

CITY OF MARKHAM

OFFICIAL PLAN AMENDMENT NO. XXX

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

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

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

City Clerk

Mayor

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THE CORPORATION OF THE CITY OF MARKHAM

BY-LAW NO. _____

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

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

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

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS _____ DAY OF _____, 2024.

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City Clerk

Mayor

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PART I – INTRODUCTION

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

1.0 GENERAL

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

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

PART III - THE SECONDARY PLAN, amends Part II of the Official Plan 2014, and constitutes the Markham Centre Secondary Plan, including Maps SP1 through SP15, and Appendix 1 attached hereto, and is an operative part of this Official Plan Amendment.

2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA

The Markham Centre Secondary Plan Area (“Secondary Plan Area”) comprises lands north of Highway 407 from Kennedy Road westward to the Rouge River greenway east of Woodbine Avenue. The northern limit of the Secondary Plan Area is generally defined by properties along the south side of Highway 7 with the inclusion of lands north of Highway 7 extending from east of Warden Avenue to west of Rodick Road. The Secondary Plan Area contains approximately 390 hectares of land.

3.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to incorporate into the Official Plan a new secondary plan for Markham Centre, fulfilling the requirement of Section 9.3.7.2 of the Official Plan.

4.0 BASIS OF THE AMENDMENT

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

Municipal Planning Context

The Markham Official Plan 2014 builds on the urban structure and growth hierarchy as identified in the 2022 YROP. It identifies a majority of the lands within the Secondary Plan Area as a Regional Centre and Anchor Hub within the City’s urban structure. The Official Plan also provides direction to establish a new secondary plan for Markham Centre, 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 Markham Centre 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. XXX)

1.0 THE OFFICIAL PLAN AMENDMENT

2.0 IMPLEMENTATION

3.0 INTERPRETATION

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

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

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PART III – THE SECONDARY PLAN AMENDMENT

1.0 INTRODUCTION

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

Sections 2.0 through 14.0 and the Maps to this Secondary Plan constitute the operative portions of the Secondary Plan. Section 1.0 and the appendix 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 Secondary Plan, unless otherwise stated, Part I of the City of Markham Official Plan 2014, as amended, is referred to as “the Official Plan”, the Markham Centre Secondary Plan is referred to as the “Secondary Plan”. The boundaries of the Markham Centre Secondary Plan Area are shown on Map SP1 – Secondary Plan Area Boundary.

Within this Secondary Plan, "City" and “City of Markham” refer to the Corporation of the City of Markham, and "city" refers to Markham in the geographic and non-corporate sense.

2.0 VISION, PRINCIPLES, AND OBJECTIVES FOR A THRIVING CITY CENTRE

2.1 Vision

Markham Centre is the heart of the city and a vibrant, intensive, and mixed use urban core. Its evolution will position Markham and its Downtown to compete on the national and world stage as a thriving and dynamic urban centre.

As the centre of civic life and a hub of activity, Markham Centre draws people from across the city and the region to live, work, learn, play, and participate in the Markham community. Major public spaces, institutions, and facilities solidify its role as a meeting place. Building on its success as a high-tech hub and place of innovation, a range of businesses serve as an engine of economic prosperity that establishes Markham Centre as an area of significant employment. Retail and entertainment uses further

establish the Downtown as a destination. Together, this dynamic mix and range of uses creates many reasons to visit and stay in Markham Centre.

In addition to a destination, Markham Centre is a home. A variety of housing provides options for people of all ages, household sizes, and incomes to create a diverse and inclusive community. Markham Centre is composed of smaller neighbourhoods, each serve as a *complete community* for their residents that allow them to meet their daily needs locally and within convenient walking distances.

Although they have their own character, Markham Centre's neighbourhoods form a well-connected and cohesive whole. The transportation system establishes a fine-grained pattern of linkages and makes walking, cycling, and transit attractive and viable alternatives to the car. Excellent higher order transit links Markham Centre to the surrounding region. The transit routes, and particularly their interchange at the future Multimodal Station, serve as focal points for development intensity.

The Rouge River Valley and a network of parks and greenspaces also link Markham Centre's neighbourhoods. This network is foundational to the area's *ecological integrity* and the quality of life of the people who experience it. Careful treatment of the area's natural heritage is part of a broader approach to sustainability, which establishes Markham Centre as a model of environmental performance and stewardship.

When taken as a whole, Markham Centre's parts – private and public spaces, streets and buildings, green spaces, and hardscapes – come together to create an attractive and vital place. These parts are diverse, ranging from quiet intimate corners to places of great energy and excitement. They contribute to a distinct sense of identity that celebrates the diversity of the Markham experience, reflecting on its past and encapsulating the multi-culturalism that is central to its dynamism. They create a landscape that fosters inclusivity and a sense of belonging to support a flourishing community.

2.2 Guiding Principles and Objectives

Guiding principles for the development of Markham Centre as a vital and prosperous urban centre and collection of healthy *complete communities* are identified in this section. These principles were developed through a collaborative process with stakeholders in accordance with provincial plans, the York Region Official Plan 2022, and Markham's Official Plan 2014.

It is the policy of Council:

2.2.1 That development within the Markham Centre Secondary Plan Area be consistent with the goals and strategic objectives outlined in Chapter 2 of the Official Plan as further defined by the 12 guiding principles outlined in Section 2.2.2 through 2.2.13 of the Secondary Plan. The guiding principles are further defined in the Secondary Plan policies.

2.2.2 Create a Place that is the Heart of Markham

- a) To establish Markham Centre as a Regional Centre and the city's Downtown.
- b) To create a place where all Markham residents and visitors can proudly congregate, celebrate and connect.
- c) To establish significant city-serving public spaces and civic facilities, including a major civic square as activity anchors drawing people to Markham Centre.
- d) To foster a diverse range of activities that make Markham Centre a destination for many different reasons and a lively place at different times of the day, week and year.
- e) To concentrate the most dynamic uses in a Downtown District with good access to the future Multimodal Station.
- f) To build a strong identity for Markham Centre through placemaking features, including interesting architecture, public art, greenery, and heritage representation that tells the Markham story and creates a sense of belonging.

2.2.3 Support a Diverse and Prosperous Economy

- a) To promote a robust and diversified mix of uses that establishes Markham Centre as an area of significant employment.
- b) To build on the success of existing sectors to create clusters of complementary, world-leading businesses.
- c) To foster a dynamic and attractive central urban area with great amenities that draws talent and employers.
- d) To support a healthy balance between population and jobs.
- e) To include a range of unit types and a mix of amenities that support an excellent home-based work environment.
- f) To promote the entertainment and tourism sectors to add to the attractions bringing people into Markham Centre.
- g) To provide a range of retail and service experiences that serve local needs and draw customers from a wider catchment, with particular focus on creating spaces for independent small businesses.

2.2.4 Harness Digital Technologies and Innovation

- a) To take a people-centric approach to technology and leverage data, digital capabilities, and innovation to create better places to live, work, learn, and play for Markham's citizens, businesses, and visitors.
- b) To integrate planning and design with digital technology, governance, and data to understand and support the needs of the community and generate sustainable social, environmental, and economic value.
- c) To promote Markham Centre as a global showcase of forward-thinking innovation and opportunity.
- d) To develop, pilot, and optimize new technological solutions that are scalable and could one day be implemented city-wide.

2.2.5 Support Arts, Culture, and Recreation

- a) To support and reinforce Markham Centre as the cultural and entertainment hub for the City of Markham.
- b) To locate major public cultural facilities in Markham Centre, with good access to the Multimodal Station, to serve as incubators of cultural content.
- c) To use public art to create a distinct sense of place and celebrate the dynamism of the Markham community and its rich economic, entrepreneurial, innovative, and cultural history.
- d) To locate recreational facilities in Markham Centre to meet the needs of the local population.

2.2.6 Create an Efficient and Safe Transportation System

- a) To create a robust transportation network that provides efficient, convenient, and safe mobility options for people and goods, intermodal connections, and access to the regional transit system.
- b) To establish Markham Centre as a nexus for higher order transit, where 15-minute, all-day GO rail service, Viva Bus Rapid Transit, local bus services, and the 407 transitway meet to create excellent local and regional connectivity.
- c) To create a comprehensive, separated, attractive, and well-designed network for walking and cycling that allows people to easily get to and around Markham Centre, including the Multimodal Station.
- d) To prioritize movement by walking, cycling, and transit over that of cars.
- e) To adopt new technologies and systems to add to the transportation choices present in Markham Centre while reducing the impact of individual trips.

2.2.7 Create a Great Public Realm

- a) To create an exceptional public realm that is animated, stimulating, attractive and safe, in order to create a strong sense of place and identity for Markham Centre and draw people to experience it.
- b) To design elements of the public realm, including streets, parks, privately-owned publicly accessible spaces and all the other “in-between” spaces, and the buildings that frame and animate them, in a manner that integrates the area into a cohesive and connected whole.
- c) To establish a fine-grained street and block pattern to create character, intimacy, and permeability.
- d) To build streets as public places designed for vibrancy and safety that encourage walking, cycling, relaxing, and socializing.
- e) To ensure buildings create a positive relationship with the public realm and their surroundings with particular focus on the pedestrian experience.
- f) To establish a hierarchy of parks and open spaces that contribute to a unique Markham Centre identity by integrating the natural environment, built form, and recreational, and creative features.

2.2.8 Foster Diverse Built Form

- a) To foster a variety of built form to create visual interest, establish a human scale, relate well to surrounding streets and open spaces, and generate a true mix of housing types.
- b) To achieve targeted densities through a mix of built form within development blocks and areas, which represent a range and hierarchy of height and density.
- c) To locate densities and uses in a manner that maximizes opportunities for walking, cycling, and transit ridership, while reducing dependency on the car.
- d) To strive for design excellence and variety in the built environment.
- e) To provide a range of unit sizes and types within residential buildings.
- f) To create buildings with a positive animating relationship with surrounding streets and other elements of the public realm.

2.2.9 Build Neighbourhoods with Access to All the Things Needed for Daily Life

- a) To promote a mix of uses that ensures that an appropriate range of amenities, including retail, services, schools, parks, and community facilities, are within a short walk of areas with residential and employment uses.
- b) To create a network for walking and cycling that increases the accessibility of destinations and has features that make these ways of moving around the community safe, viable, efficient and attractive.

2.2.10 Realize the Full Potential of the Rouge River Valley System as an Environmental and Placemaking Feature

- a) To bring the natural amenity of the Rouge River Valley system into the heart of Markham Centre's identity.
- b) To shape Markham Centre's built environment to connect to and complement the Rouge River system.
- c) To balance the benefits of access, education, and public amenity with the need to preserve and enhance the Rouge River system's ecological integrity and natural heritage.
- d) To preserve and enhance the ecological function and connectivity between the *natural heritage and hydrologic features* that are present in Markham Centre, including those related to the Rouge River system.
- e) To incorporate the Rouge River system into a parks and open space network, providing access for passive recreational and educational purposes, as appropriate.
- f) To create a trail system alongside and across the Rouge River system that forms the spine of an active transportation network that connects Markham Centre internally and establishes strong linkages to the rest of the city.

2.2.11 Champion Sustainability and Environmental Performance

- a) To achieve net-zero emissions by 2050.
- b) To reduce energy consumption through compact urban form and a transition to sustainable modes of transportation.
- c) To promote energy-efficient building orientation, design, and construction.
- d) To support the expansion of the district energy system and the transition towards less carbon intensive sources of fuel.
- e) To employ innovative approaches when addressing the environmental performance of the urban environment, including managing waste and stormwater.
- f) To promote vegetative cover and an expansion of the *urban tree canopy* throughout Markham Centre.

2.2.12 Plan for Inclusive Neighbourhoods

- a) To create a housing supply that meets the needs of residents of all ages, abilities, income levels, cultures, family types, and household sizes.
- b) To provide a mix of housing options that includes variety in terms of housing type, unit size, and tenure.
- c) To promote and encourage the provision of purpose-built rental, affordable housing, family-size units, and student- and seniors-focused housing.

2.2.13 Transition from Suburban to Urban

- a) To transition from a car-dominated transportation system to one that prioritizes walking, cycling and transit.
- b) To phase out surface parking lots within Markham Centre over time.
- c) To consider interim uses, such as structured parking, which can meet present demands while offering opportunities for retrofit to other uses when demand changes.
- d) To use digital technologies to enhance quality of life and improve the efficiency and resiliency of Markham Centre.

3.0 COMMUNITY STRUCTURE

3.1 Structuring Features

The Markham Centre Secondary Plan Area covers over 490 ha of land and encompasses areas of different contexts and conditions. As such, Markham Centre is not one place, but many, each with their own distinct attributes and character. Both natural and planned features in Markham Centre serve to divide the area into districts, district sub-areas, and blocks that give the area an urban texture. Features also link and join these distinct parts to create an integrated whole. The features that contribute to Markham Centre's structure include the following:

- **The Greenway** – The Rouge River system runs through Markham Centre from west to east. The Greenway separates Markham Centre's districts, but also serves as a natural communal focal point uniting those districts, with connectivity throughout created by crossings and trail connections.
- **Higher Order Transit** – Three lines of higher order transit are planned to converge on the Multimodal Station, providing an important focal point and gateway to Markham Centre from the surrounding region: the GO Rail line, the 407 transitway, and the Viva Bus Rapid Transit (BRT) Rapidway ("Viva Rapidway"). The latter serves as a spine running east-west, providing excellent local access to higher order transit to many parts of Markham Centre.
- **The Street Network** – Streets serve as the primary routes for transportation, link Markham Centre together and to the rest of the city, act as important public spaces and establish the granularity of the block pattern. Mid-block connections further enhance the permeability of the urban environment.

The basic structure created by these features is further detailed through the distribution of land uses, a hierarchy of built form intensity and the extension of the

Greenway through a parks and open space system to create a whole vision for the evolution of Markham Centre.

It is the policy of Council:

- 3.1.1 To integrate the Greenway, as shown on Map SP6 – Parks and Open Spaces, into Markham Centre’s parks and open space system in a manner that protects its ecological integrity, while providing access for appropriate passive recreational activities, fostering connectivity between districts, and contributing to Markham Centre’s identity.
- 3.1.2 That development in proximity to the Greenway and adjacent parks and open spaces shall be oriented towards it and designed to have a positive relationship with this natural amenity. Buildings and site layout shall be designed to encourage views and public access, where appropriate, to the Greenway and to avoid negative impacts, in terms of shadows, wind, or micro-climatic conditions.
- 3.1.3 That the street network shall provide convenient and safe routes to, from, and through Markham Centre.
- 3.1.4 That the street network shall provide access to, and connections between, Markham Centre’s neighbourhoods, creating limited, but strategic, crossings of the Greenway.
- 3.1.5 That the street network shall be fine-grained and laid out in a modified grid, allowing for good permeability of the area for all forms of transportation, and appropriate block sizes for urban development. The planned street network is shown on Map SP9 – Road Network.
- 3.1.6 That mid-block connections shall enhance pedestrian and cyclist connectivity.
- 3.1.7 That a network of trails shall be developed throughout and adjacent to the Greenway to provide access to natural amenities and enhance connectivity between districts.
- 3.1.8 That the intersection of the Viva Rapidway, GO Rail line, and future 407 Transitway at the Multimodal Station shall serve as an important focal point for intensity of development and a gateway into Markham Centre. The routes of higher order transit present in Markham Centre are shown on Map SP11 – Rapid Transit Network.
- 3.1.9 That Markham Centre will be divided into district and district sub-areas, as shown on Map SP2 – Districts and District Sub-areas.

3.2 Community Hubs

Markham Centre is both a focal point for the greater Markham community and a collection of communities in their own right.

At the scale of the district, each part of Markham Centre should be a *complete community* at a walkable scale. This means that residents will have access to most of the things they need in their daily lives within a short walk: retail, services, schools, day cares, community facilities, parks, and employment opportunities.

At the scale of the Secondary Plan Area, Markham Centre completes the larger Markham community by serving as: the seat of municipal government, Central Business District, the location of city- and region-serving facilities and institutions, and a retail and entertainment hub.

The community structure for Markham Centre brings the facilities, amenities, and functions essential to a *complete community* together to create community hubs that combine access to amenity and place-making in a way that contributes to the character of the area and creates a community focal point, a crossroads and meeting place where civic life can flourish. Community hubs are centred on retail streets and an outdoor public space, either an urban square or park. Where possible, schools and community facilities are also located at these community hubs. The location of community hubs supports walkable access to amenities.

It is the policy of Council:

- 3.2.1 That Markham Centre shall be developed to include all the amenities required for a *complete community*, including retail, services, schools, day cares, community facilities, parks, and employment opportunities. These amenities will be located to promote accessibility by walking and integrated with active transportation networks.
- 3.2.2 That in each district or district sub-area, community hubs and main streets shall be developed that integrate the area's amenities to create community focal points. Such amenities include, but are not limited to, retail, service, restaurants, schools, day cares, civic facilities, cultural amenities, entertainment facilities, institutional uses, parks, and urban squares.
- 3.2.3 That community hubs and main streets shall be located in central locations to improve access by walking from the surrounding district and to contribute to the core character of the district or district sub-area.
- 3.2.4 That community hubs and main streets shall be enhanced through the design treatment of building facades, landscaping, streetscape materials, street furniture, and

public art to increase the amenity and attractiveness of the areas and contribute to the character of the district or district sub-area.

