

APPENDIX 'A'

OFFICIAL PLAN

of the

TOWN OF MARKHAM PLANNING AREA

AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended.

**OFFICIAL PLAN AMENDMENT
and
SECONDARY PLAN
for the
CORNELL PLANNING DISTRICT**

(Planning District No. 29-1)

REVISED DRAFT APRIL 17, 2007

OFFICIAL PLAN
and
SECONDARY PLAN
for the
CORNELL PLANNING DISTRICT

AMENDMENT NO. XXX

This Official Plan Amendment was adopted by the Corporation of the Town of Markham, by By-law No. _____ - _____ in accordance with Sections 17 and 21 of the Planning Act, R.S.O., 1990 c.P.13, as amended, on the _____ day of _____, 2007.

Mayor

Town Clerk

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) 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 _____, 2007.

TOWN CLERK

MAYOR

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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

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

PART II – THE AMENDMENT, and Schedules ‘A’ – Land Use, ‘B’ – Planning Districts and Community Improvement Areas, ‘C’ – Transportation, ‘D’ – Urban Service Area, ‘E’ – Site Plan Control, ‘F’ – Commercial/Industrial Categories, ‘G’ – Environmental Protection Areas, and Schedule ‘H’ – Appendix Map 1 – Greenway System attached thereto, indicates specific amendments to the Official Plan being effected by Official Plan Amendment No. XXX and is an operative part of this Official Plan Amendment.

PART III – THE SECONDARY PLAN, and Schedules ‘AA’ – Detailed Land Use, ‘BB’ – Community Structure, ‘CC’ – Development Blocks, and ‘DD’ – Transportation, attached thereto, constitute the Secondary Plan for the Cornell Planning District. Part III is also an operative part of this Official Plan Amendment.

The APPENDICES are included for information purposes only and are not an operative part of this Official Plan Amendment. They include Appendix 1 (Cultural Heritage Resources), Appendix 2 (Location of Cultural Heritage Resources), and Appendix 3 (Development Blocks – Cornell Centre and Cornell North Centre).

2.0 LOCATION AND DESCRIPTION OF AMENDMENT AREA

This Amendment applies to the lands within the Cornell Planning District. The Planning District is bounded by the 9th Line right-of-way on the west, the Donald Cousens Parkway right-of-way on the north, the Reesor Road right-of-way and the boundary of the Provincial Greenbelt on the east, and the north limit of the Highway 407 right-of-way on the south. The limits of the Secondary Plan Area are identified on Schedules ‘AA’, ‘BB’, ‘CC’ and ‘DD’ to this Secondary Plan.

The Amendment area currently accommodates the urban residential neighbourhood development, the Markham Stouffville hospital, and a mix of agricultural and rural residential uses. There are five significant woodlots located within the Planning District and five storm water management facilities located at the north and south edges, of the Planning District. The total area of the lands within the Planning District is approximately 694 hectares.

3.0 PURPOSE

The purpose of this Amendment is to incorporate into the Official Plan, an updated Cornell Secondary Plan, which refines and designates lands in the Cornell Planning District for urban residential uses, community amenity uses, institutional uses, and higher order industrial and office uses, and establishes appropriate policies to guide future compact development in the area. In addition, the Secondary Plan designates lands for open space and environmental protection purposes, and for transportation purposes, to further define the open space system and transportation system for the Planning District.

The Amendment replaces Official Plan Amendment No. 20 to the Official Plan (Revised 1987), as amended, which established the Secondary Plan PD 29-1 for the Cornell Planning District. Among other things, the Amendment:

- deletes the Rouge Park North/Greenbelt lands, as shown on Schedule 'B' to this Amendment, from Planning District 29 and adds these lands to Planning District No.22;
- incorporates the lands shown on Schedule 'D' to this Amendment, into the Urban Service Area and designates the lands Industrial for business park uses;
- designates the majority of the lands within the Planning District as Urban Residential bisected by designated Community Amenity Area development corridors and mixed-use retail centres, and designated greenspace corridors;
- designates the lands within the Cornell Centre mixed-use district for higher density urban residential and office uses mixed with community amenity area uses, business park uses, and institutional uses within a community facilities and health care campus;
- identifies the approximate size, location and configuration of existing and future roads, transitways and transit facilities including a terminal and other elements of the transportation system; and
- identifies the approximate size, location, and configuration of existing and future parks, open spaces, linkages and other elements of the open space system.

4.0 CONTEXT

Provincial Policy

Emerging provincial policy confirms the need to manage and direct land use to achieve efficient land use patterns while providing for strong livable communities, facilitating economic growth and protecting the environment. The Province has initiated a set of provincial growth management initiatives which together with revisions to the Planning Act and Provincial Policy Statement constitute an emerging provincial framework and policy context for municipalities to manage growth.

The Provincial Policy Statement

The Provincial Policy Statement (PPS), dated March 2005, requires that "sufficient land shall be made available through intensification and redevelopment and, if necessary designated growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet the projected needs for a time horizon of up to 20 years."

The Cornell Planning District will continue to provide for diverse housing and employment opportunities in Eastern Markham through intensified growth of the Avenue Seven Corridor and the Cornell Centre Mixed-use District and compact growth in the residential neighbourhoods of the Cornell Planning District.

Growth Plan for the Greater Golden Horseshoe

The provincial Growth Plan for the Greater Golden Horseshoe, dated June 16, 2006, places a long-term emphasis on intensification and redevelopment of existing urban areas to increase compact urban form and slow urban expansion. In particular, the Growth Plan identifies intensification corridors as "lands along major roads or arterials that can provide a focus for higher density mixed-use development, higher order transit, and infrastructure investment." In

addition, the Growth Plan identifies designated growth areas, where development needs to be staged in a manner that complements the growth plan intensification objectives.

The Avenue Seven Corridor, within Markham and extending through Cornell, constitutes an intensification corridor with a regional transitway and a higher density mixed-use district, Cornell Centre, which is designated to accommodate future growth in the form of intensified urban development.

The degree of intensification planned for the Avenue Seven Corridor in Cornell Centre is consistent with the contemplated provincial growth plan objective of municipalities accommodating a minimum 40 % of their projected residential growth through intensification. It is intended that new development taking place in the designated growth area outside Cornell Centre in the Planning District will continue to meet and exceed the provincial Growth Plan requirements of generally not less than 50 residents and jobs per hectare. It is also intended that new growth in Cornell Centre will occur concurrently with new growth in the residential neighbourhoods.

Cornell Centre will also serve as a significant inter-modal hub for major highways and arterials (Highway 407/ Avenue Seven/ Donald Cousens Parkway); major rail lines (GO Transit Havelock Line); rapid transit (provincial Highway 407 transitway, regional Avenue Seven transitway - Viva) and to potentially serve as a regional transportation terminus linking to a possible future regional airport at Pickering. The Growth Plan encourages the designation and preservation of lands in the vicinity of existing major highways, rail lines and international airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities and major office development where higher order transit services are planned.

Cornell Centre is planned to function as a regional employment node, building on the opportunity to locate a highly accessible, regional scale concentration of employment at the confluence of major road and transit networks. The prestige business park lands planned for Cornell are strategically located adjoining Avenue Seven at intersection of Highway 407 and Donald Cousens Parkway and represent the last opportunity for strategically located prestige business park land on the 400 series highways in Markham.

Greenbelt Plan

The Provincial Greenbelt Plan, dated February 2005, is a component of the provincial growth strategy that identifies where urban growth will not occur in order to provide for the permanent protection of agriculture and environmental lands. Rouge Park North lands previously located within the Cornell Planning District now comprise part of the provincial greenbelt. These lands are now proposed to be deleted from the Cornell Planning District and added to the adjacent Rural Planning District and will be subject to the provisions of the provincial Greenbelt Plan. The Greenbelt Plan now preserves the Little Rouge Creek Corridor and the Rouge Park North lands adjacent to the Cornell Planning District while, at the same time, delineating where urban growth can occur within the Cornell Planning District.

Regional Policy

Emerging Regional Policy represents a shift towards a growth management model that complements the Provincial Policy and encourages additional development within the existing urban areas of the Region. The Regional Centres and Regional Corridors will be the prime locations for infill and intensification; the most intensive of which being directed to Regional Centre and Key Development Areas within the Regional Corridors.

Centres and Corridors Strategy and Regional Official Plan Amendment No. 43

In June 2004, the Region of York adopted an updated growth management strategy for Centres and Corridors identifying four key action areas: policy, programs, financial tools and infrastructure investment, to guide the development of an urban structure based on a hierarchy of Centres and Corridors, served by rapid transit. The Centres and Corridors Strategy focuses on concentrating a balance of live/work development opportunities, at transit supportive densities, within walking distance of a rapid transit corridor. Regional Official Plan Amendment No. 43 was approved in January 2005. The Town of Markham is required to ensure that its planning policies and development approvals are consistent with the policies of the Regional Official Plan.

Set within the context of the Regional Centres and Corridors strategy, the Avenue Seven Corridor in Cornell Centre is a planned regional corridor with a subcentre/node that will be developed on the principles of balanced live/work opportunities, compact urban form, natural heritage protection, transit supportive development and a choice of housing opportunities. This is consistent with the Region's desired urban structure where Regional Centres and Corridors will accommodate the highest concentration and variety of land uses served by rapid transit in the Region.

Transit-Oriented Development Guidelines

In September 2006, the Region of York adopted Regional Transit-Oriented Development (TOD) Guidelines to advance the implementation of York Region's planned urban structure of Regional Centres linked by Regional Corridors, served by public transit. The Regional TOD Guidelines are an information and implementation tool to support existing planning policies and programs at the local municipal level. For the Avenue Seven Corridor and Cornell Centre the guidelines will assist in planning for well-designed, pedestrian-friendly and transit-supportive development.

Viva – York Rapid Transit Plan

Viva, York Region's new rapid transit service, commenced operation in September 2005 and will provide fast, convenient connections to link Eastern Markham and the Cornell Planning District to educational institutions, public facilities, residential areas, and business communities in Markham and York Region. Viva will connect to the local feeder bus network at a transit terminal in Cornell Centre. Viva will improve interregional travel by improving connections with GO Transit, the TTC and other major transit providers in the Greater Toronto Area.

Town of Markham Policy

Official Plan Amendment No. 5 and the Eastern Markham Strategic Review

In 1993, the Town of Markham adopted Official Plan Amendment No. 5 which identified lands within the Town to accommodate population and employment growth to the year 2011. Official Plan Amendment No. 5 established detailed goals, objectives and policies for the Future Urban Area, which includes the Cornell community. These policies include balancing projected urban growth with protection and enhancement of the natural environment, the agricultural community and cultural heritage resources of the Town; the promotion of a more compact urban form and a range and mix of housing types. The goals, objectives and policies of Official Plan Amendment No.5 are closely reflected in the Cornell Master Plan and the Cornell Secondary Plan adopted in July 1994 and will be further defined in the comprehensive Community Design Plan for the Cornell Planning District.

In 2003, the Town of Markham endorsed a series of recommendations from the Eastern Markham Strategic Review Committee respecting a variety of federal, provincial and other initiatives relating to eastern Markham. In particular, the Eastern Markham Strategic Review established a set of principles and actions for public and private lands within the current Cornell Planning District boundary but not within the Town's urban service area. The Eastern Markham Strategic Review identified the tablelands, west of the Little Rouge Creek and north of Highway 407 and contiguous to the proposed employment lands in the Cornell Planning District, as a Future Study Area for business park employment. The lands have the potential to support employment lands in Cornell Centre and the Box Grove community and to capitalize on the proximity to the community facilities and health care campus and the possible future airport at Pickering.

In an effort to improve the balance of jobs versus residents in Eastern Markham, the rural lands not comprising part of the Rouge Park North or the provincial Greenbelt within the revised Cornell Planning District, will be designated for business park use having regard for their strategic location at the intersection of Highway 407 and Donald Cousens Parkway and their potential to expand the area of employment lands and the number of jobs available in Eastern Markham.

Avenue Seven Corridor Strategy

In Markham, the Avenue Seven Corridor is an established regional employment and residential growth corridor with infrastructure capacity to support future growth. To capture a longer-term view of growth, the Town has initiated a major review of the Avenue Seven Corridor (the Highway 7 Corridor Study) to develop a comprehensive strategy for guiding and managing the evolution of the future urban structure, infrastructure improvements, and transit services within the Avenue Seven Corridor. The strategy will be transit oriented and identify specific policies and integrated actions to provide for transit supportive development opportunities along the Avenue Seven Corridor.

The strategy will align Avenue Seven policies with the Provincial and Regional policy frameworks and identify "key development areas", including Cornell Centre, where infill and intensification will occur in the Avenue Seven Corridor over time. It will also establish transit supportive land use and built form criteria in support of detailed Secondary Plans for these key development areas providing greater specification and directions regarding land use, density of development, infrastructure needs and built form. The ultimate objective is for Avenue Seven to be transformed into a significant public boulevard with a rapid transitway and mixed-use development at transit supportive densities.

Avenue Seven and Cornell Centre are key components of the emerging Avenue Seven Corridor Strategy. Within the context of local community values and using effective community design principles, the Town will complete planning for infill and intensification within this key development area of the Avenue Seven Corridor.

The Master Plan and Community Structure Plan for the Cornell Community

The 1994 Master Plan for the Cornell community formed the foundation for the policies and land use schedules contained in the Secondary Plan for the Cornell Planning District adopted by Council in 1994.

The Master Plan concept contemplated a series of neighbourhoods with a mix of uses and activity; specialized districts performing primary functions; and corridors providing linkage and

defining patterns of activity between the neighbourhoods and districts. The focal point of the Master Plan concept is the Central Core and the Central Corridor which is intended to serve all residents of the Cornell community, as well as having a regional function serving Eastern Markham. The Master Plan also contemplated potential Greenspace Corridors incorporating natural features such as watercourses, woodlots and hedgerows in to an open space system.

The Community Structure for the Cornell Planning District is comprised of a series of Neighbourhoods, Districts, and Corridors. Schedule 'BB' – Community Structure and the policies of the Secondary Plan already contemplate districts and corridors with a range of uses and built form. Since the adoption of the original Secondary Plan, an updated Parks and Open Space Master Plan has been prepared and a Cornell Master Parks Dedication Agreement has been finalized. The Parks and Open Space Master Plan identifies the key parks, open space, woodlot elements of the Planning District based on the original new urbanist objectives of a grid street layout with green walking connections within a 5 minute walking environment.

Updating the Community Structure to reflect the emerging context of senior government policy and the updated Parks and Open Space Master Plan, provides an opportunity to refine and update the land use pattern and policies and the land use schedules for the Planning District, particularly as they relate to the Cornell Centre mixed-use district.

Markham Stouffville Hospital Master Plan

The Markham Stouffville Hospital Master Plan was initiated to identify renovations and expansions to the Markham Stouffville Hospital and situate a new Health and Wellness facility onto the site. The current Master Plan concept, endorsed by the Hospital Boards, provides a facility fit for major functional elements, and integration with parking facilities, transit, open spaces and pedestrian routes within the Planning District. The Town has also endorsed the concept of the Markham Stouffville Hospital and the Town developing a joint community facility: integrating a Community Centre and Library with the Health and Wellness facility in the Master Plan.

A key component of Cornell Centre will be the community facilities and health care campus that will provide a regional and community focus for expanded health care, wellness, community centre, library and accessory uses that are integrated into the network of roads, transit, parks and open spaces, pedestrian linkages and built form of the Cornell community.

5.0 BASIS OF THE AMENDMENT

The Town of Markham is reviewing and updating the Cornell Secondary Plan to:

- respond to current senior government policy initiatives including the Provincial Growth Plan and Greenbelt Plan, and the Region of York's Centres and Corridors Strategy, particularly as they relate to the planning of Cornell Centre ;
- accommodate the current initiatives associated with the Master Plan for the Markham Stouffville Hospital, the Central East Community Centre and Library, the York Rapid Transit Plan/Viva, and the recommendations of the Eastern Markham Strategic Review, endorsed by Council, particularly as they relate to the planning of Cornell Centre and the provision of a regional scale business park in eastern Markham; and
- update the land use schedules to address the evolution of a Parks and Open Space Master Plan.

Responding to Senior Government Policy

The Town of Markham is required to ensure that its planning policies and development approvals are consistent with the policies of the provincial Growth Plan for the Greater Golden Horseshoe and the Regional Official Plan. Updating the community structure of the Cornell community to reflect the emerging context of senior government policy provides an opportunity to refine and update the land use pattern and policies, and the land use schedules for the Cornell Planning District, particularly as they relate to Cornell Centre.

The existing Secondary Plan envisioned and provided for all of the structural elements to establish a significant centre in the Avenue Seven Corridor including a health care campus, a transit hub, a business park, a retail centre and a medium and high density mixed-use residential neighbourhood.

The updated Secondary Plan will include new policies to encourage growth in Cornell Centre in the form of an urban, compact, mixed-use, pedestrian friendly environment with a focus on transit service and community design consistent with a more dense urban environment. Some of the changes include a new development regime and enhanced urban design guidelines for the Avenue Seven Corridor and an expanded business park around the interchange of Donald Cousens Parkway with Highway 407.

The updated Secondary Plan policies specifically address changes to:

- the land use pattern and community structure;
- the open space system;
- the housing mix and density;
- the provision of community amenity areas in the form of mixed-use development corridors and mixed-use retail centres;
- the provision of a significant employment area;
- the transportation system including provision of a regional Viva transitway; and
- an expanded community facilities and health care campus.

Provision of a Regional Scale Business Park for Eastern Markham

The existing Secondary Plan provides for the possible future redesignation of lands south of Highway 7 and west of the proposed interchange of Donald Cousens Parkway with Highway 407 for employment purposes. In addition, the plan provides that upon approval of a plan for the Rouge Park and confirmation of alignment and land requirements for roads, the Town will review the designation of any lands not incorporated into the Rouge Park to determine if a change in designation is appropriate.

Based on recommendations of the Employment Lands Strategy Study, in May, 2000, the Town initiated the Employment Lands Technical Study (ELTS) to identify potential lands for possible future industrial use at two locations outside the urban boundary of the Town. One of these locations was the east quadrant of the Town adjoining the Highway 407 Corridor, north and east

of the established urban area of the Town. In June 2002, Council adopted the Secondary Plan for Box Grove incorporating employment lands in the vicinity of Highway 407 and Donald Cousens Parkway initiating the establishment of a new business park in Eastern Markham. Subsequently, in June 2003, as part of the Eastern Markham Strategic Review, Council recommended to proceed with further study of a smaller area of land in the vicinity of Highway 407 and Donald Cousens Parkway, recognizing the significant locational attributes of the area adjoining significant transportation routes and newly developing residential areas.

Based on a comprehensive review, the updated Secondary Plan policies provide for a significant employment area that capitalizes on the opportunity to establish a regional scale business park at the hub of a number of transportation facilities in Eastern Markham. To ensure there is an adequate supply of employment lands to service the area, the Planning District will be expanded to incorporate certain rural lands in south east Cornell that were not identified as Rouge Park. Based on the recommendations of the Eastern Markham Strategic Review, these lands were not included in the Greenbelt Plan and were identified as a potential extension to Cornell and inclusion in the Town's urban service area for employment purposes.

Lands identified as a deferral area pending approval of expansion of Urban Settlement Area by the Region of York

Within the updated Secondary Plan, these lands are identified as a deferral area pending approval by the Region of an expansion of the urban settlement area. Under the Provincial Policy Statement 2005, a planning authority may identify an expansion of a settlement area boundary at the time of a comprehensive review. The Cornell Secondary Plan review is based on the most up to date population and growth projections and allocations from the Region and the Province and takes into account the alternative options for employment uses on the lands considered through the comprehensive employment land supply study and the Eastern Markham Strategic Review. The uses contemplated in the existing Open Space Reserve generally preserve the option for future employment activity on the lands

The Official Plan amendment for the expansion lands will add approximately 75 hectares of land along Highway 407 and Donald Cousens Parkway to Cornell Centre. These lands currently accommodate approximately 15 net hectares of stormwater management facilities serving the Cornell community and are the only remaining unserviced lands adjacent to 407 corridor outside of the Provincial Greenbelt. Cornell Centre will focus a balance of live and work opportunities through intensification and redevelopment along the Highway 7 Corridor. The proposed expansion lands will be integrated with the infrastructure and public service facilities planning for the Cornell community to provide an appropriate mix and range of employment, including approximately 45 net hectares of prestige office and industrial, and automotive service centre uses, to meet the long-term needs of Eastern Markham.

The deferral lands represent the last opportunity to accommodate prestige employment activities along the Highway 407 economic growth corridor in the Town of Markham. They are also strategically located in close proximity to major transportation facilities and the possible future regional airport at Pickering. The addition of viable business park land within the Highway 407 corridor is consistent with the Town's Economic Development Strategy to establish, promote and support Markham as the best location for diverse high-tech related business.

The Town's Strategic Plan - "Engage 21st Century Markham", has positively confirmed Markham's identity as a "business community." Survey results strongly support promoting Markham for business, and providing jobs for residents. Forecasts indicated that the Town will continue to have more than 55% of its residents in work force age groups throughout the next 20

years. Assuring opportunities to employ many of these residents in Markham will remain a strategic priority. Maintaining a supply of land to accommodate growth in business park employment that is sufficient in size, diverse in opportunities and delivered in a timely manner is essential to the future economy of Markham.

The Cornell Centre employment lands present an opportunity to establish a regional scale business park at the hub of a number of transportation facilities (ie. Donald Cousens Parkway, Highways 407 & 7, the GO Gateway Station south of Highway 407 the and Viva regional rapid transitway terminus.) By combining approximately 45 net hectares of prestige business park lands on the expansion lands with another 22 net hectares of prestige business park land proposed within Cornell and 43 net hectares existing in the Box Grove communities, Eastern Markham will benefit from a regional scale concentration of employment activity on approximately 110 net hectares of strategically located prestige business park lands directly supporting the Town's Economic Development Strategy.

PART II - THE OFFICIAL PLAN AMENDMENT

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

PART II – THE OFFICIAL PLAN AMENDMENT
(This is an operative part of Official Plan Amendment No. XXX)

1.0 THE AMENDMENT

The following text and Schedules ‘A’, ‘B’, ‘C’, ‘D’, ‘E’, ‘F’, ‘G’ and ‘H’ attached hereto constitute Amendment No. XXX to the Town of Markham Official Plan (Revised 1987), as amended.

- 1.1 Schedule ‘A’ – LAND USE of the Official Plan (Revised 1987), as amended, is hereby amended by designating certain lands, as shown on Schedule ‘A’ attached hereto.
- 1.2 Schedule ‘B’ – PLANNING DISTRICTS of the Official Plan (Revised 1987), as amended, is hereby amended by adjusting the Planning District boundaries, as shown on Schedule ‘B’ attached hereto.
- 1.3 Schedule ‘C’ - TRANSPORTATION of the Official Plan (Revised 1987), as amended, is hereby amended by changing the designation of certain Major Arterial Roads and Major Collector Roads internal to the Planning District, and to delete reference to “future” and “planned link” as they relate to Donald Cousens Parkway, as shown on Schedule ‘C’ attached hereto.
- 1.4 Schedule ‘D’ – URBAN SERVICE AREA of the Official Plan (Revised 1987), as amended, is hereby amended by adding approximately 75 hectares of land, located east of Donald Cousens Parkway in the vicinity of Highway 7, to the Urban Service Area as shown on Schedule ‘D’ attached hereto.
- 1.5 Schedule ‘G’ - SITE PLAN CONTROL of the Official Plan (Revised 1987), as amended, is hereby amended by changing the road widening requirements for certain Major Arterial Roads and Major Collector Roads internal to the Planning District, as shown on Schedule ‘E’ attached hereto.
- 1.6 Schedule ‘H’ – COMMERCIAL/INDUSTRIAL CATEGORIES of the Official Plan (Revised 1987), as amended, is hereby amended to identify the categories of commercial and industrial land use for certain lands designated as INDUSTRIAL and COMMERCIAL as shown on Schedule ‘F’ attached hereto.
- 1.7 Schedule ‘I’ – ENVIRONMENTAL PROTECTION AREAS of the Official Plan (Revised 1987), as amended, is hereby amended by adding approximately 75 hectares of land, located east of Donald Cousens Parkway in the vicinity of Highway 7, to the Urban Development Area and to designate features as identified on Schedule ‘G’ attached hereto.
- 1.8 Appendix Map 1 – GREENWAY SYSTEM of the Official Plan (Revised 1987), as amended, is hereby amended by adding approximately 75 hectares of land, located east of Donald Cousens Parkway in the vicinity of Highway 7, to the Urban Development Area and to designate features as identified on Schedule ‘H’ attached hereto.
- 1.9 Section 1.1.2 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by deleting the number “20” and by adding the number “XXX” to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.
- 1.10 Section 1.1.3 (c) of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by deleting number “20” and replacing it with Official Plan Amendment No. “XXX.”

- 1.11 Section 4.3.29 of the Official Plan (Revised 1987), as amended, is hereby deleted and replaced with the following:

**“4.3.29 Cornell Planning District
(Planning District No. 29)**

4.3.29.1 General Policies

- a) A Secondary Plan was originally adopted as Official Plan Amendment No. 20 and incorporated into this Plan for the area identified as Planning District No. 29. The original Secondary Plan provided for the development of a new residential community comprising a range of complementary and supporting land uses including uses generating employment.

Official Plan Amendment No. 20 shall be repealed and the original Secondary Plan shall be replaced with an updated Secondary Plan. The new Secondary Plan shall update the community structure of the Cornell community to reflect the emerging context of Provincial and Regional growth management initiatives. The new Secondary Plan shall refine and update the land use pattern and policies, and the land use schedules for the Cornell Planning District, particularly as they relate to Cornell Centre and the establishment of a regional scale business park. Objectives and principles for development in the community shall be updated in the new Secondary Plan.

- b) The configuration of certain roads shown on Schedule ‘C’ - TRANSPORTATION, are schematic only and will be subject to further study and a determination of final location, land and design requirements through Environmental Assessments, or other appropriate studies. The Secondary Plan for the Planning District will identify the required studies and any restrictions on development approval pending study completion.
- c) In the event that an Environmental Assessment or implementing transportation study necessitates revisions to the alignment or right-of-way of a road, and consequently to the pattern or design of other roads within the Planning District, the road pattern and design requirements may be revised, in accordance with the Environmental Assessment or other appropriate studies, without further amendment to the Secondary Plan or this Plan.
- d) The Secondary Plan for the Planning District may further define the classification, function and design requirements for the roads and other components of the transportation system, based on more detailed transportation, planning or design studies.
- e) The Secondary Plan shall establish that the staging and approval of development in the Planning District shall be subject to the completion and approval by the Town and concerned agencies of a comprehensive set of technical studies. Detailed technical studies that will form the basis for development approval to implement the Secondary Plan shall address, but not be limited to:

- municipal servicing requirements;

- environmental and stormwater management;
- transportation system design and traffic management;
- natural and cultural heritage;
- community design; and,
- development phasing.

In addition to studies to address the foregoing matters, Environmental Assessments may also be required to permit the approval of certain infrastructure and may be identified in the Secondary Plan.

- f) This Plan and the Secondary Plan shall provide for the redesignation of certain Industrial lands to Urban Residential in Cornell Centre. In the event that Council determines an alternate designation shall be assigned, the designation on Schedule 'A' to this Plan may be revised accordingly without further amendment to this Plan or the Secondary Plan.

- 1.12 Section 9 – SECONDARY PLANS of Part II of the Official Plan (Revised 1987) as amended, is hereby amended by deleting Section 9.2.13 and replacing it with:

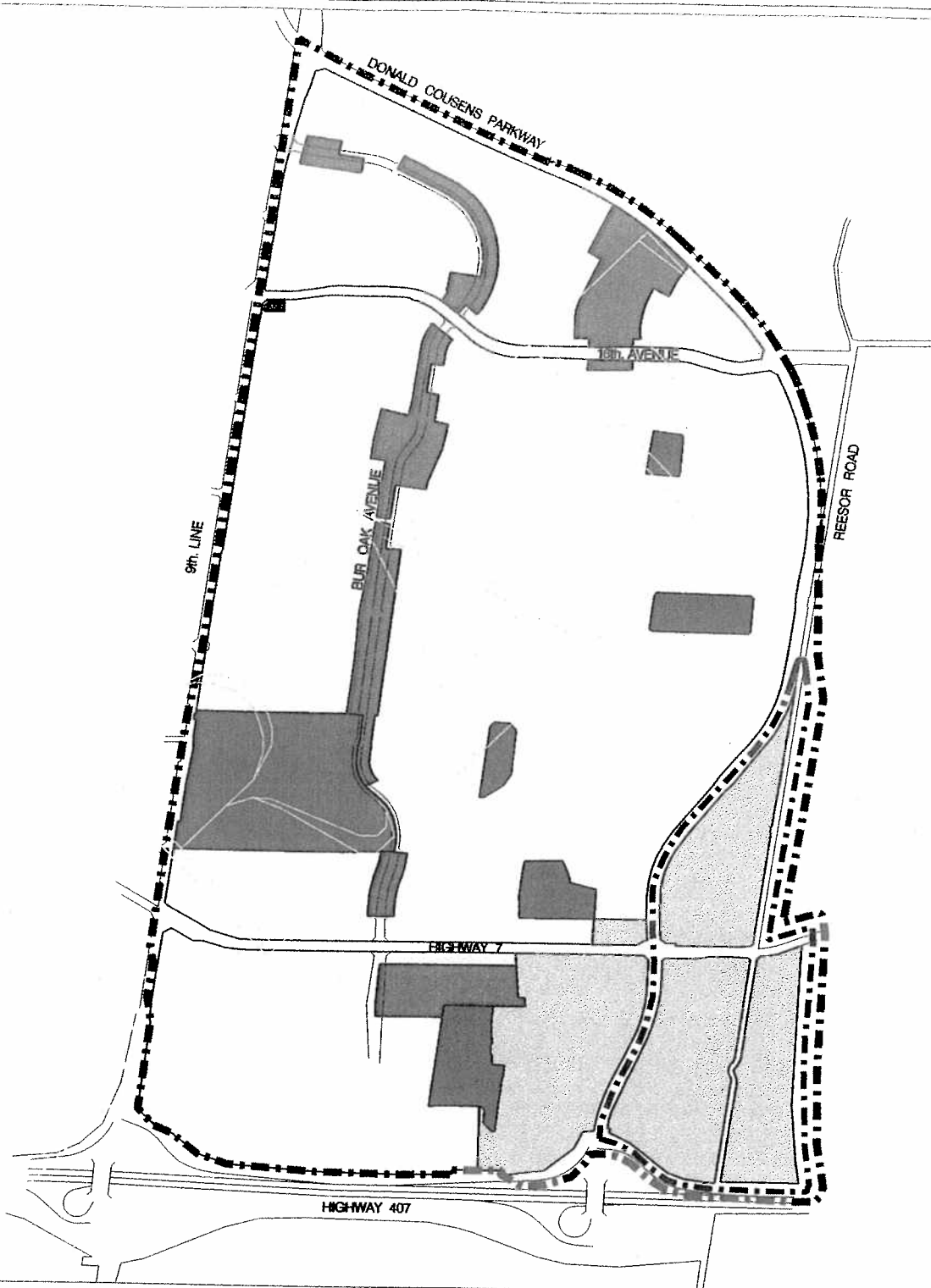
“9.2.13 Secondary Plan PD 29-1 for the Cornell Planning District (Official Plan Amendment No. XXX).”

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.



