Wismer Commons, Greensborough and Markham Village HCD communities. A variety of building heights are encouraged to enhance the character of the Secondary Plan Area. The densities in the Secondary Plan are intended to guide the pattern of development and support a range of built forms.

It is the policy of Council:

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

- a) a minimum building height of 3 storeys;
- b) a maximum building height in accordance with Map SP3 – Height;
- c) a density that has regard for the *floor space index* (“FSI”) as shown on Appendix 2 – Density;

8.7.2 That densities exceeding the FSIs as shown on Appendix 2 – Density may be considered without an amendment to the Secondary Plan, subject to the following matters being addressed to the satisfaction of the City:

- a) transportation assessment/study to confirm the additional densities can be supported by the existing and/or planned transportation capacity of the Secondary Plan;
- b) servicing study to demonstrate that the additional densities can be supported by existing and/or planned servicing capacity as outlined in Section 7.2 of the Secondary Plan;
- c) the community design principles for the Secondary Plan Area as outlined in Section 6.1 of the Secondary Plan; and,
- d) housing impact statement to monitor and encourage the implementation of a diverse and affordable housing stock, including provisions for purpose built rental and/or affordable housing.

8.7.3 Additional heights up to 5 storeys above the maximum heights shown on Map SP3- Heights may be considered without an amendment to this plan on lands designated “Mixed Use –High Rise” in the Mount Joy Major Transit Station Area, subject to a zoning by-law amendment, where the following matters are addressed to the satisfaction on the City:

- a) transportation assessment/study to confirm the additional heights can be supported by the existing and/or planned transportation capacity of the Secondary Plan;
- b) servicing study to demonstrate that the additional heights can be supported by existing and/or planned servicing capacity as outlined in Section 7.2 of the Secondary Plan;
- c) the community design principles for the Secondary Plan Area as outlined in Section 6.1 of the Secondary Plan; and,
- d) a housing impact statement to monitor and encourage the implementation of a diverse and affordable housing stock, including provisions for purpose built rental and/or affordable housing.

8.7.4 That density as identified in Section 8.7 of the Secondary Plan and as shown on Appendix 2 - Height, will be calculated based on *floor space index*.

8.7.5 That where *affordable housing* units, as defined in the 2014 Official Plan, are integrated within a mixed use or residential development the *gross floor area* of the *affordable housing* units is exempted from the calculation of height as shown on Map SP3 – Height and density as shown on Appendix 2 – Density.

9. AREA AND SITE SPECIFIC POLICIES

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

It is the policy of Council:

- 9.1 That on the lands in the north precinct with a reference to Policy 9.1 on Map SP2 – Detailed Land Use, heights up to 40 storeys and densities up to 7.5 FSI on the lands fronting Major Mackenzie Drive East and heights up to 25 storeys and densities up to 7.0 FSI on the lands fronting Markham Road may be considered without an amendment to this Plan subject to the following matters being addressed to the satisfaction of the City:
- a) The GO Rail Station subject to further study at Major Mackenzie Drive East is approved by Metrolinx;
 - b) Required technical studies confirming how the proposed development and built form:
 - i) Can be supported by the existing and/or planned transportation capacity of the Secondary Plan Area, and the preparation of a Transportation Demand Strategy in accordance with Section 7.1.6;
 - ii) Can be supported by the existing and/or planned community infrastructure;
 - c) Required servicing studies to address the servicing requirements for development of the lands. The servicing studies shall address the requirements for the following:
 - i) Sanitary sewers;
 - ii) Watermains;
 - iii) Stormwater management design;
 - d) Housing impact statement, including provisions for purpose built rental and/or *affordable housing*;
 - e) Prioritizing and protecting for retail and/or office uses at grade;
 - f) Development is phased with the delivery of planned transportation and transit improvements;
 - g) Policies outlined in Sections 6.1, 7.1 and 7.2 of this Secondary Plan; and
 - h) Any other matters identified through the *development approvals* process.

10. IMPLEMENTATION

10.1 General Policies

It is the policy of Council:

- 10.1.1 That the Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, and other provincial legislation, the provisions of Chapter 10 of the Official Plan and the provisions of this Plan.
- 10.1.2 That a holding provision may be placed on lands, where appropriate, to identify conditions that must be met before the ultimate use of land is permitted in accordance with Section 36 of the Planning Act and section 10.2.3 of the Official Plan.

