



Report to: Development Services Committee

Report Date: September 22, 2015

SUBJECT: Draft Official Plan Policy Framework for Cornell Centre

PREPARED BY: Marg Wouters M.C.I.P., R.P.P., Senior Manager, Policy & Research (ext. 2909)

RECOMMENDATIONS:

- 1) That the report entitled “Draft Official Plan Policy Framework for Cornell Centre” dated September 22, 2015 be received;
- 2) That staff be authorized to schedule a statutory Public Meeting to consider the Draft Official Plan Amendment for Cornell Centre, attached as Appendix ‘B’ to this report;
- 3) And that staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to present updated draft Official Plan policies for Cornell Centre in the form of a draft Official Plan amendment and to obtain authorization to hold a Public Meeting to consider the amendment.

BACKGROUND:

In February, 2015 staff released a Draft Land Use Concept for Cornell Centre as an initial step in developing a Secondary Plan for Cornell Centre. Markham’s new Official Plan 2014 (not yet in force) identifies Cornell Centre as one of the Secondary Plan Areas for which new or updated secondary plans are to be adopted. The February 17, 2015 staff report (attached as Appendix ‘A’) outlined a number of matters that are being addressed in the update of Secondary Plan policies for Cornell Centre, and recommended release of the Draft Land Use Concept for comment. Staff have since further refined the concept and associated land use policies based on a scoped circulation to departments and agencies, and input from the Cornell Advisory Group and from the public at an Open House held in April. Draft Official Plan policies in the form of an Official Plan amendment are provided in Appendix ‘B’ to this report.

OPTIONS/DISCUSSION:

The current Cornell Secondary Plan (OPA 168) will be amended to incorporate the updated policies for Cornell Centre; the updated policies will also form the basis for a Secondary Plan for Cornell Centre under the Official Plan 2014

The current Cornell Secondary Plan (OPA 168) is an amendment to the Official Plan (Revised 1987), which is still in force. The new Official Plan 2014 has been approved by the Region but is still under appeal, and therefore not yet in force. Even when the Official Plan 2014 comes into force, the current Cornell Secondary Plan (OPA 168) as it pertains to the Cornell Centre lands will continue to remain in force under the 1987 Official Plan until a new Secondary Plan under the 2014 Official Plan is approved.

In order to provide an updated policy context for a number of development applications within Cornell Centre, the updated policies for Cornell Centre will be implemented through amendment to the current Cornell Secondary Plan (OPA 168), specifically the draft amendment attached as Appendix ‘B’ to this report. This draft amendment will also provide the policy framework for a future Secondary Plan for Cornell Centre under the 2014 Official Plan. It should be noted that the implication of the proposed area specific policies included in this draft amendment are still being considered within the broader policy

context of the Official Plan 2014, which is still under appeal, and the draft policies may be subject to further comments or revisions before being finalized.

Rouge National Urban Park Gateway Study is recognized

At the February 2015 meeting, Committee directed that options for a gateway to the Rouge National Urban Park be explored through the Markham Subcommittee. The draft Official Plan amendment acknowledges the ongoing Rouge National Urban Park Gateway Study in the area on the land use map and in policy. Land use and urban design recommendations resulting from the study will be incorporated in the Secondary Plan at the appropriate time.

Updated population and employment for Cornell Centre comparable to current Secondary Plan estimates

The updated land use concept for Cornell Centre reflected in the Official Plan amendment generates an estimated population at full build-out of approximately 17,000 - 18,000 persons in approximately 9,000 housing units. This estimate is comparable to the population estimates in the current Cornell Secondary Plan for Cornell Centre. Approximately 14,000 - 15,000 jobs are anticipated to be generated by the updated land use concept which is marginally higher than the estimate in the current Cornell Secondary Plan.

Parks and open space analysis underway

Staff are undertaking an analysis to confirm parks and open space requirements in the community in light of proposed land use changes and resulting updated population and employment estimates for Cornell Centre. Given that the population estimates are comparable to the current Secondary Plan, it is not anticipated that the amount of parkland will necessarily need to be increased, however the distribution of the parkland and open space may change, particularly in response to land use changes south of Highway 7.

In addition, staff are undertaking work to provide more direction to the parks and open space needs (i.e., the appropriate balance between parkland and cash-in-lieu of parkland) within the higher density Highway 7 corridor, consistent with the Cornell Master Parks Agreement (2007) entered into between the City and the Cornell Landowners Group. Any recommended changes resulting from this analysis will be reflected in the final Official Plan amendment and future Secondary Plan.

Transportation Study is underway

A Transportation Study has been initiated to support the updated land use concept and policies for Cornell Centre in terms of:

- Assessing the capacity of the transportation network to support the anticipated population and employment;
- Confirming a comprehensive active transportation street and block network and cross-sections which will identify how pedestrians and cyclists will be incorporated especially within the context of Cornell Centre;
- Developing Transportation Demand Management (TDM) targets and strategies for Cornell Centre so that they can be formalized in development plans; and
- Identifying phasing requirements.

Findings from the study are expected to be available later this year.

NEXT STEPS:

The draft Official Plan amendment for Cornell Centre will be circulated to the Cornell Advisory Group, departments and agencies for comment. A statutory Public Meeting to consider the amendment is

anticipated later in October 2015. A Master Environmental Servicing Plan Update is also being finalized, and the additional parkland analysis is underway.

As mentioned in the February 2015 report, a Community Energy Plan will also be prepared for Cornell Centre which aligns with the City-wide municipal energy plan which is currently being developed by the Sustainability Office.

Following completion of the Transportation Study later this year, a final Official Plan amendment to the current Secondary Plan (OPA 168) as well as a final draft Secondary Plan for Cornell Centre under the 2014 Official Plan, will be brought forward to Council for adoption, and subsequently forwarded to the Region for approval.

FINANCIAL CONSIDERATIONS:

Funding for related studies is available through the 2015 Capital Budget.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.



ALIGNMENT WITH STRATEGIC PRIORITIES:

The review of the Official Plan policies for Cornell Centre relates to all strategic priorities of Building Markham's Future Together, and specifically addresses the Growth Management priority.

BUSINESS UNITS CONSULTED AND AFFECTED:

During the review process, appropriate business units will be consulted particularly the Engineering, Community Services, Finance and Legal Departments.

RECOMMENDED BY:

	
Biju Karumanchery, M.C.I.P., R.P.P. Director of Planning and Urban Design	Jim Baird, M.C.I.P., R.P.P. Commissioner of Development Services

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APPENDICES:

Appendix 'A'	February 17, 2015 staff report entitled 'Cornell Centre Secondary Plan – Draft Land Use Concept'
Appendix 'B'	Draft Official Plan Amendment for Cornell Centre



Report to: Development Services Committee

Report Date: February 17, 2015

SUBJECT: Cornell Centre Secondary Plan - Draft Land Use Concept

PREPARED BY: Marg Wouters M.C.I.P., R.P.P., Senior Manager, Policy & Research
(ext. 2909)

RECOMMENDATIONS:

- 1) That the report entitled "Cornell Centre Secondary Plan - Draft Land Use Concept" dated February 17, 2015 be received;
- 2) That the Cornell Centre Draft Land Use Concept be released for public comment;
- 3) And that staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to present a Draft Land Use Concept for Cornell Centre as part of the Cornell Centre Secondary Plan Review, and to release the concept for comment.

BACKGROUND:

In a June 17, 2014 report to Development Services Committee, staff outlined a process for updating the Secondary Plan for Cornell Centre. Markham's new Official Plan 2014 (not yet in force) identifies Cornell Centre as one of the Secondary Plan Areas for which new or updated secondary plans are to be adopted. Specifically, the report outlined the direction in the new Official Plan regarding the preparation of secondary plans, the changes to current Secondary Plan policies suggested by the 2012 draft Precinct Plan for Cornell Centre, and a number of issues landowners have raised with respect to implementation of current Cornell Secondary Plan policies. The June 2014 staff report indicated that an updated land use concept and accompanying policies would be presented for public comment prior to development of a draft Secondary Plan document.

The Draft Land Use Concept presented in this report reflects staff's response to the matters identified in the June 2014 report, and also reflects the site-specific official plan amendment adopted by Council in September 2014 for certain lands south of Highway 7 between Bur Oak Avenue and Donald Cousens Parkway.

OPTIONS/DISCUSSION:

2008 Vision for Cornell Centre is still relevant – guiding principles to be updated

Cornell Centre, as envisioned in the 2008 Secondary Plan, is planned to be a mixed-use district functioning as a regional sub-centre serving not only the Cornell community but also east Markham. As a centre along a regional rapid transit corridor, it is intended to be a focal point for community, institutional, recreational and retail activities, providing for a mix of uses at transit-supportive densities. It is also planned to function as a regional employment node, building on

the health care campus and capitalizing on access to major road and planned rapid transit infrastructure.

This vision is still relevant and will continue to guide the future development of the Cornell Centre and the update of the Secondary Plan. The importance of the Centre is confirmed through its identification as a key development area along the Highway 7 rapid transit corridor in the 2014 Official Plan. The guiding principles outlined in the Secondary Plan will be updated to align with the vision and principles for sustainable community development outlined in the new Official Plan with respect to creation of a compact and complete community including transit-supportive densities; protection and integration of the natural environment; provision of a range of travel choices; and creation of a healthy, sustainable, adaptable and resilient community.

Cornell Centre Draft Land Use Concept

A proposed Draft Land Use Concept is attached as Map 1 in Appendix 'A'. The limits of the Cornell Centre Secondary Plan area shown in the Draft Concept are consistent with the limits of Cornell Centre identified in the 2008 Secondary Plan.

Cornell Centre Structure remains largely unchanged

Much of the community structure identified in the 2008 Cornell Secondary Plan is proposed to remain unchanged. The main components include:

- Residential neighbourhoods at transit-supportive densities north and south of Highway 7, with the highest densities located along the Highway 7 corridor
- A commercial structure consisting of:
 - the mixed use retail centre south of Highway 7;
 - a mixed use 'main street' along Bur Oak Avenue north of Highway 7, connecting the retail centre with the health care/community centre campus;
 - a proposed secondary 'main street' identified along a new east-west street connecting Bur Oak Ave with the VIVA transit terminal south of the hospital lands (discussed in more detail below); and
 - additional retail opportunities within high density residential buildings along the Highway 7 corridor
- Employment nodes centred on the Markham Stouffville Hospital/Cornell Community Centre campus, and on the business park lands on either side of Donald Cousens Parkway
- Inter-connected greenspace corridors consisting of natural heritage features, parkland, stormwater management facilities, school sites and other open space.

Recent decisions by Markham Council and Regional Council underlie some of the proposed changes to the Cornell Centre structure. The Region has confirmed a VIVA transit terminal location south of the hospital, on the south side of Rustle Woods Ave (formerly referred to as Rose Way extension). The proposed terminal, which will provide a transfer facility for VIVA, local YRT buses, GO Transit, and other inter-regional transit providers, is expected to accommodate a number of bus bays within a building.

Markham Council recently adopted an amendment to the Cornell Secondary Plan for certain lands owned by Lindvest Properties south of Highway 7 east of Bur Oak Avenue. The amendment redesignates a portion of the business park lands west of Donald Cousens Parkway to

residential and mixed uses, and provides for lower density residential uses than were previously anticipated in Cornell Centre. The amendment is subject to Regional Council approval; a decision is expected later in the spring.

In light of these decisions, staff are proposing a more intensive mixed use employment node on the lands south of the hospital in place of the mid rise residential uses currently envisioned in the Secondary Plan.

The updated commercial structure is generally consistent with the 'Commercial Core' identified in the 2012 draft Precinct Plan. The vision of Bur Oak Ave as a 'main street' remains intact despite landowner concerns that retail is currently not viable along Bur Oak Ave. The northerly terminus of the 'Commercial Core' in the Precinct Plan incorporated the proposed location of the transit terminal at the time. The Draft Land Use Concept maintains this intention by identifying Rustle Woods Ave from Bur Oak Ave to 9th Line as a mixed use street, providing a pedestrian-focused connection from the new transit terminal location to Bur Oak Ave.

Greenway and Open Space System

The Greenway and Open Space System, consisting of the woodlots, neighbourhood parks, school sites, storm water management ponds and trails, and other open space features, will generally remain unchanged. Adjustments may be required once the limits of wetland and other natural heritage features in the vicinity of the woodlot in the southern portion of the Centre, are confirmed through the Master Environmental Servicing Plan update, other technical studies and agency approvals.

Distribution of Height and Density

The greatest concentration of height and density will continue to be focused at the Highway 7 and Bur Oak Ave intersection. The proposed height and density regime is provided in Maps 2 and 3 in Appendix 'A', which indicates heights and densities decreasing with distance from the Bur Oak Ave/Highway 7 intersection. The proposed heights and densities are based on the draft Precinct Plan with adjustments made to reflect more recent direction/decisions identified in this report. Minimum heights are still being maintained fronting Highway 7, but flexibility is provided to allow for an alternative podium/point tower built form at appropriate locations.

Finer Street and Block Pattern Proposed

The distribution of land use and the proposed height and density regime is based on the fine grain grid street network developed in the draft Precinct Plan. This network builds on the notion of smaller walkable pedestrian-friendly blocks, maximizing permeability and connections throughout the Centre.

With one exception, the primary roads (arterial, major collector, and minor collector roads) depicted on the Transportation Schedule in the 2008 Secondary Plan remain unchanged. The exception is the addition of a proposed minor collector road extending across the mixed use retail centre block south of Highway 7, directly north of the woodlot. With residential uses now anticipated east of the woodlot, through the recently adopted official plan amendment, a future road connection between the residential neighbourhoods on the east side of the woodlot and the neighbourhoods and future school site on the west side of the woodlot is warranted. In

considering official plan amendment, zoning by-law amendment and site plan applications by Lindvest Properties for the mixed use retail centre south of Highway 7, Council in June 2014 directed that the resulting official plan amendment include policies and provisions to require a public east-west road within the block at the time the lands are redeveloped in the long term. Language to this effect will be reflected in the draft Cornell Centre Secondary Plan.

In addition to the primary roads identified in the Transportation Schedule, a network of public local roads and publicly accessible connections is being identified, based on the network identified in the draft Precinct Plan (see Map 4 in Appendix 'A'). The identified public local roads will ensure both vehicular and pedestrian connectivity within the Centre, while publicly accessible vehicular/pedestrian connections (which may be in the form of public local roads, private roads, walkways, trails, etc) are intended to provide, at minimum, greater pedestrian connectivity. This street network and appropriate cross-sections will be confirmed in the Transportation Study discussed in more detail below.

Proposed land use designations allow for greater flexibility in built form

The proposed land use designations reflect the new categories provided in the 2014 Official Plan. The new land use designations have been kept as consistent as possible with the 2008 Secondary Plan, but also reflect more recent work on built form as well as more recent Council approvals.

Mixed Use Designations

Four 'Mixed Use' areas are identified, including the Bur Oak Corridor, the mixed use retail centre south of Highway 7, the health care/community centre campus, and the area south of the health care campus in the vicinity of the proposed transit terminal.

The 'Mixed Use - Bur Oak Corridor' designation and the 'Mixed Use - Highway 7 Centre' designations in the Draft Land Use Concept reflect similar 'Community Amenity Area' designations in the 2008 Secondary Plan, but with greater flexibility in uses and built form. The 'Mixed Use - Health Care Campus' designation continues to reflect the provisions of the 'Institutional' designation for the health care/community centre campus in the 2008 Secondary Plan.

An additional 'Mixed Use' area is proposed south of the health care/community centre campus. Given the confirmed location of the proposed transit terminal within the area, the proximity to the hospital (already an employment node), and the reduction in employment land area in the vicinity of the Donald Cousens Parkway, it is proposed that this area be developed with a more intensive mix of uses (office, retail and service uses, in addition to higher density residential), building on proximity to the transit terminal and hospital.

As mentioned, the vision of Bur Oak Avenue as a 'main street' remains intact. In addition, the section of Rustle Woods Ave between Bur Oak Ave and 9th Line is also proposed to be developed as a pedestrian-focused street providing connection to the transit terminal.