3.2.5 That Map SP4 – Community Structure shows the community structure for the Markham Centre Secondary Plan Area and establishes how active frontage main streets, parks, squares, schools, civic facilities, and other institutional uses will be co-located to create community hubs.

3.2.6 That areas shown as ‘Main Street with Active Frontage’ on Map SP4 – Community Structure shall feature predominantly non-residential uses at grade with a direct animating relationship to the public right-of-way, including retail, commercial, services, and public uses. Primary entrances to the residential portions of residential and mixed use buildings shall be permitted with the condition that they contribute to the active frontage and do not compromise the predominantly non-residential character of the streetscape.

3.2.7 That the exact location and nature of the amenities shown on Map SP4 – Community Structure may be altered without need to amend the Secondary Plan, if the general intent of Policies 3.2.1, 3.2.2, 3.2.3, and 3.2.5 is achieved, with particular emphasis on access, the integration of amenities, and the continuity of activation along main streets.

4.0 DISTRICTS

Markham Centre’s districts are distinct, each having their own combination of context, built form, uses, features, and amenities that contribute to their character. They perform different functions, including serving as a gateway, lively downtown, seat of municipal government, predominantly residential area, and a Central Business District. They are in some ways autonomous, and in others highly interdependent. An integrated transportation network enables residents, workers, students, and visitors to easily move around Markham Centre, accessing the full variety of its amenities and experiences.

The larger districts are further broken down into district sub-areas to distinguish further gradations in use and character. Markham Centre’s districts and district sub-areas, as indicated on Map SP2 – Districts and District Sub-areas, are:

- Downtown, which is further divided into
 - Station Area
 - Birchmount
 - West
- Uptown, which is further divided into

- Circa
- Warden / 7
- 7 Corridor
- Fairburn
- Kennedy

4.1 Downtown District

The Downtown District of Markham Centre will be the unmistakable centre of the city. It will feature high density built form, a great mix and diversity of uses, and a high quality public realm that creates an interesting and stimulating environment.

The Downtown District will be the location where Markham’s many communities come together: a place of interaction, exchange, and energy. Its mix of residences, workplaces, restaurants, shops, and civic and cultural facilities will create an area that is busy all day, all week, and all year.

The Downtown District will feature the following:

- A critical mass of office and employment-generating uses that serve as a Central Business District for the City of Markham;
- A major civic square, co-located with other city-serving civic and cultural facilities;
- Major institutional uses, such as York University’s Markham Campus;
- Major recreational facilities, such as the Pan Am Centre and YMCA; and
- City-serving retail, restaurant, and entertainment uses.

Enterprise Boulevard will serve as the city’s main street, linking the major amenities found in the Downtown District and binding its sub-areas into a unified whole.

The Downtown District is comprised of the following sub-areas:

- **Station Area:** Markham Centre’s area of greatest intensity and mix of uses centred on the Multimodal Station. It also features key clusters of city-serving civic amenities and institutional uses;
- **Birchmount:** the continuation of the Downtown to the west, with an exciting mix of residential, office, entertainment, and retail uses; and
- **West:** an area of office uses west of Warden Avenue and interfacing with the Greenway.

It is the policy of Council:

- 4.1.1 That the Downtown District shall feature the greatest mixing of uses and greatest built form intensities within Markham Centre.
- 4.1.2 That the Downtown District shall feature significant office and employment uses and serve as the city's Central Business District.
- 4.1.3 That a range and diversity of private uses, including retail, services, restaurants, and entertainment uses are encouraged to locate in the Downtown District and provide a level of amenity to serve the local population of residents, workers, and students, and attract visitors from across the city and the region.
- 4.1.4 To create a Downtown Civic Cluster centred on a large civic square and surrounded by major civic amenities, potentially including a library, community centre, and performance arts centre. The Downtown Civic Cluster will serve as an important activity anchor drawing people to the Downtown District. It will create a place where the Markham community comes to meet, celebrate, and develop a sense of shared experience. Additional opportunities to enrich the Markham Civic Square and the surrounding area as a focal point of activity and interchange in public life through the location of cultural, commercial, institutional and government uses will be encouraged. The Markham Civic Square will be the subject of a visioning exercise as established by Policy 6.3.26 of the Secondary Plan.
- 4.1.5 That Enterprise Boulevard shall serve as the Downtown District's primary main street. It will connect the district's uses and amenities into a unified whole. These will include community hubs of different characters spread out along its length: a retail and entertainment hub centred at Birchmount Square, the Downtown Civic Cluster, an institutional hub incorporating York University and the Pan Am Centre, and prominent connections to the Multimodal Station.
- 4.1.6 That Enterprise Boulevard shall feature a continuity of active frontages along its length, which include grade-related retail, services, restaurants, and public uses. The primary entrances to these uses shall face Enterprise Boulevard.
- 4.1.7 That Enterprise Boulevard shall be designed as a keystone public space, prioritizing the pedestrian experience, and contributing to the identity of the Downtown District. It will be part of a broader public realm network that includes streets, pedestrian connections, parks, civic squares, and other open spaces, incorporating public art, hard and soft landscape, *trees* and vegetation, street furniture, and iconic design treatment to enrich the experience of the Downtown District. Buildings will frame and animate

public spaces and be designed to minimize shading of public spaces and create comfortable pedestrian conditions.

- 4.1.8 That the Downtown District shall feature a variety of parks and open spaces that contribute to the diversity of experiences in the area. These include hardscape urban squares, local parks, larger parks with active recreation amenities, and school yards. The eastern and western extents of Enterprise Boulevard will be anchored by public squares that serve as focal points for these portions of the Downtown District. Two new schools (one York Region District School Board and one York Catholic District School Board) will be located to enhance their accessibility by walking.
- 4.1.9 That the Greenway, particularly Tributary 4 of the Rouge River that runs south from the main valley through the middle of the Downtown District, as shown on Map SP13 – Greenway System, will be appropriately incorporated into the parks and open space system and public realm network in the Downtown District. This treatment will integrate an experience of nature, natural heritage education, and public art into this intense urban environment in a manner that restores and enhances the tributary.
- 4.1.10 That the intersection of the Viva Rapidway, GO Rail line, and future 407 transitway at the Multimodal Station shall serve as an important focal point for intensity of development and a gateway into the Downtown District, Markham Centre, and the city as a whole.
- 4.1.11 That the alignment of the 407 transitway be determined through a review as established by Policy 9.1.3.4 of the Secondary Plan.
- 4.1.12 That the Multimodal Station should be designed to serve as an important piece of civic architecture, contributing to an identity for Markham Centre, and the wider city as well. The treatment of the surrounding public realm and connections to key destinations within the district, particularly Enterprise Boulevard and the Downtown Civic Cluster, should contribute to a sense of arrival. The City of Markham should hold an international design competition for the design of the station and surrounding public realm.
- 4.1.13 That the City of Markham shall coordinate technical evaluations of the station area, to identify solutions that address matters that include the integration of different modes of transportation, the treatment of the crossing of Enterprise Boulevard/YMCA Boulevard and the GO Rail line, the relationship of the station to the surrounding area and other matters.
- 4.1.14 That no development shall proceed that precludes technical solutions to the treatment of the station area, the alignment of the 407 transitway, and the treatment of Tributary

5, as established in Policies 4.1.13, 5.5.1, 5.5.2, 9.1.3.4, 9.1.3.5, and 9.1.3.8, until appropriate studies and evaluations are completed by the City of Markham, the province and Metrolinx.

4.2 Uptown District

The Uptown District of Markham Centre will serve as a secondary node of intensity centred on the intersection of Warden Avenue and Highway 7, the traditional focal point of Markham Centre, anchored by the Markham Civic Centre and the Hilton Hotel.

The Uptown District will have a character distinct from the Downtown District: less intense, with a different configuration of uses, but also more varied in nature due to its longer history of development. The area already features built form representing different eras of development activity: low-rise townhouses, mixed use mid-rise buildings, more recent high-rise developments, and iconic landmark buildings, such as the Markham Civic Centre, Hilton Hotel, and IBM campus.

Change in the Uptown District will come from building out the remaining areas, evolving some existing built-up areas to more intense built forms, and adding critical community structuring elements, such as retail main streets, schools, parks, and community facilities. The addition of these elements will complete the Uptown District community, increasing the amenities and community facilities within walking distance.

Highway 7 remains an important transportation spine running through the area with built form creating a consistent and pedestrian-friendly environment along this arterial. However, areas of community focus and retail are generally located away from Highway 7, in environments more comfortable for pedestrians.

The Uptown District is comprised of the following sub-areas:

- **Circa:** a mix of low-, mid- and high-rise buildings, with some significant employment uses and a cluster of schools and community facilities;
- **Warden / 7:** the traditional focal point for Markham Centre due to the presence of the Markham Civic Centre, which will intensify over time; and
- **7 Corridor:** a strip between Highway 7 and the Greenway.

It is the policy of Council:

- 4.2.1 That the Uptown District shall feature built form intensities secondary to those of the Downtown District.

- 4.2.2 That the Uptown District, west of Warden Avenue, shall feature a concentration of employment-generating uses, including office, that is significant, but secondary to, the Downtown District. East of Warden Avenue, employment may primarily comprise retail and service uses, although all compatible non-residential uses are permitted.
- 4.2.3 That a range and diversity of retail, services, and restaurants are encouraged to locate in the Uptown District and provide a level of amenity to serve the local population of residents, workers, visitors, and students. The preferred location for these uses is on main streets that combine with, and link to, other amenities in community hubs in central locations throughout the district. In some instances, main streets are located without other amenities nearby to promote walkable access to retail and services.
- 4.2.4 That an Uptown Civic Cluster centred on the existing Markham Civic Centre, Flato Theatre, and Unionville High School will be expanded through the addition of a community centre and urban square. Due to the presence of the Civic Centre and its symbolic prominence as the centre of civic life, the Uptown Civic Cluster is anticipated to draw people from across the city and should have facilities scaled and oriented to this catchment. Consideration will be given as to how the open space surrounding the Civic Centre can evolve to respond to the growing need of the surrounding community for parkland.
- 4.2.5 That, as a traditional focal point within Markham Centre, the intersection of Warden Avenue and Highway 7 will receive special design treatment and built form at the corners of this intersection will be designed with a strong pedestrian focus and consideration of the views and vistas between them.
- 4.2.6 That development northeast of the intersection of Warden Avenue and Highway 7 shall provide appropriate transitions in height and density to abutting low-rise neighbourhoods.
- 4.2.7 That, within the 7 Corridor district sub-area along the southern Highway 7 frontage, development shall feature predominantly mid-rise buildings that provide a transition to built form on the northern frontage of Highway 7.

4.3 Fairburn District

The Fairburn District will be a predominantly mid-rise neighbourhood, linked through transit, active transportation connections, and shared amenities to the rest of Markham Centre. It features lower density employment uses in its southern portion. The Fairburn District will act as an area of transition between the higher densities within other parts of Markham Centre and the lower density areas to the north and west.

It is the policy of Council:

- 4.3.1 That the northern portion of the Fairburn District shall feature predominantly mid-rise buildings with select areas identified for taller buildings. Buildings will create a consistent street wall along Highway 7 at a scale that appropriately transitions to residential areas to the north.
- 4.3.2 That the northern mixed use portion of the Fairburn District may be predominantly residential, although all compatible non-residential uses will be permitted. It shall feature a range and diversity of retail, services, and restaurants to meet the needs of local residents, from within the district and surrounding areas, and provide walkable access to daily necessities. The preferred location for these uses is on main streets that run through the area, grouped to form a community hub that includes an east-west system of parks, a public square, and a school.
- 4.3.3 That the southern portion of the Fairburn District, on the blocks north and south of Yorktech Drive and in closer proximity to Highway 407, features employment lands. This area will continue to provide locations for industrial and warehousing facilities, and accessory retail and service uses.
- 4.3.4 That efficient, safe, and comfortable pedestrian and cycling connections will be created from the Fairburn District to the rest of Markham Centre to facilitate access to amenities in other districts.

4.4 Kennedy District

With two BRT stations, the Kennedy District will build on the adjacent Downtown District, both extending the main street environment of the Enterprise Boulevard corridor and transitioning in terms of built form intensity to the communities located to the east. The Kennedy District is centred on an urban and pedestrian-friendly vision of Kennedy Road.

As a long and slender district, retail is the predominant amenity in the Kennedy District, punctuated by urban squares at key locations. Other amenity needs for schools, larger parks, and community facilities, will be met in the other districts or in the surrounding areas outside the Secondary Plan Area boundary.

It is the policy of Council:

- 4.4.1 That the Kennedy District shall feature built form intensities lower than those of the Downtown District and decreasing and stepping down as the area transitions to the low-rise residential neighbourhoods to the east.
- 4.4.2 That the Kennedy District will permit a broad mix of compatible uses.
- 4.4.3 That Kennedy Road shall serve as a main street with active frontages, predominantly featuring retail and service uses at grade.
- 4.4.4 That Kennedy Road shall be designed as an attractive, pedestrian-friendly environment that buffers pedestrian spaces from vehicular traffic.
- 4.4.5 To collaborate with York Region and York Region Rapid Transit to ensure that the Viva BRT lines can efficiently travel through this portion of Markham Centre.
- 4.4.6 That efficient, safe, and comfortable pedestrian and cycling connections will be created from the Kennedy District to the rest of Markham Centre and neighbouring communities to facilitate access to amenities.

5.0 ENVIRONMENTAL SYSTEMS

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

5.1 Greenway System

The Greenway System lands located within the Markham Centre Secondary Plan Area reflect, for the most part, the Natural Heritage Network associated with the Rouge River and its tributaries. The Rouge River runs approximately 4.8 km through the core of Markham Centre, roughly from west to east. Beaver Creek discharges into the Rouge River in the southwestern portion of the Secondary Plan Area, as do several other minor tributaries along its length. In total, Greenway System lands comprise over 22% of the Secondary Plan Area.

The Rouge River system serves as a natural heritage spine for Markham Centre and provides connections to the city-wide Greenway System to the northwest and northeast. It is a natural heritage area located at the heart of a highly urbanized environment. Its treatment needs to preserve its ecological value, while establishing an appropriate relationship to the surrounding built environment. Achieving this

balance will require buffering the Greenway System from development and incorporating it into a parks and open space system that provides controlled access and use by the substantial population that will live and work in the area, as well as visitors. This treatment will make the Greenway System a defining part of the Markham experience in a way that protects *natural heritage and hydrologic features*, while supporting the protection of wildlife habitat, passive recreation uses, active transportation linkages, natural heritage enhancement opportunities, and nature appreciation.

It is the policy of Council:

- 5.1.1 To identify, protect and enhance the Greenway System in the Markham Centre Secondary Plan Area in a manner consistent with Section 3.1 of the Official Plan, the policies of the Secondary Plan and the Master Environmental Servicing Plan Report, prepared in support of the Secondary Plan, as updated from time to time.
- 5.1.2 That further to Section 3.1 of the Official Plan, the components of the Greenway System within the Markham Centre Secondary Plan Area include the following as generally shown on Map SP13 – Greenway System:
 - a) Natural Heritage Network lands;
 - b) Other Greenway System lands including certain naturalized stormwater management facilities; and
 - c) Greenbelt Plan Area lands (Urban River Valleys).
- 5.1.3 That the boundaries of the Greenway System and the Natural Heritage Network within the Markham Centre Secondary Plan Area, including the delineation of *natural heritage and hydrologic features* and their associated *vegetation protection zones*, as shown in Map SP13 – Greenway System and Map SP14 – Natural Heritage Features, may be refined or modified in accordance with Section 3.1.1.3 of the Official Plan and the policies of the Secondary Plan.
- 5.1.4 That *vegetation protection zones* be required in accordance with Section 3.1.2.22 through 3.1.2.27 of the Official Plan.
- 5.1.5 That the ‘Greenbelt Plan Area - Urban River Valley’ lands shown on Map SP13 – 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.

- 5.1.6 To request or require the conveyance of Greenway System lands into public ownership through the *development approval* process. Greenway System lands are not eligible for parkland dedication credit.
- 5.1.7 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.
- 5.1.8 To minimize and mitigate the impact of required infrastructure in accordance with Section 3.1.2.9 of the Official Plan, the Master Environmental Servicing Plan, and any class environmental assessments.
- 5.1.9 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 Master Environmental 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 opportunities and objectives.
- 5.1.10 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*;
 - b) Where trail alignments may impact *natural heritage and hydrologic features*, a scoped environmental impact study may 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 SP6 – Parks and Open Space System may be refined without amendment to the Secondary Plan, and, where feasible and appropriate, shall meet provincial guidelines for accessibility;
 - d) Trails should be integrated with maintenance access required for infrastructure and stormwater management facilities, where possible; and
 - e) The area of land provided for a trail shall not be eligible for parkland credit.