10.2 Developers' Group Agreement(s)

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

It is the policy of Council:

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

10.3 Development Phasing Plan

It is the policy of Council:

- 10.3.1 That full buildout of the Secondary Plan will be achieved over the long-term and development shall be coordinated with the provision of infrastructure and community facilities to support complete and healthy communities, including:
- a) transit;
 - b) road network capacity;
 - c) pedestrian and cycling facilities;
 - d) water and waste water services;
 - e) stormwater management facilities;
 - f) public schools and other community infrastructure;
 - g) the acquisition of public parkland;
 - h) streetscape improvements; and
 - i) utilities.
- 10.3.2 That development will be coordinated with the delivery of infrastructure in accordance with:
- a) the City's water and wastewater master servicing plan and transportation master plan, as applicable;
 - b) York Region's 10-year capital plan, Water and Wastewater Master Plan and Transportation Master Plan; and
 - c) Metrolinx's Regional Transportation Plan and Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe.
- 10.3.3 That future development applications within the Secondary Plan Area shall be managed within

the capacity of the existing or planned transportation system discussed in Section 7.1.

- 10.3.4 That initial development within the Secondary Plan Area shall not preclude the achievement of a complete community, and the community structure as shown on Map SP1 – Community Structure.
- 10.3.5 If a property is proposed to be developed in phases, a development phasing plan shall be submitted prior to any *development approval*. The development phasing plan shall also address:
- a) the planned distribution of housing by height and density;
 - b) timing of delivery of key internal and external water and wastewater distribution systems, and stormwater management facilities; and
 - c) timing of construction and operation of major utility facilities.
- 10.3.6 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.
- 10.3.7 That the City shall ensure that development is approved based on the capacity within existing transportation and municipal servicing infrastructure and community facilities, and consideration of any planned and financially committed transportation infrastructure system improvements.

10.4 Parkland Dedication and Master Parkland Agreement

The location of park sites shown on Map SP2 – Detailed Land Use have been identified to support complete communities and ensure equitable access to public parks for active and passive recreation. For this reason, the City strongly encourages that development proponents enter into a Master Parkland Agreement with the City prior to any development approvals within the Secondary Plan Area.

It is the policy of Council:

- 10.4.1 That developers shall be encouraged to enter into a Master Parkland Agreement with the City prior to any *development approvals* within the Secondary Plan Area. The Master Parkland Agreement shall identify the minimum size and general location of parks that shall be provided in accordance with Map SP2 – Detailed Land Use.
- 10.4.2 That parkland dedication shall be provided in accordance with the Master Parkland Agreement.
- 10.4.3 That as a condition of *development approval* of any lands within the Secondary Plan Area that are subject to a Master Parkland Agreement, the developer shall provide confirmation from the developers' group(s) that the developer has satisfied all of their parkland obligations with respect to the Master Parkland Agreement.

10.5 Monitoring and Reporting

It is the policy of Council:

- 10.5.1 To regularly review and analyze the effectiveness of the policies in this Secondary Plan to manage growth and update them as needed.

11. INTERPRETATION

11.1 General Policies

It is the policy of Council:

- 11.1.1 That the provisions of Section 11.1 and any other section of the Official Plan regarding the interpretation of that Plan shall apply in regard to this Secondary Plan, however in the event of a discrepancy between this Plan and the policies and/or designations of Part I of the Official Plan, the policies of this Plan shall prevail.
- 11.1.2 That this Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan.
- 11.1.3 That this Secondary Plan includes goals, objectives, principles and policies that are intended to guide development within the Secondary Plan Area. Some flexibility in interpretation is permitted, at the discretion of Council, provided that the intent of the goals, objectives, principles and policies are maintained.
- 11.1.4 That the detailed pattern of land use and the transportation network for the Secondary Plan Area as outlined on Maps SP2 – Detailed Land Use, SP6 – Road Network, and SP7 – Transit and Active Transportation Network may be subject to minor adjustments during the plan of subdivision and/or site plan approval processes, taking into account such matters as the preservation of natural vegetation or heritage resources, stormwater management requirements, detailed land use relationships, and street patterns.
- 11.1.5 That references to “acceptance” or “accepted” by the City of required studies undertaken in support of a development application shall mean acceptance to the satisfaction of Markham staff and external agencies, where applicable.
- 11.1.6 That minor adjustments of land use boundaries and the local street pattern shall not require an amendment to this Secondary Plan, provided the intent of the Plan is maintained.

