

CITY OF MARKHAM

OFFICIAL PLAN AMENDMENT NO. 56

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

July 2024

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

The Official Plan Amendment was adopted by the Corporation of the City of Markham, by By-Law No. 2024-151 in accordance with the Planning Act, R.S.O., 1990 c. P.13, as amended, on the 17th day of July, 2024.

Mayor

City Clerk

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**The Corporation of the City of Markham
By-law No. 2024-151**

Being a by-law to adopt Amendment No.56 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. 56 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 17th DAY OF JULY, 2024.

CITY CLERK

MAYOR

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PART I - INTRODUCTION

(This is not an operative part of Official Plan Amendment No. 56)

1.0 GENERAL

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

PART II - THE OFFICIAL PLAN AMENDMENT, amends Part I of the City of Markham Official Plan 2014 being affected by Official Plan Amendment No. 56, including Schedules “A” through “G” attached hereto, and is an operative part of this Official Plan Amendment.

PART III - THE SECONDARY PLAN, amends Part II of the City of Markham Official Plan 2014, constitutes the Milliken Centre Secondary Plan, includes Maps SP1 through SP6 and Appendices 1 and 2, attached hereto, and is an operative part of this Official Plan Amendment.

2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA

The Milliken Centre Secondary Plan Area is bounded on the west by Kennedy Road and the GO Transit Stouffville Rail Line, on the north by Denison Street including the lands north of Denison Street between Amarillo Avenue and Kennedy Road, on the east generally by Old Kennedy Road and Manston Crescent, and on the south by Steeles Avenue East, as shown on Map SP1 - Community Structure. The total land area in the Milliken Centre Secondary Plan is approximately 73 hectares.

3.0 PURPOSE OF THE AMENDMENT

The purpose of the amendment is to update policies in the City of Markham Official Plan 2014 to incorporate an updated secondary plan for Milliken Centre in accordance with the requirements of Section 9.15 of the Official Plan.

4.0 BASIS OF THE AMENDMENT

The proposed Milliken Centre Secondary Plan is consistent with the Provincial Policy Statement 2020 and conforms to all applicable Provincial Plans as well as the York Region Official Plan 2022.

Provincial Policy Context

The Provincial Policy Statement 2020, and its successor documents, 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) currently provides a framework for implementing the province’s vision for building strong, prosperous communities

within the Greater Golden Horseshoe. It establishes the long-term framework for where and how the region will grow, by directing municipalities to plan for compact and *complete communities* through *intensification* in *Strategic Growth Areas* that are defined by the Growth Plan as focus areas for accommodating *intensification* and a higher-density mix of uses in a more compact built form. Strategic growth areas include Major Transit Station Areas that 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.

Regional Planning Context

The York Region Official Plan 2022 (YROP) implements the Growth Plan by directing growth within York Region's built-up area to Strategic Growth Areas in the Region's urban structure, which comprises a network of centres and corridors with connections to rapid transit. The YROP also establishes a growth hierarchy within Strategic Growth Areas that includes Major Transit Station Areas (MTSAs) and assigns minimum density requirements to all MTSAs. The YROP further assigns growth to Local Centres and Corridors, which play a supporting role in accommodating growth in the Region's growth hierarchy. Milliken Centre is a Local Centre that is partially located within the Milliken Go Station MTSA that requires a minimum planned density of 250 people and jobs per hectare. The Milliken Centre Secondary Plan also includes a GO Rail Station that is subject to further study by Metrolinx located on Denison Street.

It should be noted that effective July 1, 2024. The City of Markham will be responsible for the sections of the YROP that are applicable to the City of Markham, in accordance with Section 70.13 of the *Planning Act*.

Municipal Planning Context

The Markham Official Plan 2014 builds on the urban structure and growth hierarchy as identified in the YROP. It identifies the Milliken Centre Secondary Plan lands as a Local Centre and *intensification* area within the City's urban structure. The Official Plan also provides direction to update the secondary plan for Milliken Centre and outlines a comprehensive planning process to inform the preparation of the secondary plan. The Secondary Plan is intended to guide growth and development by providing more specific land use policies for areas where greater detailed direction for land use, infrastructure, transportation, community services, and the environment are required 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. 56)

1.0 THE OFFICIAL PLAN AMENDMENT

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

1.1 Section 9.15 of Part I of the Official Plan 2014, as amended, is hereby amended by:

- a) Deleting policies 9.15.3.2, 9.15.3.3, 9.15.3.4 and 9.15.3.5
- b) Adding a new policy 9.15.4 as follows:

“Milliken Centre Secondary Plan

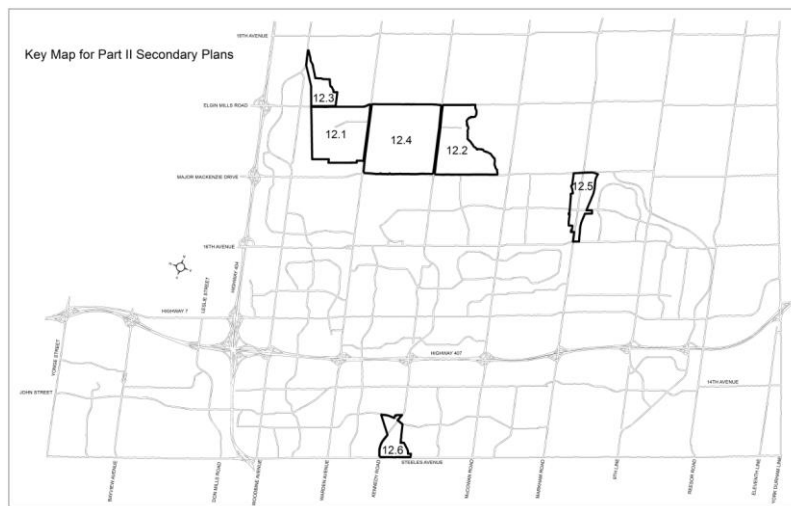
9.15.4 The detailed goals, objectives, policies, and maps of the Secondary Plan for the Milliken Centre Secondary Plan Area contained in Part II of the Official Plan 2014, as amended, shall apply to the lands bounded on the west by Kennedy Road and the GO Transit Stouffville Rail Line, on the north by Denison Street including the lands north of Denison Street between Amarillo Avenue and Kennedy Road, on the east generally by Old Kennedy Road and Manston Crescent, and on the south by Steeles Avenue East as shown in Figure 9.15.3.”

1.2 The Table of Contents to Chapter 12, Part II of the Official Plan, is amended by adding “12.6 Milliken Centre Secondary Plan”.

1.3 Section 1.5 is amended by adding “6. Secondary Plan for the Milliken Centre Community”.

1.4 The Table of Contents after Appendix J is amended by adding “6. Secondary Plan for the Milliken Centre Community”.

1.5 Figure 12.0 is amended by adding “12.6” to the map that outlines the location of the Secondary Plan for the Milliken Community as follows:



- 1.6 Chapter 12 is amended by adding a new section 12.6 containing the Secondary Plan for the Milliken Centre, comprised of Part III - Secondary Plan for the Milliken Centre Community of Official Plan Amendment 56.
- 1.7 The following Maps and Appendices of Part I of the Official Plan 2014, as amended, are hereby amended as follows:
- a) Map 1 - Markham Structure is amended by modifying the 'Greenway System', 'Neighbourhood Area', 'Mixed Use Neighbourhood Area'; by amending the legend from 'Proposed GO Stations' to 'GO Rail Station Subject to Further Study'; and by adding the 'GO Rail Station Subject to Further Study' symbol as shown on Schedule "A" attached hereto.
 - b) Map 2 - Centres and Corridors and Transit Network is amended by modifying the 'Greenway System', the boundaries of the 'Neighbourhood Area' and 'Mixed Use Neighbourhood Area'; by amending the legend from 'Proposed GO Stations' to 'GO Rail Station Subject to Further Study'; and by adding the 'GO Rail Station Subject to Further Study' symbol as shown on Schedule "B" attached hereto.
 - c) Map 3 - Land Use is amended by modifying the boundaries to 'Residential Mid Rise', 'Mixed Use Mid Rise' and 'Greenway' as shown on Schedule "C" attached hereto; and adding 'Residential High Rise' and 'Mixed Use High Rise' as shown on Schedule "C" attached hereto.
 - d) Map 4 - Greenway System is amended by modifying the boundaries of the 'Greenway System', 'Natural Heritage Network' as shown on Schedule "D" attached hereto.
 - e) Map 5 - Natural Heritage Features and Landforms is amended by modifying the boundaries of the 'Greenway System' and 'Woodlands' as shown on Schedule "E" attached hereto.
 - f) Map 6 - Hydrologic Features is amended by modifying the boundaries of the 'Greenway System' and 'Other Greenway System Lands including Certain Naturalized Stormwater Management Facilities' as shown on Schedule "F" attached hereto.
 - g) Appendix C - Community Facilities is amended by modifying the 'Greenway System' as shown on Schedule "G" attached hereto.

2.0 IMPLEMENTATION

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

3.0 INTERPRETATION

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

[INSERT MODS TO OP 2014 MAPS AND APPENDICES]

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

(This is an operative part of Official Plan Amendment No. 56)

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PART III - THE SECONDARY PLAN AMENDMENT

1.0 INTRODUCTION

The following text and maps constitute the Secondary Plan for the Milliken Centre Secondary Plan Area within the Milliken District, as established and adopted by Amendment No. 56 to the City of Markham Official Plan 2014, as amended. This Secondary Plan, contained in Part II - Secondary Plans of the City of Markham Official Plan 2014, must be read in conjunction with Part I of the City of Markham Official Plan 2014.

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

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

2.0 GOALS, OBJECTIVES AND PRINCIPLES FOR A HEALTHY AND RESILIENT COMMUNITY

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

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

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

A healthy community is a resilient community that reduces carbon emissions through design, providing opportunities for green infrastructure and innovative design solutions to make efficient use of energy, water and waste systems, and to minimize negative impacts from a changing climate. A healthy community also supports a local sustainable food system that provides safe, equitable access to culturally appropriate healthy food for all residents.