Interim/phased development being considered

The long term vision of Cornell Centre as a high density, mixed use, urban community will be realized over time. To provide and protect for a vibrant urban retail/service corridor along Bur

Oak Ave and to encourage grade related retail, and services uses along Rustle Woods Ave, west of Bur Oak Ave, development along the frontages of these streets will continue to be required to accommodated retail/service uses at grade.

In response to landowner concerns that retail and the mixed use built form envisioned in the 2008 Secondary Plan is not currently viable along Bur Oak Ave or Rustle Woods Ave, staff are proposing consideration of phased development along these streets that would allow for more traditional retail forms in the short term in order to establish shopping patterns along these corridors.

Policies will be developed to provide direction for such interim uses to ensure that short term development does not preclude long term redevelopment into the desired mixed use form along these streets. The policy direction would address such matters as:

- Protecting for the ultimate street and block pattern (i.e., ensuring buildings are not located where future public streets are desired)
- Interim non-residential buildings would be required to address and animate the street (i.e., no blank walls along Highway 7, Bur Oak Ave, or Rustle Woods Ave), making a positive contribution to the public realm; with parking and service areas located at the rear of buildings, or appropriately screened from the main streets, and providing pedestrian amenities and appropriate pedestrian connections between the street and buildings
- Residential buildings would be required to be built to the ultimate desired built form, including appropriate design of ground floor commercial space; consideration would be given to allowing residential uses in the ground floor space as an interim condition

To support interim retail uses, the current retail premise size restrictions in the Secondary Plan will be reviewed to allow for larger premise retail opportunities along Bur Oak Ave and other identified areas, without allowing large format/retail warehouse types of built form.

Residential Designations

The residential designations continue to provide for the highest height and density along the Highway 7 corridor. To support the concentration of retail/service activities within the identified commercial areas, it is proposed that Residential High Rise designation along Highway 7 (with the exception of the blocks at the intersection with Bur Oak Ave) provide for, but no longer require, retail and service uses at grade.

Two Residential Mid Rise designations are proposed for the interior of the Centre, both north and south of Highway 7. In response to landowner concerns regarding the limited building types currently provided for in the 2008 Secondary Plan, and consistent with the draft Precinct Plan, townhouses are proposed to be provided for in certain areas to provide for greater flexibility and transition. The townhouse permissions become more restrictive near Highway 7 in order to ensure that lands adjacent to the planned Highway 7 rapid transit route are developed at rapid transit-supportive apartment densities rather than at townhouse densities.

As mentioned, a recent official plan amendment for Lindvest Properties lands south of Highway 7 provides for additional residential lands, which is reflected in the Draft Land Use Concept. The distribution of residential designations south of the woodlot will be finalized once the Region

makes a decision on the amendment, technical studies have been completed, and the limits of the natural heritage features have been confirmed.

Business Park Employment Designations (Highway 7/Donald Cousens Parkway)

The Lindvest official plan amendment resulted in a reduction in the business park area on the south side of Highway 7, west of Donald Cousens Parkway. The remaining Business Park Employment lands on the west side are intended to be developed for higher intensity office uses to provide for the same or higher number of jobs envisioned in the Secondary Plan. The changes in land use designations and related policies are reflected in the Draft Land Use Concept.

The Business Park Employment area east of Donald Cousens Parkway will continue to provide for industrial and office development in a business park campus setting. The Business Park Employment designation on the provincially owned lands east of Reesor Road will reflect the Markham Council resolution of May 21, 2011 which confirmed a Business Park Area designation on the lands, along with additional policy direction to ensure that development occurs in a manner sensitive to the integrity of the adjacent Rouge Park.

Population and Employment Estimates

The 2008 Secondary Plan contemplates a population of approximately 19,000 persons in approximately 9,100 dwelling units and approximately 11,000 jobs in Cornell Centre at build-out. The impact of the land use changes proposed in the Draft Concept Plan on population and employment projections is being analysed. The proposed direction for height and density in the 2012 draft Precinct Plan assumed no change in the total number of units. The proposed new townhouse permissions could potentially lower the total unit count, although as townhouse units typically have a higher persons per unit value than apartments, the resulting decrease in population may not be proportional. The recently adopted Lindvest official plan amendment application south of Highway 7 assumes no change in the total number of units, and a net increase in jobs (reflected in minimum density requirements). Finally, the increase in density in the new 9th Line mixed use area may result in a net increase in units, population and employment within this area. If required, the Draft Land Use Concept will be adjusted to ensure that the equivalent population and employment projections of the 2008 Secondary Plan can be achieved.

NEXT STEPS:

Draft Land Use Concept to be circulated for comment

The Draft Land Use Concept is expected to be presented to the Cornell Advisory Group in February and will be circulated to various agencies for comment. An Open House will be scheduled to present the concept to the general public. Following the consultation, a Draft Cornell Secondary Plan will be prepared for consideration at a statutory public meeting. Staff will continue to work with landowners and various stakeholders to refine the Concept.

Technical Analyses to be Updated

The following technical analyses will be prepared/updated based on the Draft Land Use Concept:

- **Transportation Study Update**
A recommendation of the February 2013 staff report on the draft Precinct Plan was that an update to the 2007 Transportation Study supporting the 2008 Secondary Plan be updated

prior to finalizing the Precinct Plan. The update would not only assess the impact, if any, of the revised population and employment projections for Cornell Centre, but also:

- confirm a comprehensive active transportation street and block network and cross-sections which will identify how pedestrians and cyclists will be incorporated especially within the context of Cornell Centre;
 - develop Transportation Demand Management (TDM) targets and strategies for Cornell Centre so that they can be formalized in development plans; and
 - identify any phasing requirements.
- **Master Environmental Servicing Plan (MESP) Update**
The Master Environmental Servicing Plan for water, wastewater and stormwater infrastructure is currently being finalized. The land use changes contemplated in the Draft Land Use Concept should be considered in this Update.
 - **Community Infrastructure**
Determination of the need for additional parks and open space and community facilities, particularly schools.
 - **Community Energy Plan**
The Regional Official Plan and Markham's 2014 Official Plan (not yet in force) requires the preparation of community energy plan with secondary plans. A community energy plan will be developed for Cornell Centre which aligns with the City-wide community energy plan which is currently being developed by the Sustainability Office.

FINANCIAL CONSIDERATIONS:

Funding for required planning-related studies is available through the 2014 Capital Budget.

HUMAN RESOURCES CONSIDERATIONS:

Not Applicable.

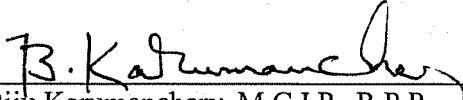
ALIGNMENT WITH STRATEGIC PRIORITIES:

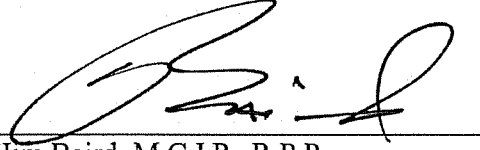
The Cornell Centre Secondary Plan Review relates to all strategic priorities of Building Markham's Future Together, and specifically addresses the Growth Management priority.

BUSINESS UNITS CONSULTED AND AFFECTED:

During the review process for the Cornell Centre Secondary Plan, it is anticipated that most business units will be consulted particularly the Engineering, Community Services, Finance and Legal Departments.

RECOMMENDED BY:

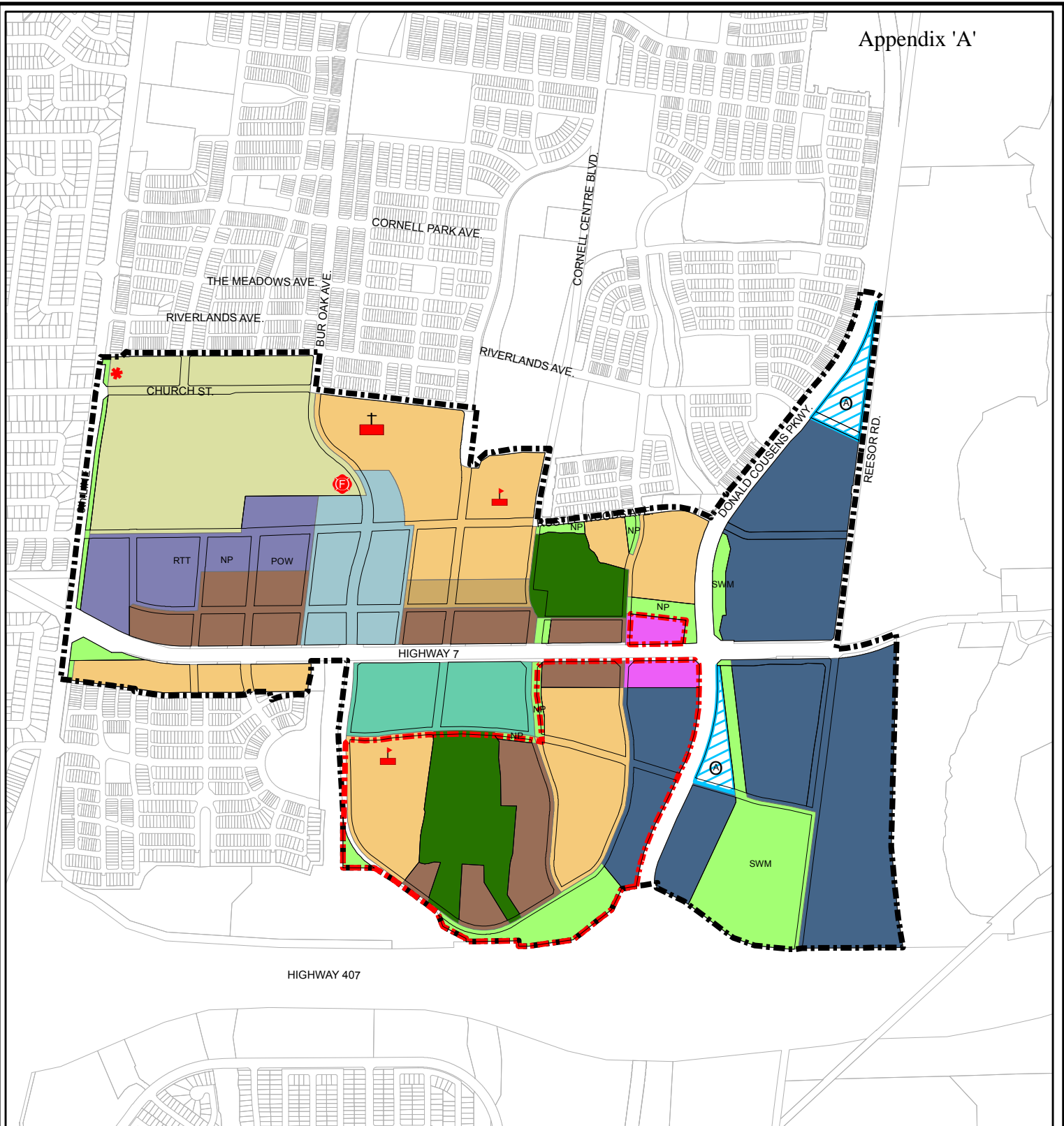

Biju Karumanchery, M.C.I.P., R.P.P.
Acting Director of Planning and Urban Design


Jim Baird, M.C.I.P., R.P.P.
Commissioner of Development Services

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APPENDICES:

Appendix 'A' Cornell Centre Draft Land Use Concept and Policies



Map 1 Land Use



CORNELL CENTRE LIMITS



DEFERRAL AREA
- Subject to Regional approval of OPA's.

FILE No: MI559



DEVELOPMENT SERVICES COMMISSION

MIXED USE

- MIXED USE BUR OAK CORRIDOR
- MIXED USE HEALTH CARE CAMPUS
- MIXED USE 9TH LINE
- MIXED USE HIGHWAY 7 CENTRE

EMPLOYMENT

- SERVICE EMPLOYMENT - AUTOMOTIVE SERVICE STATION
- BUSINESS PARK EMPLOYMENT
- BUSINESS PARK OFFICE EMPLOYMENT

- RTT - REGIONAL TRANSIT TERMINAL
- NP - NEIGHBOURHOOD PARK
- SWM - STORM WATER MANAGEMENT
- POW - PLACE OF WORSHIP

RESIDENTIAL

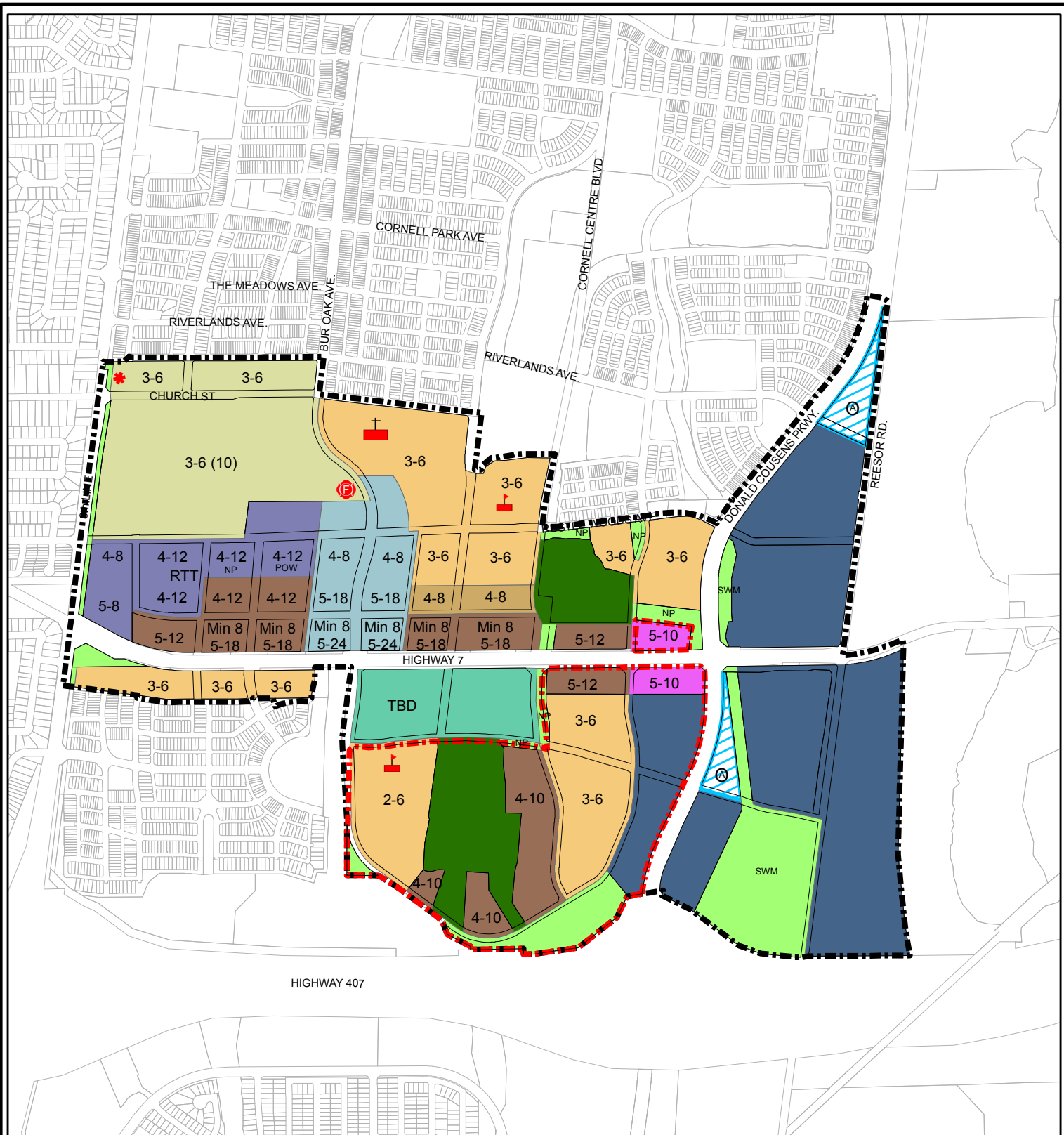
- RESIDENTIAL HIGH RISE
- RESIDENTIAL MID RISE I
- RESIDENTIAL MID RISE II

GREENWAY

- WOODLANDS
- PARKS AND OPEN SPACE

- EMS
- Fire
- Public Elementary School
- Catholic Secondary School





Map 2 Height (Storeys)



CORNELL CENTRE LIMITS



DEFERRAL AREA
- Subject to Regional approval of OPA's.

