

**AREA AND SITE
SPECIFIC POLICIES**



9.0**AREA AND SITE SPECIFIC POLICIES**
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9.0 AREA AND SITE SPECIFIC POLICIES

Throughout Markham there are areas and sites that require special policies that vary from one or more provisions of this Plan. These policies generally reflect unique historic conditions for approval that must be recognized for specific development sites, or provide a further layer of local policy direction for an area. In most cases, the area and site specific policies provide direction on land use. The Plan policies apply to these lands except where the area and site specific policies vary from the Plan.

The area and site specific policies contained in this Chapter are generally categorized into districts containing policies that may apply to a specific area or group of properties or a specific site. These districts are shown on Map 15 – Area and Site Specific Policies.

The area and site specific policies include interim policy provisions for the secondary plan areas shown in Appendix F – Secondary Plan Areas where the provisions of the Official Plan (Revised 1987) and relevant secondary plans shall continue to apply until an update of the existing secondary plan or a new secondary plan is completed and approved to conform with the provisions of this Plan. Once completed these secondary plans will form Part II of this Official Plan.

Some of the area specific policies contain provisions for study or phasing requirements to be completed prior to *development approvals* on the lands such as local area studies and transportation impact assessments. Other area specific policies contain provisions for urban design guidelines and community design plans, developers' group agreement(s), and securing *public school, place of worship* and park sites.

The districts are alphabetically organized with a corresponding section number and subsection number for area and site specific policies. Each area and site specific policy has a description of the location, applicable land use designation, area or site specific provisions and a corresponding figure where appropriate.

Districts for Area and Site Specific Policies

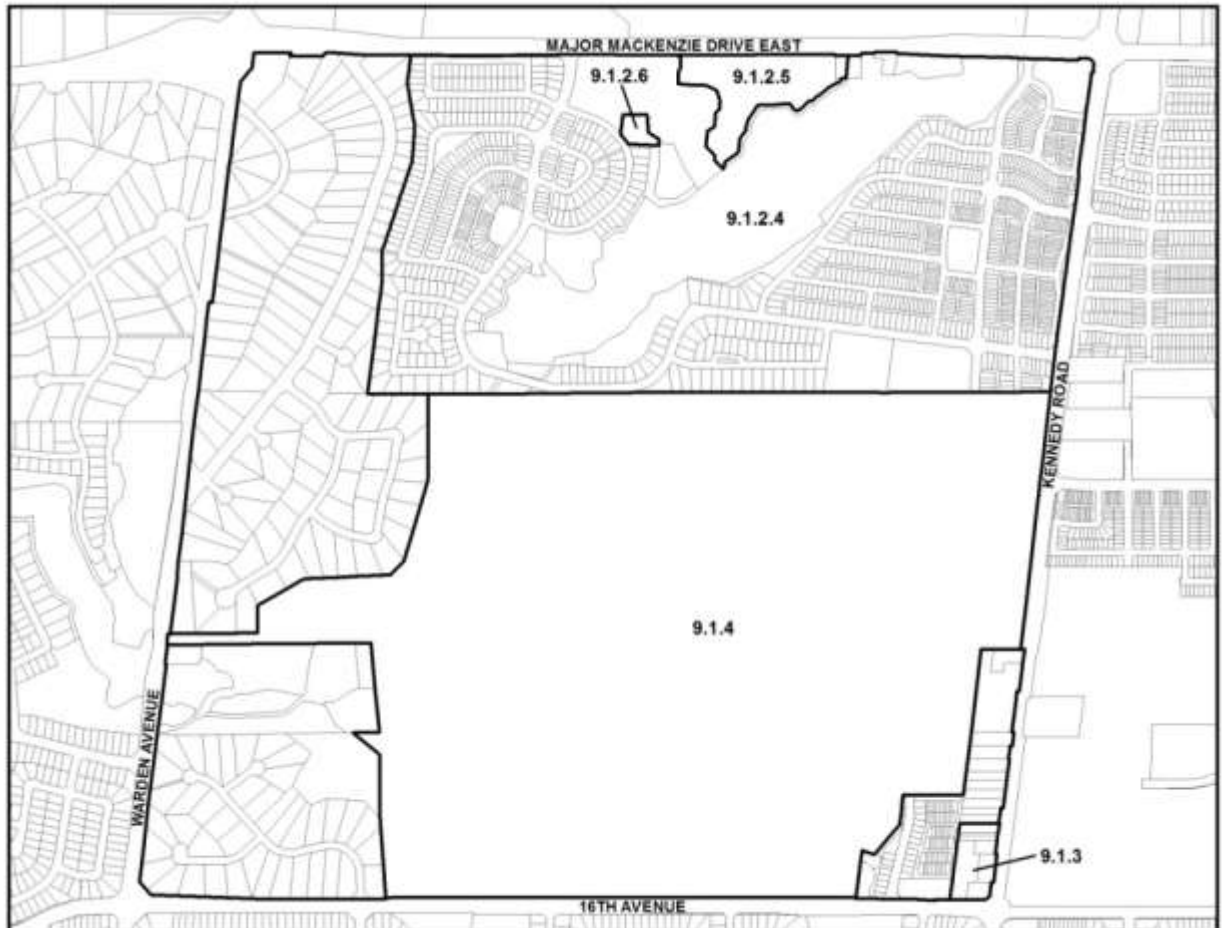
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9.1 ANGUS GLEN/YORK DOWNS

9.1.1 The Angus Glen/York Downs district comprises the lands bounded by Major MacKenzie Drive East on the north, Warden Avenue on the west, Kennedy Road on the east, and 16th Avenue on the south as shown in Figure 9.1.1. The Angus Glen area refers to the lands shown in Figure 9.1.2.4.



9.1.2 The land use objective for this area is to create a balanced residential community based on a village concept which provides for a variety of land uses, building types, densities, road types and open spaces.

Coach House

9.1.2.1 A *coach house* shall be regarded as a *secondary suite* and shall only be permitted in association with a principal street-related detached, semi-detached or townhouse dwelling on a lot having not less than 9.75 metres frontage.

Community Design Plan

- 9.1.2.2 All new development and *redevelopment* within the Angus Glen area shall be consistent with the provisions and urban design guidelines of the Village of Angus Glen Guidelines.

Developers' Group Agreement

- 9.1.2.3 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Angus Glen area, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Public School, Place of Worship and Park Sites

- 9.1.2.4 *Public school, place of worship* and park sites for the Angus Glen area as generally identified in Figure 9.1.2.4 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the *development approval* process, including the establishment, where appropriate, of area specific parkland agreements.

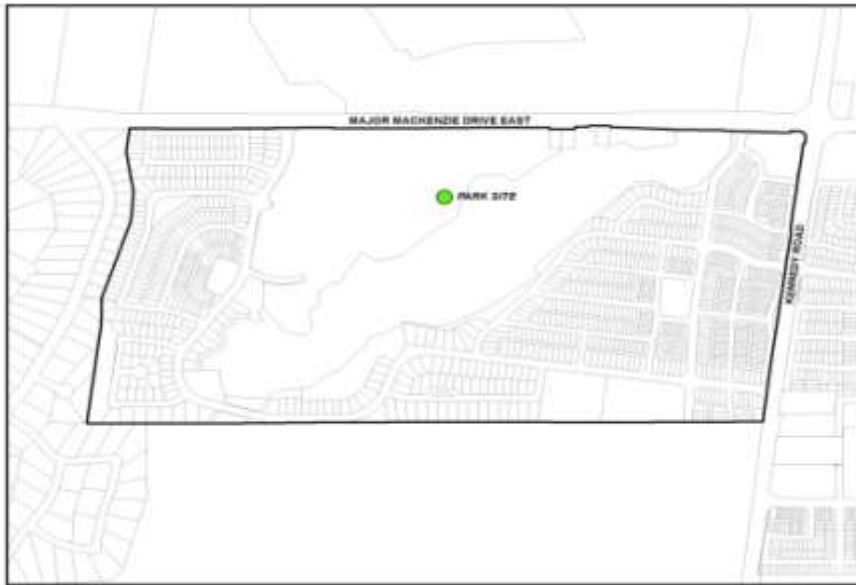


Figure 9.1.2.4

Residential Mid Rise

- 9.1.2.5 The following provisions shall apply to the 'Residential Mid Rise' lands located on the south side of Major MacKenzie Drive East, north of the Angus Glen Golf Course as shown in Figure 9.1.2.5:
- a) a maximum of 252 dwelling units shall be permitted;

- b) the maximum building height shall be 8 storeys; and
- c) prior to *development approval*, a hydrogeological study must be completed to the satisfaction of Markham, in consultation with the Toronto and Region Conservation Authority.

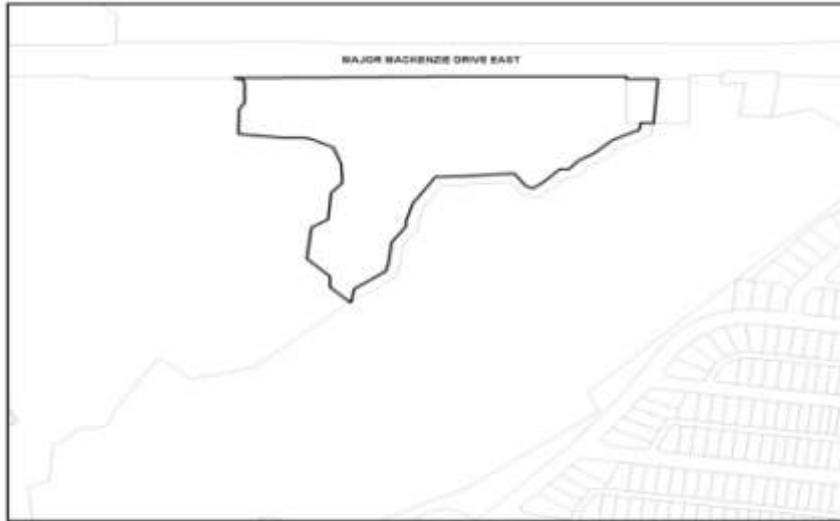


Figure 9.1.2.5

Heritage Building

9.1.2.6

A spa or dwelling unit within the existing heritage buildings shall only be permitted on the 'Residential Low Rise' lands at Stollery Pond Crescent as shown in Figure 9.1.2.6.

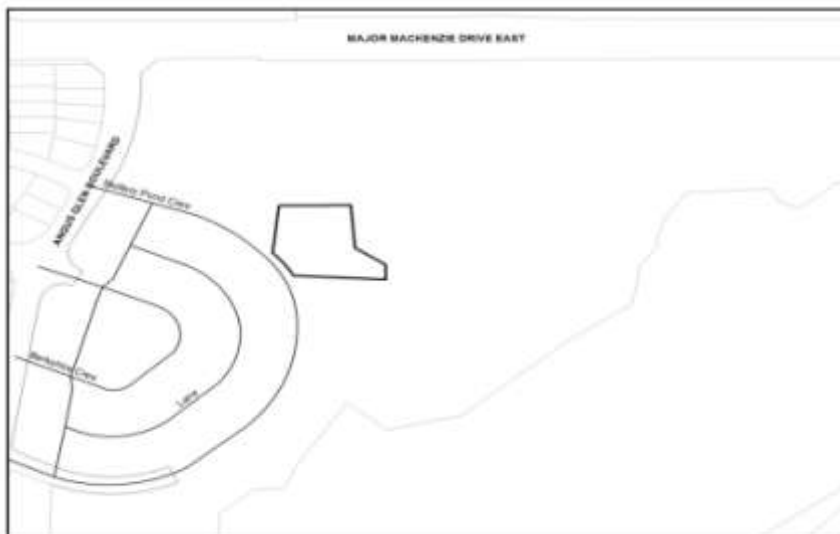


Figure 9.1.2.6

Mixed Use Mid Rise

9.1.3

A *private elementary school* and associated *accessory uses* shall also be permitted on the 'Mixed Use Mid Rise' lands at 4484, 4486, 4488 16th Avenue and 9286, 9302, 9316, 9322 Kennedy Road, as shown in Figure 9.1.3.



Figure 9.1.3

York Downs Area

9.1.4

The York Downs Area includes the 'Private Open Space' and 'Greenway' lands as shown in Figure 9.1.4. In the event, the existing golf course ceases operation, an appropriate alternative land use shall be determined through an Official Plan amendment process.

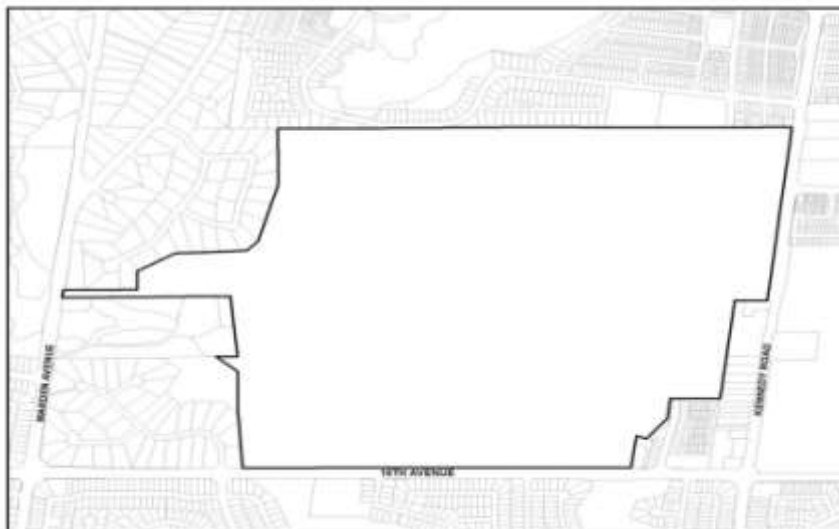


Figure 9.1.4

9.2 ARMADALE

- 9.2.1 The Armadale district comprises the lands bounded by Brimley Road on the west, Highway 407 on the north, the CNR York Subdivision on the east, and Steeles Avenue East on the south as shown in Figure 9.2.1.

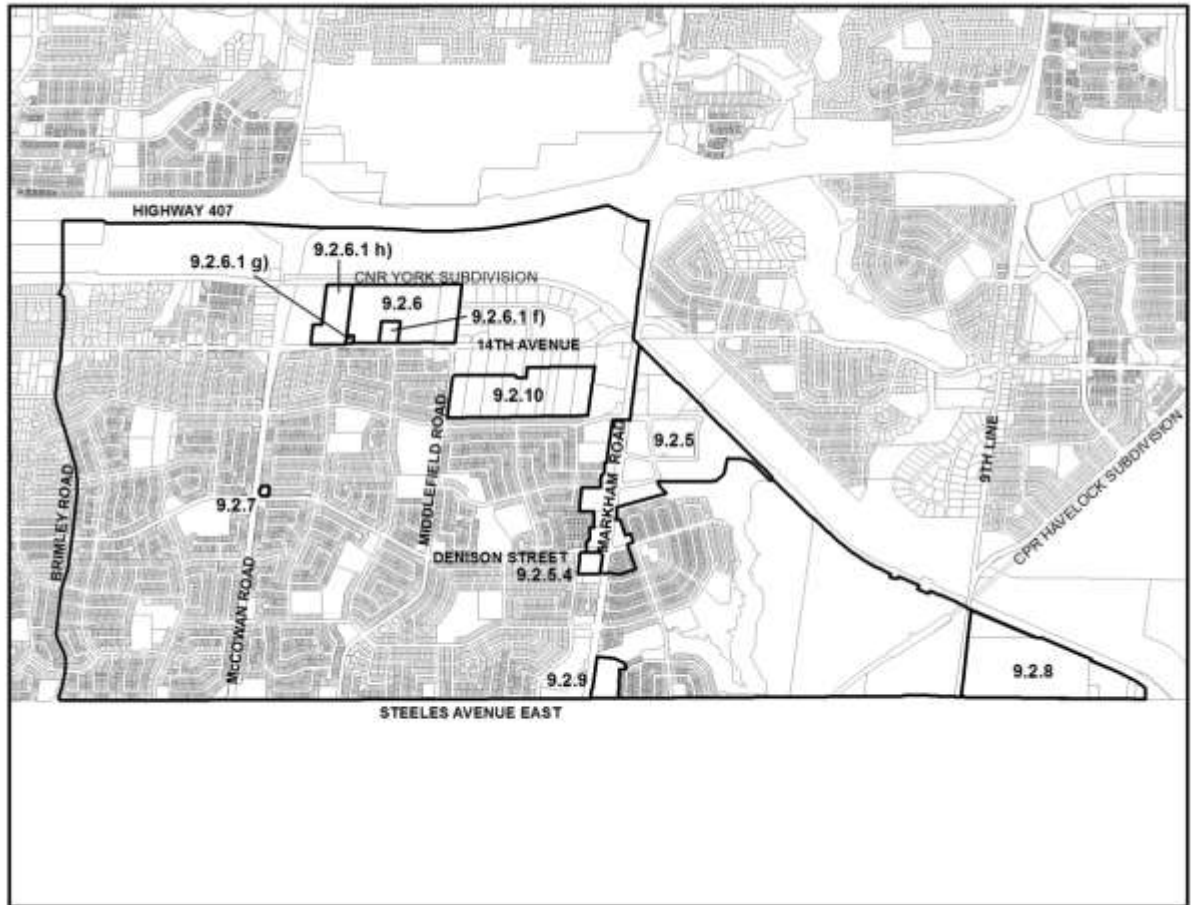


Figure 9.2.1

Land Use Objective – Armadale District

- 9.2.2 The land use objective for the Armadale district is to provide for a community including a range of residential and employment land uses and complementary and supporting commercial and community uses.

Community Design Plan

- 9.2.3 All new development and *redevelopment* within the Villages of Fairtree area of the Armadale district shall be consistent with the applicable provisions and urban design guidelines of the Villages of Fairtree Community Design Plan.

Developers' Group Agreement

- 9.2.4 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Armadale district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Local Corridor – Markham Road Armadale

- 9.2.5 The Markham Road Armadale corridor comprises the 'Mixed Use Mid Rise' and 'Residential Low Rise' lands along Markham Road between Denison Street and the CNR York Subdivision, as shown in Figure 9.2.5.

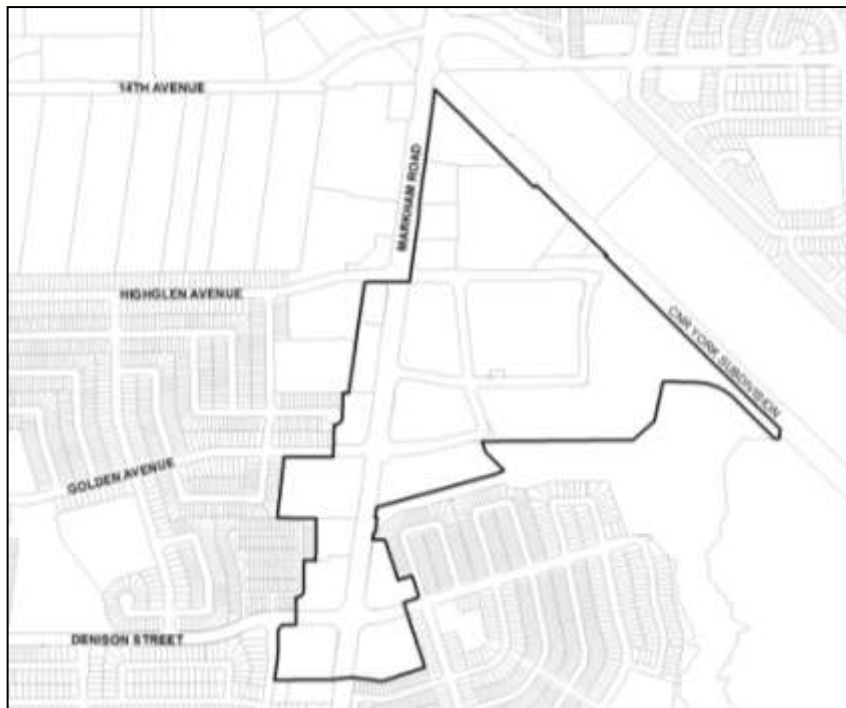


Figure 9.2.5

Land Use Objective

- 9.2.5.1 The land use objective is to provide for a mixed-use local corridor that functions as a main street integrating a range of housing, employment, shopping and recreation opportunities, at transit-supportive densities to serve the adjacent Armadale communities.
- 9.2.5.2 A local area study, as referenced in Section 10.1, may be prepared for the Markham Road Armadale corridor.

9.2.5.3 In considering an application for *development approval* on the Local Corridor – Markham Road Armadale lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.

7200 Markham Road

9.2.5.4 Section 8.3.3.5 b) shall not apply to the existing food store located on the ‘Mixed Use Mid Rise’ lands as shown in Figure 9.2.5.4.



Figure 9.2.5.4

Armadale West Employment Area

9.2.6 The Armadale West Employment Area comprises lands located on the north side of 14th Avenue, east of McCowan Road as shown Figure 9.2.6.



Figure 9.2.6

9.2.6.1

- The following use provisions shall apply to the 'Service Employment' lands as shown in Figure 9.2.6:
- a) a hotel shall not be permitted;
 - b) a place of amusement and the sale of alcohol shall not be permitted within 300 metres of the high school property located on the north west corner of McCowan Road and 14th Avenue;
 - c) retail uses shall only be permitted as discretionary uses in accordance with Section 9.2.6.1 d);
 - d) only the following discretionary uses, may be permitted subject to review of a site-specific development application for zoning approval and in accordance with Sections 8.5.1.2 and 8.5.1.3:
 - i. manufacturing, processing and warehousing use, with accessory controlled outdoor storage or processing in accordance with Section 8.13.6;
 - ii. restaurant;
 - iii. retail use provided:
 - the retail use is not *major retail*;
 - within a multiple-unit building, the combined gross floor area devoted to all retail uses, and to all accessory units permitted in Section 9.2.6.1 d) iv. , is limited to a maximum of 50 percent of the total gross floor area of the building;
 - iv. retail and/or service use that is an accessory use to a primary manufacturing, processing or warehousing use, and located within the same premise as the primary use provided the provisions of Section 9.2.6.1 d) iii. are met;
 - v. *commercial fitness centre*;
 - vi. community college or university;
 - vii. *day care centre* provided it is located within an office building;
 - viii. motor vehicle service station;
 - ix. car wash; and
 - x. *place of worship*; and
 - e) only the following uses, may be permitted on the lands shown in hatching:
 - i. manufacturing, processing and warehousing use, with no accessory outdoor display, storage or processing;
 - ii. office;
 - iii. retail and/or service use in accordance with Section 9.2.6.1 d) iv.;
 - iv. *trade school*; and
 - f) in addition to the uses permitted in e) above, the following uses may be permitted in the heritage building at 5560 14th Avenue as shown in Figure 9.2.6.1 f);
 - i. financial institution;
 - ii. *day care centre*;
 - iii. personal service and repair shop;

- iv. commercial school;
- v. *private school*;
- vi. institutional use;
- vii. retail; and
- viii. restaurant; and



Figure 9.2.6.1 f)

- g) in addition the uses permitted in e) above, a music school may be permitted within the existing detached dwelling at 5400 14th Avenue as shown in Figure 9.2.6.1 g) subject the site being of sufficient size to accommodate the use and associated parking and circulation and a coordinated access to 14th Avenue; and



Figure 9.2.6.1 g)

- h) in addition to the uses permitted in e) above the following uses may be permitted at 5370 14th Avenue as shown in Figure 9.2.6.1 h):
 - i. *place of worship*;
 - ii. *private school*;
 - iii. commercial school; and
 - iv. *day care centre*.

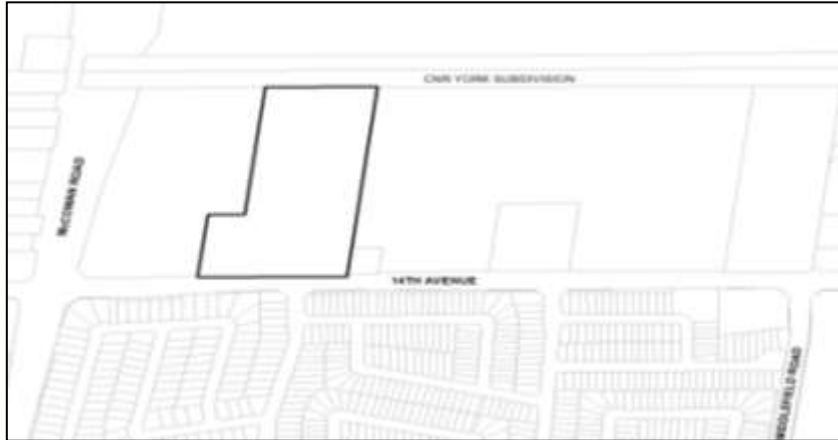


Figure 9.2.6.1 h)

- 9.2.6.2 The following use provisions shall apply to the 'General Employment' lands as shown Figure 9.2.6.
- a) A *commercial fitness centre* and a commercial storage facility may also be permitted; and
 - b) The following discretionary uses may also be permitted, subject to review of a site-specific development application for zoning approval, in accordance with Sections 8.5.1.2 and 8.5.1.3:
 - i. restaurant and accessory banquet hall;
 - ii. trade and convention centre;
 - iii. commercial school;
 - iv. *day care centre*;
 - v. motor vehicle service station;
 - vi. motor vehicle body shop and repair garage with accessory controlled outdoor storage; and
 - vii. car wash.
- 9.2.6.3 In considering an application for *development approval* on the 'Service Employment' lands adjoining 14th Avenue, Council shall ensure the impact of development on the residential neighbourhood to the south of 14th Avenue is minimized and adheres to the development criteria below, in addition to the development criteria contained in Sections 8.5.1.6 and 8.5.4.6:
- a) buildings shall have a minimum 6 metre setback from 14th Avenue and the adjacent lands shall include a landscape buffer incorporating berming and tree planting as appropriate;
 - b) development sites fronting on 14th Avenue shall have a minimum frontage of 150 metres wherever possible;
 - c) buildings fronting on 14th Avenue shall transition in height from a maximum of 2 storeys (or 14th metres) at the street edge;

- d) buildings will be designed to minimize the appearance of rooftop mechanical equipment; and
- e) buildings will be designed to incorporate, where possible, office and building features to increase the attractiveness and appearance of the building façade.

9.2.6.4 Prior to *development approval* on the lands, the following studies shall be completed to the satisfaction of Markham:

- a) a functional traffic design study, prior to finalizing the minor collector road pattern through a plan of subdivision, to include:
 - i. the assessment of the need for a possible minor collector road identified on the figure above;
 - ii. the identification of any mitigative measures required to address potential truck and other traffic infiltration into the residential neighbourhood to the south including possible restrictions on turning and through movements and truck traffic prohibitions;
 - iii. the provision of an access to the high school from the minor collector road to the east of the high school site; and
 - iv. the need for signalization at the Coppard Avenue and Middlefield Road intersections on 14th Avenue;
- b) an updated servicing and drainage study;
- c) a noise and vibration impact study; and
- d) an archaeological assessment;

Medical Office Uses

9.2.7 The following use and height provisions shall apply to the 'Residential Low Rise' lands at 7475 McCowan Road and 52 Walford Road as shown in Figure 9.2.7:

- a) the following uses may also be permitted:
 - i. office
 - ii. medical office with ancillary laboratory and pharmacy uses; and
- b) the maximum building height shall be 2 storeys.



Figure 9.2.7

Future Urban Area

9.2.8

An amendment to this Plan shall be required to redesignate the 'Future Urban Area' lands as shown in Figure 9.2.8 to an appropriate land use designation(s). A local area study of the entire lands, as referenced in Section 10.1, may be required to support the redesignation of the lands. In considering an application for *development approval* on the 'Future Urban Area' lands as shown in Figure 9.2.8, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.



Figure 9.2.8

7075 Markham Road

9.2.9

Section 8.3.3.5 b) shall not apply to the existing food store located on the 'Mixed Use Mid Rise' lands as shown in Figure 9.2.9.



Figure 9.2.9

9.2.10

South of 14th Avenue between Middlefield Road and Markham Road

A land use designation other than an 'Employment Lands' designation may be considered for the lands south of 14th Avenue between Middlefield Road and Markham Road shown in Figure 9.2.10 by amendment to this Plan. Consideration of a designation other than an 'Employment Lands' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan, and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;
- Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'General Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'General Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.



Figure 9.2.10



9.3 BERCZY VILLAGE/WISMER COMMONS/ GREENSBOROUGH/SWAN LAKE

9.3.1 The Berczy Village/Wismer Commons/Greensborough/Swan Lake district comprises the lands bounded by Kennedy Road on the west, Major MacKenzie Drive East on the north, 9th Line on the east and 16th Avenue on the south as shown in Figure 9.3.1.

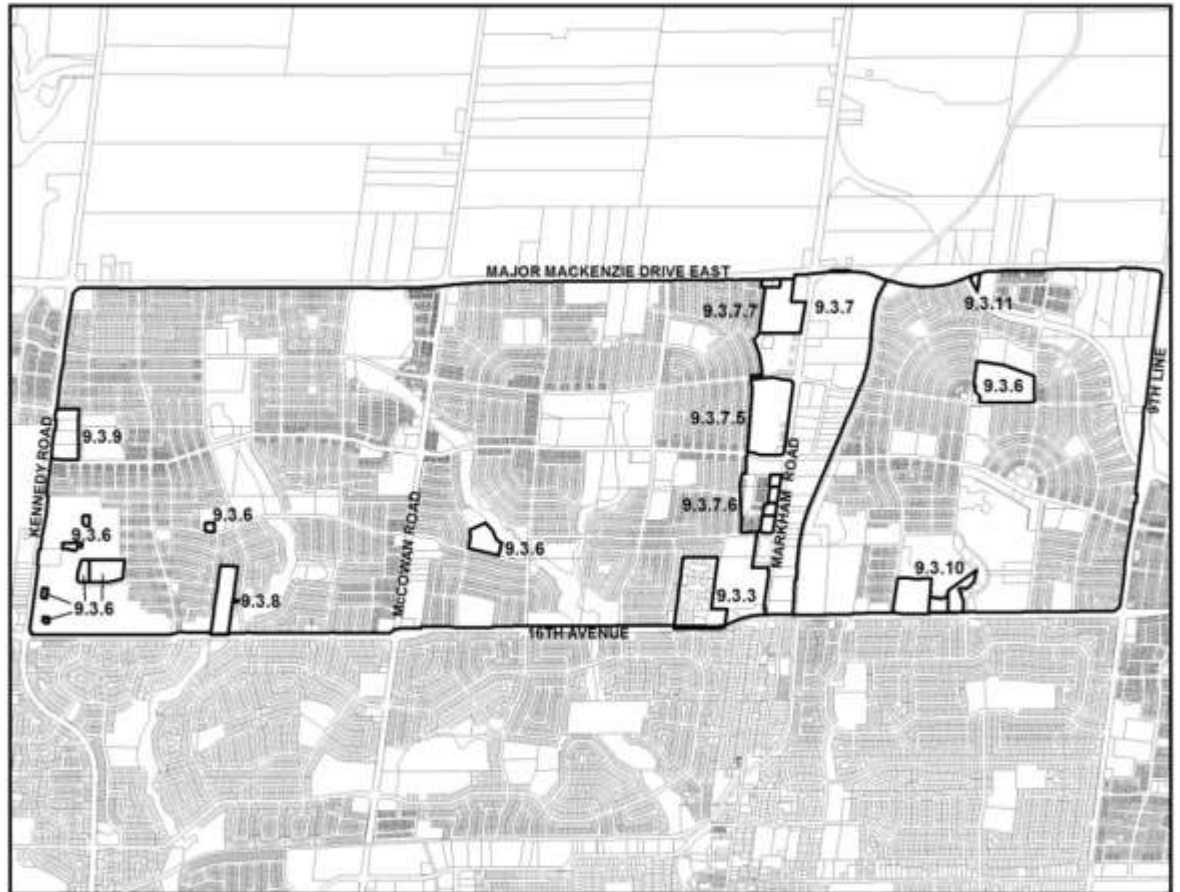


Figure 9.3.1

Land Use Objective – Berczy Village/Wismer Commons/Greensborough/Swan Lake District

9.3.2 The land use objective for this district is to create a balanced community of pedestrian oriented neighbourhoods containing a mix of uses, including residential, commercial, open space and recreational, cultural and institutional facilities.