2.1 Guiding Principles

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

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

It is the policy of Council:

- 2.1.1 That development in the Milliken 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 principles outlined in Section 2.1.2 through 2.1.7 of the Secondary Plan. The principles are further defined in the policies of this Plan.
- 2.1.2 **Protecting and Enhancing the Natural Environment**
- a) To protect and enhance natural heritage features and functions and water resources.
 - b) To design the community with regard for natural heritage (i.e. minimizing impact to features, topography and soils) and to enhance tree canopy.
- 2.1.3 **Building Compact Complete Communities**
- a) To plan for a sustainable, healthy community promoting a compact development form at transit-supportive densities with a mix of residential, office and retail uses.
 - b) To provide live-work and *affordable housing* opportunities, and community infrastructure that will respond to the needs of residents and employees.
 - c) To provide for the daily needs of residents through the organization of residential neighbourhoods, mixed use neighbourhoods, access to healthy food and an interconnected system of parks and open spaces, all integrated with a transportation network that includes transit and active transportation safely separated from motor vehicle traffic.
 - d) To identify a housing mix that provides for a range of housing types and tenure, including opportunities for affordable, purpose-built rental and *shared housing*.
 - e) To identify a parks and open space system as one of the main organizing elements of the community including public parks and open spaces, and multi-use trails, multi-use paths and pathways.
 - f) To recognize, protect and conserve, and incorporate *cultural heritage resources* into development within the community.
 - g) To create a sense of community identity through the establishment of a high-quality public realm, placemaking and a high standard of urban design (i.e. distinctive built form, streetscapes, parks and open space, landmarks and views, public art, etc.) to be accessible by all, regardless of age or physical ability.
 - h) To support food for all and foster food friendly neighbourhoods with safe, affordable, equitable access to culturally appropriate, healthy sustainable food within walking distance and in close proximity to transit.

2.1.4 **Maintaining a Vibrant and Competitive Economy**

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

2.1.5 **Increasing Mobility Options**

- a) To identify a comprehensive transportation system that emphasizes walking, cycling and transit as increasingly viable and attractive alternatives to the automobile.
- b) To plan for a grid pattern of streets and blocks that provides for a hierarchy of street types with appropriate and integrated facilities that provide increased opportunities for walking and cycling.
- c) To work towards reducing the reliance on the use of automobiles and to ensure that development levels do not exceed the capacity of the infrastructure servicing Milliken Centre.

2.1.6 **Adopting Green Infrastructure and Development Standards**

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

2.1.7 **Implementation**

- a) To identify general phasing and sequencing for development of the Milliken Centre Secondary Plan in accordance with Section 10.3 of the Secondary Plan.

3.0 **COMMUNITY STRUCTURE**

Community Structure describes the various elements or building blocks that make up a complete community consistent with the guiding principles as noted in Section 2.1 of the Secondary Plan. The community structure includes the identification of structural land use categories, a high-level transportation system, a parks and open space system and community infrastructure and service facility requirements. It is the result of an intensive integrated analysis based on findings from technical studies, as well as consideration of existing land uses and public input.

3.1 **General Provisions**

The community structure for Milliken Centre builds upon the existing network of streets, surrounding land uses and the rail corridor. It creates a new fine-grained pattern of residential and mixed-use neighbourhood blocks that are framed around a central school and neighbourhood park campus and connected by way of a new local street network, including sidewalks, a multi-use trail along the rail corridor and several multi-use paths along collector and local roads. There is also a unique redevelopment opportunity to establish a mixed use, high density, and complete community in the southwest quadrant that will serve as a gateway.

It is the policy of Council that:

- 3.1.1 The Secondary Plan provides for a distribution and a mix of land uses and appropriate land use designations to ensure the development of the Milliken Centre Community as a compact, complete and transit-supportive community. The structural elements of the Milliken Centre Community includes a protected Greenway System, Residential Neighbourhood Areas, Mixed Use Neighbourhood Areas, an integrated Parks and Open Space System, Community Infrastructure and Service Facilities and a comprehensive Transportation System. A portion of the Milliken Centre Secondary Plan is located within a Major Transit Station Area (MTSA). The MTSA boundary of the Milliken GO Station extends northward to Aldergrove Drive and as shown in Map SP1 - Community Structure.
- 3.1.2 Residential Neighbourhood Area
- a) Residential blocks are generally located around the central school and neighbourhood park campus and offer housing options that allow for a diverse mix of household sizes, lifestyles, and incomes. Residential blocks provide for a concentration of compact housing forms within walking distance to transit, retail and community facilities and may include townhouses, mid-rise buildings and high-rise buildings.
- 3.1.3 Mixed Use Neighbourhood Area
- a) Lands within the Mixed Use Neighbourhood Area are intended to provide for an appropriate mix of residential and non-residential uses and are generally located in proximity to the Milliken GO Station within the Major Transit Station Area boundary at Steeles Avenue East, along Kennedy Road and Old Kennedy Road. Mixed use blocks provide the opportunity for ground floor retail and other non-residential uses within mid-rise and high-rise building forms. The Mixed-Use Block in the southwest quadrant provides a key redevelopment opportunity to create a gateway for mixed-use high-rise buildings and the development of a complete community.
- 3.1.4 Public Parks and Open Space System
- a) A well-defined public parks and open space system as shown in Map SP1 - Community Structure and Map SP4 - Parks and Natural Heritage Features of the Secondary Plan will incorporate a hierarchy of public parks to support social and recreational uses and enhance pedestrian linkages.
- 3.1.5 Community Infrastructure and Service Facilities
- a) An elementary school campus is planned central to the community south of Corvette Road and west of Old Kennedy.
 - b) An existing Place of Worship site north of Sunrise Drive and east of Old Kennedy Road, and two Places of Worship sites north and west of the Secondary Plan.
- 3.1.6 Transportation System
- a) A Road Network and Transit and Active Transportation System consisting of arterial, collector and local roads will accommodate the majority of cycling, pedestrian, vehicular, and transit service traffic within the community and serve as links to the neighbouring areas as shown on Maps SP5 - Road Network and SP6 - Transit and Active Transportation Network.

- b) A grid of new local roads will provide increased connectivity within the community and provide connections to the surrounding community. The internal street system will be designed to accommodate a range of transportation functions with priority given to transit, pedestrian, and bicycle movements.
- c) Convenient and secure bicycle parking and storage will be required to facilitate active transportation measures.

4.0 ENVIRONMENTAL SYSTEMS

This Section addresses the Greenway System including *woodlands* and *wetlands*, the *urban forest*, environmental hazards, and stormwater management.

4.1 Greenway System

The Secondary Plan contains several natural heritage features including *woodlands* and a wetland feature. The *woodland* feature identified on Map SP2 – Land Use is to be protected and integrated into the overall community design. The wetland feature can be removed, and its functions replicated outside of the Secondary Plan Area subject to the submission of an Environmental Impact Study and policy 4.1.5 and 4.1.6 of this Secondary Plan.

It is the policy of Council:

- 4.1.1 To identify, protect and enhance the Greenway System in the Secondary Plan in a manner consistent with Section 3.1 of the Official Plan, the policies of Section 4.1 of this Secondary Plan and the recommendations in the Master Environmental Servicing Plan prepared in support of the Secondary Plan.
- 4.1.2 That further to Section 3.1 of the Official Plan, the Greenway System within the Secondary Plan includes the Natural Heritage Network consisting of two *woodlands* and the associated *vegetation protection zones*, as shown on Map SP4 - Parks, Open Space and Natural Heritage Features.
- 4.1.3 That the boundaries of the Greenway System and the Natural Heritage Network within the Secondary Plan, including the delineation of *natural heritage and hydrologic features* and their *vegetation protection zones* as shown on Map SP4 - Parks, Open Space and Natural Heritage Features reflect the most accurate information available and will be confirmed in the field and may be refined or modified in accordance with Section 3.1.1.3 of the Official Plan and Section 4.1 of the Secondary Plan.
- 4.1.4 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.

Wetland

- 4.1.5 That no development, *redevelopment* or *site alteration* shall be permitted within the wetland until an Environmental Impact Study has been prepared to determine the importance, function

and means of protection and/or maintenance of function of the wetland, as generally shown on Map SP4 – Public Parks, Open Space and Natural Heritage Features to the satisfaction of the City and the Toronto and Region Conservation Authority (TRCA). The wetland shall be delineated using procedures established by the Province and the TRCA. Any development, redevelopment or site alteration on lands within 30 metres of the wetland shall be required to demonstrate no negative impacts to the wetland to the satisfaction of the City and the TRCA.

- 4.1.6 Where it is determined through the Environmental Impact Study in section 4.1.5 that in-situ protection and maintenance of the wetland is not necessary, compensation for wetland removal shall be required and determined to the satisfaction of the City and the Toronto and Region Conservation Authority in accordance with applicable technical guidelines and recommendations of the Master Environmental Servicing Plan. In accordance with the findings of the Master Environmental Servicing Plan, the City and Toronto Region Conservation Authority have determined that compensation for removal of the wetland is an acceptable management option. Compensation may involve work between the City and the Toronto and Region Conservation Authority to create or restore *wetlands* in an alternate location outside of the Secondary Plan Area, in order to achieve an overall net ecological gain to the Greenway System. An Agreement may be required for the development and implementation of the compensation plan.

Woodland

- 4.1.7 To require the protection of the *woodland* feature as identified on Map SP2 - Land Use. In accordance with section 3.1.2.25 of the Official Plan, the minimum *vegetation protection zone* for *woodlands* in the Secondary Plan may be reduced from 10 metres to 5 metres, as measured from the drip line of the *woodland*. A reduced 5 metre *vegetation protection zone* shall only be considered where an overall benefit to the *woodland* is provided through the preparation and implementation of a *Woodland Management Plan*. The *Woodland Management Plan* shall identify enhancement measures to enhance the ecological function of the *woodland* feature such as invasive species management, infill plantings and restoration of the *vegetation protection zone*.

4.2 Urban Forest System

The *Urban Forest System* includes all wooded areas, individual *trees* and the soils that sustain them on public and private property. The *urban forest* provides a number of environmental and health benefits which contribute to the quality of life for residents and workers in the Milliken Centre Secondary Plan Area including improved physical and mental health, improved air and water quality, carbon sequestration, climate regulation, stormwater runoff reduction, energy efficiency and wildlife habitat. The City will work with development proponents and community groups to increase *tree canopy* coverage and to achieve the City's overall goal of 30% tree canopy cover.

It is the policy of Council:

- 4.2.1 To protect, expand and integrate the *urban forest* in the Secondary Plan in a manner consistent with Section 3.2 of the Official Plan and Section 4.2 of the Secondary Plan.

4.2.2 That a Tree Inventory, Arborist Report, and Preservation Plan may be required by certified Arborist as part of an application for *development approval*, to identify and describe existing *trees* including their size, species, condition and methods to ensure the protection of *trees* to be retained. The preservation of mature trees shall be encouraged within the development setback to the rail corridor as well as within the neighbourhood park.

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

4.3 Environmental Hazards

This section deals with human environmental hazards resulting from soil contamination and air and noise pollution which can pose a threat to public health and safety.

It is the policy of Council:

4.3.1 That applications for *development approval* for *sensitive land uses* adjacent to an arterial road or to rail lines in the Secondary Plan shall be accompanied by a Noise and Vibration Study prepared in accordance with the Ministry of Environment guidelines and York Region noise policies including required mitigation measures prepared to the satisfaction of the City, York Region and Metrolinx. The studies shall include the following:

- a) detailed assessment of the transportation and stationary noise constraints to the proposed development;
- b) recommendations with respect to specific noise and vibration mitigation measures consistent with engineering and urban design requirements;
- c) identification of any requirements for warning clauses to be incorporated into development agreements; and
- d) appropriate safety measures such as setbacks, berms and fencing.