FILE No: MI559



DEVELOPMENT SERVICES COMMISSION

MIXED USE

- MIXED USE BUR OAK CORRIDOR
- MIXED USE HEALTH CARE CAMPUS
- MIXED USE 9TH LINE
- MIXED USE HIGHWAY 7 CENTRE

EMPLOYMENT

- SERVICE EMPLOYMENT - AUTOMOTIVE SERVICE STATION
- BUSINESS PARK EMPLOYMENT
- BUSINESS PARK OFFICE EMPLOYMENT

- RTT - REGIONAL TRANSIT TERMINAL
- NP - NEIGHBOURHOOD PARK
- SWM - STORM WATER MANAGEMENT
- POW - PLACE OF WORSHIP

RESIDENTIAL

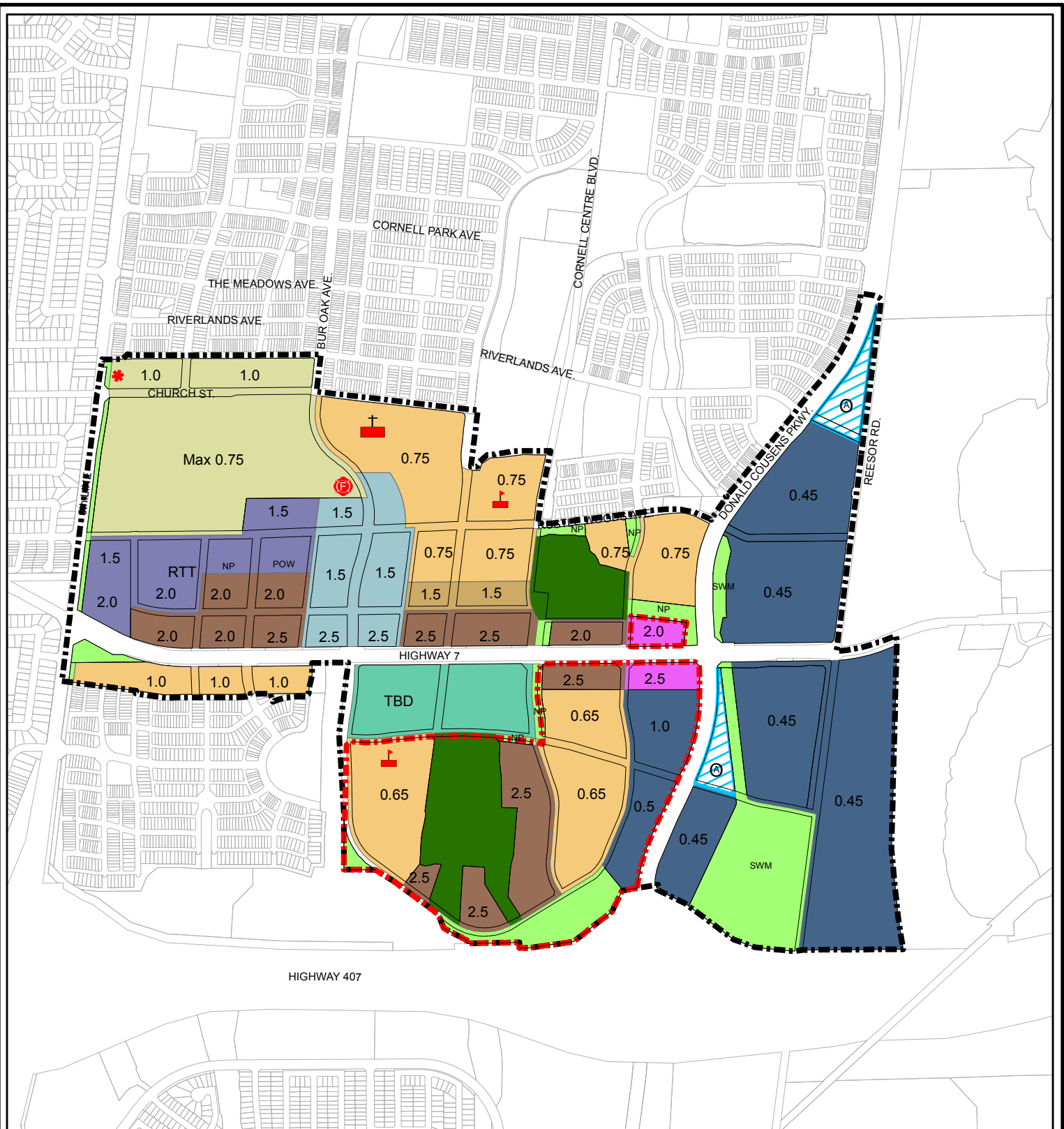
- RESIDENTIAL HIGH RISE
- RESIDENTIAL MID RISE I
- RESIDENTIAL MID RISE II

GREENWAY

- WOODLANDS
- PARKS AND OPEN SPACE

- EMS
- Fire
- Public Elementary School
- Catholic Secondary School





Map 3 Density (FSI)



CORNELL CENTRE LIMITS



DEFERRAL AREA
- Subject to Regional approval of OPA's.

FILE No: MI559



DEVELOPMENT SERVICES COMMISSION

MIXED USE

- MIXED USE BUR OAK CORRIDOR
- MIXED USE HEALTH CARE CAMPUS
- MIXED USE 9TH LINE
- MIXED USE HIGHWAY 7 CENTRE

EMPLOYMENT

- SERVICE EMPLOYMENT - AUTOMOTIVE SERVICE STATION
- BUSINESS PARK EMPLOYMENT
- BUSINESS PARK OFFICE EMPLOYMENT

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- NP - NEIGHBOURHOOD PARK
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RESIDENTIAL

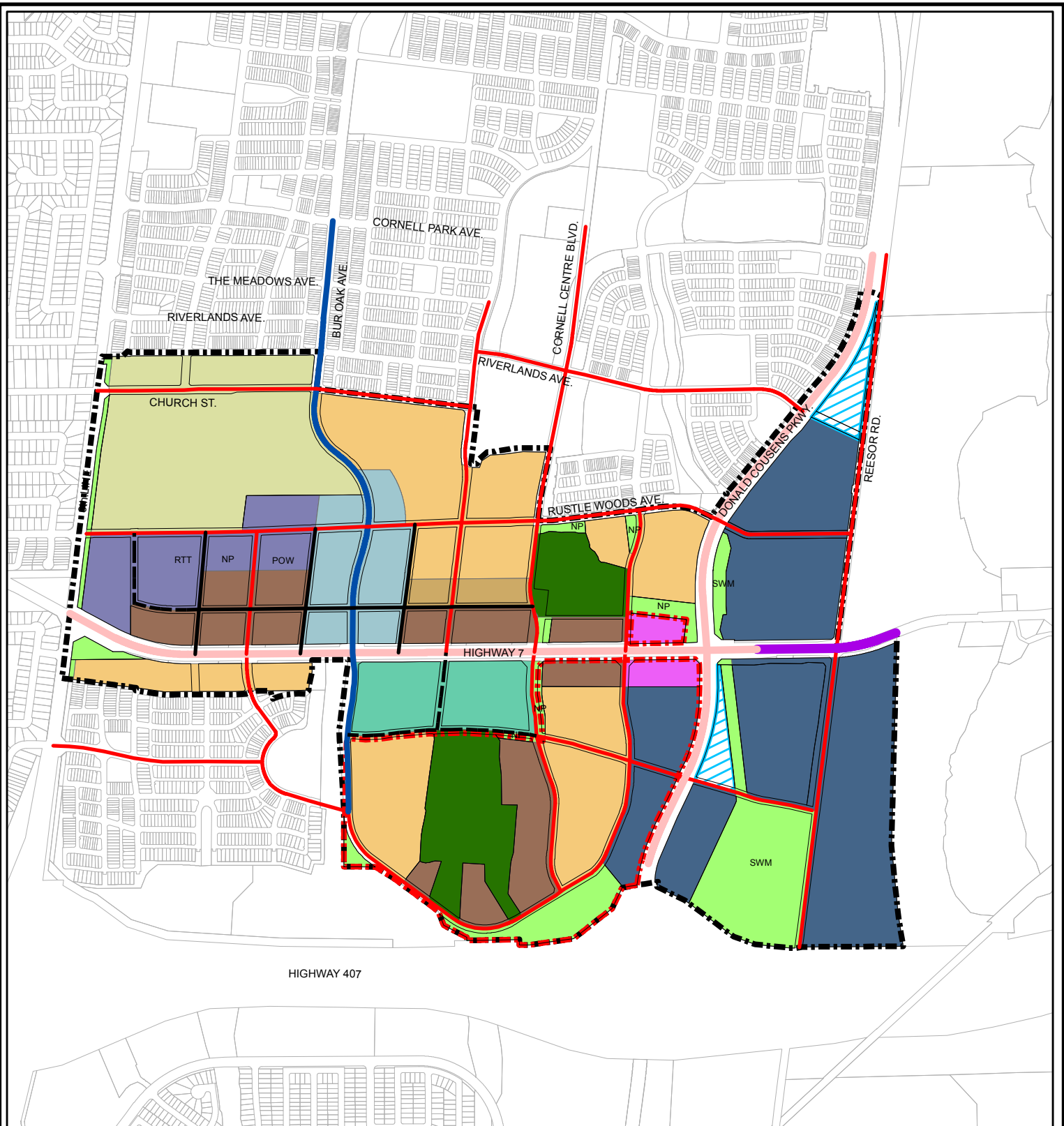
- RESIDENTIAL HIGH RISE
- RESIDENTIAL MID RISE I
- RESIDENTIAL MID RISE II

GREENWAY

- WOODLANDS
- PARKS AND OPEN SPACE

- EMS - EMS
- Fire - Fire
- Public Elementary School - Public Elementary School
- Catholic Secondary School - Catholic Secondary School





Map 4 Street Network



CORNELL CENTRE LIMITS

DEFERRAL AREA

- Subject to Regional approval of OPA's.

- PROVINCIAL HIGHWAY
- REGION OF YORK ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- MINOR COLLECTOR ROAD
- LOCAL ROAD (PUBLIC)
- VEHICULAR CONNECTIONS (ACCESSIBLE BY PUBLIC)

FILE No: MI559



DEVELOPMENT SERVICES COMMISSION



CORNELL CENTRE – DRAFT LAND USE DESIGNATIONS

RESIDENTIAL	Residential Mid Rise I	Residential Mid Rise II	Residential High Rise
Location	North and south sides of Hwy 7	North side of Hwy 7	Primarily along Hwy 7, but also south of Hwy 7
Function	Provides for transition in density between established Residential Low Rise neighbourhoods and higher densities approaching Hwy 7	Provides for transition between Residential High Rise along Hwy 7 and lower density Residential Mid Rise I lands	To accommodate high density residential and/or mixed use development supporting rapid transit service along Hwy 7
Permitted Uses/ Building Types	<p>Apartment buildings</p> <p>Stacked townhouses*</p> <p>Small Multi-plex (3-6 units)</p> <p>Townhouses (except for back-to-back townhouses on public streets)</p> <p>Detached and semi-detached (only on certain lands south of Hwy 7, east of Bur Oak Avenue per OPA 224)</p> <p>Other uses:</p> <ul style="list-style-type: none"> - Convenience retail and personal service (on the ground floor of apartment buildings) - Places of worship, day care centres, and public schools, in accordance with Section 8.13 of 2014 OP - Shared housing, subject to Section 8.13.9 of 2014 OP - Home occupation - Secondary suite, in accordance with Section 8.13 of 2014 OPlan 	<p>Apartment buildings</p> <p>Stacked townhouses*</p> <p>Small Multi-plex (3-6 units)</p> <p>Other uses:</p> <ul style="list-style-type: none"> - Convenience retail and personal service, and day care centres (on the ground floor of apartment buildings) - Places of worship, day care centres, and public schools, in accordance with Section 8.13 of 2014 OP - Shared housing, subject to Section 8.13.9 of 2014 OP - Home occupation 	<p>Apartment buildings</p> <p>Stacked townhouses* except fronting on Hwy 7</p> <p>Other uses:</p> <ul style="list-style-type: none"> - Convenience retail and personal service, and day care centres (on the ground floor of apartment buildings) - Places of worship and public schools integrated within apartment buildings - Shared housing, subject to Section 8.13.9 of 2014 OP - Home occupation

Height (storeys) (see Map 2) * 3.5 storey stacked townhouse buildings are deemed to meet the minimum 4 storey requirement	Maximum 6 storeys; or max 4 storeys where adjacent to Residential Low Rise designation	Minimum 4 storeys; maximum 8 storeys	<p>Minimum 8 storey buildings along Hwy 7 frontage between Stoney Stanton Road and (existing) Cornell Centre Blvd; or minimum 5 storey podium when part of podium/tower building</p> <p>Minimum 5 storey buildings along remaining Hwy 7 frontages</p> <p>Minimum 8 storeys along Bur Oak Ave frontage on blocks adjoining Hwy 7; or minimum 5 storey podium when part of podium/tower building</p>
Density (Floor Space Index - FSI) (see Map 3)	Minimum 0.75 (0.65 south of Hwy 7)	Minimum 1.5	<p>Range from minimum 1.5 to minimum 2.5</p> <p>- greatest density closest to Bur Oak/Hwy 7 intersection</p>
Other applicable policies	Freehold ground-oriented residential development shall be lane-based No direct access to individual dwelling units from public roads		

MIXED USE	Mixed Use – Hwy 7 Centre	Mixed Use – Bur Oak Corridor	Mixed Use – 9th Line	Mixed Use – Health Care Campus
Location	South side of Hwy 7/ east of Bur Oak Ave	Along Bur Oak Avenue from Hwy 7 to Church St	North of Hwy 7, east of 9 th Line	South of Church St, west of Bur Oak Ave
Function	Intended to provide a retail centre of high quality urban amenities and community activities serving the Cornell Community as well as eastern Markham. Intended to ultimately take the form of a multi-storey, mixed use centre High rise residential/mixed use development is anticipated along the Hwy 7 frontage at ultimate build out.	Intended to provide a major community retail focus in the form of a mixed use 'main street' connecting the hospital/community centre campus with Mixed Use Hwy 7 Centre Provides for residential, retail, office, and institutional development in single use and mixed use buildings	Intended to provide for a concentration of office and high density residential uses, and a range of retail and service uses in close proximity to the regional transit terminal and health care campus Intended to provide for a pedestrian-focused street on the portion of Rustle Woods Ave between Bur Oak Ave and 9 th Line	Intended to provide for a range of community facilities, and health care facilities related to the Markham Stouffville Hospital, as well as complementary and supportive retail, service, office and residential uses related to the hospital function
Permitted Uses/ Building Types	Residential: Apartments Non-residential: Retail (max gfa per premise TBD) Personal service Office Banks and financial institutions Health and fitness recreation uses Hotels Institutional uses, including community facilities and gov't	Residential: Apartments Stacked townhouses (except on Bur Oak and Hwy 7 frontages) Townhouses adjacent to Mid Rise I designation, except on Bur Oak frontage? Non-residential: Retail (max gfa per premise TBD) Personal service Office Banks and financial institutions Health and fitness recreation uses Institutional uses, including community facilities and gov't	Residential: Apartments Stacked townhouses*, except on Hwy 7 frontage Non-residential: Retail (maximum gfa per premise TBD) Personal service Office Banks and financial institutions Health and fitness recreation uses Hotels Institutional uses, including community facilities and gov't	Health care uses, including hospitals, health and wellness facilities, medical offices, treatment centres, sanatoria, clinics, residential health care facilities affiliated with the principal hospital activity, and retirement home facilities Community facilities, including a community centre, and fire and emergency services facilities Uses ancillary to the primary community facility and health care uses, such as laboratories, retail uses, restaurants and personal services

	services Restaurants Commercial schools Entertainment uses consistent with the planned function	services Restaurants Commercial schools Mandatory ground floor office, retail or service along Bur Oak Avenue and Hwy 7 frontages**	services Restaurants Commercial schools Entertainment uses consistent with the planned function	
Height (storeys) * 3.5 storey stacked townhouses are deemed to meet the minimum 4 storey requirement	As per Map 2 Single storey non-residential buildings being considered through review of OPA/ZBL applications) Minimum heights for residential buildings TBD	As per Map 2 Minimum 8 storeys along Bur Oak Ave frontage on blocks adjoining Hwy 7	As per Map 2 Range from minimum 4 storey podiums to maximum 18 storey towers Any restrictions to heights from MSH helicopter flight path TBD	As per Map 2 Generally 3 to 6 storeys; greater height in the order of 10 storeys may be considered for limited components of hospital buildings located within the interior of the lands south of Church Street, through the review of a zoning amendment application
Density (Floor Space Index - FSI) (see Map 3)	As per Map 3 and review of OPA/ZBL/SP applications)	As per Map 3 Range from minimum 1.5 to minimum 2.5	As per Map 3 Range from minimum 1.5 to minimum 2.5	As per Map 3 South of Church Street - overall maximum density of 0.75 fsi North of Church Street – minimum 1.0 fsi
Other applicable policies	Interim uses being confirmed through review of OPA/ZBL/SP applications	Interim uses to be considered along Bur Oak Ave frontage	Interim uses to be considered along Rustle Woods Ave frontage	