Infill Development

9.3.3 In addition to the development criteria contained in Section 8.2.3.5, the intent of this Official Plan is to provide for a set of development

standards in the zoning by-law to limit the size and massing of new dwellings or additions to existing dwellings on the 'Residential Low Rise' shown in Figure 9.3.3 to ensure infill development respects and reflects the existing pattern and character of adjacent development. Such standards may address lot coverage, building depth, *floor area ratios*, height, number of storeys, garage projections and garage widths.



Figure 9.3.3

Community Design Plans and Urban Design Guidelines

9.3.4

All new development and *redevelopment* within the Berczy Village/Wismer Commons/Greensborough/Swan Lake district shall be consistent with the applicable provisions of the following urban design guidelines and community design plans:

- a) Berczy Village Urban Design and Amenity Guidelines;
- b) Upper Unionville Community Design Plan;
- c) Wismer Commons Community Design Plan;
- d) Highway 48/Wismer Commons Design Guidelines;
- e) Highway 48: 16th to Major MacKenzie Urban Design Study;
- f) Neighbourhoods of Greensborough Community Design Plan; and
- g) Upper Greensborough Neighbourhood Urban Design Guidelines.

Developers' Group Agreement

- 9.3.5 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Berczy Village/Wismer Commons/Greensborough/Swan Lake district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Public School, Place of Worship and Park Sites

- 9.3.6 *Public school, place of worship* and park sites for the Berczy Village/Wismer Commons/Greensborough/Swan Lake district as generally identified in Figure 9.3.6 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the *development approval* process, including the establishment, where appropriate of area specific parkland agreements.

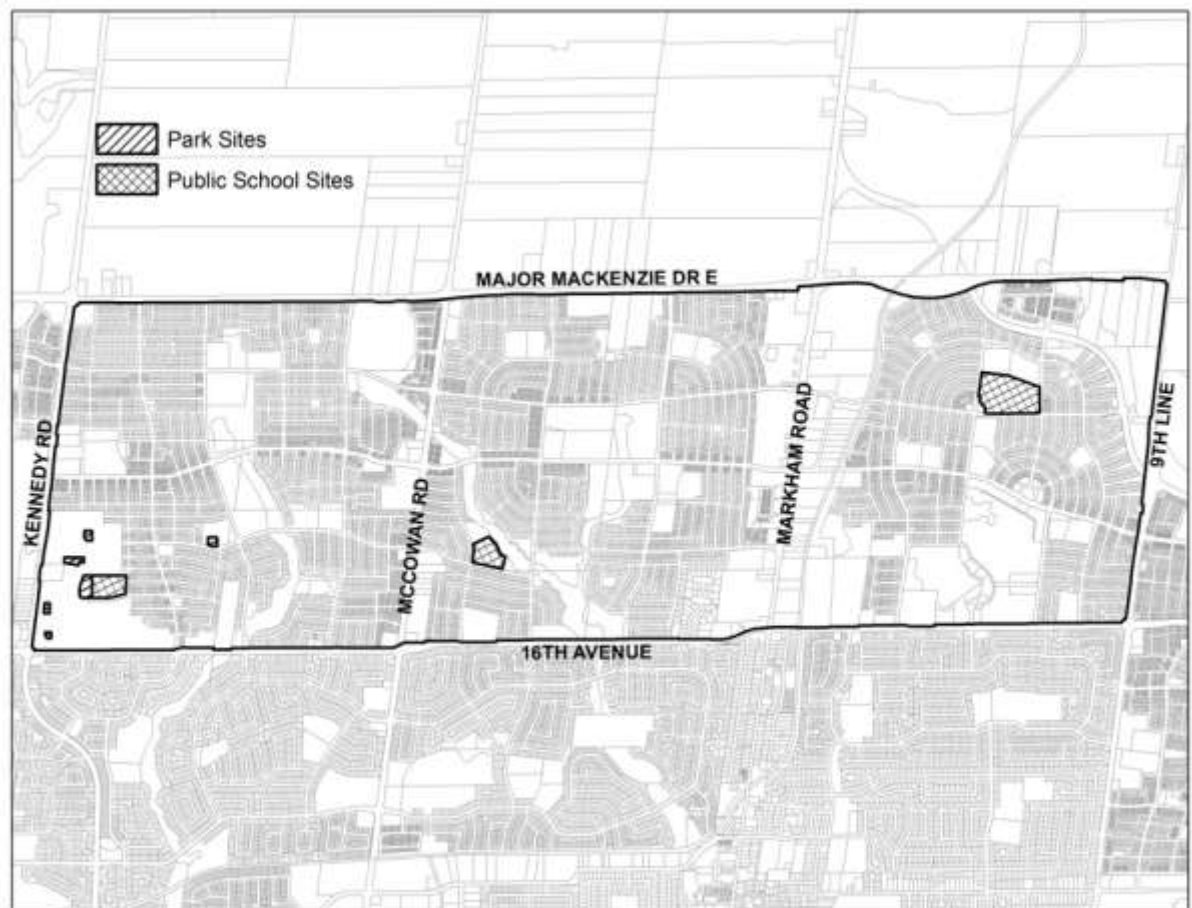


Figure 9.3.6

Local Corridor – Markham Road Corridor - Mount Joy

- 9.3.7 The Markham Rd Corridor - Mount Joy comprises the lands along Markham Road between 16th Avenue and Major MacKenzie Drive East, as shown in Figure 9.3.7.

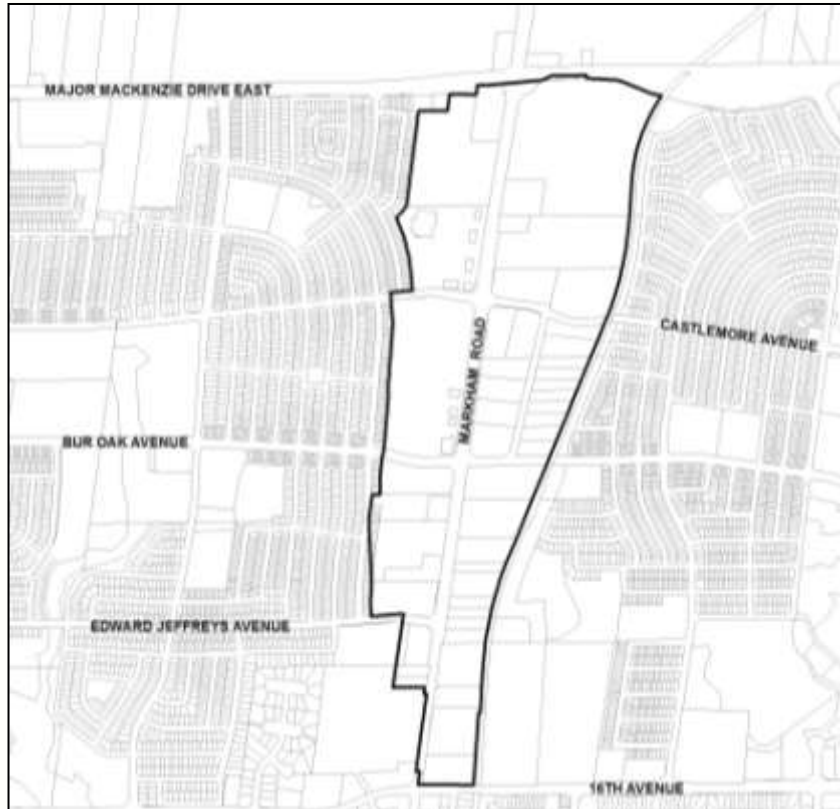


Figure 9.3.7

Land Use Objective

- 9.3.7.1 The land use objective for the Markham Rd Corridor - Mount Joy Corridor is to provide for a mixed-use local corridor that functions as a main street integrating a range of housing, employment, shopping and recreation opportunities, at transit-supportive densities adjacent to the GO station, to serve the adjacent communities of Berczy Village, Wismer Commons, Greensborough and Swan Lake.
- 9.3.7.2 A new secondary plan shall be established for the Markham Rd Corridor - Mount Joy lands shown in Figure 9.3.7.
- 9.3.7.3 The land use designations for the Markham Rd Corridor - Mount Joy lands, shown outlined in purple on Map 3 – Land Use, and the related policies in this Plan, shall be used to inform the preparation of the new Markham Rd Corridor – Mount Joy secondary plan. For the lands shown in Figure 9.3.7.3, the provisions of the Official Plan (Revised 1987), as

amended, and Secondary Plan PD 36-1, as amended, shall apply until the new secondary plan is approved.

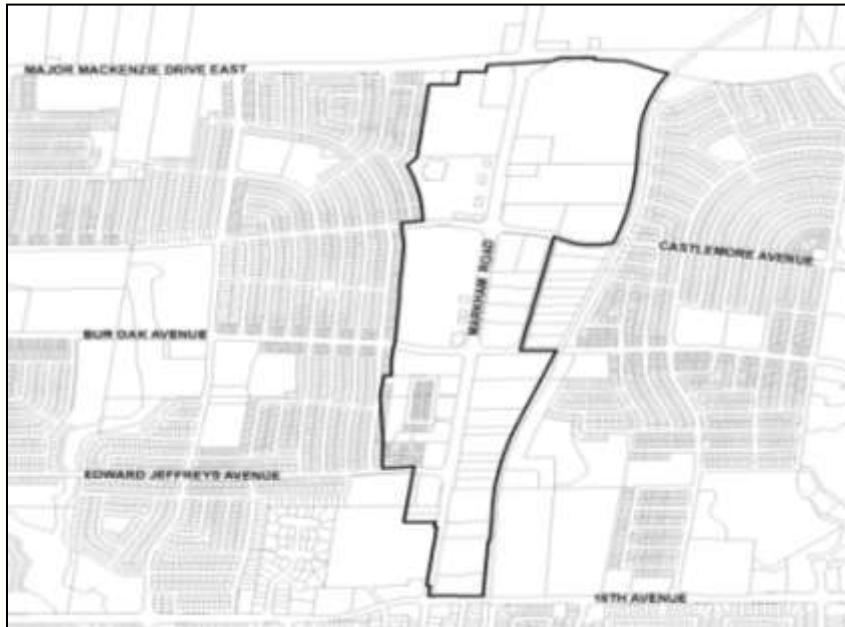


Figure 9.3.7.3

9.3.7.4 An application for *development approval* on the Markham Rd Corridor – Mount Joy lands, shall require a *comprehensive block plan* in accordance with Section 10.1.4 of this Plan.

9.3.7.5 The new secondary plan shall incorporate a provision for the existing single storey retail warehouse building with outdoor storage and display of merchandise on the ‘Mixed Use High Rise’ and ‘Residential Mid Rise’ lands at 1201 Castlemore Avenue as shown in Figure 9.3.7.5.



Figure 9.3.7.5

9.3.7.6 The new secondary plan shall incorporate the following provisions to the 'Mixed Use High Rise' lands as shown in Figure 9.3.7.6:

- a) buildings on the lands at 9500 Markham Road shall have a maximum building height of 20 storeys and shall permit a maximum of 215 dwelling units;
- b) buildings on the lands at 9506 Markham Road shall have a maximum building height of 18 storeys and shall permit a maximum of 219 dwelling units;
- c) buildings on the lands at 9560 Markham Road shall have a maximum building height of 18 storeys and shall permit a maximum of 220 dwelling units; and
- d) buildings on the lands at 9582 Markham Road shall have a maximum building height of 18 storeys and shall permit a maximum of 220 dwelling units.



Figure 9.3.7.6

9.3.7.7 The new secondary plan shall incorporate a provision for a single storey retail building with the gross floor area of each premise not exceeding 10,000 square metres on the 'Mixed Use Mid Rise' lands south west of Major MacKenzie Drive East and Markham Road as shown in Figure 9.3.7.7.

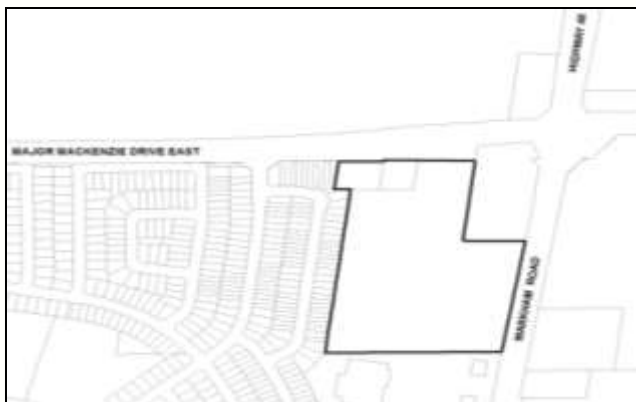


Figure 9.3.7.7

Place of Worship and Residential Low Rise Development

9.3.8

The following use and height provisions shall apply to the 'Residential Low Rise' lands at 4898 and 4916 16th Avenue as shown in Figure 9.3.8:

- a) a *private school* may also be permitted;
- b) the maximum building height shall be 3 storeys within 100 metres of the centre line of 16th Avenue;



Figure 9.3.8

9.3.8.1

In considering an application for *development approval* on the lands, in addition to the development criteria in Section 8.2.3.5, development shall adhere to the following development criteria:

- a) the lotting pattern shall be consistent with the lotting pattern established to the east and west of the lands; and
- b) vehicular access points, traffic circulation and parking shall be integrated on-site and provide for landscape buffers.

Berczy Village Mixed Use Mid Rise

9.3.9

The following height and density provisions shall apply to the 'Mixed Use Mid Rise' lands at 10, 20, and 50 Bur Oak Avenue and 9693, 9703 and 9721 Kennedy Road as shown in the Figure 9.3.9:

- a) the minimum building height shall be 2 storeys and the maximum building height shall be 6 storeys; and
- b) buildings shall generally not exceed a *floor space index* of 1.75.



Figure 9.3.9

- 9.3.9.1 In considering an application for *development approval* on the lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.

Swan Lake Residential Mid Rise

- 9.3.10 The following height provisions apply to the 'Residential Mid Rise' lands at 6330, 6360 and 6380 16th Avenue as shown in Figure 9.3.10:
- the maximum building height shall be 6 storeys, except within 100 metres of the centre line of 16th Avenue where the maximum building height shall be 3 storeys; and
 - the minimum building height shall be 2 storeys for the lands at 6330 16th Avenue.

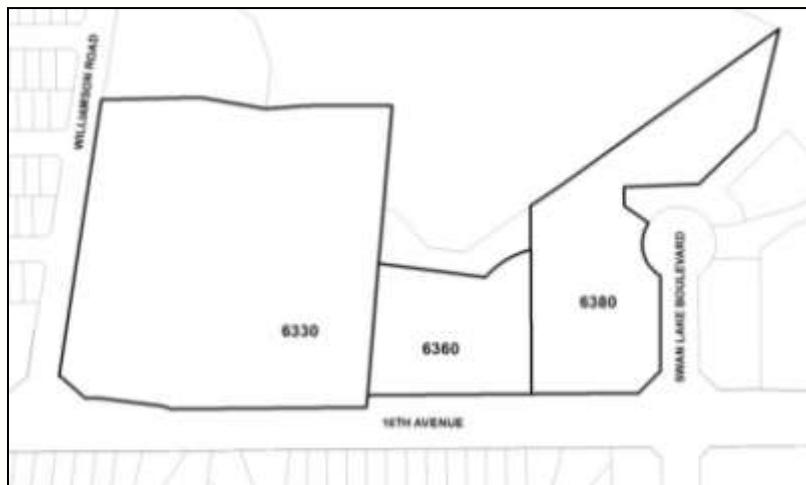


Figure 9.3.10

9.3.11

Motor Vehicle Service Station

A motor vehicle service station shall also be permitted in accordance with Section 8.13.5 on the 'Mixed Use Low Rise' lands at the south east corner of Major MacKenzie Drive East and the Donald Cousens Parkway, as shown in Figure 9.3.11.

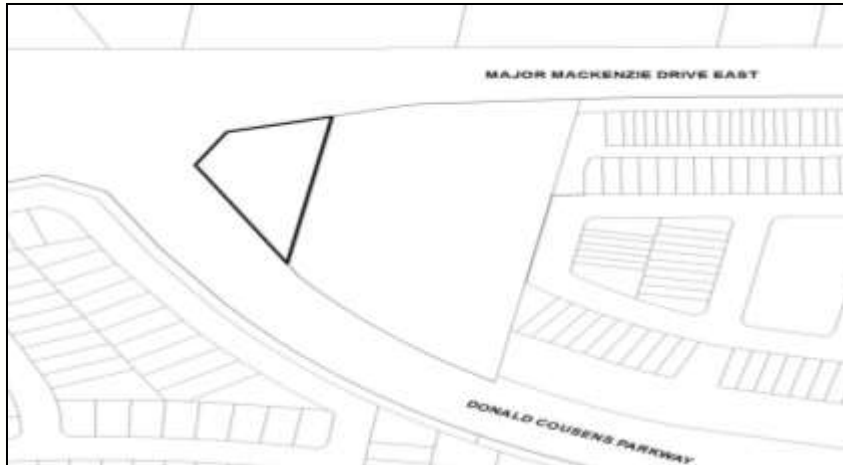
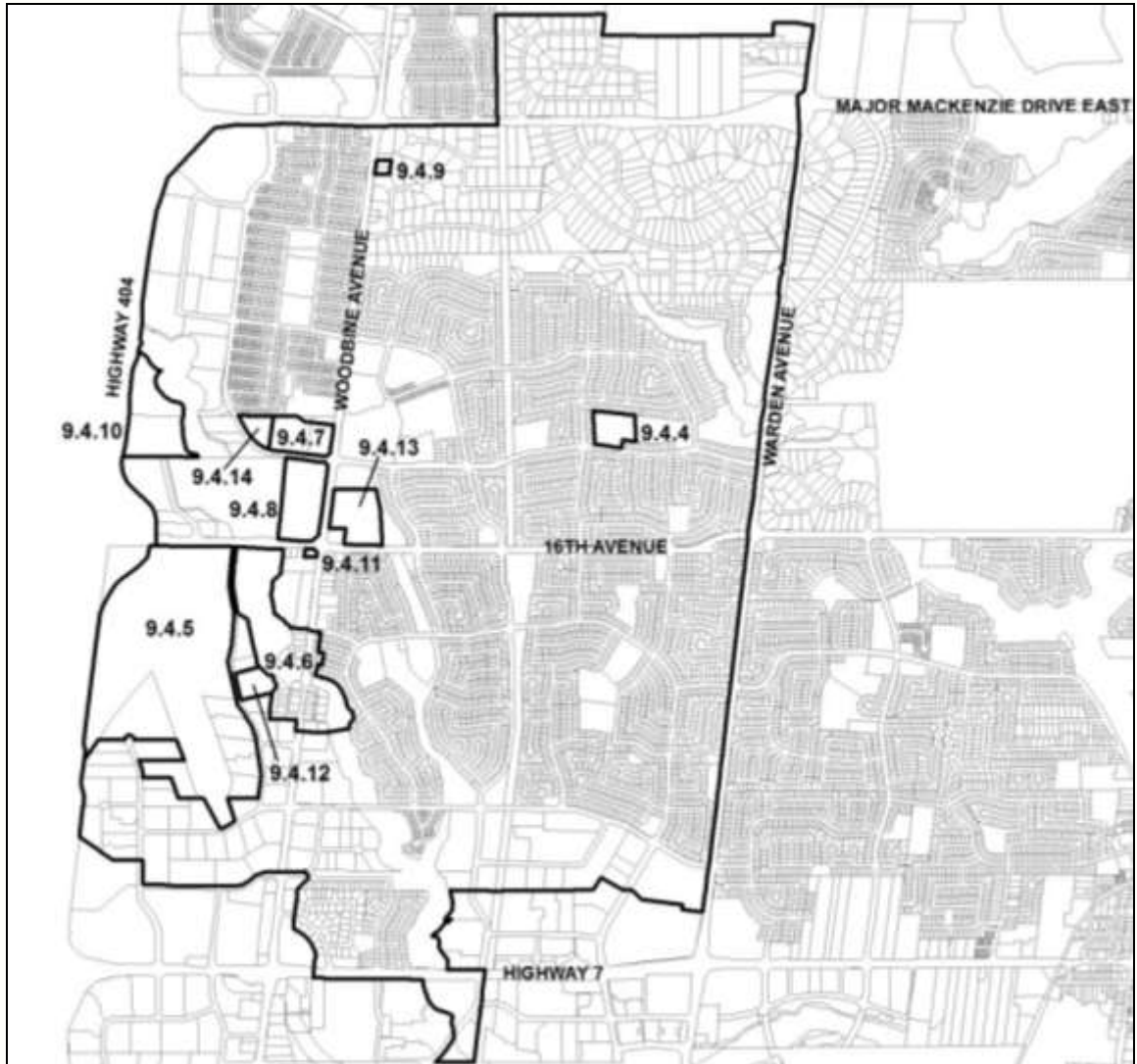


Figure 9.3.11



9.4 BUTTONVILLE

9.4.1 The Buttonville district comprises the lands generally bounded by Highway 404 on the west, Major Mackenzie Drive East on the north, Warden Avenue on the east and Apple Creek Boulevard, Highway 7 and Centurian Drive on the south as shown in Figure 9.4.1.



Community Design Plan

9.4.2 All new development and *redevelopment* within the Woodbine North and Cachet Woods area of the Buttonville district shall be consistent with the applicable provisions of the following urban design guidelines and community design plans:

- a) Woodbine North Community Design Plan; and
- b) Cachet Woods Community Design Guidelines.

Developers' Group Agreement

- 9.4.3 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Buttonville district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Public School, Place of Worship and Parks Sites

- 9.4.4 *Public school, place of worship* and park sites for the Buttonville district as generally identified in Figure 9.4.4 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

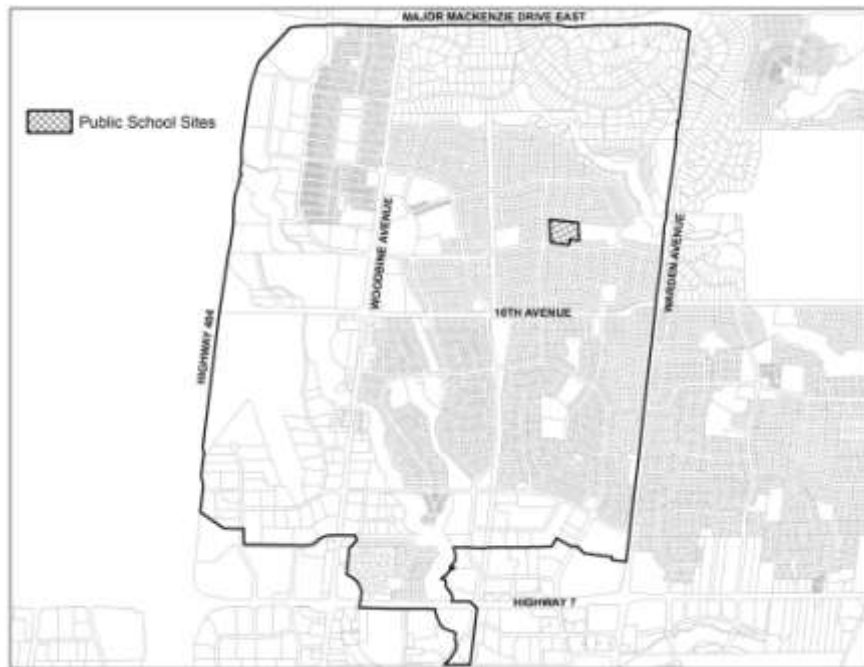


Figure 9.4.4

Buttonville West Secondary Plan

- 9.4.5 A new secondary plan shall be approved for the 'Business Park Employment' lands in the vicinity of the Toronto Buttonville Municipal Airport or the Buttonville West area as shown on Appendix F – Secondary Plan Areas and in Figure 9.4.5, including lands within the Buttonville Airport Redevelopment Area (shown in outline with an asterisk on Map 3 – Land Use), that will incorporate policies for future land use in accordance with Section 7.2.89 of the Regional Official Plan.



Figure 9.4.5

- 9.4.5.1 In considering an application for *development approval* on the Buttonville West Secondary Plan lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.

Heritage Centre – Buttonville Heritage Conservation District

- 9.4.6 The Buttonville Heritage Centre comprises the ‘Residential Low Rise’ and ‘Greenway’ lands generally east and west of Woodbine Avenue south of 16th Avenue located within the Buttonville Heritage Conservation District shown on Map 13 – Heritage Conservation Districts, as shown in Figure 9.4.6.



Figure 9.4.6

Land Use Objective

- 9.4.6.1 The land use objectives for the Buttonville Heritage Centre are to:
- a) recognize the distinct character of heritage buildings, historic sites and landscapes of the Buttonville Heritage District and ensure that compatible infill development and *redevelopment* will enhance the District's heritage character and complement the area's village-like, human scale of development;
 - b) encourage residential and limited mixed residential commercial development to establish within a comprehensive integrated mixed development area having regard for:
 - i. the assembly or integrated development and *redevelopment* of fragmented properties;
 - ii. the compatibility and integration of development and *redevelopment* with existing and future adjacent development; and
 - iii. site planning matters including the location and number of access points, landscaping, off-street parking, heritage architectural design of buildings and outdoor lighting and signs.
 - c) encourage improvements to the visual attractiveness of the area and initiate a comprehensive streetscape program to encourage street trees and landscaping, floral displays, street lights, street and traffic signs and utility poles, cross walks, sidewalks, paving material and curbs, bus stops and shelters, other types of street furniture and ornamental features; and
 - d) improve pedestrian connectivity by providing sidewalks along arterial roads and local streets, and a linked pathway system, where appropriate, on the Greenway System and associated *vegetation protection zone* lands.
- 9.4.6.2 A new secondary plan shall be approved for the Buttonville Heritage Centre.
- 9.4.6.3 All new development and *redevelopment* including parks and open spaces in the Buttonville Heritage Centre shall conform to the Buttonville Heritage Conservation District Plan and shall take precedence over any other policies of this Plan.
- 9.4.6.4 In considering an application for *development approval* on the Buttonville Heritage Centre lands shown in Figure 9.4.6, Council shall ensure development adheres to the following development criteria, in addition to the development criteria contained in Sections 8.2.3.5 and 8.2.3.6 and the Buttonville Heritage Conservation District Plan:
- a) the protection and preservation of any heritage buildings existing on-site;

- b) the impact of development on the historic character of the area shall be minimized to address:
 - i. the compatibility of the proposed use;
 - ii. the capacity of the site for additional uses, parking and supporting infrastructure;
 - iii. location of parking areas, loading and access;
 - iv. tree preservation and opportunities for landscaping and screening;
- c) the improvement of parking areas and traffic circulation patterns, including pedestrian and vehicular linkages with an emphasis on pedestrian convenience and safety; and
- d) the provision whereby buildings to be used for limited commercial uses shall be in keeping with the area's residential buildings in terms of appearance, form and size with adequate on-site parking facilities generally located in the rear yard and appropriately screened from any adjacent residential area and only modest sized identification signage.

9.4.6.5 The following use, building type and height provisions shall apply to the 'Residential Low Rise' lands:

- a) *day care centre, convenience retail and personal service, place of worship and public school* uses shall not be permitted;
- b) buildings associated with *day care centres, places of worship and public schools* shall not be permitted;
- c) a community facility including a *day care centre* may be permitted in the Buttonville Women's Institute Community Hall located at 8931 Woodbine Avenue;
- d) the number of linked townhouse units shall not exceed 8, except where permitted by Council in consideration of special or significant design features; and
- e) the maximum building height shall be 2 storeys.

9.4.6.6 On the 'Residential Low Rise' lands shown in hatching in the figure above:

- a) limited commercial uses shall also be permitted in mixed use building or separate buildings on the same development parcel as part of an integrated mixed development area, provided:
 - i. the existing heritage buildings fronting on Woodbine Avenue are preserved;
 - ii. the commercial uses are limited to those which generate low traffic and minimal parking demand, such as display, storage and sale of objects of art and craft work, custom workshops, photographer's studios, historical museums, libraries and art galleries, and offices excluding real estate and medical;
- b) apartment dwelling units shall be permitted in mixed use buildings; and

- c) prior to the introduction of limited commercial uses, a concept plan or *comprehensive block plan* may be required from the applicants that demonstrates the site is appropriately sized, located and configured, including addressing appropriate density, built form, access and parking landscaping and other site plan matters.

9.4.6.7 Buttonville Crescent East and Buttonville Crescent West shall have a minimum right-of-way width of 14 metres. The points of intersection of these two streets with Woodbine Avenue shall be aligned to the satisfaction of Markham and York Region.

9.4.6.8 A new public or private street shall be created on the lands on the west side of Woodbine Avenue, generally as shown on Figure 9.4.6, to intersect Woodbine Avenue opposite Millbrook Gate at a signalized intersection, subject to the approval of York Region.