MAP SP1
COMMUNITY STRUCTURE
MARKHAM RD / MOUNT JOY
SECONDARY PLAN
 (Official Plan Amendment 53)

Boundary of Secondary Plan Area

PRECINCTS

- North
- Central
- South

RESIDENTIAL

- Residential Neighborhood Area

MIXED USE

- Mixed Use Neighborhood Area
- Mixed Use - Employment Priority

COMMUNITY INFRASTRUCTURE, SERVICE FACILITIES

- Public Elementary School
- Place of Worship

GREENWAY SYSTEM

- Greenway

PUBLIC PARKS

- Public Park

OPEN SPACE

- Open Space

PROVINCIAL GO RAIL SERVICE

- GO Rail Station
- GO Rail Station Subject to Further Study
- GO Rail Corridor

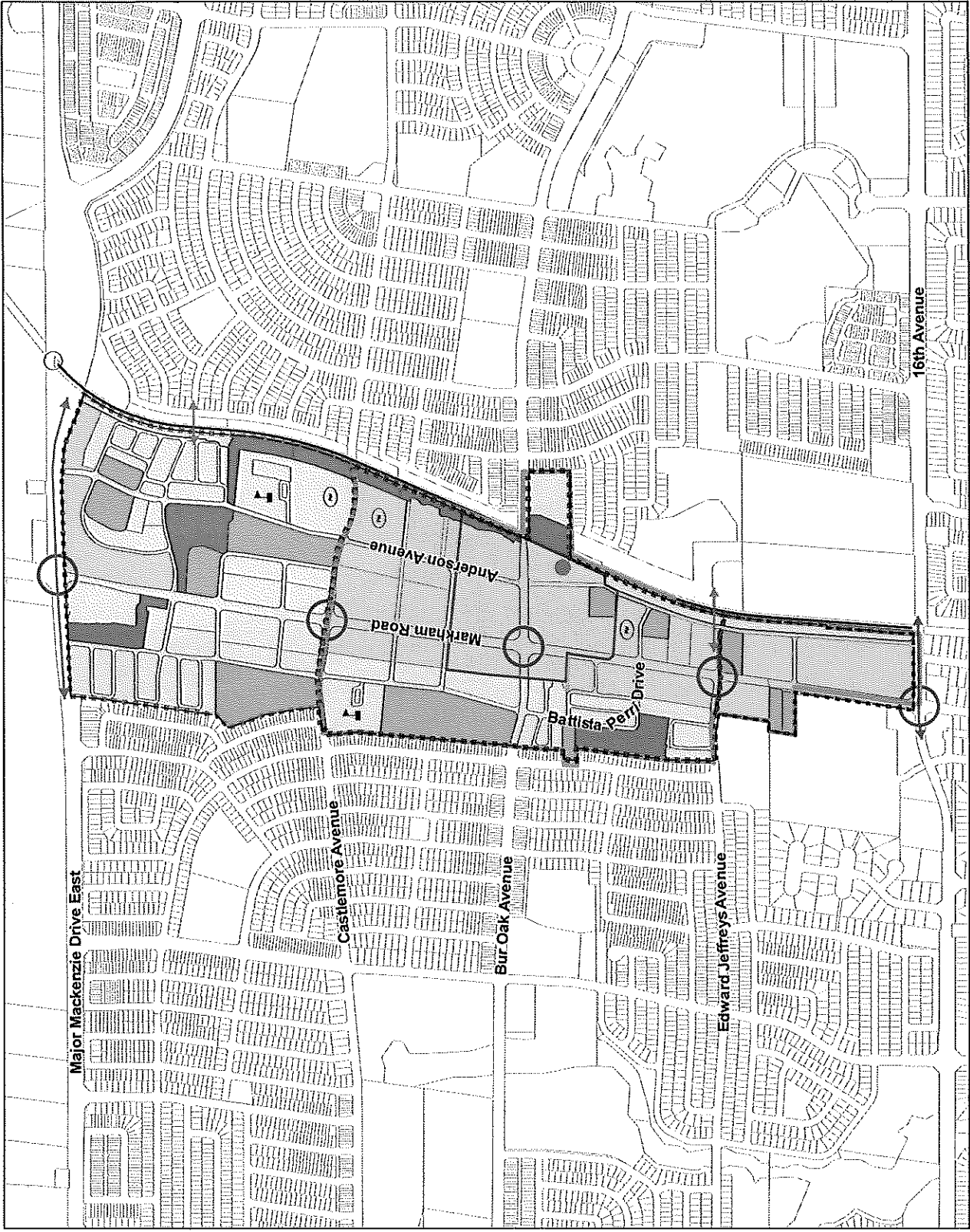
SURFACE RAPID TRANSIT SERVICE

- Rapid Transit Corridor
- Frequent Transit Network Route