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

4.3.3 To require air quality impact studies be undertaken for development approvals where potential or known air quality emission levels can potentially impact sensitive land uses.

4.4 Stormwater Management

Appropriately designed Stormwater management facilities, where required, shall be designed in accordance with the applicable City of Markham, Toronto Region Conservation Authority (TRCA), and the Ministry of Environment, Conservation, and Parks (MECP) stormwater management and Low Impact Development (LID) guidelines.

It is the policy of Council:

4.4.1 That stormwater management facilities, where required, be located and designed in a manner

consistent with Section 3.3 of the Official Plan and Section 7.2.11 of the Secondary Plan and based on the recommendations and findings of the Master Environmental Servicing Plan.

- 4.4.2 That stormwater management reports submitted in support of applications for development, *redevelopment* or *site alteration* shall address applicable City and agency stormwater management guidelines and requirements in accordance with applicable policies in Section 3.3 of the Official Plan and Section 7.2.1 of the Secondary Plan.
- 4.4.3 That development proponents shall be responsible for ensuring that stormwater management facilities are designed and constructed in compliance with any applicable provincial and federal legislation, and address applicable Ministry of Environment, Conservation and Parks and City of Markham's requirements.
- 4.4.4 That applications for development approval within Highly Vulnerable Aquifers shall be subject to Section 3.3.2.4 of the Official Plan.

5.0 HEALTHY NEIGHBOURHOODS AND COMMUNITIES

The Milliken Centre community is being planned and designed as a healthy and compact community with *transit supportive* densities and neighbourhoods that contain a variety of housing types, a range of required public parks, open space, a variety of food venues (such as grocery stores, farmers' markets) and community facilities such as schools, and where the *cultural heritage resources* are appropriately and respectfully integrated into future development.

5.1 Housing

Providing for a range of housing types and tenures, and *affordable housing* options will contribute to the livability of the Milliken Centre community and the quality of life for residents. Providing for medium to high density housing forms along transit corridors will improve access to services, jobs, and amenities within and beyond Milliken Centre.

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

It is the policy of Council:

Range of Housing Types

- 5.1.1 To promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of Milliken Centre residents and workers in a manner consistent with Section 4.1 of the Official Plan and the policies of this Plan, and more

specifically by:

- a) encouraging the construction of multiple units, including stacked townhouses and townhouses, and apartment units with a mix of unit sizes including larger units with multiple bedrooms and smaller units;
- b) encouraging the construction of rental, affordable, and *shared housing* units with a full range of unit types and sizes, particularly in locations served by transit, including along Kennedy Road; and
- c) providing for the establishment of *additional residential units* in accordance with the *Planning Act* and Ontario Regulation 299/19 subject to appropriate zoning, development criteria and standards.

Compact Community

- 5.1.2 That the highest densities shall be generally focused along Kennedy Road and Steeles Avenue and planned in accordance with Section 6.1 of this Secondary Plan.
- 5.1.3 That employment uses will be directed to the Mixed-Use High-Rise areas adjacent to Kennedy Road, Steeles Avenue, portions of Old Kennedy Road south of Aldergrove Drive and Denison Street.
- 5.1.4 That the Secondary Plan is planned to achieve a minimum of:
 - a) 17,000 people, 8,000 units and 4,800 jobs;
 - b) Lands within the Major Transit Station Area boundary as shown in SP1 - Community Structure of this Secondary Plan, shall contribute to an overall minimum density of 250 residents and jobs per hectare.
- 5.1.5 To monitor the achievement of the density targets identified in Section 5.1.4 of this Plan through *development approvals*.

Affordable and Shared Housing

- 5.1.6 To provide for affordable and *shared housing* opportunities within the Secondary Plan 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 the Milliken GO MTSA;
 - b) targeting 35 percent of the new housing units to be affordable to low and moderate income households for lands within the Milliken GO MTSA;
 - c) Encouraging purpose-built rental housing with a range of unit sizes, including larger units with multiple bedrooms and smaller units;
 - d) encouraging a portion of the targeted *affordable housing* units to be designed as *shared housing* units with supports to accommodate persons with special needs; and
 - e) supporting the equitable distribution of affordable and *shared housing* within permitted building forms, particularly in locations well-served by transit.

- 5.1.7 To work in partnership with York Region, the non-profit sector, the development industry, community partners, and senior levels of government to provide affordable, purpose-built rental and *shared housing* in the Milliken Centre Secondary Plan through the applicable legislative framework, agreements and/or partnerships, and available tools. *Affordable housing* may also be achieved through inclusionary zoning where applicable.
- 5.1.8 To require proposed development applications to demonstrate support for the implementation of *affordable housing* in accordance with Section 4.1.3 of the Official Plan and the City of Markham's Affordable and Rental Housing Strategy.
- 5.1.9 That in accordance with Sections 4.1.2.8 and 4.1.3.6.d) of the Official Plan, in order to monitor and encourage the implementation of a diverse and *affordable housing* stock in the Secondary Plan, housing impact statements will be required to be submitted in support of development applications in the 'Residential Mid Rise', 'Residential High Rise', 'Mixed Use Mid Rise' and 'Mixed Use High Rise' designations, which will identify:
- a) the number of proposed new housing units by type, size and tenure;
 - b) the estimated rents and/or initial sale 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.

Housing impact statements will not be used to evaluate whether a development application is approved or not.

5.2 Community Infrastructure and Services

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

Optimal locations for *public schools*, parks and open spaces are identified conceptually within the Secondary Plan to inform future *development approvals*. It is recognized that community infrastructure and services, such as the Milliken Mills Community Centre, and places of worship will also serve the Milliken Centre community.

It is the policy of Council:

General Policies

- 5.2.1 To plan and coordinate the provision of community infrastructure and services in the Secondary Plan, including *public community infrastructure* provided by Markham and York Region, and community services and facilities including day care centres and affordable and shared housing, provided by the private sector, in a manner consistent with Section 4.2 of the Official Plan and

Section 5.2 of the Secondary Plan to, among other things:

- 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 Milliken Centre community and the broader community; and
- c) encourage new approaches to the delivery of community infrastructure and services that promote shared use or multi-functional facilities and services in order to achieve capital and operating cost efficiencies.

5.2.2 To identify optimal locations within the Secondary Plan for *public schools*, parks and open spaces, and places of worship as shown on Map SP1 - Community Structure.

5.2.3 To secure *public community infrastructure* through *development approvals* in accordance with Section 4.2.2.2 of the Official Plan. A community infrastructure impact statement may be required to identify how required *public community infrastructure* may be delivered.

Public Schools

5.2.4 That the location of the *public school* site shown on Map SP2 - Land Use, defines the community and neighbourhood structure, the open space system and patterns of land use which is well integrated into an active transportation network to encourage active travel for the school community.

5.2.5 To encourage innovative approaches in the design of schools including vertical schools and schools integrated into the base of multi-storey buildings.

5.2.6 That where a *public school* site adjoins public parkland, the school site shall be of a size, configuration, and design that facilitates potential joint use by the City and the respective School Board.

5.2.7 That a *public school* site be confirmed and secured through the *development approval* process.

5.2.8 That a *public school* site may be relocated in consultation with the School Board, and without amendment to this Secondary Plan, provided the alternate site is consistent with the community structure objectives of this Secondary Plan and the long term needs of the School Board.

5.2.9 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 SP2 – Land Use without an amendment to this Secondary Plan.

5.2.10 That *public school* sites may be zoned to permit appropriate alternate uses with a 'Hold' provision, in addition to a *public school* and *accessory uses* in the event the site is not required by a School Board or other educational institutions, and Council has not considered any alternative use in accordance with Section 4.2.3.2 of the Official Plan. Appropriate alternate uses may be identified through the implementing Zoning By-law for the Secondary Plan, in conformity with the underlying land use designation as shown on Map SP2 – Land Use.

Removal of the 'Hold' provision for the alternate uses on the site shall be addressed in the site-specific Zoning By-law Amendment or an application to remove the 'Hold' provision under section 36 of the *Planning Act*.

- 5.2.11 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

- 5.2.12 That the location, size and configuration of the existing *place of worship* sites shown on Map SP2 – Land Use addresses the requirements of Council's *place of worship* site reservation policy and in accordance with Section 4.2.4 of the Official Plan.
- 5.2.13 That in addition to a *Place of Worship* site located at the northeast corner of Old Kennedy Road and Sunrise Drive, and as shown on Map SP2 - Land Use of the Secondary Plan, additional *Place of Worship* sites are located to the north and west of the Milliken Centre Secondary Plan.

5.3 Public Parks and Open Space System

Markham is committed to ensuring that sufficient and meaningful parks and open spaces are available to its residents. Within the Milliken Centre community, a well-designed and connected system of parks and open spaces including Greenway System lands, multi-use trails, multi-use paths and pathways, will provide opportunities for diverse recreational and leisure activities.

It is the policy of Council:

- 5.3.1 To plan and develop a system of public parks and open spaces that are integrated throughout the Secondary Plan in a manner consistent with Section 4.3 of the Official Plan and the policies of this Plan, including the requirements identified in Section 6.2 of the Official Plan.
- 5.3.2 To include in the Public Parks and Open Space System within the Secondary Plan the designation of public parks as shown in Map SP4 - Public Parks, Open Space and Natural Heritage Features and further identified in Section 8.6 of the Secondary Plan.
- 5.3.3 To include in the Public Parks and Open Space System within the Secondary Plan the following open spaces as shown in Map SP4 – Public Parks, Open Space and Natural Heritage Features:
- a) A linear open space also known as the Multi-Use Trail, located along the rail corridor, within the 30 metre setback, connecting the north and south portions of the community and providing linkage to the Milliken GO station and the GO Rail Station Subject to Further Study at Denison Street;
 - b) Private open spaces and pedestrian connections that are to be determined at the site plan stage, and designed as integral components of the site and buildings; and
 - c) *Woodlands* that are protected and enhanced with *vegetation protection zones* which will

comprise the Greenway System.

- 5.3.4 To acquire public parkland in the form of City Parks within the Secondary Plan through the *development approval* process in accordance with applicable legislation, including the establishment, where appropriate, of a Master Parkland Agreement(s).
- 5.3.5 That public parks be distributed generally in accordance with the following principles:
- a) Achieving minimum walking distances for residents in accordance with Section 4.3.2.2 of the Official Plan;
 - b) Neighbourhood parks and elementary schools should be co-located where possible;
 - c) Connections should be provided between the Parks and Open Space System and the Greenway System, streets, utility corridors, and pedestrian and cycling trails; and
 - d) Parks should be located to take advantage of topography and views where appropriate.
- 5.3.6 To encourage planning for parks in the Secondary Plan Area with regard to the City of Markham's Age-Friendly Guidelines.
- 5.3.7 That public park sites identified on Map SP2 – Community Structure may be relocated or modified without an amendment to the Secondary Plan, provided the alternate site is consistent with the minimum park sizes identified in Policy 8.5.3 of the Secondary Plan and the community structure objectives of this Plan. In the event a park site is relocated, the uses in the abutting land use designation shall be permitted, subject to a zoning by-law amendment. Unless otherwise specified, removal of identified public park sites shall require an amendment to the Secondary Plan.