5.2 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 many benefits

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

It is the policy of Council:

- 5.2.1 To protect, expand, and integrate the *urban forest* in the Markham Centre Secondary Plan Area in a manner consistent with Section 3.2 of the Official Plan and the policies of the Secondary Plan. Native species should be prioritized.
- 5.2.2 A Tree Inventory and Preservation Plan shall be prepared as part of an application for development approval, if required by the City, to identify and describe existing *trees* including their size, species and condition, and methods to ensure the protection of *trees* to be retained.
- 5.2.3 That where *trees* cannot be retained in situ, compensation will be provided in accordance with Section 3.2.1 c) of the Official Plan.
- 5.2.4 To further grow the urban *tree canopy* by:
 - a) providing adequate soil volume for trees in all new development and streetscape improvement plans;
 - b) identifying areas for tree planting as part of parks and open space planning and improvements;
 - c) identifying areas for tree planting as part of streets and the public realm planning and improvements;
 - d) enhancing existing and new trail connections with on- and off-site tree planting;
 - e) designing underground parking setbacks to account for growth of mature trees as part of building design and site plan; and
 - f) planting trees along Highway 407 and the GO Rail line to mitigate the impacts of these transportation corridors.

5.3 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:

- 5.3.1 That development, *redevelopment* and *site alteration* should be designed to protect the health and safety of the public and reduce property damage within the Secondary Plan Area in a manner consistent with Section 3.4 of the Official Plan and the policies of the Secondary Plan.
- 5.3.2 That applications for *development approval* for *sensitive land uses* adjacent to an arterial road, railway corridor or Highway 407 shall be accompanied by a study addressing noise, vibration and air quality prepared in accordance with provincial guidelines, standards and procedures and York Region policies including required mitigation measures prepared to the satisfaction of York Region.
- 5.3.3 To require Environmental Site Assessments (ESAs) and a Record of Site Condition (RSC) be prepared by a qualified professional 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 Secondary Plan Area.
- 5.3.4 That applications for *development approval* within a Special Policy Area as shown on Map SP15 shall conform with the Special Policy Area policies in Section 3.4 of the Official Plan. Special Policy Area policies shall prevail over all other policies in the Secondary Plan.

5.4 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 Rouge River *subwatershed*. Low Impact Development measures will be implemented throughout the Secondary Plan Area, where appropriate, in accordance with the City's Low Impact Development Guidelines to provide the required water balance and groundwater recharge functions.

It is the policy of Council:

- 5.4.1 That stormwater management facilities shall be located and designed in a manner consistent with Section 3.3 of the Official Plan and Section 9.2.1 of the Secondary Plan, and based on the recommendations and findings of the Municipal Servicing Study Report prepared for the Secondary Plan Area, as updated from time to time.
- 5.4.2 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 9.2.1 of the Secondary Plan.

- 5.4.3 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 provincial and City of Markham requirements.
- 5.4.4 That stormwater management facilities be located and designed in a manner that does not impact public park blocks.
- 5.4.5 That development proponents shall be responsible for upgrading storm sewers, where required, to eliminate any existing surcharging.
- 5.4.6 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.

5.5 Rouge River Tributary 5

Tributary 5 is a small tributary to the Rouge River in the eastern portion of the Secondary Plan Area. There is significant flood risk associated with Tributary 5, providing constraints to the development of this portion of the Secondary Plan Area. The City and Toronto and Region Conservation Authority have approved the relocation, realignment or channelization of Tributary 5 for the purpose of flood control, or its enclosure within a storm sewer. Based on the complexity, impacts on natural features and implications for stakeholders, a detailed analysis through a municipal class environmental assessment process will be undertaken to identify a final preferred option for the treatment of Tributary 5.

It is the policy of Council:

- 5.5.1 To undertake a municipal class environmental assessment to identify a final preferred option for the relocation, realignment, channelization, or enclosure of Tributary 5.
- 5.5.2 That development shall only occur in the area potentially impacted by the Tributary 5 relocation, as shown on Map SP13 – Greenway System, when the evaluation identified in Policy 5.5.1 has been undertaken and resolved, to the satisfaction of the City of Markham, if it can be demonstrated that a proposed development would not preclude options for the relocation, realignment, channelization or enclosure of Tributary 5 and

the creation of an orderly pattern of development in this portion of the Secondary Plan Area.

- 5.5.3 That compensation for loss of riparian habitat, water balance and flood storage associated with the relocation, realignment, channelization, or enclosure of Tributary 5 should be integrated into development and public spaces to mitigate impacts.

6.0 HEALTHY COMMUNITIES

Markham Centre will be a healthy *complete community*.

Healthy communities are diverse in their populations. Markham Centre is a place for all and will reflect the dynamism of the broader Markham community in the local population through the variety of housing options provided.

Healthy communities are rich in the quantity, variety and quality of amenities, and experiences they offer to residents, workers, students, and visitors. Markham Centre will feature a mix of community facilities, parks and open spaces, and other amenities that contributes greatly to quality of life and is integrated with the broader urban environment to create a distinct quality of place.

6.1 Housing

Markham Centre will be an inclusive community. The housing supply will meet the needs of residents of all ages, abilities, income levels, cultures, family types, and household sizes. A variety of housing options will enable a diversity of people to find a home in Markham Centre and stay within the community as they move through life's stages. The housing supply will include variety in terms of ownership and rental opportunities, affordability, unit size and special needs, and seniors and student housing. Special effort will be required to ensure that portions of the housing supply typically underrepresented by the market are included in this mix at sufficient levels, particularly purpose-built rental, family-size units, and housing affordable to low- and moderate-income residents.

It is the policy of Council:

Range of Housing Types

- 6.1.1 To promote an appropriate and adequate range of housing choices by type, tenure, and affordability level to accommodate the needs of residents in a manner consistent with Section 4.1 of the Official Plan and the policies of the Secondary Plan.

- 6.1.2 To encourage a mix of unit sizes, including family-size units.
- 6.1.3 To encourage the construction of rental and *shared housing* units with a full range of unit types and sizes, particularly in locations well-served by transit.

Affordable and Shared Housing

- 6.1.4 To provide for affordable and *shared housing* opportunities within the Secondary Plan Area in accordance with Section 4.1.3 of the Official Plan, and more specifically by:
- a) targeting 25 percent of the new housing units to be affordable to low- and moderate-income households for lands outside of a Major Transit Station Area (MTSA);
 - b) targeting 35 percent of the new housing units to be affordable to low- and moderate-income households for lands within the Montgomery BRT Station, Town Centre BRT Station, Cedarland BRT Station, Warden BRT Station, Andre De Grasse BRT Station, Enterprise BRT Station and Unionville GO Station Protected Major Transit Station Area (PMTSA) as shown on Map SP3 – Protected Major Transit Station Areas;
 - c) 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
 - d) supporting the equitable distribution of affordable and shared housing within permitted building forms, particularly in locations well-served by transit.
- 6.1.5 To work in partnership with York Region, the non-profit sector, the development industry, community partners, and senior levels of government to deliver affordable, purpose-built rental and *shared housing* in the Secondary Plan Area, which includes implementing tools such as inclusionary zoning within PMTSA and supporting projects with provincial and municipal incentives.
- 6.1.6 To require that proposed development applications 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.
- 6.1.7 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 assessments may 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 ‘Mixed Use Office Priority’ 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.

6.2 Community Infrastructure

Community infrastructure and services are an essential part of a *complete community*. Markham Centre will have a dense offering of community infrastructure that meets the needs of the local population and reinforces the area as a destination for the broader Markham community. These community facilities and services will be provided by a mix of the public, private and non-profit sectors and include *public schools*, libraries, community centres, recreational facilities, and services such as *day care centres* and *places of worship*.

Community facilities and services will be grouped together and co-located with parks, open spaces, and retail main streets to form community hubs. These focal points for community will occupy central locations within Markham Centre's districts to ensure good local access by walking. In addition to more locally oriented community hubs, Markham Centre will have two civic clusters of major city-serving facilities, one located in the Downtown District centred on a large civic square, and the other located in the Uptown District centred on Markham Civic Centre.

It is the policy of Council:

General Policies

6.2.1 To plan and coordinate the provision of community infrastructure and services in the Secondary Plan Area, including *public community infrastructure* provided by the City and York Region, and community services and facilities provided by the non-profit and private sector, such as *day care centres*, in a manner consistent with Section 4.2 of the Official Plan and Section 6.2 of the Secondary Plan to, among other matters:

- a) support the development and implementation of Markham's Integrated Leisure Master Plan, as amended;
- b) ensure the delivery of community infrastructure and services is balanced to meet the needs of future residents of the Markham Centre community and the broader Markham community;

- c) periodically re-assess and provide for the community infrastructure and services needs of the Markham Centre community based on levels of projected growth and the evolving demographic profile of the area and the broader city;
- d) phase the expansion of community infrastructure and services to ensure the community is well served at every stage of its growth;
- e) 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; and
- f) consider the integration of community infrastructure and services into mixed use buildings.

- 6.2.2 To plan and develop concentrations of community infrastructure and services to be co-located with other amenities, such as retail, services, schools, parks, urban squares, and open spaces, to create a community focus. These community hubs shall be located centrally within Markham Centre’s districts to contribute to their identity and to create good access by walking, cycling, and transit.
- 6.2.3 To identify optimal locations within the Secondary Plan Area for community hubs, as shown conceptually on Map SP5 – Community Infrastructure.
- 6.2.4 To plan and develop a Downtown Civic Cluster, which groups major community facilities around a large civic square in the Downtown District, as shown on Map SP5 – Community Infrastructure. The civic cluster will include facilities, such as a library, major community centre, and performing arts centre. The final location, orientation, and specific nature of the facilities that comprise the cluster may be changed without amendment to the Secondary Plan.
- 6.2.5 To plan and develop an Uptown Civic Cluster, which groups and integrates community facilities, an urban square, parks, and open spaces with the Markham Civic Centre, as shown on Map SP5 – Community Infrastructure.
- 6.2.6 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 identify how required *public community infrastructure* may be delivered and the impact of proposed developments in the context of the overall projected growth of the area.
- 6.2.7 That the locations of *public school* sites and sites for other community facilities and infrastructure shown on Map SP5 – Community Infrastructure have been identified to support *complete communities* and ensure all residents have access to community amenities. As a condition of *development approval*, development proponents are encouraged to enter into one or more landowners’ group agreement(s), where

appropriate, within the Secondary Plan Area, to ensure the equitable distribution of costs of these community and infrastructure facilities in accordance with Section 13.3 of the Secondary Plan.

Public Schools

- 6.2.8 That *public schools* be located to provide good accessibility by walking and safe routes from their catchment area.
- 6.2.9 That *public schools* be co-located with other community facilities and parks, where possible, to create community focal points and to enable the potential sharing of facilities.
- 6.2.10 That the locations of *public school* sites are shown conceptually on Map SP5 – Community Infrastructure. In addition to the *public schools* sites, a location for a new public high school will be identified.
- 6.2.11 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.
- 6.2.12 To encourage innovative approaches in the provision and design of schools, including the co-location or sharing of facilities between school boards, vertical schools, schools integrated into the base of multi-storey mixed use buildings, and the provision of parking related to schools underground.
- 6.2.13 That *public school* sites be confirmed and secured through the *development approval* process.
- 6.2.14 That *public school* sites may be relocated in consultation with the School Board, and without amendment to the Secondary Plan, provided the alternate site is consistent with the community structure objectives of the Secondary Plan and the long-term needs of the School Board.
- 6.2.15 That in the event a *public school* site is no longer required for *public school* purposes, the lands may be developed based on the underlying land use designation as shown on Map SP7 – Land Use without an amendment to the Secondary Plan.
- 6.2.16 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 the City 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 approval/agreement secured through the *development approval* process.

- 6.2.17 Parking and loading areas associated with a *public school* site will be provided on site with primary access points designed in a manner that will minimize conflicts between pedestrian and vehicular traffic.

Places of Worship

- 6.2.18 That *places of worship* be developed in accordance with Section 4.2.4 and 8.13.7 of the Official Plan.

6.3 Parks and Open Space System

The parks and open space system is another critical component of the *complete community* being created in Markham Centre. It provides for the outdoor active and passive recreational needs of the community, offers places for community gathering and exchange, and contributes to the identity of Markham Centre as a whole, as well as its districts and district sub-areas. As such, it is essential to the physical and mental health and wellbeing of those that experience Markham Centre – enabling healthy activities and lifestyles, providing places of connection to nature, and fostering human connections and social networks.

Markham Centre will be a high density, urban environment. It will require a parks and open space system with a quantity of parkland appropriate to the projected population, designed and programmed to meet the anticipated level of use. It will be a system of many parts offering many different experiences. As a whole, it will be complete, meeting the full range of needs of the community.

It is the policy of Council:

General Policies

- 6.3.1 To plan and develop a system of public parks and open spaces that are integrated throughout the Secondary Plan Area in a manner consistent with Sections 4.3 and 6.1.6 of the Official Plan and the policies of the Secondary Plan.

6.3.2 To create a public parks and open space system in Markham Centre that will be comprised of the following components as shown conceptually on Map SP6 – Parks and Open Space System and further identified in Section 10.6 of the Secondary Plan:

- a) Major Park
- b) Markham Civic Square
- c) Active Park
- d) Urban Squares
- e) Urban Parkettes
- f) Parkettes
- g) Greenway
- h) Open Space – Woodlot
- i) Trails
- j) Hydro Corridor

6.3.3 To create a diversified parks and open space system that:

- a) ensures that all residents of Markham Centre have a variety of parks and parks programming within walking distance of their homes;
- b) offers a variety of experiences, including opportunities for different kinds of passive and active recreation;
- c) provides an appropriate quantity of parks to support the projected population of the area, and the needs of workers, students, and visitors;
- d) provides park programming, facilities and maintenance that reflects Markham Centre’s urban condition and the intensity of use of park spaces by the projected population;
- e) provides parks of different sizes to accommodate different programming needs, including larger active recreation parks which feature sports fields; and
- f) co-locates parks and urban squares with other amenities, including retail main streets and community facilities, to create community focal points.

6.3.4 That parks and open spaces are designed to incorporate a suitable balance of hard landscaped, soft landscaped and designated open and playground areas. They will accommodate a range of amenities, active, passive, programmed and aesthetic functions and provide for all-ages play/sports facilities, multi-use needs, and all-season programming.

6.3.5 That access to the adjacent Greenway and Natural Heritage Network from the parks and open space system will be addressed to appropriately balance protection and restoration of the natural environment with opportunities for passive recreation, the enjoyment of nature and views of the Rouge River valley.

- 6.3.6 To phase the provision of parks with development to ensure that the parks system grows with the local population.
- 6.3.7 That no increase in the intensity of development beyond that represented by the Secondary Plan should be approved without a proportional expansion in the provision of parks and parks programming.
- 6.3.8 That the parkland classifications shown on Map SP6 – Parks and Open Space System for Active Parks, Urban Squares, Urban Parkettes and Parkettes may be altered without amendment to the Secondary Plan in order to create a diversified parks and open space system as described in Policy 6.3.3 and meet the community structure objectives of the Secondary Plan.
- 6.3.9 To enhance the open space system through co-location with stormwater management facilities, which may be used for recreational purposes where and when possible. The primary function of stormwater management capture areas is stormwater management and, therefore, these lands will not be considered parkland.

Major Park

- 6.3.10 To provide for the creation of a Major Park in Markham Centre.
- 6.3.11 That the Major Park will be generally located as shown on Map SP6 – Parks and Open Space System, with flexibility to respond to the detailed design of future roads and plans of subdivision and the need to protect the natural heritage features and areas, ecological functions, and hydrologic functions of the Natural Heritage Network, including the Rouge River valley.
- 6.3.12 That the Major Park will be approximately 10 hectares in size.
- 6.3.13 That the Major Park will have access to and frontage on a collector or arterial road.
- 6.3.14 That both active and passive recreation opportunities will be provided for in the Major Park, which may include, but are not limited to, sports fields, trails, resting areas, specialized facilities, event space, and naturalized areas.
- 6.3.15 That the Major Park will be located adjacent to the Greenway/Natural Heritage Network, but will not be located within the Natural Heritage Network, to provide a complementary land use and allow for views and access to the Natural Heritage Network, including the Rouge River valley.

- 6.3.16 That any potential impacts to the Natural Heritage Network associated with human use within the Major Park will be mitigated and managed as needed by the City with tools at the City's disposal, which may include such approaches as directional lighting away from natural areas, formalized trails to direct use, signs directing users to stay on trails, and fencing where deemed appropriate.
- 6.3.17 That the design of the Major Park will be welcoming and accessible for people of all ages, abilities, financial and ethnic backgrounds. The Major Park will be designed for all-season use that showcases its unique characteristics and will strive to be flexible to changing demographics and community needs in creating a sense of place.
- 6.3.18 That the Major Park will be connected to the surrounding area by multiple modes of transportation including public transit, walking, and cycling.
- 6.3.19 That access management and parking will be carefully considered to prioritize pedestrian safety in the detailed design of the Major Park.

Markham Civic Square

- 6.3.20 To provide for the creation of a significant civic square in the Downtown District.
- 6.3.21 That the Markham Civic Square will serve as a venue for gathering and celebration for the whole Markham community and be scaled to accommodate festivals, performances, art installations, and other events.
- 6.3.22 That significant civic facilities be co-located with the Markham Civic Square to form a Downtown Civic Cluster.
- 6.3.23 That the design of the Markham Civic Square, and the buildings that frame it, create an attractive and iconic place that contributes to the identity of the Downtown District, Markham Centre, and Markham.
- 6.3.24 That buildings shall be massed to minimize shadow and wind impacts on the Markham Civic Square.
- 6.3.25 That the Markham Civic Square shall be one of the important focal points of a pedestrian-focused public realm network for the Downtown District that includes strong connections to the Multimodal Station, Enterprise Boulevard, and Tributary 4 of the Rouge River system.
- 6.3.26 That the City intends to undertake a visioning exercise and feasibility study for the Markham Civic Square to identify needs, key design elements, desirable features, and

any additional surrounding uses in order to create a premier civic destination within Markham and the Downtown District.