9390 Woodbine Avenue

9.4.7 The following use, height and density provisions shall apply to the 'Commercial' lands at 9390 Woodbine Avenue as shown in Figure 9.4.7:

- a) the mixed use trade and convention centre building fronting on Woodbine Avenue and the hotel fronting on Markland Street shall not exceed 36 metres in height and the remainder of the buildings on the lands shall not exceed 3 storeys in height;
- b) the total *floor space index* of all buildings on the lands shall not exceed 1.8; and
- c) a land use designation other than a 'Commercial' designation may be considered for that part of 9390 Woodbine Avenue on the north side of Markland Street shown in hatching in Figure 9.4.7 by amendment to this Plan. Consideration of a designation other than an 'Commercial' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of the Plan and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:
 - Compatibility to adjacent land use;
 - Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
 - Proximity to transit;
 - Provision of lands for a VIVA terminal;
 - Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
 - Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Commercial' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Commercial' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.



Figure 9.4.7

9.4.8 The following use provisions shall apply to the 'Commercial' lands at the northwest corner of Woodbine Avenue and 16th Avenue, as shown in Figure 9.4.8:

- a) the following uses shall only be permitted as *discretionary uses*, subject to review of a site specific zoning by-law amendment application, and in accordance with Section 8.5.1.3:
 - i. a motor vehicle service station ;
 - ii. a car wash;
 - iii. banquet hall;
 - iv. night club; and
 - v. a free standing restaurant; and
- b) the gross floor area of any individual retail establishment shall not exceed 6,000 square metres; and
- c) the gross floor area of any individual retail establishment shall not be less than 300 square metres, except when located within a multi-storey multiple unit building.

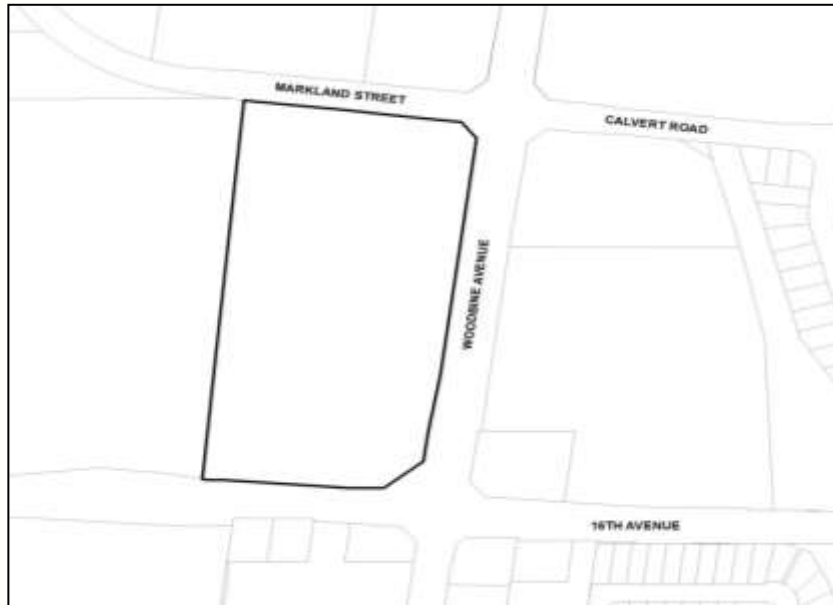


Figure 9.4.8

- 9.4.9 A private elementary school, a *day care centre* and accessory uses shall also be permitted on the 'Residential Estate' lands at 9921 and 9941 Woodbine Avenue, as shown in Figure 9.4.9.

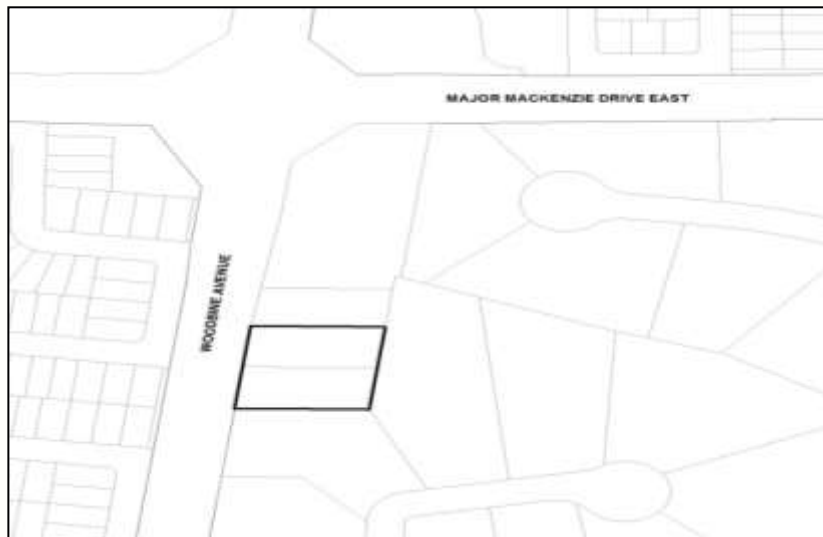


Figure 9.4.9

- 9.4.10 The following uses shall also be permitted on the 'Business Park Employment' lands west of the Rouge River Valley only in part of Lot 17 and part of Lot 18, as shown in Figure 9.4.10, subject to a site specific development application for zoning by-law amendment:
- a) retail use, with individual premises having a gross floor area generally not less than 300 square metres and not exceeding 6,000 square

- metres, provided such uses do not involve accessory outdoor storage or display of merchandise; and
- b) restaurant.

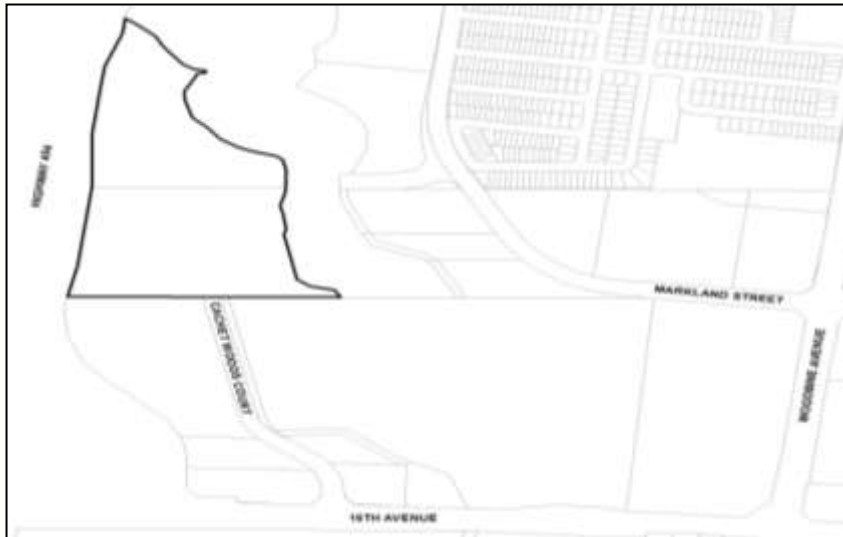


Figure 9.4.10

- 9.4.11 A restaurant shall also be permitted in the existing heritage building on the ‘Residential Low Rise’ lands at 2977 16th Avenue as shown in Figure 9.4.11.

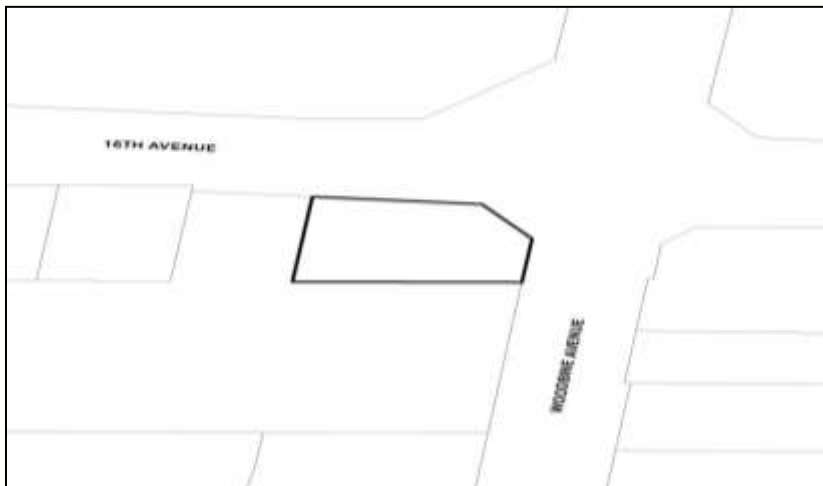


Figure 9.4.11

- 9.4.12 A *day care centre* and *private school* shall also be permitted on the ‘Business Park Employment’ lands at 245 Renfrew Drive shown in Figure 9.4.12 provided they are located within the existing building and the maximum number of all classrooms is 32.

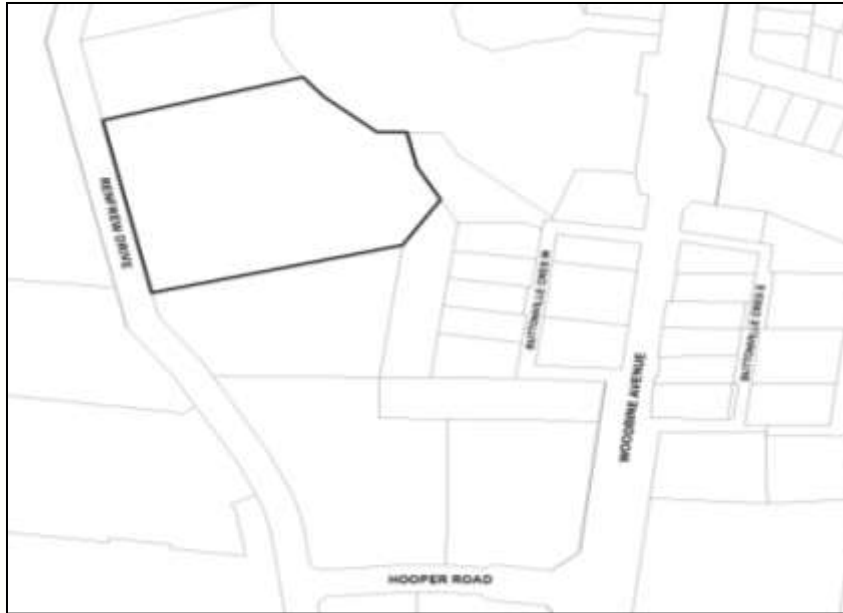


Figure 9.4.12

9255 Woodbine Avenue

9.4.13

Section 8.3.3.5 b) shall not apply to the existing food store located on the 'Mixed Use Mid Rise' lands as shown in Figure 9.4.13.



Figure 9.4.13

Northeast side of Markland Street

9.4.14

A land use designation other than an 'Employment Lands' designation may be considered for the lands on the north east side of Markland Street as shown in Figure 9.4.14 by amendment to this Plan. Consideration of a designation other than an 'Employment Lands'

designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all of the policies of this Plan and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;
- Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.



Figure 9.4.14



9.5 CATHEDRAL

- 9.5.1 The Cathedral district comprises the lands bounded by Major MacKenzie Drive East on the south, Highway 404 on the west, the hydro corridor on the east, and extending approximately one and one-half concession lots north of Elgin Mills Road East as shown in Figure 9.5.1.



Figure 9.5.1

Land Use Objective – Cathedral District

- 9.5.2 The land use objective for this district is to build upon the presence of the Cathedral of the Transfiguration of our Lord to create a unique and balanced community of pedestrian oriented districts and neighbourhoods containing a mix of land uses, including residential, commercial, office and retail and prestige industrial, open space and recreational, cultural and institutional facilities.

Coach House

- 9.5.3 A *coach house* shall be regarded as a *secondary suite* and shall only be permitted in association with a principal street-related detached, semi-detached or townhouse dwelling. The primary access for a *coach house* shall be from a rear lane or alley abutting the lot which both the *coach house* and its principal dwelling are located.

Community Design Plan

- 9.5.4 All new development and *redevelopment* within the Cathedral district shall be consistent with the applicable provisions and urban design guidelines of the East Cathedral and Cathedral Community Design Plans.

Developers' Group Agreement

- 9.5.5 Prior to *development approval*, development proponents shall be required to enter into developers' group agreement(s), where appropriate in the Cathedral district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Public School, Place of Worship and Park Sites

- 9.5.6 *Public school, place of worship* and park sites for the Cathedral district as generally identified in Figure 9.5.6 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the *development approval* process, including the establishment, where appropriate, of area specific parkland agreements.

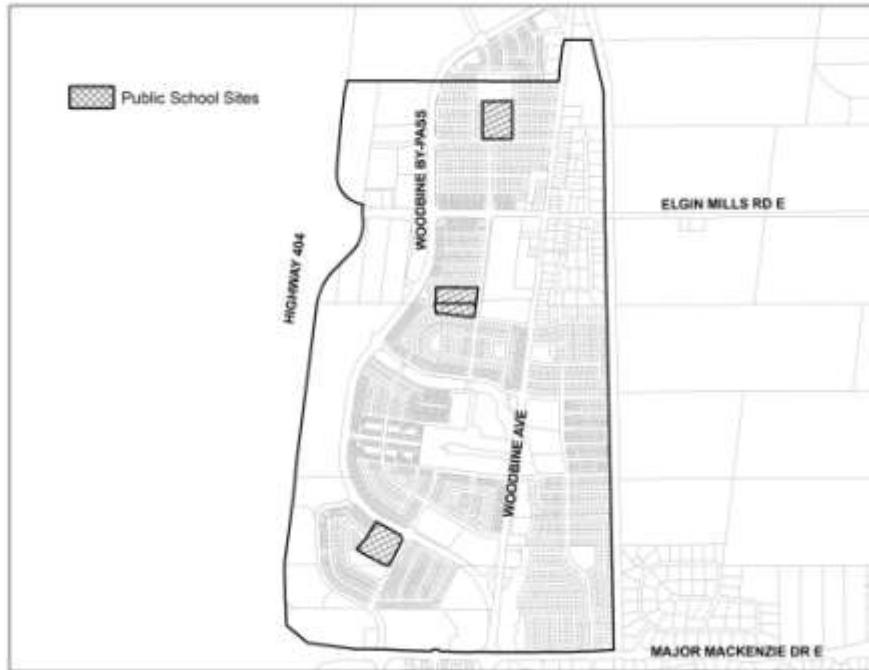


Figure 9.5.6

Local Centre - Cathedertown

9.5.7 Cathedertown comprises the ‘Mixed Use’ lands west of Woodbine Avenue surrounding the Cathedral of the Transfiguration of Our Lord as shown in Figure 9.5.7.

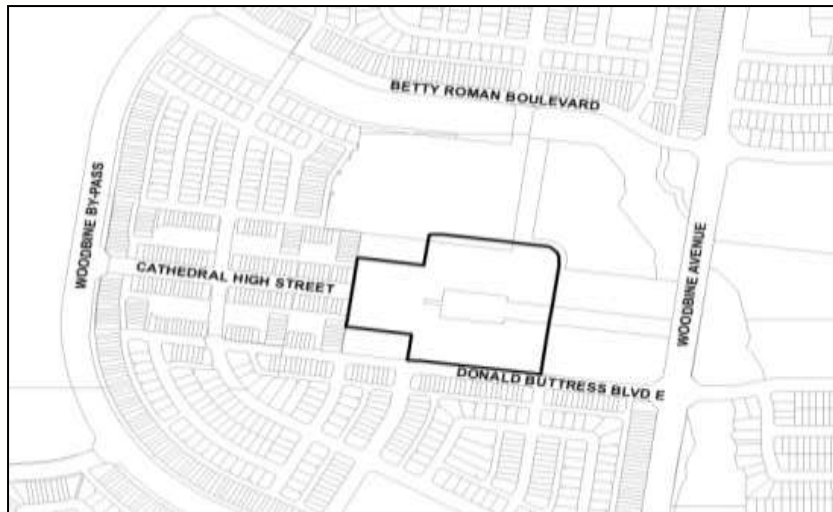


Figure 9.5.7

Land Use Objective

9.5.7.1 The Local Centre of Cathedertown is intended to serve as an important focal point and ‘main street’ for the surrounding community providing a

range of housing, employment, shopping and recreational opportunities, as well as personal and human services.

- 9.5.7.2 In considering an application for *development approval* on the Local Centre – Cathedraltown lands designated ‘Mixed Use Mid Rise’, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.
- 9.5.7.3 The following use provisions shall apply:
- a) a banquet hall and a *funeral home* shall also be permitted; and
 - b) a motor vehicle service station (including car wash) and a motor vehicle sales facility are not permitted.
- 9.5.7.4 The following height and density provisions shall apply:
- a) building heights shall generally range from 4 to 6 storeys.
 - b) single use residential or non-residential buildings shall generally not exceed a *floor space index* of 1.75.
 - c) mixed-use buildings which provide street related, ground floor area for retail, service, community or institutional uses shall be permitted to have a maximum *floor space index* of 2.0.
- 9.5.7.5 The Cathedral of the Transfiguration of Our Lord shall be recognized as a significant landmark for the Cathedraltown community and all new development shall maintain the prominence and visibility of the Cathedral.
- Road Connections to Interchanges with Highway 404
- 9.5.8 The two connecting roads generally as shown in Figure 9.5.8 shall provide access directly from the Highway 404 interchanges at Major MacKenzie Drive East and Elgin Mills Road East. As per City policy, landowners will dedicate free of charge the required right-of-way width for these as a condition of *development approval* on the lands. The precise alignment and location of the roads will be determined at the site plan control approval stage.

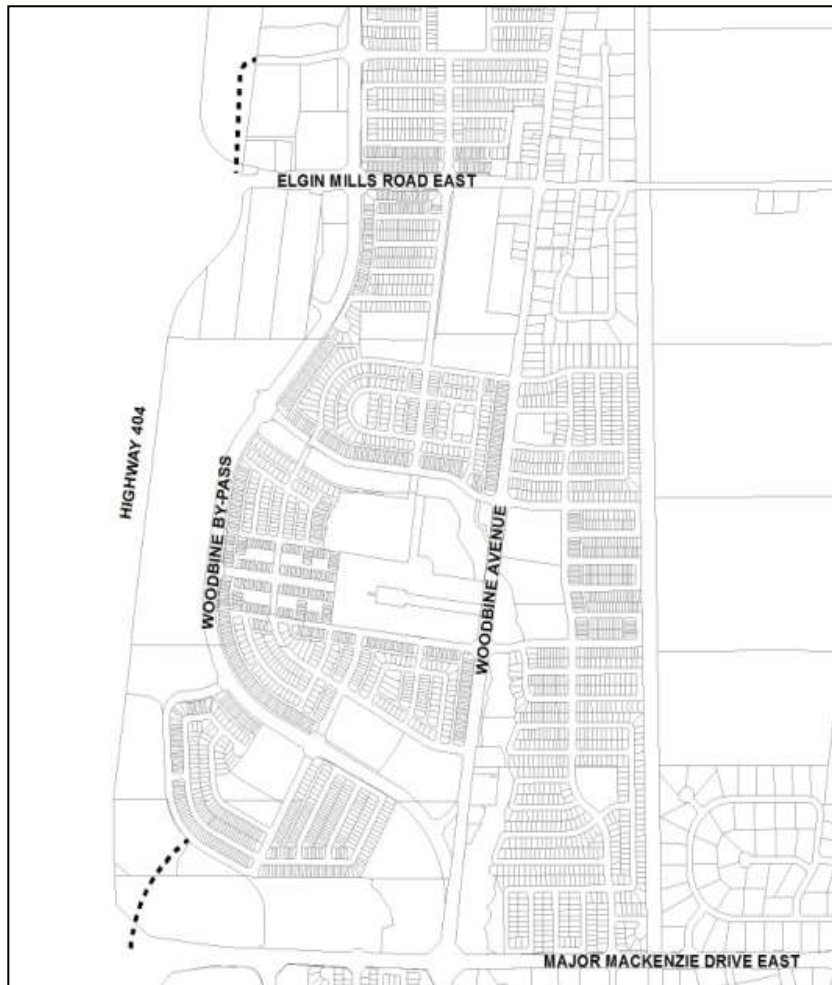


Figure 9.5.8

Historic Village of Victoria Square

- 9.5.9 The Victoria Square area comprises the 'Residential Low Rise' lands east and west of Woodbine Avenue north and south of Elgin Mills Road East as shown in Figure 9.5.9.



Figure 9.5.9

Land Use Objective

- 9.5.9.1 The land use objective for this area is to protect and preserve the integrity of the historic Victoria Square hamlet by ensuring all new development planned is compatible with permitted uses, and building forms and scale, appropriate to the historic features and residential character of the former hamlet.

Residential Area

- 9.5.9.2 On the 'Residential Low Rise' lands shown in Figure 9.5.9 only the following building types will be permitted:
- a) detached dwelling; and
 - b) buildings associated with existing place of worship/cemeteries;

Residential Area with Non-Residential Opportunities

- 9.5.9.3 On the 'Residential Low Rise' lands at 2792, 2982, 2992, 3009, and 3026 Elgin Mills Road East and 10761 Woodbine Avenue shown in cross hatching in Figure 9.5.9:
- a) the following uses may also be permitted:
 - i. office;

- ii. medical office or clinic not exceeding 300 square metres gross floor area per office;
 - iii. bake shop, retail or personal service uses not exceeding 300 square metres floor area per premise;
 - iv. *bed and breakfast establishment* with a maximum of two units;
 - v. *private school*; and
 - vi. institutional uses not exceeding 300 square metres floor area; and
- b) only the following building types are permitted:
- i. detached dwelling; and
 - ii. non-residential or mixed use buildings with a form and scale appropriate to the historic features and character of the surrounding area; and
- c) prior to the conversion of residential buildings or the redevelopment for non-residential uses, a concept plan or *comprehensive block plan* may be required from applicants that demonstrates the site is appropriately sized, located and configured, including addressing appropriate density, built form, access and parking, landscaping and other site plan matters.

Urban Design Guidelines

9.5.9.4

The following urban design guidelines shall apply to all new development and *redevelopment* planned within Victoria Square:

- a) the design of new buildings or additions to existing buildings on properties fronting on Woodbine Avenue, Elgin Mills Road East, Royal Albert Street and Victoria Street shall reflect historic architectural styles which will complement the surrounding area by:
- i. generally not exceeding two storeys in height, and with a scale and orientation compatible with adjacent buildings. For the residential area with non-residential opportunities, a maximum building height of 3 storeys may be permitted only within a pitched/mansard roof with a heritage architectural style compatible with the buildings on adjacent lands;
 - ii. having setbacks compatible with adjacent buildings; and
 - iii. being of materials and colors consistent with the existing building stock in the area;
- b) heritage buildings will be preserved and integrated into new development or uses;
- c) the design of new buildings or additions to existing buildings on properties fronting on Boyd Court, Mortson Street and Thomas Read Road shall reflect predominant architectural styles of those streets, which will complement the surrounding area by:
- i. having generally the same height, scale and orientation as adjacent buildings;
 - ii. having setbacks consistent with adjacent buildings; and

- iii. being of material and colours consistent with the heritage building stock in the area;
- d) new development shall respect and preserve natural landforms, drainage and existing mature vegetation;
- e) fronts of buildings and entrances on the lands shown shall be oriented to either Woodbine Avenue or Elgin Mills Road East only;
- f) new non-residential development shall contain adequate and appropriately located on-site parking, with sufficient landscaping and screening to protect adjacent residential properties from adverse impacts from non-residential uses;
- g) parking areas associated with non-residential uses shall not be located in the front yard between the front of the building and the front lot line, with the exception of the lands at 2982 Elgin Mills Road East where the existing lawful front yard parking areas may be utilized for non-residential uses; and
- h) buildings to be used for non-residential uses shall only be permitted one modestly sized non-illuminated identification sign.

New Residential Adjacent to Victoria Square

9.5.10 On the 'Residential Low Rise' lands at 16-40 Rinas Avenue as shown in Figure 9.5.10:

- a) the minimum lot size shall be 0.121 hectares; and
- b) only detached dwellings with a maximum building height of 2 storeys shall be permitted.



Figure 9.5.10

Mixed Use Mid Rise Development

9.5.11 On the lands designated 'Mixed Use Mid Rise' lands at 2880-2920 Major MacKenzie Drive East, 725-735 Markland Street, as shown in Figure 9.5.11:

- a) the following uses shall also be permitted:

- i. one motor vehicle repair use (excluding autobody paint and repair) accessory to a retail use; and
 - ii. *funeral home*.
- b) the following uses are not permitted:
- i. motor vehicle service station (including car wash);
 - ii. a drive-through service facility accessory to a permitted restaurant adjacent to Major MacKenzie Drive East.



Figure 9.5.11

Commercial Development

9.5.12

The following provisions shall apply to the 'Commercial' lands north of Major MacKenzie Drive East between Highway 404 and Markland Street as shown in Figure 9.5.12:

- a) a motor vehicle service station (including car wash), and a drive-through service facility accessory to a permitted restaurant, shall not be permitted;
- b) a site plan incorporating one or more buildings addressing the intersection of Major MacKenzie Drive East and Markland Street shall be required. These buildings shall incorporate such features as glazing, signage and entrances along these frontages, and shall have a minimum combined gross floor area of 930 square metres; and
- c) no more than two individual retail establishments may each have a total gross floor area exceeding 1000 square metres, one of which may have a total gross floor area exceeding 6000 square metres.

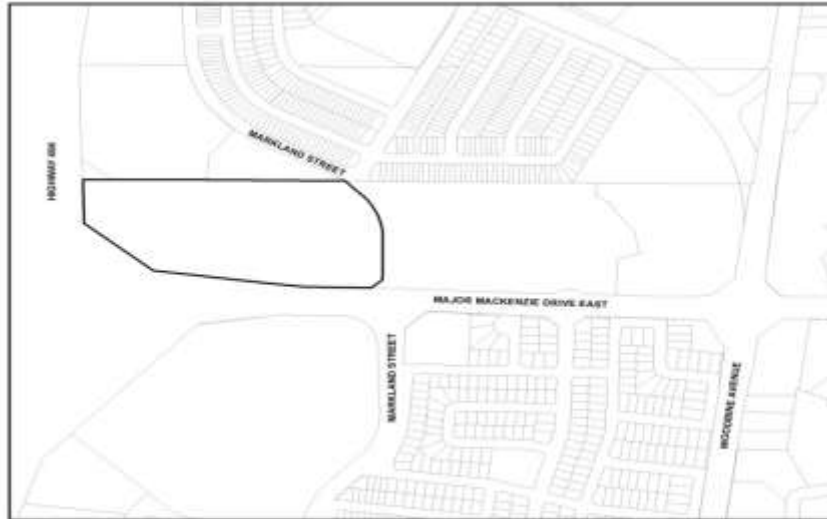


Figure 9.5.12

Service Employment

9.5.13

On the 'Service Employment' lands north of Major MacKenzie Drive East between Highway 404 and Markland Street as shown in Figure 9.5.13, retail uses, with individual premises having a gross floor area generally not less than 300 square metres and not exceeding 6,000 square metres shall also be permitted provided such uses do not involve accessory outdoor storage or display of merchandise.



Figure 9.5.13

9.5.14

Lord Melbourne Street west of the Woodbine By-Pass

A land use designation other than an 'Employment Lands' designation may be considered for the lands on the north and south side of Lord Melbourne Street west of the Woodbine By-Pass shown in Figure 9.5.14 by amendment to this Plan. Consideration of a designation other than an 'Employment Lands' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;
- Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Employment' and 'Service Employment' designations on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Employment' and 'Service Employment' designations shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.



Figure 9.5.14



9.6 COMMERCE VALLEY/GALLERIA

- 9.6.1 The Commerce Valley/Galleria district comprises lands bounded on the south and west by the Highway 407 right-of-way, on the north by Highway 7 and Highway 404 on the east as shown in Figure 9.6.1.

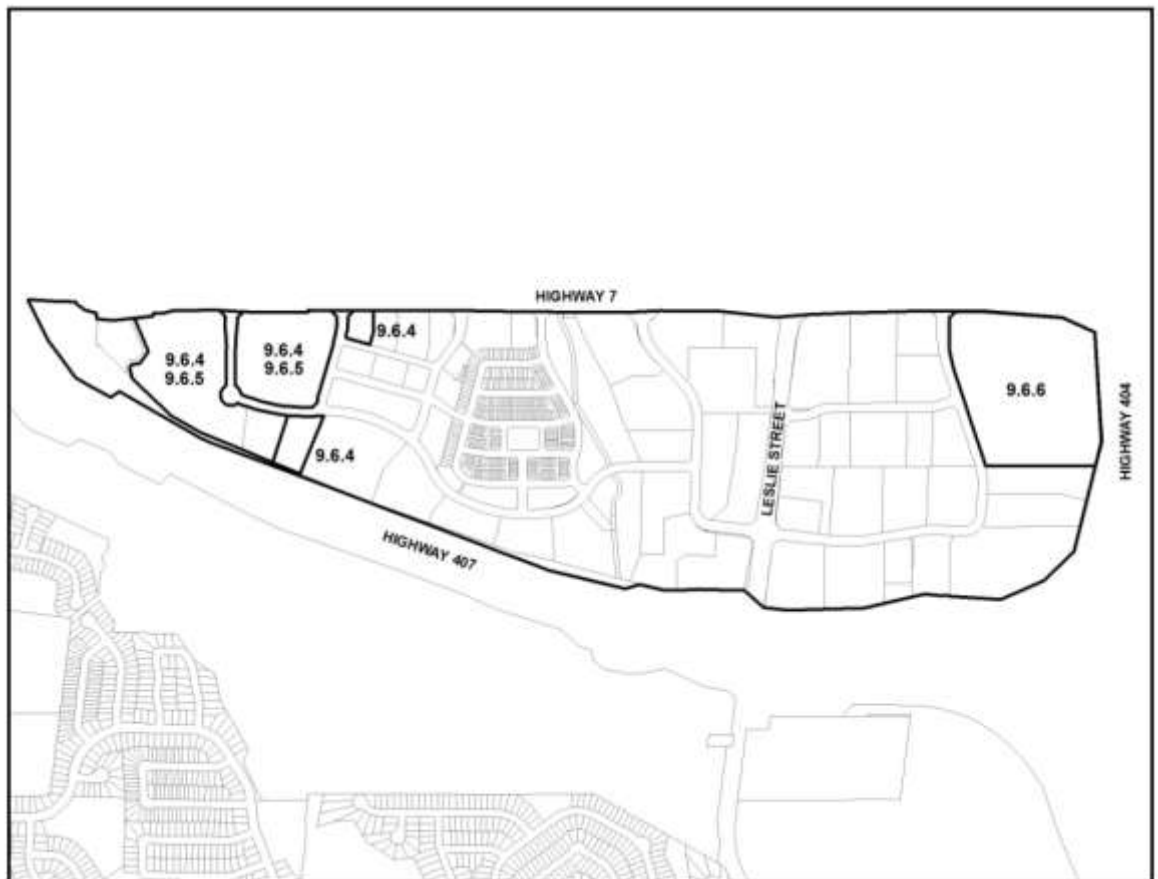


Figure 9.6.1

Land Use Objective – Commerce Valley/Galleria District

- 9.6.2 The land use objective for this district is to provide for a mixed-use *key development area* comprising employment and residential development in single use and mixed use settings, providing for office, retail, service, entertainment and recreational uses, and a variety of higher density housing types.
- 9.6.3 A maximum number of 2,920 dwelling units shall be permitted on the lands shown in Figure 9.6.1.