OTHER

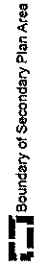
- MTSA Boundary
- Mount Joy GO Station Mixed Use Node
- Key Connections
- Gateway Landmark

SCALE: 1:8,500 Date: 2/5/2024



Document No. 5 - Urban Community Structure - Markham Rd / Mount Joy - 2022 MAP SP1 - AMPOVAL TO REVISE OFFICIAL COMMUNITY STRUCTURE

MAP SP6
TRANSPORTATION NETWORK
 MARKHAM RD / MOUNT JOY
 SECONDARY PLAN
 (Official Plan Amendment 53)



ARTERIAL ROADS

Region of York Arterial Road

COLLECTOR ROADS

Major Collector Road
 (Up to 30.5 metre right-of-way)
 Up to 36.0 metre right-of-way on
 Markham Road north of Edward
 Jeffreys Avenue)

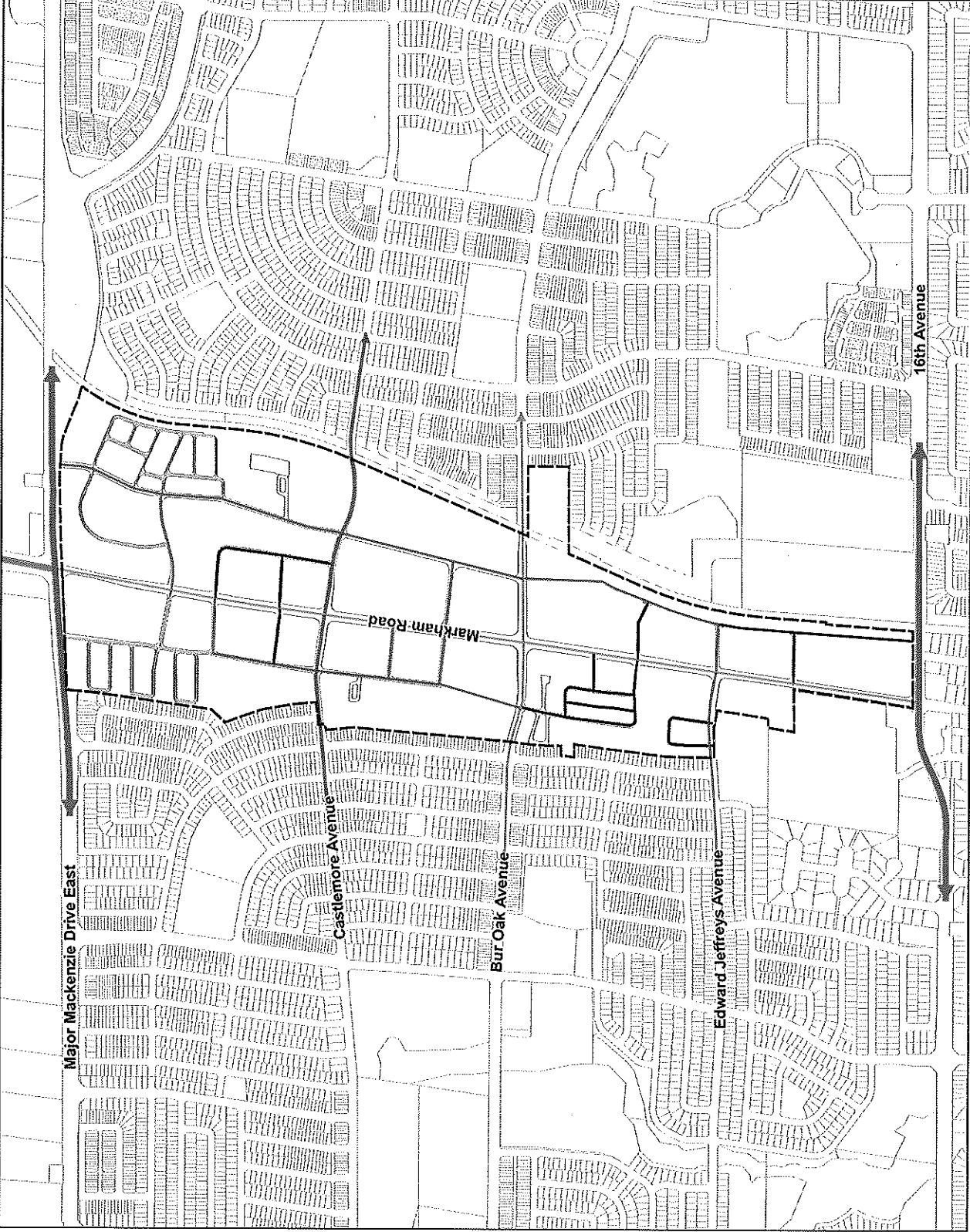
Minor Collector Road
 (Up to 23.0 metre right-of-way)