OFFICIAL PLAN AMENDMENT TO SCHEDULE 'A' – LAND USE TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

--- DEFERRAL AREA

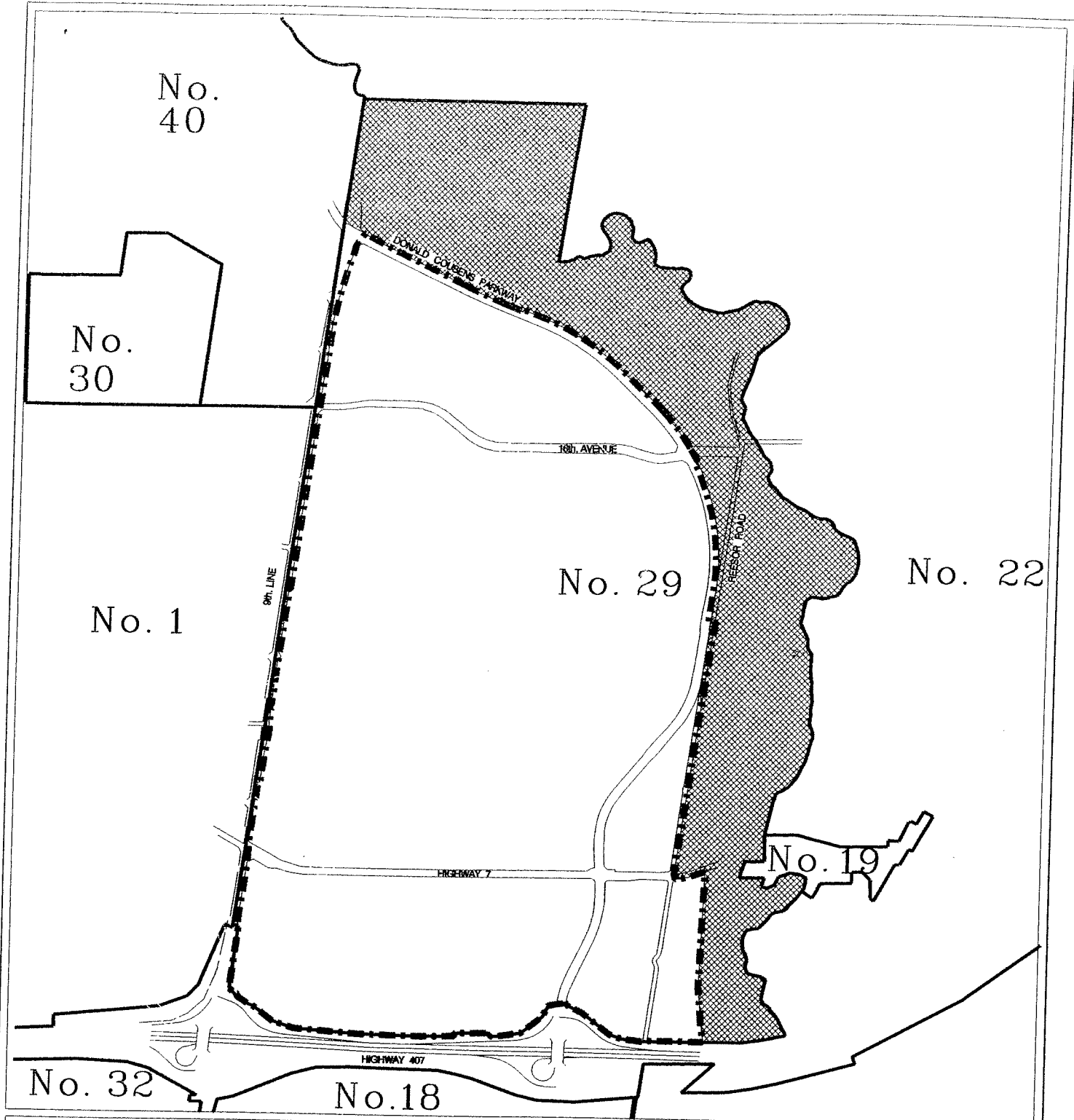
URBAN RESIDENTIAL

INDUSTRIAL

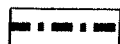
ENVIRONMENTAL PROTECTION AREA

COMMERCIAL

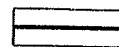
INSTITUTIONAL



**OFFICIAL PLAN AMENDMENT
TO SCHEDULE 'B' - PLANNING DISTRICTS
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED**



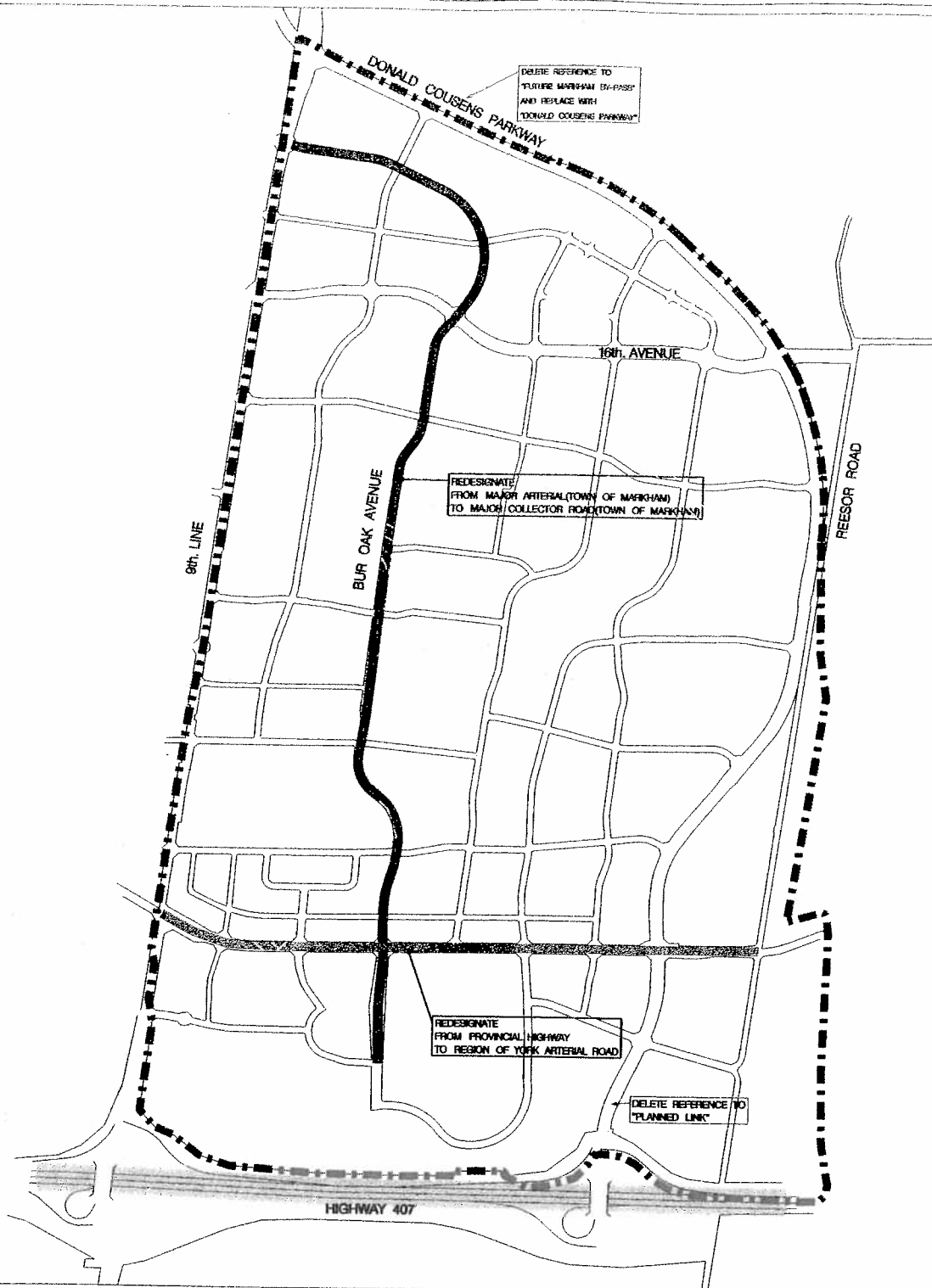
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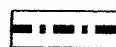
PLANNING DISTRICT BOUNDARY




LANDS TO BE DELETED FROM
PLANNING DISTRICT No. 29 AND
ADDED TO PLANNING DISTRICT No. 22



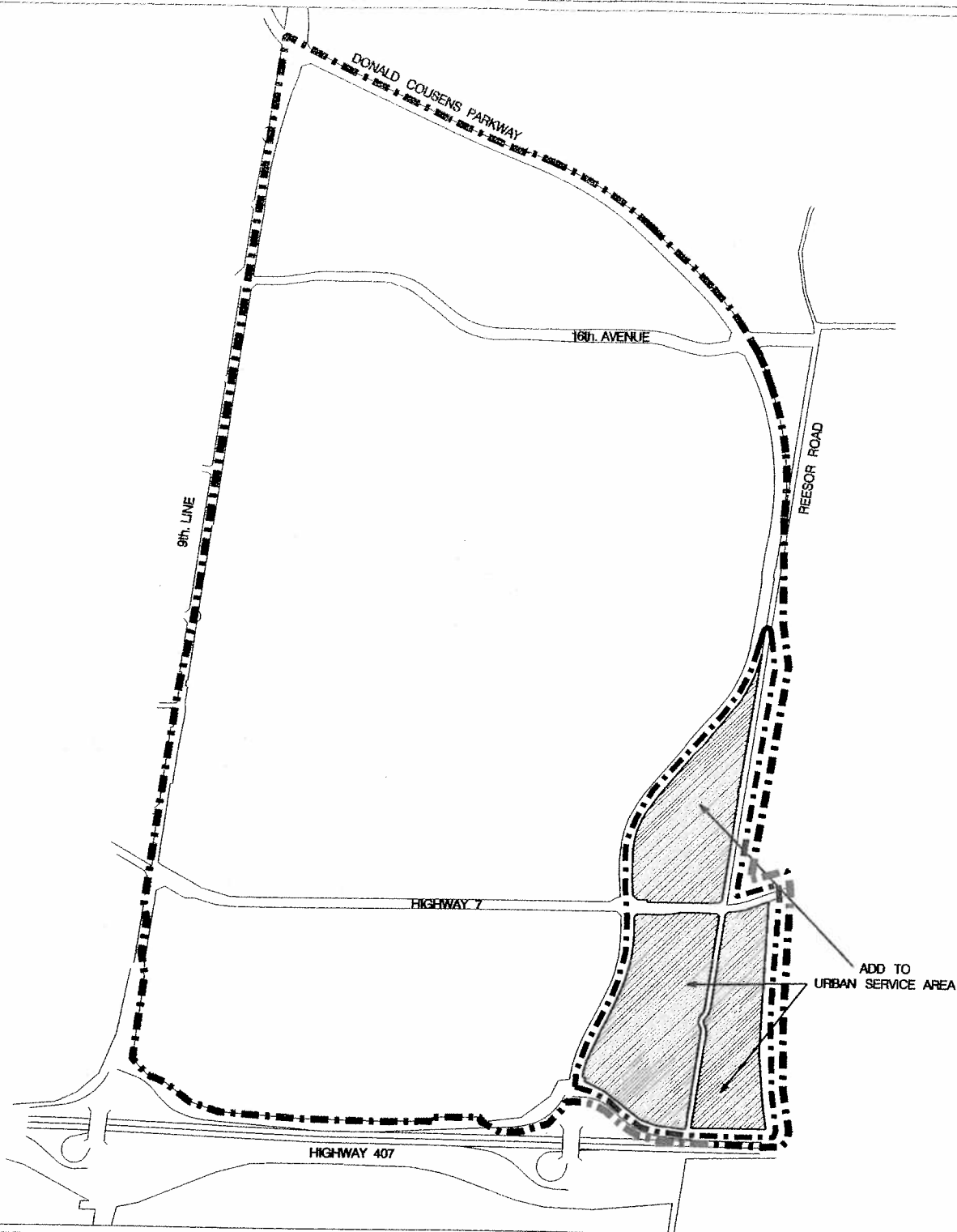
OFFICIAL PLAN AMENDMENT TO SCHEDULE 'C' – TRANSPORTATION TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

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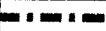
 PROVINCIAL HIGHWAY

 MAJOR COLLECTOR ROAD
(TOWN OF MARKHAM)

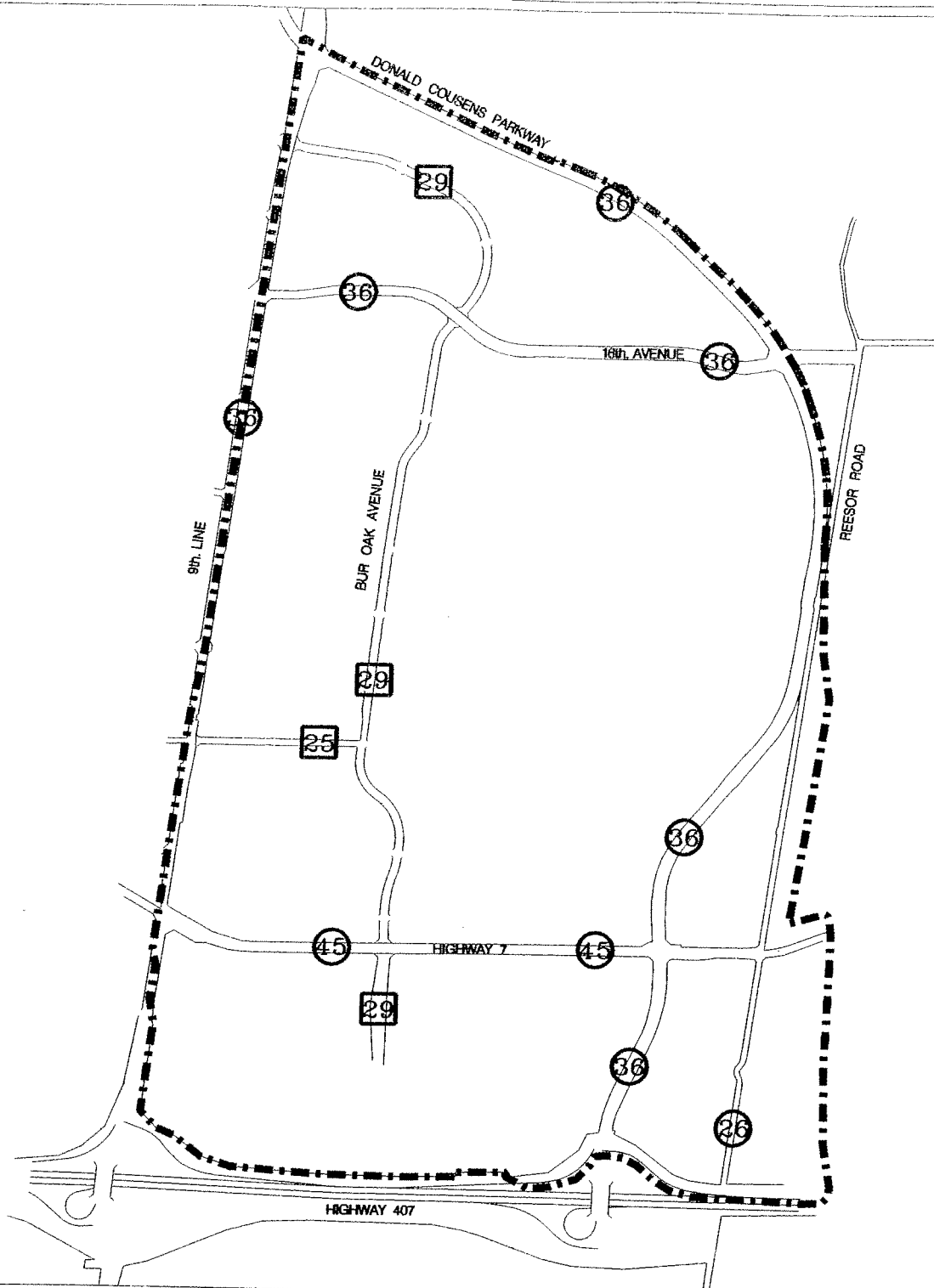
 REGION OF YORK
ARTERIAL ROAD



OFFICIAL PLAN AMENDMENT TO SCHEDULE 'D' – URBAN SERVICE AREA TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED


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 DEFERRAL AREA



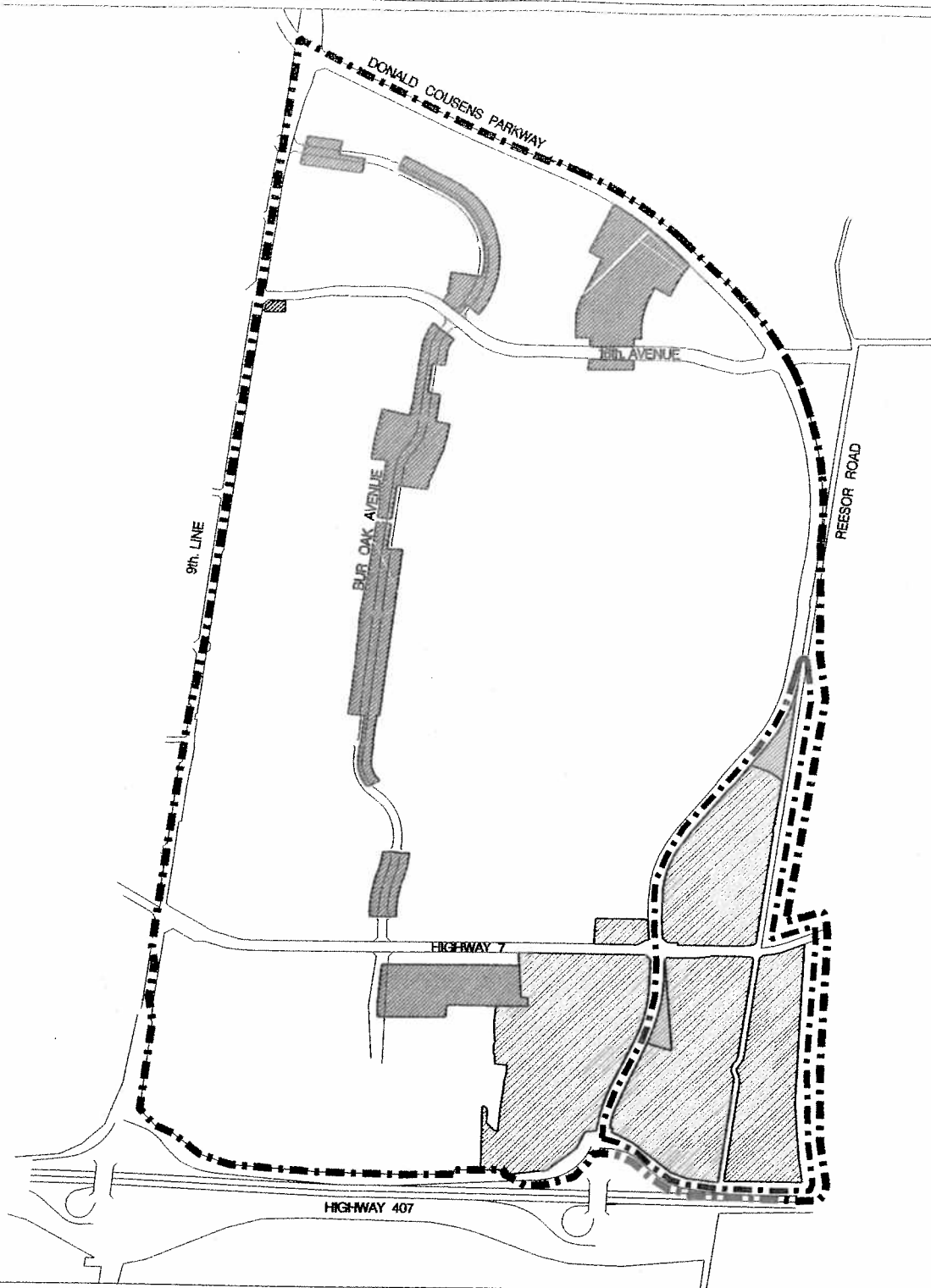
OFFICIAL PLAN AMENDMENT TO SCHEDULE 'G' – SITE PLAN CONTROL TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

 BOUNDARY OF AREA COVERED BY THIS AMENDMENT

 CHANGE IN ROAD WIDENING REQUIREMENTS

 ROAD WIDENING REQUIREMENTS

(In addition to the maximum basic right-of-way width, additional right-of-way width may also be required for sight triangles, cuts, fills, extra lanes at intersections and high-occupancy vehicle lanes, and for accommodating bicycles, sidewalks, and landscaping where appropriate, in accordance with the specifications and requirements of the authority having jurisdiction.)



OFFICIAL PLAN AMENDMENT TO SCHEDULE 'H' – COMMERCIAL/INDUSTRIAL CATEGORIES/ TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

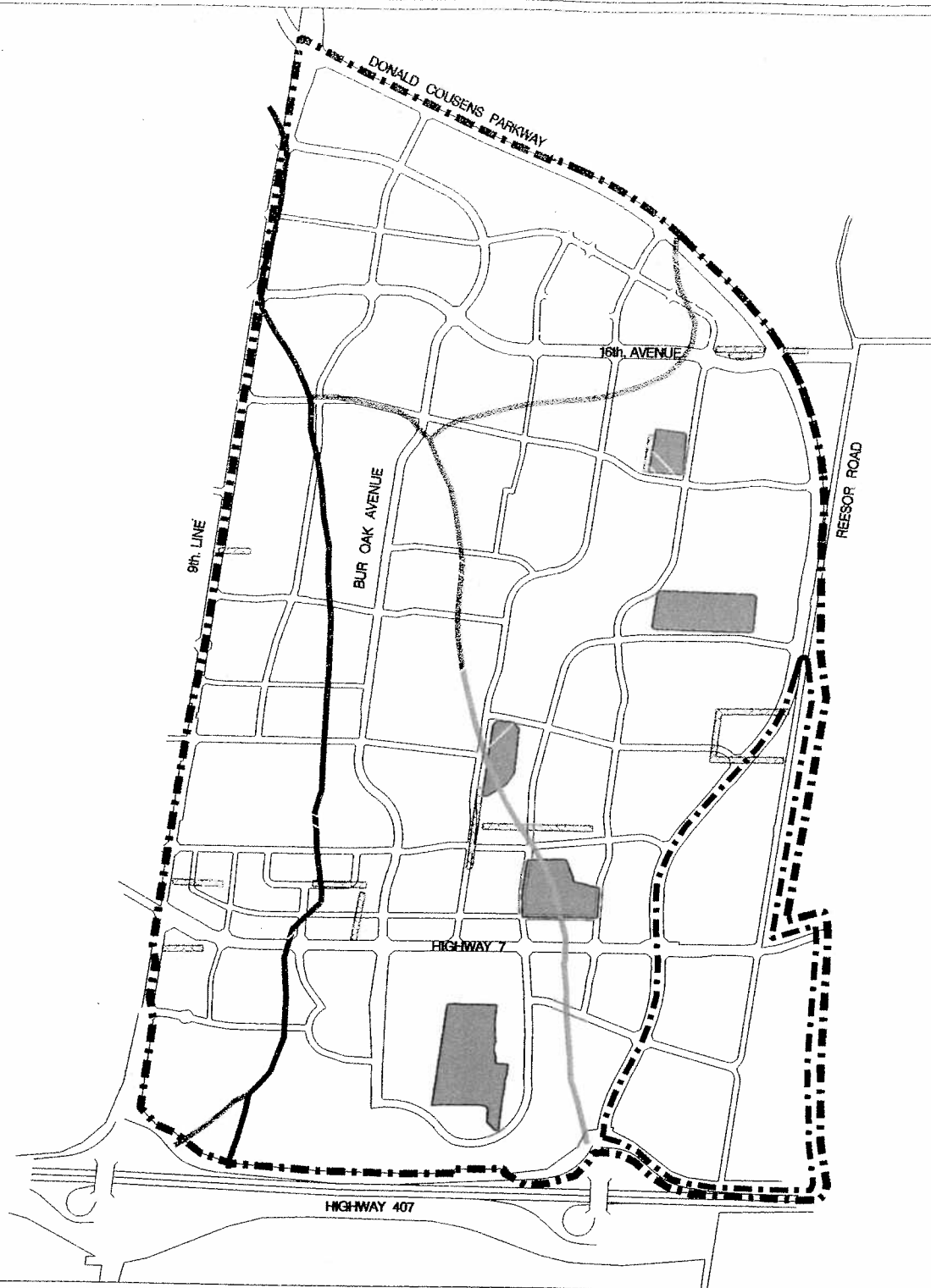
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--- DEFERRAL AREA

COMMUNITY AMENITY AREA

BUSINESS PARK AREA

BUSINESS CORRIDOR AREA



OFFICIAL PLAN AMENDMENT TO SCHEDULE 'I' – ENVIRONMENTAL PROTECTION AREAS TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

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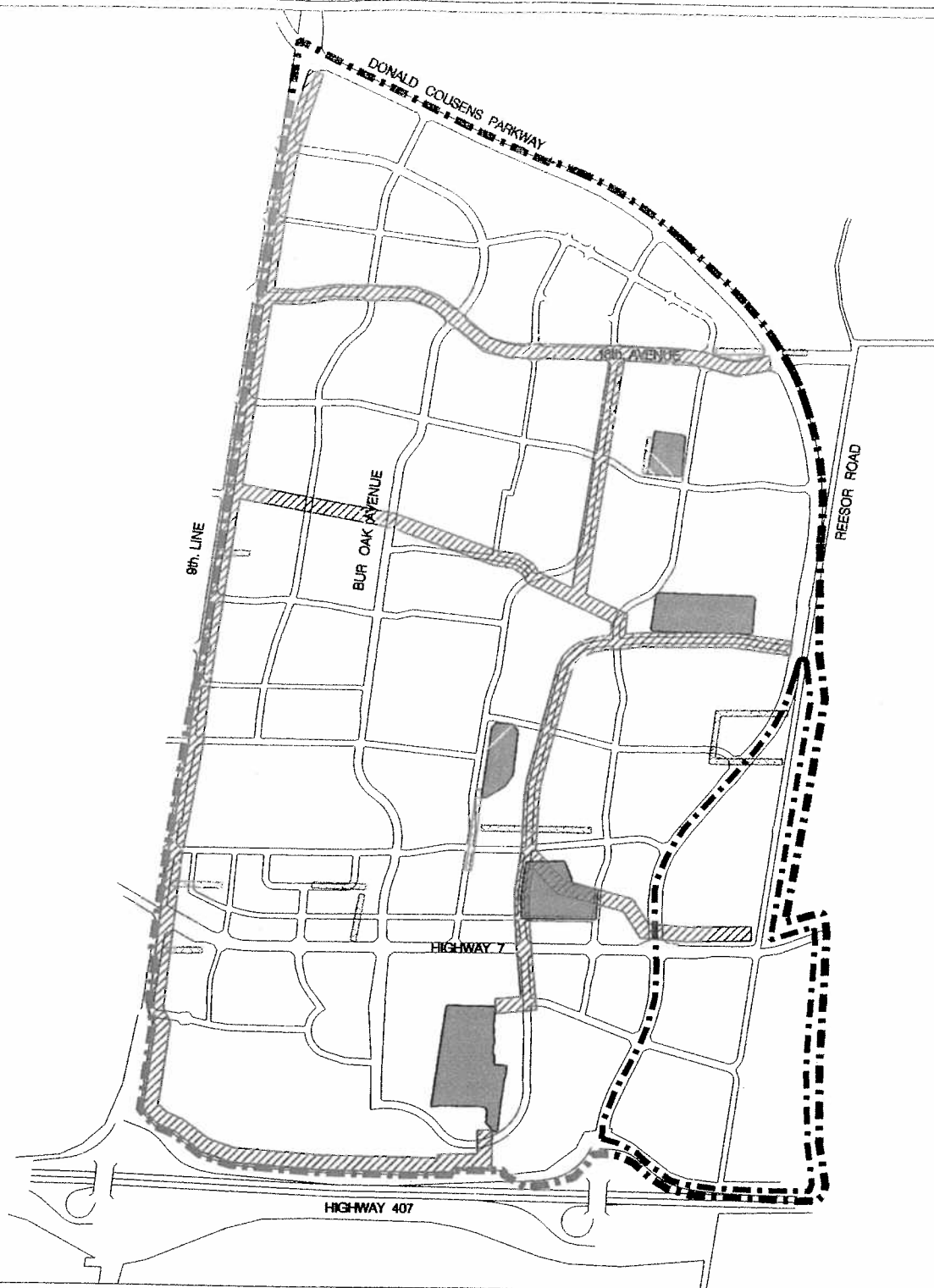
--- DEFERRAL AREA

WOODLOTS (EPA)

HEDGEROWS

MINOR WATERSHED BOUNDARY

MAJOR WATERSHED BOUNDARY



OFFICIAL PLAN AMENDMENT TO APPENDIX MAP 1 – GREENWAY SYSTEM TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

--- BOUNDARY OF AREA COVERED BY THIS AMENDMENT

--- DEFERRAL AREA

ACTIVITY LINKAGE

WOODLOTS (EPA)

HEDGEROWS

PART III - THE SECONDARY PLAN

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

SECONDARY PLAN PD 29-1 – CORNELL PLANNING DISTRICT

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PART III – THE SECONDARY PLAN

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

1.0 INTRODUCTION

The following text and maps, identified as Schedule 'AA' – Detailed Land Use, Schedule 'BB' – Community Structure, Schedule 'CC' – Development Blocks, and Schedule 'DD' – Transportation, attached hereto, constitute the Cornell Secondary Plan as established and adopted by Amendment No. XXX to the Official Plan (Revised 1987) as amended.

2.0 PURPOSE OF THE SECONDARY PLAN

The purpose of this Secondary Plan is to provide a detailed land use plan and policies for the continued regulation of land use and development within the Cornell Planning District (PD 29-1) in accordance with land use designations and policies established in the Official Plan.

It is anticipated that the entire Planning District will accommodate a minimum of 67 net hectares of prestige business park land (including 45 net hectares of prestige business park on lands to be added to the Planning District), approximately 16,000 dwelling units (including existing development), and approximately 40,000 residents when development is completed. These estimates reflect:

- higher average residential densities, developed in Cornell to date;
- provision of a broader range of housing, some at higher densities, and additional employment potential within the Avenue Seven corridor, in response to the Centres and Corridors Strategy of the Region of York; and
- the opportunity to respond to the Provincial Growth Plan for the Greater Golden Horseshoe in a manner and at a location, consistent with its policies.

3.0 LOCATION AND DESCRIPTION OF THE PLANNING DISTRICT

This Secondary Plan applies to the lands within the Cornell Planning District. The Planning District is bounded by the 9th Line right-of-way on the west, the Donald Cousens Parkway right-of-way on the north, the Reesor Road right-of-way and the boundary of the Provincial Greenbelt on the east, and the north limit of the Highway 407 right-of-way on the south. The limits of the Secondary Plan Area are identified on Schedules 'AA', 'BB', and 'DD' to this Secondary Plan. The total area of the lands within the Planning District is approximately 694 hectares.

4.0 GOAL, OBJECTIVES AND PRINCIPLES

4.1 Introduction

The goal, objectives and principles which the Town is seeking to achieve through the detailed policies of this Secondary Plan are outlined below. The goal, objectives and principles, together with the goals and objectives of the Official Plan (Revised 1987), as amended, provide the framework for the planning and future use of lands in the Planning District by both the public and private sectors.

The goal, objectives and principles will be implemented by mechanisms set out in this Secondary Plan and the Official Plan (1987), as amended, particularly Section 11, Implementation, of this Secondary Plan.

4.2 Policy Context

Emerging provincial policy envisages the planning and development of “complete communities” to accommodate growth and infrastructure, including community facilities and transit, required to support growth. Complete communities demonstrate well-designed, compact urban development, accommodating both a mix of housing and a range of jobs, with convenient access to public transportation. To encourage development of complete communities the Provincial Growth Plan for the Greater Golden Horseshoe promotes intensification within the built up areas of upper tier municipalities with a focus on urban growth centres and intensification corridors where the potential for development at transit supportive densities is greatest.

Emerging regional policy represents a shift towards a growth management model that complements the provincial policy and encourages additional development within the existing urban areas of the Region. The regional centres and regional corridors will be the primary locations for infill and intensification, the most intensive of which being directed to regional centres and key development areas within the regional corridors. Set within the context of the Regional Centres and Corridors Strategy, the Highway Seven Corridor and Cornell Centre in the Cornell Planning District forms part of a planned regional corridor with a subcentre/node that will be developed on the principles of balanced live/work opportunities, compact urban form, a network of public and private parks and urban open spaces, natural heritage protection, transit supportive development, public and private services, and a choice of housing opportunities. The ultimate objective is for Highway 7 to be transformed into a significant public boulevard (“Avenue Seven”) with a rapid transitway and mixed-use development at transit supportive densities.

The Town of Markham is required to ensure that its planning policies and development approvals are consistent with the policies of the Provincial Growth Plan for the Greater Golden Horseshoe and the Regional Official Plan. Updating the community structure of the Cornell community to reflect the emerging context of senior government policy provides the opportunity to comprehensively refine and update the land use pattern and policies of the Cornell Secondary Plan, particularly as they relate to Cornell Centre.

4.3 Goal

To provide a policy framework and direction for land use planning to guide the community structure and continued development of the Cornell Planning District, consistent with Provincial and Regional growth management policies, and to provide for a balance and diversity of housing and employment opportunities and supportive community facilities through adherence to Section 4.3, Objectives and Section 4.4, Principles, of this Secondary Plan.