5.4 Cultural Heritage Resources

The City's objective is to *conserve*, enhance and restore *significant cultural heritage resources* including *built heritage resources*, *archaeological resources* or *cultural heritage landscapes* that are valued for the important contribution they make to understanding the history of a place, event or a people, according to the policies of Section 4.5 of the Official Plan.

It is the policy of Council:

- 5.4.1 That *conservation* of the *cultural heritage resource* within the Secondary Plan Area shall be consistent with Section 4.5 of the Official Plan, and the policies of this Plan.
- 5.4.2 That the cultural heritage resource contained in the City's *Register of Property of Cultural Heritage Value or Interest* within the Secondary Plan Area is identified in Appendix 1 – Cultural Heritage Resources and includes 3 properties that are designated under Part IV of the *Ontario Heritage Act* and 6 are listed on the City's *Register of Property of Cultural Heritage Value or Interest*.
- 5.4.3 That the retention and/or relocation of the *cultural heritage resource* where required by Section

4.5 of the Official Plan will be considered in accordance with Section 4.5.3.12 and 4.5.3.13 of the Official Plan.

- 5.4.4 To ensure that development of a *significant cultural heritage resource*, or development on *adjacent lands* is designed, sited or regulated to protect and mitigate any negative visual and physical impact on the *heritage attributes* of the resource, in accordance with Section 4.5.3.11 of the Official Plan, including considerations such as scale, massing, height, building orientation and location relative to the resource.
- 5.4.5 To impose the following conditions of approval on development or *site alteration* containing a *cultural heritage resource* in addition to those provided in Section 4.5 of the Official Plan, where it has been determined appropriate subject to the policies in Section 4.5 of the Official Plan to retain a *cultural heritage resource*:
- a) securing of satisfactory financial and/or other guarantees to restore a *cultural heritage resource* or reconstruct any *cultural heritage resources* damaged or demolished as a result of new development;
 - b) obtaining site plan control approval or approval of a Major Heritage Permit for the *cultural heritage resource* including the implementation of a restoration plan for the heritage building;
 - c) requiring provisions in offers of purchase and sale which give notice of the *cultural heritage resource* on the property; and
 - d) requiring the commemoration of the cultural heritage resource through the provision and installation of an interpretive plaque, in a publicly visible location on the property (i.e. Markham Remembered Plaque).

5.5 Archaeological Resources

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

It is the policy of Council:

- 5.5.1 That the *conservation of archaeological resources* within the Secondary Plan Area be promoted in a manner consistent with Section 4.6 of the Official Plan and the policies of this Plan.
- 5.5.2 That prior to approval of an application for development, *redevelopment* or *site alteration*, on lands containing *archaeological resources* or *areas of archaeological potential*, the proponent retain a provincially licensed archaeologist to undertake an archaeological assessment and complete other requirements outlined in Section 4.6.2.2 of the Official Plan to the satisfaction of the City and the Province.

- 5.5.3 To prohibit grading or other *site alteration* including installation of infrastructure on any site within the Secondary Plan prior to the issuance of a letter of acceptance of an archaeological assessment from the Province.
- 5.5.4 To only permit development and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* if the *significant archaeological resources* have been *conserved* by preservation on site, or by removal and documentation. Where *significant archaeological resources* must be preserved on site, only development and *site alteration* which maintain the heritage integrity of the site may be permitted.

6.0 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT

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

6.1 General Provisions

The Milliken Centre community will be defined by the scale and character of development, the quality of its public realm and private open spaces, and the hierarchy of its road network. A network of streets and blocks will provide access and connectivity for pedestrians and cyclists in addition to travel routes for vehicles. A public realm consisting of streets and boulevards, open spaces and parkland will provide places of shared use and community interaction. Together, the street network and the public realm will establish a framework for the built form that defines the urban character of the Milliken Centre community as a pedestrian, cycling, transit, and age friendly community.

It is the policy of Council:

- 6.1.1 To shape the urban form of within the Secondary Plan in a manner consistent with Section 6.1 and 10.1.2.2 of the Official Plan and Section 6.1 of this Secondary Plan.

Public Realm

- 6.1.2 To design and organize the public realm in accordance with Section 6.1.2 of the Official Plan.
- 6.1.3 To connect the Multi-Use Paths and Multi-Use Trails to existing and proposed neighbourhood parks and parkettes, thereby forming an active transportation road network that is accessible to people of all ages and abilities as shown in Maps SP5 - Road Network and SP6 - Transit and Active

Transportation Network of the Secondary Plan.

- 6.1.4 To coordinate street planting with utility locations to minimize disruption and ensure adequate space and growing conditions for trees, in accordance with the City of Markham's Tree Preservation By-law 2023-164, as amended and City of Markham's Streetscape Manual.
- 6.1.5 To design sidewalks that are barrier-free, in accordance with the City of Markham's Accessibility Guidelines and Age Friendly Design Guidelines.

Streets and Blocks

- 6.1.6 To design and arrange streets and blocks in accordance with Section 6.1.3 of the Official Plan and Maps SP5 - Road Network and SP6 - Transit and Active Transportation Network of the Secondary Plan.

Streetscapes

- 6.1.7 To design and arrange Streetscapes in accordance with Section 6.1.4 of the Official Plan.
- 6.1.8 To design and arrange streetscapes in the area along the southern portion of Old Kennedy Road identified as 'Main Street Streetscape' in Map SP2 - Land Use to support a comprehensive and coordinated streetscape treatment that enhances the architectural vernacular of listed and designated heritage properties as shown on Appendix 1 of the Secondary Plan by:
 - a) Encouraging reduced front yard setbacks where appropriate to allow buildings to frame the street edge;
 - b) Enhancing the pedestrian realm through the adoption of extended landscaped boulevards, canopy street trees, widened sidewalks, and quality street furniture and paving materials. Reference to the historical community of Milliken's Corners is encouraged through the use of special street signs, entry signs and interpretive plaques and monuments that commemorate the history of the area; and
 - c) Incorporating shelter such as canopies, arcades and awnings along sidewalks to protect from sun, wind and rain.
- 6.1.9 To design and arrange streetscapes in the area along Old Kennedy Road and north of Sunrise Avenue that enhance the area's character by:
 - a) Providing a landscaped buffer on the east side of Old Kennedy Road adjacent to the rear yards of the existing residential community; and
 - b) Ensuring new development fronting the west side of the street shall be lane based.
- 6.1.10 To incorporate the following streetscape elements as part of the Multi-Use Trail as shown on Map SP6 - Transit and Active Transportation Network:
 - a) boulevard on the west side of the road, or a separate buffer block, to act as a safety berm and noise attenuation feature in accordance with Metrolinx requirements.

Landmarks and Views

- 6.1.11 To plan for and arrange streets and blocks, parks and open spaces, buildings and public art to

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.

- 6.1.12 To identify the following intersections that shall serve as landmark gateways to Milliken Centre and to the City of Markham:
- a) at the corner of Kennedy Road and Steeles Avenue;
 - b) at the corner of Kennedy Road and Denison Street; and
 - c) at the corner of Old Kennedy Road and Steeles Avenue.
- 6.1.13 To design and refine gateways identified in Policy 6.1.12 during the development application review process in accordance with the City's Gateway Masterplan.

Public Parks and Open Space

- 6.1.14 To design and develop parks and open space in accordance with Sections 4.3, 6.1.6 of the Official Plan and Map SP4 – Public Parks, Open Space and Natural Heritage Features of the Secondary Plan.
- 6.1.15 To design the Neighbourhood Park and school as shown on Map SP2 – Land Use as a shared facility, with its layout and landscaping to be coordinated seamlessly.
- 6.1.16 To design the parkettes as shown on Map SP4 – Public Parks, Open Space and Natural Heritage Features of this Secondary Plan with the following:
- a) the north parkette as a gateway to the Multi-Use Trail that runs adjacent to the rail corridor; and
 - b) the south parkette as a focal point for residents in the southeast part of the community.
- 6.1.17 To design the Multi-Use Trail, located along the rail corridor as shown on Map SP2 - Land Use of the Secondary Plan, as a continuous pedestrian linkage within the community designed in accordance with the standards outlined in the City of Markham's Active Transportation Master Plan.

Public Art

- 6.1.18 To plan for and encourage the provision of public art in Milliken Centre in accordance with Policy 6.2.7 of the Official Plan.

Built Form

- 6.1.19 To design and plan for the built form in Milliken Centre in accordance with Section 6.1.8 of the Official Plan.
- 6.1.20 To encourage the provision of all buildings within Milliken Centre with a street-wall continuity of 60 metres or less while maximizing views into parks and open spaces.
- 6.1.21 To encourage the orientation of all buildings to frame street and park frontages and provide facades with retail, amenity, community use or other active facades around parks and open

spaces.

6.1.22 To encourage the design of buildings at the landmark gateways as identified in Policy 6.1.12 of this Secondary Plan in accordance with the heights and densities set out in Section 8.6 of this Secondary Plan, with architectural detailing and visual transparency at lower floor levels, investment in landscaping, high quality intersection treatment and enhanced streetscaping that together contributes to a sense of place, improve orientation and enhances views and vistas from the landmark gateways to important community features, such as public and institutional buildings, public parks, natural features and cultural heritage features.

