

Feb 11, 2010

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

To amend the Official Plan (Revised 1987), as amended  
to incorporate Amendment No.yy to the Thornhill Secondary Plan (PD 3-1)  
for the Thornhill Planning District (Planning District No.3).

*(Technical Amendment)*

*(March 2010)*

Feb 11, 2010

**OFFICIAL PLAN**  
**of the**  
**MARKHAM PLANNING AREA**  
**AMENDMENT NO. XXX**

To amend the Official Plan (Revised 1987), as amended to incorporate Amendment No.YY to the Thornhill Secondary Plan (PD3-1) for the Thornhill Planning District (Planning District No.3).

This Official Plan Amendment was adopted by the Corporation of the Town of Markham, By-law No. \_\_\_\_\_ - \_\_\_\_ in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the \_\_\_\_\_ *st OR nd OR rd OR th* day of  (month) , 200 .

\_\_\_\_\_  
**Mayor**

\_\_\_\_\_  
**Town Clerk**

Feb 11, 2010

**THE CORPORATION OF THE TOWN OF MARKHAM**

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

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

THE COUNCIL OF THE CORPORATION OF THE TOWN 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 Town 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 \_\_\_\_\_  
*st OR nd OR rd OR th* DAY OF *(month)*, 200\_.

\_\_\_\_\_  
**TOWN CLERK**

\_\_\_\_\_  
**MAYOR**

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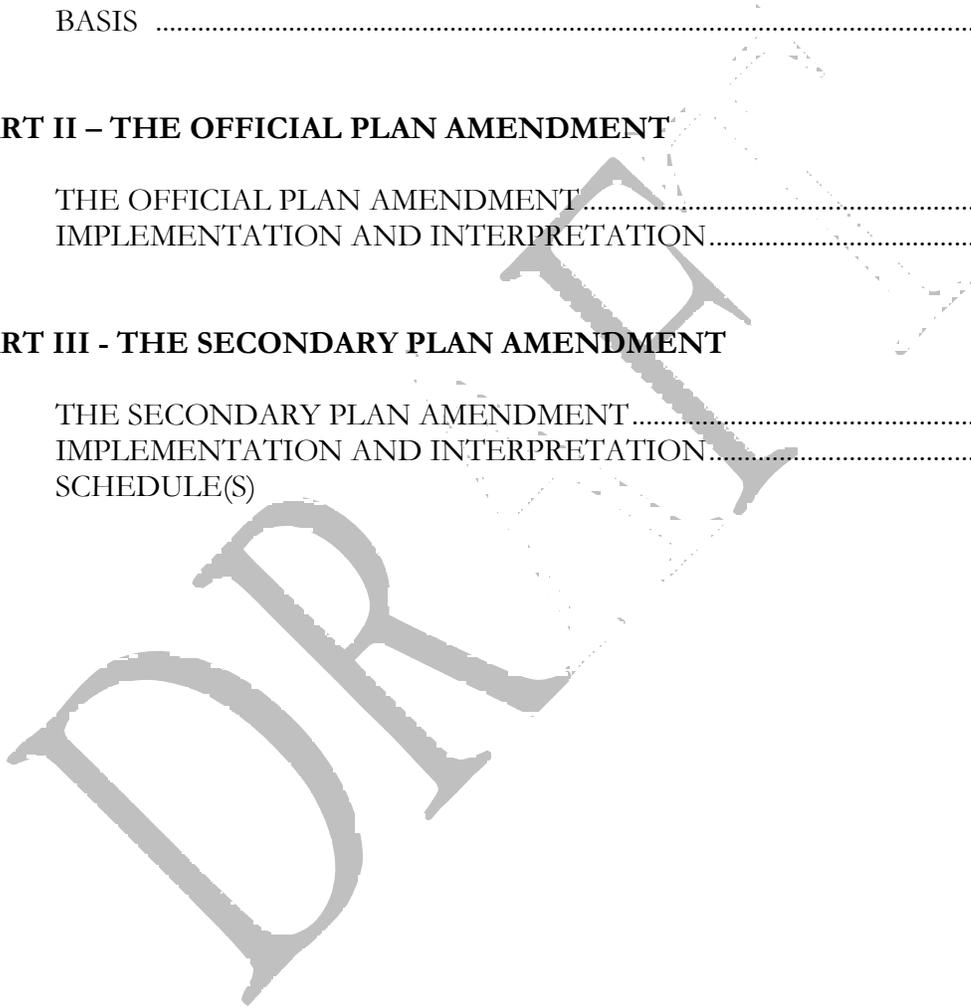
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Feb 11, 2010

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**PART I - INTRODUCTION**

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

## **PART I - INTRODUCTION**

### **1.0 GENERAL**

- 1.1** PART I - INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2** PART II - THE OFFICIAL PLAN AMENDMENT, constitutes Amendment No. XXX to the Official Plan (Revised 1987), as amended, and is required to enact Amendment No.yy to the Thornhill Secondary Plan (PD3-1) for the Thornhill Planning District (Planning District No.3). Part II is an operative part of this Official Plan Amendment.
- 1.3** PART III- THE SECONDARY PLAN AMENDMENT, including Schedules “A” and “B”, attached thereto, constitutes Amendment No. YY to the Thornhill Secondary Plan (PD3-1) for the Thornhill Planning District (Planning District No.3). This Secondary Plan Amendment may be identified by the symbol PD3-1-yy. Part III is an operative part of this Official Plan Amendment.

### **2.0 LOCATION**

The Amendment to the applies to the lands formerly known as the Langstaff Redevelopment Area within the Thornhill Secondary Plan.

### **3.0 PURPOSE**

The purpose of this Amendment is to remove all references and policies relating to the Langstaff Redevelopment Area from the Thornhill Secondary Plan.