9.6.4

The following provisions shall apply to the 'Business Park Office Priority Employment' lands shown in Figure 9.6.4:

- a) the following uses shall also be permitted:
 - i. entertainment use such as cinemas and theatres, motion simulation rides, laser games and similar types of uses;\
 - ii. recreational use such as bowling alleys, curling rinks, billiard halls or similar indoor leisure activities;
 - iii. retail, service, banquet hall and night club provided they are incorporated as a component of two or more buildings devoted to office, trade or convention centre, entertainment or recreational use and collectively the gross floor area of retail, service, banquet hall and night club uses does not exceed 50 percent of the total gross floor area of the buildings;
 - iv. *private school*;
 - v. commercial school; and
- b) future development of the lands shall be subject to a transportation impact assessment confirming the associated traffic volumes and movements can be accommodated to the satisfaction of Markham;
- c) in considering an application for *development approval* on the lands, a *comprehensive block plan* shall be prepared in accordance with Section 10.1.4 of this Plan; and
- d) the lands shown in hatching shall be deferred for further consideration until a decision is made by the Minister of Municipal Affairs and Housing concerning the deletion of the lands from the Parkway Belt West Plan.

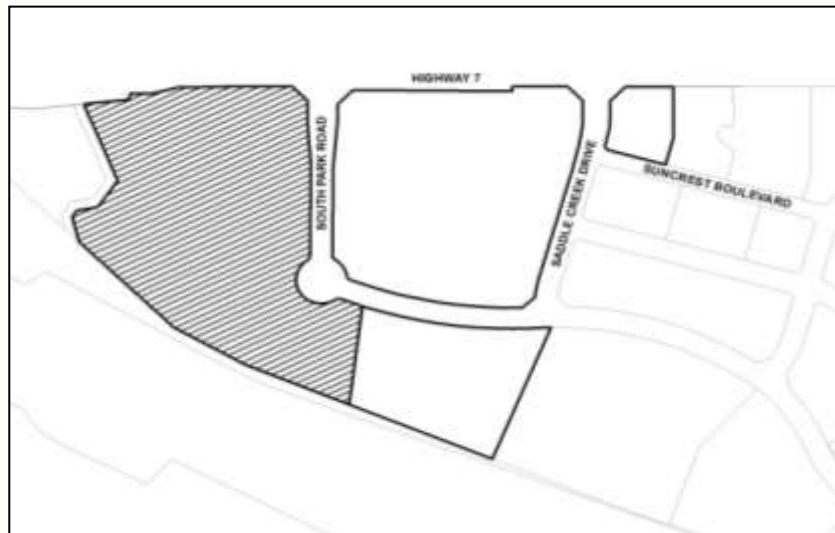


Figure 9.6.4

9.6.5

A land use designation other than an 'Employment Lands' designation may be considered for the lands south of Highway 7 east of Bayview

Avenue as shown in Figure 9.6.5 by amendment to this Plan.

Consideration of a designation other than an 'Employment Lands' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;
- Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Office Priority Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Office Priority Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

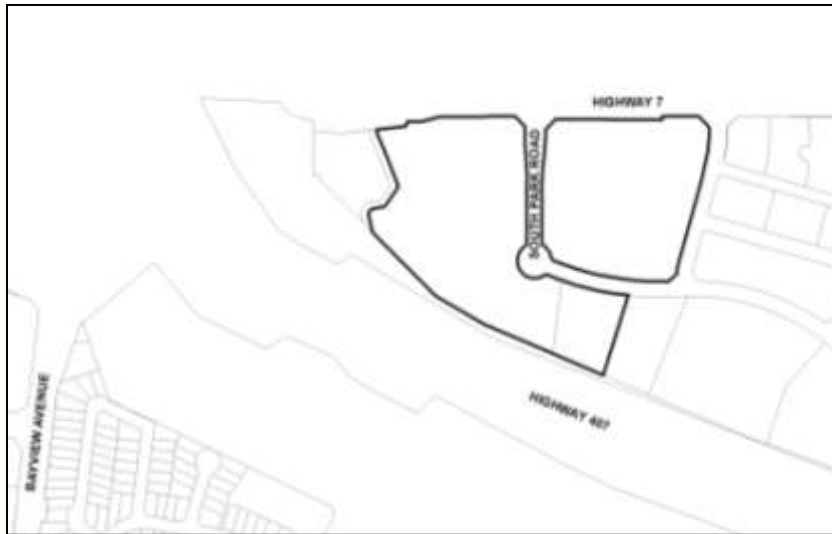


Figure 9.6.5

9.6.6

Southwest Corner of Highway 404 and Highway 7

A land use designation other than an 'Employment Lands' designation, that does not include residential use permissions, may be considered for the lands on the southwest corner of Highway 404 and Highway 7 as shown in Figure 9.6.6 by amendment to this Plan. Consideration of a designation other than an 'Employment Lands' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;
- Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Office Priority Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Business Park Office Priority Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.

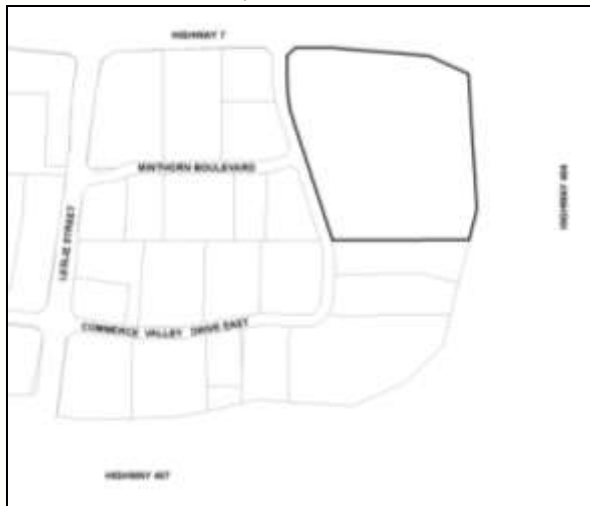


Figure 9.6.6

Community Design Plan

- 9.6.7 All new development and *redevelopment* within the Commerce Valley/Galleria district shall be consistent with the applicable provisions and urban design guidelines of the Leitchcroft Planning District Community Design Plan.

Developers' Group Agreement

- 9.6.8 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Commerce Valley/Galleria district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.





9.7 CORNELL

- 9.7.1 The Cornell district comprises the lands bounded by 9th Line on the west, the Donald Cousens Parkway on the north, Reesor Road and the Rouge Park on the east and Highway 407 on the south as shown Figure 9.7.1

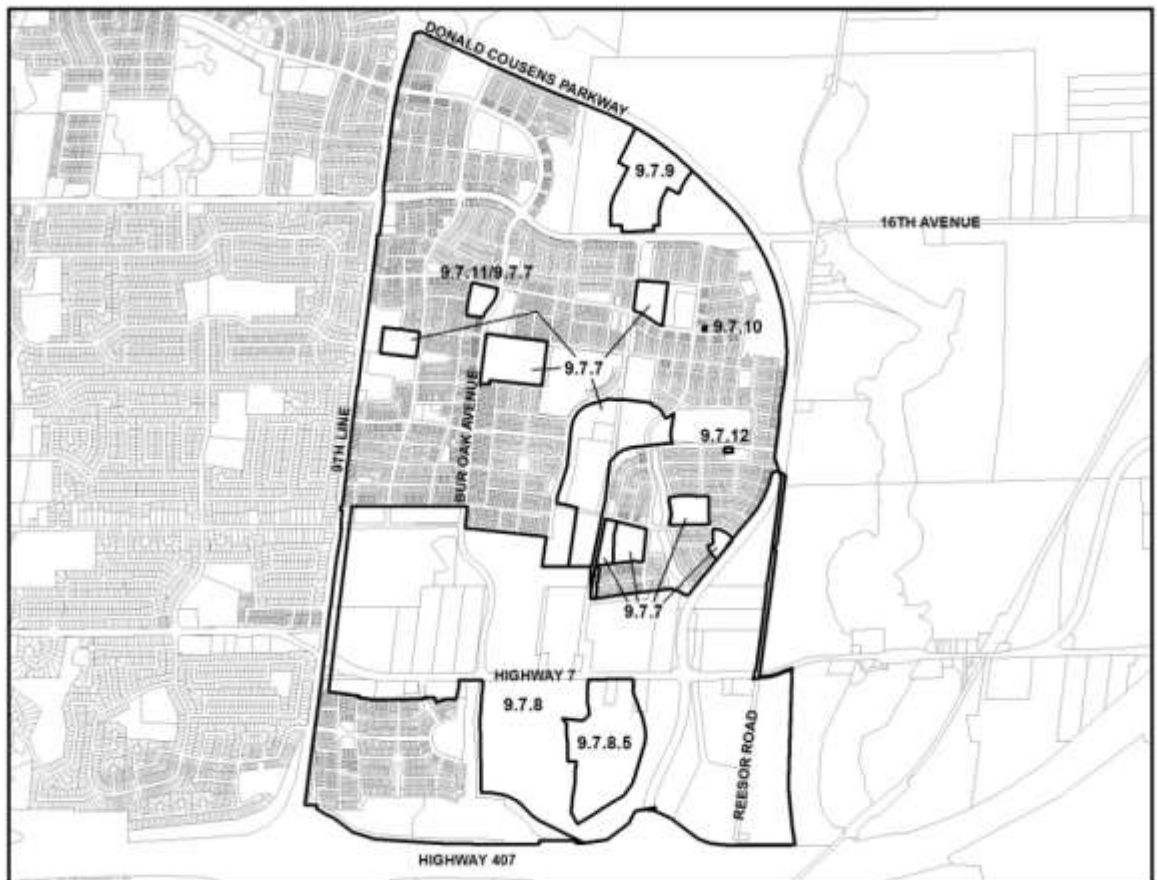


Figure 9.7.1

Land Use Objective – Cornell District

- 9.7.2 The land use objective for the Cornell district is to develop a complete and integrated community based on the principles of new urbanism with a range and mix of employment and housing, varied and high quality open space, and convenient access to public transportation, and public and private services.

The uses and activities shall be 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.

Lane-Based Housing

- 9.7.3 The 'Residential Low Rise' lands north of Highway 407, east of 9th Line and south and west of Donald Cousins Parkway shall only permit lane-based building types with rear lanes providing access for required on-site parking and service vehicles.

Coach House

- 9.7.4 A *coach house* shall be regarded as a *secondary suite* and shall only be permitted in association with a principal street-related detached, semi-detached or townhouse dwelling on a lot having not less than 9.75 metres frontage. The primary access for a *coach house* shall be from a rear lane or alley abutting the lot which both the *coach house* and its principal dwelling are located.

Community Design Plan

- 9.7.5 All new development and *redevelopment* within the Cornell district shall be consistent with the applicable provisions of the following urban design guidelines and community design plans:
- a) Cornell Public Realm Design Guidelines; and
 - b) Cornell Community Design Plan.

Developers' Group Agreement

- 9.7.6 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Cornell district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Public School, Place of Worship and Park Sites

- 9.7.7 *Public school, place of worship* and park sites for the Cornell district as generally identified in Figure 9.7.7 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the *development approval* process, including the establishment, where appropriate, of area specific parkland agreements.

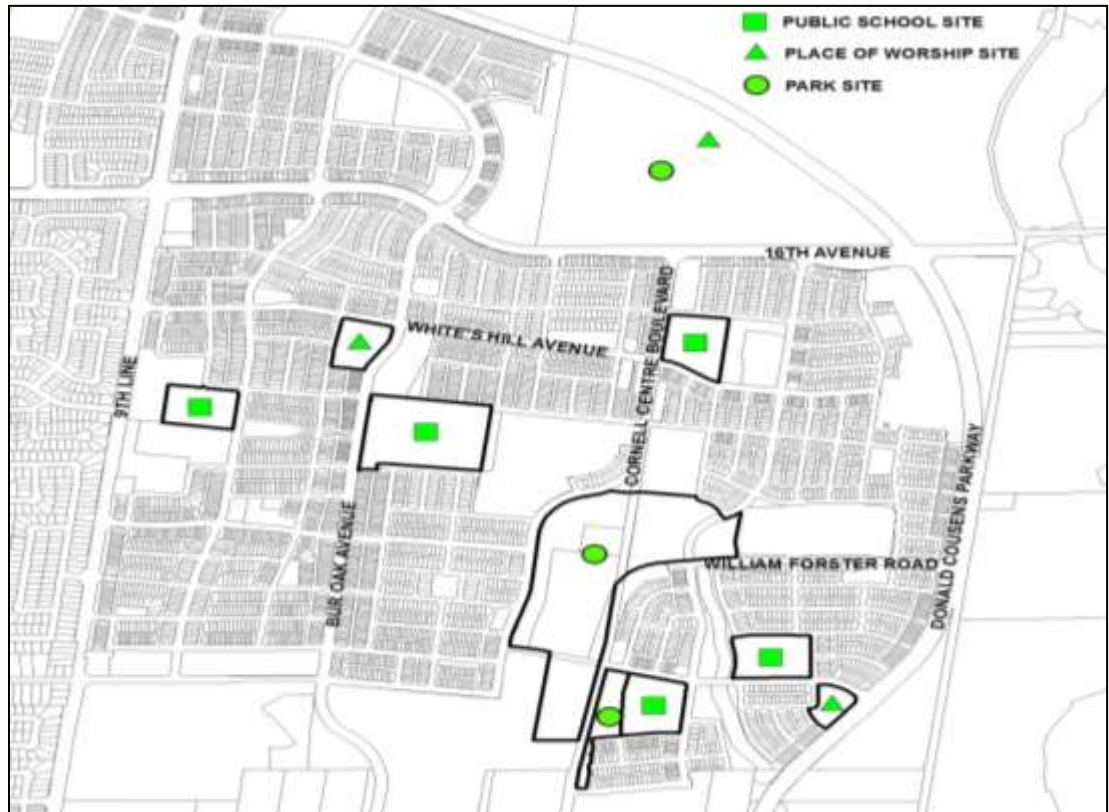


Figure 9.7.7

Key Development Area – Cornell Centre

9.7.8 The Cornell Centre *key development area* comprises the lands north and south of Highway 7 between the 9th Line and the Rouge Park as shown in Figure 9.7.8.

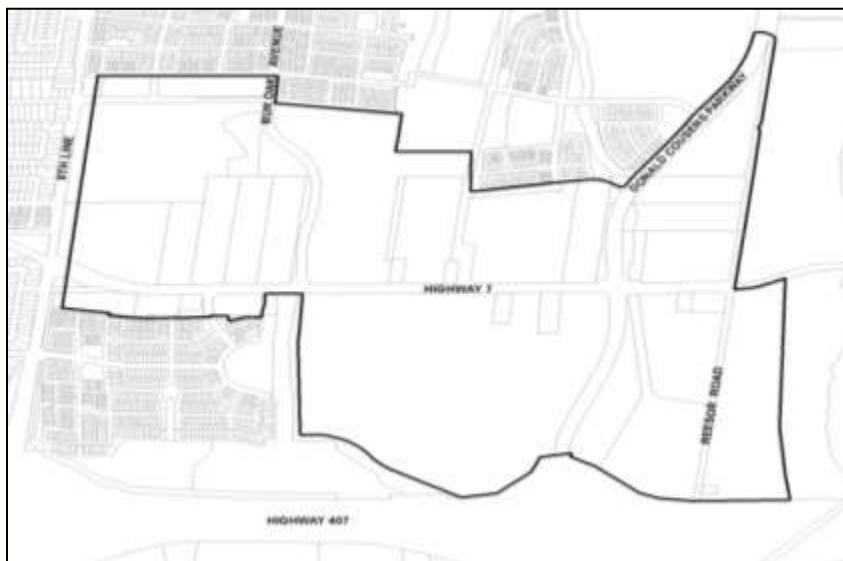


Figure 9.7.8

Land Use Objective

- 9.7.8.1 The land use objective for Cornell Centre is to provide for a mixed-use *key development area* that integrates a balance and diversity of residential, retail, office and public uses, at transit-supportive densities within a Regional Rapid Transit Corridor.
- 9.7.8.2 The land use designations and policies in the Cornell Secondary Plan applicable to the Cornell Centre *key development area* lands shall be updated to conform generally with the land use designations and policies identified in this Plan.
- 9.7.8.3 The land use designations for the Cornell Centre *key development area* lands, shown outlined in purple on Map 3 – Land Use, and the related policies in this Plan, shall be used to inform the update of the Cornell Secondary Plan. Until an updated secondary plan is approved for the Cornell Centre *key development area* lands, the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 29-1, as amended, shall apply to the lands shown in Figure 9.7.8.
- 9.7.8.4 An application for *development approval* on the Cornell Centre *key development area* lands shall require a *comprehensive block plan* in accordance with Section 10.1.4 of this Plan.
- 9.7.8.5 A land use designation other than an ‘Employment Lands’ designation may be considered for the lands south of Highway 7 west of Donald Cousens Parkway as shown in Figure 9.7.8.5 by amendment to this Plan. Consideration of a designation other than an ‘Employment Lands’ designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan will also have regard for, among other things, the following criteria prescribed by Council, as applicable:
- Compatibility to adjacent land use;
 - Achieving an increase in the number of jobs that would otherwise be provided under the ‘Employment Lands’ designation on the site, or at a minimum, no net reduction in jobs on the site;
 - Proximity to transit;
 - Provision of lands for a VIVA terminal;
 - Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and

- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Employment' and 'Business Park Office Priority Employment' designations on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 29-1 shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the provisions of 9.7.8.3 of this Plan shall apply.



Figure 9.7.8.5

Northwest corner of Donald Cousens Parkway and Highway 7

9.7.8.6

A land use designation other than an 'Employment Lands' designation may be considered for the lands on the north west corner of Donald Cousens Parkway as shown in Figure 9.7.8.6 by amendment to this Plan. Consideration of a designation other than an 'Employment Lands' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;

- Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Business Park Office Priority Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 29-1 shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the provisions of 9.7.8.3 of this Plan shall apply.

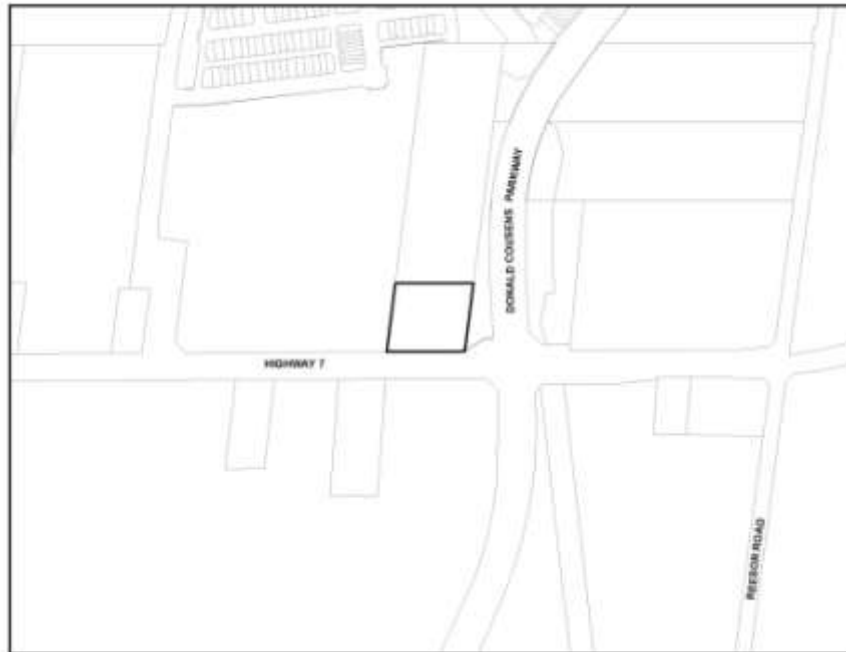


Figure 9.7.8.6

9.7.9

Local Centre – Cornell North Centre

Cornell North Centre comprises the 'Mixed Use Mid Rise' lands east of Bur Oak Avenue between 16th Avenue and Donald Cousens Parkway as shown in Figure 9.7.9.



Figure 9.7.9

Land Use Objective

- 9.7.9.1 The Local Centre of Cornell North Centre is intended to serve as an important focal point and main street for the surrounding community providing a range of housing, employment, shopping and recreational opportunities, as well as personal and human services.
- 9.7.9.2 In considering an application for development approval on the Local Centre – Cornell North Centre lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.
- 9.7.9.3 The following use provisions shall apply:
- a) restaurants and *places of entertainment* may only be permitted through approval of a site specific development application for zoning by-law amendment;
 - b) retail uses shall be limited to individual premises with a gross floor area not exceeding 2,000 square metres, and a food store with a gross floor area not exceeding 6,000 square metres, on lands identified with an asterisk (*); and
 - c) residential uses located on the ground floor of mixed-use buildings adjoining the ‘main street’ and Neighbourhood Park shall generally not exceed 25% and in no case shall exceed 45% of the ground floor gross floor area of the mixed-use building.
- 9.7.9.4 The maximum building height shall be 6 storeys, except for the lands on the south side of 16th where the maximum building height shall be 3 storeys.

Convenience Retail and Personal Service

9.7.10

A *convenience retail and personal service* use shall be required in a townhouse or small multiplex building containing 3 to 6 units, with a maximum building height of 4 storeys, on the 'Residential Low Rise' lands at 474 White's Hill Avenue and 498 Cornell Rouge Boulevard as shown Figure 9.7.10.



Figure 9.7.10

Place of Worship

9.7.11

A *place of worship* may occupy the entire 'Mixed Use Low Rise' lands, or portion thereof, at the southwest corner of Bur Oak Avenue and White's Hill Avenue as shown in Figure 9.7.11, in accordance with Section 8.13.7 b) c) and d) of this Plan.



Figure 9.7.11

Heritage Building

9.7.12

Convenience retail and personal service, place of worship and public school uses are not permitted in the heritage building at 527 William Forster Road as shown in Figure 9.7.12. The existing heritage building on the site will be retained. An enlargement of the heritage building may be permitted, subject all required development approvals and the review of plans satisfactory to Heritage Markham.

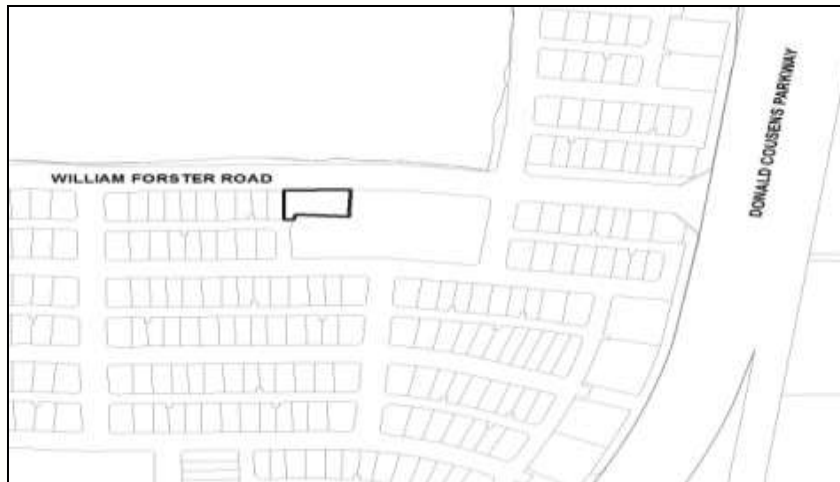


Figure 9.7.12



9.8 COUNTRYSIDE/HAMLET/GREENBELT

9.8.1 The Countryside/Hamlet/Greenbelt district comprises the 'Greenway', 'Countryside' and 'Hamlet' lands bounded by the Future Urban Area and urban area lands on the west, the City's municipal boundary on the north, the York Durham Line on the east and Steeles Avenue East on the south as shown in Figure 9.8.1.

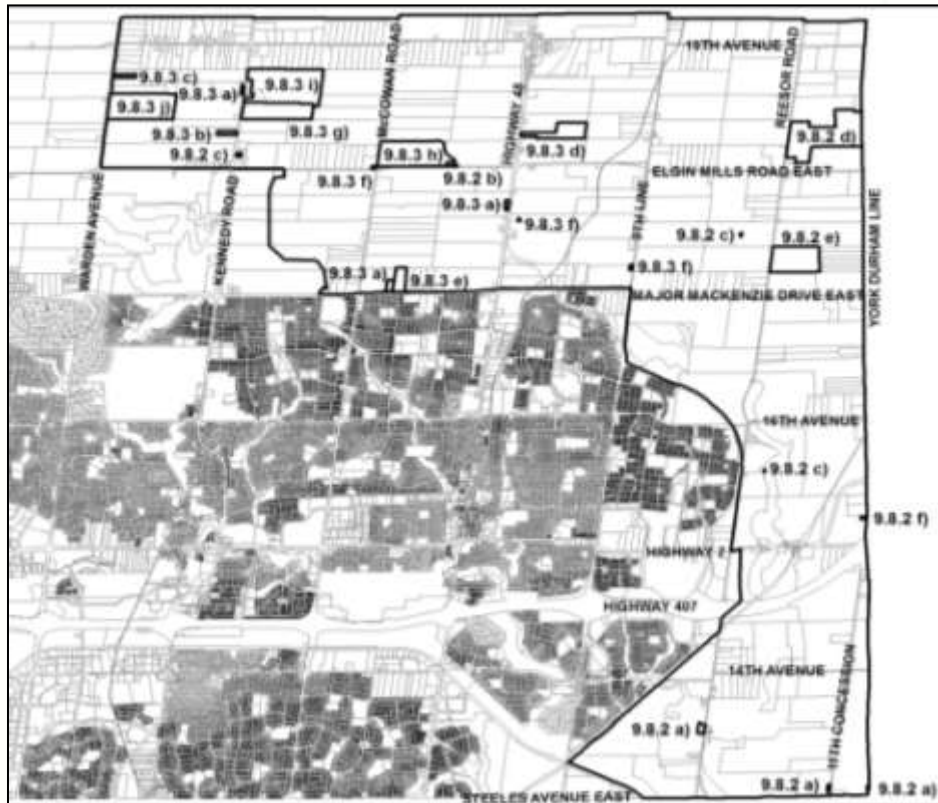


Figure 9.8.1

Greenway

9.8.2 The following site specific provisions apply to the existing land uses on the 'Greenway' lands as shown in Figures 9.8.2:

- a) a cemetery and/or a *place of worship* shall also be permitted at 7452 Reesor Road, 7046 11th Concession and 7070 York Durham Line;
- b) a *place of worship* shall also be permitted at 5664 Elgin Mills Road East;
- c) a cemetery shall also be permitted at 10835 Kennedy Road, 10390 Reesor Road, and 9035 Reesor Road;
- d) a golf course shall also be permitted at 10905 Reesor Road;

- e) a day camp and facilities shall also be permitted at 10243 Reesor Road; and
- f) existing legally established rural industrial uses may also be permitted at 8660 York Durham Line.



Figure 9.8.2



Figure 9.8.2

Countryside

9.8.3

The following site specific provisions apply to the existing land uses on the 'Countryside' lands as shown in Figure 9.8.3:

- a) a cemetery and/or *place of worship* shall also be permitted at 10530 Highway 48, 11248 Kennedy Road, and 5438 Major MacKenzie Drive East;
- b) a *place of worship* and cemetery, with a maximum gross floor area of 784 square metres and a worship area with a capacity of 464 persons, shall also be permitted at 10992 Kennedy Road;
- c) a *place of worship* shall also be permitted at 11359 Warden Avenue;
- d) the existing Markham Airport shall also be permitted at 10953 Highway 48 provided there is no further expansion of the existing aerodrome facility;
- e) a golf instructional facility, consisting of a golf driving range, a putting green and accessory uses, shall also be permitted at 5480 Major MacKenzie Drive East;
- f) a cemetery shall also be permitted at 10835 McCowan Road, 10451 Highway 48 and 10080 9th Line;
- g) a camp and education centre shall also be permitted at 11123 Kennedy Road, subject to a minimum building or structure setback of 6 metres from the north lot line and 15 metres from all other lot lines;
- h) fairgrounds and exhibition buildings that may be used for agricultural fairs, trade and consumer shows, corporate events, warehouse sales and auctions, cultural and religious events, concerts and other private and public exhibition and celebration events shall also be permitted at 10801 McCowan Road;
- i) a golf course shall also be permitted at 11207 Kennedy Road; and
- j) a public park shall also be permitted at 11093 Warden Avenue.



Figure 9.8.3

9.9 FUTURE URBAN AREA

- 9.9.1 The Future Urban Area district comprises the 'Future Urban Area' lands bounded Woodbine Avenue and the Hydro Corridor on the west, the City's municipal boundary and Elgin Mills Road East on the north, Warden Avenue and the Robinson Creek on the east, and the urban area lands and Major MacKenzie Drive East on the south as shown in Figure 9.9.1.