EMPLOYMENT	Business Park Employment - Office	Business Park Employment	Service Employment – Automotive Service Centre	
Location	Northwest and southwest corners of Hwy 7/Donald Cousens Parkway intersection	West and east of Donald Cousens Parkway	Two locations east of Donald Cousens Parkway	
Function	Intended to accommodate high density office development incorporating compatible retail, service and office uses on the ground floor of multi-storey buildings	Intended to accommodate office and prestige industrial development in a business park campus setting.	Intended to accommodate an automotive service campus in buildings compatible and consistent with the development of adjoining lands	
Permitted Uses/ Building Types	<p>Multi-storey office buildings; where fronting Hwy 7, the ground floor shall be designed to accommodate secondary retail, personal service and restaurant uses ancillary to the primary office uses</p> <p>Permitted uses:</p> <ul style="list-style-type: none"> - Offices - Banks and financial institutions - Research and training facilities - Data processing facilities - Commercial schools - Institutional uses including government services compatible with and complementary to the planned function of the designation - day care centres - retail uses - personal service uses - restaurants 	<p>Those uses identified in Section 8.5.2.2 in the 2014 Official Plan, including:</p> <ul style="list-style-type: none"> - Office - Manufacturing, processing and warehousing with no outdoor storage - Hotel that does not include dwelling units - Trade and convention centre - Commercial parking garage - Limited accessory and ancillary uses as provided for in Section 8.5.2.2 g) and h) <p>Discretionary Uses:</p> <ul style="list-style-type: none"> - Banquet hall or night club within a hotel or trade and convention centre - Community college or university - Day care centre within an office building - Trade school or commercial school within a building 	Only the following uses: automotive service stations automotive repair uses car wash facilities	

Height (storeys) (see Map 2)	Minimum 5; maximum 10 storeys	Max 10 storeys	n/a	
Density (Floor Space Index - FSI) (see Map 3)	Southwest corner of Hwy 7/DCP: min 2.5 Northwest corner of Hwy 7/DCP: min 2.0)	West side of DCP: min 1.0 fsi and min 0.5 East side of DCP: min 0.45 fsi	n/a	
Other applicable policies		<p>For the lands east of Reesor Rd, municipally known as 8359 Reesor Rd, development shall have regard for the Urban Interface and Infrastructure Guidelines contained in the Rouge North Management Plan (2001) and the Design Guideline principles contained in the Site Assessment of 8359 Reesor Road (2010).</p> <p>This property shall also be subject to the following additional design criteria:</p> <p>i) The heritage building shall be assessed for long-term protection and may be considered for adaptive re-use in accordance with the Business Park Employment designation or uses related to the administration of the Rouge Park or re-locate to other public lands within the Rouge Park</p> <p>ii) A trail head and pedestrian linkage between Reesor Road and the Rouge Park shall be provided for in the general</p>		

		<p>location of the heritage house and existing natural features, to provide access and integration into the Rouge Park</p> <ul style="list-style-type: none">iii) A 10 metre landscaped boulevard shall be protected along the east side of Reesor Rd to accommodate an off road multi-use trail and enhancement landscape screeningiv) Building and site design should reflect a LEED or equivalent sustainability standardv) Additional native species planting shall be provided along the Rouge Park interface		
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GREENWAY	Woodlands	Open Space	
Location	North and south of Hwy 7	Throughout Cornell Centre	
Function	Includes all woodlands within Cornell Centre identified on Map 5 – Natural Heritage Features and Landforms in the 2014 Official Plan	<p>The Open Space designation includes:</p> <ul style="list-style-type: none"> - Neighbourhood parks and parkettes, (as identified in the Cornell Master Parks Agreement, 2007) - Stormwater management facilities - 9th Line Greenway 	
Applicable Policies	Sections 3.1.2.17, 3.1.2.18 and 3.1.2.19 in 2014 Official Plan	Section 4.3 Parks and Open Space System in 2014 Official Plan	

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OFFICIAL PLAN
of the
CITY OF MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987) as amended, and to incorporate Amendment No. XXX to the Cornell Secondary Plan (PD 29-1) for the Cornell Planning District (Planning District No. 29).

**OFFICIAL PLAN
of the
CITY OF MARKHAM PLANNING AREA**

AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987) as amended, and to incorporate Amendment No. XXX to the Cornell Secondary Plan (PD 29-1) for the Cornell Planning District (Planning District No. 29).

This Official Plan Amendment was adopted by the Corporation of the City of Markham, by By-law No. _____ - _____ in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the _____ day of _____, 20__.

Mayor

City Clerk

THE CORPORATION OF THE CITY OF MARKHAM
BY-LAW NO. _____

Being a by-law to adopt Amendment No. XXX to the City of Markham Official Plan (Revised 1987), as amended.

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

1. THAT Amendment No. XXX to the City of Markham Official Plan (Revised 1987), as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS _____ DAY OF _____, 20__.

CITY CLERK

MAYOR

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SCHEDULES

PART I - INTRODUCTION
(This is not an operative part of the Official Plan Amendment No. XXX)

PART I – INTRODUCTION

1.0 GENERAL

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

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

PART III – THE SECONDARY PLAN, including Schedules “A” through “F” attached thereto, constitutes Amendment No. __ to the Cornell Secondary Plan (PD 29-1) for the Cornell Planning District and may be identified by the symbol PD 29-1-__. Part III is also an operative part of the Official Plan Amendment.

2.0 LOCATION AND DESCRIPTION OF THE AMENDMENT AREA

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

3.0 PURPOSE

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

4.0 BASIS

Cornell Centre is currently subject to Official Plan Amendment No. 168 to the Official Plan (Revised 1987) as amended, which constitutes the Secondary Plan for the larger Cornell Community. Markham’s Official Plan 2014 (not yet in force) identifies Cornell Centre as an intensification area and key development area along the Highway 7 regional rapid transit corridor. As a centre along a regional rapid transit corridor, it is intended to be a focal point for community, institutional, recreational and retail activities, providing for a mix of uses at transit-supportive densities. It is also planned to function as a regional employment node, building on the health care campus and capitalizing on access to major road and planned rapid transit infrastructure.

This vision for Cornell Centre remains consistent with the vision outlined in OPA 168.

This amendment updates the policies for Cornell Centre by:

- refining the residential land use designations as follows:
 - introducing townhouse permissions at the periphery of Cornell Centre to expand the range of housing types, but protecting for higher density residential uses within the Highway 7 corridor
 - providing for low rise residential uses south of Highway 7 in accordance with previous Council decisions

- allowing for flexibility in built form for high density housing
- confirming a Commercial Core where retail and service activities will be focused;
- identifying a second employment node/focus in the vicinity of the community facilities and health care campus in the form of a mixed use area, building on proximity to the hospital and the nearby confirmed location of the regional transit terminal; and
- refining the local road network.

Although lower density housing forms are introduced through this amendment, the forecast number of total housing units and population remains comparable to that in OPA 168.

Notwithstanding the Official Plan 2014 coming into force, OPA 168 will remain in effect until a new Secondary Plan for Cornell Centre is prepared. The revised policies contained in this Amendment will form the policy framework for the new Secondary Plan for Cornell Centre under the City of Markham Official Plan 2014.

PART II – THE OFFICIAL PLAN AMENDMENT
(This is an operative part of Official Plan Amendment XXX)

1.0 THE OFFICIAL PLAN AMENDMENT

- 1.1** Section 1.1.2 of Part II of the Official Plan (Revised 1987) as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.
- 1.2** Section 1.1.3(c) of Part II of the Official Plan (Revised 1987) as amended, is hereby amended by the addition of the number XXX to the list of amendments listed in the second sentence of the bullet item dealing with Cornell Secondary Plan PD 29-1, for the Cornell Planning District, to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan”.
- 1.3** Section 9.2.13 of Part II of the Official Plan (Revised 1987) as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan”.
- 1.4** Schedule amendments will be made as follows:
- a) Schedule ‘A’ – Land Use and Schedule ‘H’ – Commercial/Industrial Categories will be amended to reflect revised land use designations in Cornell Centre;
 - b) Schedule ‘D’ - Urban Service Area will be amended to remove the ‘Deferral Area’, and the ‘Study Area’, and to include the lands east of Reesor Road in the Urban Service Area; and
 - c) Schedule ‘P’ – Environmental Protection Areas will be amended to remove the ‘Deferral Area’ and to update the Environmental Protection Areas.
- 1.5** No additional changes to the text or schedules of the Official Plan (Revised 1987) as amended, are being made by this Amendment. This Amendment is being made to the text of the Cornell Secondary Plan (PD 29-1) for the Cornell Planning District (Planning District No. 29). These changes are outlined in Part III, which comprises Amendment No. XXX to the Cornell Secondary Plan (PD 29-1).

2.0 IMPLEMENTATION

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

3.0 INTERPRETATION

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

Part III – The Secondary Plan Amendment (PD 29-1-X)
This is an operative part of Official Plan Amendment No. XXX)

PART III – THE SECONDARY PLAN AMENDMENT

1.0 THE SECONDARY PLAN AMENDMENT

(Amendment No. XXX to the Cornell Secondary Plan (PD 29-1))

The Cornell Secondary Plan (PD 29-1) for the Cornell Planning District (Planning District No. 29) is hereby amended as follows:

- 1.1 Schedule ‘AA’ – Detailed Land Use is hereby amended as shown on Schedule “A” attached hereto.
- 1.2 Schedule ‘BB’ – Community Structure is hereby amended as shown on Schedule “B” attached hereto.
- 1.3 Schedule ‘CC’ – Development Blocks is hereby amended as shown on Schedule “C” attached hereto.
- 1.4 By adding a new Schedule ‘EE’ – Height as shown on Schedule “D” attached hereto.
- 1.5 By amending Appendix 3 – Development Blocks as shown on Schedule “E” attached hereto.
- 1.6 By adding a new Appendix 4 – Refined Road Network as shown on Schedule “F” attached hereto.
- 1.7 Section 4.5.1 is hereby amended by deleting Section 4.5.1 b) and replacing it with the following:

“4.5.1 b) Community Structure

The organizational elements that structure the community include the Residential Neighbourhoods, the Bur Oak Development Corridor, the Cornell North Centre, Cornell Centre, and the Greenspace Corridors.”

- 1.8 Section 5.3 is hereby deleted and replaced with the following new Section 5.3:

“5.3 Cornell Centre

Cornell Centre is to be developed as a compact, mixed-use walkable, transit-supportive urban node incorporating a balance of live/work opportunities. The Centre is comprised of the following structural elements, as shown on Schedule ‘BB’ – Community Structure:

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

- a secondary ‘main street’ identified along a new east-west street connecting Bur Oak Avenue with the VIVA transit terminal south of the community facilities and health care campus;

The Commercial Core is intended to be the primary location for retail and service uses within Cornell Centre, delivered in a mixed use, multi-storey form. The mixed use, multi-storey form is intended to create a public realm that will encourage walking and cycling.

- c) Employment nodes, centred on:
 - the community facilities and health care campus associated with the Markham Stouffville hospital; and
 - the business park lands in the area of Highway 7 and Donald Cousens Parkway
- d) Inter-connected greenspace corridors linking natural heritage features, parkland, stormwater management facilities and other open space.”

1.9 Section 6.1.1 is hereby amended by replacing Section 6.1.1.b), 6.1.1 c), 6.1.1.e) and 6.1.1.f) with the following:

“6.1.1 b) In accordance with the provisions of the Official Plan, the following land use designations are established and applied to lands within the Planning District, as shown on Schedule ‘AA’ – Detailed Land Use:

Outside of Cornell Centre:

- ‘Residential Neighbourhood’
- ‘Neighbourhood Commercial Centre’
- ‘Community Amenity Area – Bur Oak Corridor’
- ‘Community Amenity Area – Cornell North Centre’
- ‘Community Amenity Area – Automotive Service Centre’
- ‘Open Space’
- ‘Environmental Protection Area - Greenway’

Cornell Centre:

- ‘Residential Mid Rise I’
- ‘Residential Mid Rise II’
- ‘Residential High Rise’
- ‘Community Amenity Area – Mixed Use Highway 7 Centre’
- ‘Community Amenity Area – Mixed Use Bur Oak Corridor’
- ‘Community Amenity Area – Mixed Use 9th Line’
- ‘Community Amenity Area – Mixed Use Health Care Campus’
- ‘Business Park Area – Business Park Office Employment’
- ‘Business Park Area – Business Park Employment’
- ‘Business Corridor Area – Service Employment, Automotive Service Centre’
- ‘Open Space’
- ‘Environmental Protection Area – Greenway’

6.1.1 c) Lands in the vicinity of Highway 7 and Donald Cousens Parkway are identified as 'Rouge National Urban Park Gateway Study Area' on Schedule 'AA' – Detailed Land Use. Opportunities for a gateway interface between Cornell Centre and the Rouge National Urban Park on these lands are being explored through a study undertaken by the City in cooperation with Parks Canada, the Province of Ontario, and Toronto and Region Conservation Authority. Recommendations arising from the study, as adopted by Council, will be incorporated as appropriate into this Secondary Plan."

"6.1.1 e) Schedule 'BB' – Community Structure identifies the general community structure for the Planning District consisting of Residential Neighbourhoods, and associated Residential Neighbourhood Centres, the Bur Oak Avenue development corridor, Cornell North Centre, Cornell Centre, and a number of greenspace corridors.

6.1.1 f) Schedule 'CC' – Development Blocks identifies the detailed structure of Cornell Centre, which is made up of a number of residential, community amenity/mixed use and business park/employment designations. The limits of the Cornell Centre key development area as defined by the York Region Official Plan is also shown. Schedule 'CC' – Development Blocks also identifies the detailed structure of Cornell North Centre, which consists of a multi-storey, mixed-use, retail centre with residential uses above a retail base."

1.10 Section 6.1.2 is hereby amended by replacing 6.1.2 c) and 6.1.2 e) with the following:

"6.1.2 c) Residential development is provided for in the 'Residential Mid Rise I', 'Residential Mid Rise II', 'Residential High Rise', 'Community Amenity Area - Mixed Use Highway 7 Centre', 'Community Amenity Area – Mixed Use Bur Oak Corridor', and 'Community Amenity Area – Mixed Use 9th Line' designations as shown on Schedule 'AA' - Detailed Land Use. Specific provisions relating to the residential development contemplated in each designation are established in this Secondary Plan."