LOCAL ROADS

Local Road
 (18.5 metre right-of-way)













Private Road

Provincial Highway

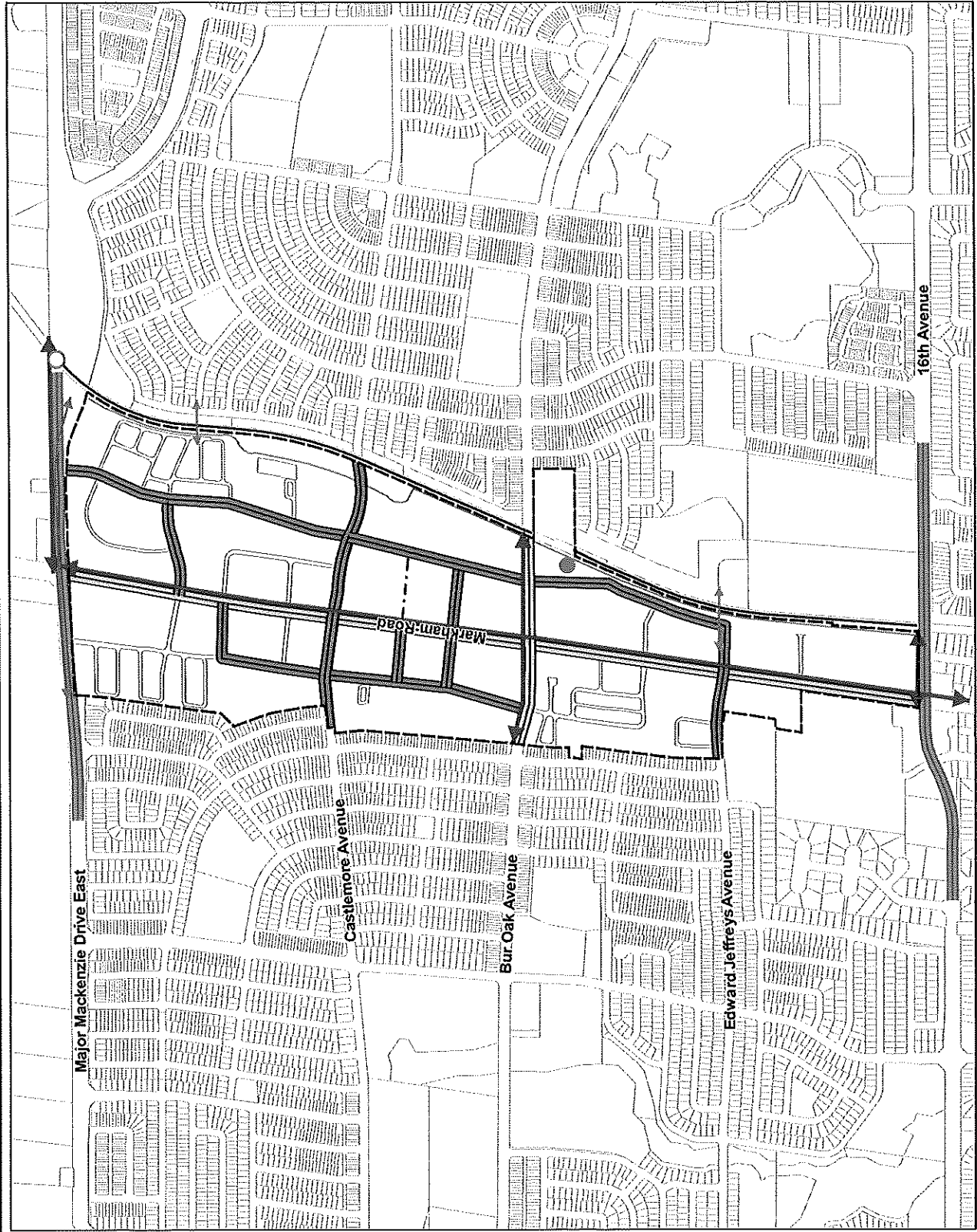


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MAP S27
TRANSIT AND ACTIVE TRANSPORTATION NETWORK
MARKHAM RD / MOUNT JOY
SECONDARY PLAN
 (Official Plan Amendment 53)

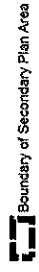
-  Boundary of Secondary Plan Area
-  Minor Collector Road with Separated cycling facility
-  Major Collector Road with Separated cycling facility
-  Region of York Arterial Road with Multi-Use Part or Separated cycling facility
- PROVINCIAL GO RAIL SERVICE**
-  GO Rail Station
-  GO Rail Station Subject to Further Study
-  GO Rail Corridor
- SURFACE RAPID TRANSIT SERVICE**
-  Rapid Transit Corridor
-  Frequent Transit Network Route
- ACTIVE TRANSPORTATION NETWORK**
-  Multi-Use Trail
-  Pedestrian Crossings
-  Pedestrian Walkway

SCALE: 1:8,500 Date: 2/2/2024



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**APPENDIX 1
CULTURAL HERITAGE
RESOURCES**
MARKHAM RD / MOUNT JOY
SECONDARY PLAN
(Official Plan Amendment 53)



Boundary of Secondary Plan Area

- Ⓐ The William Road House, c.
1940 - 989 Markham Road (Individually Designated Property)
- Ⓑ The Albert Wickeman House, c.
1939 - 228 Edward Jeffreys Avenue (Individually Designated Property)
- Ⓒ The Raymer-Wimbold House, c.
1915 - 9404 Markham Road (Individually Designated Property)



Appendix 3 – Transportation System Improvements

Development in the Secondary Plan Area shall be phased with the capacity of the existing and planned transportation system in accordance with Policy 7.1.7.2 and the transportation improvements listed in Table 1 below and the corresponding sub-areas on the attached map.

Table 1 – Transportation System Improvements in the Secondary Plan Area