4.4 Objectives

4.4.1 Community Structure and Land Use

- a) To continue to create a compact, balanced, pedestrian-oriented community structure comprised of residential neighbourhoods, a mixed-use district serving as a regional sub-centre, located on a regional transit corridor and functionally specialized development and greenspace corridors.

- b) To provide opportunities for a variety of housing types, employment retail/commercial uses and community facilities.
- c) To incorporate and enhance a regional health care campus integrated with community services.

4.4.2 Sustainable Development

To ensure the continued development of a sustainable community, consistent with the provincial and regional growth management initiatives, by:

- promoting a compact development form at transit-supportive densities and with a balanced mix of residential and employment uses; and
- encouraging the use of new green technologies and best practices in sustainable building and open space design with an emphasis on air and water quality, water and energy efficiency and conservation, and waste management practices.

4.4.3 Mixed-use District (Cornell Centre)

To provide for a mixed-use district serving Eastern Markham that:

- functions as a regional sub-centre
- integrates a balance and diversity of employment and housing at transit supportive densities within a regional transit corridor; and
- responds to Provincial and Regional intensification requirements.

4.4.4 Residential Development

To continue to generate and enhance a compact urban community development that provides:

- a variety of housing forms and tenures in safe and attractive settings;
- housing and employment in close proximity; and
- more intensive housing development within the regional transit corridor.

4.4.5 Employment

- a) To ensure the provision of sufficient lands for a range of employment uses to achieve a balanced live/work relationship with the community.
- b) To ensure that the lands are designated for specific employment uses, and that the development of employment lands is integrated into the structure of the community.
- c) To provide a location for a regional scale business park with excellent transportation access for eastern Markham.
- d) To integrate retail and higher employment uses into a mixed-use retail centre and the Avenue Seven regional transit corridor.

4.4.6 Commercial Development

- a) To provide accessible locations for the retail/service uses serving the Cornell community.
- b) To provide a major community retail focus in the mixed-use development corridors and mixed-use retail centres adjacent to the regional transit corridors of Avenue Seven in the south end and 16th Avenue in the north end of the Cornell community.

4.4.7 Community Facilities and Health Care Campus

- a) To provide locations for community facilities that are visible and accessible to serve the needs of residents and users.
- b) To encourage multi-functional “shared use” of public lands and buildings.
- c) To incorporate a health care and community facilities campus focused on the Markham-Stouffville Hospital.

4.4.8 Open Space System/Environmental Features

- a) To provide a functional and linked open space system for the community that is accessible and visible to residents and users.
- b) To ensure continuity of the open space system and to provide opportunities for recreational and naturalized links including recreational connections to the Little Rouge Creek Corridor.
- c) To ensure, within the open space system of the Planning District, the preservation and enhancement of significant, existing environmental features and promotion of the restoration of linkages between these features.

4.4.9 Natural and Cultural Heritage Features

- a) To preserve existing natural features wherever feasible including significant vegetation, topographic features and scenic views.
- b) To preserve existing cultural heritage features including buildings and properties of cultural heritage value and interest and archaeological resources.

4.4.10 Urban Design

- a) To ensure a high quality and consistent level of urban design for the public and private realm through adherence to the principles, policies and requirements of this Secondary Plan.
- b) To create a public realm composed of streets, lanes and open spaces that is clearly defined by structure and built form and incorporates the visual aspects of other amenities, including landscape and streetscape elements, sidewalks and bicycle paths.
- c) To further refine the urban design principles and policies set out in this Secondary Plan by requiring the preparation of:

- a Community Design Plan which will incorporate guidelines respecting the public realm including streetscape, public buildings and major amenity features, as well as guidelines regarding parks and open spaces, built form and landscaping, bicycle and pedestrian networks; and
- Comprehensive Block Plans for development parcels in Cornell Centre and the Cornell North Centre to demonstrate how the pattern of development and built form will implement the requirements of the Community Design Plan and the provisions of this Secondary Plan.

4.4.11 Transportation

- To develop a transportation system, comprised of local, regional, and provincial road and transit networks, and bicycle and pedestrian routes, that provides for:
 - the integration of different modes of transportation and a variety of connections to ensure that people and goods flow efficiently within the Planning District and to locations in the Greater Toronto Area;
 - an inter-connected “modified grid” network of streets, sidewalks, lanes, pathways and open spaces to ensure ease of access, orientation and safety for pedestrians, cyclists and vehicles; and
 - regional rapid transit service and a regional transit terminal along Avenue Seven to interface with local transit service.
- To ensure that the required components of the transportation system for any portion of the Secondary Plan are committed to be in place and operative prior to, or coincident with, development.
- To ensure the phased implementation of transit services based on acceptable operational and functional criteria.
- To encourage transit use by locating the majority of the population and employment generally within a five minute walk (500 metres) of an identified transit stop.
- To develop and implement a travel demand management program for the Cornell Planning District and Eastern Markham, that will serve to reduce trip distance and travel time, reduce traffic congestion , and promote a shift from automobile use to other modes of transportation.

4.4.12 Municipal Servicing Systems

- To ensure that the municipal services, including the necessary water, sanitary sewer and stormwater management systems required for any part of the Cornell Planning District, are in place and operative prior to, or coincident with, the development of the lands.
- To ensure the provision of stormwater management facilities that do not negatively impact natural features and that are integrated to contribute to a continuous open space system, while meeting provincial, municipal and agency water quality and quantity requirements and standards.

4.4.13 Implementation

- a) To ensure that the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Planning District are not a financial burden to the Town and are provided in accordance with the following:
- the provisions of the Development Charges Act and the Development Charges By-laws adopted by the Town, the Region and the Boards of Education;
 - the provisions of the Planning Act R.S.O., 1990, as amended, and the Official Plan (Revised 1987), as amended;
 - the Town's Development Staging Strategy;
 - the Development Phasing Plan (approved Nov 21, 2003) and updated as required;
 - the required Developers Group Agreement(s);
 - the Development Phasing Agreement (approved May 19, 2004) and updated as required;
 - any other agreements required by the Town or the Region.
- b) To ensure that development within the Planning District is linked to the delivery of the major components of the transportation and servicing infrastructure.

4.5 Principles

The planning of the Cornell community is based on the principles of New Urbanism developed by the Congress of New Urbanism to guide public policy, development practice, urban planning and design. Among other things, the principles include:

- *“The neighborhood, the district, and the corridor are the essential elements of development and redevelopmentThey form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.*
- *Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.*
- *Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.*
- *Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.*

- *Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.*
- *Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.*
- *The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.*
- *A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts."*

The principles that follow in this Section of the Secondary Plan establish the fundamental rules that characterize the vision for the Cornell community.

The principles articulate the objectives set out in Section 4.4 of this Secondary Plan by establishing the context and direction for the development of the community and serve as the basis for the policies and other implementing mechanisms set out in this Secondary Plan and in the Official Plan (Revised 1987), as amended.

The general principles that characterize the community of Cornell are as follows:

a) Land Use

A complete and integrated community with a range and mix of employment and housing types, varied and high quality open space, and convenient access to public transportation, and public and private services.

Uses and activities distributed within a well-designed community comprising compact urban development defined by streets and public open spaces as places of shared use, and compatible building types, achieved through their scale, massing and relationship to each other, to support public life and year round activity in the public realm.

b) Community Structure

The organizational elements that structure the community include the Residential Neighbourhoods, Cornell Centre including Business Park lands, the Avenue Seven and Bur Oak Development Corridors, the Cornell North Centre and the Greenspace Corridors.

c) Residential Neighbourhoods

The major portion of the community is comprised of residential neighbourhoods. Each neighbourhood is characterized by the following:

- primarily residential uses, including a mix of compatible commercial and institutional uses;

- a neighbourhood centre that is a focus for compatible commercial and public uses within the neighbourhood and that is defined by a public space such as a public square, park or significant intersection;
- neighbourhood edges defined by a major road, development or greenspace corridor or the mixed-use district;
- an optimal size of 500 metres from centre to edge which is generally the equivalent of a five minute walk;
- public open spaces located to define the character and structure of the neighbourhood;
- streets defined by buildings contributing to pedestrian activity; and,
- a range of building types mixed within neighbourhood blocks to achieve the variety and animation typical of traditional pedestrian oriented neighbourhoods.

d) Cornell North Centre

The Cornell North Centre lands located at the intersection of 16th Avenue and the minor collector road, as identified on Schedule “CC” – Development Blocks, and extending northward to Donald Cousens Parkway will provide a major community retail focus north of 16th Avenue in the form of a multi-storey, mixed-use, retail centre with provision for residential uses above a retail base.

e) Cornell Centre

The Cornell Centre mixed-use district is to be developed as a compact, mixed-use, pedestrian friendly, transit supportive urban node incorporating a balance of live-work opportunities. The district will provide for:

- the development of Avenue Seven as a high quality urban boulevard and major mixed-use spine incorporating a regional transitway and characterized by higher density, multi-storey buildings;
- the Markham Stouffville Hospital campus providing a regional and community focus for expanded health care, wellness, community centre, library and accessory uses that are integrated into the network of roads, transit, parks and open spaces, pedestrian linkages and built form of the surrounding Cornell community;
- a concentration (or focus) of community, institutional and recreational uses and activities in the vicinity of Bur Oak Avenue north of Avenue Seven;
- a major regional employment focus within eastern Markham at the intersection of local, regional and provincial roads and transit networks and serving as a gateway to a possible future airport at the Pickering Airport Site;
- a major community retail focus south of Avenue Seven in the form of a multi-storey, mixed-use, retail centre with residential/office uses above a retail base;

- the greatest concentration of building heights and densities within a development corridor centered on Avenue Seven while ensuring a suitable transition at the edge where lower density residential neighbourhoods adjoin the mixed-use district;
- an eastern terminus for the Avenue Seven regional rapid transit system and a transit terminal to interface with local bus routes;
- a parking strategy and plan that will reduce reliance on single occupancy vehicles, promote parking structures and support the delivery of high density, mixed-use, transit-supportive development along the Avenue Seven corridor;
- a focus for the use of green infrastructure technologies and practices, environmental sustainability, energy efficiency and conservation and waste management practices; and
- a financial strategy and plan to support the delivery of higher standard parks, open spaces and streetscapes, parking structures and transit facilities.

f) Public Realm:

The pattern of development in Cornell is based on a distinction between private property and the public realm which is comprised of clearly defined streets and open spaces and a recognition of the need to purposefully plan for the public realm.

The major component of the public realm is the public street system based on a modified, rectilinear grid which provides for permeability and connectivity for all components of the transportation system. Purposeful variations are incorporated into the grid through street alignments and block geometrics to achieve local identity and character and to provide visual forms and vistas to significant amenities and features.

Within the grid system, the streets are organized on a hierarchical basis reflecting their particular functional and design requirements. A mixed-use “main street” character will be mandated for Bur Oak Avenue in the vicinity of the Avenue Seven Corridor and within the mixed-use retail centres of Cornell Centre and Cornell North Centre.

Streets play a multi-functional role in the community, providing for a variety of activities and services, including parking, to meet community needs.

Significant natural and cultural features are preserved and incorporated into the design of the interconnected open space system serving the community. Cornell Centre will have an urban open space network of publicly accessible parks, plazas, walkways and sidewalks.

Public use spaces and buildings are significant organizing elements in the pattern of development and serve as focal points in defining patterns of land use and community structure.

Buildings are placed in a consistent relationship to public and private road rights of way to define and support public life and year round activity in the public realm.

The principal pedestrian system is based on the provision of public sidewalks on both sides of all public streets.

5.0 COMMUNITY STRUCTURE

The structure of the Cornell community will be established in this Secondary Plan and further defined and articulated by the Cornell Community Design Plan. The main structural components of the Cornell community that define its urban structure are identified in the text below. The arrangement of these organizational components is shown on Schedule 'BB' – Community Structure.

5.1 Residential Neighbourhoods

The residential neighbourhoods are the fundamental structural element of the Cornell community. Neighbourhoods must be cohesive and comprehensible to their residents. Neighbourhoods are pedestrian friendly, self-contained, areas with a mix of uses and activities.

The Cornell community includes seven residential neighbourhoods located outside of Cornell Centre. Residential densities, lot sizes and building types shall vary throughout the community and within each neighbourhood to achieve the variety and animation typical of traditional neighbourhoods.

The focus of each residential neighbourhood is on a Residential Neighbourhood Centre that comprises medium density forms of housing and/or small scale convenience commercial uses, a small park or urban open space. Most residences are to be located generally within a five minute walking distance (500 metres) of the residential neighbourhood centre.

If convenient locally oriented commercial uses are available at a minimum of two locations peripheral to the neighbourhood and a majority of residences are generally within a five minute walking distance thereof, commercial uses will not be mandatory in the residential neighbourhood centre.

As much as possible, neighbourhoods flow one into another without a sense of significant transition. Each neighbourhood's distinctive character is established through various factors: the nature and configuration of natural features and open spaces in the area; the preservation of historic houses; the presence and configuration of commercial and institutional uses; and the application of neighbourhood-related architectural design guidelines.

The Open Space System is arranged to provide easy access for all residents and to add to the character and structure of each neighbourhood. Smaller parks and open spaces are dispersed throughout and are located and configured to be significant visual elements of the residential neighbourhoods.

5.2 Cornell North Centre

Cornell North Centre will provide a community focal point for high quality urban amenities and community activities at the north end of the Cornell community. The Centre is situated on a 'main street' comprising a mix of uses, including higher density residential development, and an array of retail/service facilities, combined to create a residential neighbourhood centre for the residential community north of 16th Avenue and west of Donald Cousens Parkway.

5.3 Cornell Centre

Cornell Centre is a planned mixed-use district functioning as a regional sub-centre and integrating a balance and diversity of employment and housing at transit supportive densities within a regional transit corridor.

As a regional sub-centre, incorporating a balance of “live-work” opportunities, the district is a focal point for community, institutional, recreational and retail activities within a regional transit corridor.

A diversity of community supportive retail activities is concentrated into a mixed-use retail centre at the heart of the district adjacent to Avenue Seven. Grade related retail provides continuity and support to the mixed-use centre at key locations along the Avenue Seven and Bur Oak Avenue frontages.

The district is planned to function as a regional employment node, building on the emerging health care campus and on the opportunity to locate a highly accessible, regional scale concentration of employment activity at the intersection of major road and transit networks.

The district fulfills the vision of the Cornell Secondary Plan to provide and promote a diversity of housing by accommodating and supporting a concentration of higher density housing forms within walking distance of transit, retail and community facilities.

5.4 Development and Greenspace Corridors

Development and Greenspace Corridors are located through the centres and edges of the Residential Neighbourhoods and Cornell Centre. They serve to connect the neighbourhoods and mixed-use district within the Cornell Community and the rest of Markham. They are vibrant places and can be road or open space-based.

The road-based Development Corridors include Bur Oak Avenue and Avenue Seven. Bur Oak Avenue (Cornell’s Main Street) runs primarily north-south. It is comprised of a mix of uses, including higher density residential development, and an array of retail/service, office and community facilities in Cornell Centre, combined to create a rich and vibrant environment - an environment that is active every day, all day.

Avenue Seven is a major regional transportation corridor, and the focus of substantial investment in transit. It is an east-west route that connects Cornell Centre with other Regional Centres in Markham, Richmond Hill and Vaughan. A higher order transit route will be located along Avenue Seven with a regionally-scaled transit transfer station established in the Cornell Centre business park. The Avenue Seven Corridor includes a mixture of land uses including higher density forms of housing, a concentration of retail/service uses and significant office/industrial buildings developed to support regional transit facilities.

Open space-based Greenspace Corridors, comprising elements of the open space system within the Cornell community, provide continuous and integrated connections and help to define the community structure. These corridors are focused on 9th Line, a major central park, the existing woodlots and stream corridors and the various components of the public open space network, including school sites, stormwater features and along specially designed streets. In addition to their linking function within Cornell, these corridors also lead to entry points or trail heads into the publicly owned Little Rouge Creek Corridor. The north south stream corridor just west of Donald Cousens Parkway is intended to function as an ecological corridor containing a mix of lowland and upland native plant species. Alternative pedestrian access routes are provided along specially designed streets, parks and open spaces in the vicinity.

Greenspace Corridors have been located in Cornell Centre to accommodate an existing tributary and achieve a separation between the residential portion of the district and the business park.

These corridors are intended to achieve a link between the wooded features and major parklands north of Avenue Seven and the woodlot and major open space features south of Avenue Seven.

6.0 LAND USE DESIGNATIONS AND POLICIES

The land use designations for the Cornell Secondary Plan shown on Schedule 'AA' – Detailed Land Use establish the general pattern for future development in the Secondary Plan Area. The policies for these designations are set out in Sections 6.2 to 6.12 inclusive.

6.1 General Policies - All Lands

- a) The basic pattern of land use for the Cornell Planning District is established as shown on Schedule 'A' – Land Use of the Official Plan. A more detailed pattern of land use is established on Schedule 'AA' – Detailed Land Use attached hereto. The pattern of land use will be further implemented through required plans and guidelines and Development Approvals such as zoning, subdivision and/or site plan approval processes, taking into account preservation of cultural heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor adjustments in the land use pattern may be considered through such plans and approvals provided the intent of the Secondary Plan is substantially maintained. Significant variations in the provisions of the Secondary Plan, unless otherwise stated in this Plan, will only be dealt with through an amendment to the Secondary Plan.
- b) The locations of park sites, open spaces, school sites and sites of other community facilities shown on Schedule 'AA' – Detailed Land Use have been selected without regard to property ownership. In order to ensure that property owners contribute their proportionate share towards the provision of community and infrastructure facilities such as schools, parks, open spaces, roads and road improvements, external services and stormwater management facilities, property owners will be required to enter into one or more agreements, as a condition of approval of development for their lands, providing for the equitable distribution of the costs (including that of land) of the aforementioned community and common public facilities.
- c) Notwithstanding any other policies of this Secondary Plan, stormwater management facilities including stormwater management ponds, and all municipal facilities and utilities, shall be permitted on lands in any land use designation, with the exception of lands designated 'Environmental Protection Area', subject to studies satisfactory to the Town. In addition, district heating plants shall be permitted in the designations within Cornell Centre, as identified on Schedules 'AA' - Detailed Land Use and 'CC' - Development Blocks.
- d) For the purposes of this Secondary Plan, the following definitions shall apply:
 - 'Development Approval' shall mean approval of development in the form of draft plan of subdivision, zoning by-law amendment, site plan control, or severance.
 - 'Floor Space Index (FSI)' is defined as the gross floor area of all buildings on a lot divided by the area of the lot on which the buildings are developed.
 - 'Gross Site Area' is defined as the area of a Parcel of developable land, exclusive of lands intended for arterial roads and lands designated 'Environmental Protection Area'.

- ‘Development Block’ refers to a parcel of developable land exclusive of public roads, parks and lands designated ‘Open Space’ and ‘Environmental Protection Area’ identified on Schedule ‘CC’ – Development Blocks and further delineated in Appendix 3.
 - A ‘Comprehensive Block Plan’, as required in Section 11.10 of this Secondary Plan, is a plan consisting of one or more Development Blocks and may include public roads, parks and lands designated ‘Open Space’ and ‘Environmental Protection Area’ as shown on Schedule ‘CC’ – Development Blocks.
 - ‘Building Placement’ refers to the relationship between the edge of a building and the adjoining right-of-way of a public street.
 - ‘Podium’ refers to the continuous projecting base of a building adjoining the right-of-way of a public street.
- e) Density Calculation
- i) Density within the ‘Residential Neighbourhood’, ‘Neighbourhood Commercial Centre’ designations, and lands designated ‘Community Amenity Area’ and ‘Open Space’ located outside of Cornell Centre and Cornell North Centre, shall be calculated on a Gross Site Area basis; and
 - ii) Density within all other designations will be calculated on a Floor Space Index (FSI) basis. Where additional public roads are proposed within a Development Block as shown on Schedule ‘CC’ – Development Blocks, the area of any additional roads proposed within the Development Block shall be included in the calculation of the Floor Space Index. Where a Development Block includes lands to be used for schools, place of worship, parks and open space and certain other lands intended for public ownership, these lands are not be included in the calculation of the Floor Space Index.
- f) Within a Development Block, provided building types comply with the provisions of the relevant land use designation, individual buildings may achieve more or less than the minimum required Floor Space Index, provided the minimum required Floor Space Index is achieved over the entire Development Block.
- g) Transfer of density from one parcel of developable land to another may be considered as part of a Comprehensive Block Plan approval within the Cornell Centre designations and the ‘Community Amenity Area – Cornell North Centre’ designation, provided the required minimum Floor Space Index for a complete Development Block can be achieved, to the satisfaction of the Town.
- h) Adjustments to the boundaries of a Development Block(s) by the Town may only be permitted where consistent with the provisions of this Secondary Plan.
- i) With the exception of density transfer as provided for in Section 6.1 g), the minimum Floor Space Index provisions identified for each of the designations may only be exceeded if it can be demonstrated to the satisfaction of the Town and the school boards, that the increase in Floor Space Index does not result in an increase in the overall projected school population for Cornell Centre.

- j) Increases in height above the maximum height permitted on an individual parcel in each Development Block within the Cornell Centre designations and the 'Community Amenity Area – Cornell North Centre' designation, may be considered within the context of an application for zoning to permit a height increase and the approval/amendment of a Comprehensive Block Plan(s) and implementing Development Approval, consistent with the approved Community Design Plan.
- k) Zoning By-laws, pursuant to Section 37 of the Planning Act, may be enacted to permit more height and/or density than is otherwise permitted in the zoning by-law in return for the provision of community benefits in the form of facilities, services, or matters of public benefit that are set out in the zoning by-law. The Town may encourage the use of bonus provisions outlined in Section 11.5.2 of this Secondary Plan to achieve a number of community benefits for Cornell Centre and Cornell North Centre.
- l) Notwithstanding the height permissions of this Secondary Plan, height of development in the vicinity of the existing heliport on the Hospital property, shall be subject to the provision of a study, in accordance with Section 6.7.2 viii), to establish possible zoning and site plan requirements on lands affected by the heliport.

6.1.1 Schedules

- a) The proposed land use structure, community structure, development blocks and the schematic transportation network are identified on Schedule 'AA' – Detailed Land Use, Schedule 'BB' – Community Structure, Schedule 'CC' – Development Blocks, and Schedule 'DD' – Transportation, to this Secondary Plan.
- 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:
 - 'Residential Neighbourhood'
 - 'Residential Neighbourhood – Cornell Centre'
 - 'Neighbourhood Commercial Centre'
 - 'Avenue Seven Corridor – Mixed Residential'
 - 'Community Amenity Area – Bur Oak Corridor'
 - 'Community Amenity Area – Bur Oak Corridor Cornell Centre'
 - 'Community Amenity Area – Cornell Centre'
 - 'Community Amenity Area – Cornell North Centre'
 - 'Community Amenity Area – Automotive Service Centre'
 - 'Institutional'
 - 'Business Park Area – Avenue Seven Corridor'
 - 'Business Park Area'
 - 'Business Corridor Area – Automotive Service Centre'
 - 'Open Space'
 - 'Environmental Protection Area'
- c) In addition to the land use designations, a number of existing and proposed specific land uses, facilities or regulated areas are identified specifically, schematically or by text on Schedule 'AA' – Detailed Land Use, including:
 - Neighbourhood Parks and Community Parks
 - Public and Catholic Elementary and Secondary Schools

- Place of Worship Sites
- Emergency Services Facilities
- Stormwater Management Facilities, and
- Regional Transit Terminal Facilities.

The stormwater management facilities shown symbolically on Schedule 'AA' – Detailed Land Use will be subject to further study and confirmation regarding location and design in the Master Servicing Study and Stormwater Management Reports.

- d) Schedule 'BB' – Community Structure identifies the general community structure for the Planning District consisting of Residential Neighbourhoods, and associated Residential Neighbourhood Centres, Cornell Centre, Cornell North Centre, the Bur Oak Avenue and Avenue Seven development corridors and a number of greenspace corridors.
- e) Schedule 'CC' – Development Blocks identifies the detailed structure of Cornell Centre, which is made up of a number of residential, community amenity, business park, and institutional designations. 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.
- f) Schedule 'DD' - Transportation identifies a proposed system of arterial and collector roads, adjoining and internal to the Planning District, and other proposed transportation infrastructure facilities and proposed improvements relating to the transportation system serving the Planning District. Provincial and regional transitways and a regional transit terminal are shown on Schedule 'DD' - Transportation, as well as a network of commuter and recreational bicycle routes serving the Planning District and extending beyond the Planning District.
- g) Except as provided for in this Secondary Plan, minor changes to the land use designations and structure set out on Schedule 'AA' - Detailed Land Use and Schedule 'BB' – Community Structure will only be considered without the need for an amendment to this Secondary Plan if the general intent of the Plan and its fundamental goal and objectives are maintained to the satisfaction of the Town.

Similarly, minor changes to the transportation system shown on Schedule 'DD' - Transportation will only be considered without the need for an amendment to this Secondary Plan if the basic requirements for the road pattern, transit services and transportation objectives are maintained to the satisfaction of the Town.

6.1.2 General Housing Policies

It is the intent of this Secondary Plan to provide opportunities for a broad range of housing forms in the Cornell community. Having regard for the housing policies established in Section 2.13 of the Official Plan (Revised 1987), as amended, the following policies shall apply within the Cornell Planning District:

- a) Approximately 16,000 principal dwelling units are provided for in the Secondary Plan Area, inclusive of units in mixed-use designations.
- b) Higher density housing forms will be provided within Cornell Centre, the Bur Oak Corridor and the Cornell North Centre. The highest residential densities will be developed in Cornell

Centre. The increased density provided for in these areas is intended to accommodate a variety of housing types and tenures, including affordable housing forms.

- c) Residential development is provided for in the 'Residential Neighbourhood', 'Neighbourhood Commercial Centre', 'Residential Neighbourhood - Cornell Centre', 'Avenue Seven Corridor – Mixed Residential,' 'Community Amenity Area – Bur Oak Corridor', 'Community Amenity Area – Cornell Centre', and 'Community Amenity Area – Cornell North Centre' 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.
- d) Where residential development is contemplated, the following housing mix and density targets shall apply:
 - i) The total number of dwelling units referred to in Section 6.1.2 a) shall be distributed in housing density categories in accordance with the following target housing mix:

Residential Neighbourhoods and Bur Oak Corridor Target Housing Mix	
Density Category	Proportion of Housing Mix
Low Density	65 %
Medium Density	30%
High Density	5 %

Cornell Centre & Cornell North Centre Target Housing Mix	
Density Category	Proportion of Housing Mix
Low Density	0 %
Medium Density	20 %
High Density	80 %

The target housing mix within Cornell Centre and the Cornell North Centre, shall consist exclusively of medium density and high density units;

- ii) The minimum target density of all housing units located in the Residential Neighbourhoods and the Bur Oak Corridor outside of Cornell Centre and Cornell North Centre, shall be 17 units per hectare (6.9 units per acre), calculated on a Gross Site Area basis; and
 - iii) The minimum target density provisions applying to the housing units to be provided within Cornell Centre and the Cornell North Centre shall be governed by minimum Floor Space Index and maximum building height requirements, as identified in the policies of the respective designations. The minimum required Floor Space Index ranges from 1.0 to 2.5 in these designations.
- e) The distribution of housing by density and mix shall be further refined in the required Development Phasing Plan (Section 11.9) in accordance with the housing target mix in Section 6.1.2 d) i).
- f) Comprehensive Block Plans for lands within Cornell Centre, the Bur Oak Corridor and the Cornell North Centre will identify in detail, the composition and distribution of the anticipated housing stock including the number and location of affordable and assisted housing units, consistent with the distribution identified in the Development Phasing Plan.

- g) Notwithstanding the target number of dwelling units referred to in Section 6.1.2 a), the Town reserves the right to monitor and ensure, through the approval of Comprehensive Block Plans, plans of subdivision and other forms of Development Approval, that the densities and mix of housing types is appropriate and is consistent with this Secondary Plan.

6.1.3 General Employment Policies

- a) Sufficient lands are designated within the Planning District to accommodate a mix of retail, office and institutional activities generating between 11,000 and 13,000 employment opportunities.
- b) The majority of the employment opportunities will be located within Cornell Centre. Additional employment opportunities are provided through commercial and institutional activities within residential neighbourhood centres, the Bur Oak corridor and Cornell North Centre. Home occupations are also expected to contribute to employment opportunities.
- c) Within Cornell Centre, strategically located employment lands in the vicinity of Avenue Seven and Donald Cousens Parkway, will provide an employment centre not only for Town residents but also for residents in the Region of York.. Employment opportunities within Cornell Centre are intended to contribute to an overall, long term Region of York target resident-employee ratio of 1:1.
- d) The Town is committed to ensuring that an adequate supply of employment lands are available in order to:
- accommodate prestige industrial and office employment growth
 - ensure an appropriate balance between population and employment, and
 - maintain the Town's economic base and competitive position.

Except as provided in Section 6.4.3 of this Secondary Plan, applications to change the designation of the lands, or to create exceptions to the land use provisions of the Official Plan (Revised 1987), as amended, and this Secondary Plan, for lands within the 'Business Park Area – Avenue Seven Corridor' or 'Business Park Area' categories of designation that rely upon challenges to the overall supply of designated employment land within the Town, including arguments of scale, shall not be considered, unless supported by a comprehensive growth management or Official Plan review process.

- e) When considering development proposals for lands designated for residential mixed-use development, consideration will be given to maximizing the potential for employment uses.
- f) As part of the required Development Phasing Plan (Section 11.9), the lands identified for employment activity will be translated into employment targets satisfactory to the Town. The Town will monitor Development Approvals to ensure that the employment targets are achieved in accordance with the provisions of this Secondary Plan.

6.1.4 Federal Airport Zoning Regulations

- a) Certain lands within the Planning District are subject to the provisions of the Federal Airport Zoning Regulations for the Pickering Airport Site, established in accordance with the Aeronautics Act. Owners of these lands are responsible for ensuring that development proposed on the lands subject to the Regulations will be in compliance with the

Regulations. The Town may require property owners and proponents of development to demonstrate compliance with the Airport Zoning Regulations as a requirement or condition of development approval.

- b) In the event that the Federal Airport Zoning Regulations for the Pickering Airport Site are amended to delete certain lands within the Planning District from the designated area of the Regulations, the provisions of Section 6.1.4 a) and related provisions of this Secondary Plan dealing with compliance with the Regulations, shall no longer apply to the deleted lands, without further amendment to this Secondary Plan.

6.2 URBAN RESIDENTIAL DESIGNATIONS

It is the intent of this Secondary Plan to provide for a mix of low, medium and high density residential development offering a variety of housing forms and tenure throughout the Planning District.

It is intended that Cornell Centre will accommodate higher density housing forms within walking distance of retail and employment activities and transit and community facilities.

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:

- *Residential Neighbourhood*
- *Neighbourhood Commercial Centre*
- *Residential Neighbourhood – Cornell Centre*
- *Avenue Seven Corridor – Mixed Residential*
- *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) Prior to any development proceeding within any Development Block as identified on Schedule 'CC' – Development Blocks within the 'Residential Neighbourhood – Cornell Centre' or 'Avenue Seven Corridor – Mixed Residential' designations, a Comprehensive Block Plan shall be approved by the Town in accordance with the provisions of Section 11.10 of this Secondary Plan.
- d) In the event that all or part of a school site is not required for school purposes, the provisions of Section 6.7.4 h) iii) shall apply without further amendment to this Plan.

6.2.2 Residential Neighbourhood

The 'Residential Neighbourhood' designation applies to over half of the lands in the Cornell Community and specifically applies to the residential neighbourhoods outside of Cornell Centre. The residential neighbourhoods are intended to provide for a mix of uses and activities including, live, work, shopping, play, worship and education. The built form of the residential neighbourhoods is primarily intended to be compact with ground-oriented buildings sited in close proximity to the streets to foster pedestrian activity and social interaction.

Each of the residential neighbourhoods is intended to have a Residential Neighbourhood Centre generally within a five minute walk of the neighbourhood edges. The residential neighbourhoods also include parks and open spaces interconnected through pathways and street-side green linkages.

6.2.2.1 General Development and Design Policies

Pursuant to the provisions of Section 6.2.1 a) the following policies shall apply to lands within the 'Residential Neighbourhood' designation. Additional site specific policies, as outlined in Section 6.2.2.3, shall apply to certain lands within the designation.