### **4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT**

Lands within the Langstaff Gateway Urban Growth Centre are now within a Planning District (No.44) of their own along with a new Secondary Plan (PD44-1) with policies specific to that area. This Secondary Plan Amendment removes these lands from the Thornhill Secondary Plan as well as all the policies related to the former Langstaff Redevelopment Area from the Thornhill Secondary Plan.

Feb 11, 2010

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**PART II - THE OFFICIAL PLAN AMENDMENT**

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

## **PART II - THE OFFICIAL PLAN AMENDMENT**

### **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 punctuation.
- 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 the Thornhill Secondary Plan PD3-1, for the Thornhill 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 9.2.25 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** 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 also being made to incorporate changes to Schedules ‘AA’ - Land Use Plan and ‘CC’ – Transportation and to the text of the Thornhill Secondary Plan (PD3-1) for Thornhill Planning District (Planning District No.3). These changes are outlined in Part III which comprises Amendment No.yy to the Thornhill Secondary Plan (PD3-1).

### **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.

Feb 11, 2010

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**PART III - THE SECONDARY PLAN AMENDMENT (PD3-1-YY)**  
(This is an operative part of Official Plan Amendment No. XXX)

### **PART III - THE SECONDARY PLAN AMENDMENT (PD3-1-yy)**

#### **1.0 THE SECONDARY PLAN AMENDMENT**

(Amendment No.yy to the Thornhill Secondary Plan PD3-1)

The Thornhill Secondary Plan (PD3-1) for the Thornhill Planning District is hereby amended as follows:

- 1.1** Schedule AA-Land Use Plan is hereby amended by:
  - 1.1.1** Removing the lands comprising the Langstaff Gateway Planning District from this Secondary Plan as shown on Schedule “A” to this Amendment attached hereto;
  - 1.1.2** Replacing the words “COMMUNITY AMENITY AREA – LANGSTAFF” with “COMMUNITY AMENITY AREA – HOLY CROSS” on the legend;
  - 1.1.3** Removing the Retail Warehouse Area designation from the legend; and,
  - 1.1.4** Replacing the words “Lands owned by Toronto Catholic Cemeteries between CNR and Bayview Avenue” with “Holy Cross Planning Area”.
- 1.2** Schedule CC-Transportation is hereby amended as shown on Schedule “B” to this Amendment attached hereto by:
  - 1.2.1** Removing the lands comprising the Langstaff Gateway Planning District from the Secondary Plan Area.
- 1.3** Section 3 is hereby amended by adding the following words “the limits of the Langstaff Gateway Planning district and” after the words “Yonge Street on the west.”.
- 1.4** Section 4.6 is hereby deleted in its entirety.
- 1.5** Sections 5.4.5, 5.6.3, 9.3.11, 9.5.5, 10.2.2, 10.4.4, 15.2g) are hereby amended by replacing the term “Langstaff Redevelopment Area” with “Holy Cross Planning Area” whenever that term occurs.
- 1.6** Section 14 is hereby replaced in it’s entirety with the following:

#### **“14 HOLY CROSS PLANNING AREA**

- 14.1** Lands within the HOLY CROSS PLANNING AREA are located south of the Langstaff Gateway Planning Area, and refer to certain vacant lands (approximately 15.5 hectares) forming part of the Holy Cross Cemetery located immediately west of Bayview Avenue.

14.2 Land use in the Holy Cross Planning Area is established as shown on Schedule 'A' of the Official Plan (Revised 1987), as amended, and is further refined as shown on Schedule 'AA' to this Secondary Plan.

14.3 Interim uses permitted within the Holy Cross Planning Area, pending redevelopment, shall be limited to the following:

- a) Existing uses in compliance with existing zoning;
- b) Minor alteration or enlargement of existing legally established uses provided Council is satisfied that:
  - i) the expansion or improvement of the use is essential to maintain or enhance its viability, and that the expansion is not substantial, relative to the scale and configuration of the existing use;
  - ii) the expansion or improvement will not significantly deter the prospects of satisfactory redevelopment in accordance with the designations for the area; and,
  - iii) the continuation of the existing use, as expanded or improved, will pose no problem in regard to services including any private sewage disposal systems and wells, and storm water runoff.

#### 14.4 LAND USES

Lands located within the HOLY CROSS PLANNING AREA shall be subject to the applicable provisions of the Official Plan (Revised 1987), as amended, other applicable provisions of this Secondary Plan and the following:

##### 14.4.1 LOW DENSITY HOUSING

- a) Lands on the west side of Bayview Avenue, adjacent to the existing single detached homes on Jondan Crescent, and designated LOW DENSITY HOUSING on Schedule 'AA' to this Secondary Plan, may be developed subject to the provisions of Section 5.4 and the following:
  - i) The scale of housing and size of lots should be compatible with the existing single detached homes.
  - ii) Provision of a pedestrian walkway, if feasible, linking with the residential community to the south, in order to

have convenient and safe access to schools and other neighbourhood facilities.

#### 14.4.2 MEDIUM DENSITY HOUSING

- a) The general intent for lands designated MEDIUM DENSITY HOUSING is to provide for primarily multiple forms of residential uses and associated commercial uses. This designation applies to the majority of lands designated for residential uses located to the east of the CNR line to Bayview Avenue excluding the Langstaff Woodlot.
- b) Notwithstanding the provisions of Sections 3.3.2 a) ii) and iii) of the Official Plan and Section 5.6 of this Secondary Plan (Revised 1987), as amended, a range of medium density residential uses are permitted up to a maximum overall density of 99 units per net hectare (40 units per net acre) excluding any density transfer from the Langstaff Woodlot.
- c) In accordance with the provisions of Section 3.3.1 of the Official Plan (Revised 1987), as amended, the following uses serving the residential community may be permitted on lands designated MEDIUM DENSITY HOUSING immediately adjoining Langstaff Road East to serve the residential community:
  - parks
  - institutional uses, and notwithstanding the provisions of Section 3.3.1 c) of the Official Plan (Revised 1987), as amended, retail uses, consistent with the provisions of Section 3.4.6.3 of the Official Plan and subject to the review of a specific development proposal and rezoning.
- d) Notwithstanding the provisions of Section 14.4.2 b), for purposes of net site density and overall density calculations, the area of the lands north of the Holy Cross Cemetery designated MEDIUM DENSITY HOUSING may include a portion of the adjacent Langstaff Woodlot designated as OPEN SPACE - ENVIRONMENTALLY SIGNIFICANT AREA on Schedule 'AA' and its buffer zone, subject to conditions set out in Section 14.4.8 and the following:

- i) the maximum density including any transfer of density shall not exceed 114 units per net hectare (46 units per net acre).
- ii) Dedication to the Town of the Langstaff Woodlot designated as OPEN SPACE - ENVIRONMENTALLY SIGNIFICANT AREA on Schedule 'AA' and the adjacent buffer zone shall be required.
- iii) Parkland dedication and dedication of the Langstaff Woodlot and buffer zone shall be coordinated with the approval of subdivision and rezoning applications for the adjacent areas.

#### 14.4.3 MEDIUM DENSITY HOUSING SPECIAL

- a) The general intent for lands designated MEDIUM DENSITY HOUSING SPECIAL is to ensure that the medium density housing development in this area is compatible with those low density building forms located to the south. This designation applies generally to the lands abutting the LOW DENSITY HOUSING designation to the north of Jordan Crescent.
- b) Notwithstanding the provisions of Sections 3.3.2 a)ii) and iii) of the Official Plan (Revised 1987), as amended, and the provisions of Section 14.4.2 b), lands designated MEDIUM DENSITY HOUSING SPECIAL may be developed with ground-related single or multiple unit residential buildings compatible in character with the low density housing forms to the south at a net site density that shall not exceed 35 units per hectare (14 units per acre).

#### 14.4.4 COMMUNITY AMENITY AREA – HOLY CROSS

- a) Notwithstanding the provisions of Section 3.4.6.2. c) of the Official Plan (Revised 1987), as amended, the lands designated COMMUNITY AMENITY AREA – HOLY CROSS adjoining Bayview Avenue at Langstaff Road East are intended to be used only for higher density residential development that may also incorporate a limited amount of complementary commercial use within mixed-use buildings.

- b) The maximum net site density of residential development shall be 148 units per hectare (60 units per acre) and the maximum building height shall not exceed six storeys, however these maximums may be varied in accordance with the provisions of Section 14.4.4 c). The details of development density and design shall be determined through review of a specific development proposal and rezoning. Shadow studies may be required to demonstrate that there will be no negative impact on abutting properties.
- c) Notwithstanding Section 14.4.4 b) above, for purposes of net site density and overall density calculations the area of the lands designated COMMUNITY AMENITY AREA – HOLY CROSS on the north side of the realigned Langstaff Road may include a portion of the adjacent Langstaff Woodlot designated as PUBLIC OPEN SPACE - ENVIRONMENTALLY SIGNIFICANT AREA on Schedule ‘AA’ and its buffer zone subject to conditions set out in Section 14.4.8 and the following:
  - i) the maximum density including any transfer of density shall not exceed 173 units per net hectare (70 units per net acre) and a maximum building height of 8 storeys.
  - ii) Dedication to the Town of the Langstaff Woodlot and the adjacent buffer zone shall be required.
  - iii) Parkland dedication and dedication of the Langstaff Woodlot and buffer zone shall be coordinated with the approval of subdivision and rezoning applications for the adjacent areas.

#### 14.4.5 PUBLIC OPEN SPACE

Lands within the Holy Cross Planning Area, designated PUBLIC OPEN SPACE on Schedule ‘AA’, shall be subject to the provisions of Section 3.9 of the Official Plan (Revised 1987), as amended, Section 9.5 of this Secondary Plan and the following:

- a) These lands shall ultimately be dedicated and developed for public parks purposes including passive and active recreation in accordance with Schedule ‘AA’, and the provisions of Section 3.9.3 of the Official Plan (Revised 1987), as amended. Specifically the major elements of the parks and open space plan will include the following:

- i) In the event of redevelopment of the portion of the Holy Cross Cemetery lands designated for residential use, a park of approximately 0.57 hectares may be established on the west side of Langstaff Road East as shown on Schedule 'AA' – Land Use Plan.
- b) Municipal Utility easements and facilities may be permitted on lands designated PUBLIC OPEN SPACE.

#### 14.4.6 OPEN SPACE - ENVIRONMENTALLY SIGNIFICANT AREA (Langstaff Woodlot)

Lands designated OPEN SPACE - ENVIRONMENTALLY SIGNIFICANT AREA on Schedule 'AA', known as the Langstaff Woodlot and located on the west side of Bayview Avenue, shall be subject to the policies of Sections 2.2.2 b) and 2.2.3 of the Official Plan (Revised 1987) as amended, and the following policies:

- a) The Langstaff Woodlot shall include the whole of the woodlot evaluated by the Langstaff Woodlot Environmental Analysis Study (Ecologistics Ltd. 1990), less only those lands required by the Ministry of Transportation relative to construction of Highway 407 and the Langstaff Road East realignment.
- b) A buffer zone around the woodlot edge having a minimum width of 10 metres, measured from the dripline of the trees, shall be required. Within the buffer zone, no construction, change in grade or other changes which would have a detrimental impact on the woodlot will be permitted; naturalized tree and shrub planting will be required as a condition of development approval on lands abutting the woodlot.
- c) A pathway shall be permitted in the buffer zone and through the woodlot as part of a linked pathway system.
- d) Transfer of density allocation, as provided for in Sections 14.4.2 d) and 14.4.4 c), above may be considered from the buffer zone and also from lands designated OPEN SPACE - ENVIRONMENTALLY SIGNIFICANT AREA provided

there is no tree removal or woodlot damage in the course of development on the benefiting adjacent lands.