"6.1.2 e) Notwithstanding Section 6.1.2 d), approximately 9,000 housing units are provided for in Cornell Centre, within the 'Residential' and 'Community Amenity Area - Mixed Use' designations. The housing mix in Cornell Centre will consist predominantly of high density housing types, to provide a full range of housing types and tenure, including affordable housing, within the larger Cornell community, and to support the Highway 7 regional rapid transit system. The highest residential densities will be located within the Highway 7 rapid transit corridor."

1.11 By replacing Section 6.1.3 General Employment Policies with the following:

"6.1.3 Employment Policies

- a) Sufficient lands are designated to accommodate a mix of retail, office and institutional uses generating approximately 13,000 – 15,000 jobs. Home occupations are also expected to contribute to total employment.
- b) Employment opportunities are intended to contribute to an overall, long term Region of York target of a resident-employee ratio of 2:1.

- c) The main employment areas in Cornell Centre are the business park lands in the vicinity of Highway 7 and Donald Cousens Parkway, and the community facilities and health care campus centred on the Markham Stouffville Hospital, as identified in Schedule `BB'- Community Structure. Both areas are intended to provide employment centres on a local and regional level.
- d) The City is committed to ensuring that an adequate supply of employment lands are available in order to:
 - accommodate industrial and office employment growth;
 - ensure an appropriate balance between population and employment; and
 - maintain the City's economic base and competitive position.

Applications to change the designation of the lands designated for 'Industrial - Employment', or to create exceptions to the land use provisions of this Secondary Plan shall not be considered, unless supported by a comprehensive growth management or Official Plan review process.

- e) When considering development proposals for lands designated 'Community Amenity Area - Mixed Use', consideration will be given to maximizing the potential for employment uses."

1.12 Section 6.2.1 General Policies is hereby amended by replacing Section 6.2.1 b) with the following:

6.2.1 General Policies

- a) Lands within the Cornell Planning District that are designated URBAN RESIDENTIAL in the Official Plan (Revised 1987) as amended, shall be subject to the relevant provisions of Section 3.3 of the Official Plan (Revised 1987) as amended, except as otherwise provided for in this Secondary Plan.
- b) Lands designated URBAN RESIDENTIAL on Schedule 'A'- Land Use to the Official Plan (Revised 1987) as amended, are further organized into the following designation categories, as shown on Schedule 'AA' – Detailed Land Use:

Outside Cornell Centre:

- 'Residential Neighbourhood'
- 'Neighbourhood Commercial Centre'
- 'Open Space'

Cornell Centre:

- 'Residential Mid Rise I'
- 'Residential Mid Rise II'
- 'Residential High Rise'
- 'Open Space'

Specific policies applicable to these designations are outlined below, with the exception of Open Space policies which are outlined in Section 6.5.

- c) In the event that all or part of a school site is not required for school purposes, the provisions of Section 6.7.4 School Sites shall apply without further amendment to this Plan.”

1.13 Section 6.2.4 Residential Neighbourhood Centre and Section 6.2.5 Avenue Seven Corridor – Mixed Residential are deleted and replaced with the following new sections, and the subsequent section numbering revised accordingly:

“6.2.4 Development Criteria for Residential Designations in Cornell Centre

The following policies apply to the ‘Residential Mid Rise I’, ‘Residential Mid Rise II’ and ‘Residential High Rise’ designations:

- a) Prior to development proceeding within any development block within these designations, a comprehensive block plan shall be submitted to the satisfaction of the City in accordance with Section 11.10 of this Plan.
- b) Buildings should generally be placed on a site to have continuous street frontage with a consistent setback in order to provide for continuity in built form along public streets.
- c) Development shall address and animate public streets, particularly the Highway 7 frontage, including the provision of primary entrances and facades on these streets.
- d) Building placement and the articulation of the building façade will be provided in accordance with the urban design policies of this Plan, as further articulated in the Community Design Plan.
- e) Where high rise buildings are provided in a podium and tower form, the floor plate of the tower portion of buildings shall generally be limited to 750-800 square metres, or as defined in the Community Design Plan.
- f) Buildings fronting Highway 7 should be designed to accommodate non-residential uses on the ground floor.
- g) Convenience retail and personal service uses on the ground floor of buildings may exceed 100 square metres, but shall not exceed 500 square metres of gross floor area per premise.
- h) Where buildings fronting on Highway 7 are located at intersections, ground floor uses shall wrap around the edge of intersecting streets.
- i) Pedestrian connections will be provided to adjacent neighbourhoods.
- j) Structured parking and/or underground parking shall be encouraged in place of surface parking.
- k) Surface parking shall not be permitted within 40 metres of Highway 7, except behind buildings facing Highway 7 with access restricted to interior streets or lanes.
- l) Loading and parking facilities shall be screened from public view and buffered so as to

reduce impacts on residential uses.

- m) On-street parking shall be provided within private road right-of-ways on which buildings front.

6.2.5 Residential Mid Rise I

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

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

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

6.2.5.1 Uses

Lands within this designation may be zoned to permit:

- a) dwelling units including home occupation
- b) convenience retail and personal services uses on the ground floor of buildings
- c) day care centres, subject to the provisions of Section 6.7.6
- d) public schools

6.2.5.2 Building Types

The following building types are provided for:

- a) townhouses
- b) small multiplex buildings containing 3 to 6 units
- c) stacked townhouses
- d) apartment buildings
- e) detached and semi-detached dwellings on lands south of Highway 7, east of Bur Oak Avenue, provided the minimum densities identified on Schedule 'CC' – Development Blocks can be achieved with the development block
- f) buildings associated with day care centres and public schools.

6.2.5.3 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Schedule 'EE' - Height, subject to the following:
 - The maximum height of buildings adjoining lands designated 'Residential Neighbourhood' shall be 4 storeys.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks.

6.2.5.4 Development Criteria

All development is subject to the criteria outlined in Section 6.2.4 and the urban design policies in Section 7.0. In addition, the following policies apply:

- a) Notwithstanding the designation boundaries south of Highway 7 between Bur Oak Avenue and Donald Cousens Parkway shown on Schedule 'AA' – Detailed Land Use, the limits of development adjacent to any wetlands in the designation will be established by the Ministry of Natural Resources and Forestry.
- b) In the event the high school site east of Bur Oak Avenue in Cornell Centre is not required, the policies related to the 'Community Amenity Area – Mixed Use Bur Oak Corridor' in Section 6.3.4 shall apply to lands fronting Bur Oak Avenue.
- c) Vehicular access for townhouses fronting on a public street shall be from a lane.
- d) Coach houses are provided for in accordance with Section 6.2.2.1.b).

6.2.6 Residential Mid Rise II

The 'Residential Mid Rise II' designation applies to certain lands within Cornell Centre as identified on Schedule 'AA' – Detailed Land Use.

This designation is intended to accommodate medium and high density residential development, to support the retail and employment uses on Highway 7 and Bur Oak Avenue and provide a height and density transition between the 'Residential High Rise' designation within the Highway 7 corridor and the lower intensity 'Residential Mid Rise I' designation.

6.2.6.1 Uses

Lands within this designation may be zoned to permit:

- a) dwelling units including home occupation
- b) convenience retail and personal service uses on the ground floor of buildings
- c) day care centres, subject to the provisions of Section 6.7.6
- d) public schools

6.2.6.2 Building Types

The following building types are provided for:

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

6.2.6.3 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Schedule 'EE' - Height, subject to the following:
 - For the purposes of this Secondary Plan, stacked townhouse buildings shall be deemed to meet the minimum 4 storey requirement.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks.

6.2.6.4 Development Criteria

All development is subject to the criteria outlined in Section 6.2.4 and the urban design policies in Section 7.0.

6.2.7 Residential High Rise

The 'Residential High Rise' designation applies to certain lands along Highway 7, specifically on the north side of Highway 7, east and west of Bur Oak Avenue, and in certain locations on the south side of Highway 7, east of Bur Oak Avenue as identified on Schedule 'AA' – Detailed Land Use.

The designation is intended to accommodate high density residential and mixed-use development supporting the retail and employment uses and planned regional transit service along Highway 7. Development will also provide for a linked network of parks, and public and private open spaces and Greenway linkages.

6.2.7.1 Uses

Lands within this designation may be zoned to permit:

- a) dwelling units including home occupation
- b) convenience retail and personal service uses on the ground floor of buildings
- c) day care centre, subject to the provisions of Section 6.7.6
- d) public schools

6.2.7.2 Building Types

The following building types are provided for:

- a) stacked townhouses, except along the Highway 7 frontage
- b) apartment buildings
- c) buildings associated with day care centres and public schools.

6.2.7.3 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Schedule 'EE' - Height, subject to the following:
 - For the purposes of this Secondary Plan, stacked townhouse buildings shall be deemed to meet a minimum 4 storey requirement.
 - Where an apartment building or non-residential building is proposed in a form that includes a defined podium and tower, the minimum height of the podium shall be 4 storeys, and the maximum height of the building will be as shown on Schedule 'EE' - Height.
 - For apartment buildings and non-residential buildings that are not proposed in a podium and tower form, the minimum height for buildings fronting Highway 7, shall be 8 storeys or as shown on Schedule 'EE' - Height.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks.

6.2.7.4 Development Criteria

All development is subject to the criteria outlined in Section 6.2.4 and the urban design policies in Section 7.0. In addition, the following policies apply:

- a) Notwithstanding the provisions of Section 6.2.4 g), the gross floor area restrictions for convenience retail and personal services uses do not apply to the heritage building at 7170 Highway 7.
- b) Notwithstanding the designation boundaries south of Highway 7 between Bur Oak Avenue and Donald Cousens Parkway shown on Schedule 'AA' – Detailed Land Use, the limits of development adjacent to any wetlands in the designation will be established by the Ministry of Natural Resources and Forestry.
- c) The lands located south of Highway 7 and immediately east of the lands designated 'Environmental Protection Area - Greenway' are intended to be developed with high density residential uses with a minimum FSI of 2.5. In the event high density residential development is not technically feasible on these lands due to a high water table, lower density residential development may be permitted without an amendment to this Plan.

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

- 1.14 Sections 6.3.1 General Policies, 6.3.3. Community Amenity Area – Bur Oak Corridor Cornell Centre, 6.3.4 Community Amenity Area, Section 6.3.5 Community Amenity Area – Cornell Centre and Section 6.7.2 Community Facilities and Health Care Campus are deleted and replaced with the following new sections, and the subsequent section numbering revised accordingly:

"6.3.1 General Policies

- a) Lands designated COMMERCIAL on Schedule 'A' – Land Use, and Community Amenity Area on Schedule 'H' – Commercial /Industrial Categories to the Official Plan (revised 1987) as amended, shall be subject to the general provisions of Section 3.4 and the specific provisions of Section 3.4.6.2 of the Official Plan (Revised 1987) as amended, and to the further provisions of this Secondary Plan.
- b) Lands within the Cornell Planning District that are designated 'Community Amenity Area' in the Official Plan (Revised 1987) as amended, are further organized into the following designations, as shown on Schedule 'AA' – Detailed Land Use:

Outside Cornell Centre:

- 'Community Amenity Area – Bur Oak Corridor'
- 'Community Amenity Area – Cornell North Centre'
- 'Community Amenity Area – Automotive Service Centre'

Cornell Centre:

- 'Community Amenity Area - Mixed Use Bur Oak Corridor'
- 'Community Amenity Area – Mixed Use Highway 7 Centre'
- 'Community Amenity Area – Mixed Use 9th Line'
- 'Community Amenity Area - Mixed Use Health Care Campus''

“6.3.3 Development Criteria for Community Amenity Area – Mixed Use Designations in Cornell Centre

The following policies apply to the 'Community Amenity Area - Mixed Use Highway 7 Centre', 'Community Amenity Area - Mixed Use Bur Oak Corridor', 'Community Amenity Area - Mixed Use 9th Line' and 'Community Amenity Area – Mixed Use Health Care Campus' designations:

- a) Prior to development proceeding within any development block within these designations, a comprehensive block plan shall be submitted to the satisfaction of the City in accordance with Section 11.10 of this Plan.
- b) A mix of uses will be provided on large sites.
- c) Buildings should generally be placed on a site to have continuous street frontage with a consistent setback in order to provide for continuity in built form along public streets.
- d) Development shall address and animate the public streets, particularly the Highway 7, 9th Line, Bur Oak Avenue and Rustle Woods frontages, including the provision of primary entrances and facades on these streets.
- e) Building placement and the articulation of the building façade will be provided in accordance with the urban design policies of this Plan, as further articulated in the Community Design Plan.
- f) Where high rise buildings are provide in a podium and tower form, the floor plate of the tower portion of buildings shall generally be limited to 750-800 square metres, or as defined in the Community Design Plan.
- g) Where the ground floor of a multi-storey building is required to accommodate non-residential uses, the following policies apply:
 - Any residential uses or accessory residential uses on the ground floor of mixed use buildings shall generally not exceed 25%, and in no case shall exceed 45%, of the ground floor gross floor area.
 - The ground floor shall achieve a minimum height of 4.5 metres, or as further defined in the Community Design Plan.
- h) Where buildings fronting on Highway 7, 9th Line, Bur Oak Avenue or Rustle Woods Avenue are located at intersections, ground floor uses shall wrap around the edge of intersecting streets.
- i) Pedestrian connections will be provided to adjacent neighbourhoods.

- j) Structured parking and/or underground parking shall be encouraged in place of surface parking.
- k) Surface parking shall not be permitted within 40 metres of Highway 7, 9th Line, Bur Oak Avenue or Rustle Woods Avenue except behind buildings facing these streets with access restricted to interior streets or lanes.
- l) Loading and parking facilities shall be screened from public view and buffered so as to reduce impacts on residential uses.
- m) On-street parking shall be provided within private road right-of-ways on which buildings front.

6.3.4 Community Amenity Area - Mixed Use Bur Oak Corridor

The 'Community Amenity Area - Mixed Use Bur Oak Corridor' is located on both sides of Bur Oak Avenue connecting the Highway 7 Centre with the Community Facilities and Health Care Campus and the secondary main street along Rustle Woods Avenue.

The 'Community Amenity Area - Mixed Use Bur Oak Corridor' designation will provide a community retail focus in the form of a main street. The main street is intended to be characterized by animated multi-storey, mixed-use buildings.

Lands at the intersection of Bur Oak Avenue and Highway 7 within this designation are intended to have the greatest densities and heights in Cornell Centre.

6.3.4.1 General

- a) The development standards and criteria contained in this section reflect the intended ultimate development of the centre in a mixed use, multi-storey form. Section 6.3.8 also applies to non-residential development within this designation.

6.3.4.2 Uses

Lands within this designation may be zoned to permit:

- a) commercial fitness centre
- b) commercial school
- c) day care centre, subject to the provisions of Section 6.7.6
- d) dwelling unit including a home occupation
- e) financial institution
- f) office
- g) restaurant
- h) retail
- i) service, with the exception of motor vehicle service stations and commercial storage facility

6.3.4.3 Building Types

The following building types are provided for:

- a) apartment building
- b) stacked townhouse, except along the Highway 7, Bur Oak Avenue and Rustle Woods Avenue frontages

- c) multi-storey non-residential or mixed use building, and
- d) single storey community facility building.

6.3.4.4 Height and Density

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

6.3.4.5 Development Criteria

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

- a) The ground floor of buildings fronting Bur Oak Avenue shall accommodate secondary retail, personal service, office and other non-residential uses compatible with the primary residential or office use, in accordance with Section 6.3.3 g). Residential uses may be provided on the ground floor on a temporary basis, where feasible, but only within the space designed for non-residential uses.
- b) Retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 1,000 square metres. The implementing zoning by-law may further restrict the number of retail premises that may be permitted to have the maximum permitted gross floor area or the proportion of the gross floor area that may be devoted to retail premises of the maximum size.

6.3.5 Community Amenity Area - Mixed Use Highway 7 Centre

The 'Community Amenity Area - Mixed Use Highway 7 Centre' designation applies to lands located on the south side of Highway 7, east of Bur Oak Avenue.