- a) Lands within this designation may be zoned to permit the following dwelling types: detached, semi-detached, duplex, townhouse, small plex-type, and multiple unit buildings.
- b) Notwithstanding the policies of Section 2.13 of the Official Plan (Revised 1987) as amended, or any other policies of the Official Plan, coach houses shall be permitted on lots in the Residential Neighbourhood designation in accordance with the following provisions:
 - i) A coach house is a small, independent unit, which may be used as a self-contained dwelling unit, or for activities accessory to those permitted in the principal dwelling unit. The unit may be physically separate from the principal dwelling unit with which it is associated, but has its primary access from a rear lane or alley abutting the lot upon which both the coach house and its associated principal dwelling are located;
 - ii) A coach house shall only be permitted in association with a principal street-related, single-detached, semi-detached or townhouse dwelling on a lot having not less than 9.75 metres of frontage per principal unit;
 - iii) For the purposes of interpreting Section 3.3.2 a) of the Official Plan (Revised 1987) as amended, a coach house shall be regarded as an accessory apartment. Implementing zoning shall ensure that a coach house, used for residential purposes, shall not be permitted on a lot at the same time that there is an occupied apartment within the principal dwelling unit;
 - iv) A coach house shall not be conveyed separately from its associated principal street related dwelling unit;
 - v) A coach house will not be included in the determination of permitted densities of residential development and shall be regarded as part of its associated principal dwelling unit for the purposes of calculating development charges; and

- vi) A coach house shall be included in calculating housing mix, and may be included in calculating requirements for parkland, public services, community facilities and on-site parking.
- c) A mix of residential building types shall be distributed throughout the Residential Neighbourhood designation within each neighbourhood. The distribution of building types shall be regulated through zoning following the review and approval of draft plans of subdivision.
- d) The minimum target density of all housing units located in the Residential Neighbourhoods outside of Cornell Centre and Cornell North Centre, shall be 17 units per hectare (6.9 units per acre), calculated on a Gross Site Area basis.
- e) Except within the Residential Neighbourhood Centres, building heights shall generally not exceed three storeys.

6.2.2.2 Residential Neighbourhood Centre Policies

- a) Residential Neighbourhood Centres, at the locations identified on Schedule 'BB' – Community Structure, are generally at the centre of each neighbourhood, on or near the intersection of the principal internal roads. The Centres are intended to provide limited amenities, and a focal point, for individual neighbourhoods.
- b) A Residential Neighbourhood Centre shall be required where shown on Schedule 'BB' – Community Structure. Each Residential Neighbourhood Centre shall, at minimum, include medium density residential housing and a small park or urban open space. Convenience commercial uses shall be required in a Residential Neighbourhood Centre where the Residential Neighbourhood Centre identified on Schedule 'BB' – Community Structure coincides with the location of a Neighbourhood Commercial Centre.
- c) Residential building types shall be limited to townhouse, small plex-type and multiple unit buildings and mixed-use buildings within a Neighbourhood Commercial Centre forming part of a Residential Neighbourhood Centre. Apartment units shall be permitted above the ground floor in mixed-use buildings.
- d) Building heights within the Residential Neighbourhood Centre shall be a minimum of two storeys and a maximum of four storeys.
- e) The Community Design Plan shall identify the limits and mix of uses in the Residential Neighbourhood Centre which shall be confirmed in the implementing zoning by-law.

6.2.2.3 Site Specific Policies

- a) Notwithstanding the permitted uses identified in Section 6.2.2.1, a limited range of low intensity commercial uses, such as an art gallery, antique shop, professional offices, a specialty boutique, a day care centre, or a bed and breakfast establishment, shall also be permitted on the property formerly known municipally as 8882 Reesor Road, and identified as Heritage Building I on Appendix 2 – Cultural Heritage, subject to the following:

- i) zoning and site plan approvals to confirm the suitability of the property for the proposed use; and
 - ii) 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.
- b) Notwithstanding the permitted uses identified in Section 6.2.2.1, a private school and a day care centre shall also be permitted on the property known municipally as 8961 9th Line, subject to the following:
 - i) zoning and site plan approvals to confirm the suitability of the property for the proposed use; and
 - ii) 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.

6.2.3 Neighbourhood Commercial Centre

Lands designated 'Neighbourhood Commercial Centre' are generally located at the centre of residential neighbourhoods, on or near the intersection of the principal internal roads. The designation provides for a limited amount of convenience retail, personal service and business activity intended to serve local residents, in ground-oriented residential buildings.

Where a Neighbourhood Commercial Centre is identified on Schedule AA – Detailed Land Use, it forms the basis of a Residential Neighbourhood Centre as identified on Schedule 'BB' – Community Structure and referred to in Section 6.2.2.2.

6.2.3.1 General Development and Design Policies

The following policies shall apply to lands within the 'Neighbourhood Commercial Centre' designation:

- a) Lands within the 'Neighbourhood Commercial Centre' designation shall be subject to the general provisions of Section 3.4 and the specific provisions of Section 3.4.6.3 of the Official Plan (Revised 1987), as amended, and to the further provisions of this Secondary Plan.
- b) Lands within the 'Neighbourhood Commercial Centre' designation shall be zoned to permit only mixed-use building types in the form of townhouse, small plex-type and multiple unit buildings. Apartment units shall be permitted above the ground floor in mixed-use buildings. The zoning by-law shall require that mixed-use buildings within the designation shall be designed to be compatible with adjacent residential development.
- c) i) The provision of ground floor retail uses shall be mandatory in a mixed-use building. The zoning by-law shall establish a minimum gross floor area requirement for retail uses on the ground floor of a mixed-use building, sufficient to meet the convenience retail needs of neighbourhood residents;

- ii) In addition to the required retail uses identified in Section 6.2.3.1 i), the following uses shall be permitted in a mixed-use building:
 - compatible personal service, office and daycare uses on the ground floor; and
 - compatible office uses on the second floor, and
 - residential uses on any floor in the building; and
- iii) The zoning by-law will establish where residential, office, commercial uses shall be permitted within mixed-use buildings.
- d) Building heights within the Neighbourhood Commercial Centre designation shall be a minimum of two storeys and a maximum of four storeys.

6.2.4 Residential Neighbourhood – Cornell Centre

The Residential Neighbourhood-Cornell Centre designation applies to certain lands within Cornell Centre, north and south of Avenue Seven. The designation is intended to accommodate medium and high density residential development, supporting the retail and employment uses and the planned regional transit service along Avenue Seven.

The Cornell Centre neighbourhoods north and south of Avenue Seven will be connected through a regular pattern 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.

6.2.4.1 General Development and Design Policies

Pursuant to the provisions of Section 6.2.1 a), the following policies shall apply to lands within the 'Residential Neighbourhood – Cornell Centre' designation. Additional site specific policies, as outlined in Section 6.2.4.2, shall apply to certain lands within the designation.

- a) Lands within this designation may be zoned to permit the following residential building types: multiple unit and apartment buildings.
- b) Development shall be consistent with the new urbanist principles of a pedestrian oriented street network with building defining the edges of the streets.
- c) The minimum Floor Space Index of all development in each Development Block shall be as shown in Figure 6.2.4 and on Schedule 'CC' – Development Blocks.
- d) Minimum and maximum building heights shall be as shown in Figure 6.2.4. The maximum height of development within approximately 40 metres of the 9th Line right-of-way shall be 3 storeys.
- e) Standards for Building Placement shall generally be as shown in Figure 6.2.4 for each of the Development Blocks within the designation, as shown on Schedule 'CC' – Development Blocks. Building Placement will be further defined in the Community Design Plan and the Comprehensive Block Plan, and confirmed in the implementing zoning by-law.
- f) The primary entrances to buildings adjoining Avenue Seven, Bur Oak Avenue and 9th Line shall be oriented to those streets.

- g) Surface parking lots shall not be permitted on lands generally within 40 metres of the Avenue Seven, except behind buildings facing on Avenue Seven with access restricted to interior street or lanes.
- h) Vehicle access to a development adjoining Avenue Seven, Bur Oak Avenue or 9th Line shall generally not be permitted from these streets, but shall be restricted to interior streets or lanes.
- i) Loading access to a development adjoining Avenue Seven, Bur Oak Avenue or 9th Line shall not be permitted from these streets, but shall be restricted to interior streets or lanes.

6.2.4.2 Site Specific Policies

- a) Notwithstanding Section 6.2.4.1, the following additional provisions shall apply to lands within the 'Residential Neighbourhood – Cornell Centre' designation adjoining 9th Line as shown in hatching on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks:

- i) Development at this location is intended to provide residential and/or office uses adjoining 9th Line, with an appropriate transition in height where opposite lower density residential development west of 9th Line.

Offices are permitted as a primary use. Buildings shall be primarily residential or office in use, and shall be designed to accommodate secondary retail, personal service and office and other uses compatible with the primary use, on the ground floor;

- ii) Building types shall include:
 - multiple unit and apartment buildings
 - office buildings
- iii) Lands within this designation may be zoned to permit the following on the ground floor or second floor of residential or office buildings adjoining 9th Line:
 - retail uses
 - offices
 - personal service uses
 - banks and financial institutions
 - institutional uses including community facilities and government services compatible with, and complementary to, the planned function and policies of the designation;
 - day care centres, subject to the provisions of Section 6.7.6, and
 - restaurants;
- iv) Retail uses shall generally be limited to individual premises of not more than 500 square metres of gross floor area. 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 gross floor area that may be devoted to retail premises of the maximum size;
- v) To accommodate the provision of non-residential uses at grade in residential buildings, residential buildings adjoining 9th Line shall be designed to ensure that the gross floor area of non-residential uses on the ground floor, represents a minimum of 75% of the total ground floor area;

- vi) A limited amount of office, retail and personal service uses, directly related to the provision of health care and medical services, may be permitted on the ground floor of a building facing the public street at the south limit of the Institutional designation identified in Schedule 'AA' – Detailed Land Use, subject to approval of a specific development application and a site-specific zoning amendment, or as part of the approval of a Comprehensive Block Plan(s) and implementing Development Approval, consistent with the approved Community Design Plan..

Retail uses shall be subject to the provisions of Section 6.2.4.2 iv) and v) above.

- b) In the event that all or part of a school site fronting on Bur Oak Avenue is not required by a School Board, the provisions of Section 6.7.4 h) iii) shall apply without further amendment to this Secondary Plan; and

Figure 6.2.4 - Residential Neighbourhood – Cornell Centre				
Land Use	Density	Height		Building Placement
Designation	Minimum FSI	Minimum	Maximum	From Right-of-Way
Residential Neighbourhood – Cornell Centre	2.5	4 storeys	10 storeys	2.5m
	1.5	3 storeys adjoining 9 th Line		
		4 storeys	6 storeys	2.5 m
		4 storeys adjoining lands designated Residential Neighbourhood		12.5 m 9 th Line
		4 storeys	6 storeys	2.5 m
	1.0	3 storeys adjoining lands designated Residential Neighbourhood		4.5 m Avenue Seven

6.2.5 Avenue Seven Corridor – Mixed Residential

The 'Avenue Seven Corridor-Mixed Residential' designation applies to certain lands along Avenue Seven in Cornell Centre, specifically on the north side of Avenue Seven, east and west of Bur Oak Avenue, and on the south side of Avenue Seven, east of Bur Oak Avenue. 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 Avenue Seven.

Development within the Avenue Seven corridor will also provide for a linked network of parks, public and private open spaces.

6.2.5.1 General Design and Development Policies

Pursuant to the provisions of 6.2.1 a), the following policies shall apply to lands within the 'Avenue Seven – Mixed Residential' designation. Additional site specific policies, outlined in Section 6.2.5.2, apply to certain lands within the designation identified with hatching or with a single large asterisk (*) on Schedule 'AA' – Detailed Land Use.

- a) Lands within this designation may be zoned to permit the following residential building types: multiple unit and apartment buildings.

- b) Buildings shall be primarily residential in use, and where adjoining Avenue Seven, the ground floor shall be designed to accommodate secondary retail, personal service and office and other uses compatible with the primary residential use.
- c) Lands adjoining Avenue Seven within the 'Avenue Seven Corridor – Mixed Residential' designation may be zoned to permit the following uses only on the ground and second floors, subject to the provisions of this Secondary Plan:
- retail uses
 - personal service uses
 - offices
 - banks and financial institutions
 - health and fitness recreational uses
 - institutional uses including community facilities and government services compatible with and complementary to the planned functions and policies of the designation
 - day care centres, subject to the provisions of Section 6.7.6
 - private and commercial schools
 - places of worship, subject to the provisions of Section 6.7.5, and
 - restaurants.
- d) Retail uses shall generally be limited to individual premises of not more than 500 square metres of gross floor area. 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 gross floor area that may be devoted to retail premises of the maximum size.
- e) The minimum Floor Space Index of all development in each Development Block shall be as shown in Figure 6.2.5 and on Schedule 'CC' – Development Blocks.
- f) Minimum and maximum building heights shall be as shown in Figure 6.2.5. The maximum height of development within approximately 40 metres of the 9th Line right-of-way shall be 3 storeys, except within 40 metres of the Avenue Seven right-of-way where the maximum height of development shall be 5 storeys.
- g) To accommodate the provision of non-residential uses at grade, residential buildings adjoining Avenue Seven, Bur Oak Avenue or 9th Line shall be designed to ensure that the gross floor area of non-residential uses on the ground floor, represents a minimum of 75% of the total ground floor area.
- h) Buildings will be located close to the Avenue Seven and collector road frontages to form a continuous, pedestrian-oriented urban edge to the streets.
- i) Where buildings fronting Avenue Seven are located at intersections, ground floor uses, particularly retail uses, shall wrap around the edges of intersecting streets.
- j) Standards for Building Placement, and Podium heights, where applicable, shall generally be as shown in Figure 6.2.5 for each of the Development Blocks within the designation, as shown on Schedule 'CC' – Development Blocks. Building Placement will be further defined in the Community Design Plan and the Comprehensive Block Plan, and confirmed in the implementing zoning by-law.
- k) The primary entrances to buildings adjoining Avenue Seven, Bur Oak Avenue or 9th Line shall be oriented to those streets.

- l) Surface parking lots shall not be permitted on lands generally within 40 metres of the Avenue Seven, except behind buildings facing on Avenue Seven with access restricted to interior streets or lanes.
- m) Vehicle access to a development adjoining Avenue Seven, Bur Oak Avenue or 9th Line shall generally not be permitted from these streets, but shall be restricted to interior streets or lanes.
- n) Loading access to a development adjoining Avenue Seven, Bur Oak Avenue or 9th Line shall not be permitted from these streets, but shall be restricted to interior streets or lanes.

6.2.5.2 Site Specific Policies

- a) In addition to the provisions of Section 6.2.5.1, development on lands within the 'Avenue Seven Corridor - Mixed Residential' designation identified with a single large asterisk (*) on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks, shall include non-residential uses on the ground floor. For developments at these locations adjoining Avenue Seven and 9th Line:
 - i) any residential uses or accessory residential uses on the ground floor, shall not exceed 25% of the total ground floor area; and
 - ii) where buildings fronting on Avenue Seven and Bur Oak Avenue, are located at intersections, ground floor uses, particularly retail uses, shall wrap around the edges of intersecting streets.
- b) Notwithstanding Section 6.2.5.1, the following additional provisions shall apply to lands within the 'Avenue Seven Corridor - Mixed Residential' designation at the northeast corner of Avenue Seven and 9th Line as shown in hatching on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks:
 - i) Development at this location is intended to provide residential and/or office uses adjoining 9th Line, with an appropriate transition in height where opposite lower density residential development west of 9th Line.

Office uses are permitted as a primary use. Buildings shall be primarily residential or office in use, and shall be designed to accommodate secondary retail, personal service and office and other uses compatible with the primary use, on the ground floor; and
 - ii) Notwithstanding Section 6.2.5.1 c), health and fitness recreational uses, private and commercial schools and places of worship are not permitted on the lands adjoining 9th Line.
- c) Notwithstanding Section 6.2.5.1 and Section 6.2.5.2 a), the following additional provisions shall apply to lands within the 'Avenue Seven Corridor - Mixed Residential' designation on the north side of the Avenue Seven and Bur Oak Avenue intersection as shown in hatching on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks:
 - i) Development at this intersection is intended to provide a mix of high intensity residential and office uses, representing the most intense development within Cornell Centre.

Office uses are permitted as a primary use. Buildings shall be primarily residential or office in use, and shall be designed to accommodate secondary retail, personal service and office and other uses compatible with the primary use, on the ground floor; and

- ii) Retail uses shall generally be limited to individual retail premises not exceeding 1,000 square metres of gross floor area. 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 gross floor area that may be devoted to retail premises of the maximum size.

Figure 6.2.5 – Avenue Seven Corridor – Mixed Residential

Land Use	Density	Height			Building Placement
Designation	Min FSI	Minimum	Maximum	Podium	From Right-of-Way
Avenue Seven Corridor – Mixed Residential	2.5	4 storeys	12 storeys		2.5 m local roads
		8 storeys Avenue Seven		Min 2 storeys on Avenue Seven Min 1m, Max 3m setback above 2 nd Floor	4.5 m Avenue Seven
		4 storeys	8 storeys		2.5 m local roads
	2.0	5 storeys Avenue Seven		Min 2 storeys on Avenue Seven Min 1m, Max 3m setback above 2 nd floor	4.5 m Avenue Seven
		3 storeys adjoining 9 th Line 5 storeys adjoining 9 th Line within 40 m of Avenue Seven			

6.3 COMMERCIAL DESIGNATIONS

It is the intent of this Secondary Plan to provide retail, service and office uses within Neighbourhood Commercial Centres, Cornell Centre, within a mixed-use development corridor along Bur Oak Avenue, and within a mixed-use retail centre north of 16th Avenue. Provisions for Neighbourhood Commercial Centres are outlined in Section 6.2.3.

6.3.1 General Policies

- 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
- Lands within the Cornell Planning District that are designated Community Amenity Area in the Official Plan (Revised 1987) are further organized into the following designation sub-categories, as shown on Schedule 'AA' – Detailed Land Use:
 - Community Amenity Area – Bur Oak Corridor
 - Community Amenity Area – Bur Oak Corridor Cornell Centre
 - Community Amenity Area – Cornell Centre

- *Community Amenity Area – Cornell North Centre*
- *Community Amenity Area – Automotive Service Centre*

Specific policies applicable to each of the foregoing designations are established in this Secondary Plan.

- c) Prior to any development proceeding within any Development Block as identified on Schedule 'CC' – Development Blocks within the Community Amenity Area designation, Comprehensive Block Plans shall be approved by the Town in accordance with the provisions of Section 11.10 of this Secondary Plan.

6.3.2 Community Amenity Area – Bur Oak Corridor

The 'Community Amenity Area - Bur Oak Corridor' designation is intended to provide a mixed-use 'main street' focus for residential neighbourhoods. The designation provides for residential, commercial and institutional development in single use and mixed-use buildings.

Development within the Bur Oak Corridor will also provide for a linked network of parks, public and private open spaces.

6.3.2.1 General Development and Design Policies

Pursuant to the provisions of Section 6.3.1 a) the following policies apply to lands within the 'Community Amenity Area - Bur Oak Corridor' designation. Additional site specific policies, outlined in Section 6.3.2.2, apply to certain lands within the designation.

- a) Lands within this designation may be zoned to permit the following residential and mixed-use building types in the form of townhouse, multiple unit and apartment buildings.
- b) Buildings shall be primarily residential in use, and where adjoining Bur Oak Avenue, the ground floor shall be designed to accommodate secondary retail, personal service and office uses compatible with the primary residential use. Permitted institutional uses may be accommodated in stand-alone buildings and/or on the ground floor of apartment buildings.
- c) Lands within the 'Community Amenity Area – Bur Oak Corridor' designation may be zoned to permit the following uses subject to the further provisions of this Secondary Plan:
 - residential uses
 - retail uses
 - personal service uses
 - offices
 - day care centres, subject to the provisions of Section 6.7.6
 - nursing homes
 - places of worship, subject to the provisions of Section 6.7.5, and
 - restaurants.
- d) Notwithstanding Section 6.3.2.1 c), restaurants may be permitted only through approval of a site-specific development proposal and zoning approval.

- e) The minimum Floor Space Index for development within the 'Community Amenity Area – Bur Oak Corridor' designation shall be 1.0.
- f) Building heights within the 'Community Amenity Area - Bur Oak Corridor' designation shall be a minimum of three storeys and a maximum of four storeys.
- g) To accommodate the provision of non-residential uses at grade, buildings shall be designed to ensure that the gross floor area of non-residential uses on the ground floor represents a minimum of 75% of the gross ground floor area.
- h) Buildings shall be located close to the Bur Oak Avenue and collector street frontages to form a continuous, pedestrian-oriented urban edge to the street.
- i) The primary entrances to buildings adjoining Bur Oak Avenue shall be oriented to the street.
- j) On-street parking shall be provided within the public road right-of-ways.
- k) Vehicle access to a development adjoining Bur Oak Avenue shall generally not be permitted from the street, but shall be restricted to interior streets or lanes.
- l) Loading access to a development adjoining Bur Oak Avenue shall not be permitted from the street, but shall be restricted to interior streets or lanes.

6.3.2.2 Site Specific Policies

- a) Notwithstanding Section 6.3.2.1, the following provisions shall apply to the 1.6 hectare place of worship site at the southwest corner of Bur Oak Avenue and White's Hill Avenue:

Development may consist of:

- i) a place of worship occupying the entire site, with the building oriented toward Bur Oak Avenue; or,
- ii) a place of worship occupying a minimum 0.8 hectares of land on the western portion of the site; and,
 - either of the following types of development on the remaining eastern portion of the site:
 - a mixed-use building(s) oriented toward Bur Oak Avenue and designed to accommodate ground floor retail, service and offices compatible with a primary residential or office use; or,
 - a free-standing retail building of appropriate scale and design sited at the corner of Bur Oak Avenue and White's Hill Avenue, with a total gross floor area not exceeding 2,000 square metres; and,
- iii) notwithstanding the provisions of Section 6.3.2.1 e) and f), there shall be no requirement for a minimum Floor Space Index or minimum height for a place of worship or free-standing retail building on this site.

6.3.3 Community Amenity Area – Bur Oak Corridor Cornell Centre

The 'Community Amenity Area - Bur Oak Corridor Cornell Centre' designation is intended to provide a major community retail focus in the form of a mixed-use 'main street' within Cornell

Centre. The designation provides for residential, commercial, office and institutional development in single use and mixed-use buildings.

Development within the Bur Oak Corridor Cornell Centre will also provide for a linked network of parks, public and private open spaces.

6.3.3.1 General Development and Design Policies

Pursuant to the provisions of Section 6.3.1 a) the following policies apply to lands within the 'Community Amenity Area - Bur Oak Corridor Cornell Centre designation'. Additional site specific policies, outlined in Section 6.3.3.2, apply to certain lands within the designation identified with hatching or with a single large asterisk (*) on Schedule 'AA' – Detailed Land Use.

- a) Lands within this designation may be zoned to permit the following residential building types: multiple unit and apartment buildings.
- b) Buildings shall be primarily residential in use, and where adjoining Bur Oak Avenue, the ground floor shall be designed to accommodate secondary retail, personal service and office and other uses compatible with the primary residential use.
- c) Lands within the 'Community Amenity Area – Bur Oak Corridor Cornell Centre' designation may be zoned to permit the following uses only on the ground and second floors, subject to the provisions of this Secondary Plan:
 - banks and financial institutions
 - health and fitness recreational uses
 - institutional uses including community facilities and government services compatible with and complementary to the planned functions and policies of the designation
 - private and commercial schools, and
 - restaurants.
- d) The minimum Floor Space Index of all development in each Development Block, within the designation shall be as shown on Schedule 'CC' – Development Blocks.
- e) Building heights within the designation shall be a minimum of four storeys and a maximum of six storeys.
- f) To accommodate the provision of non-residential uses at grade, buildings shall be designed to ensure that the gross floor area of non-residential uses on the ground floor represents a minimum of 75% of the gross ground floor area.
- g) Buildings shall be located close to the Bur Oak Avenue and collector street frontages to form a continuous, pedestrian-oriented urban edge to the street.
- h) Where buildings fronting on Avenue Seven and Bur Oak Avenue, are located at intersections, ground floor uses, particularly retail uses, shall wrap around the edge of intersecting streets
- i) Building Placement from the Bur Oak Avenue right-of-way shall generally be 2.5 m. Building Placement will be further defined in the Community Design Plan and the Comprehensive Block Plan, and confirmed in the implementing zoning by-law.

- j) Podium heights along Bur Oak Avenue shall be a minimum 2 storeys with a minimum 1m and maximum 3m setback above the 2nd storey.
- k) The primary entrances to buildings adjoining Bur Oak Avenue shall be oriented to the street.
- l) On-street parking shall be provided within the public road right-of-ways.
- m) Vehicle access to a development adjoining Bur Oak Avenue shall generally not be permitted from the street, but shall be restricted to interior streets or lanes.
- n) Loading access to a development adjoining Bur Oak Avenue shall not be permitted from the street, but shall be restricted to interior streets or lanes.

6.3.3.2 Site Specific Policies

In addition to the provisions of Section 6.3.3.1, for lands designated 'Community Amenity Area – Bur Oak Corridor Cornell Centre' with a single large asterisk (*) on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks, the following additional policies shall apply.

- a) Any residential uses or accessory residential uses on the ground floor, shall not exceed 25% of the total ground floor area; and
- b) Retail uses shall be limited to individual premises not exceeding 500 square metres of gross floor area. 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.

6.3.4 Community Amenity Area – Cornell Centre

The 'Community Amenity Area - Cornell Centre' designation applies to certain lands within Cornell Centre, located on the south side of Avenue Seven east of Bur Oak Avenue.

The designation is intended to provide a retail centre of high quality urban amenities and community activities serving the entire Cornell community as well as eastern Markham. The retail centre is intended to generally take the form of a multi-storey, mixed-use centre, including a 'main street' character along public or private roads extending through the centre. Single-use, single storey development is permitted in limited areas. The centre will be visually and physically linked with the adjacent residential neighbourhoods, development along Avenue Seven, and the major business park precinct to the east.

A minimum of 200 residential units is anticipated in the 'Community Amenity Area - Cornell Centre' designation at ultimate build-out.

6.3.4.1 General Development and Design Policies

Pursuant to the provisions of Section 6.3.1 a), the following policies apply to lands within the 'Community Amenity Area – Cornell Centre' designation. Additional site specific policies, outlined in Section 6.3.3.3, apply to certain lands within the designation identified with a double asterisk (**) on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks.

- a) Lands within this designation may be zoned to permit residential and mixed-use building types in the form of townhouse, multiple unit and apartment buildings. Free standing non-residential buildings may also be permitted in limited areas.
- b) Mixed-use buildings shall be primarily residential or office in use; the ground floor shall be designed to accommodate secondary retail, personal service and office and other non-residential uses compatible with the primary residential or office use.
- c) Lands within the 'Community Amenity Area – Cornell Centre' designation may be zoned to permit:
 - residential uses
 - retail uses
 - personal service uses
 - offices
 - banks and financial institutions
 - institutional uses including community facilities and government services compatible with and complementary to the planned functions and policies of this designation
 - restaurants
 - hotels
 - entertainment uses consistent with the planned function and policies of the designation, and
 - other similar uses consistent with the purpose and intent of the designation.
- d) 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.
- e) Any residential uses or accessory residential uses on the ground floor, shall not exceed 25% of the total ground floor area.
- f) The minimum Floor Space Index of development in each Development Block within the designation shall be as shown in Figure 6.3.4 and on Schedule 'CC' – Development Blocks.
- g) Mixed-use building heights, shall be within a range of four to six storeys. Minimum and maximum building heights shall be as shown in Figure 6.3.4.
- h) Standards for Building Placement, and Podium heights, where applicable, shall generally be as shown in Figure 6.3.4 for each of the Development Blocks within the designation, as shown on Schedule 'CC' – Development Blocks. Building Placement shall be further defined in the Community Design Plan and the Comprehensive Block Plan, having regard for the Built Form guidelines of Section 10.5.2 h), and confirmed in the implementing zoning by-law.
- i) Development shall provide direct pedestrian access from, and a visual relationship to, Avenue Seven.
- j) Development, and in particular the ground floor retail, service and office facilities, shall be integrated with the adjacent mixed residential development along Avenue Seven.

- k) The primary entrances to retail premises shall be oriented to the 'main street' and private roads they abut.
- l) On-street parking shall be provided within the private road right-of-ways.

6.3.4.2 Site Specific Policies

Notwithstanding Section 6.3.4.1, the following provisions shall apply to lands within the 'Community Amenity Area - Cornell Centre' designation identified with a double asterisk (**) on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks:

- i) Uses shall be limited to the following:
 - retail uses, and
 - entertainment uses consistent with the planned function and policies of the designation;
- ii) Retail uses shall generally be limited to individual premises with a gross ground floor area not exceeding 2,000 square metres, except for two retail premises where the gross ground floor area may exceed 2,000 square metres up to a maximum of 6,000 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; and

- iii) The primary entrance to retail premises shall be designed to address the 'main street' and private streets they abut.

Figure 6.3.4 Community Amenity Area – Cornell Centre					
Land Use	Density	Height			Building Placement
Designation	Min FSI	Min	Max	Podium	From Right-of-Way
Community Amenity Area – Cornell Centre (**)	0.45	1 storey	2 storeys		4.5m from public or private Road
Community Amenity Area – Cornell Centre	1.0	2 storey equivalent (non-residential) 4 storeys (mixed-use)	6 storeys	Min 1m, max 3m setback above ground floor	4.5m from public or private Road

6.3.5 Community Amenity Area – Cornell North Centre

The 'Community Amenity Area – Cornell North Centre' designation applies to certain lands bordering 16th Avenue in the northeast portion of the Cornell Community. Specifically, the designation includes lands in the vicinity of the intersection of 16th Avenue and a new minor collector road, extending north to Donald Cousens Parkway as shown on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks.

The designation is intended to provide a community retail focus serving the northern neighbourhoods in Cornell. The centre is intended to accommodate a multi-storey, mixed-use retail centre including a mixed-use 'main street' character along the north-south minor collector road extending from 16th Avenue to Donald Cousens Parkway. A neighbourhood park is also incorporated within the centre.

6.3.5.1 General Development and Design Policies

Pursuant to the provisions of Section 6.3.1 a), the following policies apply to lands within the 'Community Amenity Area – Cornell North Centre' designation. Additional site specific policies, outlined in Section 6.3.5.2, apply to certain lands within the designation identified with a double asterisk (**) on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks.

- a) Lands within this designation may be zoned to permit residential and mixed-use building types in the form of townhouse, multiple unit and apartment buildings.
- b) Mixed-use buildings shall be primarily residential in use; the ground floor shall be designed to accommodate secondary retail, personal service and office and other non-residential uses compatible with the primary residential use.
- c) Lands within the 'Community Amenity Area – Cornell North Centre' designation may be zoned to permit:
 - residential uses
 - retail uses
 - personal service uses
 - offices
 - banks and financial institutions
 - institutional uses, including community facilities and government services compatible with and complementary to the planned functions and policies of this designation
 - restaurants
 - day care centres, subject to the provisions of Section 6.7.6
 - places of worship, subject to the provisions of Section 6.7.5, and
 - other similar uses consistent with the purpose and intent of the designation.
- d) Notwithstanding Section 6.3.5.1 c), restaurants may be permitted only through approval of a site-specific development proposal and zoning approval.
- e) Retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 500 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.
- f) Residential uses shall be generally located on the ground floor of mixed-use buildings adjoining the "main street" and Neighbourhood Park and shall not occupy more than 25% of the ground floor area of the mixed-use building.
- g) The minimum Floor Space Index of development in each Development Block within the designation shall be as shown in Figure 6.3.5 and on Schedule 'CC' – Development Blocks.
- h) Building heights shall be within a range of four to six storeys. Minimum and maximum building heights shall be as shown in Figure 6.3.5.
- i) Notwithstanding Section 6.3.5.1 f), three and a half storey buildings shall be permitted on the south side of 16th Avenue.