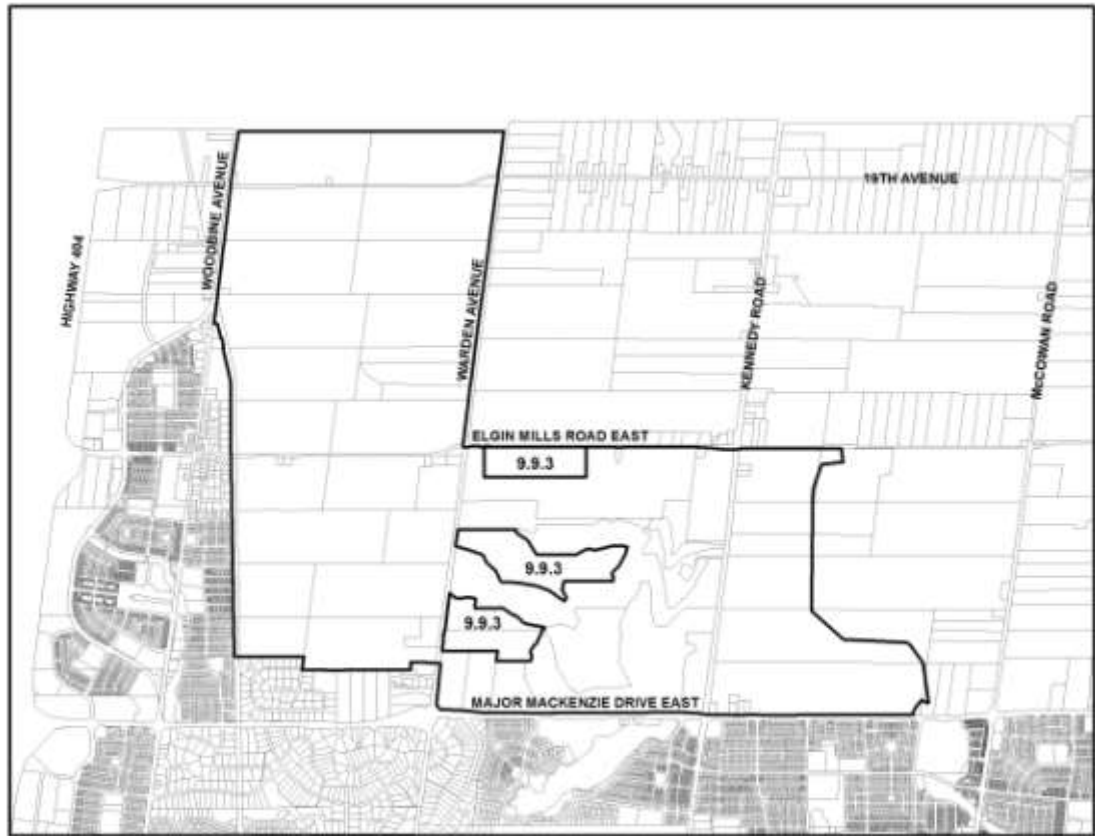


Figure 9.9.1

- 9.9.2 Planning for Markham’s new development areas comprising the ‘Future Neighbourhood Area’ and ‘Future Employment Area’ lands shown in the figure above shall be in accordance with the provisions of Section 8.12 of this Plan.
- 9.9.3 The *woodlands* forming part of the ‘Greenway’ lands within the parcels shown in Figure 9.8.3 and more specifically on Map 5 – Natural Heritage Features and Landforms may contain ornamental plantings and plantation growth and shall be further delineated upon completion of an Environmental Impact Study, Natural Heritage Evaluation or equivalent, to confirm *woodland* composition in accordance with the policies and definitions of this Plan.



Figure 9.9.3

9.10 HIGHWAY 404 NORTH (EMPLOYMENT)

- 9.10.1 The Highway 404 North (Employment) district comprises the lands bounded by Highway 404 on the west, the City's municipal boundary on the north, Woodbine Avenue and the Hydro Corridor on the east and the northerly limit of the Cathedral area on the south as shown in Figure 9.10.1.

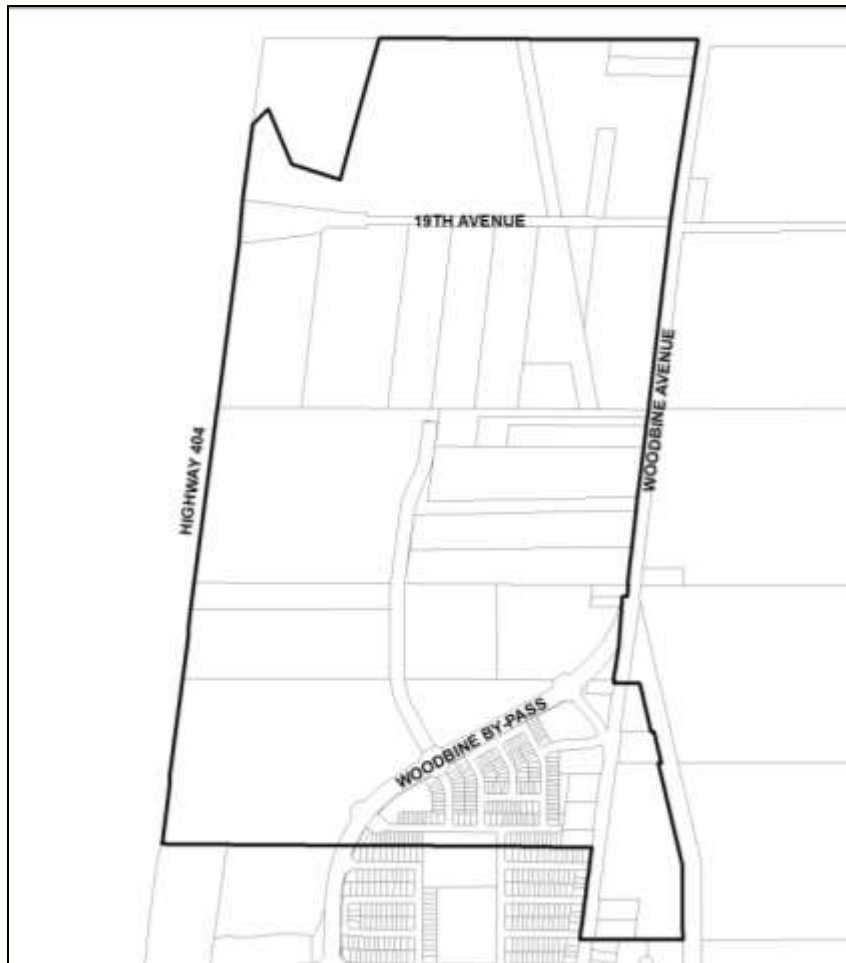


Figure 9.10.1

Land Use Objective

- 9.10.2 The land use objective for the Highway 404 North (Employment) district is to provide for the development of a significant employment area while accommodating a minor extension of the planned residential development in the Cathedral community.
- 9.10.3 The current secondary plan document for the Highway 404 North (Employment) lands shall be revised to conform with the land use

designations and policies identified in this Plan. Major changes in land use are not contemplated through this conformity process.

9.10.4

Until a revised secondary plan is approved for the Highway 404 North (Employment) lands, the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 42-1, as amended, shall apply to the lands shown in the Figure 9.10.1 and outlined in purple on Map 3 – Land Use.

9.11 LANGSTAFF GATEWAY

Regional Centre – Langstaff Gateway

- 9.11.1 The Regional Centre of the Langstaff Gateway comprises the lands bounded by Yonge Street on the west, Highway 407 on the north, Bayview Avenue on the east and the Holy Cross Cemetery on the south as shown in Figure 9.11.1.



Figure 9.11.1

Land Use Objective

- 9.11.2 The land use objectives for the Langstaff Gateway district are to:
- a) provide for a mixed-use Regional Centre that:
 - i. functions as a urban growth centre; and
 - ii. integrates a balance and diversity of residential, retail, office and public uses, at transit-supportive densities within a Regional Rapid Transit Corridor; and
 - b) create a complete, compact, vibrant, integrated community of transit and pedestrian oriented development containing a mix of land uses and intensity of development suitable to a portion of a Regional Centre, including residential, mixed use, commercial, office, open space, recreational, cultural and institutional facilities that are transit dependent.
- 9.11.3 The current secondary plan document for the Langstaff Gateway lands shall be revised to conform with the land use designations and policies identified in this Plan. Major changes in land use are not contemplated through this conformity process.
- 9.11.4 Until a revised secondary plan is approved for the Regional Centre - Langstaff Gateway lands, the provisions of the Official Plan (Revised

1987), as amended, and Secondary Plan PD 44-1 shall apply to the lands shown in Figure 9.11.1 and outlined in purple on Map 3 – Land Use.

9.11.5

An application for *development approval* on the Regional Centre – Langstaff Gateway lands shall require a *comprehensive block plan* in accordance with Section 10.1.4 of this Plan.

9.12 MARKHAM CENTRE

Regional Centre – Markham Centre

- 9.12.1 The Regional Centre of Markham Centre comprises the lands bounded by the Ontario Hydro transmission line and the Rouge River on the west, Highway 7 on the north, Kennedy Road on the east and Highway 407 on the south as shown in Figure 9.12.1.

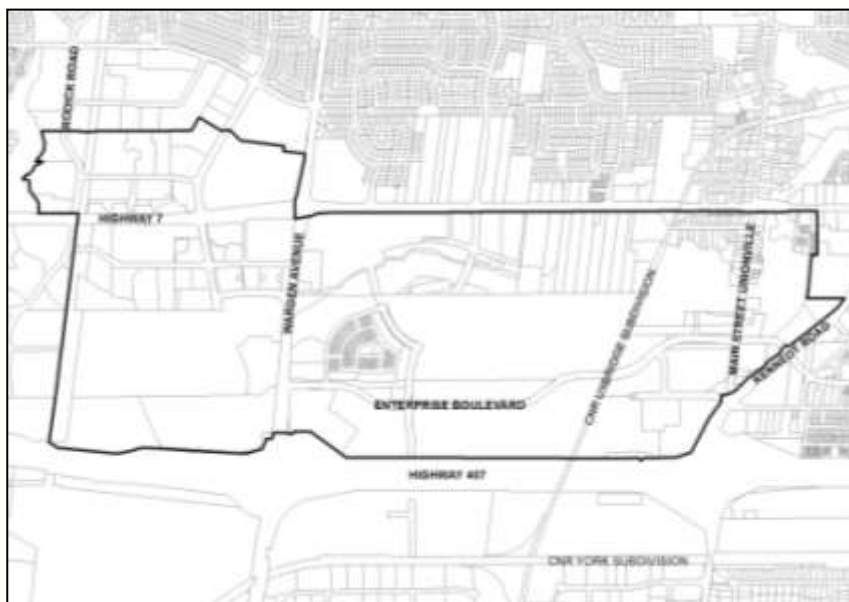


Figure 9.12.1

Land Use Objective

- 9.12.2 The land use objective for Markham Centre is to provide for a mixed-use Regional Centre that:
- functions as a urban growth centre; and
 - integrates a balance and diversity of residential, retail, office and public uses, at transit supportive densities within a Regional Rapid Transit Corridor.
- 9.12.3 The land use designations and policies of the Markham Centre Secondary Plan shall be updated to conform generally with the land use policies and designations identified in this Plan.
- 9.12.4 The land use designations for the Regional Centre - Markham Centre lands, shown outlined in purple on Map 3 – Land Use, and the related policies in this Plan, shall be used to inform the update of the Markham Centre Secondary Plan. Until an updated secondary plan is approved for the Regional Centre - Markham Centre lands, the provisions of the

Official Plan (Revised 1987), as amended, and Secondary Plan PD 33-1, as amended, shall apply to the lands.

9.12.5

An application for *development approval* on the Regional Centre – Markham Centre lands shall require a *comprehensive block plan* in accordance with Section 10.1.4 of this Plan.

9.13 MARKHAM VILLAGE

- 9.13.1 The Markham Village district comprises the lands bounded by 9th Line on the east, the Robinson Creek on the west, 16th Avenue on the north and Highway 407 on the south as shown in Figure 9.13.1.

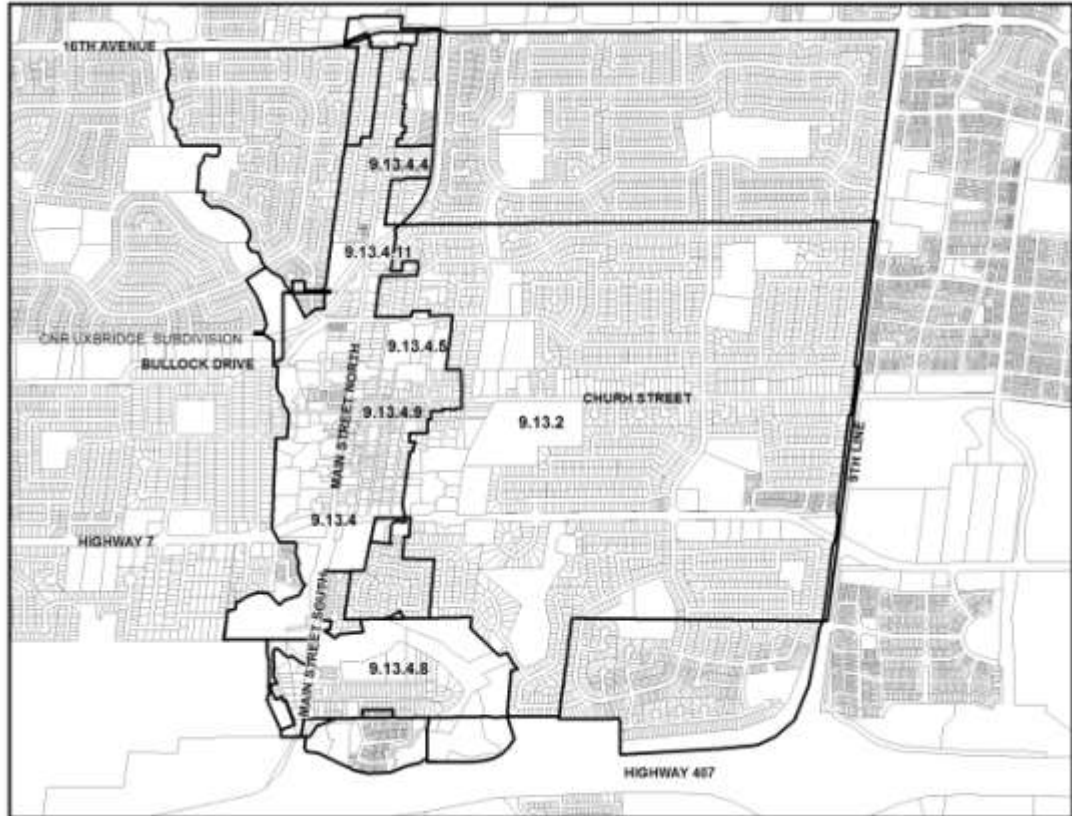


Figure 9.13.1

Infill Development

- 9.13.2 In addition to the development criteria contained in Section 8.2.3.5, the intent of this Official Plan is to provide for a set of development standards in the zoning by-law to limit the size and massing of new dwellings or additions to existing dwellings on the 'Residential Low Rise' and 'Mixed Use Heritage Main Street' lands shown in Figure 9.13.2 to ensure infill development respects and reflects the existing pattern and character of adjacent development. Such standards may address lot coverage, building depth, *floor area ratios*, height, number of storeys, garage projections and garage widths.

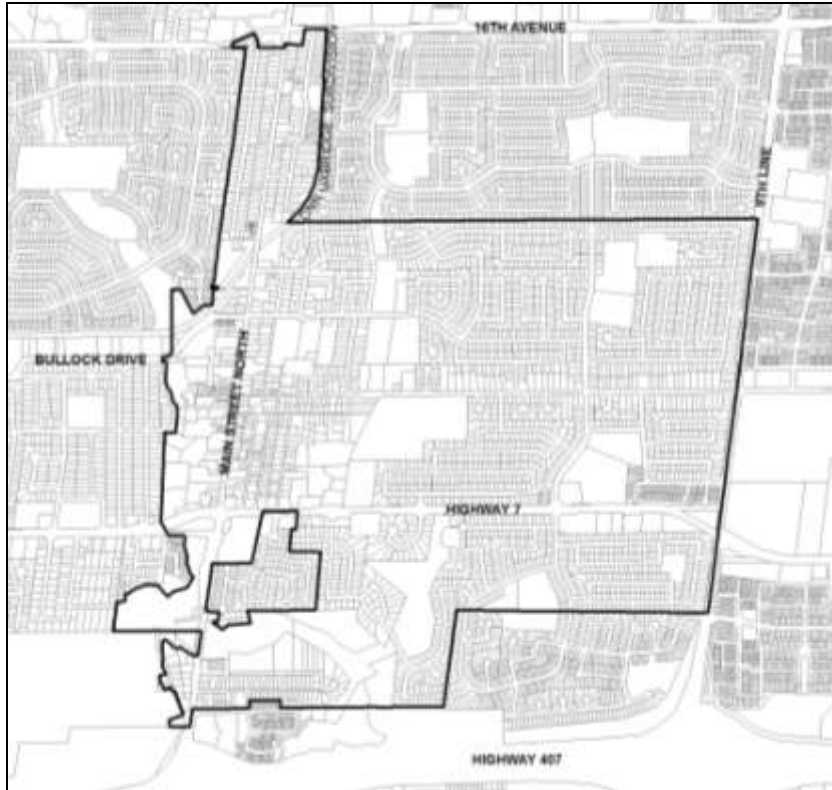


Figure 9.13.2

Developers' Group Agreement

- 9.13.3 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Markham Village district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Heritage Centre – Markham Village Heritage Conservation District

- 9.13.4 The Markham Village Heritage Centre comprises the 'Mixed Use Heritage Main Street', 'Mixed Use Low Rise', 'Residential Mid Rise', 'Residential Low Rise', 'Transportation and Utilities' and 'Greenway' lands located within the Markham Village Heritage Conservation District shown on Map 13 – Heritage Conservation Districts, and as shown in Figure 9.13.4.

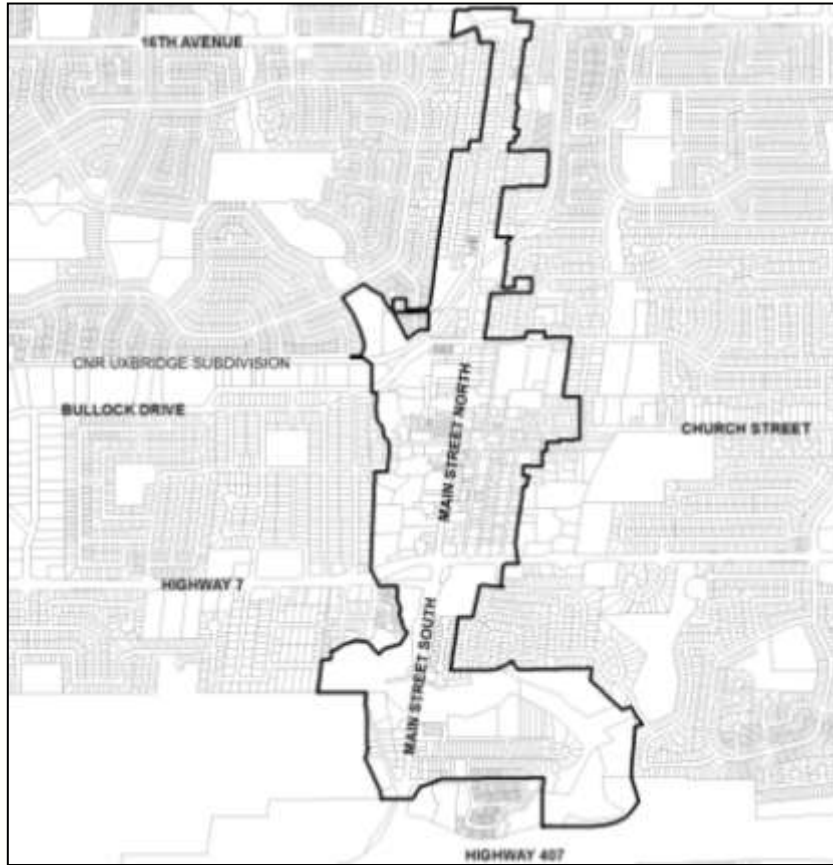


Figure 9.13.4

Land Use Objective

9.13.4.1

The land use objectives for the Markham Village Heritage Centre are to:

- a) build upon the diverse characteristics of the Markham Village Heritage Centre including:
 - i. a variety of residential housing forms, tenures and densities;
 - ii. significant concentrations of commercial and service employment;
 - iii. an extensive natural heritage system, including valleylands and the public parks and open space system; and
 - iv. the significant cultural heritage attributes of the Markham Village Heritage Conservation District which are embodied in buildings and landscapes worthy of preservation;
- b) recognize the distinct character of heritage buildings, historic sites and landscapes of the Markham Village Heritage Conservation District and ensure that compatible infill development and redevelopment shall have regard for the protection and preservation of heritage buildings, building design, building materials and treatments, signage and lighting, landscaping and tree preservation, to enhance the District's

- heritage character and complement the area's village-like, human scale of development;
- c) encourage the continued viability of the Markham Village Heritage Centre by:
- i. preserving and enhancing its distinctive and historic character;
 - ii. protecting the traditional shopping experience by not permitting an expansion of the 'Mixed Use Heritage Main Street' lands and by:
 - encouraging small, independent commercial establishments to remain or locate in the area;
 - providing for predominantly retail uses at-grade to maintain animation and pedestrian activity and interest at the street level; and
 - iii. preserving and enhancing the predominantly residential area north of the 'Mixed Use Heritage Main Street' lands by:
 - providing for mixed residential office development only on the residential lands south of the CNR tracks;
 - restricting office, retail and service, and health medical uses to certain select locations north of the CNR tracks;
 - providing for infill development and *redevelopment* only in a converted heritage building or a new house form building which is compatible with the historic features and character of the surrounding heritage area; and
 - iv. protecting established residential areas east and south of the 'Mixed Use Heritage Main Street' lands; and
- d) encourage the overall quality of experience for visitors and residents of the Markham Village Heritage District, Markham shall:
- i. support a comprehensive streetscape treatment and implementation program to include special landscape improvements such as tree planting, floral displays and other types of landscaping along Main Street North and South, street and traffic signs and utility poles, street lights and sidewalks, paving materials and curbs, transit stops and shelters and other types of street furniture and ornamental features, having regard for the Design Guidelines (Volume 3) of the Markham Village Heritage Conservation District Plan; and
 - ii. investigate opportunities for supplementing the supply of public parking for the 'Mixed Use Heritage Main Street' lands, and a possible cash-in-lieu of parking policy.

9.13.4.2 A new secondary plan shall be approved for the Markham Village Heritage Centre.

- 9.13.4.3 All new development and *redevelopment* including parks and plazas in the Markham Village Heritage Centre shall conform to the Markham Village Heritage Conservation District Plan which shall take precedence over any other policies of this Plan.
- 9.13.4.4 The following use, height and building type provisions shall apply to the 'Residential Low Rise' lands shown in Figure 9.13.4.4:
- a) for the lands shown in hatching an office use may also be permitted subject to:
 - i. the maximum gross floor area of the office use not exceeding 45 percent of the total gross floor area; and
 - ii. the provision of at least one dwelling unit where an office use is proposed within an existing residential building, with the exception of a building, which by virtue of its size or configuration is not suitable for mixed use, where Council may permit one use only provided it is within the existing building;
 - b) the maximum building height shall be 2.5 storeys;
 - c) a townhouse may only be permitted by zoning by-law amendment subject to the following criteria:
 - i. the protection of any heritage buildings existing on-site;
 - ii. restricted vehicular access points to public streets;
 - iii. adequate off-street parking; and
 - iv. the number of linked townhouse units shall not exceed 8, except where permitted by Council in consideration of special or significant design features.



Figure 9.13.4.4

- 9.13.4.5 The following site specific provisions apply to the 'Residential Low Rise' lands as shown in Figure 9.13.4.4:
- a) a medical or health care clinic shall also be permitted at 369 Main Street North;
 - b) the following uses shall also be permitted at 346-348 Main Street North:
 - i. *convenience retail and personal service* uses;
 - ii. financial institution;
 - iii. office; and
 - iv. one restaurant;
 - c) the following uses shall also be permitted in the existing building and on the ground floor of any new building at 316-318 Main Street North:
 - i. office;
 - ii. florist shop;
 - iii. boutique;
 - iv. personal service shop; and
 - v. other low intensity specialty retail;
 - d) one of the following uses shall also be permitted at 266 Main Street North:
 - i. antique shop;
 - ii. specialty retail store;
 - iii. boutique;
 - iv. personal service shop; and
 - v. other low intensity specialty retail;
 - e) medical and health care clinics and related uses shall also be permitted at 254,258 and 262 Main Street North;
 - f) a *day care centre* or nursery school shall also be permitted at 190 Main Street North and 6007 16th Avenue;
 - g) a restaurant use shall also be permitted in the existing heritage building at 180 Main Street North;
 - h) a *funeral home* shall also be permitted at 166 Main Street North;
 - i) a detached dwelling building type shall only be permitted at 3 and 5 Beech Street and 15 Station Street; and
 - j) the building at 30 Wilson Street shall have a maximum height of 4 storeys;
- 9.13.4.6 On the 'Residential Low Rise' lands north of the CNR tracks which do not have hatching and 3 and 5 Beech Street as shown in Figure 9.13.4.4, a *home occupation* occupying up to 50 percent of the dwelling unit and the office of one physician, dentist or drugless practitioner may also be permitted in the dwelling unit provided it is used by said physician, dentist or drugless practitioner as their private residence and that such office is to be used for consultation and emergency treatment only, and shall not be in the nature of a clinic, private hospital or nursing home.

9.13.4.7 A day care centre, convenience retail and personal service, place of worship and public school use shall not be permitted on the 'Residential Low Rise' lands shown in Figure 9.13.4.

9.13.4.8 The following building type and height provisions shall apply to the 'Residential Low Rise' lands shown in Figure 9.13.4.8:

- a) only detached and semi-detached dwellings shall be permitted;
- b) the maximum building height shall be 2 storeys.

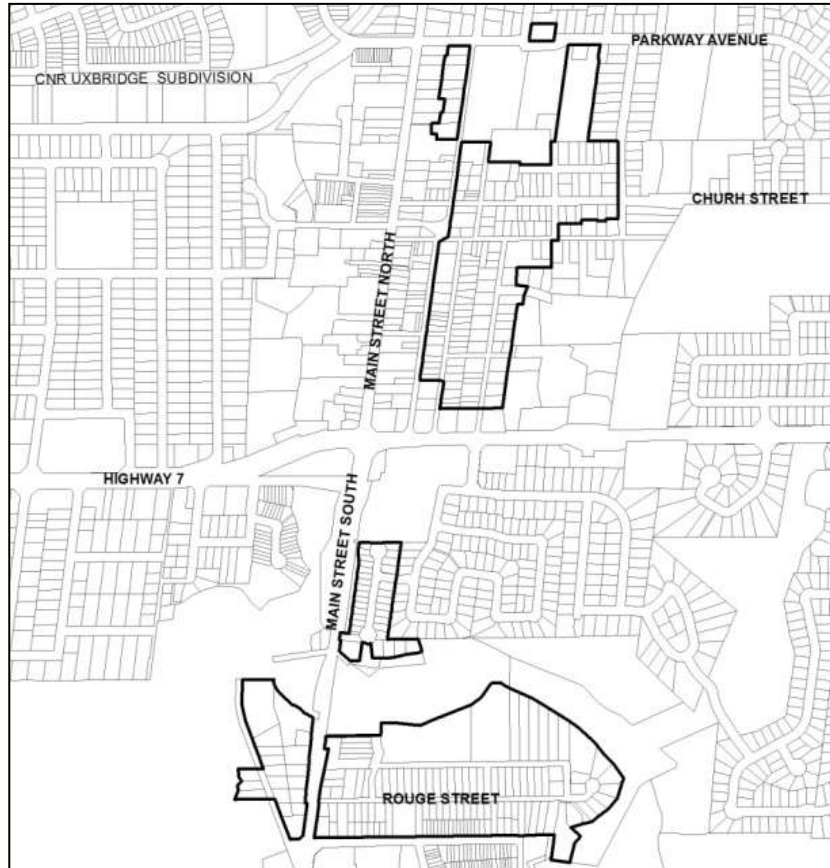


Figure 9.13.4.8

9.13.4.9 The following use, height and parking provisions shall apply to the 'Mixed Use Heritage Main Street' lands as shown in Figure 9.13.4.9:

- a) new dwellings units shall only be located above the ground floor and where appropriate to the rear of street-related retail and service uses;
- b) office uses will be encouraged to locate above ground floor street-related retail and service uses;
- c) the maximum building height for the front portion of buildings fronting on Main Street North shall be 3 storeys;

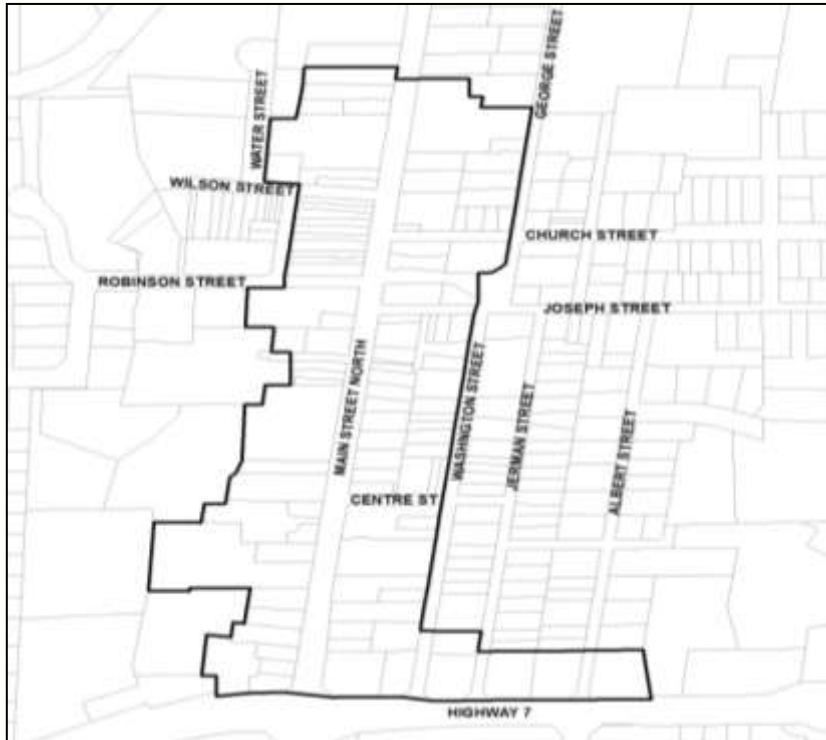


Figure 9.13.4.9

9.13.4.10

In considering an application for *development approval* on the Markham Village Heritage Centre lands shown in Figure 9.13.4, Council shall ensure in addition to the development criteria contained in Sections 8.2.3.5, 8.2.3.6, 8.2.4.5, 8.3.1.3, 8.3.2.5 and 8.3.7.5, development adheres to the following development criteria:

- a) the protection and preservation of any heritage buildings existing on-site;
- b) the impact of development on the historic character of the area shall be minimized by addressing the :
 - i. compatibility of the proposed use;
 - ii. capacity of the site for additional uses, parking and supporting infrastructure;
 - iii. location of parking areas, loading and access; and
 - iv. opportunities for landscaping and screening;
- c) the improvement of parking areas and traffic circulation patterns, including pedestrian and vehicular linkages with Main Street North and South with an emphasis on pedestrian convenience and safety; and
- d) the provision of adequate on-site parking facilities for commercial development generally to be located in the rear yard and appropriately screened from any adjacent residential area;

- e) the impact of commercial traffic on George Street shall be minimized by coordinating and integrating the provision of vehicular access and parking for the 12, 14, 16, 20 and 22 George Street properties and orient traffic circulation to Main Street North and Church Street;
- f) the provision whereby buildings to be used for mixed residential office development in accordance with Sections 9.13.4.4 and 9.13.4.5 shall:
 - i. reflect the area's residential buildings in terms of appearance and size; and
 - ii. not have any exterior indications of the nature of the office use other than one small scale non-illuminated identification sign.