- e) Preservation and protection of the Woodlot will be a primary consideration during the construction of the new road link from Langstaff Road East to Bayview Avenue.
- f) Council will endeavour to ensure that measures are taken to minimize or mitigate any negative impacts of highway construction and operation on the Woodlot.

14.4.7 Notwithstanding the provisions of Sections 14.4.1, 14.4.2, 14.4.3, 14.4.4, 14.4.5 and 14.4.6 b) above, within the lands presently owned by Toronto Catholic Cemeteries between the CNR line and Bayview Avenue, denoted by a heavy dashed line on Schedule 'AA', those lands designated LOW DENSITY HOUSING, MEDIUM DENSITY HOUSING, MEDIUM DENSITY HOUSING - SPECIAL, COMMUNITY AMENITY AREA – HOLY CROSS, and PUBLIC OPEN SPACE may also be used for cemetery purposes subject to the following:

- a) Approval of an application for zoning by-law amendment to remove the (H) Holding provision preceding the zoning. Such (H) Holding provision is intended to ensure that any use of these lands for cemetery purposes would generally comprise a later phase of cemetery development of the Toronto Catholic Cemeteries' lands east of the CNR line, as described in Subsection 14.4.7.1 b) and c) below.
- b) It is acknowledged and understood that the first phase of cemetery development to the east of the CNR line will commence and proceed west from a point generally corresponding to the westerly limit of the southward extension of Langstaff Road East shown on Schedule 'AA'.
- c) In the event these lands are used for cemetery purposes then the lands designated PUBLIC OPEN SPACE and COMMUNITY AMENITY AREA – HOLY CROSS on the north side of the realigned Langstaff Road East shall be the last phase of such development.

- d) In the event these lands are used for cemetery purposes, the Town shall consider the feasibility of acquiring for parkland purposes the lands on the north side of the realigned Langstaff Road East designated PUBLIC OPEN SPACE.
- e) In the event these lands are used for cemetery purposes then development of the lands designated PUBLIC OPEN SPACE and COMMUNITY AMENITY AREA – HOLY CROSS on the north side of the realigned Langstaff Road East shall not result in any development occurring within the drip line of the trees at the periphery of the woodlot. Further, in the event the lands on the north side of the realigned Langstaff Road East are required for cemetery use then notwithstanding Section 14.4.8 d) of this Secondary Plan the 10m buffer zone designated PUBLIC OPEN SPACE may continue in private ownership.
- f) In the event these lands are used for cemetery purposes, the owner shall be encouraged to grant to the Town, to the Town's satisfaction, a north-south walkway easement through the cemetery lands to provide for a pedestrian link connecting the residential community to the north of the cemetery with Shaindell Street to the south of the cemetery.

14.4.8 In the event all or any portion of those lands designated LOW DENSITY HOUSING, MEDIUM DENSITY HOUSING, MEDIUM DENSITY HOUSING - SPECIAL and COMMUNITY AMENITY AREA – HOLY CROSS within the lands presently owned by Toronto Catholic Cemeteries and denoted by a heavy dashed line on Schedule 'AA' are developed for residential and commercial uses in accordance with Sections 14.4.1, 14.4.2, 14.4.3 and 14.4.4 of this Secondary Plan, then consideration shall be given to the acquisition of the lands designated PUBLIC OPEN SPACE on the north side of the realigned Langstaff Road East as part of the parkland dedication requirement.

14.4.9 **Funeral Home use (OPA 70 PD 3-1-3)**

Certain lands owned by Toronto Catholic Cemeteries located west of Bayview Avenue are designated "Low Density Housing, Medium Density Housing, Medium Density Housing - Special,

Community Amenity Area – Holy Cross and Public Open Space” as shown on Schedule ‘AA’, but also have permission to be used for cemetery purposes.

In the event these lands are used for cemetery purposes in combination with the adjacent lands designated INSTITUTIONAL - CEMETERY, also owned by Toronto Catholic Cemeteries, a funeral home may also be considered for approval provided that the funeral home site forms an integrated part of the lands devoted to cemetery use, the total area of all cemetery lands equals or exceeds 40 ha (100 ac), and provided that the funeral home use on lands devoted to cemetery use is permitted by Provincial legislation.

Approval of a funeral home use shall be subject to the review of a specific development proposal and zoning approval; and pursuant to the provisions of the Official Plan (Revised 1987), as amended, including criteria c) through g) of Section 3.4.5.3.

#### 14.5 TRANSPORTATION

Further to the provisions of Section 10.2 of this Secondary Plan, the Holy Cross Planning Area shall also be subject to the following:

- a) Generally parking shall be provided within development sites, and in accordance with the urban design policies of Section 14.6 of this Secondary Plan.

#### 14.6 URBAN DESIGN

##### 14.6.1 Lands East of the CNR Line

Redevelopment of the lands designated Medium Density Housing east of the CNR line shall be based on the following urban design principles:

- a) The neighbourhood identity will be defined by the following principles:
  - i) Develop an orthogonal block/street structure that incorporates two new east/west streets to complement the existing street pattern creating a finer grain as shown on Figure 1: Recommended Tertiary Plan in the Langstaff Development Feasibility and Urban Design Study report by the Butler Group (Consultants) Inc. (February 1995).