Neighbourhood Park

- 6.3.27 To provide for the creation of a network of Neighbourhood Parks within the Secondary Plan Area, to include Active Parks, Urban Squares, Parkettes, and Urban Parkettes.
- 6.3.28 That the quantity of parkland, their distribution throughout the Secondary Plan Area and variation in programming found in Neighbourhood Parks will provide for the full range of passive and active recreational uses, accessible at the neighbourhood scale.
- 6.3.29 That some Neighbourhood Parks, particularly Urban Squares, will be co-located with retail main streets and other community amenities to form community hubs at the district and district sub-area level.
- 6.3.30 That Neighbourhood Parks will be connected or combined with trails and ecological buffers to the Natural Heritage Network where feasible.
- 6.3.31 That Active Parks should have a minimum size of approximately 1.0 hectare and provide space for field sports, playgrounds, and the recreational needs of the surrounding community.
- 6.3.32 That Active Parks will be co-located with school sites and stormwater management areas where feasible. The City and School Boards will continue to cooperate and plan for the efficiency of open space.
- 6.3.33 That active recreation elements should be considered in the programming of all parks.

Private Outdoor Amenity Space

- 6.3.34 To include private outdoor amenity space for all residential developments. Outdoor amenity spaces associated with major office or institutional developments should complement the public park system and shall be publicly accessible. Private amenity space will not count toward parkland dedication.

Greenway

- 6.3.35 That the Greenway associated with the Rouge River valley and its tributaries be protected and planned to complement the parks and open space system with appropriate programming focused on providing opportunities for passive recreation, natural heritage education, and trail connections.

- 6.3.36 To foster a connection to nature, expand the diversity of experiences present in Markham Centre and contribute to the quality of life of residents, workers and visitors through appropriate access and natural heritage interpretation within the Greenway.
- 6.3.37 To introduce a trail system connecting to and through the Greenway, including crossings of the Rouge River and tributaries, that provides access to this natural amenity and improves connectivity to and within Markham Centre.
- 6.3.38 To provide a wayfinding system which emphasizes the centrality of the Greenway in the parks and open space system present in Markham Centre.
- 6.3.39 To update the Markham Centre Greenway Master Plan to provide a further level of planning for the Greenway that advances the objectives of preserving and enhancing its *ecological integrity*, providing opportunities for passive recreation and improving connectivity.

Trails

- 6.3.40 That the City will provide for the creation of a trail network within Markham Centre and connecting to surrounding areas, to serve both as a recreational and active transportation resource.
- 6.3.41 Trail routes will be planned to facilitate active transportation and enhance connectivity to schools and the parks and open space system for residents of all ages and abilities.

Hydro Corridor

- 6.3.42 That the City will explore options, in consultation with Infrastructure Ontario, Ontario Hydro and Alectra, for hydro corridors to include secondary uses, such as trails, community gardens, leash-free dog parks and other recreational uses, to complement the parks and open space system. Hydro corridors are shown on Map SP6 – Parks and Open Space System.

Other Open Space Lands

- 6.3.43 That other open space lands, including the Natural Heritage Network and associated *vegetation protection zones*, *hazardous lands*, transportation and utility corridors, stormwater management facilities and other open space lands encumbered by easements or use restrictions, will form part of the parks and open space system but will not be accepted as parkland dedication under the Planning Act.

Parkland and Open Space System Acquisition

- 6.3.44 That the landowners within the Markham Centre are encouraged to enter into Master Parkland Agreements and Cost Sharing Agreements to achieve the appropriate parks and open space system.
- 6.3.45 To consider the use of a variety of strategies, tools, and options to acquire parks and open space in Markham Centre, which include, but are not limited to:
- a) Municipal land purchase;
 - b) Greenway lands conveyance;
 - c) Parkland conveyance requirement;
 - d) Community Benefit Charges Strategy;
 - e) Municipal lease;
 - f) Partnerships/joint provision of parkland with local partners (e.g., Toronto and Region Conservation Authority, school boards);
 - g) Easements; and
 - h) Donation/bequest, at the discretion of the City.
- 6.3.46 To consider a variety of sources to fund the acquisition of parkland including, but not limited to:
- a) Parkland dedication/ conveyance bylaw;
 - b) Parkland reserve fund;
 - c) Community Benefits Charges bylaw;
 - d) Partnerships;
 - e) Federal and provincial grants;
 - f) Capital reserves;
 - g) Infrastructure reserves;
 - h) Debentures/debt financing; and
 - i) External revenues, including cost sharing arrangements, grants, and donations.
- 6.3.47 That urban squares and parks held in private ownership will not be considered part of parkland conveyance requirement according to the Planning Act.
- 6.3.48 Where parkland conveyance according to the Planning Act is required, the City will ensure that the land is suitable for development as active parkland. Generally, the parkland acquired shall satisfy the following criteria:
- a) That the site satisfies the development criteria for the type of park proposed; and

- b) That the site is not susceptible to poor drainage, major flooding, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as an active public recreation area.

6.3.49 Payment in lieu of parkland conveyance may be required in the following circumstances:

- a) Where the amount of parkland conveyance would be insufficient to accommodate the development of a desirable range of active recreation facilities;
- b) Where the application of the rate of parkland conveyance would render the remaining portion of the development site unsuitable or impractical for development;
- c) Where existing municipal parkland is available in sufficient quantity and quality to accommodate further growth in the particular area; or,
- d) Where more suitable parcels of land are available for municipal park purposes in other locations.

6.3.50 Where a combination of parkland and payment in lieu of parkland is required the specific combination of parkland conveyance and payment in lieu of parkland will be determined by the City as part of the consideration of each site-specific proposal.

6.3.51 Where on-site parkland conveyance is not feasible, an off-site parkland conveyance that is accessible to the area in which the development site is located may be substituted for an on-site parkland conveyance provided that:

- a) the off-site dedication is a good substitute for any on-site dedication;
- b) the value of the off-site dedication is generally equal to the value of the on-site dedication that would otherwise be required; and
- c) both the City and the applicant agree to the substitution.

7.0 URBAN DESIGN

Urban design shapes the interactions and movement of people in places. It addresses the quality and character of the built environment and details how its components come together to create a place and support community function. It is the intention that Markham Centre's urban design policies will promote design excellence. Future growth and development of built form and the public realm will support a compact, walkable, safe, inclusive, vibrant, pedestrian-focused, and multimodal community that is sensitive to stable neighbourhoods while establishing a dense, mixed use urban core that is enjoyable for all.

7.1 The Public Realm

The public realm is the physical open space between buildings, the streets, parks, open spaces and privately-owned publicly accessible spaces where much of public life takes place. Markham Centre will have a vibrant, memorable, inclusive public realm that welcomes all people and enriches public life. This involves improvements to the street and block network, streetscapes, landmarks and views, parks and open spaces network, and public art. Together these improvements bring about a strong sense of place and unique identity that residents and visitors can take pride in. The result will be a public realm that serves not only as a place of movement but also allows for various types of social interactions: people will linger, sit, watch, listen, chat, play, and engage in community activities and experiences.

It is the policy of Council:

- 7.1.1 To design and organize the public realm in accordance with Section 6.1.2 of the Official Plan.
- 7.1.2 To achieve a vibrant, inclusive, resilient public realm through development, streets, parks and publicly-accessible open spaces that support a range of social, economic, and recreational activities and the movement and participation of people of all ages and physical abilities.
- 7.1.3 That built form contributes to a human-scale built environment that prioritizes pedestrian comfort and safety through the framing of public streets and places, built form variety, landscaping and the relationship of at-grade uses to the public realm.
- 7.1.4 To develop and implement a wayfinding master plan that establishes a common signage and navigation system to help people orient themselves within Markham Centre, understand the range of amenities present and navigate from place to place.

7.2 Streets and Blocks

The street and block pattern is the foundation of urban design and will have the most lasting impact on the movement and behaviour of its residents and visitors. Markham Centre will have a fine-grained, connected street network that expands from the existing grid and is sensitive to the natural features of the Rouge River system. The new urban layout reduces congestion and increases alternate routes that will improve accessibility, health, and safety for all.

Following a complete streets approach, Markham Centre’s street and block design is the framework to create a pedestrian-oriented, walkable place that supports safe, comfortable, and efficient movement for users of all forms of active transportation. The smaller block sizes and configuration will increase mobility options for the community and influence the scale of development, and improve access to development blocks for servicing and loading. While following a general grid, the shape and orientation of blocks will improve the function and identity of Markham Centre and allow for a rich and varied built form over time that contributes to place making.

It is the policy of Council:

- 7.2.1 To design and organize streets and blocks in accordance with Section 6.1.3 of the Official Plan.
- 7.2.2 To create a public street network that:
 - a) is fine grained and grid-based;
 - b) supports direct, efficient, and varied routes that provides choice and flexibility in moving through the area;
 - c) ensures a high level of permeability and porosity for pedestrian, cycling transit and vehicular circulation; and
 - d) creates new blocks that will be appropriately scaled for development.
- 7.2.3 To subdivide larger sites into a finer streets and blocks pattern. This will encourage urban-scaled development, active transportation and walkability, improve safety, and minimize the impact of vehicle movements.
- 7.2.4 To design blocks that improve access and enhance views towards community hubs, significant community landmarks, parks and open spaces.
- 7.2.5 To provide mid-block connections through large blocks, aligned with mid-block pedestrian road crossings, where feasible, to improve pedestrian movement and enhance safety.

7.3 Streetscapes

Streetscape design determines the overall character and appearance of a street and is a principal contributor to the identity and success of the public realm. It is a composition of design elements and features such as pedestrian-scaled lighting, furnishing, planting, wayfinding, and paving. The streetscape reinforces a consistent identity, supports public life, and contributes to a sense of place. Markham Centre will invest in an inclusive, beautiful, green, resilient streetscape that provides a high-quality place for people first.

It is the policy of Council:

- 7.3.1 To design and arrange streetscapes in accordance with Section 6.1.4 of the Official Plan.
- 7.3.2 To enhance the area's character and identity with consistent design elements and application. Improvements are to add to the beautification, vitality, safety, pedestrian enjoyment and comfort, and public accessibility of Markham Centre.
- 7.3.3 To design streets as public spaces that have a strong sense of spatial enclosure and have sufficient space and amenities to support a wide range of pedestrian, economic, social, and recreational activities.
- 7.3.4 To prioritize the human scale and comfort through the incorporation of the following streetscape elements and standards:
- a) A pedestrian clearway, free of obstructions to pedestrian movement, that can support the anticipated level of pedestrian activity;
 - b) A generous planting and furnishing zone between roads and pedestrian clearways to increase pedestrian safety, health, and comfort;
 - c) Planting that has healthy growing conditions;
 - d) A variety of tree species to contribute to a healthy and resilient urban forest;
 - e) Furnishings that are appropriately and strategically located to accommodate all ages and abilities as well as promote social interactions;
 - f) Adequate pedestrian-scaled lighting to support pedestrian activity and safety;
 - g) The minimization of obstructions to movement and views caused by utility boxes and technical requirements;
 - h) The consistent location of buildings relative to the right-of-way to help define the street wall and public realm and promote a transition zone between public and private spaces;
 - i) The articulation of building frontages adjacent to sidewalks;
 - j) The incorporation of publicly accessible bicycle parking; and
 - k) Weather and element protection along sidewalks.
- 7.3.5 To design streets and streetscapes to accommodate the needs and participation of people of all ages and abilities.

7.4 Landmarks and Views

Landmarks and views contribute a sense of place, identity, and orientation to Markham Centre and its districts. The Rouge River system is a feature which unifies

Markham Centre's distinct parts. Views from the built environment to this natural feature will highlight and amplify its presence as an integral part of the Markham Centre experience. Built form must relate to this feature in an appropriate and attractive manner so as not to diminish users' enjoyment of this special place.

In addition to the Rouge River, Markham Centre will feature many significant buildings, facilities, and spaces. Views will reinforce gateways into Markham Centre and community focal points within it.

It is the policy of Council:

- 7.4.1 To plan for and arrange streets and blocks, parks and open spaces, buildings, and public art so they create view corridors and focal points that enhance a sense of place and are in accordance with section 6.1.5 of the Official Plan.
- 7.4.2 To preserve sightlines to existing landmarks and natural features by preventing new development from visually impeding sightlines to significant sites, buildings, structures, or landscapes.
- 7.4.3 To create view corridors toward the Rouge River system to enhance a sense of place and orientation.
- 7.4.4 To recognize the importance of the following buildings and features and enhance their status as significant landmarks for the community:
 - a) The Downtown and Uptown Civic Clusters, particularly the Markham Civic Square and the Markham Civic Centre;
 - b) Enterprise Boulevard, as Markham's main street and the variety of uses, activities and experiences along its length;
 - c) Urban squares, parks, and civic facilities, especially as located in community hubs; and
 - d) The Multimodal Station.
- 7.4.5 To develop the areas identified as Gateway Landmark on Map SP4 – Community Structure to serve as areas of arrival in Markham Centre that reflect a higher order of architectural and public realm treatment, which includes public art, enhanced streetscapes, parks and plazas, specialized lighting, and enhanced architectural expression.
- 7.4.6 To encourage the development of landmark buildings that distinguish themselves from surrounding built form on sites having the following attributes:
 - a) High visibility;

- b) Major views and vistas toward the site;
- c) Unique topographic characteristics;
- d) Gateway locations and significant intersections; and/or
- e) Where the proposed use includes a major destination.

7.4.7 To undertake a study to identify specific locations where the development of landmark buildings is to be encouraged to support the implementation of Policy 7.4.6 of the Secondary Plan.

7.5 Public Art

Public art serves a variety of civic functions: animating the public realm, contributing to a sense of identity and place, giving light to cultural and natural histories, and communicating future aspirations. Markham Centre will serve as a canvas for local stories and talent as this community continues to grow and evolve.

It is the policy of Council:

7.5.1 To support the provision of public art as a means of fostering community identity in accordance with Section 6.1.7 of the Official Plan.

7.5.2 To encourage inclusive, visible, and context-specific public art and cultural space throughout Markham Centre. Public art and space for cultural programming should be located at diverse sites, including in privately-owned venues and new community and civic facilities.

7.5.3 To develop and protect spaces for permanent installations, rotating temporary installations, or outdoor performance in public spaces, parks, and privately-owned publicly accessible spaces.

7.5.4 To prioritize and amplify Indigenous and local Markham artists and histories. Public art will require appropriate cultural consultation, and respect and speak to places of cultural significance. When deemed appropriate, statements of historical context, significance, and heritage value should be provided.

7.5.5 To support inclusivity in the exposure and experience of public art and consider the spatial and social barriers different groups may encounter.

7.5.6 To diversify funding and operations opportunities such as percent for art, land trust models, shared spaces, and community-owned assets.

7.6 Built Form and Site Development

Good urban places are composed of many buildings, varied in type and size. Built form plays a critical role in contributing to the identity of an area and its quality of place. At the scale of the pedestrian, buildings are a core component of creating a positive experience as they frame, animate, and create visual interest from the public realm, as well as contributing to micro-climatic conditions that are vital to pedestrian comfort. Built form also contributes to the quality of life of those that live, work and study within it. From more distant perspectives, built form creates a skyline that will announce Markham Centre as a centre of activity and a destination. Variation in built form will contribute to the distinct character of Markham Centre's districts and district sub-areas.

It is the policy of Council:

- 7.6.1 To support the development of urban form in Markham Centre in accordance with Section 6.1.8 of the Official Plan.

General

- 7.6.2 That the location, orientation, massing, design, and landscape of all structures be considered with regard to both the immediate and larger contexts, in order to:
- a) improve the safety, comfort, and health of pedestrians through the framing and animation of the public realm and the creation of comfortable micro-climatic conditions;
 - b) contribute to the quality of life of inhabitants and users of buildings through access to sunlight, views, and privacy; and
 - c) contribute to the identity of Markham Centre and its districts and sub-districts.
- 7.6.3 That buildings shall maintain a consistent pedestrian-scaled street wall that:
- a) is located close to the property line or street edge, taking into account opportunities for an extension of the public realm in the private setback and appropriate landscape conditions;
 - b) has a height appropriate to the right-of-way upon which the building fronts; and
 - c) provides a setback between the base building and tower of a residential tall building.

- 7.6.4 That building length (the side parallel to the road) shall provide for mid-block permeability and visual interest of the streetscape.

Residential Mid-Rise Buildings

- 7.6.5 That mid-rise buildings with a residential component shall have a minimum height of 5 storeys and a maximum height determined by a 1:1 road right-of-way width to building height ratio, not to exceed 12 storeys.
- 7.6.6 That mid-rise buildings over 6 storeys in height should be comprised of a podium base and an upper tier stepped back from the podium after the sixth storey.