9.13.4.11 The following provisions apply to the 'Transportation and Utility' lands as shown in Figure 9.13.4.11:

- a) the Markham Train Station building at the north west corner of Station Street and Main Street North shall be preserved and restored in its present location;
- b) in addition to the existing GO transit commuter rail facility and associated parking, a limited range of retail and service uses accessory to a train station and commuter rail facility, such as a take-out restaurant having a maximum seating capacity of 6 persons, shall also be permitted as well as publicly owned and operated community facilities.

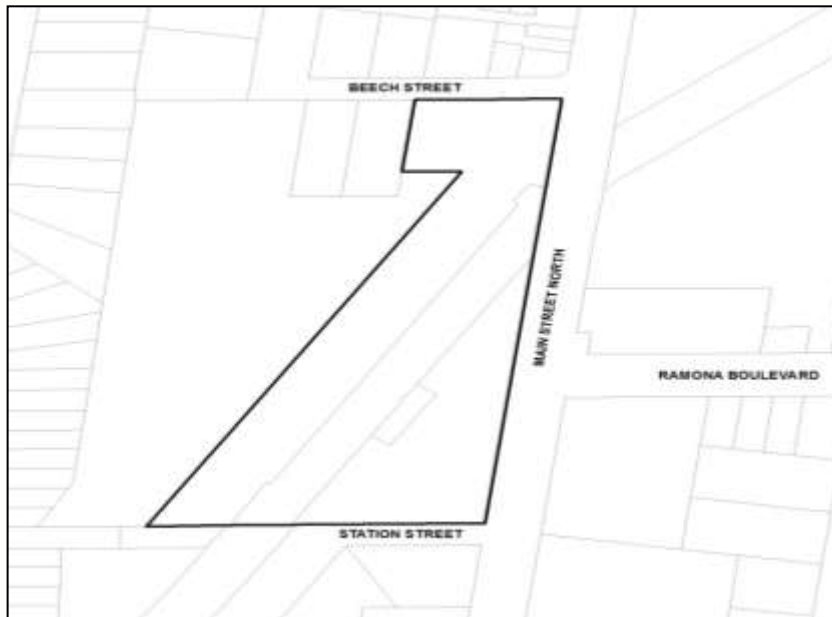


Figure 9.13.4.11

9.14 MARKVILLE

- 9.14.1 The Markville district comprises the lands west of the Robinson Creek, south of 16th Avenue, north of Highway 407 and east of the Rouge River as shown in Figure 9.14.1.

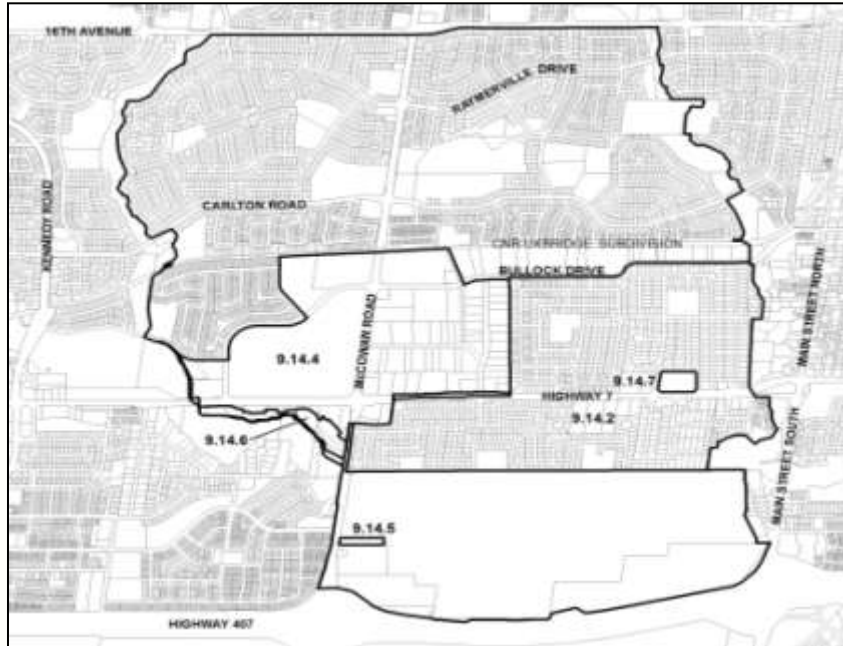


Figure 9.14.1

Infill Development

- 9.14.2 In addition to the development criteria contained in Section 8.2.3.5, the intent of this Official Plan is to provide for a set of development standards in the zoning by-law to limit the size and massing of new dwellings or additions to existing dwellings on the 'Residential Low Rise' shown in Figure 9.14.2 to ensure infill development respects and reflects the existing pattern and character of adjacent development. Such standards may address lot coverage, building depth, *floor area ratios*, height, number of storeys, garage projections and garage widths.

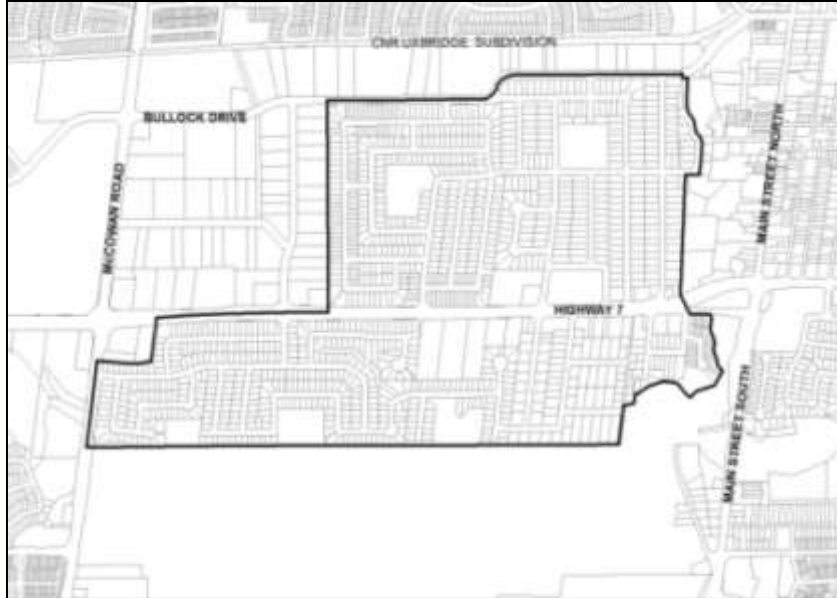


Figure 9.14.2

Developers' Group Agreement

9.14.3

Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Markville district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and storm water management facilities.

Key Development Area - Markville

9.14.4

The Markville *key development area* comprises the lands on the north and south of Highway 7 east and west of McCowan Road as shown in the Figure 9.14.4.

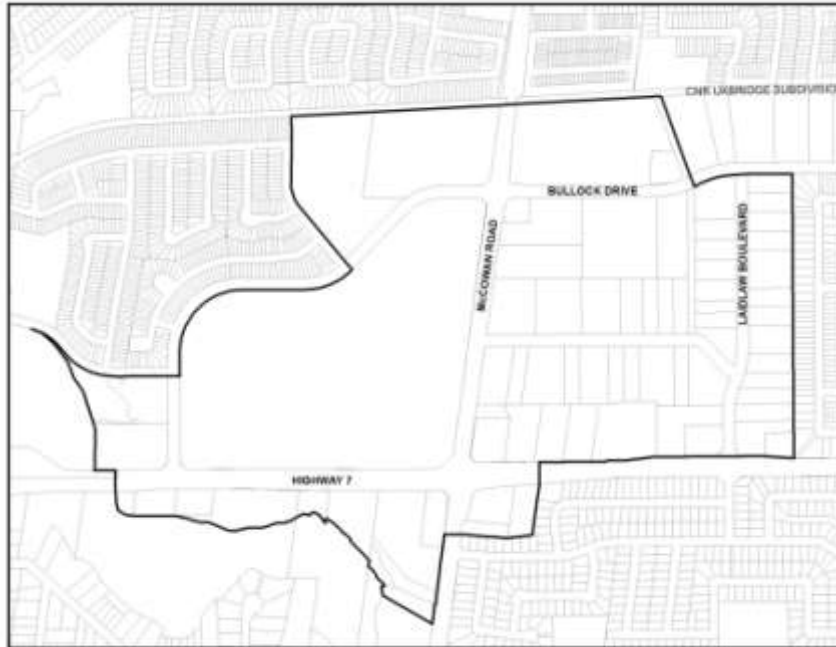


Figure 9.14.4

Land Use Objective

- 9.14.4.1 The land use objective is to provide for a mixed-use *key development area* comprising employment and residential development in single use and mixed use settings, providing for office, retail, service, entertainment and recreational uses, and a variety of higher density housing types.
- 9.14.4.2 A new secondary plan shall be established for the Markville *key development area* lands shown in Figure 9.14.4.
- 9.14.4.3 The land use designations for the Markville *key development area* lands, shown outlined in purple on Map 3 – Land Use, and the related policies in this Plan, shall be used to inform the preparation of the new Markville secondary plan. For the lands shown in Figure 9.14.4.3, the Official Plan (Revised 1987), as amended, shall apply until a new secondary plan is approved.

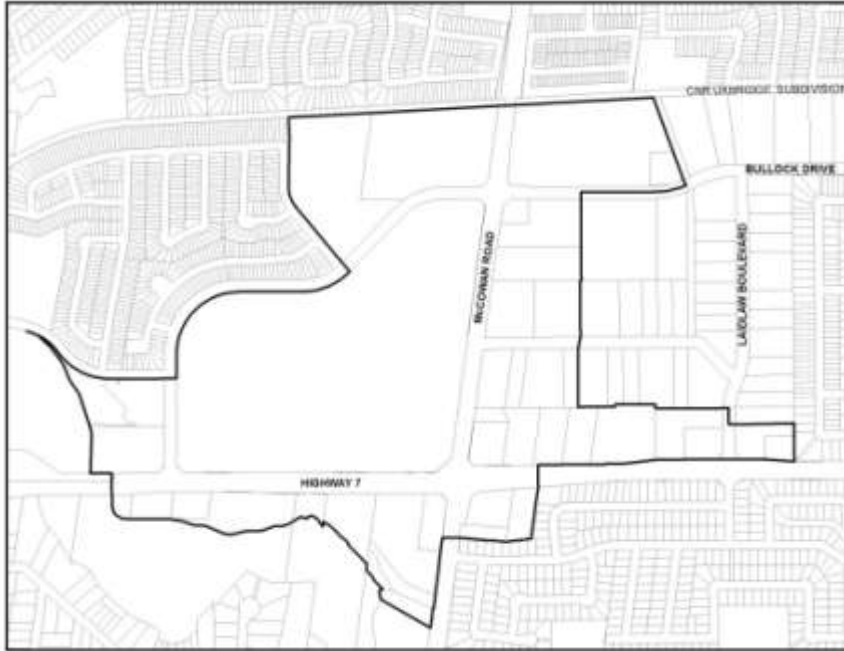


Figure 9.14.4.3

9.14.4.4 An application for *development approval* on the Markville key development area shall require a *comprehensive block plan* in accordance with Section 10.1.4 of this Plan.

9.14.5 The existing *place of worship* may also be permitted on the 'Greenway' lands at 8205 McCowan Road as shown in Figure 9.14.5.



Figure 9.14.5

Special Policy Areas

- 9.14.6 The maximum building height shall be 3 storeys for the 'Mixed Use Low Rise' lands shown on Figure 9.14.6 that are located within a *Special Policy Area* shown on Map 8 – Special Policy Areas, and the policies of Sections 3.4.1.9 to 3.4.1.16 of this Plan shall apply.

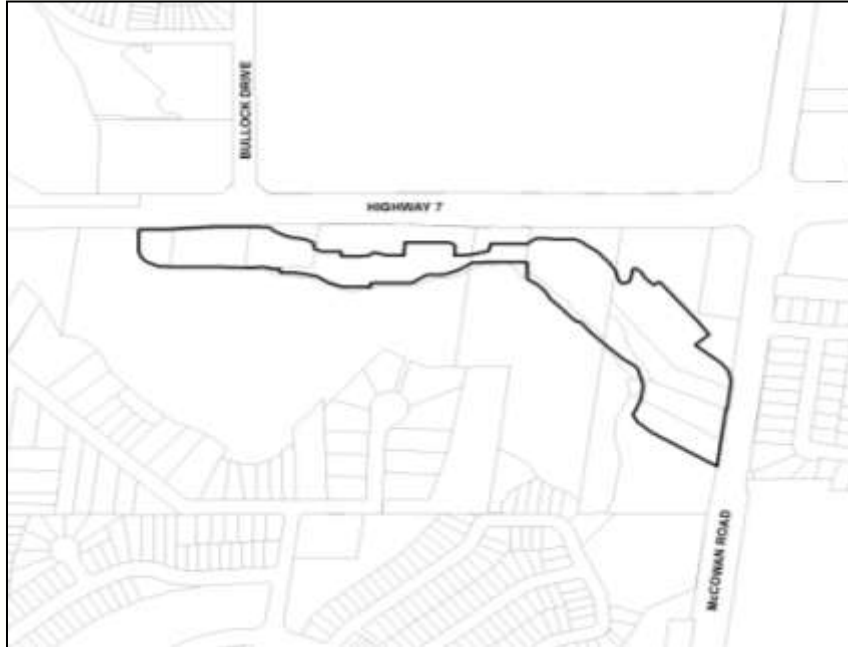


Figure 9.14.6

5762 Highway 7 East

- 9.14.7 Section 8.3.3.5 b) shall not apply to the existing food store located on the 'Mixed Use Mid Rise' lands as shown in Figure 9.14.7.

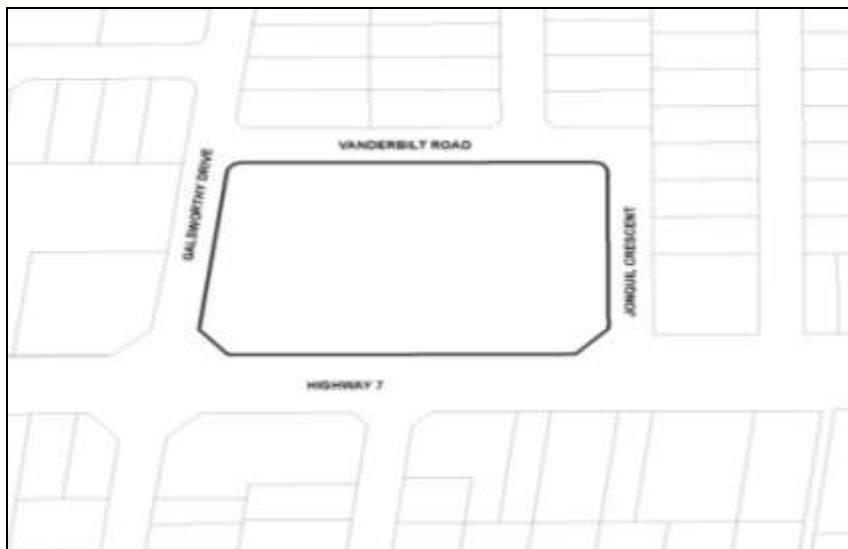


Figure 9.14.7

9.15 MILLIKEN

- 9.15.1 The Milliken district comprises the lands bounded by Warden Avenue on the west, Highway 407 on the north, Brimley Road on the east, and Steeles Avenue East on the south as shown in Figure 9.15.1.

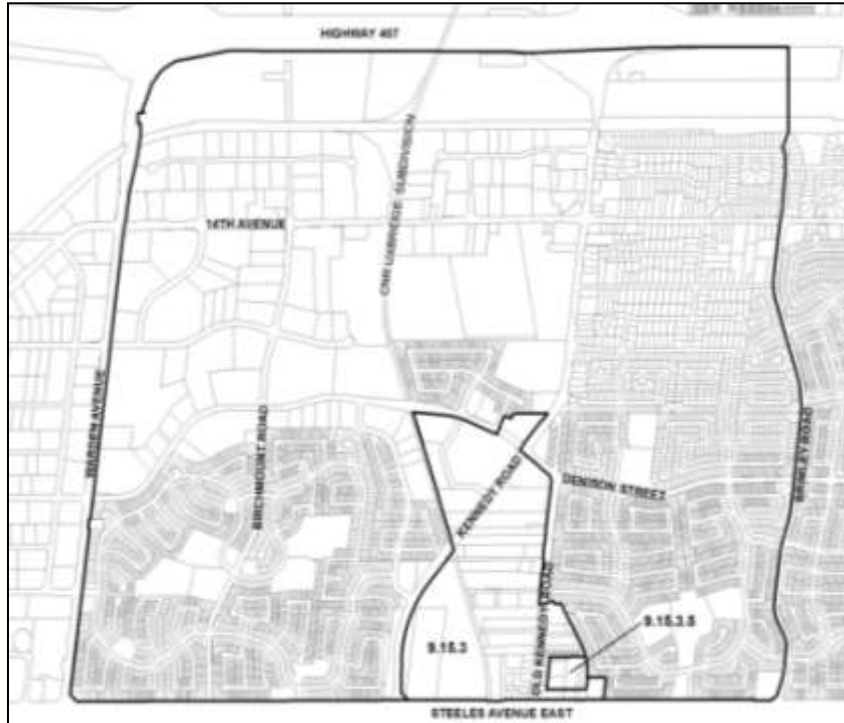


Figure 9.15.1

Developers' Group Agreement

- 9.15.2 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Milliken district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Local Centre – Milliken Centre

- 9.15.3 The Local Centre of Milliken Centre comprises the lands north of Steeles Avenue East centered on Old Kennedy Road as shown in Figure 9.15.3.



Figure 9.15.3

Land Use Objective

- 9.15.3.1 The Local Centre of Milliken Centre is intended to:
- provide a focal point for the larger Milliken community, through the implementation of a pedestrian, transit supportive development pattern; and
 - integrate a balance and diversity of residential, retail, office and public uses, at transit-supportive densities adjacent to the GO station.
- 9.15.3.2 The land use designations and policies in the Milliken Main Street Secondary Plan shall be updated to conform generally with the land use policies and designations of this Plan.
- 9.15.3.3 The land use designations for the Milliken Centre lands, shown outlined in purple on Map 3 – Land Use, and the related policies in this Plan, shall be used to inform the update of a secondary plan for the Milliken Centre lands. Until an updated secondary plan is approved for the Milliken Centre lands, the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 2-4, as amended, shall apply to the lands.

9.15.3.4 An application for *development approval* on the Milliken Centre lands shall require a *comprehensive block plan* in accordance with Section 10.1.4 of this Plan.

31, 67 & 73 Old Kennedy Road and 4550 & 4576 Steeles Avenue

9.15.3.5 The new secondary plan shall incorporate the following site specific provisions on the 'Mixed Use Mid Rise' lands at 31, 67 & 73 Old Kennedy Road and 4550 & 4576 Steeles Avenue shown in Figure 9.15.3.5:

- a) a maximum of 460 dwelling units shall be permitted on the lands identified as Parts 2 and 3;
- b) the following use, height and density provisions shall apply:
 - i. only *shared housing large scale, shared housing long term care, shared housing supervised* and accessory uses associated with the foregoing uses shall be permitted on the lands;
 - ii. the maximum building height shall be:
 - 6 storeys on the lands identified as Part 1;
 - 24 storeys on the lands identified as Part 2; and
 - 8 storeys on the lands identified as part 3; and
 - iii. the maximum total *floor space index* is as follows:
 - 3.0 for the lands identified as Part 1;
 - 5.75 for the combined lands identified as Parts 2 and 3;
- c) the following matters shall be secured through one or more site plan control agreements or other agreement as appropriate:
 - i. the applicable development criteria for 'Mixed Use' lands as outlined in Section 8.3.1.4 and 8.3.3.5 of this Plan, and the applicable urban design and sustainable development policies of Section 6.1 and 6.2 of this Plan, and in particular the following:
 - new development shall be designed to respect the residential townhouse development to the north by :
 - transitioning the height and massing of the buildings on the lands identified as Part 1 to a maximum height of 4 storeys in the yard adjacent to the north property line;
 - establishing appropriate setbacks and enhancing landscaping buffers along the north property line to provide for access to the sun and a residential amenity space adjacent to the residential properties to the north; and
 - locating and orientating loading areas, pick/up drop off areas and underground parking ramp(s) away from the residential amenity space adjacent to the properties to the north;
 - direct vehicular access from the subject lands to the future extension of Midland Avenue, south of the future extension of Sun Yat-sen Avenue, shall only be permitted provided it is a shared access with the lands south of Parts 2 and 3;

- temporary access to the site and service connections, including any required easements, shall be provided from Old Kennedy Road as an interim condition until Midland Avenue is constructed to Thelma Avenue, to the satisfaction of the Town and York Region;
- ii. new development shall be sited and designed to protect and mitigate any visual and physical impact on the *heritage attributes* of the *built heritage resource* at 73 Old Kennedy Road;
- iii. implementation of a comprehensive Transportation Demand Management Strategy and Implementation Plan to the satisfaction of the City and York Region ; and
- iv. submission of a transportation impact assessment and resolution of all outstanding issues associated with the assessment to the satisfaction of the City, City of Toronto and York Region.

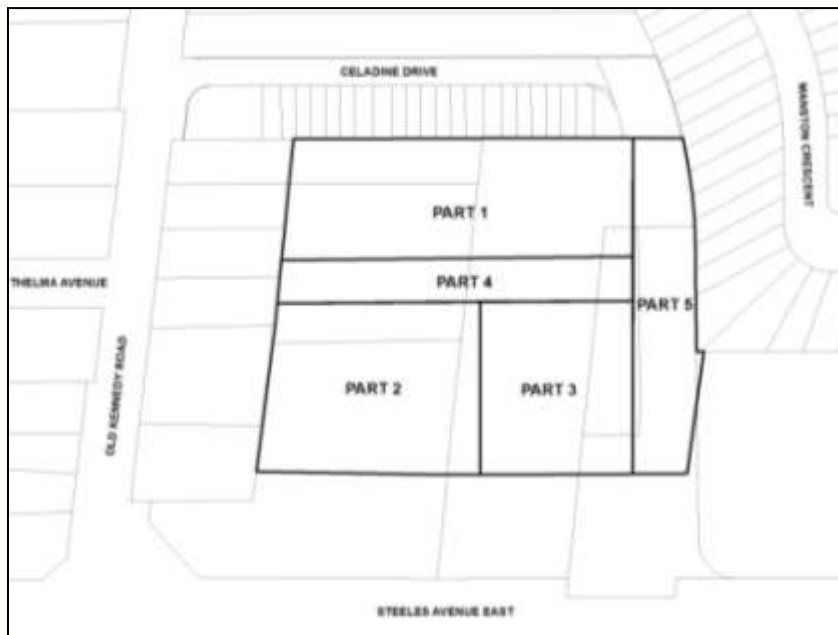


Figure 9.15.3.5

9.16 ROUGE NORTH/LEGACY/BOX GROVE

- 9.16.1 The Rouge North/Legacy/Box Grove district comprises the lands bounded by the Hydro Corridor on the west and south, Highway 407 on the north and the Rouge Park on the east and south as shown in Figure 9.16.1.

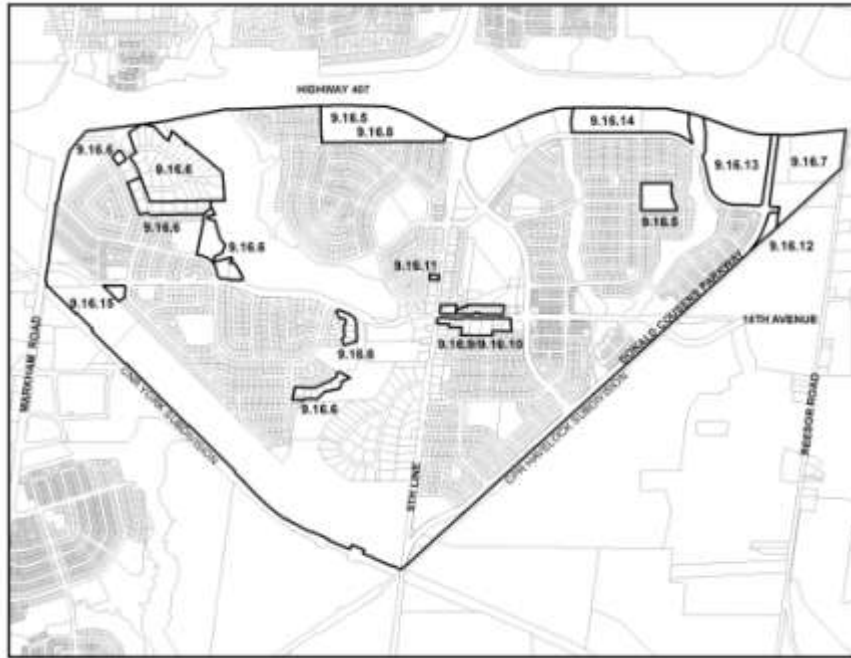


Figure 9.16.1

Land Use Objective – Rouge North/Legacy/Box Grove District

- 9.16.2 The land use objective is to create a balanced community of pedestrian oriented neighbourhoods and districts containing a mix of uses, including residential, commercial, open space and recreational, cultural and institutional facilities.

Community Design Plan

- 9.16.3 All new development and redevelopment within the Legacy and Box Grove areas shall be consistent with the applicable provisions of the following urban design guidelines and community design plans:
- Rouge Northeast Urban Design and Amenity Guidelines; and
 - Box Grove Community Design Plan.

Developers' Group Agreement

- 9.16.4 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Rouge North/Legacy/Box Grove district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement

and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Public School, Place of Worship and Park Sites

9.16.5

Public school, place of worship and park sites for the Rouge North/Legacy/Box Grove district as generally identified in Figure 9.16.5 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the *development approval* process, including the establishment, where appropriate, of area specific parkland agreements.

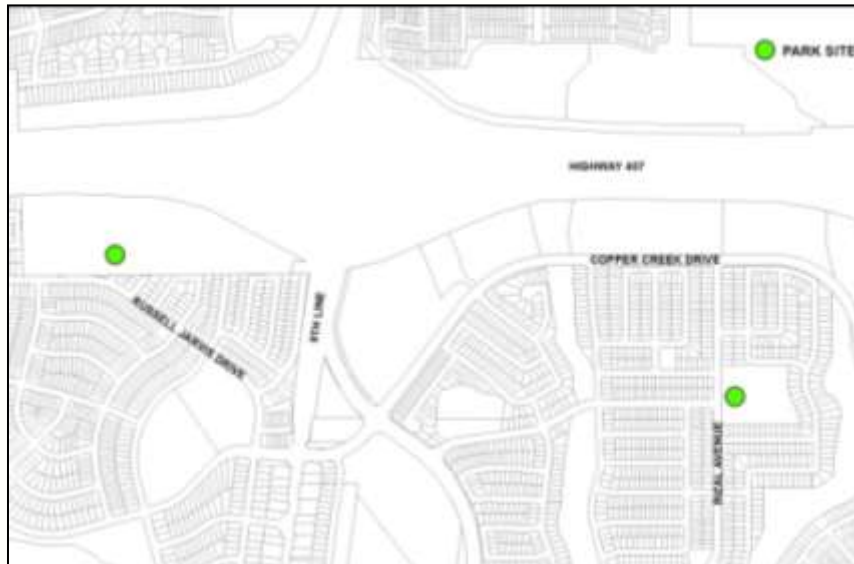


Figure 9.16.5

Rouge North Special Development Policy Areas

9.16.6

The following building type and development criteria shall apply to the 'Residential Low Rise' and 'Greenway' lands shown in Figure 9.16.6:

- a) only detached dwelling shall be permitted on the lands;
- b) in addition to the development criteria contained in Section 8.2.3.5, Council shall ensure infill development adheres to the following development criteria:
 - i. for the Lots 4 to 33 inclusive of Registered Plan 5937 within Special Development Policy Area 1 (SPDA1), the minimum lot area shall be 0.4 hectares;
 - ii. for new lots within Special Development Policy Area 2 (SPDA2) abutting the existing lots in SPDA1 and on the west side of Chatelaine Drive facing the aforementioned existing and abutting lots, the minimum lot area shall be 0.3 hectares; and
 - iii. for new lots within Special Development Policy Area 3 (SPDA2) adjacent to the development limit of the Rouge River valley, north and south of 14th Avenue, the minimum lot area shall be 0.2 hectares.

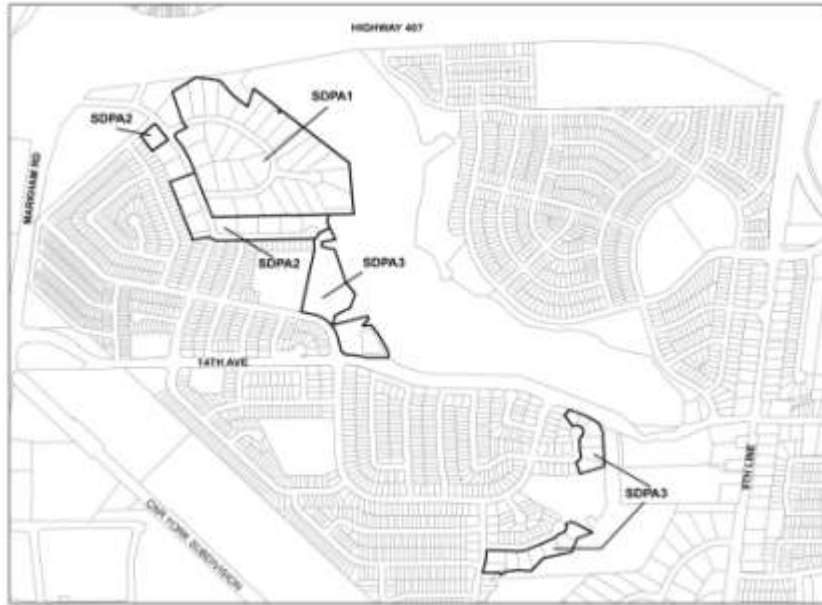


Figure 9.16.6

9.16.7

Regional Gateway

The Regional Gateway lands area located within the area bounded by the Highway 407 Transitway right-of-way, Donald Cousens Parkway, Reesor Road and the CPR Havelock Line as shown in Figure 9.16.7. These lands have been identified by the Province as a potential site for a regionally scaled transportation gateway, intended to become a transfer point among various modes of local, regional and interregional transit facilities.

Development of the lands shall be consistent with the requirements for a Regional Gateway facility. Development of the Regional Gateway shall be integrated with, and include employment generating land uses. In considering an application for *development approval* on the lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan. In the event the Regional Gateway is not developed, the ‘Business Park Employment’ lands shall be developed in accordance with Section 8.5.2.