- ii) Create a neighbourhood with a low rise scale with building heights ranging from two to four storeys on the typical residential streets and with building heights limited to a maximum of six storeys on sites adjoining Langstaff Road East except as provided for in Section 14.4.4 b);
  - iii) Discourage front yard parking and private garages at the front of buildings. Access to shared parking garages should be from minor residential streets or from lanes, and only where necessary shall the access be from the front street. Visitor parking may be accommodated at grade on the development sites as well as on the adjacent public streets;
  - iv) Encourage landscaped open space within each development site which is clearly defined and programmed as amenity facilities. The development of residual spaces, that is those spaces without clear identity as to ownership or program, as landscaped open space shall be discouraged;
  - v) Generally a minimum parcel size of 2 hectares (5 acres) will be required for development approval. Exceptions may be permitted if the overall planning and urban design policies are met.
- b) A hierarchy of streets shall be created which will provide a framework for a variety of densities and building forms. Specific guidelines include:
- i) Langstaff Road East will be the primary street throughout the overall development and will connect Yonge Street to Bayview Avenue. Development will generally be located on the south side of the road with a public park or woodlot on the opposite side;
  - ii) Langstaff Road shall have landscaped boulevards and a landscaped centre median strip for approximately the easterly 100 metres; it will form an important visual entranceway as well as the primary access into the residential community, and to the cemetery lands;

- iii) Other streets in this area will be secondary in terms of traffic volumes, and function, and shall have narrower rights-of-way. These streets shall be designed with a pedestrian character.
  
- c) A gateway will be established at the intersection of Langstaff Road East and Bayview Avenue. Development in the form of “landmark buildings” will be encouraged to a maximum of six storeys and not less than three storeys. The height of such “landmark buildings” may, subject to the provisions of Section 14.4.4 c), be a maximum of eight storeys. The following design criteria should be met:
  - i) The buildings should define the extent of the public space at the intersection creating the gateway condition. The buildings should substantially be built along the street lines especially near the intersection of the streets. The exterior walls of these buildings shall generally be parallel to Bayview Avenue and Langstaff Road East;
  - ii) The minimum height for the built form at the intersection should be three storeys;
  - iii) The design should clearly address both Bayview Avenue and Langstaff Road East as building fronts and entrance conditions;
  - iv) The design for the buildings on each corner should be created to complement the design of the building on the opposite corner;
  - v) The parking areas should generally be located to the rear of the properties away from Bayview Avenue;
  - vi) Loading areas, parking ramps, and other service areas should be located so that they are not visible from Bayview Avenue or Langstaff Road East.
  
- d) The relationship of buildings to the public streets and to the public spaces shall be designed in accordance with the following guidelines:

- i) Buildings should present positive faces or entry fronts to the streets. Reverse frontage conditions, that is, rear yards abutting streets or parks shall not be permitted;
- ii) Building front yards should be designed to provide small front gardens or yards, accommodate porches and canopies but should not be designed to accommodate any front yard parking. Buildings at the intersections of two streets shall be designed so that the buildings face both streets with windows and/or doors, porches, verandahs, or balconies facing both streets. Rear yards shall be designed as private outdoor amenity space; they may accommodate some parking;
- iii) Building definition of corners and intersections is particularly critical. The massing of the buildings should take into consideration the enclosure and definition of public space. The buildings may be substantially setback from the streetlines in the mid-block locations to accommodate courtyards and amenity spaces;
- iv) Streets should be safe and buildings should be designed which provide for "eyes on the street". Grade access units with porches and front yards are encouraged.
- e) In order to ensure a high quality of urban life and a safe friendly environment the following principles should be followed:
  - i) Pedestrian-friendly environments shall be encouraged including sidewalks, shade trees, and other microclimate considerations;
  - ii) Parking should be permitted on the streets and be designed so as to provide a buffer generating a sense of protection for the pedestrians as well as convenience for residents and visitors;
  - iii) The public rights-of-way shall be designed to accommodate bicycle traffic and the bicycle paths integrated with the design of the landscaping;

- iv) Views to the parks located at the ends of the east/west streets should be maintained and the streets designed to enhance these views;
- v) Public and common open spaces should be designed with clear views from the public streets to ensure safety and easy pedestrian access.

14.6.2 In determining the appropriate urban design for the lands east of the railway tracks consideration should be given to the provisions contained within the “Transit Supportive Land Use Guidelines” (Ministry of Municipal Affairs and Ministry of Transportation of Ontario) and the Town’s Transit Accessibility Implementation Plan.

#### 14.7 ENVIRONMENTAL PROTECTION AND MITIGATION

In addition to the applicable policies of Section 13 of this Secondary Plan, the following additional policies shall apply in the Holy Cross Planning Area:

##### 14.7.1 Noise and Vibration

Noise and vibration reports shall be required as part of a rezoning application for any lands located in proximity to the CNR line, proposed Highway 407, Yonge Street and Bayview Avenue.

These reports will recommend noise attenuation and/or vibration attenuation measures to be incorporated into new development as required, and must be approved by the authorized agencies.

#### 14.8 MUNICIPAL SERVICING

Further to Section 11 of this Secondary Plan, the following provisions shall apply in the Holy Cross Planning Area:

14.8.1 Future municipal servicing shall generally be in accordance with the concept plans for storm drainage, sanitary drainage, water distribution and communication infrastructure as shown in the Langstaff Development Feasibility and Urban Design Study by the Butler Group (Consultants) Inc. (February 1995). Minor variations from the concept plans may be permitted without the need for further amendments. Changes/modifications may be

made subject to further, more detailed studies accompanying development applications, to the satisfaction of the Town and other authorized agencies.

14.8.2 Servicing may be phased in conjunction with the timing of new redevelopment. Interim solutions may be required, and will be subject to approval of the Town and other authorized agencies.

14.8.3 The cost of the municipal services improvements will be recovered as part of the development charges established for the Holy Cross Planning Area.

14.8.4 Municipal servicing for lands east and west of the CNR Line may be implemented independently subject to approval of a phasing program and interim solutions where required.