6.1.23 To apply the following urban design criteria to all buildings within Milliken Centre:

- a) The general siting, location, and placement of buildings and their street walls should be coordinated across development blocks;
- b) In order to provide a consistent pedestrian-scaled street-wall, buildings shall be situated close to the property line / street edge and are encouraged to have a minimum building base height of 3 storeys for residential and mixed use buildings.
- c) Ground floor non-residential uses are to have a floor-to-floor height of approximately 4.5 metres in support of larger display windows and signage area as well as providing opportunities for awnings, lighting, and other façade enhancements.
- d) The building base (podium) shall have a maximum height of 6 storeys for streets with a right-of-way width of approximately 20 metres or less.
- e) For buildings fronting road rights-of-way widths greater than 20 metres, floors above the first 6 storeys are encouraged to step back a minimum of 3.0 metres in order to provide for a pedestrian-scaled street-wall (the street-wall is defined as the portion of a building's base that physically frames the streetscape)
- f) Buildings that are greater than 6 storeys (or 20 metres) in height are encouraged to have a tower setback above the base of a minimum of 3.0 metres.
- g) All publicly visible façades shall be designed to avoid blank walls and exposed exterior loading doors, garbage handling facilities, highly visible mechanical equipment, or outside storage, where possible.
- h) Parking Garage doors to underground parking shall not dominate the building façade and, where possible, discreetly located away from main entrances and primary frontages.
- i) Direct access from ground floor residential units to the street is encouraged throughout the Milliken Centre, including for buildings located along Kennedy Road, Denison Street, and Old Kennedy Road thereby mitigating accessibility barriers.
- j) Direct access from at-grade retail/commercial uses to the street shall be provided, where possible.
- k) Building entrances shall be designed to enhance the use and character of the building (i.e. mixed use, residential) and be clearly defined by a combination of architectural features and landscaping.
- l) Buildings are encouraged to include weather protected pedestrian walkways, colonnades or arcades, and landscaped courtyards that are connected to the public realm/sidewalk.
- m) Transit waiting areas are encouraged to be incorporated into buildings, where appropriate and/or located in close proximity to building entrances.
- n) Service and parking facilities are encouraged to be integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm.

- o) Below-grade structured parking, accessed from a lane or secondary road, is encouraged.
- p) Above-grade structured parking should be located at the rear of buildings and lined with active uses along the street and public spaces.
- q) Surface parking shall be limited to service, loading and delivery functions and be visually screened from major roads from public view.
- r) On-site pedestrian circulation shall be clearly defined through pavement treatments, lighting, and landscaping.
- s) Except for buildings identified in Policy 6.1.8, all new development is encouraged to have a setback of minimum of 3.0 metres from the property line along primary street frontages to ensure a transition from the public to private realm and allow for the inclusion of enhanced hardscape or softscape treatments. The setback zone shall accommodate the inclusion of seasonal commercial patios as well as architectural features such as protruding canopies and signage without encumbering the public realm.
- t) Provide minimum standards of pedestrian comfort through the mitigation of adverse environmental impacts brought about by the development of tall buildings. Both shadow and wind impacts should be analyzed in the design of a development 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.
- u) Require that buildings be designed to provide a transition in height and massing in accordance with policies 6.1.8.9 and 6.1.8.10 of the Official Plan.
- v) Encourage the designing and planning of built form and associated site works in the Secondary Plan Area with regard to the City of Markham's Age-Friendly Guidelines.

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

6.2 Sustainable Development

To achieve sustainable development, policy direction is provided with respect to conservation of environmental resources, energy efficiency and the reduction of greenhouse gas emissions, and supporting adaptation and mitigation against climate change impacts. Sustainable carbon neutral building and site design including district energy ready connections, as appropriate, within the Secondary Plan will focus on water efficiency, energy conservation and generation, ecological protection and enhancement, food production and active transportation at the site scale.

It is the policy of Council:

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

6.2.2 To consider the application of innovative sustainable design practices and energy efficient

technologies such as district energy ready connections or Automated Vacuum collection, as appropriate, in site planning and building design through the *development approval* process and in particular, through the application and compliance with a sustainable development checklist, as part of the site plan control and/or plan of subdivision application process, as generally set out in Section 6.2.3.1 of the Official Plan, the City of Markham's Sustainability Performance Metrics Program and the City of Markham's Municipal Energy Plan.

7.0 TRANSPORTATION, SERVICES AND UTILITIES

7.1 Transportation System

The transportation system servicing the Secondary Plan includes public roads and laneways, private roads, and pedestrian, bicycle and transit routes and facilities. Specifically, the Milliken Centre Secondary Plan is being served by the Milliken GO Station, which is a *Major Transit Station Area* and a GO Rail Station Subject to Further Study at the intersection of the railway line and Denison Street is also being proposed along the Stouffville GO line. Rapid Transit also runs along Steeles Avenue East. The Secondary Plan also includes a road network with collector and local roads. It also includes in-boulevard Multi-Use Paths which are shared facilities among cyclists, pedestrians and users of other active modes of transportation. A Multi-Use Trail is an off road trail that runs through the open space adjacent to the Rail Line through the Secondary Plan Area and accommodates a wide variety of users, including cyclists and pedestrians. As a whole, the Road Network, Transit and Active Transportation System as shown in Maps SP5 - Road Network and SP6 - Transit and Active Transportation Network of the Secondary Plan, is intended to improve road and transit network connectivity and provide a convenient range of travel choices such as walking and cycling options for local and short trips.

It is the policy of Council:

7.1.1 General Policies

- 7.1.1.1 To plan and design a transportation system to service the Secondary Plan that balances the needs of all users including pedestrians, cyclists, transit and motorists, and the integration of land uses, in a manner consistent with Section 7.1 of the Official Plan, and the policies of this Plan.
- 7.1.1.2 That the transportation system servicing the Secondary Plan 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 SP5 – Road Network and SP6 - Transit and Active Transportation Network.
- 7.1.1.3 That the location of roads and transit, 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. Any excess lands as a result of the re-configuration shall take on the underlying land use designation.

- 7.1.1.4 To require through the *development approval* process, in accordance with the *Planning Act*, the conveyance of lands within the Secondary Plan needed to achieve the road network and the active transportation network shown on Maps SP5 - Road Network and SP6 – Transit and Active Transportation Network in accordance with Section 7.1.3.4 of the Official Plan.
- 7.1.1.5 In addition to the basic right-of-way width of roads and off-road cycling facilities identified in the road network shown on Maps SP5 – Road Network and SP6 - Transit and Active Transportation Network, additional right-of-way width or lands may be required and shall be dedicated to the City, the Region and/or City of Toronto for sight triangles, cuts, fills, and extra turning lanes at intersections, and for accommodating signal infrastructures, cycling facilities, sidewalks and landscaping, where appropriate in accordance with the specifications and requirements of the City, the Region of York, and the City of Toronto.
- 7.1.1.6 Determination of final right-of-way requirements shall be made through the completion of the Functional Traffic Design Study, Transportation Impact Assessment and/or any applicable environmental assessment as initiated through the *development approval* process. Notwithstanding the planned rights-of-way for minor collector roads, should it be determined through the *development approval* process that greater right-of-way widths are required, the additional lands shall be conveyed to the City and/or the Region at no public cost, without an amendment to the Secondary Plan.
- 7.1.1.7 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.
- 7.1.1.8 Construction access shall be designed to ensure that the impact on existing residential areas is minimized and access arrangements shall be identified in subdivision and site plan control agreements.
- 7.1.1.9 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 and the City of Toronto, where applicable, and shall be consistent with the Transportation Study, Functional Traffic Design Studies as required and other studies or analyses as the City of Markham may identify.
- 7.1.1.10 To reduce minimum parking rate standards reflective and supportive of the planned improvements in sustainable mode choices in the Secondary Plan, and in particular within Major Transit Station Areas.

- 7.1.1.11 That parking rate standards and related requirements shall be defined in the implementing zoning by-law for the Secondary Plan as applicable and may be further informed by the Citywide Parking Strategy Study.
- 7.1.1.12 To require as part of a development application, Transportation Demand Management plans that would include strategies and methods by which alternative and sustainable mode of travel will be accommodated.

7.1.2. Road Network

It is the policy of Council:

- 7.1.2.1 That the designated arterial roads, namely Kennedy Road and Steeles Avenue East, through and abutting Milliken Centre Secondary Plan as shown on Map SP5 – Road Network, be planned to achieve the requirements of the York Region Official Plan and the City of Toronto Official Plan, as may be amended from time to time.
- 7.1.2.2 That the designated collector roads within the road network of the Secondary Plan as shown on Maps SP5 – Road Network and SP6 - Transit and Active Transportation Network be planned to achieve the following:
- a) Old Kennedy Road (major collector road) shall generally have a mid-block right-of-way width of 27.5 metres between Steeles Avenue East and Aldergrove Drive and 31.0 metres between Aldergrove Drive and Denison Street;
 - b) Midland Avenue shall generally have a mid-block right-of-way width of 26 metres (major collector road) from Steeles Avenue East to north of Sun Yat Sen Avenue and a right-of-way width of 23 metres (minor collector road) from Sun Yat Sen Avenue to Kennedy Road at Sunrise Drive.
 - c) Minor collector roads shall generally have a mid-block right-of-way width of 24.5 metres;
 - d) Aligned travel lanes through the collector road intersections;
 - e) Rear lane vehicular access or shared vehicular access to individual dwelling units fronting on collector roads, where possible;
 - f) To restrict vehicle access from developments adjacent to Regional Roads to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties;
 - g) Realigning and extending Gorvette Road, on the west side of Kennedy Road, east to Old Kennedy Road. This new road provides a finer grain to the existing road network and is intended to link the community and divert traffic flow from the Denison Street/Old Kennedy Road intersection. Gorvette Road which, as a minor collector road, will have a right-of-way width of 24.5 metres between Old Kennedy Road and Kennedy Road; and
 - h) 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.

7.1.2.3 That Old Kennedy Road is envisioned to be transformed into a mixed use main street with active at-grade frontages. Old Kennedy Road will be a pedestrian oriented boulevard and mixed use main street destination which prioritizes placemaking and access for people. To enable this transformation:

- a) The number of general purpose lanes will be reduced from four lanes to two lanes;
- b) Short-term on-street parking will be provided;
- c) Provide separated cycling facilities along both sides of Old Kennedy Road;
- d) To enhance the streetscaping elements; and
- e) The improvements to Old Kennedy Road would be subject to a Municipal Class Environmental Assessment and/or Streetscape Design Study.

7.1.2.4 That the local roads as shown on Map SP5 – Road Network be planned to achieve the following:

- a) Street 'A' which, as a new local road, will have a right-of-way width of 19.5 metres and run parallel with the GO Transit rail line, connecting Thelma Avenue with Aldergrove Drive, will function as a local road. The right-of-way falls within the 30.0 metre metrolinx setback and may accommodate noise, vibration, safety attenuation, and landscaping features as may be required by Metrolinx and the City;
- b) Other local roads will generally have a right-of-way width of 18.5 metres except for the following roads:
 - Street 'B', Amarillio Avenue, Thelma Avenue and Aldergrove Drive which have a right-of-way of 19.0 metres
 - Sunrise Drive which has a right-of-way of 19.7 metres
- c) Turff Avenue will potentially be deemed 'surplus', disposition of municipally owned properties, either by sale or transfer, shall be governed by the City's property acquisition and disposition policies and procedures; and
- d) Removal of existing Turff Avenue shall not be permitted until such time that the existing private accesses and service accesses required by the City and the City of Toronto have been otherwise accommodated.

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

7.1.3. Transit and Active Transportation Network

Within the Milliken Centre community, the interconnectivity between the transit network, cycling and walking system is essential to the establishment of a well-integrated active transportation network. Providing opportunities for active transportation decreases dependence on the automobile, promotes physical activity, lowers emissions and creates healthier communities. Conveniently located and adequately spaced transit stops are crucial to establishing an integrated transit network to service the Secondary Plan and promote ridership.