Residential Tall Buildings

- 7.6.7 That tall buildings with a residential component shall have a minimum height of 13 storeys.
- 7.6.8 That tall buildings that include residential uses comprise several elements:
- a) A base or podium that frames and relates to the adjacent public realm; and
 - b) A tower, comprising a middle shaft and a top.
- 7.6.9 That podium heights should be appropriately proportioned to adjacent right-of-way width and pedestrian environments and have a minimum height of 3 storeys and a maximum height of 6 storeys.
- 7.6.10 That the separation distance between tower elements of tall buildings shall ensure light, view, and privacy for all residents.
- 7.6.11 That tower floorplates for residential buildings should create slender and proportionate profiles that provide for sky views and limit shadow impacts. Exceptions may be made as part of the pursuit of architectural excellence.
- 7.6.12 That the tower portion of a tall building should feature articulation of the floor plates to break down the mass of the building and create street interest and enhance skyline character.
- 7.6.13 That the tower top, consisting of the upper floors of a tall building, should be designed to achieve a distinctive skyline profile and use materials, finishes and patterns that are consistent with the overall building design and architectural expression.

Shadow and Wind Impacts

- 7.6.14 To protect solar access in the public realm, including major boulevards and parks and open spaces, during key times of the day, year-round.
- 7.6.15 That built form massing should provide for sunlight on all parts of the Greenway and all parks as shown on Map SP6 – Parks and Open Space System.
- 7.6.16 That built form should mitigate potential wind conditions that are deemed uncomfortable for pedestrians.
- 7.6.17 That all new developments provide thorough analysis during design and meet the requirements established by the City of Markham’s “Pedestrian Level Wind Study Terms of Reference” and “Sun/Shadow Study Terms of Reference”, as updated from time to time.
- 7.6.18 That Policies 7.6.13 and 7.6.14 supersede other Secondary Plan policies, such as height and density permissions, should they conflict.

Frontages

- 7.6.19 That continuous active frontages along sidewalks, particularly those related to retail, service, and community uses, should be concentrated on the streets identified as ‘Main Street with Active Frontage’ on Map SP4 – Community Structure within convenient walking distance of the surrounding community and transit stations, as per Section 3.2 of the Secondary Plan.
- 7.6.20 That curb cuts on streets with active frontages should be minimized to improve the pedestrian environment and enhance walkability.
- 7.6.21 That the principal entrance to residential uses located above grade should be on the primary frontage. Where these are located along streets identified as ‘Main Street with Active Frontage’ on Map SP4 – Community Structure, these entrances should minimize the disruption to the continuity of linear activation by retail, service and community uses.
- 7.6.22 That, where other frontages have residential uses at grade, there should be direct access from public sidewalks and an adequate buffer between the public sidewalk and residential entrance to create a sense of transition and privacy.

- 7.6.23 To reduce negative impacts of development on the public realm by:
- a) avoiding blank walls, utilities and vents along frontages facing a public street; and
 - b) locating servicing, loading and structured parking access and entrances away from primary frontages and provide screening as appropriate.
- 7.6.24 That active at-grade uses, including retail, residential lobbies, amenity areas, offices, and community uses are encouraged along major streets including Kennedy Road, Warden Avenue Enterprise Boulevard, Highway 7, and collector streets.
- 7.6.25 That active at-grade uses, including retail, are encouraged in all parts of Markham Centre.
- 7.6.26 That retail and commercial uses should be street-related and incorporate design elements such as public entrances, windows, awnings, cantilevers, signs, and forecourts that contribute to the animation of the street.

7.7 Parking

As Markham Centre transitions from a suburban to an urban place, there will be a shift away from the car to other ways of getting to, from and around the area, notably walking, cycling and transit. Similarly, parking will be provided but will no longer be a defining feature of the built environment. It will be moved out of view to reduce its visual impact, particularly from the public realm.

It is the policy of Council:

- 7.7.1 To encourage the provision of parking capacity in underground structures.
- 7.7.2 To minimize the impact of surface and above-grade structured parking on the public realm.
- 7.7.3 To manage the number of vehicular access points in new developments and locate them away from streets with active frontages, so as not to interrupt the continuity of the streetscape.
- 7.7.4 That surface parking areas should be minimized, located in rear yards away from street frontages and designed to incorporate landscaping, tree planting and green infrastructure opportunities.

7.7.5

That above-grade structured parking shall be designed so that:

- a) structured parking and vehicular access will be located to minimize impacts on the property and on surrounding properties and will improve the safety and attractiveness of adjacent streets, parks and open spaces;
- b) above-grade parking structures will not directly front onto streets identified as 'Main Street with Active Frontage' on Map SP4 – Community Structure or as 'Arterial Roads' or 'Major Collector Roads' on Map SP7 Road Networks, but will be entirely screened by liner buildings incorporating a mix of uses;
- c) where facing streets not referenced in b., above-grade parking structures and their facades will be designed to the highest level of architectural treatment and façade animation to mask the parking and screen views of the interior, and incorporate active, grade-related uses in facades where feasible, to animate the public realm; and
- d) entrances, lobbies, and passageways that provide a convenient means of pedestrian access to parking facilities from the sidewalk will be enclosed, limited in size, appropriately signed and integrated into the façade design without appearing as dominant elements on the street frontages.

8.0

SUSTAINABLE DEVELOPMENT

Sustainable development is the foundation of the Secondary Plan and appears throughout its other sections in the creation of *complete communities* at transit-supportive densities which support a transition to active transportation.

Markham Centre is intended to serve as a showcase for a future-ready community and should strive to achieve the Council-endorsed Municipal Energy Plan target of net zero emissions by 2050 or sooner. Sustainable development is an essential approach to future proofing investments in a changing world. As such, development in Markham Centre needs to reflect performance requirements that reduce the use of resources, limit negative impacts, and improve resiliency in all aspects of development.

This section focuses on objectives, approaches and technologies that further enhance the performance of Markham Centre with respect to sustainable development, including conservation of environmental resources, energy efficiency, the reduction of greenhouse gas emissions, and supporting adaptation. In so doing, the policies of the Secondary Plan build on those of the Official Plan.

8.1 General Policies

It is the policy of Council:

- 8.1.1 To support the sustainable development of the Secondary Plan Area, in a manner consistent with Section 6.2 of the Official 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.

8.2 Net Zero Greenhouse Gas (GHG) Emissions

Mitigating the impact of the Markham Centre community on climate change and preparing for climate change's impacts on this community are essential parts of sustainable development. The City commits to achieving net zero emissions by 2050. Net zero emissions means achieving a balance between the amount of greenhouse gases released and the amount taken out of the atmosphere. Two essential components to achieving this goal are reducing the energy requirements of the community and transitioning away from fossil fuels toward the use of renewable sources of energy.

It is the policy of Council:

- 8.2.1 To implement the Community Energy Plan prepared for Markham Centre.

Solar Optimization

- 8.2.2 That site layout, and the massing and configuration of buildings, should optimize passive and active solar gain within developments and consider impacts on neighbouring properties from the perspective of solar access.
- 8.2.3 That all new development is encouraged to incorporate passive and active solar design and technology to contribute to the realization of the net zero greenhouse gas emissions objective established by the City.
- 8.2.4 That solar access and the impact of a proposed development on neighbouring properties be a consideration in the evaluation of development applications.

EV Infrastructure

- 8.2.5 That the City will incorporate electric vehicle charging equipment into streetscape infrastructure.
- 8.2.6 That all residential parking spaces provided for *dwelling units* located in an apartment building, mixed use building, and multiple *dwelling unit* building shall include provision of appropriate service for the charging of electric vehicles.
- 8.2.7 To support the development of a dynamic vehicle-to-grid charging system for Markham Centre to improve the efficiency and stability of the electricity system.

Net Zero Buildings

- 8.2.8 That all new construction should contribute to the net zero greenhouse gas emissions objective established by the City, with Passive House levels of energy performance.
- 8.2.9 To consider the application of innovative sustainable design practices and energy efficient technologies, 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, the City of Markham's Sustainability Performance Metrics Program and the Markham Centre Community Energy Plan.

District Energy

- 8.2.10 That all new development should include a connection to the existing district energy system, with specifications for building design to enable low temperature/ambient temperature systems.
- 8.2.11 To support the transition of the district energy system to zero emissions.
- 8.2.12 To support the development of microgrids to enable the integration of distributed energy resources as Markham Centre transitions to net zero greenhouse gas emissions.

8.3 Climate Resiliency

Even as the development of Markham Centre is undertaken in a manner that reduces its contribution to climate change, it must also enhance the resilience of the community to the climate change that is projected to occur. Primary climate change risks for Markham Centre are those related to extreme weather events, especially

extreme heat and the increased intensity of precipitation. Many other parts of the Secondary Plan address key adaptation strategies, including:

- preserving the health and functioning of the Natural Heritage Network;
- promoting a healthy urban tree canopy;
- fostering built form that creates comfortable micro-climatic condition for users of the public realm; and
- developing stormwater management systems that limit vulnerability to extreme weather events.

This section references these strategies and establishes additional approaches to be employed in the growth and development of Markham Centre to improve climate resiliency.

It is the policy of Council:

- 8.3.1 To promote climate resiliency through the application of the City of Markham's Sustainability Performance Metrics Program.
- 8.3.2 To support an approach to stormwater management that emphasizes source and conveyance controls to promote infiltration, evaporation, and/or re-use of runoff and/or rainwater.
- 8.3.3 To support the expansion of the urban tree canopy and the use of trees to provide shading in the public realm and shading of buildings.
- 8.3.4 To support the use of drought tolerant plants in landscaping in order to reduce the use of water for irrigation.
- 8.3.5 To design the built environment, including buildings, and private and public outdoor spaces, to provide protection from extreme weather and foster comfortable pedestrian conditions.
- 8.3.6 To reduce ambient surface temperatures and reduce the urban heat island effect through shading, the treatment of surfaces and the use of cool roof and green roof technologies.
- 8.3.7 To encourage the provision of back-up power that enables the functioning of key utilities/building functions during power failures resulting from extreme weather events.

9.0 TRANSPORTATION, SERVICES AND UTILITIES

9.1 Transportation System

As Markham Centre grows, it will transition from a transportation system dominated by the use of private automobiles to one that prioritizes walking, cycling and transit use. This shift is essential to create a transportation system that functions for an intense urban environment, for all users, and to accommodate the intensity of development anticipated. Growth must be contingent on the shift to walking, cycling and transit being made.

Many elements need to be in place to realize this shift. Markham Centre will grow in a manner that puts these elements in place, including:

- mixing compatible uses so that people and destinations are located close enough to make active transportation (walking, cycling and other human-powered ways of getting around) possible;
- creating comprehensive active transportation networks that make routes direct and efficient;
- creating a choice of routes which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of active transportation; and
- providing frequent, efficient, and comfortable transit that provides connectivity locally, city-wide and regionally.

A shift to a true multimodal transportation system, with diverse and integrated ways of travelling to, from and within Markham Centre, creates real choice in how to get around, enhances the resiliency of the transportation system and, ultimately, improves livability and equity.

New transportation technologies and systems, such as autonomous vehicles and micromobility solutions (transportation over short distances provided by lightweight, usually single-person vehicles such as e-scooters or e-bicycles), will further add to the transportation choices present in Markham Centre while reducing the impact of individual trips.

9.1.1 General Policies

It is the policy of Council:

- 9.1.1.1 To plan and design a transportation system to service the Secondary Plan Area, integrated with land uses, that fosters a shift towards walking, cycling and transit and

away from the use of private vehicles, in a manner consistent with Section 7.1 of the Official Plan, and the policies of the Secondary Plan.

- 9.1.1.2 To integrate comprehensive pedestrian, cycling, transit and vehicular networks, further supplemented by micromobility solutions, to create a multi-layered, well-connected, and resilient transportation system that collectively provides for the safe and efficient movement of people and goods within Markham Centre and broader city and regional networks.
- 9.1.1.3 To explore and integrate emerging technologies and innovative approaches into the transportation system to enhance mobility and increase capacity.
- 9.1.1.4 To ensure that development within Markham Centre proceeds at a pace that can be supported by the transportation system and supporting programs, and to phase development with necessary infrastructure improvements.
- 9.1.1.5 To develop a program to monitor the capacity of the transportation system and identify infrastructure and system improvements required to support planned development. These improvements would address all modes, including, but not limited to:
 - a) infrastructure for vehicles, transit, pedestrians, cyclists and micromobility;
 - b) transit technology and levels of service;
 - c) the deployment of new technologies; and
 - d) Transportation Demand Management measures and requirements.
- 9.1.1.6 That the transportation system servicing the Secondary Plan Area includes the planned road network of arterial roads, major collector roads and minor collector roads and the planned transit network and active transportation network of cycling and pedestrian routes and facilities as shown on Maps SP9 – Road Network, SP11 – Rapid Transit and SP12 – Cycling Infrastructure.
- 9.1.1.7 That the location of collector roads, local roads and transit, and cycling and pedestrian routes and facilities be confirmed through more detailed studies submitted in support of *development approvals*. The final location of trails/pathways, roads, and related facilities may be revised without amendment to the Secondary Plan, provided the intent of the Official Plan and the Secondary Plan is maintained.
- 9.1.1.8 To require through the *development approval* process, in accordance with the Planning Act, the conveyance of lands within the Secondary Plan Area needed to achieve the road network and the active transportation network shown on Maps SP9 – Road

Network, SP10 – Road Right-of-Way Widths, SP11 – Rapid Transit, and SP12 – Cycling Infrastructure in accordance with Section 7.1.3.4 of the Official Plan.

- 9.1.1.9 In addition to the basic right-of-way width of roads and off-road cycling facilities identified in the road network shown on Map SP10 – Road Right-of-Way Widths, additional right-of-way width or lands may be required and shall be dedicated to the City and/or the Region for sight triangles, cuts, fills, and extra turning lanes at intersections, and for accommodating signal infrastructures, transit facilities, cycling facilities, sidewalks, on-street parking bays, median and landscaping, where appropriate in accordance with the specifications and requirements of the City and the Region of York.
- 9.1.1.10 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, 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 the Secondary Plan.
- 9.1.1.11 That the implementation of certain components of the transportation system servicing the Secondary Plan, including the road, transit, and active transportation networks, may require the completion of appropriate municipal class environmental assessments, initiated through the *development approval* process to the satisfaction of the City.
- 9.1.1.12 Site-specific Transportation Impact Assessment Studies may be required for development or *redevelopment* applications within the Secondary Plan. Site-specific Transportation Impact Assessment Studies shall be subject to the approval of the City, in consultation with the Region of York, Ministry of Transportation and Metrolinx, where applicable, and shall be consistent with the Transportation Study, Functional Traffic Design Studies as required and other studies or analyses as the City may identify.

9.1.2 Road Network

It is the policy of Council:

- 9.1.2.1 That the designated arterial roads, namely Highway 7, Warden Avenue and Kennedy Road, through and abutting Markham Centre Secondary Plan as shown on Map SP9 – Road Network, be planned to achieve the requirements of the York Region Official Plan, as may be amended from time to time, and the active transportation, transit and

vehicular infrastructure as established in the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time.

- 9.1.2.2 That the designated major collector and minor collector roads within the road network of the Secondary Plan as shown on Map SP9 – Road Network be planned and designed to meet the established right-of-way requirements and active transportation, transit and vehicular infrastructure as established on Map SP10 – Road Right-of-Way Widths and in the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time.
- 9.1.2.3 That direct vehicular access from individual lots and blocks to arterial and major collector roads shall generally not be permitted. Access to these lots and blocks shall be provided from rear lanes and/or adjoining local and minor collector roads, where appropriate.
- 9.1.2.4 That the designated local roads within the road network of the Secondary Plan as shown on Map SP9 – Road Network be planned and designed to meet the established right-of-way requirements and active transportation, transit and vehicular infrastructure as established on Map SP10 – Road Right-of-Way Widths and in the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time.
- 9.1.2.5 That public streets shall be free of encumbrances.
- 9.1.2.6 That a limited number of private roads may be permitted, at the discretion of the City, instead of a public local road to facilitate underground services such as deliveries and parking, subject to the following:
- e) public access easements may be required;
 - f) required design will be provided;
 - a) infrastructure for pedestrians and cyclists will be included, as appropriate; and
 - b) the general intent of the road network, in terms of connectivity, pedestrian and cyclist safety and comfort, and public realm activation will be satisfied.
- 9.1.2.7 To undertake the following key road network improvements to decrease congestion in vehicular traffic, create connections for active modes, improve the directness of routes and facilitate transit routing and access, as per the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time, and subject to further study and technical assessment, as per Policies 9.1.1.7 and 9.1.1.11 of the Secondary Plan:

- a) The Yorktech Drive Extension that connects Yorktech Drive at Roddick Road to Enterprise Boulevard at Warden Avenue;
- b) The Sciberras Road Extension that runs between Highway 7 and Verdale Crossing, providing a crossing of the Greenway;
- c) The South Town Centre Bridge that provides a crossing of the Greenway and a connection between the South Town Centre Boulevard & IBM Road intersection and the Yorktech Drive extension;
- d) The Clegg Road extension that provides an east-west connection between Woodbine Avenue and Rodick Road;
- e) The YMCA Boulevard extension;
- f) The Verdale Crossing extension;
- g) The Miller Avenue Extension that provides an east-west connection falling outside of the Secondary Plan Area south of Highway 407 to shift travel demand away from east-west routes within Markham Centre; and
- h) The removal of the IBM flyover on Warden Avenue and its replacement with a full-moves signalized intersection with a northbound left-turn lane and a southbound right-turn lane.