14.8.5 Storm Drainage System

a) Substantial storm drainage facilities for both quality and quantity control including storm water management ponds shall be required as a condition of redevelopment generally in accordance with Figure 3: Storm Drainage Concept Plan of the Langstaff Development Feasibility and Urban Design Study report by the Butler Group (Consultants) Inc. (February 1995).

b) Storm drainage facilities will be implemented in compliance with Section 2.2.2. e) iii), iv) and v) of the Official Plan (Revised 1987), as amended.

14.8.6 Sanitary System

a) A comprehensive new sanitary system shall be required in order to service the Holy Cross Planning Area as shown on Figure 4: Sanitary Drainage Concept Plan of the Langstaff Development Feasibility and Urban Design Study report by the Butler Group (Consultants) Inc. (February 1995). A sub-trunk sewer is proposed to be constructed along the south limit of the Langstaff Redevelopment Area running westerly and connecting to the York-Durham trunk sewer.

b) Assignment of sewage flow and treatment capacity will be determined by the Town.-

#### 14.8.7 Water System

- a) In order to provide for full redevelopment, existing local water mains shall be upgraded and looped in accordance with Figure 5: Water Distribution Concept Plan of the Langstaff Development Feasibility and Urban Design Study report by the Butler Group (Consultants) Inc. (February 1995).

#### 14.8.8 Communications Technology Infrastructure

- a) Communications technology infrastructure shall be implemented generally in accordance with Figure 6: Communications Infrastructure Concept Plan of the Langstaff Development Feasibility and Urban Design Study report by the Butler Group (Consultants) Inc. (February 1995).
- b) Co-ordination of the installation of services is encouraged in conjunction with the provision of other infrastructure improvements such as the construction of new roads.

### 14.9 HOLY CROSS PLANNING AREA IMPLEMENTATION STRATEGY

- 14.9.1 This Secondary Plan, as it applies to the Holy Cross Planning Area is a long term plan which is intended to be implemented over a ten to twenty year time frame.

In order that the development contemplated by this Secondary Plan is successful, co-operation is required between land owners, developers, the Town of Markham, the Region of York, the Province of Ontario and others.

- 14.9.2 Full development of the Plan is dependent upon a number of significant roads and highways being constructed in government partnership over the initial first five years of the Plan. It is expected that the Province shall construct new Highways 407 and 7N, connections of Langstaff Road East to Bayview Avenue and Yonge Street, and all interchanges and ramps adjacent to the Holy Cross Planning Area.

14.9.3 Prior to the release of lands for development within the Holy Cross Planning Area, the Town shall have approved a Development Charges Study and adopted a Development Charges By-law identifying the charges applicable to these lands.

14.9.4 A land owners working group shall be encouraged to work with Town staff with respect to the timing and phasing of development applications.

14.9.5 The Town may prezone land as required in order to facilitate redevelopment. Lands may be placed in a Holding Category (H) subject to certain conditions being fulfilled including dedication of parkland, dedication of land for new roads or widenings, reservation of easements for servicing, payment of development levies, comprehensive land development, and site plan approval.

14.9.6 Comprehensive land assembly and/or land development shall be required. A minimum parcel size of approximately 2 hectares (5 acres) shall be encouraged. The Town may refuse an application where strategic properties are not included which would result in piece-meal development. In reviewing the suitability of any assembly or considering the acceptability of a partial assembly, Council shall consider, among other matters:

- i) whether the essential characteristics of the redevelopment can be ensured;
- ii) whether there are undue adverse effects upon unassembled properties; and,
- iii) whether the prospects for orderly future assembly and redevelopment are facilitated or jeopardized.

14.9.7 Site plan approval shall apply to all lands within the Holy Cross Planning Area, except those designated LOW DENSITY HOUSING.

14.9.8 The Town may consider pre-servicing part or all of the Holy Cross Planning Area in conjunction with the Region of York and existing land owners.

14.9.9 Development shall generally comply with the urban design guidelines in Section 14.6 of this Plan.

14.9.10 The locations of parks, storm water management ponds, proposed roads etc. shown on Schedule 'AA' to this Secondary Plan or within the transportation and storm drainage concept plans of the Langstaff Development Feasibility and Urban Design Study by the Butler Group (Consultants) Inc. (February 1995) have been selected without regard to property ownership.

Prior to approval of any development applications within the Holy Cross Planning Area, the Town may require that landowners enter into an agreement or agreements to address sharing of the common costs of development. The agreement shall distribute in a fair and equitable manner the costs (including that of land) of community infrastructure and facilities.

14.9.11 Prior to approval of any development applications, due consideration shall be given to existing easements used for the York Water System or the York-Durham System. It may be required that the existing easement and/or easement agreement be revised during the appropriate development phase as a condition of development approval.

- 1.7 Section 6.4.6 is hereby amended by deleting the word "Langstaff" and replacing it with "Holy Cross" every time it occurs.
- 1.8 15.2f) is hereby amended by deleting it and renumbering subsequent sections accordingly.
- 1.9 Section 6.7 is hereby deleted in its entirety and subsequent sections are hereby renumbered.
- 1.10 Any references to "Retail Warehouse Area" within the Secondary Plan are hereby deleted including any grammatical or formatting changes required in order to facilitate this deletion without requiring further amendments to this Secondary Plan.
- 1.11 Bullet item "retail warehouse area" in the list on Section 6.2 is hereby deleted from the list.