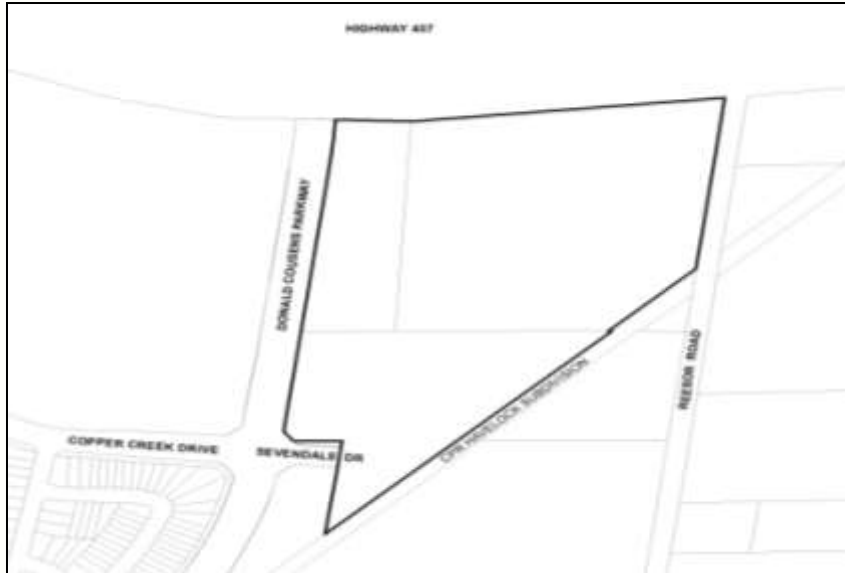


Figure 9.16.7

9.16.8

Potential Highway 407 Transitway Station

The ‘Residential Low Rise’ and ‘Residential Mid Rise’ lands shown in Figure 9.16.8 shall be protected for a future transit station and associated facilities. In considering an application for development approval on the lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan. In the event the transit station is not developed, the ‘Residential Low Rise’ lands shall be developed in accordance with Sections 8.2.3 and Section 9.16.8.1.

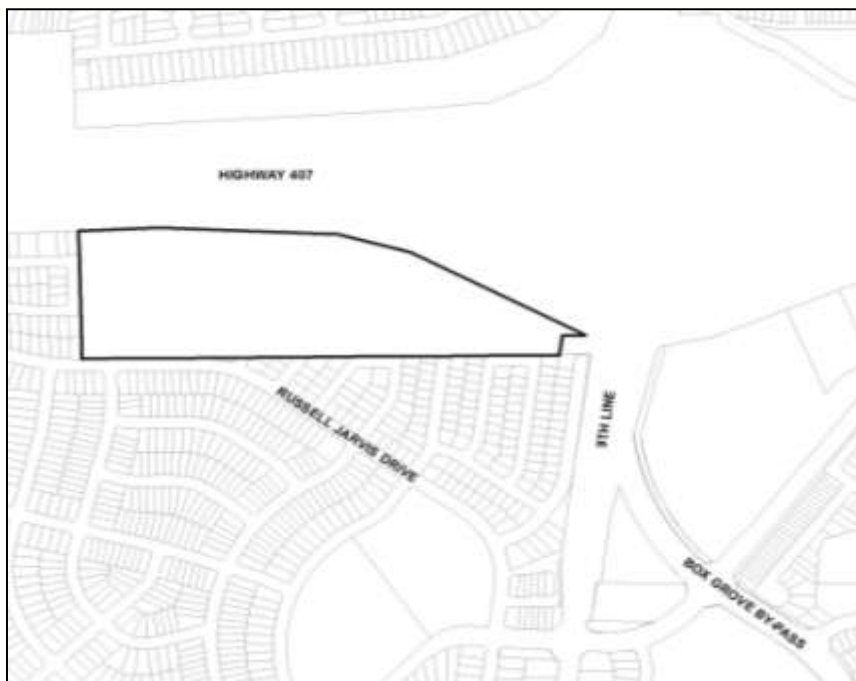


Figure 9.16.8

Archaeological Assessment

- 9.16.8.1 Prior to approval of an application for development, *redevelopment* or *site alteration* on the 'Residential Low Rise' and 'Residential Mid Rise' lands shown in Figure 9.16.8, the applicant will be required to undertake an archaeological assessment in accordance with Section 4.6.2.2.

Historic Village of Box Grove

- 9.16.9 On the 'Residential Low Rise' lands fronting on 14th Avenue through the historic village of Box Grove as shown Figure 9.16.9/9.16.10:

- a) limited commercial uses shall also be permitted in conjunction with residential uses, as part of an integrated mixed development area, provided:
 - i. the existing heritage buildings fronting on 14th Avenue are preserved; and
 - ii. the commercial uses are limited to those which generate low traffic and minimal parking demand, such as display, storage and sale of objects of art and craft work, custom workshops, photographer's studios, historical museums, libraries and art galleries, and offices excluding real estate and medical; and
- b) apartment dwelling units shall be permitted in mixed use buildings; and
- c) prior to the introduction of limited commercial uses in residential buildings, a concept plan or *comprehensive block plan* may be required from the applicants that demonstrates the site is appropriately sized, located and configured, including addressing appropriate density, built form, access and parking, landscaping and other site plan matters.



Figure 9.16.9/9.16.10

14th Avenue Right-Of-Way

- 9.16.10 The 14th Avenue right-of-way through the historic village of Box Grove, between 9th Line and the Box Grove By-Pass as shown in Figure 9.16.9/9.16.10 shall:
- a) not exceed 20 metres and that this maximum basic right-of-way width shall not be revised without further amendment to this Plan;
 - b) require an Environmental Assessment by York Region for any pavement widening. Markham does not support any widening of the pavement along this section of 14th Avenue until after:
 - i. all the planned improvements to the provincial highway and regional road network within the vicinity have been implemented;
 - ii. the widening of Steeles Avenue East to four lanes from Highway 48 to the York Durham Line; and
 - iii. the impacts on existing residences and businesses have been thoroughly investigated and mitigation measures have been identified through the Environmental Assessment process to the satisfaction of Markham and York Region;
 - c) be designed and improved to the satisfaction of Markham and York Region.
- 9.16.11 Limited commercial uses may also be permitted in conjunction with residential uses, as part of an integrated mixed development, on the 'Residential Low Rise' lands at 7828 9th Line as shown in Figure 9.16.11 provided:
- a) any change in use or expansion of existing shall be subject to a zoning by-law amendment;
 - b) the commercial uses are limited to low intensity uses such as an art gallery, antique shop, specialty boutique, daycare centre, bed and breakfast establishment, convenience retail and personal service, or a restaurant; and
 - c) prior to the introduction of limited commercial uses in residential buildings, a concept plan may be required from the applicants that demonstrates the site is appropriately sized, located and configured, including addressing appropriate density, built form, access and parking, landscaping and other site plan matters.



Figure 9.16.11

9.16.12

The following uses shall also be permitted on the ‘Business Park’ lands at the south east corner of Donald Cousens Parkway and Sevendale Drive as shown in Figure 9.16.12:

- a) motor vehicle service station in accordance with Section 8.13.5;
- b) one free restaurant limited to a maximum gross floor area of 300 square metres;
- c) financial institution; and
- d) *day care centre*.



Figure 9.16.12

Commercial Development

9.16.13

The following provisions shall apply to the 'Commercial' lands at 500 Copper Creek Drive as shown in Figure 9.16.13:

- a) the total gross floor area:
 - i. of the combined first floor of all buildings shall be 35,000 square metres, and where 85 percent of a building comprises office uses, the gross floor of the first floor may be excluded from the combined first floor of all buildings;
 - ii. of the first floor of individual buildings shall not exceed 4,500 square metres, except for one building which may have a first floor maximum of 18,000 square metres; and
 - iii. a single retail premise shall not exceed 4,500 square metres, except for one retail premise with a maximum of 18,000 square metres;
- b) outdoor storage, display and sale of merchandise shall only be permitted as an *ancillary use* to one retail premise permitting a supermarket and/or garden centre;
- c) the combined total gross floor area of retail premises less than 300 square metres and greater than 93 square metres shall not exceed 2500 square metres ; and
- d) only one vehicular access shall be permitted to the lands from Donald Cousens Parkway.



Figure 9.16.13

9.16.14

A land use designation other than an 'Employment Lands' designation may be considered for the lands on the north side of Copper Creek Drive between the Box Grove By-Pass and Donald Cousens Parkway as shown in Figure 9.6.14 by amendment to this Plan. Consideration of a designation other than an 'Employment Lands' designation must conform to the policies of the Growth Plan for the Greater Golden Horseshoe and all other policies of this Plan, and will also have regard for, among other things, the following criteria prescribed by Council, as applicable:

- Compatibility to adjacent land use;
- Achieving an increase in the number of jobs that would otherwise be provided under the 'Employment Lands' designation on the site, or at a minimum, no net reduction in jobs on the site;
- Proximity to transit;
- Provision of lands for a VIVA terminal;
- Achieving better public amenities, including but not limited to public art, Section 37 community benefits and publicly accessible private amenity spaces; and
- Where the location is appropriate, provide for affordable or seniors housing.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Service Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Service Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.



Figure 9.16.14

2 Havelock Gate

9.16.15

A maximum of 25 townhouses without direct frontage on a public street may be permitted on the 'Residential Low Rise' lands at 2 Havelock Gate as shown in Figure 9.16.15.



Figure 9.16.15

9.17 SOUTH DON MILLS (EMPLOYMENT)

9.17.1 The South Don Mills (Employment) district comprises the lands bounded by Highway 404 on the west, Highway 407 and Yorktech Drive on the north, Warden Avenue on the east and Steeles Avenue East on the south as shown in Figure 9.17.1.

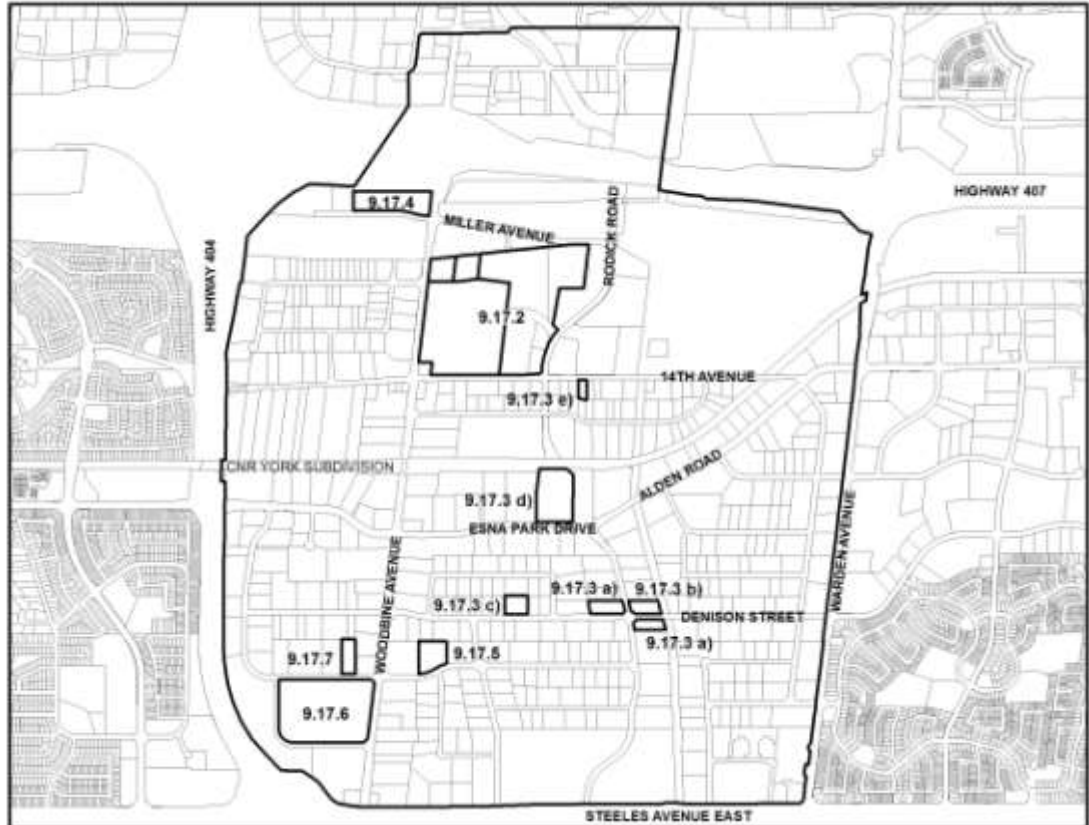


Figure 9.17.1

Miller Lands

9.17.2 The Miller lands comprise the 'Commercial', 'Service Employment' and 'General Employment' lands on the east side of Woodbine Avenue north of 14th Avenue as shown in Figure 9.17.2.



Figure 9.17.2

- 9.17.2.1 The 'Service Employment' lands shown as 'A' in Figure 9.17.2 shall only permit a multi-storey office building with a minimum gross floor area for office uses of 2787 square metres and a significant street presence on Woodbine Avenue.
- 9.17.2.2 On the 'Service Employment' lands shown as 'B' in Figure 9.17.2 the total gross floor area devoted to retail uses shall not exceed 30 percent of the total gross floor area of the buildings.
- 9.17.2.3 The following use provisions shall apply to the 'Commercial' lands shown as 'C' in Figure 9.17.2:
- a) only two retail establishments shall be permitted to have a gross floor area exceeding 4,000 square metres; and
 - b) a drive-through service facility shall not be permitted within 20 metres of the Woodbine Avenue.
- 9.17.2.4 In considering an application for *development approval* on the Miller lands, a *comprehensive block plan* and a plan of subdivision shall be prepared in accordance with Sections 10.1.4 and 10.3.1 of this Plan and address, among other things:
- a) the provision of vehicular access to 14th Avenue;
 - b) the protection of existing trees where possible through the implementation of an approved tree preservation plan;
 - c) building and site design including:
 - i. the use of materials and signage to create a uniform and themed appearance;

- ii. the articulation the facade of large buildings to create the appearance of smaller units;
- iii. the location and design of seasonal garden centres in the interior of the lands and in keeping with the overall design of the site; and
- iv. continuous landscaping treatments to help redefine large parking areas into smaller pods, generally 250-300 spaces;
- d) a transportation impact assessment;
- e) the provision of two minor collector roads extending east from Shields Court to Rodick Road and north to Miller Avenue, as shown conceptually in Figure 9.17.2. The precise location of these roads can be modified without amendment to this Plan; and
- f) the confirmation/approval by the Ministry of Natural Resources that the rehabilitation site plans required pursuant to the Aggregate Resources Act, R.S.O. 1990, C.A.8, have been completed, is required to the satisfaction of Markham.

9.17.2.5 Holding provisions shall be applied to the lands to ensure appropriate environmental remediation of the lands and that adequate infrastructure and services are available to serve the lands. Holding symbols may be removed by by-law once the applicable conditions of Section 10.2.3.1 and the following conditions have been met:

- a) the requirements of the approved Environmental Management Plan and associated Council direction have been satisfied and the brownfields and site remediation provisions of Section 3.4.2 have been addressed; and
- b) any real or potential off-site contamination directly attributable to former on-site activities has been addressed to the satisfaction of the MOE, and the affected landowners and Markham have been notified.

9.17.3 The following site specific use provisions shall apply to the 'General Employment' lands shown in Figure 9.17.3:

- a) The following uses shall also be permitted at 680 Denison Street and 226 Esna Park Drive:
 - i. financial institution;
 - ii. *day care centre*;
 - iii. service;
 - iv. *commercial fitness centre*;
 - v. office;
 - vi. restaurant;
 - vii. retail where:
 - the gross floor area devoted to retail is not less than 300 square metres per premise; and
 - the gross floor area devoted to retail is less than 300 square meters provided that the combined space devoted to retail in all

- premises does not exceed 50 percent of the gross floor area devoted to all buildings; and
- viii. commercial school;
- b) The following uses shall also be permitted at 170 Esna Park Drive:
- i. financial institution;
 - ii. one bake shop;
 - iii. service;
 - iv. *commercial fitness centre*;
 - v. office;
 - vi. retail provided the combined space devoted to retail in all premises does not exceed 50 percent of the gross floor area devoted to all buildings; and
 - vii. commercial school;
- c) The following uses shall also be permitted at 560 Denison Street:
- i. financial institution;
 - ii. service;
 - iii. office; and
 - iv. retail provided the combined space devoted to retail in all premises does not exceed 450 square metres of all buildings;
- d) The following uses shall also be permitted on the 'General Employment' lands at 50 Esna Park Drive:
- i. financial institution;
 - ii. banquet hall;
 - iii. trade and convention centre;
 - iv. *day care centre*;
 - v. *commercial fitness centre*;
 - vi. office;
 - vii. restaurant;
 - viii. *place of entertainment*; and
 - ix. hotel that does not include dwellings units, where integrated with a banquet hall or trade and convention centre, subject to the discretionary use policies of Section 8.5.1.3; and
- e) The following uses shall also be permitted at 3295 14th Avenue:
- i. financial institution;
 - ii. *day care centre*;
 - iii. service;
 - iv. office;
 - v. restaurant;
 - vi. retail where:
 - the gross floor area devoted to retail is not less than 300 square metres per premise; and
 - the gross floor area devoted to retail is less than 300 square meters provided that the combined space devoted to retail in

- all premises does not exceed 50 percent of the gross floor area devoted to all buildings; and
- vii. commercial school.

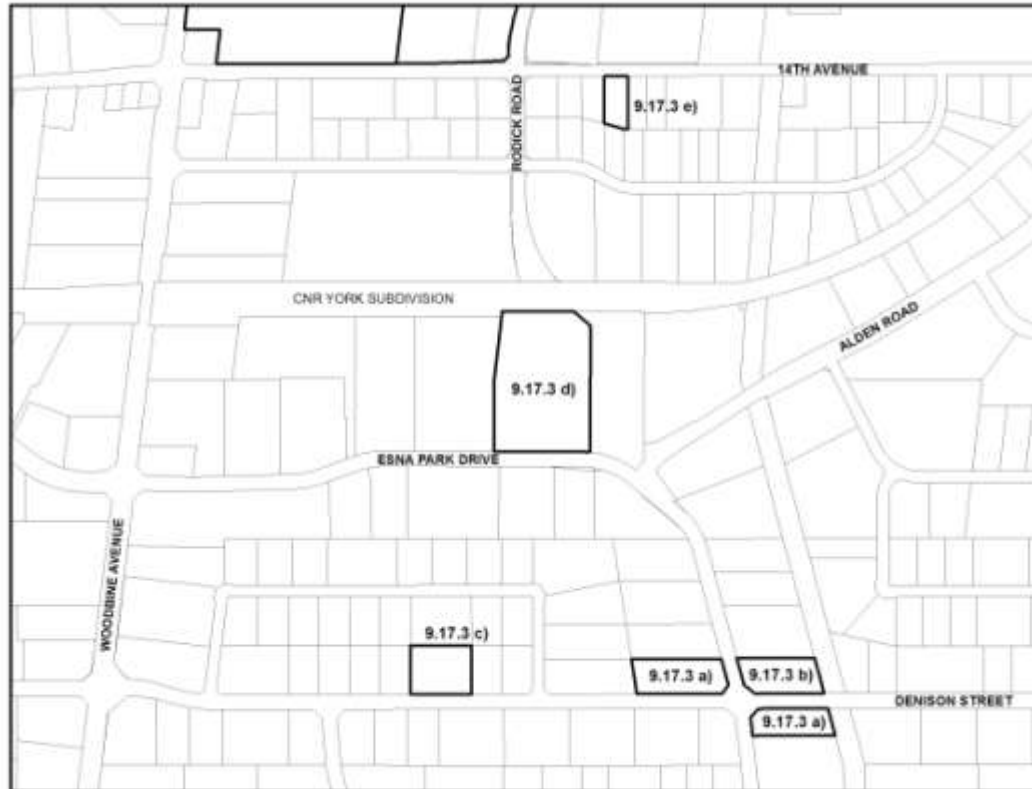


Figure 9.17.3

8050 Woodbine Avenue

9.17.4

On the 'Service Employment' lands at 8050 Woodbine Avenue shown in hatching in Figure 9.17.4 only the following uses shall be permitted:

- a) *ancillary use* to a primary industrial use located within an industrial building on the lands such as a showroom, office and retail sales provided:
 - i. the gross floor area of *ancillary* retail sales use does not exceed 10 percent of the total gross floor area of the building;
 - ii. the gross floor area devoted to *ancillary* retail sales use shall be physically separated from the balance of the gross floor area devoted to the primary industrial use;
- b) motor vehicle service station;
- c) restaurant;
- d) financial institution; and
- e) manufacturing, processing and warehousing.



Figure 9.17.4

100 Steelcase Road East

9.17.5

The following uses shall also be permitted on the 'General Employment' lands at 100 Steelcase Road East as shown in Figure 9.17.5:

- a) office; and
- b) financial institution.



Figure 9.17.5

1 Steelcase Road West

9.17.6 The following provisions shall also apply to the 'Commercial' lands at 1 Steelcase Road West as shown in Figure 9.17.6:

Density Provisions

- 9.17.6.1
- a) the total *floor space index* of all buildings on the lands shall not exceed 1.5;
 - b) any proposed increase in the total *floor space index* to 1.5 will be subject to a review of a site specific development application for zoning approval and a review of further technical studies including, but not limited to, transportation impacts and servicing constraints to the satisfaction of the City, York Region and the City of Toronto within their jurisdiction;

Use Provisions

- 9.17.6.2
- a) the total gross floor area devoted to retail use shall:
 - i. not exceed 60,820 square metres with no more than 20,000 square metres in Phase 1A;
 - ii. not exceed the total gross floor area devoted to other permitted uses at full build out of Phase 2 of development;
 - b) the gross floor area of any individual retail premise shall not exceed 6,000 square metres; and
 - c) the minimum gross floor area devoted to office use shall be 22,497 square metres for Phase 1 of development with no less than 7,500 square metres in Phase 1A and no less than 14,997 in Phase 1B.

Holding Provisions

9.17.6.3 Holding provisions shall be applied to the lands for Phases 1A and 1B and Phase 2 of development and lifted by Markham upon confirmation of satisfactory Site Plan Control arrangements and that adequate servicing and transportation capacity is available for each phase of development.

The holding symbols 'H1A' and 'H1B' for the first phase of development may be removed by by-law when the following conditions have been met for each of the Phase 1A and Phase 1B developments:

- a) submission of a transportation demand management strategy and implementation plan to the satisfaction of the City, York Region and the City of Toronto within their jurisdiction;
- b) approval of a transportation impact assessment to the satisfaction of the City, York Region and the City of Toronto within their jurisdiction;
- c) submission of a water analysis to the satisfaction of the City;
- d) submission of documentation that the sanitary sewer flows generated from development do not exceed pre-development flow rates to the satisfaction of the City;
- e) site plan control approval, including a *comprehensive block plan* (amended as necessary) and execution of site plan control agreements between the City and the Owner requiring, among other things, the following:

- i. the maximum gross floor area in Phase 1A devoted to retail use shall be 20,000 square metres and the minimum gross floor area devoted to office use shall be 7,500 square metres;
- ii. the maximum gross floor area in Phase 1A and Phase 1B combined devoted to retail use shall be 60,820 square metres and the minimum combined gross floor area devoted to office use shall be 22,497 square metres;
- iii. the issuance of a building permit for the minimum gross floor area requirement for office use in Section 9.17.6.3 e) i. and ii prior to, or concurrent with, the issuance of any building permit, or other suitable evidence of occupancy, for retail gross floor area; and
- f) the removal of the 'H1A' symbol prior to the removal of the 'H1B' symbol for the first phase of development.

The holding symbol 'H2' for the second phase of development may be removed by by-law when the following conditions have been met:

- g) the removal of the 'H1A' and 'H1B' symbols for the first phase of development; and
- h) submission of an updated Transportation Impact Assessment to address the following to the satisfaction of Markham, York Region and the City of Toronto within their jurisdiction:
 - i. traffic impacts and associated infrastructure improvement requirements; and
 - ii. the potential of a partial interchange from Highway 404; and
- i) site plan control approval, including revisions to the *comprehensive block plan* and execution of site plan control agreement between the City and the Owner requiring, among other things, the completion of downstream sanitary sewer improvements and the owner's payment of its proportionate share of all downstream infrastructure improvements to the satisfaction of the City.



Figure 9.17.6

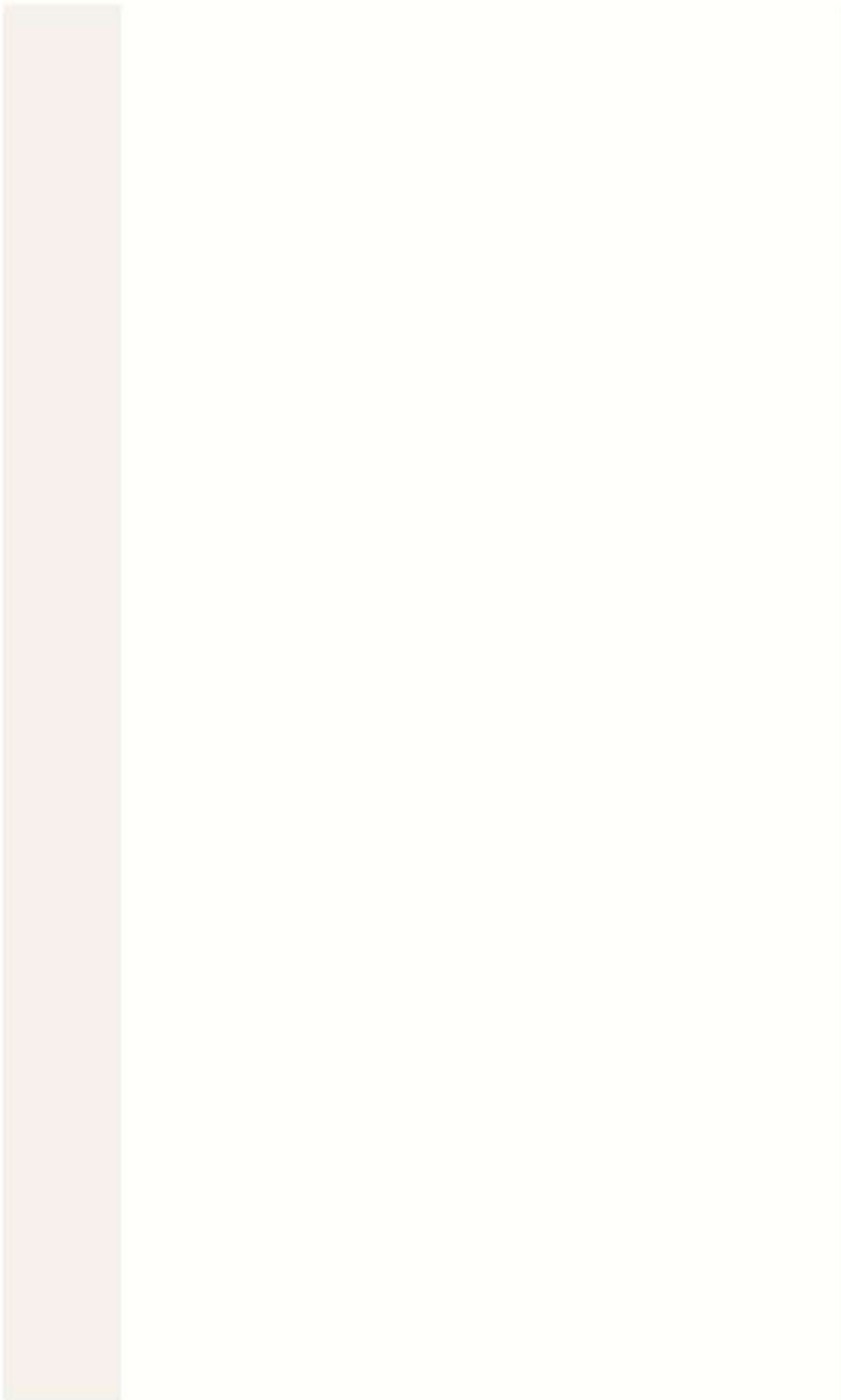
9.17.7

8 Steelcase Road West

A business office use of up to a maximum gross floor area of 1,755 square metres shall also be permitted on the 'General Employment' lands at 8 Steelcase Road West shown in Figure 9.17.7 provided it is located within the existing building.



Figure 9.17.7



9.18 THORNHILL

9.18.1 The Thornhill district comprises the lands bounded by Yonge Street on the west, the Langstaff Gateway and the limits of the Parkway Belt West on the north, Highway 404 on the east and Steeles Avenue East and the Yonge Steeles Corridor on the south as shown in Figure 9.18.1.

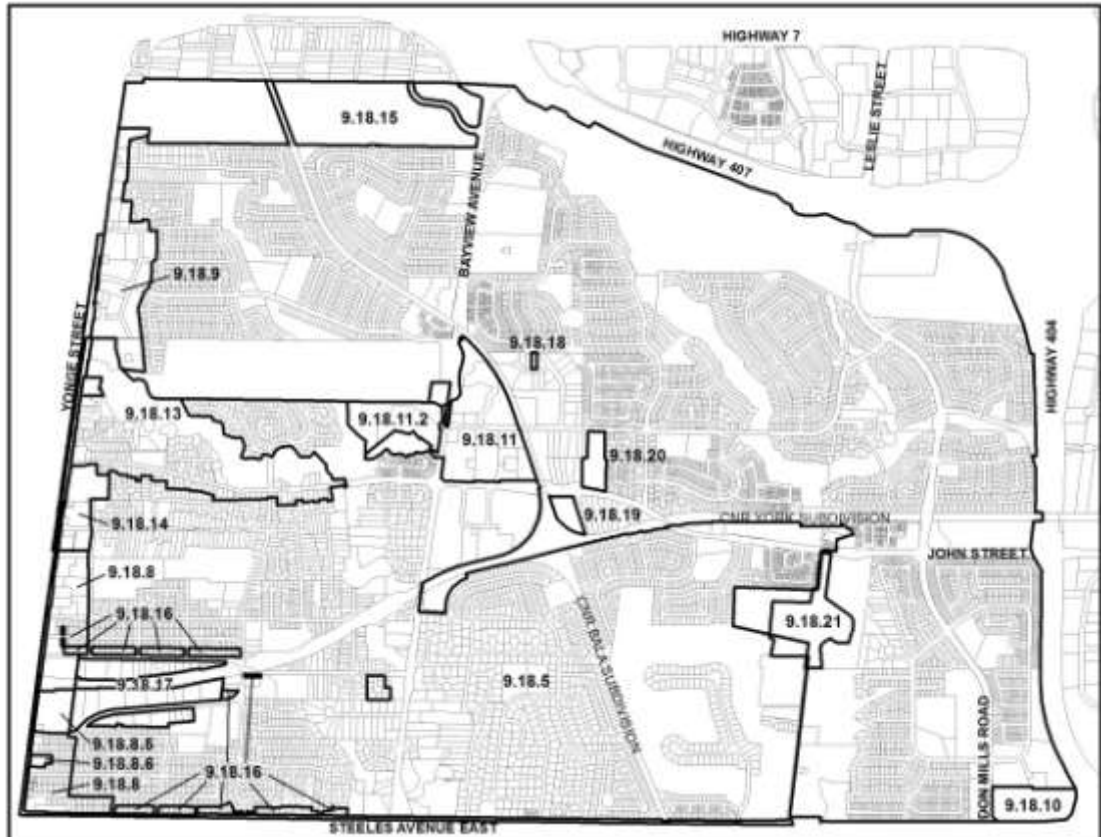


Figure 9.18.1

Land Use Objective – Thornhill District

9.18.2 The land use objectives for the Thornhill district are to build upon the diverse characteristics of the Thornhill community including:

- a variety of residential housing forms, tenures and densities;
- significant concentrations of commercial and service employment;
- an extensive natural heritage system, including golf courses, *valleylands* and the public parks and open space system; and
- the significant cultural heritage attributes of the Thornhill Heritage Conservation District which are embodied in buildings and landscapes worthy of preservation.