- j) A Neighbourhood Park shall be provided within the lands in this designation. The location of the park shall be adjoining the 'main street' as shown on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks. The location of the Neighbourhood Park shall be further defined in the Community Design Plan and the Comprehensive Block Plan, and confirmed in the implementing zoning by-law.
- k) Buildings shall be located close to the 'main street' frontage to form a continuous, pedestrian-oriented urban edge to the street.
- l) Standards for Building Placement, and Podium heights, where applicable, shall be generally as shown in Figure 6.3.4 for each of the Development Blocks within the designation, as shown on Schedule 'CC' – Development Blocks. Building placement will be further defined in the Community Design Plan and the Comprehensive Block Plan, having regard for the Built Form guidelines of Section 7.5.2 h), and confirmed in the implementing zoning by-law.
- m) Buildings at the intersection of the minor collector road and 16th Avenue shall be designed to reinforce the entrance way to the mixed-use retail centre to the north.
- n) The primary entrances to buildings adjoining the 'main street' shall be oriented to the street.
- o) On-street parking shall be provided within the public road right-of-ways.
- p) Vehicle access to a development adjoining the 'main street' shall generally not be permitted from the street, but shall be restricted to interior streets or lanes.
- q) Loading access to a development adjoining the 'main street' shall not be permitted from the street, but shall be restricted.

6.3.5.2 Site Specific Policies

- a) Notwithstanding Section 6.3.4.1, the following provisions shall apply to lands within the 'Community Amenity Area – Cornell North Centre' designation identified with a double asterisk (**) on Schedule 'AA' – Detailed Land Use and Schedule 'CC' – Development Blocks:
 - i) Permitted uses shall be limited to:
 - retail uses
 - personal service uses
 - offices
 - banks and financial institutions, and
 - restaurants;
 - ii) Individual uses shall not be permitted in free standing buildings with the exception of a food store;
 - iii) Retail uses shall be limited to individual premises with a gross ground floor area not exceeding 2,000 square metres and a food store with a gross ground floor area not exceeding 6,000 square metres; and
 - iv) Buildings shall be designed to primarily be oriented, and have direct access to, the 'main street'.

- b) Notwithstanding Section 6.3.4.1 c), the following provisions shall apply to the 1.6 hectare place of worship site at the southeast corner of the future north-south minor collector road and Donald Cousens Parkway:

Development may consist of:

- i) a place of worship occupying the entire site, with the building oriented to the intersection of the minor collector road and local road at the southern portion of the site; or
- ii) a place of worship occupying a minimum 0.8 hectares of land on the southwest portion of the site with the building oriented to the intersection of the minor collector road and local, and on the southeast portion of the site, a mixed-use building, primarily residential in use, with ground floor retail or service uses not exceeding 500 square metres of gross floor area, compatible with the primary residential use.

Notwithstanding the provisions of Section 6.3.4.1 e) and f), there shall be no requirement for a minimum Floor Space Index or minimum height for a place of worship on this site.

Figure 6.3.5 Community Amenity Area – Cornell North Centre					
Land Use	Density	Height			Building Placement
Designation	Min FSI	Minimum	Maximum	Podium	From Right-of-Way
Community Amenity Area – Cornell North(**)	0.3	1 storey	2 storeys		4.5 m from public or private Road
Community Amenity Area – Cornell North	1.0	4 storeys	6 storeys	Min 1m, max 3m setback above ground floor	4.5 from public or private road

6.3.6 Community Amenity Area – Automotive Service Centre

The ‘Community Amenity Area – Automotive Service Centre’ designation applies to lands at the southeast corner of 9th Line and 16th Avenue. The designation provides for automobile related uses.

6.3.6.1 Development Policies

Pursuant to Section 6.3.1 a), the following policies apply to lands within the ‘Community Amenity Area – Automotive Service Centre’ designation:

- a) Permitted uses shall be limited to:
 - an automobile service station, and
 - a car wash.
- b) Development shall be compatible with the development of the adjoining lands.

6.4 INDUSTRIAL DESIGNATIONS

It is the intent of this Secondary Plan to provide for the development of a business park accommodating 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 Town 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 Policies

- a) Lands within the Cornell Planning District that are designated INDUSTRIAL and Business Park Area and Business Corridor Area on Schedule 'H' – Commercial/Industrial Categories to the Official Plan (Revised 1987), as amended, shall be subject to the general provisions of Section 3.5 and the specific provisions of Section 3.5.6.2 and 3.5.6.3 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 Industrial in the Official Plan (Revised 1987), as amended, are further organized into the following designation categories, as shown on Schedule 'AA' – Detailed Land Use, as follows:
 - *Business Park Area – Avenue Seven Corridor*
 - *Business Park Area*
 - *Business Corridor Area – Automotive Service Centre*
 - *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) Development Approval on lands adjacent to Highway 407, Avenue Seven and Donald Cousens Parkway will be subject to the recommendations and requirements of the Community Design Plan, and any related development guidelines and standards approved by the Town.
- d) Prior to any development proceeding in these designations, Comprehensive Block Plans shall be approved by the Town in accordance with the provisions of Section 11.10 of this Secondary Plan.

6.4.2 Business Park Area – Avenue Seven Corridor

The Business Park Area - Avenue Seven Corridor designation applies to certain lands within Cornell Centre, located on the north and south side of Avenue Seven, 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 be the most intensive in the Cornell Planning District consistent with the location of the designation within Cornell Centre, adjoining a planned regional rapid transit route on Avenue Seven.

6.4.2.1 General Development and Design Policies

Pursuant to the provisions of Section 6.4.1 a), the following policies shall apply to lands within the 'Business Park Area – Avenue Seven Corridor' designation:

- a) Lands within this designation may be zoned to permit multi-storey office buildings.
- b) Buildings shall be primarily office in use, and where adjoining Avenue Seven, 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 within the building.
- c) Lands within the designation may be zoned to permit:
 - offices
 - banks and financial institutions
 - research and training facilities
 - data processing and related facilities
 - commercial schools
 - institutional uses, including government services compatible with and complementary to the planned functions and policies of this designation
 - day care centres, subject to the provisions of Section 6.7.6
 - retail uses
 - personal service uses, and
 - restaurants.
- d) The minimum Floor Space Index of development in each Development Block within the designation shall be as shown in Figure 6.4.2 and on Schedule 'CC' – Development Blocks.
- e) Minimum and maximum building heights shall be as shown in Figure 6.4.2.
- f) To accommodate the provision of retail and other secondary uses at grade, buildings adjoining Avenue Seven shall be designed to ensure that the gross floor area of retail and other secondary uses on the ground floor represents a minimum of 75% of the gross ground floor area.
- g) A site for a regional transit terminal facility is identified symbolically as (RTT) at the western edge of the designation on Schedules 'AA', 'CC' and 'DD'. Lands for the site are to be secured by the Region of York. The intent of the Secondary Plan is that the facility shall be integrated into an appropriate office development where the site adjoins Avenue Seven.
- h) Standards for Building Placement, and Podium heights, where applicable, shall generally be as shown in Figure 6.4.2 for each of the Development Blocks within the designation, as shown on Schedule 'CC' – Development Blocks. Building Placement will be further defined in the Community Design Plan and the Comprehensive Block Plan, and confirmed in the implementing zoning by-law.
- i) The primary entrances to buildings adjoining Avenue Seven shall be oriented to that street.
- j) Surface parking lots shall not be permitted on lands generally within 40 metres of the Avenue Seven, except behind buildings facing on Avenue Seven with access restricted to interior streets or lanes.

- k) Vehicle access to a development adjoining Avenue Seven shall generally not be permitted from that street, but shall be restricted to interior streets or lanes.
- l) Loading access to a development adjoining Avenue Seven shall not be permitted from that street, but shall be restricted to interior streets or lanes.

Figure 6.4.2 - Business Park Area – Avenue Seven Corridor

Land Use	Density	Height			Building Placement
Designation	Min FSI	Minimum	Maximum	Podium	From Right-of-Way
Business Park Area – Avenue Seven Corridor	1.0	5 storeys	10 storeys	Min 2 storeys on Avenue Seven	2.5 m local roads
				Min 1m - Max 3m setback above 2 nd floor	4.5 m Avenue Seven

6.4.3 Business Park Area

The 'Business Park Area' designation applies to the majority of the employment lands located in the eastern portion of Cornell Centre, centered on the Avenue Seven and Donald Cousens Parkway intersection. The 'Business Park Area' designation is intended to accommodate individual office buildings, office and prestige industrial campus development in single and multi-unit buildings.

6.4.3.1 General Development and Design Policies

Pursuant to the provision of Section 6.4.1 a), the following policies shall apply to lands within the 'Business Park Area' designation:

- a) Permitted uses within the 'Business Park Area' designation shall include those uses identified in Section 3.5.6.2 c) of the Official Plan (Revised 1987), as amended.
- b) Notwithstanding Section 6.4.3.1 a), hotels may only be permitted subject to the review of a specific development proposal and rezoning pursuant to the provisions of Section 6.4.1 c) and this Secondary Plan.
- c) A site for a regional transit terminal facility is identified symbolically as (RTT) at the western edge of the designation on Schedules 'AA', 'CC' and 'DD'. Lands for the site are to be secured by the Region of York. The intent of the Secondary Plan is that the facility shall be integrated into an appropriate development where the site adjoins Avenue Seven.
- d) The minimum Floor Space Index of all development in each Development Block within the designation shall be as shown on Schedule 'CC' – Development Blocks.
- e) Maximum building height shall be ten storeys.
- f) The development of Business Park Area lands adjacent to the Rouge Park North shall have regard for the Urban Interface and Infrastructure Guidelines contained in the Rouge North Management Plan (2001). These guidelines shall be addressed in the Master Servicing Study, the Environmental Management Study, and the Community Design Plan.

- g) Surface parking lots shall not be permitted on lands generally within 40 metres of the Avenue Seven, except behind buildings facing on Avenue Seven with access restricted to interior streets or lanes.
- h) Vehicle access to a development adjoining Avenue Seven and Donald Cousens Parkway shall generally not be permitted from these streets, but shall be restricted to interior streets or lanes.
- i) Loading access to a development adjoining Avenue Seven and Donald Cousens Parkway shall not be permitted from these streets, but shall be restricted to interior streets or lanes.

6.4.3.2 Site Specific Policies

- a) Notwithstanding Section 6.4.3.1, the development of the Business Park Area lands west of Donald Cousens Parkway and south of Avenue Seven shall be subject to a minimum employment target of 2,800 jobs.

If demonstrated through an appropriate study, to the satisfaction of Council, that the minimum employment target can be met on the Business Park Area lands bounded by the north south collector road east of the woodlot, the Donald Cousens Parkway and Highway 407, then Council may review the designation of the lands west of the north south collector road adjacent to the woodlot to permit appropriate and compatible mixed residential development, including a gross floor area for residential development that does not result in an increase in the overall projected school population for Cornell Centre, and based on the review, assign an alternate designation to the lands east of the woodlot to permit residential development without further amendment to this Secondary Plan.

The assignment of an alternate designation will only be considered within the context of an application for zoning approval to permit residential development and the approval of a Comprehensive Block Plan in accordance with Section 11.10 of this Plan.

6.4.4 Business Corridor Area – Automotive Service Centre

The ‘Business Corridor Area – Automotive Service Centre’ designation applies to certain lands located on the east side of Don Cousens Parkway, north and south of Avenue Seven as shown on Schedule ‘AA’ – Detailed Land Use. The ‘Business Corridor Area – Automotive Service Centre’ designation is intended to accommodate an automotive service campus in buildings compatible and consistent with the development of the adjoining lands.

6.4.4.1 General Development and Design Policies

Pursuant to the provisions of Section 6.4.1 a), the following policies shall apply to lands within the Business Park Area designation:

- a) Lands within the designation may be zoned to permit only the following uses:
 - automobile service stations;
 - automobile repair uses; and
 - car wash facilities.
- b) Notwithstanding the provision provisions of Section 3.5.5.1 of the Official Plan (Revised 1987), as amended, retail as provided for in Section 3.5.5.1 shall only be permitted as part of a site specific development proposal and zoning approval.

6.5 OPEN SPACE DESIGNATION

6.5.1 General Open Space System Policies

- a) It is the intent of this Secondary Plan to establish a linked open space system which is highly inter-connected and forms a fundamental structural element within the Cornell community. It is intended that the greenspace corridors, comprising elements of the parks and open space system, will form an integral component of the community structure.
- b) Lands comprising the open space system within the Open Space designation as shown on Schedule 'AA' – Detailed Land Use shall include lands within the following categories:
 - *Community Park*
 - *Neighbourhood Parks and Parkettes*
 - *Stormwater Management Facilities*
 - *9th Line Greenway*
- c) Certain lands included within the Open Space designations are shown schematically and/or symbolically on Schedule 'AA'. The locations, configuration and boundaries of these lands shall be confirmed through detailed studies and plans identified in this Secondary Plan and may be revised, in accordance with the findings and recommendations of these studies without further amendment to this Secondary Plan. These studies and plans include:
 - a comprehensive Community Design Plan, as set out in Section 7.2
 - an Environmental Management Study, as set out in Section 9.2, and
 - Stormwater Management Reports, as set out in Section 8.3.2.3
- d) Public Parks shall be established in accordance with the provisions of Section 3.9.3 of the Official Plan (Revised 1987), as amended, and the relevant findings and recommendations of the studies identified in this Secondary Plan.

6.5.2 Community Park

- a) The Community Park is established in accordance with the provisions of Section 3.9.3 of the Official Plan (Revised 1987), as amended.
- b) The Community Park shall be located as generally shown on Schedule 'AA' – Detailed Land Use.
- c) The Community Park shall be approximately 16 hectares in size, and shall accommodate active sports fields as well as opportunities for less active recreational activities.

6.5.3 Neighbourhood Parks and Parkettes

- a) Neighbourhood Parks are shown symbolically on Schedule 'AA' – Detailed Land Use. Parkettes are not shown on the Schedule. Parkette locations are shown on the Open Space and configurations shall be finalized through draft plan of subdivision approvals

- b) Neighbourhood Parks and Parkettes are established in accordance with the provisions of Section 3.9.3 of the Official Plan (Revised 1987), as amended.
- c) Notwithstanding Section 3.9.3 a) i) and ii) of the Official Plan (Revised 1987) as amended, Neighbourhood Parks and Parkettes will generally be 0.2 to 1.6 hectares, designed and intended to provide space for a limited number of field sports, playgrounds and the recreational needs of the local residential neighbourhood.
- d) The, number, general location and area totals of Neighbourhood Parks and Parkettes will be established in the Parks and Open Space Master Plan contained in the Cornell Master Parks Agreement between the Town and the Cornell Landowners Group.
- e) The functions and configurations of Neighbourhood Parks and Parkettes will be established in the Community Design Plan, and confirmed in plans of subdivision.

6.5.4 Stormwater Management Facilities

- a) Stormwater management facilities, including ponds and channels, are shown on Schedule 'AA' – Detailed Land Use.
- b) Stormwater management facilities shall be designed and implemented in accordance with the approved Environmental Management Study, Stormwater Management Reports and the policies of Section 9.2.1 of this Secondary Plan.

6.5.5 The 9th Line Greenway

- a) The 9th Line Greenway, also known as the Golden Jubilee Greenway, as shown designated 'Open Space' on Schedule 'AA' – Detailed Land Use, is a linear open space along 9th Line, extending the length of the Planning District from Highway 407 in the south to Donald Cousens Parkway in the north. The Greenway provides a multi-use pathway, serving both pedestrian and cyclists, and connects to pedestrian and bicycle routes within the Community.

6.5.6 Open Space Acquisition

- a) Public open space shall be provided in accordance with the Cornell Master Parks Agreement dated ____, between the Town and the Cornell Landowners Group, the provisions of the Planning Act, RSO 1990, and the policies and standards of Official Plan (Revised 1987) as amended, and this Secondary Plan.
- b) The Cornell Master Parks Agreement will, among other things, contain a minimum parkland dedication requirement for the Cornell Planning District, a provision for certain park infrastructure in lieu of certain land, and a requirement for cash-in-lieu of parkland if increased residential development potential within the Avenue Seven Corridor is realized.
- c) Where cash-in-lieu of parkland is provided for in the Cornell Master Parks Agreement, the Cornell Landowners Group will provide for additional infrastructure for parks and open space as prioritized in the Community Design Plan, which will be claimed as credits against the cash-in-lieu of parkland requirements if increased residential development potential within the Avenue Seven Corridor is realized as per the agreement.

- d) Woodlots and tree stands worthy of preservation may be incorporated into parks as areas for passive recreation in addition to the minimum amount of land required for active recreational facilities.
- e) Parks or portions thereof may be designed to include water quantity/quality control features, subject to the approval of the Town, in consultation with the Toronto and Region Conservation Authority and the Ministry of Natural Resources. In instances where grading or other changes required for water quantity/quality control or the presence of water precludes the use of a portion of park area for the required park purposes then such stormwater management features shall not be accepted as part of the parkland dedication.
- f) The 9th Line Greenway, as provided for in Section 6.5.5, shall not form part of the required parkland dedication. Lands for the Greenway shall be dedicated to the Town, or secured through easements or use agreements.
- g) As noted in Section 6.1 a), property owners will be required to enter into one or more agreements providing for the equitable distribution of the costs of public open space features such as parks, woodlots and greenways planned within the Cornell Planning District. Compensation between landowners pursuant to such agreement(s) will be an important mechanism in facilitating public acquisition of the open space features.
- h) Lands dedicated to the Town shall be prepared and landscaped as required by the Town, pursuant to the recommendations of the Open Space Guidelines as required in Section 7.4.2 and specific parks and open space landscaping studies.

6.6 ENVIRONMENTAL PROTECTION AREA DESIGNATION

6.6.1 General Policies

- a) Lands within the Cornell Planning District that are designated ENVIRONMENTAL PROTECTION AREA in the Official Plan (Revised 1987) as amended, shall be subject to the general provisions of Section 2.2 of the Official Plan (Revised 1987) as amended, and to the further provisions of this Secondary Plan.
- b) Environmental Protection Areas in the Planning District consist of five woodlots.

6.6.2 Woodlots - Environmental Protection Areas

- a) The 'Environmental Protection Area' designation is established in this Secondary Plan in accordance with the provisions of Section 2.2.2 of the Official Plan (Revised 1987), as amended.
- b) The locations of natural features to which the 'Environmental Protection Area' designation apply are shown schematically on Schedule 'AA' – Detailed Land Use.
- c) Notwithstanding the depiction of each designated feature on Schedule 'AA', the boundary of each feature shall be deemed to include a buffer of at least 10 metres, measured from the drip line of existing vegetation.
- d) An Environmental Management Study shall be prepared for the designated natural heritage features as provided for in Section 9.2. This study shall be completed to the satisfaction of the

Town prior to the approval of development applications in the vicinity of the features or the agreement by the Town to accept their dedication.

- e) Once the Environmental Management Study has been completed, any change to the delineation of the environmental feature boundary shall only be considered within the context of an Environmental Impact Study in accordance with Section 2.2.2.10 of the Official Plan (Revised 1987), as amended.
- f) Lands within the 'Environmental Protection Area' shall also be subject to the woodlot policies of Section 9.6.2.

6.7 INSTITUTIONAL DESIGNATION

6.7.1 General Policies

- a) Institutional uses within the Secondary Plan area shall be permitted in accordance with the provisions of Section 3.6 of the Official Plan (Revised 1987) as amended and this Secondary Plan.
- b) Notwithstanding the primary 'Institutional' designation, the uses contemplated in Section 3.6.3 b) of the Official Plan (Revised 1987) shall not be permitted on the Community Facilities and Health Care Campus.
- c) Common institutional uses such as schools, community facilities, places of worship and day care centres are provided for under several land use designations and shall not be required to have an Institutional land use designation.
- d) Notwithstanding the provisions of various land use designations respecting minimum Floor Space Index and minimum building height, there shall be no requirement for a minimum Floor Space Index and minimum building height for common institutional uses such as schools, community facilities, places of worship and day care centres.
- e) Prior to any development proceeding within any Development Block as identified on Schedule 'CC' – Development Blocks within the Institutional designation, Comprehensive Block Plans shall be approved by the Town in accordance with the provisions of Section 11.10 of this Secondary Plan.

6.7.2 Community Facilities and Health Care Campus

- a) The site of the Markham Stouffville Hospital is reflected by an 'Institutional' designation on Schedule 'AA' – Detailed Land Use and is identified as a District on Schedule 'BB'. It is intended that this site should develop as a Community Facilities and Health Care Campus with a range of uses and activities related to:
 - the provision of health care, including hospitals, health and wellness facilities, medical offices, treatment centres, sanatoria, clinics and residential health care facilities and affiliated with the principal hospital activity; and
 - the provision of community facilities, including a library, gymnasium, aquatic facilities, fitness centre, youth and older adult space and other program space.

Ancillary uses including laboratories, drugstores and personal services (e.g. optician) and sales of health care and medical equipment/supplies shall also be permitted.

- b) The following policies shall apply to the development of lands in the 'Institutional' designation:
- i) The minimum and maximum Floor Space Index of all development on the Community Facilities and Health Care Campus shall be as shown in Figure 6.7.2 and Schedule CC – Development Blocks. The maximum Floor Space Index for all development on the lands south of Church Street shall be 0.75;
 - ii) The transfer of density from the lands required for the future widening of Church Street and the 9th Line, and the dedication of the 9th Line Greenway, shall only be permitted as part of a Comprehensive Block Plan approval for the Campus lands south of Church Street, provided the maximum floor space index for the complete Development Block can be achieved to the satisfaction of the Town;
 - iii) Minimum and maximum building heights shall be as shown in Figure 6.7.2 for the Community Facilities and Health Care Campus within the designation as shown on Schedule CC – Development Blocks, subject to the building restrictions or requirements on lands affected by the heliport as identified in the study required in Section 6.7.2.(vii). The maximum height for development within approximately 40 metres of the streetline of 9th Line shall be three storeys;
 - iv) Three storey residential building forms shall only be permitted on lands immediately adjoining existing low density residential neighbourhoods at the perimeter of Cornell Centre.
 - v) Standards for Building Placement shall be as shown generally in Figure 6.7.2 for the Community Facilities and Health Care Campus, within the designation as shown on Schedule CC – Development Blocks. Building Placement will be further defined in the Community Design Plan and the Comprehensive Block Plan, and confirmed in the implementing zoning by-law;
 - vi) The Community Facilities and 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;
 - vii) 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, including motor vehicles, 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;
 - viii) 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 Town may be responsible, the Town shall require that a study be completed by the Hospital and other affected property owners, prior to the approval of development on any potentially impacted lands. This study shall be completed by qualified professionals to the

satisfaction of the Town and shall include appropriate consultation with concerned departments and agencies;

- ix) Relocation by the Hospital of the heliport from its present location, to a location directly linked to the main hospital building shall be encouraged. Such relocation shall be done in a manner that reduces impacts and constraints on development on surrounding lands to a minimum; and.

Figure 6.7.2 Institutional				
Land Use	Density	Height		Building Placement
Designation	FSI	Minimum	Maximum	From Right-of-Way
Institutional	Min. 1	3 storeys	6 storeys	2.5 m local roads
	Max. .75		3 storeys adjoining 9 th Line and designated Residential Neighbourhood	3 m Church Street
				2.5 Bur Oak Avenue
				12.5 m 9 th Line

6.7.3 Emergency Services

- a) Symbols denoting the existing ambulance services centre and the intended location of a fire hall are shown on Schedule ‘AA’ – Detailed Land Use. The location and configuration of the fire hall site will be further defined through the Community Design Plan and implementing Development Approvals.

6.7.4 School Sites

- a) Symbols denoting intended locations for public and separate elementary and high school sites are shown on Schedule ‘AA’ – Detailed Land Use. Generally, the elementary school sites will be equally distributed throughout the Planning District with at least one site located south of the Avenue Seven. These locations have been selected to reflect the role of school sites in supporting the definition of community structure and patterns of land use.
- b) School sites may be relocated in consultation with the School Boards without further amendment to this Secondary Plan provided the alternate sites are consistent with the structural objectives and attributes of those denoted on Schedule ‘AA’ – Detailed Land Use.
- c) The size and configuration of each school site shall be consistent with the policies or requirements of the respective School Board, however, final site sizes and configurations shall be determined in consultation with the School Boards within the context of the Community Design Plan and plans of subdivision.
- d) Where a school site adjoins public parkland, the school site shall be of a size, configuration and design that facilitates potential joint use between the Town and the respective School Board.
- e) The Town will cooperate with the School Boards to promote smaller school site sizes in Cornell Centre, potential joint use of parkland, and to maximize the area available for on-site recreational and athletic use through minimizing surface parking area and through the construction of multi storey school buildings that reduce building floorplates.

- f) In the event that all or part of an additional public school facility is required for the Cornell Centre, the Town will cooperate with the York Region District School Board to investigate alternatives to facilitating an additional elementary school program facility into a mixed-use/shared site development within the District.
- g) School site locations have been selected to adjoin, or to be within a reasonable walking distance of, potential future transit routes. In implementing transit service it is intended that schools should be located at potential transit stops. School buildings shall be oriented to facilitate direct access to transit routes and stops.
- h) In the event that all or part of a school site is not be required by a School Board, the following alternate uses shall be permitted in order of priority:
 - i) open space uses in accordance with the provisions of Section 6.5 of this Secondary Plan and Section 3.9 of the Official Plan (Revised 1987), as amended, particularly parks or other open space linkages which contribute to the creation of the greenlands corridors identified on Schedule 'BB'; or,
 - ii) compatible institutional uses as identified in the implementing zoning by-law, or based on specific evaluation of each site, and which may include religious institutions, government buildings, community and recreational facilities and cultural buildings (e.g. museum, art gallery); or,
 - iii) uses permitted in the 'Residential Neighbourhood' and 'Residential Neighbourhood – Cornell Centre' designations, however, in the case of sites fronting on to Bur Oak Avenue, the lands shall be developed in accordance with the uses permitted in the 'Community Amenity Area – Bur Oak Corridor' and 'Community Amenity Area – Bur Oak Corridor Cornell Centre' designations, to the average depth of lots on adjoining lands in that designation; and,
 - iv) the Town shall have first right of refusal to acquire all or part of the school site; government agencies and community groups with identified needs shall have the second right of refusal.
- i) Notwithstanding Sections 6.7.4 c), in order to retain flexibility in accommodating future residential development in the Cornell Planning District, the Town will cooperate with the School Boards to promote appropriate school site sizes, to allow the building area to be increased to accommodate a larger school program or a special program as a component of a larger school program if required.
- j) The Town will cooperate with the School Boards to pursue and encourage school sites and buildings will be developed in accordance with the following policies:
 - i) joint use sites and multiple use buildings will be encouraged wherever possible. The Town will work with the School Boards to achieve appropriate and efficient site designs, especially in campus settings, and to maximize public service and safety;
 - ii) elementary schools will be located to be accessible by residents in more than one neighbourhood; and,
 - iii) parking and loading areas will be provided and access points designed in a manner that will minimize conflicts between pedestrian and vehicular traffic.

6.7.5 Places of Worship

- a) Sites for places of worship shall be set aside in accordance with the Town of Markham Council Site Reservation Policy for Place of Worship Sites as revised from time to time. Sites will be required to be set aside by subdivision or other appropriate agreements to ensure they are made available for acquisition and use for a place of worship for a period of at least five years.
- b) Five proposed place of worship sites have been identified symbolically on Schedule 'AA' – Detailed Land Use. Generally, the place of worship sites are located on an arterial or major collector road within the Cornell Planning District in accordance with the site locational requirements of the Official Plan (Revised 1987), as amended. These locations have been selected to reflect the role of places of worship in supporting the definition of community structure and patterns of land use, with at least one site located in Cornell Centre. The Town will investigate alternatives to facilitating an additional place of worship into a mixed-use/shared site development within Cornell Centre.
- c) The location and configuration of place of worship sites will be further defined through the Community Design Plan and plans of subdivision. Place of worship sites may be relocated without further amendment to this Secondary Plan, provided the alternate sites are consistent with the structural objectives and attributes of those denoted on Schedule 'AA' – Detailed Land Use, and are consistent with the site locational requirements of the Official Plan (Revised 1987), as amended.
- d) Places of worship are a permitted land use only within the following land use designations, in accordance with applicable provisions of the Official Plan (Revised 1987), as amended, and this Secondary Plan:
 - *Residential Neighbourhood*
 - *Residential Neighbourhood – Cornell Centre*
 - *Avenue Seven Corridor – Mixed Residential*
 - *Community Amenity Area – Bur Oak Corridor*
 - *Community Amenity Area – Cornell North Centre*
- e) The provision of a variety of place of worship site sizes will be encouraged, with a minimum site size of 1.0 hectare.
- f) Place of worship sites shall be identified in the required Development Phasing Plan and the Community Design Plan. Appropriate development parcels shall be incorporated in plans of subdivision and sites will be zoned to permit a place of worship and/or appropriate alternate uses.
- g) The Town shall, by subdivision or other appropriate agreements, ensure that a minimum of five sites are made available for acquisition and use for places of worship for a period of at least five years from the date of registration of the plan of subdivision.

- h) Place of worship sites may be pre-zoned, with a “Hold” prefix to permit a place of worship, accessory uses and appropriate alternative uses, if the site is not acquired for a place of worship. Removal of the “Hold” prefix on a dual zoned place of worship shall be tied to:
 - i) execution of a site plan agreement for a place of worship; or
 - ii) expiration of a site reservation period and the execution of a site plan agreement for the alternative land use.
- i) The Town shall establish within subdivision or other appropriate agreements, such conditions for the disposition of place of worship sites, as Council deems appropriate.
- j) Notwithstanding the provisions of this Section, mixed-use buildings oriented to Bur Oak Avenue which are designed to accommodate ground floor retail, service and offices compatible with a primary residential use or a freestanding retail building of appropriate scale and design and not more than 2000 square metres of gross floor area may be permitted, on the eastern portion of the place of worship site on the south west corner of Bur Oak Avenue and Whites Hill Avenue, provided a place of worship occupying a minimum 0.8 hectares of land is provided on the western portion of the site.
- k) Notwithstanding the provisions of this Section, mixed-use buildings with ground floor retail and service uses of not more than 500 square metres of gross floor area compatible with a primary residential use may be permitted, on the south eastern portion of the place of worship site on the south east corner of the minor collector road and Donald Cousens Parkway in Cornell North Centre, provided a place of worship site occupying a minimum 0.8 hectares of land is provided on the south western portion of the site at the intersection of the minor collector road and the local road.
- l) Notwithstanding the provisions of Section 2.17.1 d) ii) of the Official Plan (Revised 1987), as amended, the required parking for places of worship in Cornell Centre shall reflect the unique character of the area and shall be consistent with any approved parking strategy for lands within Cornell Centre.
- o) Notwithstanding the provisions of Section 2.17.c) of the Official Plan (Revised 1997), as amended, places of worship may be located on any arterial, collector or local road where permitted within a land use designation within the Planning District.
- p) Notwithstanding the provisions of this Secondary Plan, there shall be no requirement for a minimum FSI or minimum height for places of worships located within the Community Amenity Area – Bur Oak Corridor and Community Amenity Area – Cornell North Centre designations.

6.7.6 Day Care Centres

- a) Day care centres shall be permitted in accordance with the provisions of Section 2.11 of the Official Plan (Revised 1987), as amended.
- b) Appropriate sites for new day care centres may implemented through the approval of a zoning by-law.

7.0 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT POLICIES

7.1 General Policies

- a) The planning of the Cornell community is based on the principles of New Urbanism developed by the Congress of New Urbanism to guide public policy, development practice, urban planning and design. Among other things, the principles include:

- *The primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.*
- *Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.*
- *The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.*
- *In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.*
- *Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbours to know each other and protect their communities.*
- *Architecture and landscape design should grow from local climate, topography, history, and building practice.*
- *Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.*
- *All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.*
- *Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society."*

For the Cornell Planning District, the emphasis is on designing a community that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit and has a well defined and high quality public realm - the streets, open spaces and public buildings. This Secondary Plan is premised on high quality urban design, including measures to ensure, among other things:

- the provision of a clearly defined public realm;
- respect for areas of natural heritage;

- a well defined grid of streets, lots and development blocks;
 - predictable and consistent built form;
 - safety, accessibility and comfort in the pedestrian environment;
 - an urban open space network of publicly accessible and interconnected parks, plazas, walkways and sidewalks with linkages to natural amenities and transit facilities; and
 - buildings that define streets and frame open spaces and contribute to the pedestrian activity and amenity.
- b) Cornell Centre is based on principles of sustainable development and builds on the principles of New Urbanism. The principles integrate and balance the three elements of environment, economic and social sustainability. Cornell Centre is premised on sustainable development policies, including measures to ensure, among other things:
- a balance of live/work opportunities providing a diversity of housing and job choices;
 - compact form, pedestrian amenity and reduced reliance on single occupancy vehicles through parking and Travel Demand Management strategies;
 - the integration of high density mixed-use development with bus and rapid transitway services provided within the Avenue Seven and Bur Oak Avenue development corridors; and
 - the use of new green technologies and best practices in sustainable building design and open space design with an emphasis on air and water quality, water and energy efficiency and conservation, and efficient waste management practices.