Feb 11, 2010

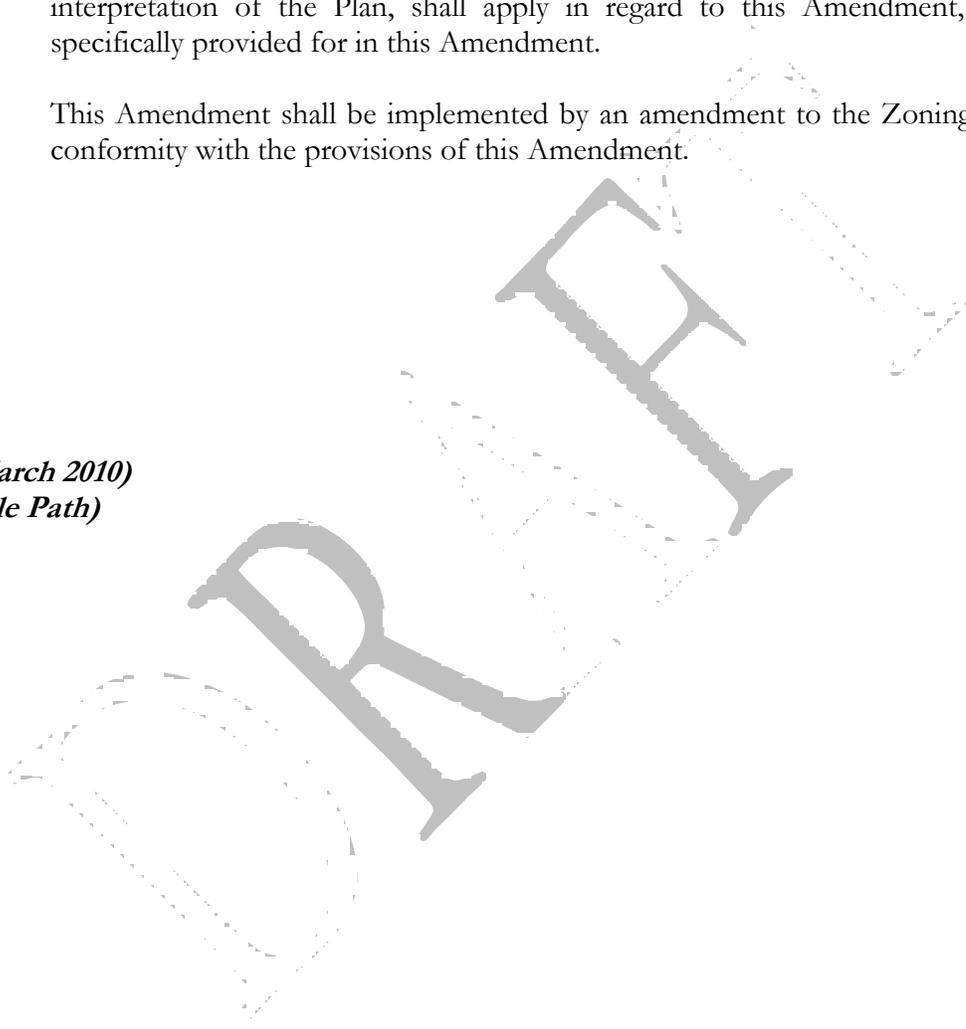
- 1.12 Bullet item “COMMUNITY AMENITY AREA – LANGSTAFF” in the list on Section 6.4.1 is hereby renamed to “COMMUNITY AMENITY AREA – HOLY CROSS”.

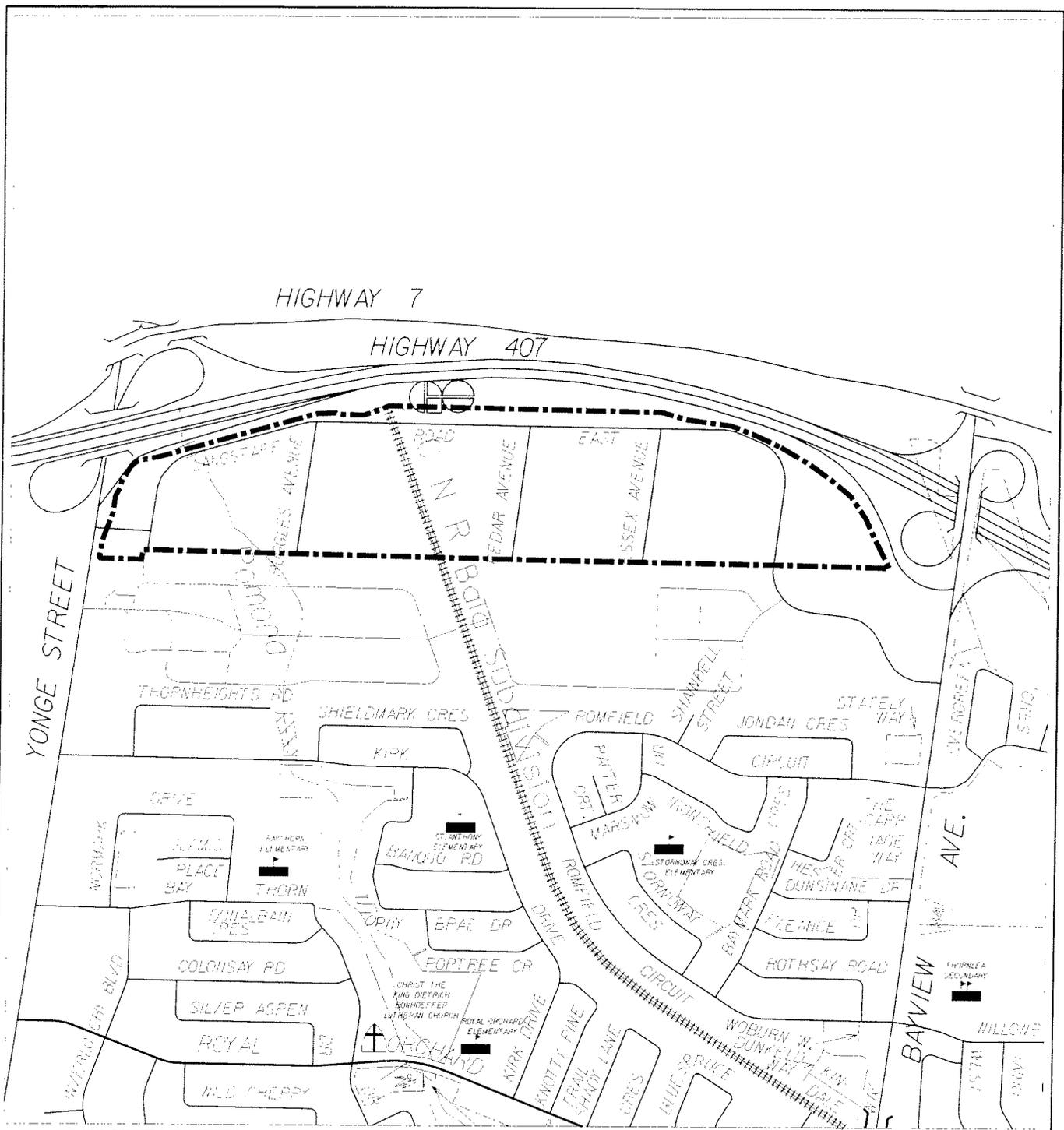
## 2.0 IMPLEMENTATION AND INTERPRETATION