9.1.2.8 To lower maximum traffic speeds within Markham Centre and to work with York Region to establish maximum traffic speeds on arterial roads that improve traffic safety, and the perception of safety by pedestrians, cyclists and transit users, as per the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time.

9.1.3 Transit

It is the policy of Council:

9.1.3.1 To create Markham Centre as the most transit intensive part of the city, where multiple lines of local, rapid and regional transit converge to provide convenient and frequent service with excellent internal connectivity to all parts of the Secondary Plan Area, particularly among community hubs and the Major Park, and to other parts of the city and region.

9.1.3.2 To work with York Region, other applicable transit providers and development proponents, to facilitate the implementation of a planned network of transit services for the Secondary Plan, integrated with the rapid transit system shown on Map SP11 – Rapid Transit.

9.1.3.3 To support the design of transit stations and stops as locations of multi-modal integration, enabling efficient transfers between local, rapid and regional transit,

facilitating last-mile solutions such as bike share, e-bikes and e-scooters, and providing access by pedestrians.

- 9.1.3.4 That in collaboration with the Province, to conduct a feasibility review for potential amendment of the 407 Transitway alignment, as recommended in the environmental assessment (EA) study completed by MTO in 2010, and to identify a solution that:
- a) facilitates the operation of the Multimodal Station as an efficient transfer point between lines of transit and between modes of transportation;
 - b) considers the design of the station and station area as the principal gateway into Markham Centre; and
 - c) allows for a regular street grid pattern and an appropriate level of intensification in the station area.

Map SP11 – Rapid Transit shows the EA-approved alignment and the City-preferred alignment of the 407 transitway.

- 9.1.3.5 That development shall only occur within areas of the Downtown District potentially impacted by the alignment of the 407 transitway when the evaluation identified in Policy 9.1.3.4 has been undertaken and resolved, to the satisfaction of the City of Markham, unless it can be demonstrated that a proposed development would not preclude options for the 407 transitway alignment, nor options for the creation of an orderly pattern of development in the Downtown District.

- 9.1.3.6 To collaborate with Metrolinx to evolve the design and treatment of the Multimodal Station and surrounding area as per Policies 4.1.10, 4.1.11, 4.1.12, 4.1.13, 9.1.3.4, 9.1.3.5, 9.1.3.6 and 9.1.3.7 of the Secondary Plan and:
- a) to serve as the centre of a multimodal transportation system and gateway to the city and Markham Centre from the broader region;
 - b) to phase out surface parking in the immediate station area and consider its relocation to the hydro corridor south of Highway 407 or incorporation into development in the station area in underground structures;
 - c) to integrate with dense, mixed use built form and a high quality public realm.

- 9.1.3.7 To protect for the Multimodal Station on the south side of Enterprise Boulevard, including pedestrian entrances, passenger pick-up and drop-off facilities, emergency access tunnels, surface transit connections and any setbacks above and below grade, as may be required by the City and the relevant transit authorities, as per Policies 4.1.10 through to 4.1.14 of the Secondary Plan.

9.1.3.8 That the expansion of transit services to the Secondary Plan Area will be implemented by York Region, in cooperation with the City and development proponents, by:

- a) improving frequency of rapid and local bus services;
- b) expanding local bus service into the interior of Markham Centre to ensure comprehensive coverage of all areas and facilitate movement to key destinations, particularly community hubs and the Major Park;
- c) locating stops to provide access to transit within a short walk of all areas;
- d) creating points of interchange at major transit hubs, including the Multimodal Station and a second interchange point in the Uptown District to integrate local and rapid transit;
- e) incorporating transit stops in road design requirements, where appropriate;
- f) implementing transit signal priority to ensure that transit vehicles can move through Markham Centre efficiently;
- g) creating bus lanes or HOV-Transit lanes that separate buses from most or all traffic;
- h) incorporating real time signage at transit stops to provide users with up-to-date transit information that allows them to make informed decisions about how best to use the multi-modal transportation system;
- i) designing stations and stops to enhance safety and comfort; and
- j) promoting public transit ridership through site planning and building design, building scale, distribution of development densities, land use mix and location.

9.1.4 Active Transportation Networks

9.1.4.1 To create pedestrian and cycling networks that are safe, efficient, convenient and comfortable for users of all ages and abilities in all seasons and provide comprehensive coverage within Markham Centre and connections to the areas beyond.

9.1.4.2 To provide sidewalks with sufficient width to accommodate accessible and comfortable pedestrian flows, and personal mobility devices. Two-metre-wide sidewalks should be the minimum for all new or modified road links. Along main streets where pedestrian volumes are anticipated to be higher, 3-metre-wide sidewalk should be provided.

9.1.4.3 To design and expand cycling facilities on the City's roads within Markham Centre as shown on Map SP12 – Cycling Infrastructure and further detailed in the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time.

- 9.1.4.4 To coordinate with York Region to design and expand cycling facilities on the Regional roads within Markham Centre as shown on Map SP12 – Cycling Infrastructure and further detailed in the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time.
- 9.1.4.5 To improve connectivity by active transportation modes through an extensive trail network in and adjacent to the Greenway, hydro corridors, parks and open spaces as shown on Map SP6 – Parks and Open Space System.
- 9.1.4.6 To improve safety and perceptions of safety by cyclists and pedestrians by reducing speed limits on roads as per Policy 9.1.2.8 of the Secondary Plan and designing streets to promote driver compliance with the posted speeds.
- 9.1.4.7 To improve the pedestrian environment along road segments and at intersections through the following strategies, as detailed in the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time:
- a) Shortened crossing distances at intersections and mid-block crossings through curb bump-outs median refuge islands;
 - b) Shortened wait times at signalized intersections;
 - c) Protected turn phases for vehicles or lead pedestrian intervals at signalized intersections to reduce vehicle-pedestrian conflicts;
 - d) Tighter corner radii to decrease crossing distance and the speed at which vehicles make turns; and
 - e) Pavement markings at crosswalks to improve pedestrian visibility and safety.
- 9.1.4.8 To develop regulations and enforcement to manage conflicts between cyclists, pedestrians and other micromobility vehicles using cycling and pedestrian facilities and trails, including regulating which vehicle types are permitted to use these facilities and their maximum speeds.
- 9.1.4.9 To improve the safety and comfort of cyclists at intersections through strategies such as protected intersections, bike boxes, two-stage queue boxes, intersection markings, bike signals and pocket bike lanes, as detailed in the Transportation Study Report prepared in support of the Secondary Plan, as updated from time to time.
- 9.1.4.10 To introduce public bicycle parking facilities on all streets, where feasible, to encourage local cycling activity.
- 9.1.4.11 To encourage additional safe and conveniently accessible bicycle parking and end-of-trip bicycle amenities at important destinations including transit hubs, community spaces, parks and open spaces, and major retail and employment destinations.

- 9.1.4.12 To require secure bicycle parking to be provided in all developments.
- 9.1.4.13 To require bike share and e-bike share stations incorporated into developments.
- 9.1.4.14 To design an active transportation network, including both pedestrian and cyclist infrastructure, that is designed with regard for 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.

9.1.5 Ecomobility Hubs

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

It is the policy of Council:

- 9.1.5.1 To facilitate the planning and implementation of ecomobility hubs with the purpose of providing additional sustainable mobility options to access the Markham Centre Secondary Plan Area and surrounding communities by:
 - a) planning for transit and mobility hubs in conjunction with the Multimodal Station and stops along the Viva BRT line;
 - b) planning for implementation of 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.

9.1.6 Transportation Demand Management (TDM)

It is the policy of Council:

- 9.1.6.1 To implement a TDM strategy for Markham Centre to modify travel behaviour and demand in order to make more efficient use of available transportation capacity, with particular focus on reducing single occupancy vehicle trips, Vehicle Kilometres Traveled, and parking demand.
- 9.1.6.2 That a comprehensive TDM strategy be prepared by development proponents as part of their development application submission in the Secondary Plan Area that will

reduce the number of trips, trip length, and reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation.

9.1.6.3 To require, as part of a development application, TDM plans that would include strategies and methods by which alternative and sustainable modes of travel will be accommodated.

9.1.6.4 To support the provision of shared mobility solutions, including car share, bike share, e-bike share and e-scooter share programs and services.

9.1.7 Parking

9.1.7.1 To implement a parking strategy that works in concert with other TDM measures to encourage non-vehicular mode choices and reduces the reliance on single-occupant-vehicle trips. The parking strategy will balance the need to provide adequate parking supply with efforts to reduce parking demand and optimize parking supply.

9.1.7.2 To explore different governance models for the provision and management of public parking facilities, as may be informed by the city-wide Parking Strategy, Transportation Master Plan or other studies. Public parking is an area dedicated to or maintained for the parking of vehicles by the general public and operated by the municipality or another governmental entity.

9.1.7.3 To implement parking management systems for public parking to control the entrance and exits of parking facilities and introduce various parking arrangements such as impositions on maximum stay, permit only, limited free time parking, or a mixture of these options.

9.1.7.4 To consider eliminating or reducing minimum parking rate standards and implementing parking maximum rate standards for areas and uses to encourage mode shift and prevent an overbuilding of parking supply, as appropriate to meet the goals of the Secondary Plan.

9.1.7.5 To eliminate free public parking over time, and discourage free parking associated with commercial sites, as access to alternative and more sustainable forms of transportation grows.

9.1.7.6 To implement alternative pricing schemes for public parking to realize efficiencies by helping to manage demand through reduction or redistribution of demand, increasing vehicle turnover, and reducing cruising for parking.

- 9.1.7.7 To implement shared parking schemes that allow multiple users to share the same parking spaces, making parking facilities more efficient and reducing overall parking requirements.
- 9.1.7.8 To provide new off-street parking in underground structures and reduce its visual impact on the vibrancy of Markham Centre.
- 9.1.7.9 To conduct regular data collection and analysis of the public and private parking supply in order to understand how parking is being used and how parking strategy elements should be refined.
- 9.1.7.10 That parking for shared vehicles shall be accommodated within private developments. Shared vehicles may be accommodated by on-street parking, where right-of-way is available, at the discretion of the City. Shared vehicles are those used by multiple individuals, either on a rental basis or through a peer-to-peer model.
- 9.1.7.11 That parking rate standards and related requirements shall be defined in the implementing zoning by-law for the Secondary Plan, as applicable.
- 9.1.7.12 To promote the long-term *redevelopment* of surface parking areas serving the Multimodal Station and the replacement of that parking capacity south of Highway 407 or in underground parking incorporated into new development in and adjacent to the station area, in keeping with policies of Section 7.7 of the Secondary Plan.
- 9.1.7.13 To develop a strategy for the provision of public parking facilities in line with the city-wide Parking Strategy and Transportation Master Plan.

9.2 Services and Utilities

9.2.1 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:

- 9.2.1.1 To ensure that new developments in the Secondary Plan Area are serviced with municipal water and wastewater infrastructure in accordance with the provisions of Chapter 7 of the Official Plan, and that such infrastructure are designed to City standards. Additionally, water and wastewater infrastructure to support new developments shall be designed in a manner consistent with the recommendations of

the Municipal Servicing Study Report prepared in support of the Secondary Plan, as updated from time to time.

- 9.2.1.2 That the design of the trunk water and wastewater infrastructure will generally follow the alignment of such infrastructure recommended in the Municipal Servicing Study Report prepared in support of the Secondary Plan, as updated from time to time, and the latest City and York Region Water and Wastewater Master Plan. The design of the local water and wastewater infrastructure is to be confirmed through more detailed studies and *development approvals*.
- 9.2.1.3 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 prepared in support of the Secondary Plan, as updated from time to time, and the development phasing plan where required.
- 9.2.1.4 That satisfactory arrangements between Landowners' 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*.

Functional Servicing Report

It is the policy of Council:

- 9.2.1.5 That a functional servicing report, where required by the City, shall be submitted in support of a development application for review and acceptance by the City, prior to approval of the development.
- 9.2.1.6 That the functional servicing report reflect the recommendations of the Municipal Servicing Study Report prepared in support of the Secondary Plan, as updated from time to time, and support the detailed design of the water and wastewater infrastructure required to service development.
- 9.2.1.7 That the functional servicing report framework address, but not be limited to, site grading, sewers and watermain works, erosion and sedimentation controls, road cross-sections and utility requirements. Engineering drawings shall be prepared in accordance with the functional servicing report and shall be submitted for review and approval by the City. All municipal services shall be designed and constructed in accordance with the policies and standards of the City, and where applicable, affected agencies.

- 9.2.1.8 That each development applicant be responsible for hydrogeological investigation and assessment of groundwater discharge measures in support of the functional servicing report.

Stormwater Management Report

It is the policy of Council:

- 9.2.1.9 That as a condition of *development approvals* and based on the findings and recommendations of the Municipal Servicing Study Report prepared in support of the Secondary Plan, as updated from time to time, a stormwater management report shall be prepared, submitted for review and acceptance by the City in consultation with the Toronto and Region Conservation Authority (TRCA). The report shall provide detailed information regarding the provision of water quality and quantity management facilities, water balance, low impact development facilities, hydraulic grade lines, detailed major and minor systems, and erosion and siltation controls for the plan of subdivision or other development proposals.

9.2.2 Utility and Telecommunication Services

Utilities provide essential services to Markham Centre, including natural gas, electricity and/or renewable energy, streetlighting and telecommunications. These services will be planned and coordinated within the Secondary Plan Area to the greatest extent possible. Markham Centre also benefits from the presence of a district energy system that produces local and sustainable heating and cooling and electricity.

It is the policy of Council:

- 9.2.2.1 To require that, to the greatest extent possible, utilities shall be planned and constructed in a coordinated manner. Utility and telecommunication services shall be planned to be located underground and shall be grouped wherever possible. Where required, above ground utility fixtures shall be located and designed in accordance with City policies.
- 9.2.2.2 That utility and telecommunication services shall be permitted in all land use designations subject to the requirements of the Municipal Servicing Study Report prepared in support of the Secondary Plan and detailed engineering designs to be approved by the City. Any proposed services located within lands designated as 'Greenway' shall be minimized, and shall coincide with required road rights-of-way, wherever possible. If a single loaded road is approved to adjoin lands designated as 'Greenway', services should be confined to the edge of the road right-of-way farthest from the 'Greenway', wherever possible.

- 9.2.2.3 That utility providers shall, as a condition of *development approval*, confirm that existing, upgraded, or new services will be available to support proposed development.
- 9.2.2.4 To encourage all development applicants to undertake a subsurface utilities investigation within the City’s road right-of-way to identify and map existing underground services so that future services can be accommodated. (*realistic?*)
- 9.2.2.5 To encourage all development to connect to the district energy system for heating, cooling, and electricity needs.

10.0 LAND USE

10.1 General Provisions

The land use designations shown on Map SP7 – Land Use establish the general pattern for development in the Secondary Plan. The policies for these designations, as set out in Sections 10.1 through 10.6 of the Secondary Plan, provide comprehensive guidance for development, and must be read in conjunction with other applicable provisions of the Secondary Plan, as well as Chapter 8 and other applicable provisions of the Official Plan.

It is the policy of Council:

- 10.1.1 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 SP7 – Land Use:

- ‘Residential Low Rise’
- ‘Residential Mid Rise’
- ‘Residential High Rise’
- ‘Mixed Use Low Rise’
- ‘Mixed Use Mid Rise’
- ‘Mixed Use High Rise’
- ‘Mixed Use Office Priority’
- ‘Office Priority Employment’
- ‘Business Park Employment’
- ‘General Employment’
- ‘Greenway’
- ‘Public Park’

'Utilities'
Public School site
Multimodal Station

- 10.1.2 That the pattern of land use shown on Map SP7 – Land Use and the specific land uses or facilities, as identified in Policy 10.1.1 of the Secondary Plan, will be implemented through the implementing zoning by-law and required *development approvals*, such as draft plan of subdivision or condominium, zoning by-law amendment, and/or site plan control approval, in accordance with the applicable policies of the Secondary Plan and the Official Plan, and address City standards and guidelines.
- 10.1.3 That in considering an application for *development approval* on lands designated 'Residential' and 'Mixed Use' as identified in Policy 10.1.1 of the Secondary Plan, the City shall ensure that development has adequate transportation, water and wastewater infrastructure, and community infrastructure such as *public schools* and parks and open spaces, and has regard for the Urban Design and Sustainable Development policies outlined in Section 7 and 8 of the Secondary Plan and Chapter 6 of the Official Plan.
- 10.1.4 To provide for the following uses in all designations, except the 'Greenway' and 'Public Park' designation:
- 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) publicly owned cemetery in accordance with Section 8.13.10 of the Official Plan;
 - g) municipal district heating and/or cooling system;
 - h) automatic vacuum collection;
 - i) municipal transportation facility; and
 - j) municipal service including an underground service, and utility, operation, and maintenance facility.
- 10.1.5 That the overall mix of uses within Markham Centre shall create a city centre that supports a diversity of activities, including economic activity and employment generating uses. The targeted long-term resident-to-job ratio for the Secondary Plan Area is 1.6:1.

10.2 Residential Designations

Lands with 'Residential' designations are relatively limited within Markham Centre and are located at the area's periphery. 'Residential' designations are intended to protect established residential areas from incompatible development and create transitions between mixed use areas and existing residential neighbourhoods. When combined with other designations, including 'Mixed Use' and 'Employment' designations, they contribute to the overall mixing of uses at the scale of the district that will realize *complete communities*. They contribute to the variety of housing forms in Markham Centre and are integrated with other designations through a transportation, transit and active transportation network that encourages walking, cycling, and transit.