7.2 Community Design Plan

- a) The key components of a comprehensive Community Design Plan shall be approved by the Town, prior to any implementing development approvals. The purpose of the Community Design Plan is to further articulate the community structure and refine the community design and built form concepts for the Planning District within the context of the land use, environmental protection, heritage and transportation related objectives and policies of the Official Plan and this Secondary Plan.
- b) The comprehensive Community Design Plan will address the entire Planning District and will establish design principles and guidelines for the treatment of lands in the following designations as shown on Schedule 'AA' - Detailed Land Use:
- Urban Residential – Residential Neighbourhoods;
 - Urban Residential – Cornell Centre;
 - Community Amenity Area;
 - Institutional;
 - Open Space and Environmental Protection Area;
 - Business Corridor Area; and,
 - Business Park Area.

- c) The Community Design Plan will address, among other things, the following key components as described below:

- Public Realm Design Guidelines;
- Open Space Guidelines; and
- Built Form and Landscape Guidelines

In addition, the Community Design Plan shall include an Implementation Strategy to ensure that all development, both public and private sector, is consistent with the principles and objectives of this Secondary Plan and the Community Design Plan.

- d) For Cornell Centre and Cornell North Centre, the Community Design Plan will further characterize land use, urban design and community identity and articulate the development guidelines for built form and landscape (eg. siting, massing and scale of development), and parking and servicing outlined in the Secondary Plan;
- e) A Comprehensive Block Plan may replace a Community Design Plan as it relates to Development Blocks in the Cornell Centre and Cornell North Centre provided it addresses the requirements of the Community Design Plan, and eventually becomes part of the Community Design Plan.
- f) The Urban Design policies contained within this Secondary Plan, set out general criteria for the development of both the public realm and private lands. These policies also provide the basis that is necessary to develop specific standards and regulations to guide the approval of development, including the subdivision of land and site plan control.

Built Form and Landscape Guidelines will establish specific regulatory requirements, and will be the principal controls on design matters for the Cornell Secondary Plan. They will harmonize with the Public Realm Design Guidelines, the Parks and Open Space Master Plan and the Open Space Guidelines together with the findings of the Town of Markham's Transit Accessibility Plan and the "Transit Supportive Land Use Planning Guidelines" (Ministry of Municipal Affairs and Ministry of Transportation, Ontario).

7.3 Public Realm

- a) The public realm comprises public streets, lanes, parks and open spaces and the public use activity areas of public lands and buildings.

7.3.1 Streets and Lanes

- a) It is intended that streets and lanes will:
- provide access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services;
 - be subject to comprehensive streetscape requirements, including landscaping, that will ensure that the public realm is consistent in quality and design; and,
 - generally, be aligned to create a modified rectilinear grid pattern that defines

Development Blocks.

7.3.2 Views and Focal Points

- a) The preservation, enhancement and creation of significant views and focal points shall be encouraged by:
 - preserving and enhancing views to natural features, including woodlots, topographic features, water bodies, and across open spaces;
 - providing opportunities for views of important public buildings, heritage buildings, open spaces, natural features, and other landmarks; and,
 - providing for sites that terminate streets and view corridors.
- b) To recognize the importance of public and institutional buildings in the community and to enhance their public status these buildings are encouraged to be sited at the following locations:
 - at the termination of a street or view corridor;
 - at street intersections;
 - on Bur Oak Avenue; and,
 - sites that enjoy prominence due to topographic and natural features.

7.3.3 Location of Buildings with Respect to Streets and Open Space

- a) To reinforce the street, lane and block pattern established by this Secondary Plan, the following measures will be employed:
 - buildings will be aligned parallel to a public street;
 - buildings will be located in close proximity to the property line adjoining the public street;
 - buildings on corner sites will be sited and massed toward the intersection of the adjoining public streets;
 - siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public streets;
 - siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public streets;
 - buildings located adjacent to, or at the edge of parks and open spaces, will provide opportunities for overlook onto the open space;

- the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,
- buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

7.3.4 Public Realm Design Guidelines

- a) The Public Realm Design Guidelines are intended to ensure that the treatment of the rights-of-way of public streets is consistent in quality and design throughout the Planning District and in general conformity with the Town's Design Implementation Guidelines, July 1998, as revised. The Public Realm Design Guidelines component of the Community Design Plan will reflect the road design requirements for traffic management and transit service identified in the Internal Functional Traffic Design Study and establish principles, guidelines and requirements addressing, but not be limited to, matters such as:
 - defining a hierarchy of primary and secondary streets, and based on their functional requirements to identify appropriate and consistent treatments for each street type including standards for sidewalks, pedestrian crossings, lighting, landscaping and street furniture;
 - appropriate locations and designs for required above ground utility and telecommunications infrastructure;
 - design requirements for the provision of a continuous pedestrian and bicycle route network including the relationship to proposed transit services;
 - preferred streetscape designs at the interface between residential and non-residential land uses;
 - streetscape treatments relating to requirements for traffic calming and on-street parking; and,
 - any other streetscaping requirement identified in a study or plan required by this Secondary Plan.

7.4 Open Space System

- a) The Open Space System comprises the Community Park, Neighbourhood Parks and Parkettes, Stormwater Management Ponds and Channels, Woodlots –Environmental Protection Areas, and The 9th Line Greenway and the public and private realm connections between them throughout the Planning District.
- b) A Parks and Open Space Master Plan and Open Space Guidelines shall be prepared to guide development of the Open Space System to the satisfaction of the Town as a component of the Community Design Plan referred to in Sections 6.5.1 and 7.2 and prior to the final approval of any Comprehensive Block Plans and plans of subdivision.

7.4.1 Open Space Guidelines

- a) The Open Space Guidelines are intended to guide the development of the open space system in the Planning District.
- b) The Open Space Guidelines will recognize the relevant provisions of the Official Plan and will:
 - i) be based on the Parks and Open Space Master Plan developed for the Cornell community, including an assessment of the anticipated population and household composition, the locations of significant natural features, and proposed public and community facilities, recommend a system of neighbourhood and community parkland, open spaces and linkages to serve the community;
 - ii) provide recommendations on the size, location and configuration of parklands in the community;
 - iii) recommend a system of principal pedestrian and bikeway routes linking principal parks and community facilities, and destinations of public interest, and proposals for necessary remedial works to ensure continuous and unimpeded movement;
 - iv) provide for a link between the wooded features and major parklands north of Avenue Seven and the woodlot and major open space features south of Avenue Seven to achieve a separation between the residential neighbourhoods, the mixed-use retail centre and the business park portions of Cornell Centre;
 - v) provide for the incorporation of Environmental Protection Areas into parklands, based on the findings and recommendations of the Environmental Management Study;
 - vi) provide direction for open space programming, multi-functional “shared use” facilities and programs, designs and development concepts for parks and open spaces;
 - vii) identify opportunities for open space connections through the community facilities and health care campus to link with the Cornell open space system as well as opportunities for connections between open space features within the Cornell open space system;
 - viii) identify opportunities and a range of appropriate measures for the enhancement of the existing woodlots as natural heritage features;
 - ix) identify opportunities and means for additional planting to extend, to the south and east, the existing woodlot south of Avenue Seven, in a manner consistent with the provision of stormwater management facilities adjacent to Highway 407;
 - x) provide guidelines for the planning and implementation of stormwater management to ensure that this function will complement and, whenever feasible, enhance significant natural heritage features; and
 - xi) identify opportunities for integration of the open space system, paths and trails with the Little Rouge Creek Corridor.

7.5 Built Form and Landscape

7.5.1 Development Blocks and Lots

- a) All the available urban lands are to be subdivided into a series of development blocks, defined by a modified rectilinear grid system of public streets and lanes.
- b) The size and configuration of each Development Block will:
 - be appropriate to its intended use;
 - facilitate and promote pedestrian movement; and,
 - provide sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient development.
- c) Each parcel of developable land in a Development Block will:
 - have frontage on a public street or private street, park or open space;
 - incorporate on-site parking and a service area that are accessed from a rear lane; and
 - be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Secondary Plan and implementing Community Design Plan.
- d) Notwithstanding the provisions of this Secondary Plan, a lot that does not have frontage on a public street may be permitted, provided the front lot line adjoins public open space fronting a public street or a private street, and the rear lot line adjoins, and has access from, a public lane, park or open space.
- e) Notwithstanding the provisions of this Secondary Plan, a lot in the Community Amenity Area – Bur Oak Avenue designation, having substantial frontage on Bur Oak Avenue, may be permitted to have a second access to parking from a public street provided:
 - the lot contains a comprehensively designed mixed-use development; and,
 - the principal access to the required service areas on the lot is from a public lane; and,
 - the need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and,
 - the development pattern is otherwise consistent with the provisions of this Secondary Plan and the implementing Community Design Plan.

7.5.2 Built Form

a) Building Compatibility

New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue negative impacts on adjacent properties particularly in regard to overlook, shadowing, wind and other environmental factors.

Comfortable microclimatic conditions, including sunlight access, sky views and wind conditions, public safety, and adequate privacy conditions for residential buildings and their outdoor amenity areas, will be provided and maintained.

To ensure these policy requirements are achieved, implementing zoning by-laws for this Secondary Plan will establish consistent relationships between buildings and their associated property limits.

b) Siting, Massing and Scale of Building

Siting and massing of new buildings will provide an appropriate degree of continuity and enclosure to the public street and open spaces that the buildings frame. The siting, massing and scale of:

- residential buildings permitted in those areas designated Neighbourhood Residential and Neighbourhood Centre, as shown on Schedule 'BB' will reflect the massing and character of traditional rural and urban Ontario residential building types;
- mixed-use buildings permitted in Community Amenity Area – Bur Oak Avenue and Cornell Centre (Community Amenity Area etc.) designations that front on to Bur Oak Avenue will reflect the massing and character of building types typically found on a traditional "Ontario Main Street"; and
- siting to screen parking and loading areas.

c) Location of Building Entrances

To support public transit and for reasons of public safety and convenience, primary entrances to principal buildings shall be clearly visible and located on a public street frontage or onto a public open space.

Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be accessible to people who are physically challenged (mobility impaired).

d) Parking and Servicing

To minimize disruptions to the safety and ensure the attractiveness of the public streets, a system of public lanes will provide the primary access for on-site parking and servicing functions.

To enhance the quality and safety of the public street, the construction of private parking lots and structures which occupy the at-grade frontage of public streets is discouraged.

Surface parking is prohibited generally within 40 metres of the Avenue Seven right-of-way. Customer parking support for the first 65 square metres of commercial uses in Neighbourhood Commercial Centre should be provided through on-street parking.

To reduce the impact of surface parking and to provide at grade amenity areas the provision of structured parking shall be encouraged for higher density development in Cornell Centre. Site plan and building placement arrangements shall permit surface parking lots to be phased out over time in favour of structured or reduced parking while at the same time improving access to transit services.

Where it is not feasible to locate parking below grade, surface parking lots shall be situated to the side or rear of buildings to increase street-presence of buildings.

e) Neighbourhood Commercial Centre Buildings

Commercial buildings and associated urban open spaces should be located on roads linking neighbourhood centres to emphasize the sense of transition from one neighbourhood to the next, providing orientation cues and opportunities for highlighting unique neighbourhood identities.

Buildings should be compatible in height and massing to neighbouring residences. Elevations should be designed to address the retail/service nature of the ground floor while respecting and harmonizing with the residential uses of the upper floor(s) and neighbouring houses.

Building entrances including access to the upper floors should face the street. Customer parking support for the first 65 square metres of commercial uses should be provided through on-street parking.

f) Public and Community Buildings

Community Buildings should be designed, sited and constructed to act as quality landmarks, be visually prominent, emphasizing their importance to the community. Community Buildings should be massed to emphasize their dominant visual presence within the community.

Where possible, Community Buildings should be located on prominent sites to terminate significant view corridors, or at important street intersections, or on Bur Oak Avenue.

Community buildings should be located, where practical, close to the dominant street upon which they are located to create a sense of containment for the street. Prominent entrances should be provided on the dominant street side. The Hospital, Wellness and Community Centre/Library development and future High School provide an animated, pedestrian oriented urban edge to Bur Oak Avenue

g) Cornell Centre

Buildings should be aligned close to the sidewalk to define the street edge. Building entrances should be well designed and oriented to the street.

Buildings with ground floor retail should align first floor and entrance(s) with the street grade and large display windows should face and animate the pedestrian edge.

Buildings at corner sites should have greater height and mass toward the intersection. Height and density will shed outward from the Avenue Seven Corridor to make a transition to existing and new low rise residential neighbourhoods located outside of the Cornell Centre. The greatest concentration of built form and height will be located in the vicinity of the Avenue Seven and Bur Oak Avenue intersection.

Building edges should be designed for pedestrian comfort by reducing the impacts of micro climate conditions in appropriate locations to support outdoor use and activity.

Buildings should be designed to the highest standard with special attention paid to pedestrian level architecture, roofscape and materials. High quality streetscapes should provide generous sidewalks, high quality pedestrian lighting and street tree planting.

h) Mixed-Use Retail Centres

The character of the mixed-use retail centres in Cornell Centre and Cornell North Centre will be defined primarily by a consistent and cohesive built form to be articulated in the Community Design Plan.

Mixed-use buildings should generally be four to six storeys in height and compatible in height, massing and character with neighbouring residences.

Building placement should reinforce a continuity of built form and definition of the public realm at the street edge. In particular, buildings will be located close to the “main street” frontage to form a continuous, pedestrian-oriented urban edge to the public or private street. The built form of the “main street” will frame view corridors and provide safe pedestrian access to adjacent neighbourhoods, transit corridors and open space features.

Buildings at the intersection of Bur Oak Avenue and Avenue Seven will form a prominent entranceway to the mixed-use retail centre in Cornell Centre. Single storey building and surface parking will generally not be permitted in proximity to the Avenue Seven Corridor. Buildings at the intersection of the minor collector road and 16th Avenue will form a prominent entranceway to the mixed-use centre in Cornell North Centre.

Large format retail buildings and multiple retail unit buildings shall contribute to the character of the streets they abut and shall be articulated into smaller components to ensure visual fit within the neighbourhood. Main entrances to retail buildings shall be oriented to the street, not parking lots. The front of retail buildings should figure prominently on the “main street”. Entrances should be plentiful and directly accessible from the sidewalk. Loading shall not be directly visible from adjacent streets.

The mixed-use retail centres provide a community focal point for high quality urban amenities and community activities. Pedestrian links to street sidewalks should be provided where

entrances are not immediately adjacent to street sidewalks. Development within the mixed-use retail centres is intended to be integrated with the adjacent residential neighbourhoods, development and transit corridors, and the open space system.

7.5.3 Pedestrian Environment

a) Public Safety

To promote safety and security in public places, including streets, parks and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are encouraged:

- the design and siting of new buildings should provide opportunities for visual overlook and ease of physical access to adjacent streets, parks and open spaces;
- clear, unobstructed views to parks and open spaces should be provided from the adjoining streets;
- appropriate lighting, visibility and opportunities for informal surveillance should be provided for all walkways, parking lots, parking garages and outdoor amenity areas; and,
- public use activity areas located within buildings should be located at-grade and oriented to the public street.

b) Public Accessibility

To ensure ease of access for the pedestrian and the enjoyment of public streets and other outdoor spaces, the following measures are encouraged:

- public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public streets;
- provision of a consistent level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage and street furniture; and,
- avoiding the location of building ventilation systems in pedestrian areas.

c) Public Comfort

- To protect pedestrians from the winds produced by buildings and structures and to ensure comfortable walking and sitting conditions in public and open spaces, wind testing may be required to establish the appropriate size, mass and height of development, and the locations of mitigating features.
- To ensure adequate sunlight availability on parks, public open spaces and pedestrian areas, the Town may regulate building heights, siting and massing.
- Along major transit routes, and other locations where it is appropriate to provide pedestrians with protected passage, durable, easy to maintain, weather protection systems, such as building overhangs, canopies, colonnades, and awnings, shall be integrated into building design.

7.5.4 Built Form and Landscape Guidelines

- a) The Built Form and Landscape Guidelines component of the Community Design Plan will establish principles, guidelines and requirements addressing, but not be limited to, the following matters:
- building height, massing and relationship to adjoining primary and secondary streets, with particular attention to lands adjoining, or visible from, Highway 407, Avenue Seven, Donald Cousens Parkway and 9th Line;
 - appropriate on-site location and design requirements for parking lots, parking structures, loading areas and utilities infrastructure;
 - screening to minimize the visibility of loading areas and rooftop equipment;
 - quality and design standards for all non-residential buildings;
 - built form guidelines for industrial, commercial, and residential development within the Planning District and recommendations relating to the application of development control mechanisms, which may include architectural guidelines and control, having regard for related general Town urban design guidelines;
 - standards and requirements for residential lots that can accommodate a coach house;
 - particular design requirements at the interface between areas of residential and non-residential development;
 - approaches to the integration of heritage buildings from an urban design perspective having regard for the scale, massing, setbacks, building materials and design features of adjoining development and the relationship of heritage buildings to the proposed street system;
 - alternatives to development using reverse frontage;
 - the integration of required noise attenuation features, including berms, acoustical walls and fences with a view to minimize use of acoustical walls and fences through appropriate subdivision design;
 - the appropriate configuration of development blocks, the height and placement of buildings and landscaping treatment adjoining the Rouge Park North;
 - the appropriate amount and location of parkland required to serve the Planning District in accordance with the Parks and Open Space Master Plan and the Cornell Master Parks Agreement;
 - requirements for the condition of parkland to be dedicated to the Town;
 - on-site landscaping requirements and standards for non-residential development;
 - landscaping or other planting requirements in buffers/setbacks adjoining natural features including revegetation where this requirement is identified; and,

- any other design or landscaping requirement identified in a study or plan required by this Secondary Plan.

7.6 Implementation Strategy

- a) It is the intent of the Implementation Strategy to ensure that all development, both public and private sector, is consistent with the principles and objectives of this Secondary Plan and the Community Design Plan. The Implementation Strategy will:
- provide a framework that will ensure a consistent and reasonable approach in the review and approval for all development within the Planning District;
 - provide a framework that will ensure consistent consideration and application of design principles and requirements identified in the Community Design Plan throughout the Planning District;
 - provide a framework for the implementation of measures to protect, enhance and restore significant natural features, including recommended measures for the management of natural features and other open space elements; and,
 - identify the applicable development control mechanisms, which may include architectural guidelines, and includes the preparation of Comprehensive Block Plans within Cornell Centre and Cornell North Centre , to achieve the objectives of the Community Design Plan.

7.7 Sustainable Development Strategy

- a) In addition to the Implementation Strategy outlined in Section 7.6 above, the Town will develop a Sustainable Development Strategy to ensure that all development, both public and private sector, is consistent with the Sustainable Development principles outlined in Section 4.4.2 of this plan. The Sustainable Development Strategy will complement the Implementation Strategy for this Plan and will:
- provide a framework and set of Performance Measure Targets for the implementation of new green infrastructure technologies and best practices in sustainable building and open space design with an emphasis on air and water quality, water and energy efficiency and conservation, and efficient waste management practices;
 - provide a framework and set of targets for achieving a balance of live/work including:
 - residential intensification targets, including minimum affordable housing targets, in accordance with provincial and regional intensification targets; and
 - employment targets that will contribute to an overall, long-term Region of York target resident-employee ratio of 1:1; and
 - identify the applicable development control mechanisms, which may include transfer of density, incentive zoning, conditional zoning or development charges, alternate parking standards, and includes the preparation of Comprehensive Block Plans within the Cornell Centre and Cornell North Centre, to achieve the objectives of the Sustainable Development Strategy.

8.0 INFRASTRUCTURE POLICIES

8.1 General Policies

- a) The provisions of Section 8.0 apply to lands in all land use designations.
- b) Infrastructure investment by the Town will be prioritized and coordinated with the Region of York to coincide with the improvements to the Avenue Seven Regional Corridor and regional transitway and the build out of Cornell Centre, including:
 - i) a rapid transit and conventional transit network;
 - ii) a road network, including improvements to the public realm; and
 - iii) sewer and water systems.

8.2 Transportation

8.2.1 General Policies

- a) The proposed transportation network serving the Planning District shall include public roads, private road accesses and driveways, pedestrian and bicycle pathways, a regional transitway, transit routes and facilities (ie. terminal, bus bays, passenger standing areas, shelter pads, queue jump lanes, VIVA stations). The proposed network of Arterial Roads, Major and Minor Collector Roads, and a regional transitway is shown on Schedule 'DD' – Transportation. The location of pathways, roads, the regional transitway, transit routes and facilities other than those currently existing, are schematic only and are intended to be confirmed through more detailed route alignment and facility location studies and subsequent development approvals. Consequently, the location of pathways, roads, the transitway, transit routes and facilities may be revised without further amendment to this Secondary Plan.
- b) All components of the transportation system shall be planned and provided in accordance with the policies of the Official Plan (Revised 1987), as amended, and the policies of this Secondary Plan, and where applicable the policies of the Regional Official Plan. The location, function and detailed design of each new road and the regional transitway and its associated intersections will require the approval of the Town and/or the Region of York. Road projects shall be completed in accordance with the requirements of the Municipal Class Environmental Assessment Process.
- c) The major components of the proposed road and rapid transit networks within and adjacent to the Planning District include:
 - the completion of Donald Cousens Parkway, a Regional Arterial Road, from the 9th Line to Highway 407;
 - the completion of the Highway 407 Provincial transitway and the Highway 407 interchange at Donald Cousens Parkway;
 - the upgrading of Avenue Seven, a Regional Arterial Road, between 9th Line and the Little Rouge Creek, including accommodation of a future Regional Transitway;

- the upgrading and realignment of 16th Avenue, a Regional Arterial Road, between 9th Line and Donald Cousens Parkway;
 - the extension of Bur Oak Avenue to south of Avenue Seven as a Major Collector Road;
 - a series of Minor Collector Roads and locals roads providing internal access to the lands to be developed; and
 - transit services will operate along arterial and collector roads.
- d) It is anticipated that the collector road system will be the subject of a Master Plan Environmental Assessment. The Master Plan Environmental Assessment would address roads that are not subject to a separate, specific environmental assessment, such as those identified in this Plan. The Master Plan Environmental Assessment may be conducted concurrently with other Environmental Assessments and may be undertaken in conjunction with traffic studies required by this Plan. The Town will determine the sequence and relationship for the required Environmental Assessments and traffic studies.
- e) Roads shall be provided in accordance with the requirements of Section 5 of the Official Plan (Revised 1987), as amended, and adopted Town design standards. Notwithstanding the general provisions of Section 5 of the Official Plan (Revised 1987), as amended, specific alternate provisions and standards may be established through this Secondary Plan that further define the classification, function and design requirements of roads and other components of the transportation system.
- f) The required rights-of-way of all roads within the Planning District shall be dedicated in accordance with requirements of the Town and the Region of York. The right-of-way requirements for Town roads shall be in accordance with Schedule 'G' - SITE PLAN CONTROL of the Official Plan (Revised 1987), as amended, and Schedule 'DD' – Transportation to this Secondary Plan, and the provisions of this Secondary Plan.
- g) Notwithstanding the provisions of Section 5.3.4 of the Official Plan (Revised 1987), as amended, an additional right-of-way width may be required for the roads identified on Schedule 'DD' – Transportation and shall be dedicated to the Town and the Region for sight triangles, cuts, fills, extra lanes at intersections, high occupancy vehicle lanes and for accommodating bicycles, sidewalks, and landscaping where appropriate in accordance with the specifications and requirements of the Region of York and the Town. Determination of final right-of-way requirements shall be made through the completion of the studies identified in this Secondary Plan and the implementing development approval processes.
- h) Construction access shall be designed to ensure that the impact on existing residential areas is minimized. Construction access arrangements for lands designated for residential and non-residential development shall be identified in the Development Phasing Plan and confirmed through subdivision and site plan control agreements.

8.2.2 Traffic Study Requirements

- a) A comprehensive updated Traffic Impact Assessment of the internal and external road network shall be completed to the satisfaction of the Town, prior to development approval. The Assessment will confirm that the road network identified in this Secondary Plan is

appropriate in terms of the development proposed by the landowners within the Planning District and will identify any required changes to the road network to ensure that it will accommodate the anticipated traffic movements.

This Assessment shall be completed in accordance with the Town's Traffic Impact Assessment Guidelines, and shall be consistent with the findings and recommendations of the Markham Transportation Planning Study. The Traffic Impact Assessment and any updates shall be approved by the Town and the final approved transportation system identified in the Assessment shall be reflected in the Internal Functional Traffic Design Study, the Master Servicing Study, the Environmental Management Study, the Community Design Plan and the Development Phasing Plan.

- b) An Internal Functional Traffic Design Study shall be completed and updated, to the satisfaction of the Town, prior to development approval. The study shall identify detailed infrastructure and right-of-way designs required to accommodate auto, truck, transit, bicycle, and pedestrian route requirements, and traffic calming measures in the Planning District.

This study shall be completed in accordance with the Town's Internal Functional Traffic Design Study Guidelines. An Internal Functional Traffic Design Study shall be consistent with the findings and recommendations of the Traffic Impact Assessment and shall not receive final approval prior to the approval of the Traffic Impact Assessment.

- c) The Traffic Impact Assessment and a comprehensive Internal Functional Traffic Design Study shall be completed, updated and approved prior to the approval of the Development Phasing Plan in order to inform that Plan.
- d) Site specific Traffic Impact Studies may be required for applications for Development approval within the Planning District. A site specific Traffic Impact Study will determine the traffic impact of the proposed development and the feasible and practical means available to accommodate traffic from the proposed development. These studies may include analysis of items such as: turning movements, storage length, internal circulation, fire access, driveway design and grading, gap studies and the traffic impact of any proposed change in use. Site specific Traffic Impact Studies shall be subject to the approval of the Town in consultation with the Region of York, as required, and must be consistent with the findings and recommendations of the Markham Transportation Planning Study, the Traffic Impact Assessment and the Internal Functional Traffic Design Study and such other studies or analyses as the Town may identify.
- e) A program for monitoring traffic flows and providing for traffic calming measures may be required for applications for Development Approval within the Planning District.
- f) Final designs and requirements for roads and other components of the transportation system shall be established based on the findings and recommendations of the following studies:
- Markham Transportation Planning Study and its updates;
 - Town of Markham Bicycle Study;
 - Traffic Impact Assessment

- Internal Functional Traffic Design Study;
- Environmental Assessment studies;
- Community Design Plan;
- Environmental Management Study;
- Environmental Impact Study(ies); and
- Site Specific Traffic Impact Studies.

These studies shall be completed and the requirements for all transportation system components confirmed and updated to the satisfaction of the Town in consultation with other concerned agencies, prior to approval of development within the Planning District area.

8.2.3 Highway 407

- a) 407 ETR approval is required for all development applications locating within 46 metres of the Highway 407 property line. A minimum setback of 13.7 metres shall be required from the Highway 407 property line for all above and below-ground buildings and structures, including detention ponds.
- b) The Town supports early construction of the interchange of Highway 407 with Donald Cousens Parkway.
- c) The Town does not support construction of a full interchange at Highway 407 and 9th Line unless the need for this interchange is demonstrated, after the interchange with the Donald Cousens Parkway is operational. The feasibility of an interchange at 9th Line and Highway 407 is currently being investigated by the Town and the Region of York, 407 ETR, and the Ontario Ministry of Transportation. Subject to the resolution of this issue, sufficient land for this interchange shall be reserved.

8.2.4 Arterial Roads

8.2.4.1 General Policies

- a) The Town will pursue arterial road designs with the Region of York that balance functional requirements with the objectives of this Secondary Plan in regard to roads as a significant element of the public realm, and in accordance with the recommendations of the Community Design Plan.
- b) Direct vehicular access from individual new residential lots and blocks to Arterial Roads shall not be permitted. Access to new residential lots and blocks shall be provided from Local Roads, and where appropriate, Collector Roads. Direct vehicular access from individual non-residential properties to Arterial Roads shall not be permitted where there is an available alternate access to another road, unless approved by the Town or the Region of York.

8.2.4.2 Avenue Seven

- a) Highway 7 traverses the southern portion of the Planning District. Notwithstanding the current function of this road as an inter-regional highway, the Town supports the ultimate function and design for this road, between 9th Line and Donald Cousens Parkway, as a high quality urban boulevard and major mixed-use spine incorporating a regional rapid transitway – “Avenue Seven”. Accordingly, Highway 7 will be referred to as Avenue Seven throughout Cornell Planning District and within the provisions of this Secondary Plan.
- b) Avenue Seven between 9th Line and the Little Rouge Creek is designated as a Regional Arterial Road in the Region of York Official Plan with a specific right-of-way of 45 metres through and adjoining the Planning District. It is intended that development adjoining Avenue Seven should be approved on this basis and in accordance with the requirements established for a Regional Corridor and a Regional Rapid Transit Corridor.
- c) The alignment of Avenue Seven east of Donald Cousens Parkway may be altered to facilitate an alternate crossing of the Little Rouge Creek. The final alignment will be determined in the context of an Environmental Assessment Study as provided for in Section 5.3.2 c) of the Official Plan (Revised 1987), as amended.
- d) Any realignment of Avenue Seven, as described in this Secondary Plan, may require the realignment of other roads in the vicinity, including Donald Cousens Parkway and Reesor Road. Approval of urban development on adjoining lands that may be affected by these realignments shall be deferred until all alignments and road design requirements have been confirmed and adequate rights-of-way secured to the satisfaction of the Town in consultation with other concerned agencies.

8.2.4.3 Donald Cousens Parkway

- a) The Donald Cousens Parkway is designated as a Regional Arterial Road between 9th Line and Highway 407 and shall have a basic right-of-way of 36 metres through the Planning District. It is intended to replace the existing Markham By-Pass.
- b) The alignment of Donald Cousens Parkway shown on Schedule ‘DD’- Transportation is schematic only. The final alignment of this road shall be determined through the following studies pursuant to the provisions of the Environmental Assessment Act RSO 1980c140:
 - an environmental assessment study by the Town of Markham, to determine the route alignment for Donald Cousens Parkway between Highway 48 and Avenue Seven; and
 - an environmental assessment study by the Region of York to determine the route of the future Donald Cousens Parkway south of Avenue Seven.

8.2.4.4 9th Line and 16th Avenue

- a) 9th Line and 16th Avenue are designated as Regional Arterial Roads in the Region of York Official Plan with a basic right-of-way of 36 metres throughout the Planning District. Functional and design requirements for 9th Line and 16th Avenue will be established by the Region of York, in consultation with the Town of Markham.

8.2.5 Collector Roads

- a) The proposed system of Major and Minor Collector Roads is shown on Schedule 'DD' - Transportation. The design requirements for the collector roads shall be determined in accordance with the pertinent findings and recommendations of the studies identified in Section 8.2.2 d). Routes and design requirements will be confirmed through the approval of these studies and implemented through subsequent development approvals.
- b) Bur Oak Avenue is designated as a Major Collector Road and shall have a mid-block right-of-way of 29 metres north of Avenue Seven to 9th Line and up to 36 metres south of Avenue Seven. Additional right-of-way width may be required as per 8.2.1 f). Bur Oak Avenue is the main north-south road extending through most of the Planning District. It is intended that this road shall be the focus of a development corridor shall be Cornell's "Main Street" designed to accommodate a mix of uses, including medium density live work development to the north and higher density residential development and an array of retail/service, office and community facilities in the Cornell Centre.
- c) With the provision for the Donald Cousens Parkway the existing Markham By-Pass will no longer be required to serve as a Major Collector Road. It is intended that the residual right-of-way of the existing Markham By-Pass, after accommodating the Collector Road right-of-way to the satisfaction of the Town, will be incorporated into the neighbourhood fabric of roads, open space and development blocks.
- d) Reesor Road provides the primary north south access through eastern Markham connecting the Oak Ridges Moraine, Federal Green Space lands, Rouge Park - Little Rouge Creek Corridor, Rouge Park - Bob Hunter Memorial Park and Provincial Greenspace lands. The long-term intent for Reesor Road is to protect the function as a collector road, while protecting and upgrading the road design to enhance the country heritage and rural character of the agricultural and park setting in eastern Markham. Where road improvements are considered, consideration shall be given to enhanced landscape treatment, integrated on or off road bicycle lanes and parkway road design. Where employment uses abut Reesor Road, site planning considerations shall address view corridors into the Rouge Park and landscape and building design shall support the countryside character.