The designation is intended to provide a mixed use commercial centre providing for the shopping needs of the larger Cornell community as well as eastern Markham. The centre is intended to ultimately take the form of a multi-storey, mixed-use centre, including residential uses.

6.3.5.1 General

- a) The development standards and criteria contained in this section reflect the intended ultimate development of the centre in a mixed use, multi-storey form. Section 6.3.8 also applies to non-residential development within this designation.

6.3.5.2 Uses

Lands within this designation may be zoned to permit:

- a) commercial fitness centre
- b) commercial school
- c) commercial parking garage
- d) day care centre, subject to the provisions of Section 6.7.6
- e) dwelling unit including a home occupation
- f) financial institution
- g) hotel
- h) office
- i) place of entertainment
- j) restaurant
- k) retail
- l) service, with the exception of motor vehicle service stations and commercial storage facility

6.3.5.3 Building Types

The following building types are permitted:

- a) apartment buildings
- b) multi-storey non-residential or mixed use buildings.

6.3.5.4 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Schedule 'EE' - Height, subject to the following:
 - Where an apartment building or non-residential building is proposed in a form that includes a defined podium and tower, the minimum height of the podium shall be 4 storeys, and the maximum height will be as shown on Schedule 'EE' - Height.
 - For apartment buildings and non-residential buildings fronting Highway 7 that are not proposed in a podium and tower form, the minimum height shall be 5 or 8 storeys apartment buildings as shown on Schedule 'EE' - Height, and 5 storeys for non-residential buildings.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks.

6.3.5.5 Development Criteria

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

- a) A future east-west collector road shall be provided for in accordance with Appendix 4 – Refined Road Network, to provide connectivity between adjacent neighbourhoods, and to provide smaller walkable development blocks.

- b) Retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 2,000 square metres. The implementing zoning by-law may further restrict the number of retail premises that may be permitted to have the maximum permitted gross floor area or the proportion of the gross floor area that may be devoted to retail premises of the maximum size.
- c) The ground floor of buildings shall accommodate secondary retail, personal service, office and other non-residential uses compatible with the primary use in accordance with Section 6.3.3 g).

6.3.6 Community Amenity Area - Mixed Use 9th Line

The 'Community Amenity Area - Mixed Use 9th Line' designation applies to lands to the south of the community facilities and health care campus, and includes the location of a proposed regional transit terminal. The designation provides for a concentration of office and high density residential uses in proximity to the community facilities and health care campus, building on the campus as a major employment node in Cornell Centre. It is also intended that a secondary main street be developed along Rustle Woods Avenue, providing an animated pedestrian-friendly connection between the primary Bur Oak Avenue main street and the regional transit terminal.

6.3.6.1 General

- a) The development standards and criteria contained in this section reflect the intended development of lands within the 'Community Amenity Area - Mixed Use 9th Line' designation in a mixed use multi-storey form. Section 6.3.8 also applies to non-residential development within this designation.

6.3.6.2 Uses

Lands within this designation may be zoned to permit:

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

6.3.6.3 Building Types

The following building types are provided for:

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

6.3.6.4 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Schedule 'EE' - Height, subject to the following:
 - Heights within 30 metres of the 9th Line streetline shall not exceed 5 storeys.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks.

6.3.6.5 Development Criteria

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

- a) The ground floor of buildings fronting Rustle Woods Avenue shall accommodate secondary retail, personal service, office and other non-residential uses compatible with the primary residential or office use, in accordance with Section 6.3.3 g).
- b) Dwelling units are not permitted on the north side of Rustle Woods Avenue.
- c) Retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 1,000 square metres. The implementing zoning by-law may further restrict the number of retail premises that may be permitted to have the maximum permitted gross floor area or the proportion of the gross floor area that may be devoted to retail premises of the maximum size.

6.3.7 Community Amenity Area - Mixed Use Health Care Campus

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

6.3.7.1 Uses

Lands within this designation may be zoned to permit:

- a) hospital and related facilities
- b) health and wellness facilities
- c) medical offices and clinics
- d) treatment centres
- e) residential health care facilities affiliated with the principal hospital activity

- f) retirement home facilities
- g) ancillary uses to the primary community facility and health care uses including laboratories, retail, restaurants and personal services.

6.3.7.2 Building Types

The following building types are provided for:

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

6.3.7.3 Height and Density

- a) Minimum and maximum heights shall be as shown on Schedule 'EE' - Height, subject to the following:
 - any building restrictions or requirements on lands affected by the heliport as identified in the study required in Section 6.3.7.4 a).
 - The maximum height for development within approximately 30 metres of the 9th Line streetline, or adjoining lands designated 'Residential Neighbourhood' shall be five (5) storeys.
 - Height increases in the order of 10 storeys may be considered for limited components of hospital buildings located within the interior of the lands within the 'Community Amenity Area - Mixed Use Health Care Campus' designation south of Church Street; consideration for such height increases shall be given only within the context of an application for a zoning amendment to permit a height increase and the approval of a comprehensive block plan.
- b) The minimum and/or maximum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks, subject to the following:
 - The maximum Floor Space Index for all development on the lands south of Church Street shall generally not exceed 0.75 FSI. Individual buildings within the development block south of Church Street may achieve more or less than the maximum Floor Space Index, provided the maximum Floor Space Index is not exceeded over the entire development block south of Church Street.
 - The transfer of density from the lands required for the future widening of Church Street and 9th Line, and the dedication of the 9th Line Greenway, may be permitted as part of a comprehensive block plan approval for the campus lands south of Church Street, provided the maximum floor space index is not exceeded, to the satisfaction of the City.

6.3.7.4 Development Criteria

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

- a) The existing heliport on the Hospital property is certified for day and night use and is subject to regulations established by Transport Canada in “Heliport & Helideck Standards and Recommended Practices” (TP2586E). These regulations include restrictions on the height of natural and man-made features and mobile objects within the required flight/landing paths. Noise impacts are also a potential factor affecting the suitability of lands in the vicinity of the heliport for certain uses.

In order to establish possible land use and building restrictions or requirements on lands affected by the heliport and possible zoning and site plan requirements for which the City may be responsible, the City shall require that a study be completed by the Hospital and/or development proponents, prior to the approval of development on any potentially impacted lands demonstrating compliance with federal standards for heliport and noise impacts. This study shall be completed by qualified professionals to the satisfaction of the City and shall include appropriate consultation with applicable departments and agencies.

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

6.3.8 Provisions for ‘First Phase’ of Development in Commercial Core

- a) Lands within the ‘Community Amenity Area - Mixed Use Highway 7 Centre’, ‘Community Amenity Area - Mixed Use Bur Oak Corridor’ and ‘Community Amenity Area - Mixed Use 9th Line’ designations are within the Cornell Centre Commercial Core identified on Schedule ‘BB’ – Community Structure. It is anticipated that the lands within these designations may

be developed in phases. With the exception of residential development, which is subject to the policies in Sections 6.3.4, 6.3.5 and 6.3.6, the following policies apply to the 'first phase' of development.

- b) The 'first phase' of development shall be defined by the first site plan approval(s) granted to any or all lands within the designations.
- c) The height and density provisions of Sections 6.3.4, 6.3.5 and 6.3.6 shall not apply to non-residential development. Where non-residential buildings fronting Highway 7, Bur Oak Avenue and/or Rustle Woods Avenue do not achieve the minimum heights required in Section 6.3.4, 6.3.5 and 6.3.6 respectively, the maximum height shall be two storeys. The maximum height for non-residential buildings elsewhere within the designations shall also be two storeys.
- d) Notwithstanding the policies of Sections 6.3.4, 6.3.5 and 6.3.6:
 - in the 'Mixed Use Highway 7 Centre' designation, two retail premises may exceed a gross floor area of 2,000 square metres, up to a maximum of 6,000 square metres; and
 - in the 'Mixed Use 9th Line' designation, one food store premise may exceed a gross floor area of 1,000 square metres, up to a maximum of 6,000 square metres.
- e) Development is permitted where it can be demonstrated to the satisfaction of the City that:
 - an appropriate mix of uses is being provided
 - the proposed development addresses and animates the Highway 7, Bur Oak Avenue and/or Rustle Woods Avenue frontage, including the provision of primary entrances and facades on these streets
 - buildings are located in a manner that does not preclude the effective redevelopment of the lands in mixed use and multi-storey form within smaller development blocks, particularly the delivery of a more refined public street network, as shown conceptually on Appendix 4 – Refined Road Network, and specifically:
 - the future east-west collector road between Bur Oak Avenue and the north-south road east of the woodland feature in the 'Mixed Use Highway 7 Centre' designation
 - pedestrian connections are provided to adjacent neighbourhoods and to Highway 7, Bur Oak Avenue and/or Rustle Woods Avenue, and
 - parking and service areas are generally located at the rear of proposed buildings and appropriately screened from Highway 7, Bur Oak Avenue, and/or Rustle Woods Avenue and other public streets.
- f) Prior to approval of the 'first phase' of development, a comprehensive block plan shall be submitted to establish a framework for the long term redevelopment of the site in an intensified multi-storey form. The plan shall provide detailed guidance regarding the pattern, nature and phasing of development to address, among other things, the following:
 - an appropriate mix of uses;
 - distribution of height and density targets identified in each designation;

- protection and enhancement of natural heritage and hydrologic features;
- the proposed layout of streets, lanes and development blocks, including provision for required public streets;
- the proposed system of movement on streets including pedestrian, cycling and transit routes and transit;
- the locations of required parks and open space and other community infrastructure;
- the location of publicly accessible walkways and vehicular access driveways, including mid-block connectors and potential surface parking areas;
- transition between areas of different intensities and uses; and
- relationships between buildings, streets and open spaces.

g) Development proposals to add or reduce the gross floor area approved within the 'first phase' of development, other than by a minor amount, shall be subject to the height and density policies in Section 6.3.4, 6.3.5 and 6.3.6."

1.15 Section 6.4 Industrial Designations is deleted and replaced with the following new sections, and the subsequent section numbering revised accordingly:

"6.4 INDUSTRIAL - EMPLOYMENT DESIGNATIONS

It is the intent of this Secondary Plan to provide for the development of a business park that accommodates a range of compatible high performance industrial and office employment activities. It is also an objective of this Plan to provide limited opportunities, at appropriate locations, for complementary and supportive retail and service uses serving the business park activities.

It is intended that the development in the business park shall reflect the quality and design of similar successful business areas in the City and provide a regional employment focus within eastern Markham capitalizing on its location at the intersection of local, regional and provincial road and transit networks, and proximity to a possible future airport at the Pickering Airport Site.

6.4.1 General

a) Lands within the Secondary Plan Area that are designated 'Industrial - Employment' are organized into the following designations, as shown on Schedule 'AA' – Detailed Land Use:

- 'Business Park Area - Business Park Office Employment'
- 'Business Park Area - Business Park Employment'
- 'Business Corridor Area - Service Employment, Automotive Service Station'
- 'Open Space'

Specific policies applicable to these designations area outlined below with the exception of 'Open Space' policies which are outlined in Section 6.5 of this Plan.

- b) An application for development involving the conversion of employment land shall only be dealt with in the context of a comprehensive growth management or Official Plan review process.
- c) Notwithstanding any other provisions of this Secondary Plan, the development of the 'Business Park Area - Business Park Employment' and 'Business Park Area - Business Park Office Employment' lands west of Donald Cousens Parkway and south of Highway 7 are projected to provide 5,200 jobs at ultimate build out. In order to achieve these employment projections, minimum Floor Space Index (FSI) requirements are assigned to these designations south of Highway 7 and west of Donald Cousens Parkway as identified in Schedule 'CC' – Development Blocks.

The implementing zoning by-law(s) for development on these lands shall include minimum densities and minimum heights for these lands in order to provide for the appropriate gross floor area necessary to achieve the projected employment, at ultimate build out, recognizing that these employment lands will be developed in phases over time.

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

6.4.2 Development Criteria for Employment Designations

The following policies apply to the 'Business Park Area - Business Park Office Employment', 'Business Park Area - Business Park Employment' and 'Business Corridor Area - Service Employment, Automotive Service Station' designations:

- a) Prior to development proceeding within any development block within these designations, a comprehensive block plan shall be submitted to the satisfaction of the City in accordance with Section 11.10 of this Plan.

6.4.3 Business Park Area - Business Park Office Employment

The 'Business Park Area - Business Park Office Employment' designation applies to certain lands located on the north and south side of Highway 7, west of Donald Cousens Parkway. The designation is intended to accommodate high density office development incorporating compatible retail, service and office uses on the ground floor of multi-storey buildings.

Office development in this designation is intended to capitalize on the planned regional rapid transit route on Highway 7, the active transportation network, and the proximity and connectivity with Highway 407.

6.4.3.1 Uses and Building Types

Lands within this designation may be zoned to permit:

- a) office
- b) banks and financial institutions
- c) research and training facilities
- d) data processing and related facilities
- e) commercial schools

- f) day care centres, subject to the provisions of Section 6.7.6
- g) personal services
- h) retail uses
- i) restaurants

6.4.3.2 Height and Density

- a) Minimum and maximum heights in each development block within the designation shall be as shown on Schedule 'EE' - Height, subject to the following:
 - The minimum height and density requirements do not apply to the heritage building on the property known as 7265 Highway 7.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks.

6.4.3.3 Development Criteria

In addition to the urban design policies in Section 7.0, the following policies apply:

- a) To accommodate the provision of retail and other secondary uses at grade, buildings adjoining Highway 7 shall be designed to ensure that the gross floor area of retail and other secondary uses on the ground floor generally represents a minimum of 75%, but in no case shall represent less than 55%, of the ground floor gross floor area.
- b) Notwithstanding Section 6.4.3.1, buildings shall be primarily office in use, and where adjoining Highway 7, the ground floor shall be designed to accommodate secondary retail, personal service and restaurant uses ancillary to the primary use of the building, and integrated into the building.
- c) Notwithstanding Section 6.4.1 b) and Section 6.4.3.1, a land use designation other than an 'Industrial-Employment' designation may be considered for the lands on the northwest corner of Donald Cousens Parkway identified by asterisks on Schedule 'AA' – Detailed Land Use. Consideration of a designation other than an 'Industrial-Employment' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:
 - Compatibility to adjacent land use;
 - Achieving an increase in the number of jobs that would otherwise be provided under the 'Industrial-Employment' designation on the site, or at a minimum, no net reduction in jobs on the site;
 - Proximity to transit;
 - Provision of lands for a VIVA terminal;
 - Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
 - Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the applications for amendment to the Plan filed before December 2013, the 'Business Park Area – Business Park Office Employment' designation shown on Schedule 'AA' – Detailed Land Use is deferred and the provisions of the Official

Plan (Revised 1987) as amended, and this Plan shall apply to the lands. Where the requested amendments to this Plan do not come into force the deferral shall no longer apply.

- d) Buildings should generally be placed on a site to have continuous street frontage with a consistent setback in order to provide for continuity in built form along public streets.
- e) Development shall address and animate the public streets, particularly the Highway 7 frontage, including the provision of primary entrances and facades on these streets.
- f) Building placement and the articulation of the building façade will be provided in accordance with the urban design policies of this Plan, as further articulated in the Community Design Plan.
- g) Where buildings fronting on Highway 7 are located at intersections, ground floor uses shall wrap around the edge of intersecting streets.
- h) Pedestrian connections will be provided to adjacent neighbourhoods.
- i) Structured parking and/or underground parking shall be encouraged in place of surface parking.
- j) Surface parking shall not be permitted within 40 metres of Highway 7, except behind buildings facing Highway 7 with access restricted to interior streets or lanes.
- k) Loading and parking facilities shall be screened from public view and buffered so as to reduce impacts on residential uses.
- l) On-street parking shall be provided within private road right-of-ways on which buildings front.