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.

*(March 2010)*  
*(File Path)*



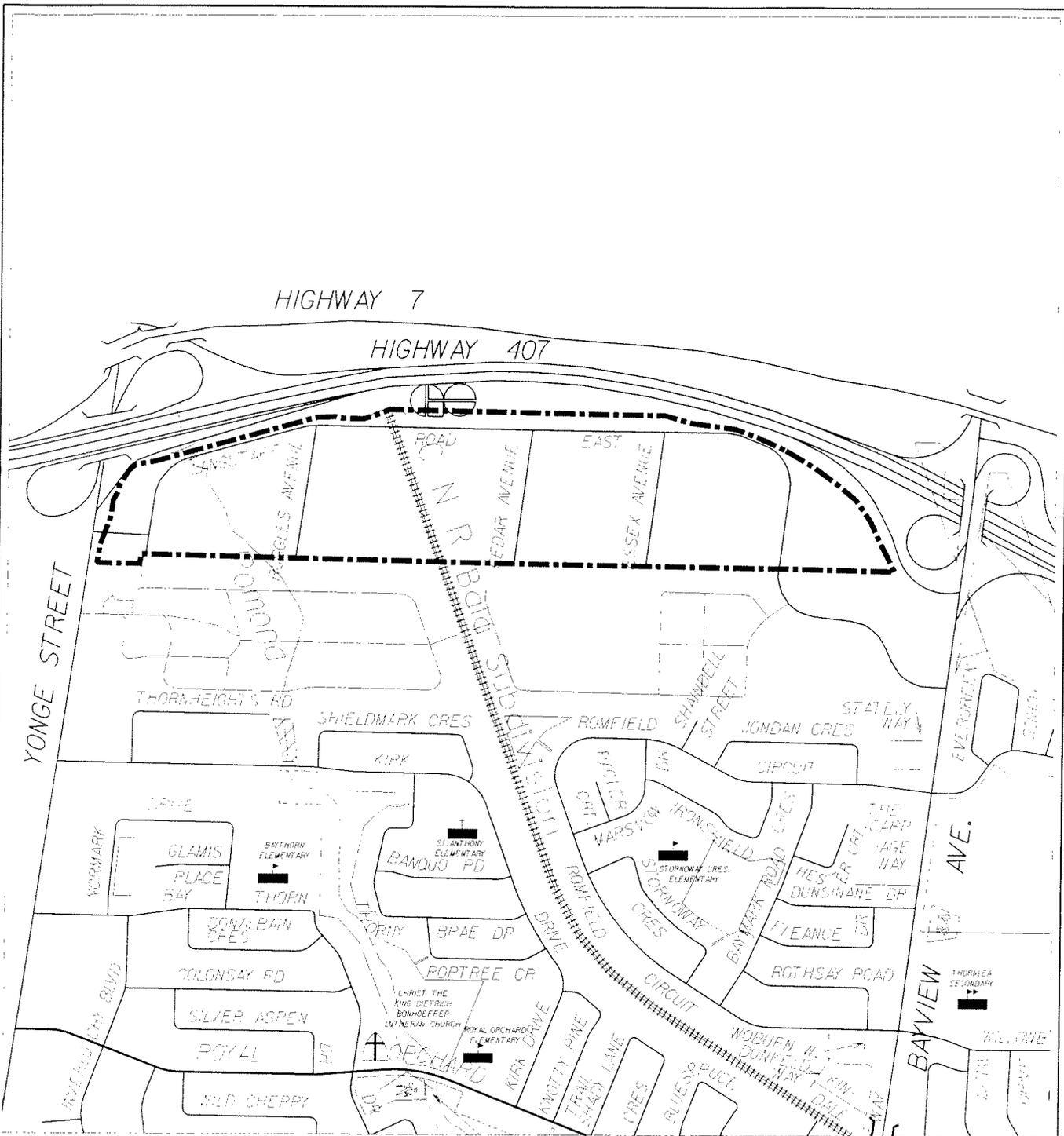


# AMENDMENT TO SCHEDULE 'AA' - LAND USE PLAN

OF THE THORNHILL SECONDARY PLAN (PD 3 - 1)

FOR THE THORNHILL PLANNING DISTRICT (PLANNING DISTRICT No. 3)

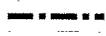
 REMOVE LANDS FROM SCHEDULE 'AA' - LAND USE PLAN



# AMENDMENT TO SCHEDULE 'CC' - TRANSPORTATION

OF THE THORNHILL SECONDARY PLAN (PD 3 - 1)

FOR THE THORNHILL PLANNING DISTRICT (PLANNING DISTRICT No. 3)

 REMOVE LANDS FROM SCHEDULE 'CC' - TRANSPORTATION