It is the policy of Council:

- 7.1.3.1 To work with York Region, other applicable transit providers and development proponents, to facilitate the implementation of a planned network of transit services for the Secondary Plan as shown on Map SP6 – Transit and Active Transportation Network, and to structure new residential neighbourhoods around transit services and facilities in support of increasing the *transit modal split*.
- 7.1.3.2 That the introduction of transit services to the Secondary Plan will be implemented by York Region, in cooperation with the City and development proponents, by:
- a) providing a series of transit routes and connections to the Milliken GO Station in the Secondary Plan;
 - b) placing transit stops at most intersections, passenger generators and transfer points; and
 - c) providing additional transit stops on the neighbourhood routes and on routes flanking the residential and mixed-use neighbourhoods, as required.
- 7.1.3.3 To facilitate the development of a transit-supportive urban structure, in cooperation with York Region and development proponents, by:
- a) planning for a local road pattern and related pedestrian routes that accommodate direct pedestrian access to transit routes and pedestrian and cycling stops;
 - b) ensuring all areas within the Milliken Centre Secondary Plan Area are adequately served by public transit;
 - c) incorporating transit stops in road design requirements, where appropriate;
 - d) incorporating transit waiting areas into buildings located adjacent to transit stops, and;
 - e) promoting public transit ridership through site planning and building design, building scale, distribution of development densities, land use mix and location.
- 7.1.3.4 That the active transportation network as shown on Map SP6 – Transit and Active Transportation Network be planned to achieve the following:
- a) an interconnected system of in-boulevard multi-use paths or multi-use trails linking pedestrians and cyclists within the Secondary Plan with other pathway systems in the City;
 - b) separated cycling facility such as a cycle track or protected bike lane may be considered as alternative to in-boulevard multi-use path. The preferred type of cycling facility and design requirements, will be determined in a manner consistent with the City and Region’s design guidelines through applicable environmental assessments, functional traffic design studies and transportation impact assessments; and
 - c) design requirements for collector road to collector road intersections to recognize the key elements of a “protected intersection” for pedestrians and cyclists.
- 7.1.3.5 To work in partnership with York Region, Metrolinx and landowners to plan for development and transportation networks that integrate with the GO Station design should GO Station Subject to

Further Study be feasible as determined by Metrolinx, and as outlined in policy 8.6.2 of the Secondary Plan.

7.1.4 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 Milliken Centre Secondary Plan area and surrounding communities from the hub locations.

It is the policy of Council:

- 7.1.4.1 To facilitate the planning and implementation of ecomobility hubs with the purpose of providing additional sustainable mobility options to access the Milliken Centre Secondary Plan area and surrounding communities by:
- a) Planning for transit and mobility hub in conjunction with the potential Denison GO Station;
 - 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.

7.1.5 Transportation Demand Management

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

It is the policy of Council:

- 7.1.5.1 That a comprehensive transportation demand management plan be prepared by development proponents as part of their development application submission in the Secondary Plan to 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.
- 7.1.5.2 That the Transportation Demand Management Plan be adaptive and reflective of the planned and committed transportation infrastructure and programs in the Secondary Plan Area. Further, the Transportation Demand Management Plan may be enhanced in the interim until such transportation improvements are in place.

7.1.6 Transportation System Capacity

7.1.6.1 That development shall be phased within the capacity of the existing or planned transportation system described in Policies 7.1.2 to 7.1.5.

7.1.6.2 Prior to any development occurring within the area in the northwest quadrant as shown with a reference to Section 9.2 on Map SP2 , the final alignment of Gorvette Road needs be identified and protected through a completion of Environmental Assessment Study.

7.1.6.3 Prior to any development occurring within the area south of Denison Street and east of the railway, north of Steeles Avenue:

a) A development proponent shall complete a monitoring study of the transportation system within the area including but not limited to:

- Old Kennedy Road and Denison Street;
- Old Kennedy Road and Aldergrove Drive;
- Old Kennedy Road and Steeles Avenue; and
- Steeles Avenue and Midland Avenue.

b) The capacity of the transportation system will be assessed based on the level of development anticipated in the Secondary Plan Area and include consideration of any planned and financially committed transportation infrastructure or system improvements to inform need of prioritization of the following improvements:

- The extension of Midland Avenue from Steeles Avenue to Old Kenney Road;
- The improvements to Old Kennedy Road from Aldergrove Drive to Steeles Avenue;
- The active transportation connection crossing the railway at the western end of Sunrise Drive; and
- The active transportation connection abutting the railway to the existing pedestrian bridge on Steeles Avenue connecting Milliken GO Station.

7.1.6.4 The development proponent shall assess and develop plans for the delivery and implementation of transportation improvements as identified in Policies 7.1.1 to 7.1.5.

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

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

7.2 Services and Utilities

7.2.1. Municipal Water, Wastewater and Stormwater Management

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

It is the policy of Council:

7.2.1.1 To ensure that new developments in the Secondary Plan 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 Master Environmental Servicing Plan and in accordance with Sections 3.5, 3.3.3 and 7.2 of the Official Plan, addressing the following:

- a) applicable watershed and subwatershed studies;
- b) natural heritage and natural hazard requirements;
- c) municipal servicing in the context of urban development;
- d) water systems efficiencies and water conservation; and
- e) best practices in stormwater management;

7.2.1.2 That the design of the trunk water and wastewater infrastructure will generally follow the alignment of such infrastructure recommended in the Master Environmental Servicing Plan. The design of the local water and wastewater infrastructure is to be confirmed through more detailed studies and *development approvals*.

7.2.1.3 That the assignment of sanitary capacity allocation for development in the Secondary Plan will be determined by the City, in consultation with York Region, as part of the review of a development application, and in accordance with the Master Environmental Servicing Plan and the development phasing plan where required.

7.2.1.4 That satisfactory arrangements between the Developer Group(s), 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 as a condition of *development approvals*.

Functional Servicing Report

It is the policy of Council:

- 7.2.1.5 That a functional servicing report, where required by the City, shall be submitted in support of a development application for review and accepted by the City and Region, prior to approval of the development.
- 7.2.1.6 That the functional servicing report reflect the recommendations of the Master Environmental Servicing Plan and support the detailed design of the water and wastewater infrastructure required to service development.
- 7.2.1.7 That the functional servicing report address, but not be limited to, lot grading, sewer and watermain works, road cross-sections and utility requirements. Engineering drawings shall be prepared in accordance with the functional servicing report and shall be submitted for review and approval by the City and Region. All municipal services shall be designed in accordance with the policies and standards of the City, and where applicable, affected agencies.

Stormwater Management Report

It is the policy of Council:

- 7.2.1.8 That as a condition of *development approvals* and based on the findings and recommendations of the accepted Master Environmental Servicing Plan, a stormwater management report shall be prepared, submitted for review and acceptance by the City in consultation with the Toronto and Region Conservation Authority and Section 7.2.1 of the Secondary Plan. The report shall provide detailed information regarding the provision of water quality and quantity management facilities, low impact development facilities, hydraulic gradelines, detailed major and minor systems, and erosion and siltation controls for the plan of subdivision or other development proposal.

7.2.2 Utility and Telecommunication Services

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

It is the policy of Council:

- 7.2.2.1 To require that, to the greatest extent possible, utilities shall be planned and constructed in a coordinated manner. Utility and telecommunication services shall be planned to be located underground and shall be grouped wherever possible. Where required, above ground utility fixtures shall be located and designed in accordance with City policies and have regard to the urban design policies in Section 6.0 of this Secondary Plan.

- 7.2.2.2 That utility and telecommunication services shall be permitted in all land use designations

subject to the requirements of the Master Environmental Servicing Plan and detailed engineering designs to be approved by the City. Any proposed services located within lands designated as Greenway System shall be minimized, and shall coincide with required road rights-of-way, wherever possible. In the event that a single loaded road is approved to adjoin lands designated as 'Greenway System', services should be confined to the edge of the road right-of-way farthest from the 'Greenway System', wherever possible.

7.2.2.3 That utility providers shall, as a condition of development approval, confirm that existing, upgraded or new services will be available to support proposed development.

8.0 LAND USE DESIGNATIONS

8.1 General Provisions

The land use designations shown on Map SP2 – Land Use establish the general pattern for development in the Secondary Plan. The policies for these designations, as set out in Sections 8.1 through 8.6 of the Secondary Plan, provide comprehensive guidance for development, and must be read in conjunction with other applicable provisions of this Plan as well as Chapter 8 and other applicable provisions of the Official Plan.

It is the policy of Council:

8.1.1 That the general pattern of land use for the Secondary Plan is established in the schedules that amend the Official Plan and refined on Maps SP1 through SP6 in the Secondary Plan.

8.1.2 That further to the provisions of Chapter 8 of the Official Plan, the following land use designations, overlays, and symbols are established and applied to the lands within the Secondary Plan, as shown on Map SP2 – Land Use:

- 'Residential Mid Rise'
- 'Residential High Rise'
- 'Mixed Use Mid Rise'
- 'Mixed Use High Rise'
- 'Greenway'
- 'Public Parks'
- 'Open Space'
- *Public School* site as set out in Section 5.2 of this Plan
- *Place of Worship* site as set out in Section 5.2 of this Plan
- Provincial GO Rail station, including the Milliken GO Station and the GO Rail Station Subject to Further Study at Denison Street
- Area and Site-Specific Policy

8.1.4 That the pattern of land use shown on Map SP2 – Land Use and the specific land uses or facilities

as identified in policies 8.1.2 and 8.1.3 of the Secondary Plan will be implemented through required *development approvals* such as draft plan of subdivision or condominium, zoning by-law amendment, and/or site plan control, in accordance with the applicable policies of the Secondary Plan and the Official Plan, and address City standards and guidelines.

- 8.1.5 That in considering an application for *development approval* on lands designated 'Residential' and 'Mixed Use' as identified in Policy 8.1.2 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 6 of the Secondary Plan and Chapter 6 of the Official Plan.
- 8.1.6 That the locations of park sites, open spaces, *public school* sites and sites for other community facilities and infrastructure shown on Map SP2 - Land Use have been identified to support complete communities and ensure all residents have access to park spaces for active and passive recreation. Development proponents are encouraged to enter into one or more Developers' Group Agreement(s), where appropriate, within the Secondary Plan, to ensure the equitable distribution of costs of these community and infrastructure facilities in accordance with Section 9.1 of the Secondary Plan.
- 8.1.7 That density within the 'Residential' and 'Mixed Use' designations as identified in Policy 8.2.1 of the Secondary Plan will be calculated based on *Floor space index (FSI)*.
- 8.1.8 To provide for the following uses in all designations, except the 'Greenway' and 'Public Parks' 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.
- 8.1.9 That development adjacent to industrial, manufacturing, and automotive uses that introduce sensitive land uses shall address land use compatibility in accordance with provincial guidelines, standards, and procedures.