Sub-Area within the Secondary Plan Area	Transportation System Improvements
1.	<ul style="list-style-type: none"> • Traffic Control Signals 2 at Markham Road / New East-West Minor Collector Road (between Markham Road and Anderson Avenue Extension)
2.	<ul style="list-style-type: none"> • Anderson Avenue Extension (Major Mackenzie Drive East to Castlemore Avenue) • New East-West Minor Collector Road (between Markham Road and Anderson Avenue Extension) • Traffic Control Signals 1 at Major Mackenzie Drive / Anderson Avenue Extension • Traffic Control Signals 2 at Markham Road / New East-West Minor Collector Road (between Markham Road and Anderson Avenue Extension) • Multi-Use Trail • Pedestrian Crossing
3.	<ul style="list-style-type: none"> • New East-West Minor Collector Road (between Markham Road to Tsinghua Way) • New North-South Minor Collector Road (Tsinghua Way to Castlemore Avenue) • New East-West Local Road (between Markham Road and the New North-South Minor Collector Road) • Traffic Control Signals 3 (New North-South Minor Collector Road / Castlemore Avenue)
4.	<ul style="list-style-type: none"> • Anderson Avenue Extension (Major Mackenzie Drive East to Castlemore Avenue) • New Local Road (between Markham Road and Castlemore Avenue) • New East-West Local Road (between Markham Road to the New Local Road) • Traffic Control Signals 4 (Anderson Avenue Extension / Castlemore Avenue)
5.	<ul style="list-style-type: none"> • Traffic Control Signals 4 (Anderson Avenue Extension / Castlemore Avenue) • Multi-Use Trail
6.	<ul style="list-style-type: none"> • New North-South Minor Collector Road (Castlemore Avenue to Bur Oak Avenue) • New East-West Minor Collector Road 1 (between New North-South Minor Collector Road and Markham Road)