8.2.6 Local Roads

- a) The system of local roads shall include the primary road network providing frontage for lots and development parcels and a complementary system of rear alleys and lanes providing access for required on-site parking and service vehicles.
- b) The design requirements for local roads shall be determined in accordance with the pertinent findings and recommendations of the studies identified in this Secondary Plan including the recommendations of the Traffic Impact Assessment, the Internal Functional Traffic Design Study, and shall be consistent with the Town's Design Criteria and Standard Drawings. Routes will be confirmed through the approval of the Community Design Plan and implemented through subsequent development approvals.
- c) Notwithstanding the provisions of Section 5.3.5 b) i) of the Official Plan (Revised 1987), as amended, local roads shall be organized to form a network intersecting whenever possible with the principal roads designated on Schedule 'DD' - Transportation, in order to maximize permeability throughout the Planning District area.

- d) Notwithstanding the provisions of Section 5.3.3 b) iii) of the Official Plan (Revised 1987), as amended, local roads may intersect with arterial roads at appropriate locations, in order to maximize connectivity to the arterial road system, subject to the approval of the Region of York and the Minister of Transportation.

8.2.7 Lanes

- a) A secondary and complementary system of public roads at the rear of lots and development parcels used for residential or commercial purposes shall be developed within the urban portion of the Secondary Plan area. This system shall be comprised of rear alleys and lanes providing access to the required on-site parking and service areas.
- b) Functional and design standards for lanes shall be established by the Town, based on the findings and recommendations of the following studies:

- Internal Functional Traffic Design Study
- Traffic Impact Assessment; and,
- Cornell: Municipal Infrastructure Servicing Standards

Detailed designs for lanes shall be established in the approval of the Community Design Plan and subsequent development approvals.

- c) Public utilities may be located within lanes subject to functional and design standards established by the Town.
- d) Lanes shall be planned to provide for “through” traffic movements.

8.2.8 Public Transit

8.2.8.1 General Policies

- a) The Town will work with the applicable transit providers, the Region of York and the Province of Ontario to develop a transit system for the Planning District, in accordance with the Markham Planning Transportation Study as updated, and pursuant to the provisions of Section 5.6 of the Official Plan (Revised 1987), as amended.
- b) The introduction of transit services to this Planning District will be phased and based on acceptable operational and financial criteria.
- c) It is intended to develop a series of transit routes that serve and link the centres of each neighbourhood. There will be a transit stop at the centre of each neighbourhood located so as to generally be within 400 metres of most households. Additional transit stops on the neighbourhood routes and on routes flanking neighbourhoods will be implemented as required.
- d) Transit stops will be placed at most intersections, passenger generators and transfer points. The bus stop spacing shall not be less than 250 metres. VIVA rapid transit stops shall be an average of at least 1 kilometre apart and shall be located at the far side of the intersection.
- e) It is intended that a local transit loop be located on the Markham-Stouffville Hospital lands to provide direct transit connections between the health care and community facilities to the

regional transit terminal and Avenue Seven regional transitway and the residential neighbourhoods to the north and west in Eastern Markham.

8.2.8.2 Transit-Supportive Development

- a) To facilitate the development of a transit supportive urban structure, the following measures shall be reflected in development proposals throughout the Cornell Planning District, including the subdivision of land:
 - provision of a local road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;
 - documentation of walking distances to ensure all areas within the Secondary Plan area are adequately served by public transit;
 - provision for transit stops and incorporation of bus bays where appropriate into road design requirements;
 - transit waiting areas incorporated into buildings located adjacent to transit stand, and,
 - the policies and objectives of the Town of Markham's Transit Accessibility Implementation Plan.
- b) The built form and land use in Cornell Centre shall promote public transit ridership through site planning and building design, building scale, distribution of development densities, land use mix and location, including:
 - development sites which are connected by a fine grid of streets, internal driveway connections, and sidewalks to provide direct and safe access to major streets and public transit services; and
 - compact and intensive development including designations incorporating higher density, compact development forms and residential development that is not exclusively ground related, including single and semi-detached and single tier townhouse dwellings.

8.2.8.3 Avenue Seven Transitway and Transit Terminal

- a) A future Avenue Seven regional transitway is shown schematically on Schedule 'DD'-Transportation. The transitway is intended to accommodate the VIVA rapid bus transit service, ultimately in exclusive transit lanes, and provide fast, convenient connections to link Eastern Markham and Cornell Centre to educational institutions, public facilities, residential communities, and business areas elsewhere in Markham and York Region.
- b) The alignment of the future Avenue Seven regional transitway as shown on Schedule 'DD'-Transportation is schematic only. The final alignment of the transitway within the Avenue Seven Regional Corridor shall be determined through an Environmental Assessment Study by the Region of York. The transitway is planned to be constructed by 2015.

- c) Provision is made for a regional transit terminal site to be located, at the western edge of the business park and integrated into an appropriate development where the site adjoins Avenue Seven, in Cornell Centre as shown symbolically as (RTT) on Schedules 'AA' – Detailed Land Use, Schedule 'CC' – Development Blocks and Schedule 'DD' - Transportation. The regional transit terminal will be established by the Region of York and is intended to provide an eastern terminus for the Avenue Seven regional transitway and provide a transit terminal to interface with local bus routes serving the health care and community facilities campus, the mixed-use retail centre, the business park, and the residential neighbourhoods of the Planning District.
- d) It is intended that the final regional transit terminal location will be determined during preparation of the Community Design Plan and confirmed through the Comprehensive Block Plan and development approvals.
- e) Lands for the regional transit terminal will be secured by the Region of York. The Region of York may require the dedication of lands for the regional transit terminal as a condition of Section 51 of the Planning Act, R.S.O. 1990, as amended, plan of subdivision approval.
- f) In accordance with the Section 37 provisions of Section 11.5.2 of this Secondary Plan, the Town or Region of York may require the provision of transit facilities and services in support of increasing the level of transit service and the transit modal split.

8.2.8.4 Highway 407 Transitway and Transit Terminal

- a) A Transit Station at Highway 407 is intended to provide for transfers from local or regional transit services to east-west inter-regional rapid transit service on the proposed provincial transitway in the Highway 407 corridor. The location of a potential provincial transit terminal servicing the Cornell Planning District and its operational requirements will be determined through the Highway 407 Transitway System Plan and Station Site Plan Study, subsequent environmental assessment studies to be completed by the Ministry of Transportation, and through Town and agency review of proposals for stormwater management facilities or other permitted uses in Cornell Centre.

8.2.9 Pedestrian and Bicycle Path System

- a) The Secondary Plan area shall have pedestrian and bicycle path systems which serve the entire Community and which are linked with other pathway systems in the Town and to the Rouge Park. Some of the major bicycle routes are shown schematically on Schedule 'DD' – Transportation. The full pedestrian and bicycle path system shall be developed in accordance with the findings and recommendations of the Open Space Guidelines and the Community Design Plan. The design of the bicycle path system will be completed in accordance with the Town's Bike and Pathway Master Plan.

8.2.10 Parking

- a) It is intended that on-street parking will be encouraged at appropriate locations on all roads, with the exception of lanes and the Avenue Seven transitway, in order to assist in calming traffic movement and thereby enhancing pedestrian safety.
- b) Subject to the findings and recommendations of the Internal Functional Traffic Design Study, and the Community Design Plan, on-street parking may be approved at certain locations for

specified times to satisfy a portion of the parking requirements of adjacent non-residential development.

- c) Off-street parking for all uses shall be required and shall be provided on-site, primarily with access from rear lanes. For the 'Avenue Seven Corridor – Mixed Residential', 'Business Park Area – Avenue Seven Corridor', 'Business Park Area', and 'Community Amenity Area – Mixed-use Retail Centre' land use designations, a maximum parking supply shall be implemented through the provisions of the Zoning By-law .
- d) Parking shall be required in accordance with the provisions of the Zoning By-law.
- e) A comprehensive Parking Strategy and Plan will be developed by the Town for Cornell Centre, including phasing and parking strategies developed as part of the Comprehensive Block Plans, that will reduce reliance on single occupancy vehicles, promote parking structures and support the delivery of high density, mixed-use, transit supportive development along the Avenue Seven Regional Corridor.
- f) Surface parking lots will not be permitted generally on lands within 40 metres of the Avenue Seven right-of-way in Cornell Centre.

8.2.11 Travel Demand Management

- a) A comprehensive Travel Demand Management Plan will be initiated by the Town, including initiatives, developed and implemented by the Cornell residential and business park communities, that will reduce trip distance and travel time, reduce traffic congestion, and reduce reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation.

8.3 Services and Utilities

8.3.1 General Policies

- a) New development within the Planning District shall be on full urban municipal services. Servicing requirements for the development of lands in the Planning District shall be based on the land use structure and designations and the transportation system identified in this Secondary Plan and shall be determined through the Master Servicing Study and the Environmental Management Study.
- b) New development within the Planning District will be serviced by sanitary sewers extended from the York-Durham Sewage System. The assignment of a sewage capacity allocation to the lands in the District will be determined by the Town, in consultation with the Region of York, at the subdivision approval stage or site plan approval stage, in accordance with the approved and updated Master Servicing Study and the approved Development Phasing Plan.
- c) A piped municipal water supply will be provided from the York Water Supply System. The allocation of water supply to the lands in the District will be determined by the Town, in consultation with the Region of York, at the subdivision approval or site plan approval stage in accordance with the approved and updated Master Servicing Study and the approved Development Phasing Plan.

- d) Prior to development approval within the Planning District, satisfactory arrangements between the Developers' Group, the Town and the Region of York shall be established to ensure timely delivery of the key components of the servicing infrastructure for the Planning District. These arrangements shall be reflected in the Development Phasing Plan that shall be approved by Council in accordance with Section 11.9 prior to granting development approval.

8.3.2 Servicing Study Requirements

8.3.2.1 Master Servicing Study

- a) Prior to the approval of development within the Planning District, the landowners shall prepare to the satisfaction of the Town, in consultation with the Region of York and concerned agencies and utilities, an updated Master Servicing Study. The Study shall identify all technical requirements and anticipated costs to provide infrastructure services for the development of the lands within the Planning District. Among other matters, the Master Servicing Study will address all requirements for the following services:
- sanitary sewers;
 - watermains;
 - stormwater management facilities;
 - major roads, bridges and interchanges;
 - utility and telecommunication services; and
 - preliminary grading.

Where the provision of infrastructure services required to support development in the Planning District necessitates changes to infrastructure external to the Planning District, these changes shall also be identified in the Master Servicing Study. The Study will also identify circumstances that may require phasing the delivery of services and infrastructure and recommend appropriate solutions. Information essential to understanding the provision and delivery of infrastructure services to inform the Development Phasing Plan, the Town's Development Charges Study and developers' group agreements, shall also be included in the Master Servicing Study.

- b) The Master Servicing Study shall be reviewed and updated to take into account the recommendations of the Environmental Management Study and approved by the Town, in consultation with the Region of York, affected agencies and utilities.
- c) With regard to stormwater management, the Master Servicing Study and the Stormwater Management Reports shall incorporate the findings and recommendations of the approved Environmental Management Study.

8.3.2.2 Functional Servicing Report

- a) Prior to development approval a proponent shall submit a Functional Servicing Report for a plan of subdivision or other development proposal for review and approval by the Town. This report shall reflect the findings and recommendations of the approved and updated Master Servicing Study and support the detailed design of the plan of subdivision and shall address, but not be limited to, lot grading, sewer and watermain works, road cross sections and utility requirements. Engineering drawings are to be prepared in accordance with this report and shall be submitted for review and approval by the Town. All municipal services

shall be designed in accordance with the current policies and standards of the Town, and where applicable, affected agencies.

8.3.2.3 Stormwater Management Report

- a) Prior to development approval, and based on the findings and recommendations of the approved Environmental Management Study and the approved Master Servicing Study, a proponent may be required to submit a Stormwater Management Report for review and approval by the Town in consultation with the Toronto and Region Conservation Authority. The Report shall provide detailed information regarding the provision of water quality and quantity management facilities, hydraulic gradelines, overland flow routes, and erosion and siltation controls for the plan of subdivision or other development proposal.
- b) The Stormwater Management Report(s) for existing stormwater management ponds and channels in the Planning District shall be reviewed and updated to take into account the recommendations of the Environmental Management Study.

8.3.3 Utilities and Telecommunication

- a) Requirements for all new local utility and telecommunication services required in the Planning District shall be identified in the Master Servicing Study, the Development Phasing Plan and the Functional Servicing Reports.
- b) The Town will require that to the greatest extent possible, public and private utilities shall be planned and constructed in a coordinated manner. Utility and telecommunication services shall be planned to be located underground and shall be grouped wherever possible. Where required, above ground utility fixtures shall be located and designed in accordance with Town policies and the requirements of the Master Servicing Study, the Community Design Plan.
- c) Utility and telecommunication services shall be permitted in all land use designations subject to the requirements of the Environmental Management Study and the Master Servicing Study and detailed engineering designs to be approved by the Town. Services located within the Environmental Protection Area land use designations as shown on Schedule 'AA' - Detailed Land Use, shall be minimized, and shall coincide with required road rights-of-way wherever possible. In the event that a single loaded road is approved to adjoin lands designated Environmental Protection Area, services should be confined to the edge of the road right-of-way farthest from the Environmental Protection Area designation, wherever possible.
- d) Utility providers are to confirm that existing, upgraded or new services will be available to support proposed development, prior to development approval.

8.3.4 District Heating Plants

- a) District heating plants shall be permitted within Cornell Centre, as identified on Schedules 'AA', 'BB' and 'CC', subject to the approval of a Community Design Plan for the entire Cornell planning district.

9.0 ENVIRONMENTAL POLICIES

9.1 General Policies

- a) The policies of Section 9.0 apply to lands in all land use designations.
- b) Certain lands within the Planning District are designated Environmental Protection Area as shown on Schedule 'AA' - Detailed Land Use. These lands are also subject to the provisions of Section 6.5.1 of this Secondary Plan.

9.2 Environmental Management Study

- a) Prior to the approval of development within the Planning District, the landowners shall prepare a consolidated Environmental Management Study to the satisfaction of the Town, in consultation with the Toronto and Region Conservation Authority, and affected agencies and utilities. The Environmental Management Study will identify and evaluate all potential environmental impacts arising from the development of the lands within the Planning District, and propose appropriate technical solutions to mitigate these impacts in accordance with the provisions of the Official Plan, this Secondary Plan and agency and Town guidelines and standards. The Environmental Management Study will have regard for the Rouge Watershed Plan, once completed and endorsed by the Town.
- b) The Environmental Management Study will include, but not be limited to, the following:
 - identification and evaluation of natural heritage features, including watercourses, flora and fauna, hedgerows, woodlots, natural linkages and the function of such features in aquatic and terrestrial systems;
 - determination of the boundaries of the lands designated 'Environmental Protection Area' which shall include the woodlot, a minimum 10 metre buffer and any other lands required for expansion or buffering;
 - an assessment of the possible impacts to existing natural heritage features from roads, utilities and services and development of approved uses on lands around the designated 'Environmental Protection Area' including matters such as grading, construction practices, stormwater management, and building placement during and after construction;
 - a description of the manner in which potential negative impacts will be avoided or mitigated and of the enhancement or restoration measures required to improve the ecological integrity of the designated 'Environmental Protection Area' and its linkage with other natural features;
 - where lands within the 'Environmental Protection Area' designation area are impacted by infrastructure requirements, an Environmental Impact Study may also be required, in accordance with Section 2.2.2.10 of the Official Plan (Revised 1987), as amended, to assess the impacts and recommend mitigative measures to ensure an overall net environmental benefit to the natural features;
 - recommendations regarding implementation of the Rouge North Management Plan Urban Interface and Infrastructure Guidelines;

- recommendations for the location and design of stormwater management facilities for incorporation into the Master Servicing Study, if required;
 - completion of a preliminary screening for potential soil contamination or an Environmental Site Assessment as provided for in Section 9.3.2 a); and,
 - completion of a preliminary assessment of potential sources of noise and vibration and recommendations for mitigation and further detailed study prior to development approval.
- c) The Environmental Management Study shall be approved by the Town, in consultation with the Toronto and Region Conservation Authority, affected agencies and utilities. The findings and recommendations of the Environmental Management Study shall be reflected in the update of the Master Servicing Study, the Community Design Plan and subsequent reports relating to specific development approvals.
- d) Where development approvals have already been granted, the Environmental Management Study will need to recognize and incorporate approved stormwater management facilities and other decisions related to natural heritage features.

9.2.1 Stormwater Management

- a) With regard to stormwater management, the Environmental Management Study and any required Stormwater Management Reports shall:
- ensure that stormwater management facilities are designed to serve as a community resource, and to maintain environmental and ecological integrity to the greatest extent possible;
 - confirm appropriate best stormwater management practices, relating to the appropriate location, design and sizing of stormwater management facilities in accordance with the current policies and criteria of the Town, the Ministry of the Environment, and the Toronto and Region Conservation Authority; and
 - address the requirements of the Federal Airport Zoning Regulations for the Pickering Airport Site and where applicable identify appropriate mitigation requirements to be incorporated into the design of stormwater management facilities to ensure compliance with the Regulations.
- b) Designs for all stormwater management facilities are to be reviewed and approved by the Town, in consultation with the Ministry of the Environment and the Toronto and Region Conservation Authority. It shall be the responsibility of proponents of development to also confirm to the satisfaction of the Town that stormwater management facilities are designed and constructed in compliance with the requirements of the Federal Airport Zoning Regulations for the Pickering Airport Site.

9.3 Potential Contamination

9.3.1 General Policies

- a) Given the history of agricultural uses in the Planning District, there is potential for existing site contamination. Prior to development approval, a proponent must demonstrate to the satisfaction of the Town, in consultation with other affected agencies, that the environmental condition of the subject property is suitable for the proposed land use and will not result in adverse effects to human health or the natural environment.
- b) In response to the recent amendments to the Environmental Protection Act regarding Records of Site Condition, and the municipal responsibility to ensure that contaminated sites are remediated prior to development so there will be no adverse effect, it is anticipated that the Town will develop a protocol for the review of development applications on potentially contaminated sites. Once approved by Council, development applications relating to lands within the Planning District shall be subject to the provisions of that protocol, as well as the provisions of this Secondary Plan.
- c) If it is determined by a qualified person through an Environmental Site Assessment process that a property or portion thereof cannot be appropriately remediated to a condition suitable for the uses proposed in the approved land use designation identified in this Secondary Plan, then the Town may withhold development approvals and review the land use designation.

9.3.2 Required Studies

- a) A preliminary environmental screening of lands within and adjacent to the Planning District shall be undertaken by a qualified person (as defined by the Environmental Protection Act) to the satisfaction of the Town prior to submission of any development applications. The Town encourages this screening to be undertaken early in the development process, as a Phase I Environmental Site Assessment for the whole Planning District, as part of the Environmental Management Study required by this Secondary Plan. Alternatively, a preliminary environmental screening, undertaken by a qualified person, shall be a required to be submitted with each development application.
- b) Where a preliminary environmental screening suggests a potential for contamination on a property, appropriate environmental site assessments shall be undertaken by qualified persons, prior to development approval, to the satisfaction of the Town in consultation with other concerned agencies, which shall address the potential for contamination both on site and off site. Remediation of the property shall be undertaken as necessary to ensure that the environmental condition meets or exceeds Provincially approved standards for the proposed use. To confirm that the property is suitable for the proposed use, the Town may require that a Record of Site Condition be filed with, and acknowledged by, the Environmental Site Registry office of the Ministry of the Environment.

9.4 Pollution Prevention and Reduction

- a) Noxious uses shall not be permitted within any land use designation within the Planning District.
- b) Proposed industrial uses shall be required to comply with Provincial environmental laws to ensure that there is no adverse effect as defined in the Environmental Protection Act.

9.5 Noise and Vibration Attenuation

9.5.1 General Policies

- a) In accordance with the provisions of Sections 2.2 c), 2.2.1 a) and 3.3.3 d) of the Official Plan, appropriate noise mitigation measures shall be incorporated into proposed development to minimize any incompatibility between land uses.

9.5.2 Required Studies

- a) Prior to development approval, and based on the findings and recommendations of the Environmental Management Study a proponent shall submit a Noise and Vibration Analysis Report, for review and approval by the Town. The Report will identify sources and levels of noise and vibration from traffic and stationary sources within and adjacent to the Planning District and recommend appropriate mitigation measures for residential and non-residential development. The Report is to be prepared to the satisfaction of the Town, in consultation with the Region of York.

9.6 Natural Features

9.6.1 Hedgerows and Trees

- a) It is the intent of the Town to preserve and incorporate into the pattern of development within the Planning District as many existing, healthy trees as possible.
- b) Hedgerows located within the Planning District shall be subject to the provisions of Section 2.2.2.4.4 of the Official Plan and shall be evaluated in the Environmental Management Study. Those hedgerow features determined to be in good health and considered sustainable over the long-term, shall be identified for protection and retention, and shall be addressed in the update of the Master Servicing Study and the Community Design Plan. Hedgerow features may be further evaluated at the development approval stage, and where hedgerow features cannot be incorporated into a specific development proposal, at least the equivalent quality and calibre of tree cover shall be planted at an alternate location within the Planning District to the satisfaction of the Town.
- c) Prior to approval of a development, the Town will require the preparation of a Tree Inventory and Conservation Plan identifying all existing trees, including those in hedgerows, their type, size and condition, trees proposed to be retained and removed, and the methods to be used to ensure the preservation and health of trees to be retained.

9.6.2 Woodlots

- a) There are five mature woodlot identified for protection in the Planning District. The extent of these woodlot features and associated buffers shall be identified in the Environmental Management Study.
- b) The protection of the woodlots and associated environmental buffers shall be provided in accordance with the Section 2.2.2.4.3 and Section 2.2.2.9 of the Official Plan. The woodlot boundaries and environmental buffers shall be identified in the Community Design Plan and finally delineated prior to development approval.

- c) The woodlots and buffers shall be set aside for environmental protection purposes. The Town will require the woodlots and associated buffers to be zoned in an environmental protection zone category. The zoning by-law for the woodlot and buffer may include permission for the transfer of density to adjoining lands, if the woodlot and associated buffer are dedicated to the Town.

9.6.3 Lands Adjacent to the Rouge Park North

- a) The development of the Business Park Area lands adjacent to the Rouge Park North on Schedule 'AA' – Detailed Land Use, shall have regard for the Urban Interface and Infrastructure Guidelines contained within the Rouge North Management Plan (2001). These guidelines shall be addressed in the Master Servicing Study, the Environmental Management Study and the Community Design Plan.

9.7 Energy Conservation

- a) The Town will encourage development within the Planning District that is consistent with programs to reduce energy consumption and to promote waste reduction and district energy delivery.
- b) Energy conservation will be encouraged through appropriate site planning, urban design and the use of energy efficient materials and landscaping.

10.0 CULTURAL HERITAGE POLICIES

- a) The provisions of Section 10.0 apply to lands in all land use designations.
- b) Conservation of cultural heritage resources shall be consistent with the provisions of Section 2.5 of the Official Plan and this Secondary Plan.
- c) A number of properties and buildings having cultural heritage value or interest have been identified by the Town within this Planning District. Their approximate locations are identified in Appendices 1 and 2.
- d) It is the intent of this Secondary Plan to facilitate the retention and conservation of buildings or features of architectural and/or historical merit on their original sites and to promote the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use. Significant cultural heritage landscapes shall also be conserved.
- e) Prior to the approval of the Community Design Plan, Council shall obtain a recommendation from the municipal heritage committee (Heritage Markham) as to whether any existing heritage buildings or features should be retained on their original sites, relocated to other sites within the Planning District, relocated to other sites within the Town, or can be demolished.
- f) As a condition of development approval, the Town will ensure the protection and preservation of those heritage buildings and features identified as to be retained through a variety of means including the following:
 - Obtain designation of the property pursuant to the Ontario Heritage Act;

- Secure a Heritage Easement Agreement on the property;
 - Secure satisfactory financial and/or other guarantees to fully restore or reconstruct any heritage structures damaged or demolished as a result of new development;
 - Ensure the heritage resource is preserved on a lot of an appropriate size that does not compromise the integrity, visibility or aesthetics of the resource, provides for the necessary functionality of the lot (ie. amenity area, landscaping and parking), and allows the resource to be oriented to the street;
 - Obtain site plan approval and a Site Plan Agreement for the heritage building including the implementation of a traditional restoration plan for the heritage building; and
 - Require notice provisions and commemoration of the heritage building through heritage notice in offers of purchase and sale, and through the acquisition and installation of an interpretative plaque for the heritage building, in a publicly visible location on the property (i.e. Markham Remembered Program).
- g) All development adjacent to or incorporating a heritage resource must, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, building materials and design features. It shall be demonstrated that the heritage attributes of the heritage resource will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes affected by the new development or site alteration. The strategy for integrating heritage resources shall be outlined in the Community Design Plan.
- h) To comply with heritage conservation policies of the Provincial Policy Statement, the Town may require a Heritage Impact Assessment and/or a Heritage Conservation Plan as a condition of development approval and site alteration applications.
- i) Where a known cultural heritage resource has been lost or is permitted to be demolished, the Town may require some form of commemoration or interpretation as a condition of approval for development and site alteration applications (i.e. “Markham Remembered” plaque).
- j) Prior to construction of infrastructure or development approval, an Archaeological Assessment shall be completed to the satisfaction of the Town and the Archaeology and Heritage Planning Unit of the Ministry of Culture. No grading or other disturbance shall take place on any site within the Planning District prior to the issuance of a letter of clearance from the Ministry of Culture. Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted. Given prior evidence of archaeological sites in this Planning District, the Town encourages landowners in this Planning District to undertake a Phase I Archaeological Assessment as soon as possible in the development process.

11.0 IMPLEMENTATION

11.1 General Policies

- a) The provisions of Section 11.0 apply to lands in all land use designations.
- b) The provisions of the Official Plan regarding implementation shall apply with regard to this Secondary Plan, except as set out herein.

11.2 Plan of Subdivision/Condominium

- a) Plans of subdivision/condominium shall only be recommended for approval when it is demonstrated that the plans:
 - conform with the policies and designations of the Official Plan and this Secondary Plan;
 - are consistent with the final and approved recommendations of all the additional studies required by this Secondary Plan; and,
 - are not premature and are in the public interest.

11.3 Consents

- a) Subdivision of land shall generally take place by way of plan of subdivision. Consents may be permitted in accordance with the provisions of Section 2.7 of the Official Plan, and the applicable provisions of this Secondary Plan, and the implementing zoning by-law.

11.4 Parkland Dedication

- a) Public parkland shall be provided in accordance with the Cornell Master Parks Agreement , dated ____, between the Town and the Cornell Landowners, the provisions of the Planning Act, RSO 1990, and the policies and standards of Official Plan (Revised 1987), as amended, and this Secondary Plan.
- b) A Neighbourhood Park may be required at the location shown by symbol on Schedule 'AA' - Detailed Land Use. Details of requirements for parkland dedication or cash-in-lieu of parkland dedication, and park location(s) shall be confirmed in the Community Design Plan and by plan of subdivision, without further amendment to this Secondary Plan.
- c) Lands dedicated to the Town shall be prepared and landscaped as required by the Town in accordance with the Cornell Master Parks Agreement and the recommendations of the Community Design Plan.

11.5 Zoning By-law

11.5.1 Zoning

- a) All development within the Planning District shall be planned and zoned on a comprehensive basis, shall consider relationships to natural features and shall be compatible with adjacent developments. The implementing zoning shall incorporate

provisions relating to setbacks, height, density and building form and placement based on the provisions of this Secondary Plan and the recommendations of the Environmental Management Study and the Community Design Plan.

- b) This Secondary Plan shall be implemented by an appropriate zoning by-law or by-laws to zone the lands in accordance with the designations and provisions herein. Zoning shall be established at the time of development approval, and may reflect the recommendations and requirements of studies and plans required to be completed in accordance with the provisions of the Secondary Plan.

11.5.2 Section 37 Provisions

- a) In addition to the provisions of Section 7.3 d) of the Official Plan (Revised 1987), as amended, and pursuant to Section 37 of the Planning Act, R.S.O 1990, bonus provisions in the zoning by-law may be used by the Town to allow increases in height and density of development in Cornell Centre and Cornell North Centre beyond those permitted in the zoning by-law in return for the provision of community benefits in the form of facilities, services or matters of public benefit that are set out in the zoning by-law. The Town may encourage the use of bonus provisions with regard to the following matters:
- the provision of rental and affordable housing;
 - the conservation of heritage resources;
 - the provision of and/or improvement of parkland and open space;
 - the provision of community facilities such as day care centres, schools, community centres and recreational centres, the community facilities and health care campus, and other municipal facilities such as firehalls and libraries;
 - the provision of municipal parking structures;
 - the provision of local improvements to transit facilities including rapid and surface transit and pedestrian connections;
 - implementation of a parking strategy and/or Travel Demand Management Plan in support of increasing the transit modal split;
 - the provision of off road bicycle facilities;
 - the provision of improvements to the public realm and other local improvements and sustainable development practices identified in the Community Design Plan, and the Sustainable Development Strategy outlined in this Secondary Plan; and
 - the provision of land for other municipal purposes such as district energy.
- b) Bonus provisions shall be considered where the bonus density and height conforms with the intent of this Secondary Plan and the height and density is compatible with adjacent existing or proposed development.
- c) An agreement shall be required between the landowner and the Town relating to the bonus provisions.

11.5.3 Holding Zone

- a) The lands within this Planning District may be zoned with an "H" symbol, preceding the land use category in accordance with Section 7.3 c) of the Official Plan.
- b) A holding symbol may be applied to part or all of the lands within the Planning District, to ensure that adequate infrastructure and/or servicing capacity is available to serve the lands

and/or that development of the lands for their intended use is not premature. No development shall occur on any lands zoned with a (H) holding symbol until the (H) holding symbol has been removed by an amendment to the zoning by-law. A by-law amendment to remove the (H) holding symbol shall not be passed until certain requirements and conditions, as appropriate, have been met, which may include the following:

i) either:

- a plan of subdivision has been draft approved and a related subdivision agreement between the landowner and the Town has been executed; or,
- a consent has been granted by the Committee of Adjustment and a Development Agreement between the landowner and the Town has been executed;

ii) the following conditions have been satisfied:

- the Town has granted site plan approval and a Site Plan Control Agreement between the landowner and the Town has been executed; or,
- the Town has approved a comprehensive development concept for a phase of development confirming that the implementing zoning satisfactorily achieves the required development standards;

iii) the Town, in consultation with concerned agencies, is satisfied that adequate water and sanitary sewer facilities and stormwater management facilities are available to service the subject lands, pursuant to a Town approved Development Phasing Plan for the Planning District;

iv) the Town, in consultation with concerned agencies, is satisfied that the lands proposed to be released for development can be adequately served by the existing and committed transportation network without adverse impact on the transportation system or to other committed development, and that construction timing and/or financing for elements of the transportation system required to serve the development has been satisfactorily secured and that development is not otherwise premature;

v) the Town, in consultation with concerned agencies, is satisfied that any potential site contamination has either been remediated to an environmental site condition which meets appropriate Provincial standards for the proposed land use and will not result in any adverse effects, or that such remediation can be secured through other means, such as conditions in a subdivision agreement, or securing of a Record of Site Condition prior to issuance of a building permit;

vi) an applicable development charges by-law has been enacted.

11.6 Site Plan Control

- a) All lands within the Planning District shall be subject to the Site Plan Control provisions of Section 7.12 of the Official Plan (Revised 1987), as amended, and to the provisions of this Secondary Plan.

11.7 Development Charges and Financial Agreements

- a) Prior to any development approval by the Town, the Town shall have enacted development charge by-laws identifying the Town-wide and area specific development charges that may be applicable to the land within the Planning District, and the Region shall have enacted such development charge by-law(s) as may be applicable identifying the Regional development charges that may be applicable to the provision of infrastructure serving the lands in the Planning District.
- b) Prior to approval of development the Town, in consultation with the Region shall be satisfied as to the availability of transportation facilities, water supply and sewer capacity to accommodate the development and with provisions, including any required agreements, to secure improvements to the Regional Road system. In this regard, the Town may require front-end or accelerated payment agreements and limitations to be placed on development, consistent with the approved Development Phasing Plan.