8.2 Residential Designations

The 'Residential' designations are intended to protect established residential areas from incompatible development and to create *complete communities*. Lands designated 'Residential' are also intended to accommodate community infrastructure and services such as *public schools*, open spaces, *places of worship* and affordable and *shared housing*, all with access to a transportation, transit and active transportation network that encourages walking, cycling and transit.

Lands designated 'Residential' are categorized into 'Residential Mid Rise' and 'Residential High Rise' as shown in Map SP2 - 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 8.2.4 of the Official Plan.

8.2.1 Residential Mid Rise

The 'Residential Mid Rise' designation as identified on Map SP2 - Land Use, is intended to accommodate medium density residential development. Lands designated 'Residential Mid Rise' are generally located along arterial or major collector roads and are characterized primarily by mid-rise residential buildings that provide for a diversity of housing mix and building types and respect the existing character of the adjacent and surrounding areas. They are also intended to support existing or planned transit services by providing opportunities for modest levels of *intensification*, adjacent to established 'Residential' areas outside of the Secondary Plan boundary.

It is the policy of Council:

General Policies

8.2.1.1 That lands within the Secondary Plan Area designated 'Residential Mid Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1 and 8.2.4 of the Official Plan, except as otherwise provided for in Policies 8.2.1.2 through Section 8.2.1.5 in this Plan.

Uses

8.2.1.2 In addition to uses permitted under Policy 8.1.8 of this Secondary Plan, the following uses may be permitted on lands designated 'Residential Mid Rise':

- a) *convenience retail and personal service* in accordance with Section 8.13.1 of the Official Plan;
- b) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
- c) *dwelling unit* including a *home occupation*;
- d) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- e) *public school*, provided it is approved at a location on an arterial or collector road; and
- f) *additional residential units* in accordance with the *Planning Act* and Ontario Regulation 299/19.

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

- a) *shared housing small scale, shared housing large scale, shared housing long term care and shared housing supervised*, in accordance with policy 8.13.9 of the Official Plan.

Building Types

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

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

8.2.2 Residential High Rise

The 'Residential High Rise' designation is intended to accommodate the most intensive residential development in the Secondary Plan. These areas are located near 'Mixed Use' areas along Kennedy Road, retail and community uses, and are intended to support existing or planned transit services as shown on Map SP2 – Land Use

It is the policy of Council:

General Policies

8.2.2.1 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 Sections 8.2.2.2 through 8.2.2.5 of the Secondary Plan.

Uses

8.2.2.2 In addition to uses permitted under Policy 8.1.8 of this Secondary Plan, the following uses may be permitted on lands designated 'Residential High Rise':

- a) *convenience retail and personal service* in accordance with Section 8.13.1 of the Official Plan;
- b) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
- c) dwelling unit including a *home occupation*;
- d) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- e) *public school*, provided it is approved at a location on an arterial or collector road;
- f) *additional residential units* in accordance with the *Planning Act* and Ontario Regulation 299/19; and
- g) *shared housing small scale, shared housing large scale, shared housing long term care and shared housing supervised*, in accordance with policy 8.13.9 of the Official Plan.

Building Types

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

- a) townhouse, including back-to-back and stacked townhouse provided these building types are part of a development that integrates one or more apartment buildings;

- b) apartment building; and
- c) buildings associated with *day care centres, places of worship* and *public schools*.

8.3 Mixed Use Designations

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

Mixed use development is provided for in the 'Mixed Use Mid Rise', and 'Mixed Use High Rise' designations as shown on Map SP2 – Land Use. Additional specific provisions relating to the development contemplated in each designation is established in this Secondary Plan.

8.3.1 Mixed Use Mid Rise

The 'Mixed Use Mid Rise' designation applies to lands at the northwest corner of Kennedy Road, which is a regional arterial road, and adjacent to the rail corridor on Map SP2 – Land Use. Lands designated 'Mixed Use Mid Rise' are characterized by mid to large scale retail development and other facilities providing services. These lands are important for nearby residents as they provide them with access to goods and services. Over time, the intent is to encourage *intensification* that supports existing and planned transit services adjacent to these lands and transform these lands to mixed-use neighbourhoods.

It is the policy of Council:

General Policies

8.3.1.1 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 Sections 8.3.1.2 through 8.3.1.6 of the Secondary Plan;
- b) 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*.

Uses

8.3.1.2 To provide for the uses on lands designated 'Mixed Use Mid Rise':

- a) sports and fitness recreation;
- b) commercial school;
- c) *day care centre* in accordance with Section 8.13.2;
- d) dwelling unit including a *home occupation*;
- e) financial institution;

- f) office;
- g) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- h) *public school* and *private school* provided these are located on an arterial or major collector road;
- i) restaurant;
- j) retail;
- k) *additional residential units* in accordance with the *Planning Act* and Ontario Regulation 299/19;
- l) service, with the exception of motor vehicle service station and commercial storage facility
- m) commercial college or university;
- n) commercial parking garage, as an interim use;
- o) hotel;
- p) motor vehicle sales facility wholly contained within a building;
- q) motor vehicle service station in accordance with Section 8.13.5 of the Official Plan;
- r) entertainment; and
- s) *shared housing small scale, shared housing large scale, shared housing long term care* and *shared housing supervised* in accordance with Section 8.13.9 of the Official Plan.

Building Types

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

- a) apartment building;
- b) multi-storey non-residential or mixed-use building;
- c) stacked townhouse; and
- d) townhouse including back-to-back and stacked provided these building types are part of a development that is integrated with an apartment building and/or multi-storey non-residential or mixed-use building.

8.3.2 Mixed Use High Rise

The 'Mixed Use High Rise' designation applies to lands along Kennedy Road, Denison Street and Steeles Avenue East as identified on Map SP2 – Land Use. The intent is to accommodate the most intensive built forms and deliver high density development to support a mix of uses and range of building types, including retail and service functions with high density residential and office uses with access to existing or planned transit. New development on large sites such as in the southwest quadrant will be planned in a comprehensive way incorporating locations for new roads, development blocks, and open spaces to improve pedestrian connectivity and access to community services and transit.

It is the policy of Council:

General Policies

8.3.2.1 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 Section 8.3.2.2 through 8.3.2.5 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 encourage the availability of *affordable housing*.

Uses

8.3.2.2 To provide for the following uses on lands designated 'Mixed Use High Rise':

- a) sports and fitness recreation;
- b) commercial school;
- c) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
- d) dwelling unit including a *home occupation*;
- e) financial institution;
- f) office;
- g) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
- h) *public school* and *private school* provided these are located on an arterial or major collector road;
- i) restaurant;
- j) retail and service, with the exception of motor vehicle service station and commercial storage facility;
- k) *additional residential units* in accordance with the *Planning Act* and Ontario Regulation 299/19;
- l) trade and convention centre;
- m) commercial parking garage, as an interim use;
- n) hotel; and
- o) private club.

Building Types

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

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

8.4 Greenway Designations

The 'Greenway' designation applies to the woodland adjacent to the rail corridor as shown on Map SP2 - Land Use. The lands are intended to protect *natural heritage and hydrologic features* while supporting agricultural activities, protection of wildlife habitat, passive recreation uses, natural heritage enhancement opportunities and nature appreciation.

It is the policy of Council:

General Policies

8.4.1 That lands within the Secondary Plan designated 'Greenway' as shown on Map SP4– Parks, Open Space and Natural Heritage Features shall be subject to the general provisions of Sections 3.1 and 8.6 of the Official Plan, except as otherwise provided for in Section 4.1 of the Secondary Plan, and the land use policies of Section 8.4.2 of the Secondary Plan.

Uses

8.4.2 To provide for only the following uses on lands designated 'Greenway' as shown on Map SP2 – Land Use:

- a) archaeological activity;
- b) ecological restoration activity;
- c) forest, wildlife habitat and fisheries management and conservation;
- d) *watershed* management, conservation and flood and erosion control projects carried out by a public authority;
- e) trails and nature-based public recreational activities including associated recreational infrastructure;
- f) transportation, servicing or utility infrastructure in accordance with Sections 3.1.2.9 and 7.1.1.7 of the Official Plan; and
- g) communications/telecommunications infrastructure.

8.5 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.

It is the policy of Council:

General Policies

8.5.1 That lands within the Secondary Plan designated 'Public Park' as shown on Map SP2– Land Use shall be subject to the general provisions of Sections 4.3.2 and 4.3.5 of the Official Plan, except as otherwise provided for in Section 8.5 of the Secondary Plan, and the land use policies of Section 8.5.2 of the Secondary Plan.

Uses

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

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

8.5.3 To identify the approximate location of the following public parks on lands designated 'Public Park' as shown on Map SP2 – Land Use:

- a) A centrally located 'active' neighbourhood park, with a minimum size of approximately

- 2.8 hectares, alongside a school block, as a key feature of the open space system, providing a natural focus for the community and opportunities for shared uses;
- b) A 'parkette', with a minimum size of approximately 0.75 hectares, located between Midland Avenue and Celadine Drive, on the east side of Old Kennedy Road, providing an open space focus for the existing and future residents of this area; and
 - c) A 'parkette' with a minimum size of approximately 1 hectare, bounded by Street 'C' to the north, Amarillo Avenue to the east, and Gorvette Road to the south.

8.6 Heights and Densities

Heights and densities implement the guiding principles of the Milliken Centre Secondary Plan as a *transit supportive* and complete community. The tallest buildings are located along arterial roads (Steeles Avenue East, Kennedy Road) followed by collector roads (Denison Street and Old Kennedy Road). A variety of building heights are encouraged to enhance the character of the area, with building heights transitioning downward towards established residential streets outside of the Milliken Centre Secondary Plan. The densities shown in the plan are intended to guide the pattern of development and support a range of built forms.

It is the policy of Council:

- 8.6.1 To provide for the following height and density on all designations, except the 'Greenway' and 'Public Parks' land use designations:
 - a) a minimum building height of 3 storeys;
 - b) a maximum building height in accordance with Map SP3 - Heights;
 - c) a *Floor Space Index* generally in accordance with Appendix 2 – Densities;
 - d) *affordable housing* units as defined in the 2014 Markham Official Plan shall be excluded from the calculation of height and density as shown on Map SP3- Height and Appendix 2 - Densities.