	<ul style="list-style-type: none"> • New East-West Minor Collector Road 2 (between North-South Minor Collector Road and Markham Road) • Traffic Control Signals 3 (New North-South Minor Collector Road / Castlemore Avenue) • Traffic Control Signals 5 (New East-West Minor Collector Road 1 / Markham Road) • Traffic Control Signals 6 (New East-West Minor Collector Road 2 / Markham Road) • Traffic Control Signals 7 (North-South Minor Collector Road / Bur Oak Avenue)
7.	<ul style="list-style-type: none"> • New East-West Collector Road (Markham Road to Anderson Avenue) • Pedestrian Walkway (Markham Road to Anderson Avenue) • Anderson Avenue Improvements (Castlemore Avenue to Bur Oak Avenue) • Traffic Control Signals 4 (Anderson Avenue / Castlemore Avenue) • Traffic Control Signals 5 (Pedestrian Walkway / Markham Road) • Traffic Control Signals 6 (East-West Collector Road / Markham Road) • Traffic Control Signals 8 (Anderson Avenue / Bur Oak Avenue)
8.	<ul style="list-style-type: none"> • Anderson Avenue Improvements (Castlemore Avenue to Bur Oak Avenue) • Traffic Control Signals 4 (Anderson Avenue / Castlemore Avenue) • Traffic Control Signals 8 (Anderson Avenue / Bur Oak Avenue) • Multi-Use Trail
9.	<ul style="list-style-type: none"> • Anderson Avenue Extension (Bur Oak Avenue to Edward Jeffreys Avenue) • Traffic Control Signals 8 (Anderson Avenue / Bur Oak Avenue) • Multi-Use Trail
10.	<ul style="list-style-type: none"> • Anderson Avenue Extension (Bur Oak Avenue to Edward Jeffreys Avenue) • Edward Jeffreys Avenue Extension (from Markham Road to Anderson Avenue Extension) • New East-West Local Road (between Markham Road and Anderson Avenue Extension) • Traffic Control Signals 8 (Anderson Avenue / Bur Oak Avenue) • Traffic Control Signals 9 (Markham Road / Battista Perri Drive) • Multi-Use Trail • Pedestrian Crossing
11.	<ul style="list-style-type: none"> • New North-South Local Road (between Anderson Avenue Extension and 16th Avenue) • Edward Jeffreys Avenue Extension (from Markham Road to Anderson Avenue Extension) • New East-West Local Road (between Markham Road and New North-South Local Road) • Multi-Use Trail • Pedestrian Crossing

12.	<ul style="list-style-type: none">• New North-South Local Road (between Anderson Avenue Extension and 16th Avenue)• New East-West Local Road (between Markham Road and New North-South Local Road)• Multi-Use Trail
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**APPENDIX 3
TRANSPORTATION SYSTEM CAPACITY
AND LEVEL OF DEVELOPMENT
MARKHAM RD / MOUNT JOY
SECONDARY PLAN
(Official Plan Amendment XXX)**