6.4.4 Business Park Area - Business Park Employment

The 'Business Park Area - Business Park Employment' designation applies to the majority of the employment lands located in the eastern portion of Cornell Centre, north and south of Highway 7 and on both sides of Donald Cousens Parkway. The 'Business Park Area - Business Park Employment' designation is primarily intended to accommodate individual office buildings, in an office and prestige industrial business park campus setting, in single and multi-unit buildings.

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

6.4.4.1 Uses and Building Types

- a) Permitted uses within the 'Business Park Area – Business Park Employment' designation shall include those uses identified in Section 3.5.6.2 c) of the Official Plan (Revised 1987) as amended.

- b) Notwithstanding Section 6.4.4.1 a), stand-alone restaurants, entertainment uses, and health and fitness recreational uses, shall also be permitted within the heritage buildings on the properties known municipally as 7265 Highway 7, 7323 Highway 7, 7482 Highway 7, and 8359 Reesor Road and 8724 Reesor Road, subject to the following:
- zoning and site plan approvals to confirm the suitability of the property for the proposed use; and
 - the additional uses permitted in this Section shall be located within the existing or enlarged heritage building on the property. The enlargement of the heritage building may be permitted, subject to all required Development Approvals and the review of plans satisfactory to Heritage Markham.

6.4.4.2 Height and Density

- a) Minimum and/or maximum heights in each development block within the designation shall be as shown on Schedule 'EE' - Height.
- b) The minimum floor space index of development in each development block within the designation shall be as shown on Schedule 'CC' – Development Blocks.

6.4.4.3 Development Criteria

In addition to the urban design policies in Section 7.0, the following policies apply:

- a) Development blocks west of Donald Cousens Parkway shall provide for the approximate minimum block depths identified in Official Plan Amendment 224, in accordance with Section 6.4.1 c).
- b) Surface parking shall not be permitted within 40 metres of Highway 7, except behind buildings facing Highway 7 with access restricted to interior streets or lanes.
- c) Vehicle access to a development adjoining Highway 7 and Donald Cousens Parkway shall generally not be permitted from these streets, but shall be restricted to interior streets or lanes.
- d) Loading access to a development adjoining Highway 7 and Donald Cousens Parkway shall not be permitted from these streets, but shall be restricted to interior streets or lanes.
- e) The following policies apply to the development of the property on the east side of Reesor Road, known as 8359 Reesor Road:
- Regard shall be had for the Urban Interface and Infrastructure Guidelines contained in the Rouge North Management Plan (2001), and the Design Guideline principles contained in the Site Assessment of 8359 Reesor Road (2010). Where applicable, these guidelines shall be addressed in the Master Environmental Servicing Study, and the Environmental Management Study.
 - The heritage building shall be assessed for long term protection and may be considered for adaptive re-use in accordance with the 'Business Park Area - Business Park Employment' designation or uses related to the administration of the Rouge National Urban Park (Rouge Park) or re-located to other public land within the Park.

- A trail head and pedestrian linkage between Reesor Road and the Rouge National Urban Park shall be provided for in the general location of the heritage building and existing natural heritage feature, to provide access and integration into the Rouge National Urban Park.
- A 10 metre landscape boulevard shall be protected along the east side of Reesor Road to accommodate an off road multi-use trail and enhancement landscape screening.
- Building and site design should reflect a LEED or equivalent sustainability standard.
- Additional native species planting shall be provided along the Rouge Park interface.

f) Vehicle access to a development adjoining Highway 7 and Donald Cousens Parkway shall generally not be permitted from these streets, but shall be restricted to interior streets, lanes or Reesor Road.

g) Loading access to a development adjoining Highway 7 and Donald Cousens Parkway shall not be permitted from these streets, but shall be restricted to interior streets, lanes or Reesor Road.

6.4.5 Business Corridor Area - Service Employment, Automotive Service Station

The 'Business Corridor Area - Service Employment, Automotive Service Station' designation applies to certain lands located on the east side of Donald Cousens Parkway, north and south of Highway 7 as shown on Schedule 'AA' - Detailed Land Use. This designation is intended to accommodate an automotive service campus in buildings compatible and consistent with the development of the adjoining lands.

6.4.5.1 Uses and Building Types

Lands may be zoned to permit the following uses and accessory uses:

- a) automobile service station
- b) automobile repair use
- c) car wash facility

6.4.5.2 Development Criteria

- a) All development is subject to the urban design policies in Section 7.0 in this Plan, as well as the policies of Section 3.4.5.1 of the Official Plan (Revised 1987), as amended."

- 1.16 Section 6.5.6 Open Space Acquisition is amended by adding the following text after the first paragraph of 6.5.6 b):

"The City, in cooperation with the Cornell Landowners Group will undertake a study to determine the amount and location of park land to be provided within the Highway 7 corridor pursuant to the 2007 Cornell Master Parks Agreement, and to confirm the parks and open space provided for in the Cornell Master Park Agreement."

- 1.17 Section 6.7.5 Places of Worship is hereby amended by replacing 6.7.5 d) with the following text:

“6.7.5 d) Places of worship are a permitted land use only within the following land use designations, in accordance with the applicable provisions of the Official Plan (Revised 1987) as amended, and this Secondary Plan:

Outside Cornell Centre:

- ‘Residential Neighbourhood’
- ‘Community Amenity Area – Bur Oak Corridor’
- ‘Community Amenity Area – Cornell North Centre’

Cornell Centre:

- ‘Residential Mid Rise I’
- ‘Residential Mid Rise II’
- ‘Residential High Rise’
- ‘Community Amenity Area - Mixed Use Bur Oak Corridor’
- ‘Community Amenity Area - Mixed Use Highway 7 Centre’
- ‘Community Amenity Area - Mixed Use 9th Line’”

1.18 By replacing ‘Town’ with ‘City’, where found in the text.

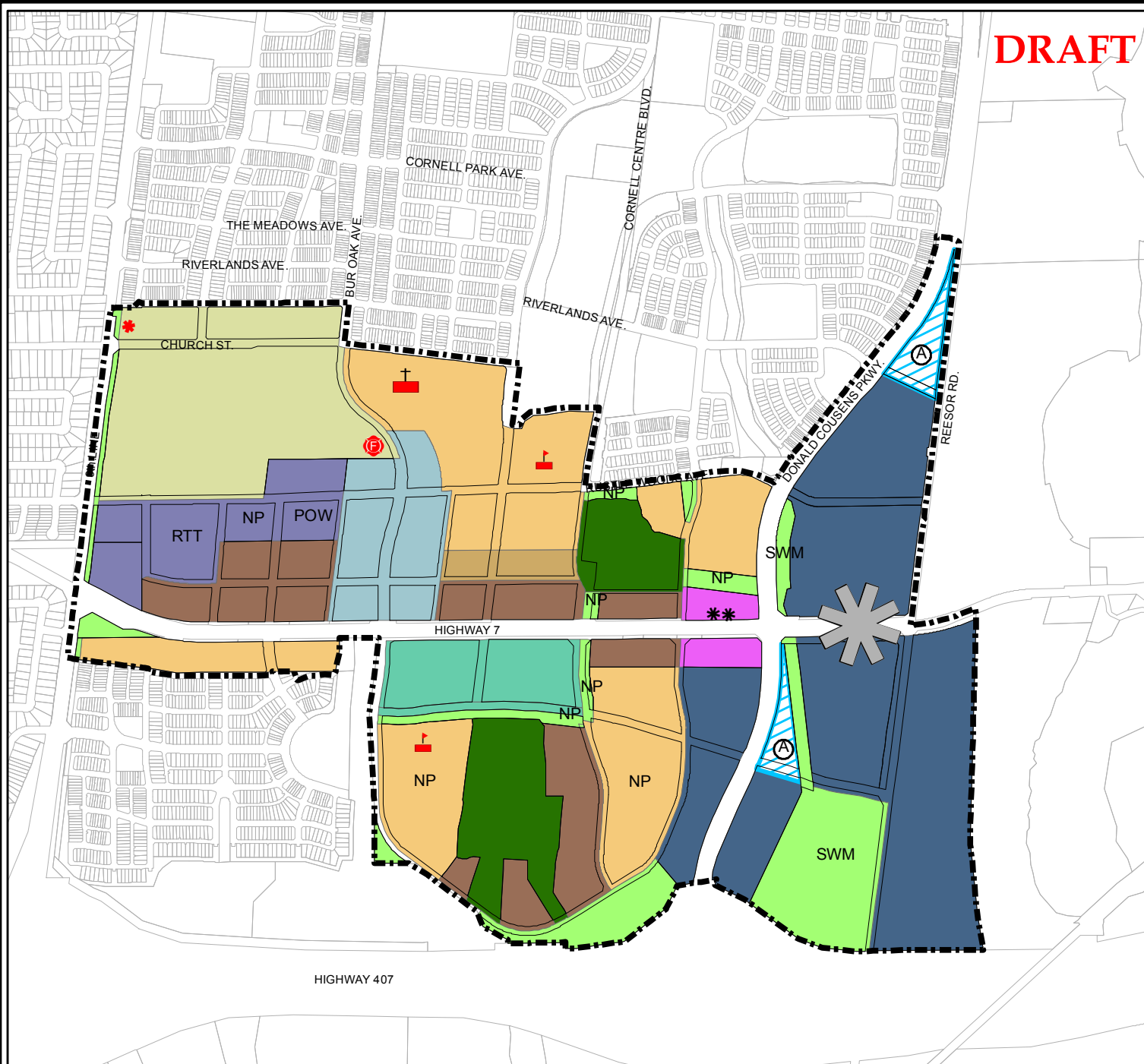
2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law in conformity with the provisions of this Amendment.

Prior to Council’s decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. For such technical amendments, the notice provisions of Section 7.13 (c) of Part II of the Official Plan (Revised, 1987) as amended, shall not apply.





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Amendment to Schedule 'AA' - Detailed Land Use Secondary Plan for the Cornell Planning District (PD-29-1)

 CORNELL CENTRE
BOUNDARY

COMMUNITY AMENITY AREA - MIXED USE

-  COMMUNITY AMENITY AREA - MIXED USE BUR OAK CORRIDOR
-  COMMUNITY AMENITY AREA - MIXED USE HEALTH CARE CAMPUS
-  COMMUNITY AMENITY AREA - MIXED USE 9TH LINE
-  COMMUNITY AMENITY AREA - MIXED USE HIGHWAY 7 CENTRE




EMPLOYMENT

-  BUSINESS CORRIDOR AREA - SERVICE EMPLOYMENT - AUTOMOTIVE SERVICE STATION
-  BUSINESS PARK AREA - BUSINESS PARK EMPLOYMENT
-  BUSINESS PARK AREA - BUSINESS PARK OFFICE EMPLOYMENT

RTT - REGIONAL TRANSIT TERMINAL
NP - NEIGHBOURHOOD PARK
SWM - STORM WATER MANAGEMENT
POW - PLACE OF WORSHIP


** See Section 6.4.3.3.c

RESIDENTIAL

-  RESIDENTIAL HIGH RISE
-  RESIDENTIAL MID RISE I
-  RESIDENTIAL MID RISE II

 ENVIRONMENTAL PROTECTION AREA - GREENWAY


 OPEN SPACE

 ROUGE NATIONAL URBAN PARK
GATEWAY STUDY AREA (SEE SECTION 6.1.1c)

 - EMS

 - Fire

 - Public Elementary School

 - Catholic Secondary School

FILE No: MI559



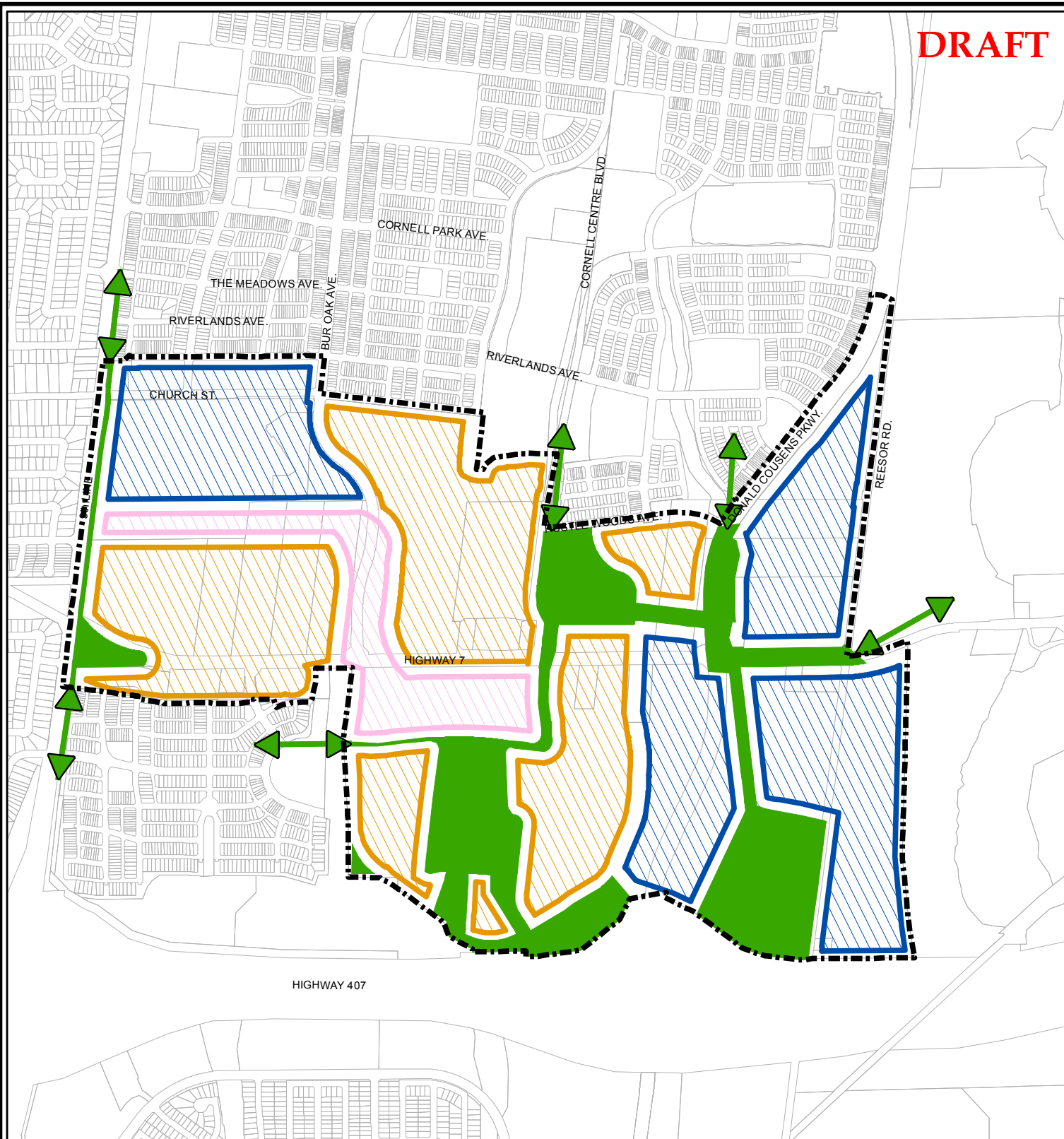
DEVELOPMENT SERVICES COMMISSION

SCHEDULE "A" TO OPA NO. XXX

PD-29-X

1:14000

DRAFT



Amendment to Schedule 'BB' - Community Structure Secondary Plan for the Cornell Planning District (PD 29-1)