- 8.6.2 That densities exceeding the *Floor Space Index* as shown on Appendix 2 - Densities may be considered without an amendment to the Secondary Plan, subject to the following matters being addressed to the satisfaction of the City:
 - a) Transportation assessment/study to confirm the additional densities can be supported by the existing and/or planned transportation capacity of the Secondary Plan, where required;
 - 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;
 - stormwater management
 - c) the policies as outlined in Section 7.2.1 and Section 7.2.2 of the Secondary Plan continue to apply to these lands;
 - d) urban design policies in Section 6.1 of the Secondary Plan; and
 - e) completion of a housing impact statement in accordance with Section 5.1.9 of the

Secondary Plan

- 8.6.3 That heights up to 5 storeys above the maximum heights shown on Map SP3 - Heights may be considered without an amendment to the Secondary Plan on lands designated 'Mixed Use High Rise' within the Major Transit Station Area boundary as shown on Map SP1 - Community Structure, subject to a zoning by-law amendment, where the following matters are addressed to the satisfaction of the City:
- a) Transportation assessment/study to confirm the additional height can be supported by the existing and/or planned transportation capacity of the Secondary Plan, where required;
 - b) a servicing study to demonstrate that the additional height can be supported by existing and/or planned servicing capacity. The servicing study shall address:
 - sanitary sewers;
 - watermains;
 - stormwater management
 - c) the policies as outlined in Section 7.2.2 of the Secondary Plan continue to apply to these lands;
 - d) urban design policies in Section 6.1 of the Secondary Plan; and
 - e) completion of a housing impact statement, in accordance with Section 5.1.9 of the Secondary Plan

9.0 AREA AND SITE SPECIFIC POLICIES

Area and site-specific policies are intended to build on the policy framework of the Secondary Plan and provide further direction on the need for and content of *comprehensive block plan(s)* that will be prepared in support of future *development approvals*. The intent of the area and site specific policies are to support the creation of transit-oriented, *complete communities* in Major Transit Station Areas within the Milliken Centre Secondary Plan

It is the policy of Council:

- 9.1 That prior to development of the lands in the southwest quadrant with a reference to Section 9.1 in Map SP2 – Land Use, a *comprehensive block plan* shall be prepared in accordance with the provisions of Section 10.1.4 of the Official Plan and an accepted term of reference, to the satisfaction of the City, that addresses the following:
1. required technical studies that confirm how the proposed development and built form:
 - i) can be supported by the existing and/or planned transportation capacity of this Secondary Plan; and
 - ii) can be supported by the existing and/or planned community infrastructure
 2. required servicing studies to address the servicing requirements for development of the lands. The servicing studies shall address the requirements for the following:
 - sanitary sewers;
 - watermains; and

- stormwater management design, including
 - stormwater management requirements to accommodate upstream minor and major flows into the lands in the southwest quadrant area all in accordance with the City’s stormwater management guidelines and based on actual conveyance capacities and major and minor flow rates whichever is more conservative;
 - incorporate adequate stormwater management facilities within the lands in the southwest quadrant area to control the major and minor flows down to the City of Toronto all in accordance with flow agreement between the City of Markham and the City of Toronto;
 - low impact development measures;
 - preliminary grading.
3. policies as outlined in Sections 7.1 and 7.2 of this Secondary Plan continue to apply to these lands;
 4. a housing impact statement for the provision of purpose-built rental and *affordable housing*, in accordance with Section 5.1.9 of the Secondary Plan;
 5. a planning study to confirm how the existing retail function of the site can be preserved and enhanced through new development to support the needs of the community;
 6. the urban design policies in Section 6.1 of this Secondary Plan and elements including, but not limited to the following:
 - i) A ‘active’ neighbourhood public park;
 - ii) the identification of existing landmarks or locations for new landmarks including a gateway feature at the corner of Kennedy Road and Steeles Avenue; and
 - iii) any special requirements for building orientation architectural features and public art.
 7. development phasing to ensure growth is aligned with the delivery of required transit infrastructure;
 8. demonstrate how the actions in the City of Markham’s Municipal Energy plan will be implemented; and
 9. Additional heights and densities may be considered without an amendment to the Plan, subject to satisfying conditions as outlined in Policy 9.1.

9.2 Subject to the identification and approval of a GO Train Station by Metrolinx, additional heights and densities for the lands in the northwest quadrant as shown with a reference to Section 9.2 on Map SP2 – Land Use may be considered without an amendment to this Secondary Plan, through the completion of a *comprehensive block plan* in accordance with provisions in Section 10.1.4 of the Official Plan and an accepted terms of reference, to the satisfaction of the City, that addresses the

following:

1. required technical studies that confirm how the proposed development and built form:
 - i) can be supported by the existing and/or planned transportation capacity of the Secondary Plan;
 - ii) can be supported by the existing and/or planned community infrastructure
2. required servicing studies to address the servicing requirements for development of the lands. The servicing studies shall address the requirements for the following:
 - sanitary sewers;
 - watermains;
 - stormwater management design, including
 - stormwater management requirements to accommodate upstream minor and major flows into the lands in the southwest quadrant area all in accordance with the City's stormwater management guidelines and based on actual conveyance capacities and major and minor flow rates whichever is more conservative;
 - incorporate adequate stormwater management facilities within the lands in the southwest quadrant area to control the major and minor flows down to the City of Toronto all in accordance with flow agreement between the City of Markham and the City of Toronto;
 - low impact development measures;
 - preliminary grading.
3. A housing impact statement for the provision of purpose-built rental and *affordable housing*, in accordance with Section 5.1.9 of the Secondary Plan;
4. policies as outlined in sections 7.1 and 7.2 of the Secondary Plan continue to apply to these lands;
5. conforms with urban design policies in Section 6.1 of this Secondary Plan and elements including, but not limited to the following:
 - i) a 'parkette' with a minimum size of 1 hectare shall be maintained. The location of park space may be modified without an amendment to this Plan through the comprehensive block plan;
 - ii) the identification of existing landmarks or locations for new landmarks including a gateway feature at the corner of Kennedy Road and Denison Street; and
 - iii) any special requirements for building orientation architectural features and public art.
6. development phasing to ensure growth is aligned with the delivery of required transit infrastructure; and
7. demonstrate how the plan the actions in the City of Markham's Municipal

Energy Plan will be implemented.

- 9.3 That an active transportation connection is required for the lands in the corner of Street 'A' and Sunrise Drive with a reference to Section 9.3 on Map SP2- Land Use. Additional heights and densities may only be permitted through an application of *development approval*, subject to the following conditions:
- a) the applicant shall work with the City and Metrolinx to fund and establish an active transportation connection; and
 - b) required studies that confirm the additional densities can be supported by existing and planned transportation and servicing infrastructure of the Secondary Plan.

10.0 IMPLEMENTATION

10.1 General Policies

It is the policy of Council:

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

10.2 Developers' Group Agreement(s)

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

It is the policy of Council:

- 10.2.1 That the location of proposed public infrastructure such as roads, stormwater management facilities or the provision of other community facilities identified in the Secondary Plan have been incorporated without regard to property ownership. In order to ensure that all affected property owners contribute equitably towards the provision of shared 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.
- 10.2.2 That Developers' Group Agreement(s) should support the equitable distribution of the costs,

including lands, of the aforementioned community and common public facilities and associated studies where such costs are not dealt with under the *Development Charges Act*.

10.3 Development Phasing Plan

It is the policy of Council:

10.3.1 Full buildout of the Secondary Plan will be achieved over the long-term and development shall be coordinated with the provision of infrastructure and community facilities to support complete and healthy communities, including:

- a) transit;
- b) road network capacity;
- c) pedestrian and cycling facilities;
- d) water and waste water services;
- e) stormwater management facilities;
- f) public schools and other community infrastructure;
- g) the acquisition on parks;
- h) streetscape improvements; and
- i) Utilities.

10.3.2 Development will be coordinated with the delivery of infrastructure in accordance with

- a. the City's water and wastewater master servicing plan and transportation master plan, as applicable;
- b. York Regions 10-year capital plan, Water and Wastewater Master Plan and Transportation Master Plan; and
- c. Metrolinx's Regional Transportation Plan and Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe.

10.3.3 That growth within the Secondary Plan Area shall be managed within the capacity of the existing or planned transportation system discussed in Section 7.1.

10.3.4 Initial development within the Secondary Plan shall not preclude the achievement of a complete and healthy community and the community structure as shown on Map SP1 – Community Structure.

10.3.5 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 transportation system, water and wastewater distribution systems, and stormwater management facilities; and
- c) timing of construction and operation of major utility facilities.

- 10.3.6 The development phasing plans shall be prepared by development proponents, in consultation with the City and York Region, in a manner consistent with the required supporting studies, and applicable Provincial, Regional, City and Toronto and Region Conservation Authority policies.
- 10.3.7 That the City shall ensure through plans of subdivisions, development agreements, and holding provisions in the zoning by-law, that development is approved based on the capacity within existing and planned transportation and municipal servicing infrastructure and community facilities.

10.4 Parkland Dedication and Master Parkland Agreement

The location of park sites shown on Map SP2 – 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 development proponents enter into a Master Parkland Agreement(s) with the City prior to any development approvals within the Secondary Plan.

It is the policy of Council:

- 10.4.1 That land owners shall be encouraged to enter into a Master Parkland Agreement(s) with the City prior to any *development approvals* within the Secondary Plan. The Master Parkland Agreement(s) shall identify the minimum size and general location of parks that shall be provided in accordance with Map SP2- Land Use. The Master Parkland Agreement(s) shall incorporate provisions for providing additional parkland in the northwest and southwest quadrants, in accordance with section 8.5 of this Secondary Plan.
- 10.4.2 Parkland dedication shall be provided in accordance with the City of Markham Parks Plan and the Master Parkland Agreement(s).
- 10.4.3 That as a condition of *development approval* of any lands within the Secondary Plan, the landowner shall provide confirmation from the landowners' group(s) that the landowners have satisfied all of their parkland obligations with respect to the Master Parkland Agreement(s).

10.5 Monitoring and Reporting

It is the policy of Council:

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

11.0 INTERPRETATION

11.1 General Policies

It is the policy of Council:

- 11.1.1 That the provisions of Section 11.1 and any other section of the Official Plan regarding the interpretation of that Plan shall apply in regard to this Secondary Plan, however in the event of a discrepancy between this Plan and the policies and/or designations of Part I of the Official Plan, the policies of this Secondary Plan shall prevail.
- 11.1.2 That the Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan.
- 11.1.3 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 Council, provided that the intent of the goals, objectives, principles and policies are maintained.
- 11.1.4 That the detailed pattern of land use and the transportation network for the Secondary Plan Area as outlined on Maps SP2 - Land Use, SP5 - Road Network, and SP6 – Transit and Active Transportation Network may be subject to minor adjustments during the plan of subdivision and/or site plan approval processes, taking into account such matters as the preservation of natural vegetation or heritage resources, stormwater management requirements, detailed land use relationships, and street patterns.
- 11.1.5 That references to “acceptance” or “accepted” by the City of required studies undertaken in support of a development application shall mean acceptance to the satisfaction of the Commissioner of Development Services or delegate.
- 11.1.6 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 Plan is maintained.