Boundary of Secondary Plan Area

Minor Collector Road with Separated Cycling Facility

Major Collector Road with Separated Cycling Facility

Region of York Avenue Road with Multi-Use Path or Separated Cycling Facility

Local Road

Private Road

PROVINCIAL GO RAIL SERVICE

GO Rail Station

GO Rail Station Subject to Further Study

Improvements to GO Rail Corridor

SURFACE RAPID TRANSIT SERVICE

Rapid Transit Corridor

Frequent Transit Network Route

ACTIVE TRANSPORTATION NETWORK

Multi-Use Trail

Pedestrian Crossings

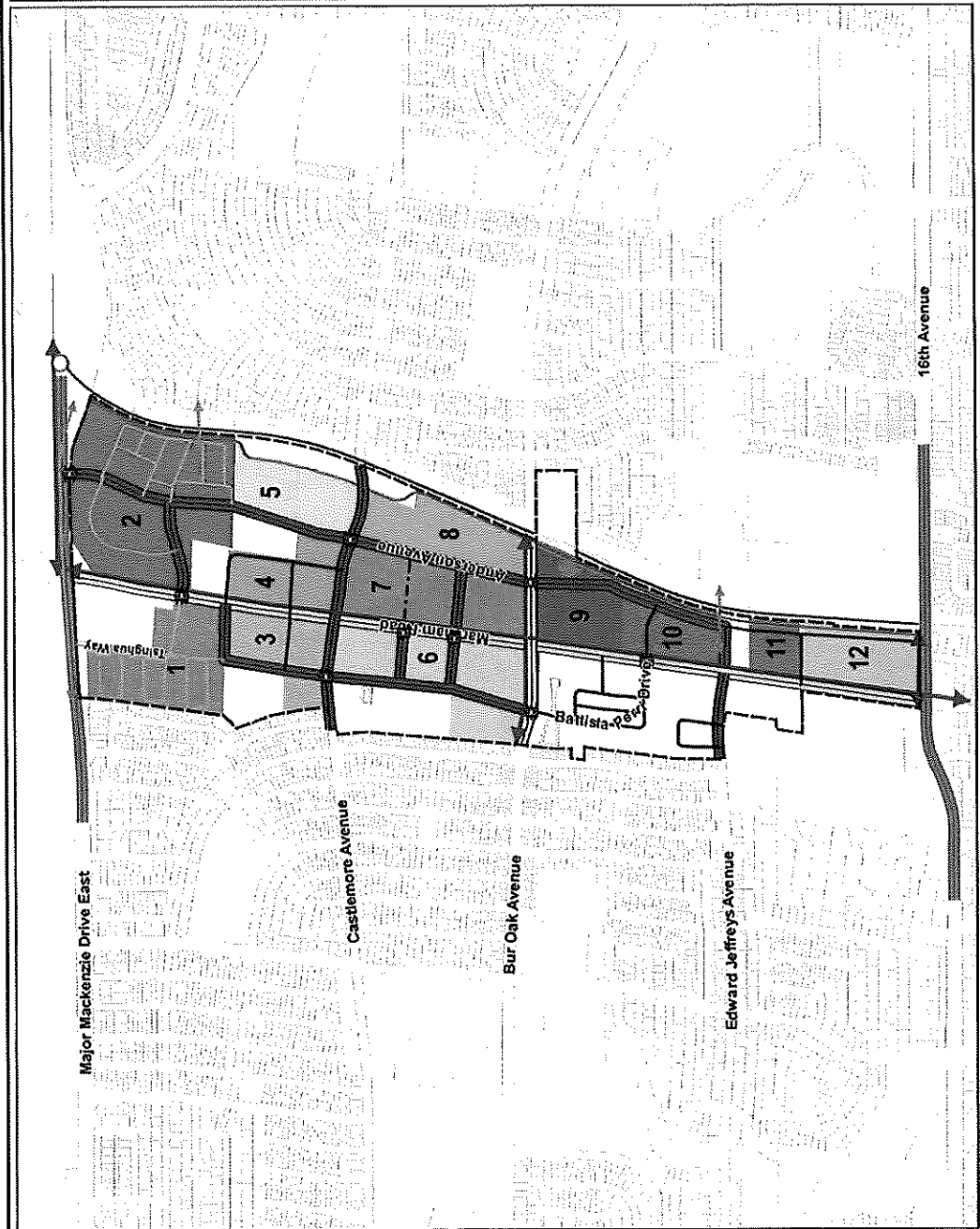
Pedestrian Walkway

New Traffic Control Signal

SUB-AREAS

1 2 3 4 5 6 7 8 9 10 11 12

SCALE: 1:8,500 Date: 5/24/2024



APPENDIX 3
 TRANSPORTATION SYSTEM IMPROVEMENTS
 MARKHAM RD / MOUNT JOY
 SECONDARY PLAN
 (Official Plan Amendment 53)

- Boundary of Secondary Plan Area
 - Minor Collector Road with Separated cycling facility
 - Major Collector Road with Separated cycling facility
 - Region of York Arterial Road with Multi-Use Path or Separated cycling facility
 - Local Road
 - Private Road
- PROVINCIAL GO RAIL SERVICE
- GO Rail Station
 - GO Rail Station Subject to Further Study
 - Improvements to GO Rail Corridor
- SURFACE RAPID TRANSIT SERVICE
- Rapid Transit Corridor
 - Frequent Transit Network Route
- ACTIVE TRANSPORTATION NETWORK
- Multi-Use Trail
 - Pedestrian Crossings
 - Pedestrian Walkway
 - New Traffic Control Signal
- SUB-AREAS
- | | |
|---|----|
| 1 | 7 |
| 2 | 8 |
| 3 | 9 |
| 4 | 10 |
| 5 | 11 |
| 6 | 12 |