Lands designated 'Residential' are categorized into 'Residential Low Rise', 'Residential Mid Rise' and 'Residential High Rise', as shown in Map SP7 – Land Use. Additional specific provisions relating to the residential land uses contemplated in each designation are established in the Secondary Plan, in addition to Section 8.2 of the Official Plan.

10.2.1 Residential Low Rise

The 'Residential Low Rise' designation covers a limited portion of the Secondary Plan Area. It includes existing neighbourhoods already developed with single-detached housing, semi-detached housing and townhomes, and areas to be developed to serve as transitions between more intense built form and neighbouring low-rise residential areas outside of the Secondary Plan Area.

It is the policy of Council:

General Policies

- 10.2.1.1 That lands within the Secondary Plan Area designated 'Residential Low Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1 and 8.2.3 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan.

Heights

- 10.2.1.2 To provide for a building height of up to a maximum of 4 storeys on lands designated 'Residential Low Rise'.

10.2.2 Residential Mid Rise

The 'Residential Mid Rise' designation covers a limited portion of the Secondary Plan Area. These areas are already developed and feature medium density housing and parkland. They are not expected to develop further, although compatible convenience commercial uses that primarily serve the surrounding residential areas may change over time along Cox Boulevard.

It is the policy of Council:

General Policies

- 10.2.2.1 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 the policies of the Secondary Plan.

Uses

- 10.2.2.2 Notwithstanding Policy 8.13.1.1 of the Official Plan, that in considering an application to amend the zoning by-law to permit the establishment of a *convenience retail and personal service* use, the City shall be satisfied that the following requirements, where applicable, will be fulfilled:
- a) the use is located along Cox Boulevard; and
 - b) there is sufficient accessible nearby at-grade parking either on-site or on street.
- 10.2.2.3 That limited professional offices may also be permitted along Cox Boulevard in mixed use developments through an implementing Zoning By-law.

10.2.3 Residential High Rise

The 'Residential High Rise' designation is intended to accommodate intensive residential development that transitions to lower-intensity built form in adjacent designations.

It is the policy of Council:

General Policies

- 10.2.3.1 That lands within the Secondary Plan that are designated 'Residential High Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1, and 8.2.5 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan.
- 10.2.3.2 New buildings shall provide a transition in height and massing to adjacent 'Residential Low Rise', 'Residential Mid Rise', and 'Mixed Use Mid Rise' areas.
- 10.2.3.3 Height and density shall be directed away from low-rise designations toward frontages along arterial and major collector roads.

10.3 Mixed Use Designations

The majority of Markham Centre's developable lands are designated 'Mixed Use'. These lands occupy the core lands of each of Markham Centre's districts. Their evolution will give form, function, and character to Markham Centre and its constituent communities.

'Mixed Use' designations allow for compatible land uses to co-exist and commingle to create a community that is greater than the sum of its parts. Housing brings residents to the area and makes Markham Centre a home. Office employment brings a critical mass of jobs and contributes to the creation of a Central Business District for Markham. Commercial functions, including retail and services, allow residents and workers to meet many of their needs locally and draw visitors to the area. Public amenities and institutional uses add to the variety of activities and the variety of people drawn to the area. The cumulative total will create an intensified urban environment at the city's centre. The variety of uses, each with its own rhythm of activity, contributes to Markham Centre's vibrancy and its activation at different times of the day and week. These elements are integrated through a public realm and multimodal transportation network to create attractive, street-related, *complete communities* where people have the option and are encouraged to use non-automobile modes of transportation to move around and access services.

The 'Mixed Use' designations will be an important focus of intensification in Markham Centre. The different designations provide for various densities and different mixes of uses to be deployed to align with the urban structure of Markham Centre and its districts.

Mixed use development is provided for in the 'Mixed Use Low Rise', 'Mixed Use Mid Rise', 'Mixed Use High Rise' and 'Mixed Use Office Priority' designations as shown on Map SP7 – Land Use. Additional specific provisions relating to the development contemplated in each designation is established in the Secondary Plan.

10.3.1 General Policies

It is the policy of Council:

- 10.3.1.1 Notwithstanding Policy 8.3.1.2 of the Official Plan, within Mixed Use designations, to permit public and private schools provided these are located on an arterial, major collector road or minor collector road.

10.3.2 Mixed Use Low Rise

The 'Mixed Use Low Rise' designation covers a limited portion of the Secondary Plan Area related to plaza-type commercial and other uses along Highway 7. The overall objective of the designation is to allow modest intensification of commercial properties while maintaining a ground floor non-residential component.

It is the policy of Council:

General Policies

- 10.3.2.1 That lands within the Secondary Plan that are designated 'Mixed Use Low Rise' shall be subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.2 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan.

10.3.3 Mixed Use Mid Rise

The 'Mixed Use Mid Rise' designation covers areas where compatible employment uses and a full range of small-, medium- and large-sized retail and service functions are integrated with community and residential uses in a manner that is transit supportive and pedestrian-oriented. These areas contribute to *complete communities* at the district sub-area, district, and Secondary Plan scale. The key difference between these areas and other 'Mixed Use' designations is that the scale and intensity of development is defined by mid-rise built form. This scale of built form creates areas of different character and provides transitions from Markham Centre to surrounding low-rise areas.

It is the policy of Council:

General Policies

- 10.3.3.1 That lands within the Secondary Plan that are designated 'Mixed Use Mid Rise' shall be:
- a) 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 the policies of the Secondary Plan.
 - b) encouraged to accommodate ground floor non-residential uses, particularly retail, service, and office uses, as appropriate. The range of residential forms will include types and tenures that ensure the availability of affordable housing.
- 10.3.3.2 That development includes retail and service commercial uses as per Section 10.7 of the Secondary Plan.
- 10.3.3.3 Notwithstanding policies within Section 10.8 of the Secondary Plan, that increases in density for non-residential uses may be granted without need to amend the Secondary Plan to advance the vision for a Central Business District and the achievement of the other goals of the Secondary Plan to the satisfaction of the City. This policy shall not apply within Special Policy Area lands as shown on Map SP15 unless the changes are approved by the Ministers of Municipal Affairs and Housing and Natural Resources in accordance with the policies in Section 3.4 of the Official Plan.

10.3.4 Mixed Use High Rise

The 'Mixed Use High Rise' designation is the predominant designation within Markham Centre, occupying most of the core areas, including the Downtown and Uptown Districts. Development within the 'Mixed Use High Rise' designation will create attractive, livable, high density urban environments with a full mix of uses and range of building types, including high rises. By virtue of their high levels of transit access, these areas have potential to provide major opportunities for office employment, residential intensification and local- and city-serving retail, services, and amenities.

It is the policy of Council:

General Policies

- 10.3.4.1 That lands within the Secondary Plan that are designated 'Mixed Use High Rise' shall be:

- a) 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 the policies of the Secondary Plan;
- b) encouraged to accommodate ground floor non-residential uses, particularly retail, service, and office uses, as appropriate. The range of residential forms will include types and tenures that ensure the availability of affordable housing.

10.3.4.2 That development includes retail and service commercial uses as per Section 10.7 of the Secondary Plan.

10.3.4.3 Notwithstanding policies within Section 10.8 of the Secondary Plan, that increases in density for non-residential uses may be granted without need to amend the Secondary Plan to advance the vision for a Central Business District and the achievement of the other goals of the Secondary Plan, to the satisfaction of the City.

10.3.5 Mixed Use Office Priority

The ‘Mixed Use Office Priority’ designation covers areas intended primarily for office employment uses, but which may also contain multiple-unit residential uses and street-related retail and service uses. The bulk of the lands designated ‘Mixed Use Office Priority’ are located within the Downtown District and will be key to reinforcing Markham Centre’s position as the city’s Central Business District and engine of economic activity. The ‘Mixed Use Office Priority’ designation will contribute to achieving an overall balance of uses within Markham Centre as a whole that contributes residents and jobs to create a true *complete community*.

It is the policy of Council:

General Policies

10.3.5.1 That lands within the Secondary Plan that are designated ‘Mixed Use Office Priority’ shall be:

- a) subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.5 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan; and
- b) encouraged to accommodate ground floor non-residential uses, particularly retail, service, and office uses, as appropriate. The range of residential forms will include types and tenures that ensure the availability of affordable housing.

Development Criteria

- 10.3.5.2 In considering an application for *development approval* on lands designated 'Mixed Use Office Priority', that development adheres to the development criteria outlined below, in addition to the criteria contained in Section 8.3.1.4 of the Official Plan:
- a) The gross floor area of the development on the site devoted to residential or retail uses shall not exceed the gross floor area devoted to office uses;
 - b) Where appropriate, buildings should include a street-related podium along the frontages of arterial, major collector, and minor collector frontages with the portion of the building above the podium set back from the street-related building front;
 - c) The tower portion of residential buildings above 6 storeys shall be designed on floor plates to minimize shadow impacts on adjacent areas and maximize sky views; and
 - d) The tower portions of buildings shall provide for adequate separation to achieve light, view, and privacy.
- 10.3.5.3 Notwithstanding Policy 10.3.5.2.a of the Secondary Plan, that the gross floor area of the development on the site devoted to residential or retail uses may be permitted to exceed the gross floor area devoted to office use, subject to the following conditions:
- a) That the quantity of office required to satisfy Policy 10.3.5.2.a shall be transferred to a receiving site within the 'Mixed Use Office Priority' designation in the Secondary Plan Area;
 - b) That the receiving site is within equal or greater proximity to the Multimodal Station, or another higher order transit station, as appropriate to improve access to transit;
 - c) That the transferred office gross floor area shall be considered a requirement in excess of office gross floor area that the receiving site would be required to provide to independently satisfy Policy 10.3.5.2.a;
 - d) That the development of the transferred office gross floor area on the receiving site precedes the development of the non-office gross floor area on the sending site; and
 - e) That a rezoning be undertaken of the sending and receiving sites to reflect and secure the transfer of office gross floor area.
- 10.3.5.4 Notwithstanding polices within Section 10.8 of the Secondary Plan, that increases in density for non-residential uses may be granted without need to amend the plan to advance the vision for a Central Business District and the achievement of the other goals of the Secondary Plan to the satisfaction of the City.

10.4 Employment Designations

Employment-generating uses are critical to creating Markham Centre as a *complete community*, a Central Business District, and the economic heart of the city. Lands designated 'Employment' reserve portions Markham Centre for a variety of economic activities, based on their location within the urban structure. Some areas, particularly those located near higher order transit, will feature high intensity office developments and contribute to a mixed use urban setting. Others, in more peripheral locations, will provide spaces for a broader range of industrial and office uses in a variety of building typologies. As a whole, they contribute to a healthy balance of people and jobs, locating places of work and homes nearby to reduce commute times and reliance on automobiles. As they evolve, all will contribute to the evolution of the city as place of high quality urban design and sustainable development practices.

10.4.1 Business Park Employment

The 'Business Park Employment' designation covers a limited portion of the Secondary Plan Area. Lands designated 'Business Park Employment' are to be planned and developed for prestige industrial and office development, frequently in larger scale buildings located on large properties. Development within this designation will contribute to the range of employment-generating uses present in the Markham Centre.

It is the policy of Council:

- 10.4.1.1 That lands within the Secondary Plan that are designated 'Business Park Employment' shall be subject to the relevant provisions of Policies 8.1, 8.5.1 and 8.5.2 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan.

10.4.2 Office Priority Employment

Lands designated 'Office Priority Employment' will serve as locations for the clustering of high density prestige office development in an urban setting, supported by local retail and services and integrated with surrounding mixed use areas.

Development will be phased to replace existing industrial and low-rise office uses currently provided in a business park setting to respond and contribute to an evolving urban context. New development is intended to be in mid-rise or tall buildings with structured and underground parking. It is encouraged to include retail and service uses to contribute to active streetscapes, serve local workers and add to the offer of amenities in the broader area. Lands designated 'Office Priority Employment' will be well connected through pedestrian and cycling networks and excellent access to higher

order transit. The relationship of buildings to streets and public spaces, and the quality and treatment of public realm will integrate these areas in a seamless fashion with the districts and district sub-areas in which they are located.

It is the policy of Council:

General Policies

- 10.4.2.1 That lands within the Secondary Plan that are designated 'Office Priority Employment' shall be subject to the relevant provisions of Sections 8.1 and 8.5.1 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan.

Planned Function

- 10.4.2.2 On lands designated 'Office Priority Employment', to:
- a) Provide opportunities for office employment development in proximity to existing or planned rapid transit services;
 - b) Provide for the phased development of office development to complement or replace existing business park office and industrial buildings over time;
 - c) Provide for opportunities to locate retail and service functions on the ground floor of office buildings; and
 - d) Integrate office uses with neighbouring mixed use areas.

Uses

- 10.4.2.3 To provide for the following uses, in addition to the uses listed in Section 8.1.1 of the Official Plan, on lands designated 'Office Priority Employment':
- a) office;
 - b) commercial parking garage; and
 - c) *day care centre* in accordance with Section 8.13.2 of the Official Plan and located within an office building.
- 10.4.2.4 To permit the following uses, provided the combined area does not occupy more than 20% of the total gross floor area on a site and, where present, they occupy the ground floor of a building and are oriented toward and activate public streets:
- a) retail;
 - b) services, with the exception of motor vehicle service station and commercial storage facility;
 - c) restaurant; and

- d) financial institution.

Development Criteria

10.4.2.5 In considering an application for *development approval* on lands designated 'Office Priority Employment', to ensure that development adheres to the development criteria outlined below:

- a) On sites generally larger than one hectare, or where otherwise considered appropriate, a comprehensive block plan may be prepared in accordance with Section 10.1.4 of the Official Plan;
- b) Buildings should generally be placed on a site to respect a consistent setback and provide for continuity in built form along public streets;
- c) Buildings shall be designed to enhance pedestrian safety and comfort by providing for appropriate microclimatic conditions including:
 - i. sunlight access between the Spring and the Fall equinox, particularly on the north, east and west pedestrian zones along arterial and collector roads; and
 - ii. measures to mitigate wind conditions at the street level and in parks and open spaces;
- d) The design of the site and the building shall contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services;
- e) The quality of the public and private realm is in conformity with and reflects the planned function of the land use designation;
- f) New buildings shall exhibit an appropriate interface, including a transition in height and massing, with existing buildings in adjacent areas; and
- g) The tower portion of buildings shall provide for adequate separation to achieve light, view, and privacy.

10.4.3 General Employment

Lands designated 'General Employment' provide locations for primarily industrial and warehousing uses, as well as accessory retail or service uses. They are characterized by large properties developed with single and multiple unit low-rise buildings designed to accommodate truck movements and loading.

Within Markham Centre, lands designated General Employment are peripheral to the main areas of intensification. They are currently characterized by light industrial uses which do not present land use compatibility issues with surrounding areas.

It is the policy of Council:

- 10.4.3.1 That lands within the Secondary Plan that are designated 'General Employment' shall be subject to the relevant provisions of Sections 8.1, 8.5.1 and 8.5.5 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan.
- 10.4.3.2 That proponents of a development that may result in *adverse effects* on *sensitive land uses* within proximity of the development site shall be required to prepare a *sensitive land use* compatibility study, including any required peer review, in addition to any other required studies or supporting documentation.
- 10.4.3.3 That in considering an application for a development for which a *sensitive land use* compatibility study has been prepared, that the City shall be satisfied that the potential *adverse effects* of the proposed use will be satisfactorily mitigated as a condition of approval.

10.5 Greenway Designation

The 'Greenway' designation shown on Map SP7 – Land Use contains, for the most part, the Natural Heritage Network associated with the Rouge River and its tributaries. These lands are intended to protect *natural heritage and hydrologic features* while supporting natural heritage enhancement opportunities, protection of wildlife habitat, passive recreation uses, active transportation connectivity and nature appreciation.

It is the policy of Council:

- 10.5.1 That lands within the Secondary Plan Area designated 'Greenway' as shown on Map SP7 – Land Use 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 5.1 of the Secondary Plan.

10.6 Public Park Designation

Parks provide opportunities for diverse recreational and leisure activities that enhance and enrich the lives of Markham's residents, workers and visitors and promote a healthy lifestyle. The variety of spaces and facilities found within the parks system, including land extensive facilities such as sports facilities, are essential for the creation of a *complete community*.

It is the policy of Council:

- 10.6.1 That lands within the Secondary Plan that are designated 'Public Park' on Map SP7 – Land Use shall be used to develop a public park in accordance with Section 4.3 of the Official Plan, except as otherwise provided for in the policies of the Secondary Plan.
- 10.6.2 That public park sites identified on Map SP6 – Parks and Open Space System, and their associated land use designation as shown on Map SP7 – Land Use, may be relocated without an amendment to the Secondary Plan, provided the alternate site is consistent with the minimum park sizes, contributes to a diversified parks and open space system and supports the community structure objectives of the Secondary Plan. Unless otherwise specified, removal of identified park sites shall require an amendment to the Secondary Plan.

Uses

- 10.6.3 To provide for only the following uses on lands designated 'Public Park' as shown on Map SP7- Land Use:
- a) field sports and recreational amenities;
 - b) playgrounds;
 - c) multifunctional space for social gatherings;
 - d) public art; and
 - e) passive and nature-based public recreational activities.