11.8 Developers' Group Agreement(s)

- a) The locations of proposed public infrastructure such as roads, stormwater management facilities or the provision of other community facilities identified in this Secondary Plan have been incorporated without regard to property ownership. In order to ensure that all affected property owners contribute equitably towards the provision of community and infrastructure facilities such as parks, enhancement and restoration of natural features, roads and road improvements, internal and external services and stormwater management facilities, the Town may require that property owners enter into one or more Developers' Group Agreements, to address the sharing of the common costs of development as a condition of development approval for their lands.
- b) These agreements shall provide for the equitable distribution of the costs, including lands, of the aforementioned community and common public facilities and associated studies where such costs are not dealt with under the Development Charges Act, 1997.

11.9 Development Phasing Plan

- a) Prior to the approval of development the November 21, 2003 Development Phasing Plan dealing with all the lands to be developed within the Planning District shall be reviewed and updated to the satisfaction of the Town, in consultation with the Region of York and concerned agencies and utilities and approved by the Town.
- b) The Development Phasing Plan shall be updated to be consistent with required supporting studies identified in this Secondary Plan, and applicable Provincial, Regional Town, and Toronto and Region Conservation Authority policies, and shall describe the intended sequence of development within the Planning District, both geographically and chronologically, including the provision of necessary supporting infrastructure, servicing and transportation connections with existing and approved development, community facilities and the treatment of significant natural features.
- c) Among other things, the Development Phasing Plan will be updated as required to address the following:

- the proposed schedule for approval, and the planned distribution of housing by density and mix of dwelling types;
- the development potential and proposed schedule for approval of lands designated for employment use;
- the proposed schedule to provide the necessary community and public facilities relative to the construction and occupancy of dwellings;
- the proposed schedule relative to development for the construction and operation of major infrastructure for servicing new development including the planned trunk routes and any interim servicing approved by the Town prior to alternate servicing being in place. In the case of storm water management facilities, the schedule of construction, including interim facilities and the mitigation of environmental impacts will also be identified;
- the proposed schedule for the construction or reconstruction of major internal and boundary roads and traffic management measures and the schedule for construction and operation of routes intended for construction equipment and deliveries;
- the proposed schedule for the construction and operation of major utilities including all telecommunications services;
- the proposed schedule for delivery of such other infrastructure including the Donald Cousens Parkway, the Avenue Seven rapid transitway, and facilities necessary to support the proposed development;
- the proposed schedule relative to undertaking work to preserve or enhance significant environmental features, and where applicable, to dedicate such features and associated buffers to the Town;
- the proposed schedule for implementing any recommendations of the required studies that logically relates to the phasing, sequencing and timely construction and operation of infrastructure, services, utilities, remedial measures or other facilities planned to support the development of lands within the Planning District; and,
- such other matters as may be identified by the Town to be addressed in the updated Development Phasing Plan.

11.10 Comprehensive Block Plans

- a) Prior to development approval in Cornell Centre and Cornell North Centre, Comprehensive Block Plans shall be prepared by the proponents of development for the applicable Residential Neighbourhood, Community Facilities and Health Care Campus, Mixed-use Retail Centres, Business Park and Avenue Seven Corridor and Bur Oak Corridor Mixed-use development blocks as identified on Schedule 'CC' – Development Blocks, to the satisfaction of the Town.
- b) The boundaries of the Comprehensive Block Plans shall be guided by the Neighbourhoods, Development Corridors, and Community Facilities and Health Care Campus and Business Park areas identified in Schedule 'BB' - Community Structure.

- c) Comprehensive Block Plans shall be used to demonstrate how the pattern of development and built form of Cornell Centre and Cornell North Centre will implement the requirements of the Community Design Plan and the provisions of this Secondary Plan in a manner which is consistent with the principles and objectives of the Secondary Plan.
- d) Comprehensive Block Plans will be required where there are:
- multiple buildings, parcels and/or landowners involved in a development proposal;
 - more than one land use designations applying to the development parcel(s);
 - major streets or open space features bounding the development parcel(s);
 - gradations in building height within the development parcel(s); and
 - density transfers proposed within the development parcel(s).
- e) Among other things, a Comprehensive Block Plan shall include:
- the proposed pattern of streets and developments blocks;
 - the proposed system of streets, transit, pedestrian and bicycle routes;
 - specific urban design issues that will be addressed in implementing plan(s) of subdivision, zoning standards and site plan approvals, based on the guidelines incorporated into the Community Design Plan;
 - the proposed pattern of land use including the distribution of residential density and the proposed scale of non-residential areas;
 - the identification of specific areas within the plan area that will require specific lot and building placement, orientation and/or architectural features;
 - the location of uses and design features such as school sites, parks, open space buffers, natural features and cultural heritage facilities, based on the guidelines incorporated into the Community Design Plan;
 - the composition and distribution of the housing stock including densities, mix and the number and location of affordable and assisted dwelling units;
 - where applicable, the anticipated boundaries of implementing plans of subdivision;
 - in the case of a school site, the proposed pattern of alternate land use, in the event that the site is not required for school use;
 - in the case of the community facilities and health care campus, the proposed pattern of alternate land use, in the event that the expansion of the existing hospital site south does not take place.

- parking and phasing strategies to demonstrate the evolution of the deployment of density on development parcel(s) through the appropriate building locations and parking targets; and
 - building placement and the location of primary pedestrian entrances to buildings to facilitate transit supportive development.
- f) A Comprehensive Block Plan may replace a Community Design Plan as it relates to Development Blocks in Cornell Centre and Cornell North Centre provided it addresses the requirements of the Community Design Plan, and eventually becomes part of the Community Design Plan.

11.11 Financial Strategy and Plan

- a) A financial strategy and plan may be developed for Cornell Centre by the Town, in consultation with the Province and the Region of York, to support the delivery of higher standard parks, open spaces and streetscapes, parking structures and transit facilities.

11.12 Required Studies, Reports and Plans

- a) This Secondary Plan provides for the preparation for approval by the Town of a number of studies, reports and plans that will be used to determine in greater detail the necessary requirements and controls to permit development to proceed within the Planning District. Typically, these studies, reports and plans are prepared and funded by proponents of development. It is intended that, at a minimum, the following studies shall be completed and updated on a comprehensive basis, addressing the entire Planning District:
- Environmental Management Study
 - Master Servicing Study
 - Traffic Impact Assessment
 - Community Design Plan
 - Development Phasing Plan

Landowners or proponents of development will be encouraged to undertake other studies on a comprehensive basis, when appropriate. The Town reserves the option to initiate any study, assessment, report or plan required by this Secondary Plan and to recover the associated costs as a condition of development approval.

- b) The Terms of Reference for all studies, reports and plans etc. required to be prepared in accordance with the provisions of this Secondary Plan, shall be prepared or approved by the Town, prior to initiating each study, report or plan.
- c) Studies, reports and plans required by this Secondary Plan shall be completed to the satisfaction of the Town, by qualified professionals, who, where applicable, are licensed to practice in Ontario, and who are recognized and accepted by the Town as having the appropriate technical knowledge and experience to complete the required work specified in the related study Terms of Reference.

- d) The Town may require a peer review of any study, report or plan required by this Secondary Plan, or submitted in support of an application for development approval relating to lands within the Planning District. Proponents of development may be required to provide funding for a peer review.
- e) Development approval on lands within the Planning District shall be subject to the recommendations and requirements of all studies, reports and plans required to be completed in accordance with the provisions of this Secondary Plan. Where required by this Secondary Plan, a study, report or plan shall be approved by the Town, prior to development approval.
- f) The following studies, reports and plans are among those identified in this Secondary Plan to be prepared to the satisfaction of the Town and submitted for Town approval:

- Master Servicing Study Section 8.3.2.1
- Environmental Management Study Section 9.2
- Traffic Impact Assessment Section 8.2.2
- Internal Functional Traffic Design Study Section 8.2.2
- Community Design Plan Section 7.2
- Development Phasing Plan Section 11.9
- Comprehensive Block Plans Section 11.10
- Phase I Environmental Site Assessment Section 8.2.1 a)
- Archaeological Assessment Section 10 j)
- Heritage Impact Assessment Section 10 h)
- Heritage Conservation Plan Section 10 h)
- Noise and Vibration Analysis Report Section 9.5.2
- Tree Inventory and Conservation Plan Section 9.6.1 c)
- Functional Servicing Report Section 8.2.2.2
- Stormwater Management Report Section 8.2.2.3
- Environmental Impact Study Section 6.7.5 e)

In addition to these studies, reports and plans, there may be other specific study requirements identified in this Secondary Plan and not listed above, that are also subject to the provisions of Section 11.12.

11.13 Public Sector Agreement to Comply

- a) It is the intent of this Secondary Plan to achieve the agreement of all public agencies involved in any aspect of development in the Planning District, to comply with the policies of this Secondary Plan, regulations in the Zoning By-law, and the findings and recommendations of principal studies in order to achieve the goal, objectives and policies of this Secondary Plan.

11.14 Land Dedication and Acquisition

- a) The policies of Section 7.7 of the Official Plan (Revised 1987), as amended, shall apply.
- b) Where the Town is to be deeded land for public highways, road widenings, parkland, stormwater management facilities or any other public use, the Town will require, as a condition of the transfer, an environmental clearance, in a form satisfactory to the Town, to ensure that the condition of the land is suitable for the proposed use. The Town may require that a Record of Site Condition be filed with, and acknowledged by, the Environmental Site Registry office of the Ministry of the Environment.

12.0 INTERPRETATION

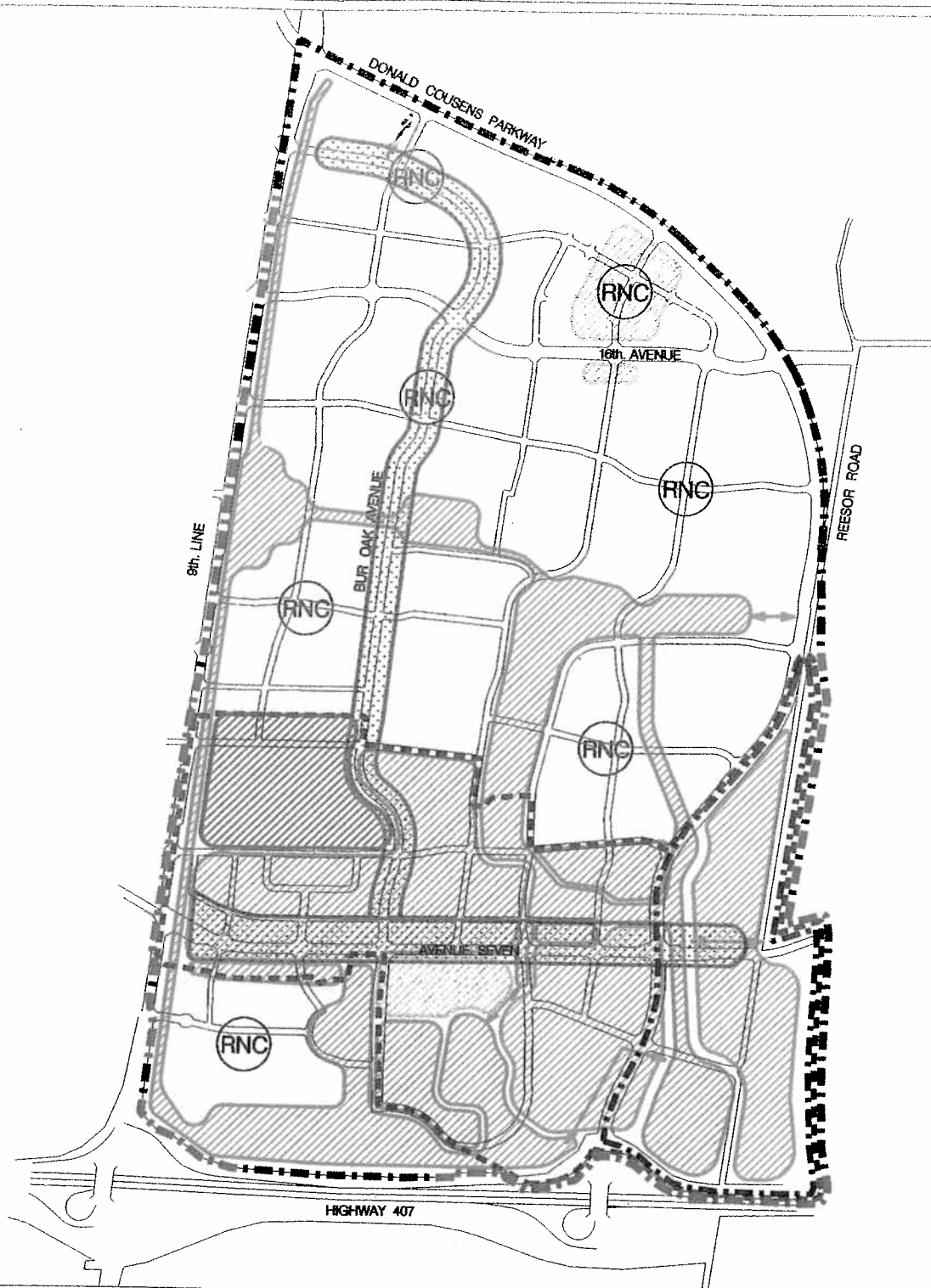
- a) This Secondary Plan includes goals, objectives, principles and policies. It is intended as a guide to development within the Cornell Planning District. Some flexibility in interpretation is permitted, at the discretion of Council, provided the principles of the Secondary Plan (Section 4.4) and the intent of the policies are maintained.
- b) The provisions of the Official Plan, as amended from time to time, regarding the interpretation of that Plan shall apply in regard to this Secondary Plan insofar as they affect the subject area.



SCHEDULE 'AA' – DETAILED LAND USE

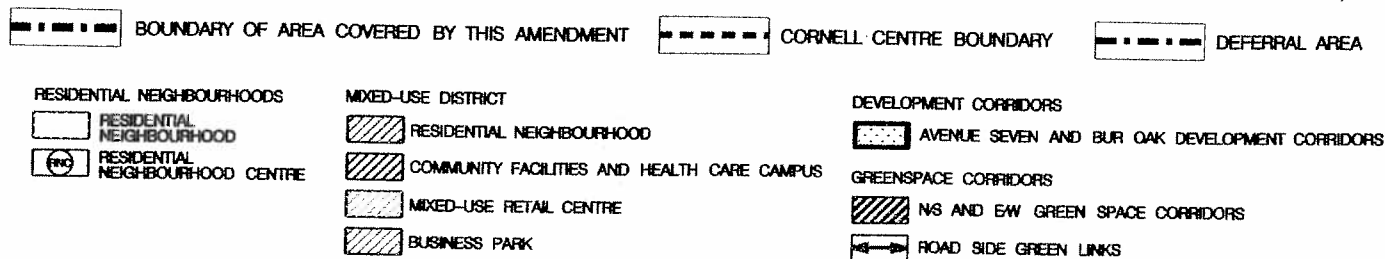
SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT (P.D. 29-1)

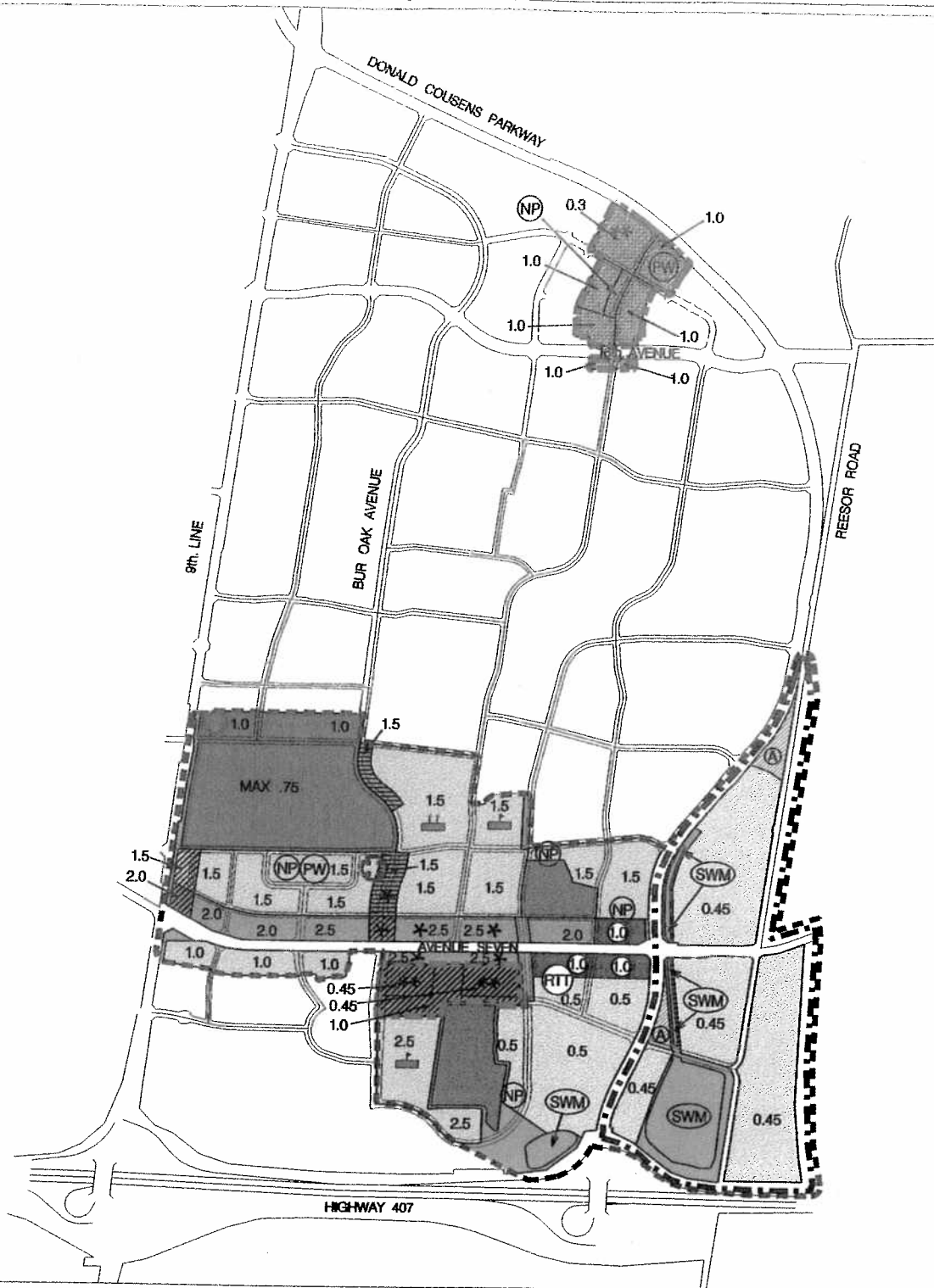
	BOUNDARY OF AREA COVERED BY THIS AMENDMENT		CORNELL CENTRE BOUNDARY		DEFERRAL AREA
	RESIDENTIAL NEIGHBOURHOOD		COMMUNITY AMENITY AREA - BUR OAK CORRIDOR		STORM WATER MANAGEMENT
	RESIDENTIAL NEIGHBOURHOOD - CORNELL CENTRE		COMMUNITY AMENITY AREA - BUR OAK CORRIDOR CORNELL CENTRE		NEIGHBOURHOOD PARK COMMUNITY PARK
	AVENUE SEVEN CORRIDOR - MIXED RESIDENTIAL		COMMUNITY AMENITY AREA - CORNELL CENTRE		PUBLIC SCHOOL SECONDARY/COLLEGIATE SCHOOL
	SEE SECTION 6.2.4.2		COMMUNITY AMENITY AREA - CORNELL NORTH CENTRE		CATHOLIC ELEMENTARY SCHOOL CATHOLIC SECONDARY SCHOOL
	SEE SECTION 6.2.5.2		COMMUNITY AMENITY AREA - AUTOMOTIVE SERVICE CENTRE		PLACE OF WORSHIP SITE
	SEE SECTIONS 6.2.5.2 OR 6.3.3.2		SEE SECTION 6.3.4.2 OR 6.3.5.2		EMERGENCY SERVICES
			INSTITUTIONAL		REGIONAL TRANSIT TERMINAL
			NEIGHBOURHOOD COMMERCIAL CENTRE		
			BUSINESS PARK AREA - AVENUE SEVEN CORRIDOR		
			BUSINESS PARK AREA		
			BUSINESS CORRIDOR AREA - AUTOMOTIVE SERVICE CENTRE		
			OPEN SPACE		
			ENVIRONMENTAL PROTECTION AREA		



SCHEDULE 'BB' – COMMUNITY STRUCTURE

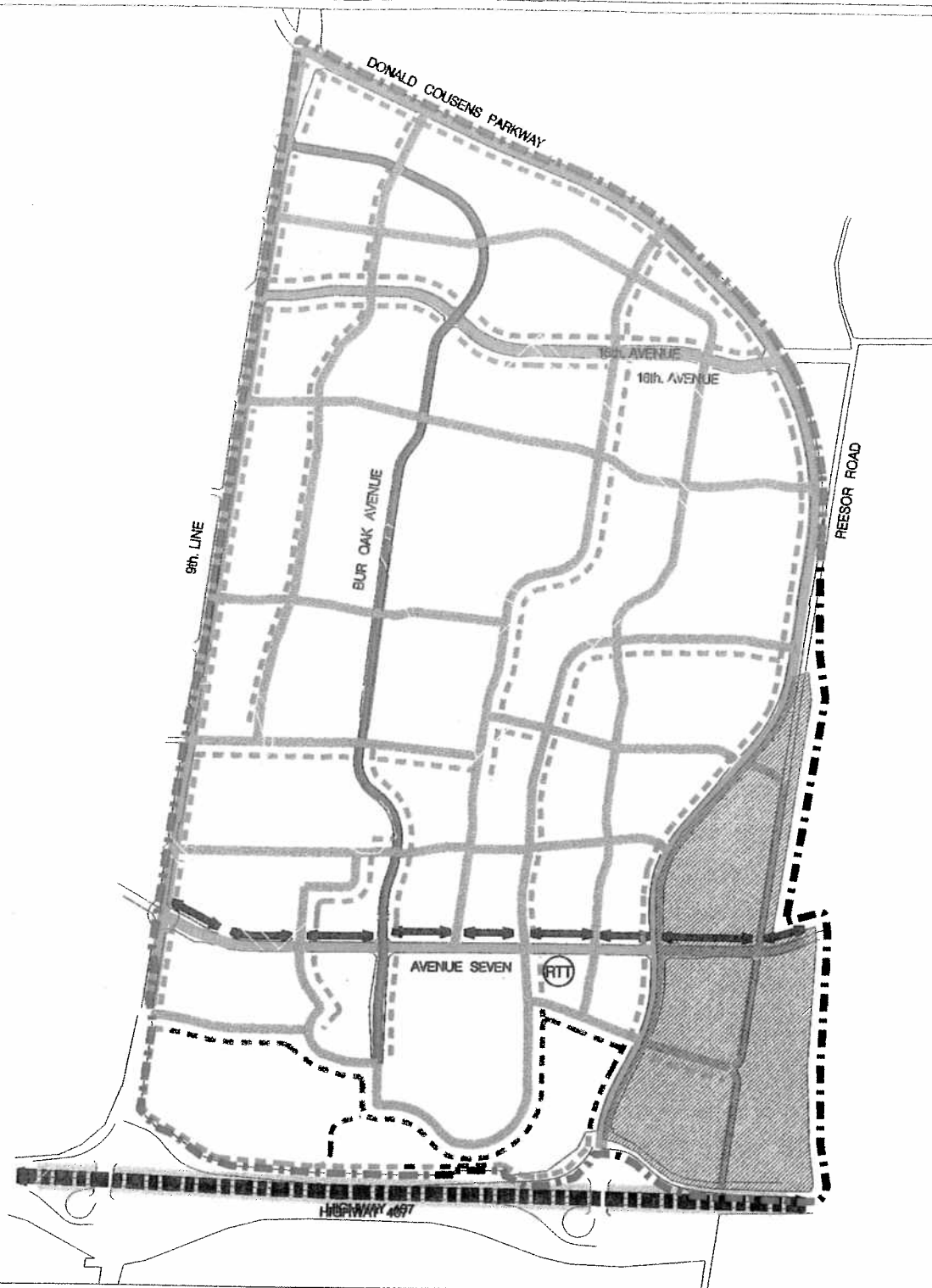
SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT (P.D. 29-1)





SCHEDULE 'CC' – DEVELOPMENT BLOCKS **SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT (P.D. 29-1)**

<p>--- MIXED-USE RETAIL CENTRE BOUNDARY</p>			<p>--- CORNELL CENTRE BOUNDARY</p>			<p>--- DEFERRAL AREA</p>		
<p> RESIDENTIAL NEIGHBOURHOOD - CORNELL CENTRE</p>			<p> COMMUNITY AMENITY AREA - BUR OAK CORRIDOR</p>			<p> SWM STORM WATER MANAGEMENT</p>		
<p> AVENUE SEVEN CORRIDOR - MIXED RESIDENTIAL</p>			<p> COMMUNITY AMENITY AREA - BUR OAK CORRIDOR CORNELL CENTRE</p>			<p> NP CP NEIGHBOURHOOD PARK COMMUNITY PARK</p>		
<p> SEE SECTION 6.2.4.2</p>			<p> COMMUNITY AMENITY AREA - CORNELL CENTRE</p>			<p> PUBLIC SCHOOL SECONDARY/COLLEGIATE SCHOOL</p>		
<p> SEE SECTION 6.2.5.2</p>			<p> COMMUNITY AMENITY AREA - CORNELL NORTH CENTRE</p>			<p> CATHOLIC ELEMENTARY SCHOOL CATHOLIC SECONDARY SCHOOL</p>		
<p> SEE SECTION 6.2.5.2 OR 6.3.3.2</p>			<p> COMMUNITY AMENITY AREA AUTOMOTIVE SERVICE CENTRE</p>			<p> PW PLACE OF WORSHIP</p>		
			<p> SEE SECTION 6.3.4.2 OR 6.3.5.2</p>			<p> EMERGENCY SERVICES</p>		
			<p> 1.5 MINIMUM FLOOR SPACE INDEX</p>			<p> RTT REGIONAL TRANSIT TERMINAL</p>		
			<p> INSTITUTIONAL</p>					
			<p> BUSINESS PARK AREA - AVENUE SEVEN CORRIDOR</p>					
			<p> BUSINESS PARK AREA</p>					
			<p> BUSINESS CORRIDOR AREA - AUTOMOTIVE SERVICE CENTRE</p>					
			<p> OPEN SPACE</p>					
			<p> ENVIRONMENTAL PROTECTION AREA</p>					



SCHEDULE 'DD' – TRANSPORTATION

SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT (P.D. 29-1)

BOUNDARY OF AREA COVERED BY THIS AMENDMENT

DEFERRAL AREA

PROVINCIAL HIGHWAY
 REGION OF YORK ARTERIAL ROAD
 MAJOR COLLECTOR ROAD
 MINOR COLLECTOR ROAD

ON ROAD BICYCLE FACILITY
 OFF ROAD BICYCLE FACILITY

PROVINCIAL TRANSITWAY
 REGIONAL TRANSITWAY
 REGIONAL TRANSIT TERMINAL

PART IV - APPENDICES

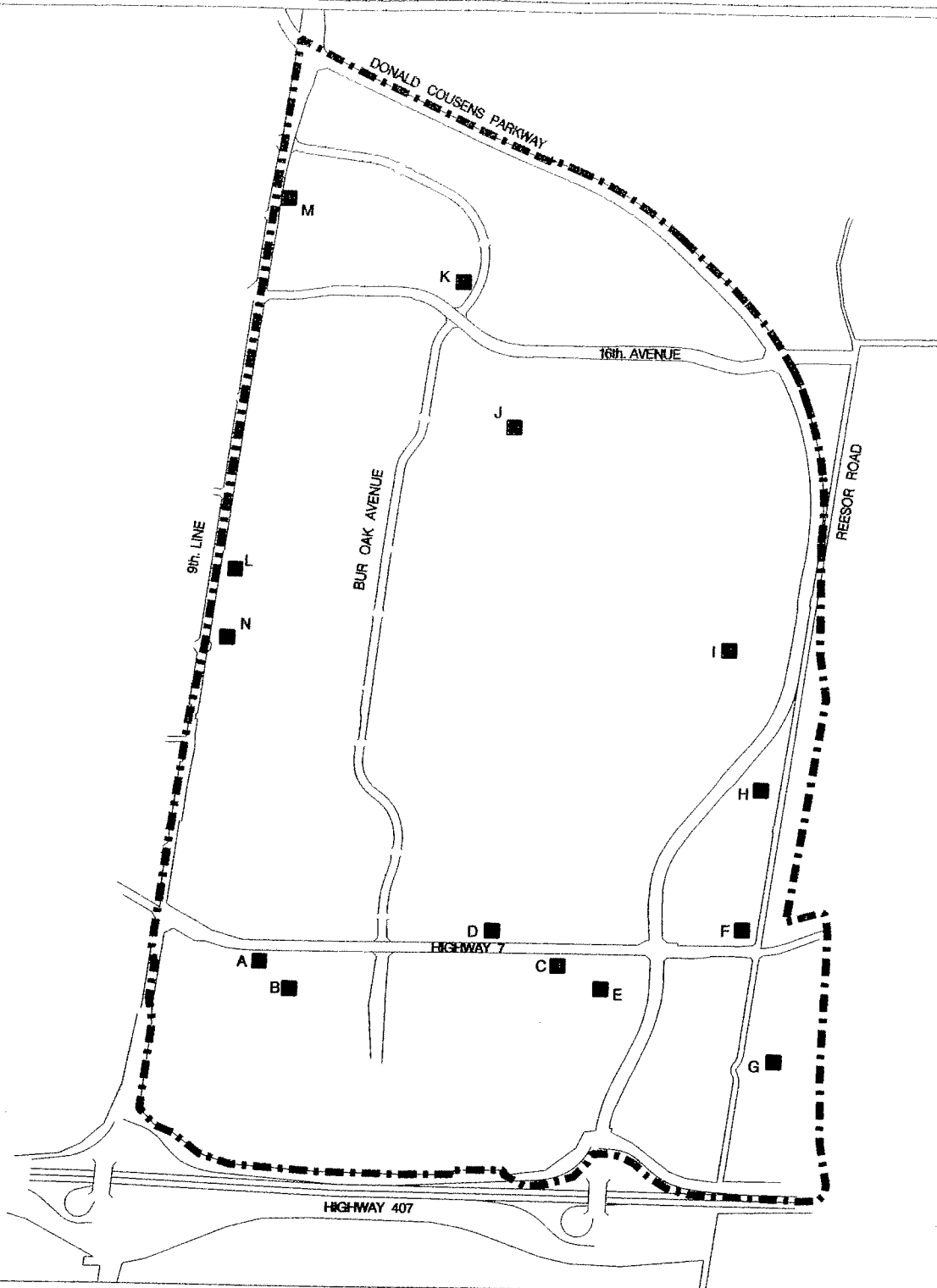
(This is not an operative part of Official Plan
Amendment No. XXX)

APPENDIX 1

CULTURAL HERITAGE RESOURCES

The following properties are listed in the Markham Inventory of Heritage Buildings. These properties are of cultural heritage value or interest and subject to the policies of Section 10.0 of the Secondary Plan. Their locations correspond to those shown on the attached map.

ADDRESS	LOCATION (SEE APPENDIX 2)	NOTES (HISTORIC NAME)
6881 Highway 7	A	Lewis J. Burkholder House, south side of Highway 7
6937 Highway 7	B	John Reesor Farmhouse, south side of Highway 7
7265 Highway 7	C	Abraham Reesor Farmhouse, south side of Highway 7
7170 Highway 7	D	Francis Pike House, north side of Highway 7, west of existing By-Pass
7323 Highway 7	E	Frank Albert Reesor House, south of Highway 7
7482 Highway 7	F	William Reynolds House, northwest corner of Highway 7 and Reesor Road
8359 Reesor Road	G	William Reesor Armstrong House
8724 Reesor Road	H	Nicholas Reesor Farmhouse
8882 Reesor Road	I	William Forster House
7149 16th Avenue	J	Hawkins House
2667 Bur Oak Ave	K	William Grant House
8961 9th Line	L	Benjamin Marr house
28 Pike Lane	M	Peter Pike House
28 Milroy Lane	N	Anthony Forster House



APPENDIX 2 CULTURAL HERITAGE RESOURCES

 BOUNDARY OF AREA COVERED BY THIS AMENDMENT

 HERITAGE BUILDING (Locations Approximate)