CORNELL CENTRE BOUNDARY

MIXED USE DISTRICT - CORNELL CENTRE



RESIDENTIAL NEIGHBOURHOOD



COMMERCIAL CORE



EMPLOYMENT NODE



GREENSPACE CORRIDOR

FILE No: MI559



DEVELOPMENT SERVICES COMMISSION

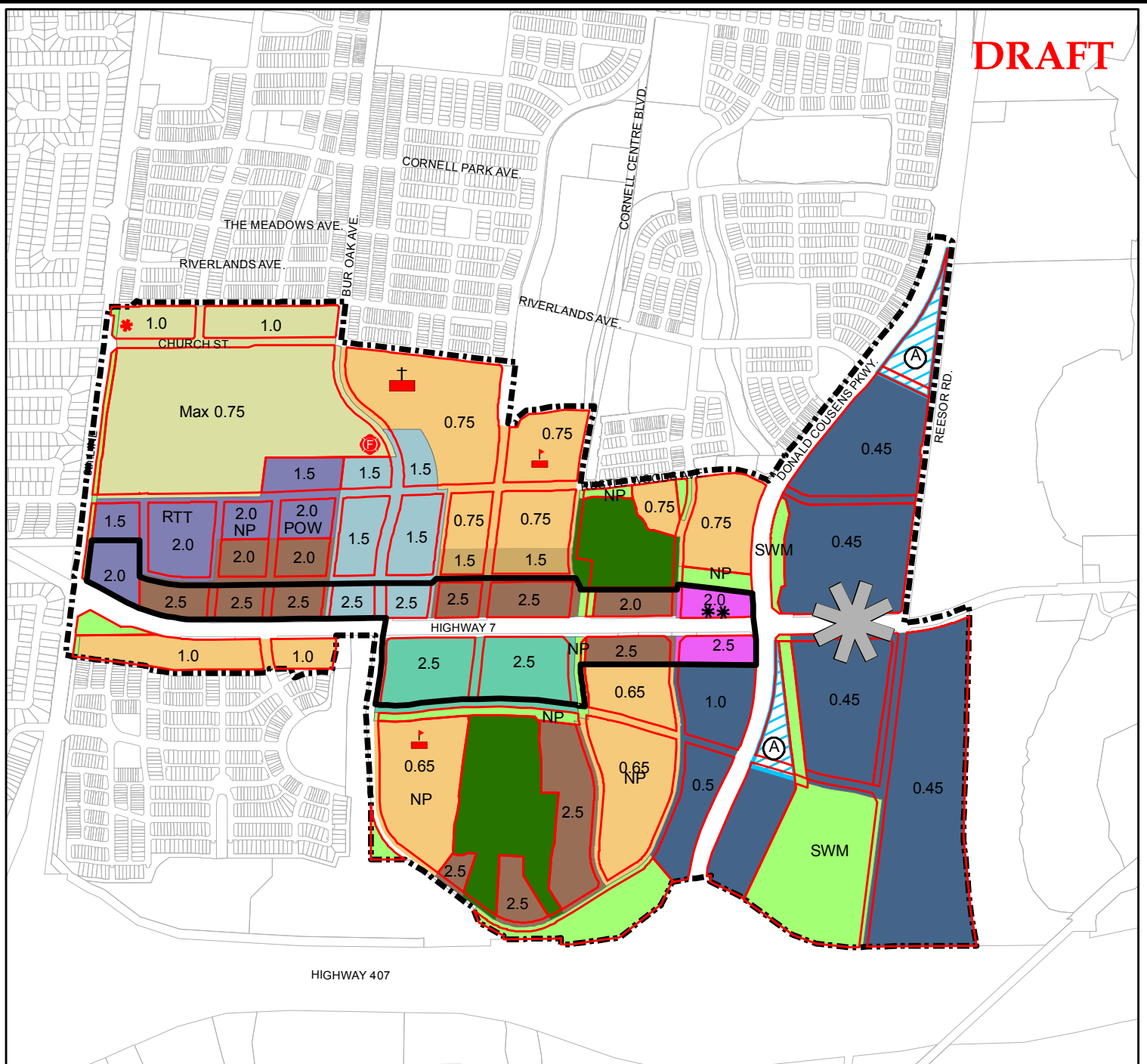
SCHEDULE "B" TO OPA NO. XXX

PD-29-X

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DRAFT



Amendment to Schedule 'CC' - Development Blocks Secondary Plan for the Cornell Planning District (PD 29-1)

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> DEVELOPMENT BLOCKS KEY DEVELOPMENT AREA CORNELL CENTRE BOUNDARY 2.5 MINIMUM FLOOR SPACE INDEX | <p>COMMUNITY AMENITY AREA - MIXED USE</p> <ul style="list-style-type: none"> COMMUNITY AMENITY AREA - MIXED USE BUR OAK CORRIDOR COMMUNITY AMENITY AREA - MIXED USE HEALTH CARE CAMPUS COMMUNITY AMENITY AREA - MIXED USE 9TH LINE COMMUNITY AMENITY AREA - MIXED USE HIGHWAY 7 CENTRE <p>EMPLOYMENT</p> <ul style="list-style-type: none"> BUSINESS CORRIDOR AREA - SERVICE EMPLOYMENT - AUTOMOTIVE SERVICE STATION BUSINESS PARK AREA - BUSINESS PARK EMPLOYMENT BUSINESS PARK AREA - BUSINESS PARK OFFICE EMPLOYMENT <p>RTT - REGIONAL TRANSIT TERMINAL
NP - NEIGHBOURHOOD PARK
SWM - STORM WATER MANAGEMENT
POW - PLACE OF WORSHIP
** See Section 6.4.3.3.c</p> | <p>RESIDENTIAL</p> <ul style="list-style-type: none"> RESIDENTIAL HIGH RISE RESIDENTIAL MID RISE I RESIDENTIAL MID RISE II <p> ENVIRONMENTAL PROTECTION AREA - GREENWAY</p> <p> OPEN SPACE</p> <p>✱ ROUGE NATIONAL URBAN PARK GATEWAY STUDY AREA (SEE SECTION 6.1.1.c)</p> <p>✱ - EMS</p> <p>Ⓕ - Fire</p> <p>Ⓐ - Public Elementary School</p> <p>✙ - Catholic Secondary School</p> |
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FILE No: MI559



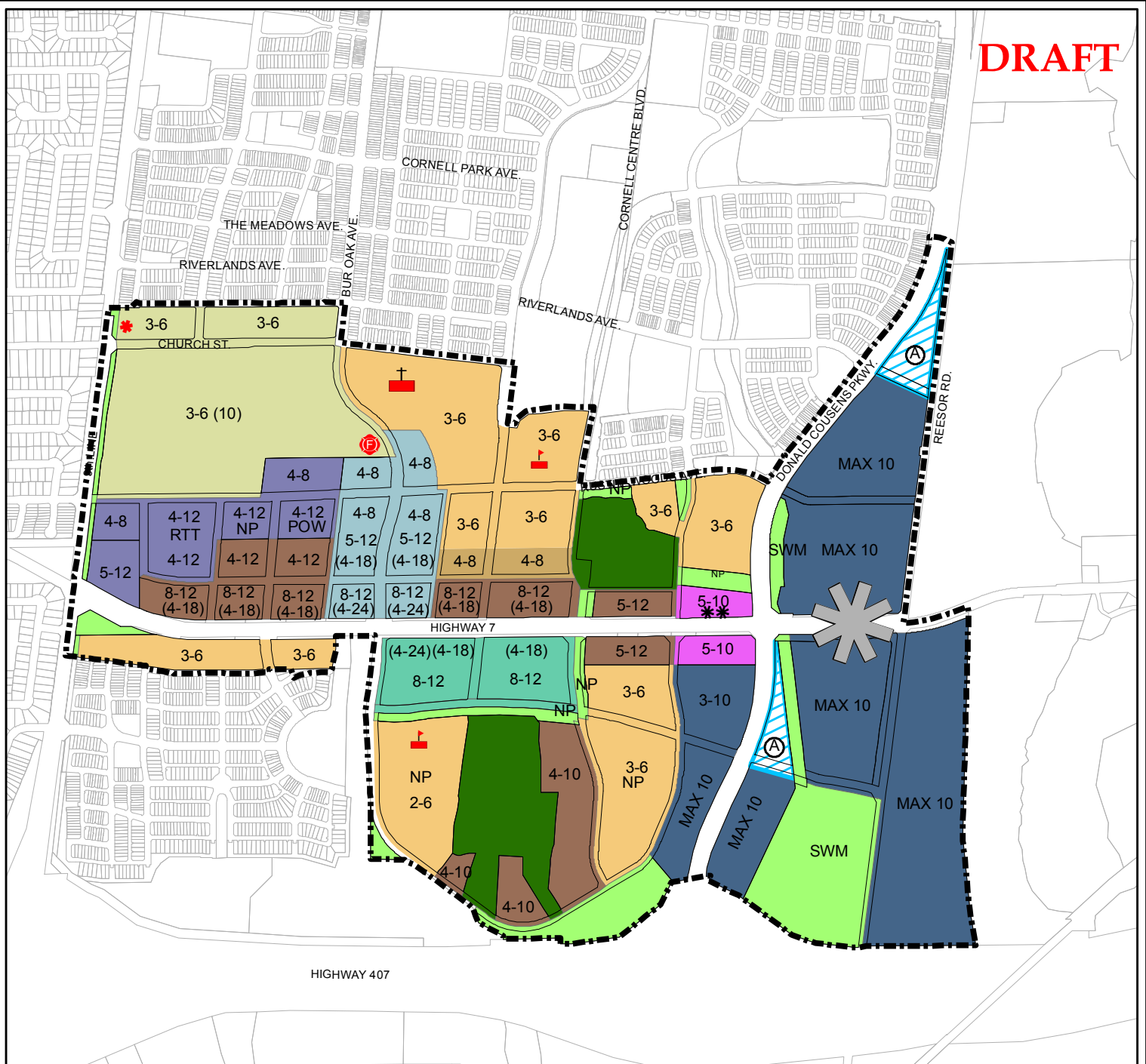
DEVELOPMENT SERVICES COMMISSION

SCHEDULE "C" TO OPA NO. XXX

PD-29-X

1:14000

DRAFT



Schedule 'EE' - Height Secondary Plan for the Cornell Planning District (PD 29-1)

**CORNELL CENTRE
BOUNDARY**

8-12 MINIMUM AND
MAXIMUM STOREYS

(4-18) MINIMUM AND
MAXIMUM STOREYS
IN PODIUM / TOWER
FORM

FILE No: MI559

COMMUNITY AMENITY AREA - MIXED USE

- COMMUNITY AMENITY AREA - MIXED USE BUR OAK CORRIDOR
- COMMUNITY AMENITY AREA - MIXED USE HEALTH CARE CAMPUS
- COMMUNITY AMENITY AREA - MIXED USE 9TH LINE
- COMMUNITY AMENITY AREA - MIXED USE HIGHWAY 7 CENTRE

EMPLOYMENT

- BUSINESS CORRIDOR AREA - SERVICE EMPLOYMENT - AUTOMOTIVE SERVICE STATION
- BUSINESS PARK AREA - BUSINESS PARK EMPLOYMENT
- BUSINESS PARK AREA - BUSINESS PARK OFFICE EMPLOYMENT

- RTT - REGIONAL TRANSIT TERMINAL
- NP - NEIGHBOURHOOD PARK
- SWM - STORM WATER MANAGEMENT
- POW - PLACE OF WORSHIP

****** See Section 6.4.3.3.c

RESIDENTIAL

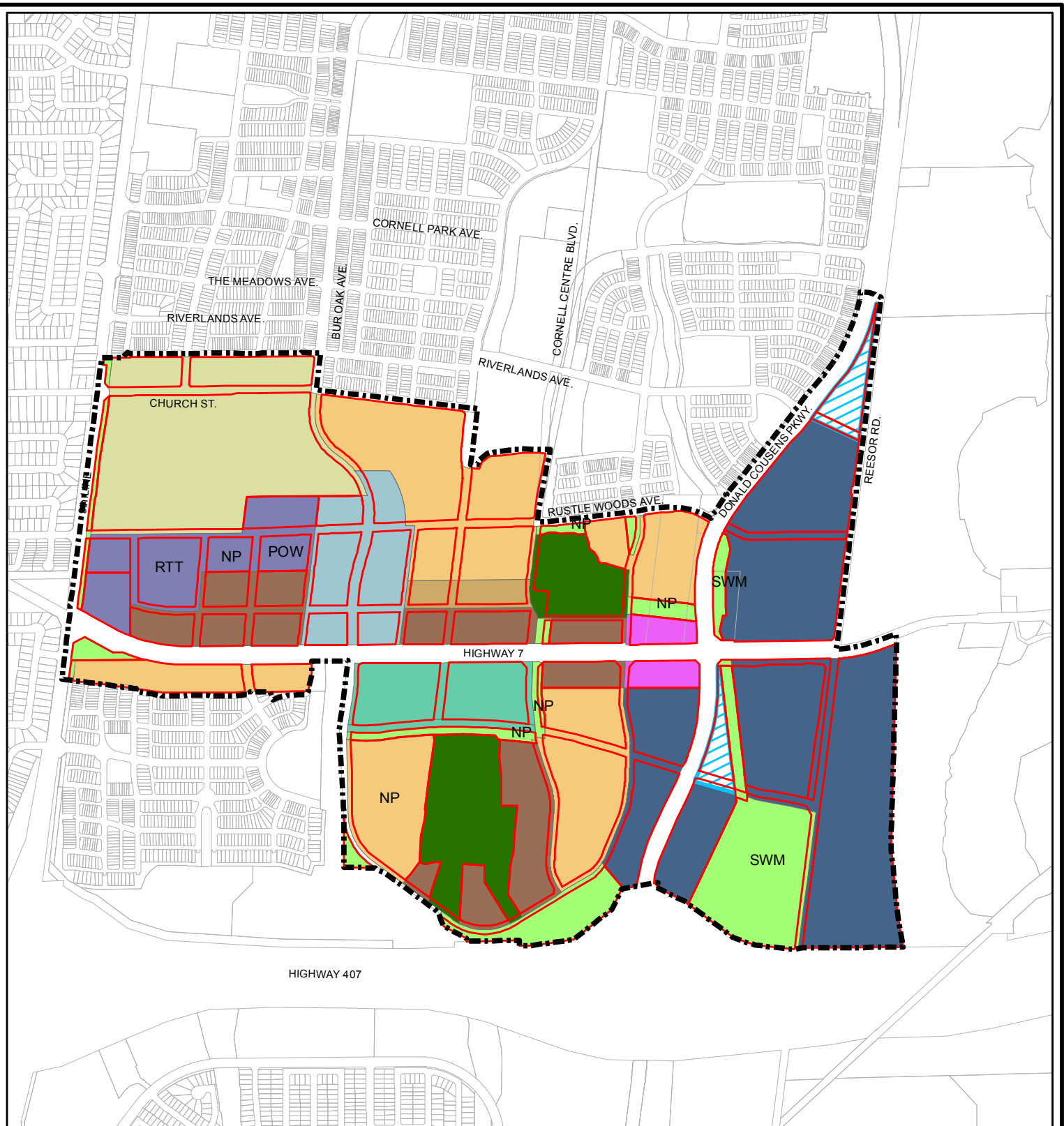
- RESIDENTIAL HIGH RISE
- RESIDENTIAL MID RISE I
- RESIDENTIAL MID RISE II

- ENVIRONMENTAL PROTECTION AREA - GREENWAY
- OPEN SPACE



ROUGE NATIONAL URBAN PARK
GATEWAY STUDY AREA (SEE SECTION 6.1.1.c)

- EMS
- Fire
- Public Elementary School
- Catholic Secondary School





Appendix 3 Development Blocks Secondary Plan for the Cornell Planning District (PD 29-1)

-  CORNELL CENTRE BOUNDARY
-  DEVELOPMENT BLOCKS

FILE No: MI559



DEVELOPMENT SERVICES COMMISSION

SCHEDULE "E" TO OPA NO. XXX

PD-29-X

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Appendix 4 - Refined Road Network Secondary Plan for the Cornell Planning District (PD 29-1)

 CORNELL CENTRE BOUNDARY







FILE No: MI559

 MARKHAM DEVELOPMENT SERVICES COMMISSION

SCHEDULE "F" TO OPA NO. XXX

PD-29-X

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-  PROVINCIAL HIGHWAY
-  REGION OF YORK ARTERIAL ROAD
-  MAJOR COLLECTOR ROAD
-  MINOR COLLECTOR ROAD
-  LOCAL ROAD (PUBLIC)
-  VEHICULAR CONNECTIONS (ACCESSIBLE BY PUBLIC)