10.7 Commercial Uses in Applicable Land Use Designations

Retail and service commercial uses are an essential part of a *complete community* and a critical component of Markham Centre's vitality and livability. They are permitted in a variety of designations at different scales. Retail and service commercial uses are important in meeting a number of objectives for Markham Centre:

- To ensure that there is an appropriate supply of commercial development to meet the daily needs of residents, students and workers;
- To locate and provide access to commercial development in a manner which encourages active transportation and minimizes car trips;
- To realize the potential of retail and services to provide at-grade animation that contributes to placemaking and contributes to a comfortable and vibrant public realm;

- To increase the diversity of “third places”, locations that are not home, work or school, but serve as places of social interaction and community, such as cafés, restaurants, bars, storefronts run by community organizations; and
- To solidify the role of the Downtown District as a city-wide and regional destination.

Markham Centre is, overall and within specific designations in particular, a mixed use community. Compatible land uses exist side-by-side to make for a more interesting, more walkable, and more efficient community. It is important to realize an appropriate balance of uses, including adequate retail and service commercial uses to make sure the needs of the community are being met.

It is the policy of Council:

- 10.7.1 That Markham Centre as whole and each of its districts and district sub-areas shall feature a quantity of retail and service commercial uses to meet the daily needs of the people who live, work and study in the area.
- 10.7.2 That retail and service commercial uses shall be located in areas central to Markham Centre’s districts and district sub-areas to allow for walkable access to these amenities by local populations of residents, workers and students.
- 10.7.3 That the quantity and the nature of the retail and service commercial uses located in the Downtown District and along Enterprise Boulevard will reinforce this area as a city-wide and regional destination.
- 10.7.4 That the areas identified on Map SP4 – Community Structure as ‘Main Street with Active Frontage’ will serve as focal points and concentrations of retail and service commercial uses. These uses shall relate directly to and contribute to the quality of the public realm along these main streets, in a manner that creates at-grade animation, fosters passive surveillance, and creates a continuity of character and activation.
- 10.7.5 That retail and service commercial uses located in areas other than ‘Main Street with Active Frontage’ are permitted. They are encouraged to relate directly to and contribute to the quality of the public realm along streets, in a manner that creates at-grade animation, fosters passive surveillance, and creates a continuity of character and activation.
- 10.7.6 That the City will undertake a commercial uses assessment to evaluate the amount of retail and service uses required to support the projected population, to fulfil Markham Centre’s role within the retail and service structure of the city and to identify how this provision should be phased over time. This assessment will be updated periodically,

based on development to date, revised population projections and evolving trends in demand for place-based retail and service commercial uses.

- 10.7.7 That the commercial uses assessment will be the basis for the development of commercial use gross floor area requirements to be applied on a site-by-site basis through an implementing zoning by-law.
- 10.7.8 That a balance between residential uses and the retail and service uses that serve related populations shall be maintained. The City may elect to put a hold on further residential development, if the commercial uses assessment referenced in Policy 10.7.6 of the Secondary Plan indicates a deficit of retail and service commercial uses relative to the needs of the community.
- 10.7.9 That the *redevelopment* of existing retail and service commercial uses will result in the replacement of these uses in a manner which reflects their scale, function, and the catchment they serve.
- 10.7.10 That the *redevelopment* of existing retail and service commercial uses will be undertaken in a phased manner to ensure the continuity of a sufficient level of amenity to serve the community.

10.8 Height and Density

Heights and densities implement the guiding principles of the Markham Centre Secondary Plan to create a vibrant and transit-supportive centre for the community.

The primary focus of built form intensity, in terms of height and density, is the Downtown District, particularly the area surrounding the Multimodal Station. This focus concentrates people and jobs within walking distance of excellent higher order transit with fast and efficient connections to the broader region. Intensity in this area will support Enterprise Boulevard as Markham Centre's main street and centre of activity. A secondary focus of intensity is centred on the intersection of Warden Avenue and Highway 7. Built form intensity decreases transitioning from the centre of these areas to the periphery and to the lower density areas beyond the Secondary Plan boundaries. The distribution of height and density within Markham Centre will foster variety in built form typology and character.

The heights and densities included in this plan represent a level of intensification that meets and exceeds minimum density targets established for the area through provincial and regional policy. The maximum densities established in the Secondary Plan Area have been used to project population and jobs, which in turn have informed

the proposed parks and transportation systems, servicing requirements, and the future community infrastructure needs.

It is the policy of Council:

- 10.8.1 That Map SP8 – Heights establishes the maximum heights permitted in Markham Centre at a block level, as measured in storeys. The implementing zoning by-law will apply maximum heights consistent with the specified number of storeys within this plan. These maximums are to be used in association with the shadow and public space policies in Section 7.1. Mechanical penthouses will be excluded from the calculation of height.
- 10.8.2 That building heights are encouraged to vary within blocks and incorporate combinations of lower and higher scale elements to create visual interest, create height transitions to lower built form areas, avoid negative shadow impacts and frame and animate adjacent public spaces, such as streets, plazas, and parks, in a positive way.
- 10.8.3 That affordable housing units, as defined in the Official Plan, shall be excluded from the calculation of height and density as shown on Map SP8 – Heights and Appendix1 – Density.
- 10.8.4 That the maximum heights and densities established on Map SP8 – Heights and Appendix 1 – Densities and are independent maximums, in that one maximum may be achieved without achieving the other.
- 10.8.5 That the Secondary Plan Area shall achieve an intensity of development that meets the minimum density targets for each of the Protected Major Transit Station Areas (PMTSA) within its boundaries as established in the York Regional Official Plan. The Protected Major Transit Station Areas are shown on Map SP3 – Protected Major Transit Station Areas. The minimum density target for each Protected Major Transit Station Area is as follows:
- PMTSA 17 Montgomery BRT Station– 200 people and jobs per hectare
 - PMTSA 21 Town Centre BRT Station – 200 people and jobs per hectare
 - PMTSA 7 Cedarland BRT Station – 300 people and jobs per hectare
 - PMTSA 24 Warden BRT Station – 300 people and jobs per hectare
 - PMTSA 6 Andre de Grasse BRT Station – 300 people and jobs per hectare
 - PMTSA 12 Enterprise BRT Station – 250 people and jobs per hectare
 - PMTSA 22 Unionville GO Station– 400 people and jobs per hectare

- 10.8.6 That Appendix 1 – Density is included in this Secondary Plan and establishes appropriate maximum densities on a block level, expressed as floor space index (FSI), that align with the planned distribution of development intensity within the Secondary Plan Area. The City shall implement this density through zoning by-law. For the purposes of this Secondary Plan, density is informative, not determinative.
- 10.8.7 Notwithstanding the definition of *floor space index* included in the Official Plan, that density within the Secondary Plan Area will be calculated based on a definition of floor space index, which is the ratio of gross floor area of all buildings on a lot divided by the area of the lot on which the buildings are being developed. Where a lot includes lands to be used for a public road, *public school*, *place of worship*, public parkland or lands designated ‘Greenway’, these lands shall not be included in the calculation of the floor space index. The gross floor area of above grade and below grade structured parking and rooftop mechanical penthouses will be excluded from the calculation of floor space index.
- 10.8.8 That densities exceeding the floor space index as shown on Appendix 1 – Density may be considered, subject to the following matters being addressed to the satisfaction of the City, taking into consideration the total projected growth of the Secondary Plan Area and the cumulative impact of similar increases in density on sites with development potential:
- 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) required servicing study to demonstrate that the additional densities can be supported by existing and/or planned servicing capacity. The servicing studies shall address:
 - sanitary sewers;
 - watermains; and
 - stormwater management;
 - c) the stormwater and servicing policies as outlined in Section 9.2 of the Secondary Plan continue to apply to these lands;
 - d) a proportional expansion in the provision of community facilities, parks and parks programming;
 - e) urban design policies in Section 7 of the Secondary Plan; and
 - f) completion of a housing impact assessment demonstrating an increase in housing variety in terms of unit size, affordability, and tenure.

11.0 SMART CITY

The fourth industrial revolution, where people, processes, data, and things are increasingly digital and connected, is underway. A “Smart City” uses digital innovation and data to transform citizen services and experiences, increase operational efficiencies, reduce costs, minimize environmental footprint, improve safety and security, and generate new economic opportunity and growth. Markham has long been identified as a centre of technological innovation. Markham Centre will be a forward-looking community where new technologies and approaches are developed, piloted, and incorporated to improve the prosperity and quality of life of its citizens.

To support the evolution of Markham Centre as a Smart City, the City of Markham has developed the Smart Markham Centre Strategy and Roadmap. Recognizing that technological advances are constant, and that new technologies and solutions will be introduced continuously, the strategy focuses on establishing the foundation for the successful, scalable, and sustainable implementation of smart solutions and a methodology for identifying, selecting, and prioritizing solutions that will realize the Secondary Plan’s vision and objectives for Markham Centre.

11.1 General Policies

It is the policy of Council:

- 11.1.1 To implement the recommendations contained within the Smart Markham Centre Strategy and Roadmap and to treat the strategy as a living document to be updated regularly based on progress, experience, and new opportunities.

Laying the Foundations of the Smart City

- 11.1.2 To implement a comprehensive decision-making support methodology and tool that allows for the continuous review and prioritization of future Smart City solutions that considers benefits and costs for society, the environment, and the economy.
- 11.1.3 To create and implement a Smart City Engagement Plan that involves citizens in the consideration, evaluation and selection of Smart City initiatives and builds a consensus on value, privacy, and governance approaches.
- 11.1.4 To develop an ICT (Information and Communication Technology) Masterplan for a secure, scalable, and sustainable network infrastructure to support the growing number of connected, instrumented, and intelligent devices and to enable the use of data and analytics for maximizing performance and value-creation.

- 11.1.5 To develop protocols on how data is collected, managed, used, and shared and a strategy addressing privacy and (cyber)security of all connected people, processes, data, and things.
- 11.1.6 To explore implementation of a digital twin as a method for tracking, managing, and modeling Smart City data, for optimizing the operations of City infrastructure, and for visualizing and sharing outcomes with the constituents. Open data protocols will allow others to co-create new solutions and search for value applications.
- 11.1.7 To engage the start-up, entrepreneur, and academic community to develop digital solutions that meet the following parameters:
- a) Adhere to open standards and protocols;
 - b) Are application programming interface (API) driven (data is accessible and interoperable);
 - c) Comply with NIST (National Institute of Standards and Technology) cyber security framework and plan for connected devices;
 - d) Share publishable tech sheets and architecture; and
 - e) Meet City data standards and privacy governance.

Deploying Smart City Solutions

- 11.1.8 To collaborate with the development community and other municipal stakeholders, such as regional transit and energy organizations, to identify and implement the use of technology to:
- a) improve the performance of buildings;
 - b) achieve community greenhouse gas reductions and improve climate resilience;
 - c) improve mobility and enhance the movement of people, goods, and services; and
 - d) deliver efficient services and experiences to the community while simplifying operations, improving asset performance, and reducing costs.
- 11.1.9 To expand access to free, publicly accessible Wi-Fi within Markham Centre by connecting municipal, other public, private, and institutional infrastructure to provide seamless connectivity.
- 11.1.10 To prepare for and enable mobility innovation including, but not limited to, electrical vehicles, micromobility, private autonomous vehicles, and autonomous shuttles.
- 11.1.11 To evaluate the use of the public right-of-way to accommodate new modes of transportation, last-mile journeys and deliveries, curbside management, access to electric charging and evolving parking needs.

11.1.12 To support the consolidation of infrastructure conduits underground within the public right-of-way to create easy and shared access for utilities, including digital infrastructure as well as possible automatic vacuum collection of solid waste.

12.0 IMPLEMENTATION

12.1 General Policies

It is the policy of Council:

12.1.1 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 the Secondary Plan.

12.1.2 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 to Section 36 of the Planning Act and Section 10.2.3 of the Official Plan.

12.2 Further Planning

12.2.1 To support, undertake and collaborate in further evaluations, technical analyses, visioning exercises and international design competitions that will support the next steps in the implementation of the Secondary Plan including, but not limited to, the following:

- a) an Environmental Assessment to identify an alignment for the 407 transitway as per Policy 9.1.3.4 of the Secondary Plan;
- b) a Municipal Class Environmental Assessment to identify a final preferred option for the relocation, realignment, channelization, or enclosure of Tributary 5, as per Policy 5.5.1 of the Secondary Plan;
- c) technical evaluations, visioning exercises and an international design competition to identify solutions and approaches for the design of the Multimodal Station and station area, as per Policies 4.1.12, 4.1.13 and 9.1.3.6 of the Secondary Plan;
- d) a visioning exercise and design for the Markham Civic Square, as per Policy 6.3.26 of the Secondary Plan;
- e) an update of the Markham Centre Greenway Master Plan, as per Policy 6.3.39 of the Secondary Plan;
- f) a Wayfinding Master Plan for Markham Centre, as per Policy 7.1.4 of the Secondary Plan;

- g) a study to identify specific locations where the development of landmark buildings is to be encouraged, as per Policy 7.4.7 of the Secondary Plan;
- h) A commercial uses assessment to evaluate the amount of retail and service uses required to support the projected population, as per Policy 10.7.6 of the Secondary Plan; and
- i) environmental assessments required for road network and infrastructure improvements.

12.3 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 Developers' Group Agreement(s).

It is the policy of Council:

- 12.3.1 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 *complete communities*, such as parks, open space, modifications to natural features (e.g., enhancement or compensation), roads and road improvements, internal and external services, and stormwater management facilities, development proponents may be required to enter into developers' group agreement(s), or implement other alternative arrangements in accordance with Policy 10.8.3.2 of the Official Plan.
- 12.3.2 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.

12.4 Development Phasing Plan

- 12.4.1 Full buildout of the Secondary Plan Area 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 parks;
- h) streetscape improvements; and
- i) utilities.)

12.4.2 Development will be coordinated with the delivery of infrastructure in accordance with the York Region 10-year capital plan, Water and Wastewater Master Plan and Transportation Master Plan.

12.4.3 If a property is 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 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.

12.4.4 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.

12.4.5 That the City shall ensure through plans of subdivision, development agreements, and holding provisions in the zoning by-law, that development occurs sequentially.

12.5 **Parkland Dedication and Master Parkland Agreement**

The location of park sites shown on Map SP6 – Parks and Open Space System and Map SP7 – 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(s) with the City prior to any *development approvals* within the Secondary Plan Area.

It is the policy of Council:

12.5.1 That landowners shall be encouraged to enter into a Master Parkland Agreement(s) with the City prior to any *development approvals* within the Secondary Plan Area. The Master Parkland Agreement(s) shall identify the minimum size and general location of parks that shall be provided in accordance with Map SP7 – Land Use.

12.5.2 Parkland dedication shall be provided in accordance with the Master Parkland Agreement(s).

12.5.3 That as a condition of *development approval* of any lands within the Secondary Plan Area, the landowner shall provide confirmation from the landowners' group(s) that the landowners have satisfied all their parkland obligations with respect to the Master Parkland Agreement(s).

12.6 Monitoring

12.6.1 That development of lands within Markham Centre will be reviewed every 10 years at a minimum and monitored annually to:

- a) ensure the adequacy and support the phasing of community service facilities, parkland, and transportation and municipal servicing infrastructure;
- b) assess the capacity of the transportation system to support further growth and evaluate the shift in travel behaviour patterns and modal split necessary to create a transportation system that can support the projected population;
- c) evaluate the balance of uses being created in Markham Centre to assess progress toward the targeted ratio of people to jobs and the extent to which adequate levels of retail and services are being provided.

12.7 Technical Revisions to the Secondary Plan

12.7.1 That technical revisions to the Secondary Plan will not require an Official Plan Amendment provided they do not change the intent of the Secondary Plan. Technical revisions include:

- a) changing the numbering, cross-referencing and arrangement of the text, tables, and maps;
- b) altering punctuation or language for consistency;
- c) correcting grammatical, dimensional and boundary, mathematical or typographical errors;
- d) changing or updating appendices; and/or,
- e) changing format or presentation.

13.0 INTERPRETATION

13.1 General Policies

It is the policy of Council:

- 13.1.1 That the provisions of Section 11.1 and any other section of the Official Plan regarding the interpretation of that Plan shall apply regarding the Secondary Plan, however in the event of a discrepancy between the Secondary Plan and the policies and/or designations of Part I of the Official Plan, the policies of the Secondary Plan shall prevail.
- 13.1.2 That the Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan.
- 13.1.3 That the 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 the City, provided that the intent of the goals, objectives, principles, and policies are maintained.
- 13.1.4 That the detailed pattern of land use and the transportation network for the Secondary Plan Area as outlined on Maps SP7 – Land Use, SP9 – Road Network, and SP12 – Cycling Infrastructure 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.
- 13.1.5 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 the Commissioner of Development Services or delegate.
- 13.1.6 That minor variation of land use boundaries and the local street pattern shall not require an amendment to the Secondary Plan, provided the intent of the Secondary Plan is maintained.
- 13.1.7 That all numeric standards be considered approximate and not absolute. Amendments to this Plan shall not be required for minor variations from the criteria providing the general intent of the Secondary Plan is maintained to the satisfaction of the City.
- 13.1.8 Notwithstanding Section 1.5 of the Official Plan (Operative Parts of the Plan), terms in bolded text are defined in the Definitions section of Chapter 11 of the Official Plan.