It is also to recognize the essential residential nature of the community shall be a fundamental consideration in the planning for future growth in neighbourhood, employment and new mixed-use neighbourhood areas and ensure that the resulting development is compatible with, and enhances the natural and cultural heritage attributes of the area.

Transportation Impact

- 9.18.3 In addition to the development criteria contained in Sections 8.2.1.3 and 8.3.1.4, in considering an application for *development approval* to permit different types of housing or an increase in development density in the Thornhill district, Council shall have regard for the impact of increased traffic and new traffic movements on local roads and require transportation impact assessments, where appropriate.

Where it is deemed appropriate, based on the recommendations of transportation impact assessments, Council may approve the addition of minor collector roads to Map 11 – Minor Collector Road network in the Thornhill District in accordance with Section 7.1.3.2.

Stormwater Management

- 9.18.4 In addition to Section 3.3.3, stormwater management for all development, *redevelopment* or *site alteration* in the Thornhill district shall have regard for the framework for Don *watershed plan* implementation referred to in Section 3.3.1.2.

Infill Development

- 9.18.5 In addition to the development criteria contained in Section 8.2.3.5, the intent of this Official Plan is to provide for a set of development standards in the zoning by-law to limit the size and massing of new dwellings or additions to existing dwellings on the 'Residential Low Rise' and 'Mixed Use Heritage Main Street' lands shown in Figure 9.18.5 to ensure infill development respects and reflects the existing pattern and character of adjacent development. Such standards may address lot coverage, building depth, *floor area ratios*, height, number of storeys, garage projections and garage widths.

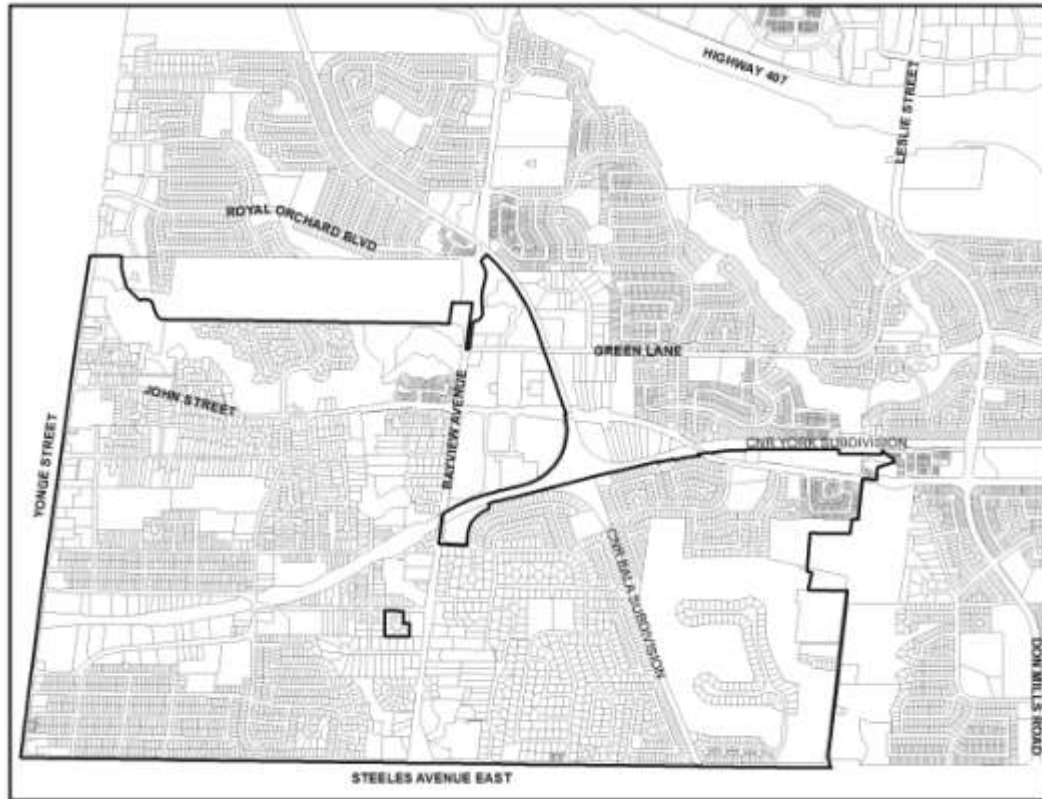


Figure 9.18.5

Community Design Plan

- 9.18.6 All new development and redevelopment within the Yonge Street area of the Thornhill district shall be consistent with the applicable provisions of the following urban design guidelines and community design plans:
- Thornhill Yonge Street Study;
 - Yonge Steeles Corridor Study; and
 - York Region South Yonge Street Corridor Study.

Developers' Group Agreement

- 9.18.7 Prior to *development approval*, development proponents will be required to enter into one or more developers' group agreement(s), where appropriate in the Thornhill district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Key Development Area – Yonge Steeles Corridor

- 9.18.8 The Yonge Steeles Corridor comprises the lands east of Yonge Street and north of Steeles Avenue East as shown in Figure 9.18.8.



Figure 9.18.8

Land Use Objective

- 9.18.8.1 The land use objective for the Yonge Steeles Corridor is to provide for a mixed-use *key development area* that:
- functions as a portion of a Regional Corridor;
 - functions as a Gateway Mobility Hub within the Greater Golden Horseshoe; and
 - integrates a balance and diversity of residential, retail, office and public uses, at transit-supportive densities, at the convergence of two regional rapid transitways.
- 9.18.8.2 A new secondary plan shall be established for the Yonge Steeles Corridor. The new secondary plan will be informed by the recommendations of the Yonge Steeles Corridor Study and the Yonge Steeles Corridor Transportation Study, including any recommendations for future road designations.
- 9.18.8.3 The land use designations for the Yonge Steeles Corridor *key development area* lands, shown outlined in purple on Map 3 – Land Use, and the related policies in this Plan, shall be used to inform the

preparation of the new Yonge Steeles Corridor secondary plan. Until a new secondary plan is approved for the Yonge Steeles Corridor *key development area* lands, the provisions of the Official Plan (Revised 1987), as amended, and Secondary Plan PD 3-1, as amended shall apply to the lands.

- 9.18.8.4 An application for *development approval* on the Yonge Steeles Corridor *key development area* lands shall require a *comprehensive block plan* in accordance with Section 10.1.4 of this Plan.

7161 - 7191 Yonge Street

- 9.18.8.5 The 'Mixed Use High Rise' lands at 7161 - 7191 Yonge Street as shown in Figure 9.18.8.5 are intended to become a vibrant, transit supportive and pedestrian friendly destination within the Yonge Street corridor consisting of high density residential, office, hotel, retail and service commercial uses in several buildings.

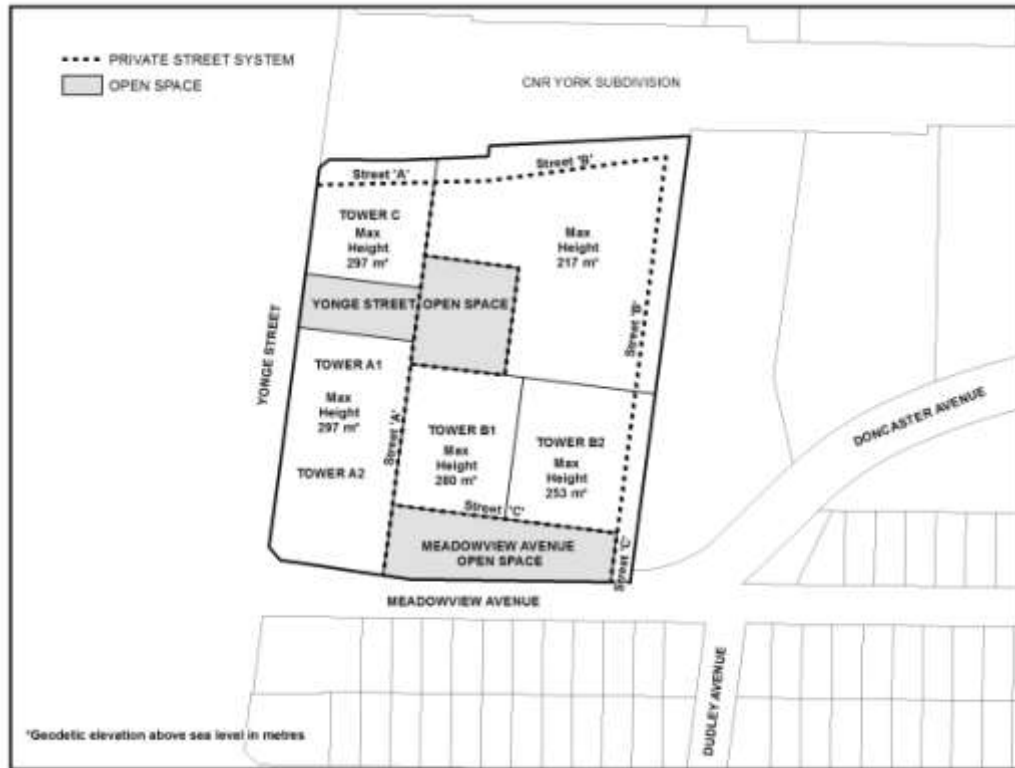


Figure 9.18.8.5

The new secondary plan shall incorporate the following site specific provisions on the lands:

- a maximum of 1,250 dwelling units and 175 hotel suites shall be permitted on the lands;
- the following use, density and height provisions shall apply:

- i. the following uses may also be permitted:
 - banquet hall;
 - outdoor markets and special events; and
 - trade and convention centre;
 - ii. the following uses shall not be permitted
 - outdoor storage; and
 - drive through service facility;
 - iii. a maximum total *floor space index* of 3.5 shall be permitted on the lands for all uses, of which a maximum total *floor space index* of 2.5 shall apply to residential uses;
 - iv. at full build-out, a minimum overall *floor space index* of 2.5 shall be achieved on the lands for all uses combined; and
 - v. the maximum building height shall be as set out in Figure 9.18.8.5 measured in accordance with the provisions of the implementing zoning by-law; and
- c) a publicly accessible private street system, designed to resemble public roads, shall be developed to facilitate pedestrian, cyclist and vehicular circulation, generally as shown in Figure 9.18.8.5. The private street system will be owned privately and may be built on top of any underground parking and building structures located on the lands;
- d) two new open spaces areas for site and community residents, employees and visitors as shown in Figure 9.18.8.5 shall be provided through the *development approval* process. The Yonge Street Open Space will include the extension of Street 'A' and provide for a more urban public outdoor gathering space while the Meadowview Avenue Open Space will provide a more passive, community oriented open space;
- e) in considering an application for *development approval* on the lands, Council shall ensure in addition to the development criteria contained in Section 8.3.4.5, development adheres to the following development criteria:
- i. building heights shall transition down from the Yonge Street frontage towards the established residential neighbourhood south east of the Dudley Avenue/Meadowview Avenue intersection. In this regard, building heights shall have regard to an angular plane measured from the north east corner of Dudley Avenue and Meadowview Avenue, and rising toward Yonge Street from this point at the following slope: height = $\frac{1}{2}$ horizontal distance;
 - ii. built form generally will be comprised of mid-rise podium buildings up to a height of 232 geodetic elevation above sea level

- that address the edges of public and private streets, with tower buildings being located above the podium buildings;
- iii. high-rise residential towers located above mid-rise podiums shall have a maximum floor area of 880 square metres;
 - iv. no less than 8,000 square metres of gross floor area shall be provided for office and/or medical office uses in Tower C;
 - v. Street 'A' will be designed to a minimum width of 18.5 metres, and will include two boulevards, with a minimum width of 5 meters each, located on either side of a paved vehicular roadway having a maximum curb to curb width of 8.5 metres, except at the intersection with Yonge Street where provisions shall be made for one inbound lane and three outbound lanes and daylighting triangles;
 - vi. Street 'B' will provide the primary vehicular access points to the underground parking garage structure and loading areas that will be screened from public view; and
 - vii. Street 'C' will be designed to a minimum width of 14 metres, and will include a pedestrian boulevard, with a minimum width of 5 metres, located on the north side, a paved vehicular roadway with a maximum curb to curb width of 7 metres, and a 2 metre wide sidewalk on the south side of the roadway.

7089 Yonge Street and 11, 15 Grandview Avenue

9.18.8.6

The new secondary plan shall provide for the following site specific provisions on the 'Mixed Use High Rise' lands at 7089 Yonge Street and 11,15 Grandview Avenue shown in Figure 9.18.8.6:

- a) the following use, building type, height and density provisions shall apply:
 - i. live work units, art galleries, a banquet hall, business offices, community centres, libraries, medical offices, museums, personal service shops, public parks, recreation establishments, repair shops, restaurant take-out, supermarkets shall also be permitted on the lands;
 - ii. a hotel, community college, motor vehicle service station and motor vehicle sales shall not be permitted on the lands;
 - iii. the maximum building height shall be governed by an angular plane measured from the east side of the Dudley Avenue right-of-way and rising toward Yonge Street at a slope determined by the following formula: maximum height = $\frac{1}{2}$ horizontal distance;
 - iv. a maximum total *floor space index* of 3.5 shall be permitted on the lands for all uses, of which a maximum total *floor space index* of 2.95 shall apply to the residential uses;

- b) a publicly accessible private street system shall be developed to facilitate vehicular access to surface and underground parking on the lands;
- c) the following matters shall be secured through a site plan control agreement or other agreement as appropriate:
- i. the applicable development criteria for 'Mixed Use' lands as outlined in Section 8.3.1.4 and 8.3.4.5 of this Plan, and the applicable urban design and sustainable development policies of Section 6.1 and 6.2 of this Plan and, in particular, the following:
 - buildings will generally comprise a street-related podium of up to 35 metres in height above the established grade along the Yonge Street frontage;
 - high density residential, office and retail and service uses will generally be located along the Yonge Street frontage as follows:
 - retail and service uses shall generally be located within the lower storeys of the street-related podium;
 - no dwelling units will be permitted on the first four floors of the street-related podium;
 - the floor plate of the tower portion of residential buildings above 35 metres shall not exceed 880 square metres;
 - the minimum horizontal separation distance between any tower portion of residential buildings above 35 metres shall be 25 metres;
 - direct vehicular access from Yonge Street will not be permitted;
 - the majority of parking will be provided in an underground parking structure permitted anywhere on the lands and accessed from the private street system; and
 - a limited amount of surface parking and loading space may be provided within the interior of the site, away from the public road frontages, and screened from public street view;
 - ii. the conveyance of a public park along the Grandview Avenue frontage of the lands east of the high-density development fronting on Yonge Street;
 - iii. the dedication of land for a potential road widening along Yonge Street to the satisfaction of York Region;
 - iv. requirements related to the Toronto Transit Commission's technical review of the application and requirements for TTC Interferences Warning Clauses;
 - v. implementation, if required, of traffic infiltration mitigation measures within the Yonge Steeles Corridor and surrounding established residential neighbourhoods;

- vi. implementation of transportation demand management strategy initiatives; and
 - vii. financial contributions, if required, to off-site infrastructure including a proportional share of the Dudley Avenue Sewer.
- d) Holding provisions shall be applied to the lands and lifted by the City upon confirmation by City that the following conditions have been met:
- i. that regional servicing capacity has been allocated to the residential component of the proposed development;
 - ii. execution of a Section 37 agreement between the City and the Owner and payment of a Section 37 financial contribution and/or provision of in kind facilities, all to the satisfaction of the City; and
 - iii. execution of the site plan control agreement between the City and the Owner, to secure the provisions of Section 9.18.8.6 c), all to the satisfaction of the City.



Figure 9.18.8.6

9.18.9

Key Development Area – Yonge North Corridor

The Yonge North corridor comprises the ‘Mixed Use High Rise’, ‘Mixed Use Mid Rise’, ‘Residential High Rise’ and ‘Residential Mid Rise’ lands along the east side of Yonge Street north and south of Royal Orchard Boulevard as shown in Figure 9.18.9.



Figure 9.18.9

Land Use Objective

- 9.18.9.1 The land use objective for the Yonge North Corridor is to provide for a mixed-use *key development area* that:
- a) functions as a portion of a Regional Corridor; and
 - b) integrates a balance and diversity of residential, retail, office and public uses, at transit-supportive densities along the Yonge Street Subway.
- 9.18.9.2 A local area study, as referenced in Section 10.1, may be prepared for the Yonge North Corridor.
- 9.18.9.3 In considering an application for *development approval* on the Key Development Area – Yonge North Corridor lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.
- Local Centre – German Mills Centre
- 9.18.10 German Mills Centre comprises the ‘Mixed Use’ lands at the northeast corner of Steeles Avenue East and Don Mills Road, municipally known as 2900 Steeles Avenue East, as shown in Figure 9.18.10.

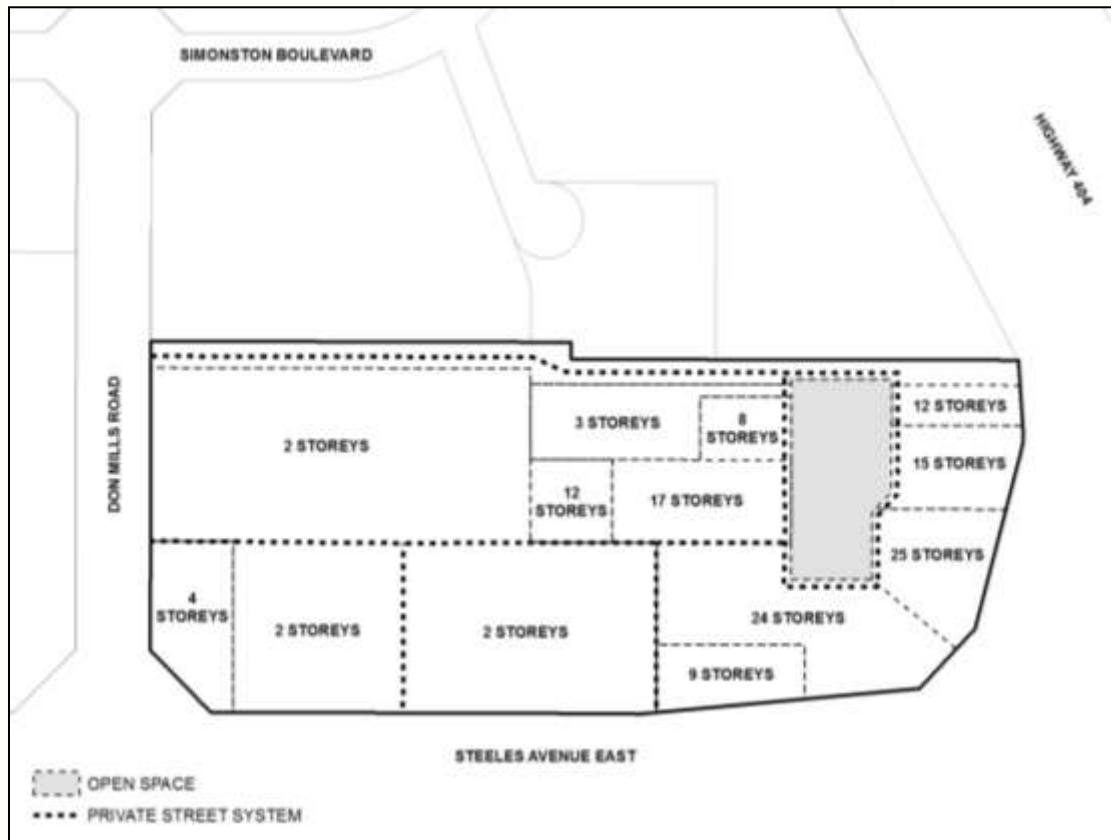


Figure 9.18.10

Land Use Objective

- 9.18.10.1 The Local Centre of German Mills is intended to serve as a vibrant, sustainable, transit-supportive, mixed use residential and commercial centre which will provide a balanced range of retail, service commercial and high density residential uses.
- 9.18.10.2 A maximum of 1,235 dwelling units shall be permitted on the lands.
- 9.18.10.3 The following height and density provisions shall apply:
- a) the maximum building height shall be in accordance with the maximum number of storeys shown in Figure 9.18.10;
 - b) minor changes to the number of storeys of commercial buildings may be permitted without an amendment to this Plan, subject to conformity with all other provisions of this Plan, including provisions for maximum density and residential units;
 - c) the total *floor space index* of all buildings on the lands shall not exceed 1.85; and
 - d) the total *floor space index* of residential uses on the lands shall not exceed 1.5.

- 9.18.10.4 A publicly accessible private street system, designed to resemble public roads, shall be developed to facilitate pedestrian, cyclist and vehicular circulation, generally as shown in Figure 9.18.10. The private street system will be owned privately and may be built upon any underground parking and building structures located on the property.
- 9.18.10.5 The following matters shall be secured through one or more site plan control agreements or other agreement, as appropriate:
- a) the precise location of the private streets and minor adjustments will not require an amendment to this Plan;
 - b) the applicable development criteria for the 'Mixed Use' lands as outlined in Sections 8.3.1.4, 8.3.3.5 and 8.3.4.5 of this Plan, and the applicable urban design and sustainable development policies of Section 6.1 and 6.2 of this Plan, and in particular, the following:
 - i. built form will provide for an appropriate transition in scale and heights between the proposed development and the surrounding low-rise community character to the north and west and medium-rise development to the south;
 - ii. the development shall provide for an enhanced public realm with the pedestrian environment and street level animation enhanced by:
 - emphasizing street-related retail and commercial uses in the westerly portion of the lands shown on Figure 9.18.10 along public and private streets traversing and bordering the development;
 - providing weather and wind protection, such as canopies and awnings along street frontages;
 - establishing the ground floor elevations of buildings bordering public and private streets in the westerly portion of the area shown on Figure 9.18.10 traversing and bordering the development at a level that will allow for barrier free access from the sidewalk and building entry;
 - providing a linked pedestrian walkway system between internal and external streets that is designed to minimize walking distances to existing and anticipated transit stops; and
 - iii. surface parking areas shall generally be minimized, although on-street parking for retail customers will be encouraged;
 - c) a balanced mix of commercial, residential and employment uses;
 - d) the specific location of street-related retail and commercial uses along public and private streets traversing and bordering the lands;
 - e) the specific size, location and configuration of publicly accessible mall space for community gathering;

- f) the dedication of land abutting Don Mills Road at no cost to York Region to achieve a 22.5 metre right-of-way from the existing centre line of Don Mills Road;
- g) a comprehensive Transportation Demand Management Strategy and implementation plan demonstrating, among other things:
 - i. how transit buses/vehicles can be accommodated on the lands; and
 - ii. how a full moves intersection at the north end of the property can be implemented with respect to signal phasing and functional design with a future LRT service on Don Mills Road; and
- h) the requirement for housing impact statements, in accordance with Section 4.1.3.6 d) to identify:
 - i. the proposed new residential units by type, size and tenure; and
 - ii. the number of proposed new *affordable* and *shared housing* units; and
- i) the review of the first phase of the commercial redevelopment will address the principle of interior, privately-owned, publicly accessible mall space for community gathering, which will provide similar opportunities to the type of community gathering space in existence within the mall at the time of approval of the first site plan control agreement. The specific size, location and configuration of this space shall be determined through the site plan control approval process, to the satisfaction of Markham.

9.18.10.6 The residential density permitted will be subject to provision of a cash payment for the provision of additional community facilities and services by Markham, with possible adjustments for provision of community space by the owner of the lands, implemented by a Section 37 agreement.

9.18.10.7 Holding provisions shall be applied to the lands for two phases of development and lifted by Markham upon confirmation by Markham of satisfactory Section 37 arrangements and adequate servicing and transportation capacity is available for each phase of development.

The holding symbols 'H1' for the first phase of development and 'H2' for the second phase of development may be removed by by-law when the following conditions have been met, to the satisfaction of Markham and York Region as follows:

- a) payment of a Section 37 financial contribution and/or satisfactory arrangements being in place for provision of in kind facilities;
- b) sufficient servicing capacity is available and additional servicing allocation granted to provide for the number of dwelling units permitted in each phase of development;

- c) submission of a municipal servicing study to the satisfaction of the Director of Engineering in consultation with the Region of York;
- d) execution of one or more agreement(s) as may be required between the City, the Owner, and where applicable, York Region and the City of Toronto, relating to the construction, financing, and implementation of off-site servicing infrastructure improvements;
- e) submission of a transportation monitoring study of the travel characteristics associated with the uses developed on the lands, and an updated transportation impact assessment based on the findings of the monitoring study, to the satisfaction of the Director of Engineering in consultation with York Region and the Director of Transportation Services, North District, City of Toronto; and
- f) the removal of the 'H1' symbol for the first phase of development prior to the removal of the 'H2' symbol for the second phase of development;

The effect of lifting the holding symbols shall be in accordance with the phasing plan as approved by Markham and as set out in the implementing zoning by-law.

Local Centre – Thornhill Centre

- 9.18.11 Thornhill Centre comprises the 'Mixed Use Mid Rise', 'Residential High Rise' and 'Greenway' lands north of John Street and east and west of Bayview Avenue, as shown Figure 9.18.11.



Figure 9.18.11

Land Use Objective

- 9.18.11.1 The Local Centre of Thornhill Centre is intended to serve as an important focal point for the surrounding community providing a range of housing,

employment, shopping and recreational opportunities, as well as personal and human services.

Shouldice Hospital

- 9.18.11.2 The Shouldice Hospital lands comprise the 'Mixed Use Mid Rise' lands on the west side of Bayview Avenue opposite Green Lane, municipally know as 7716, 7750, and 7766 Bayview Avenue, as shown in Figure 9.18.11.2.

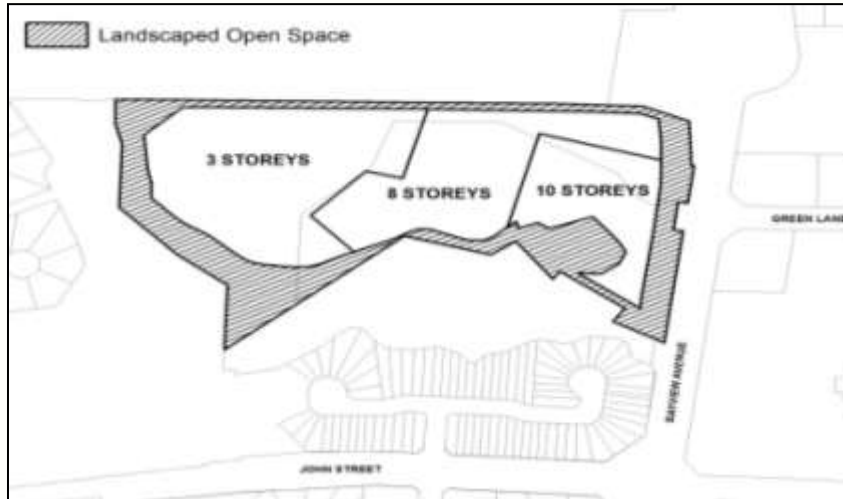


Figure 9.18.11.2

- a) a maximum total of 725 units shall be permitted on the lands of which not more than 621 dwelling units and 50 hotel suites shall be permitted on the lands. For the Shouldice Hospital lands, the definition of units shall include dwelling units, hotel suites, hospital and nursing beds, as if each dwelling unit, suite and bed therein was a unit;
- b) the existing 90 bed private hospital is also permitted on the lands;
- c) the maximum building height shall be in accordance with the maximum number of storeys shown in Figure 9.18.11.2;
- d) landscaped open space shall be provided at the periphery of the development site as shown in Figure 9.18.11.2 and shall total not less than 50% of the lot;
- e) In considering an application for *development approval* on the lands, a *comprehensive block plan* shall be prepared in accordance with Section 10.1.4 of this Plan to address, among other things:
 - i. a suitable transition in building height with respect to nearby lower density areas and other uses;
 - ii. a Bayview Avenue streetscape that provides generous and attractive landscaping, an interesting and safe pedestrian environment and pleasing views to and from the proposed development. In this regard, consideration will be given to:

- appropriate means to enhance the definition of Bayview Avenue as an urban street including the orientation of buildings within the proposed development; and
 - the use of extensive new planting and, where appropriate, existing landscaping features to achieve the desired urban design objectives along Bayview Avenue; and
- iii. the retention of the heritage building on the lands, formerly a dwelling and presently part of the private hospital, in situ as an integral part of the proposed development;
 - iv. the recognition of the archaeological potential of the lands and the preparation of an archaeological assessment to the satisfaction of Markham, in compliance with provincial requirements, standards or guidelines;
 - v. phasing of the development of the lands over time;
 - vi. an updated transportation impact assessment for the lands; and
 - vii. a stormwater management plan for the lands, with particular emphasis on on-site retention and absorption of storm water, erosion and sediment control, water quality and the protection of fisheries resources in the Little Don River and its tributaries. The stormwater management plan will be prepared and implemented to the satisfaction of Markham, the Toronto and Region Conservation Authority and the Ministry of Natural Resources, and shall be approved by Markham, in consultation with these agencies.
- b. Holding provisions shall be applied to the lands for two phases of development and lifted by Markham upon confirmation that adequate parkland, servicing and transportation capacity is available for the second phase of development to proceed.

The holding symbols 'H1' for the first phase of development and 'H2' for the second phase of development may be removed by by-law when the following conditions have been met, to the satisfaction of Markham and York Region:

- i. submission of a transportation impact assessment to ensure that the existing and committed transportation network can adequately serve the proposed development without adverse impacts;
- ii. adequate sewer and water infrastructure and stormwater management facilities are available to service each phase of the proposed development; and
- iii. adequate parkland from the first phase of development prior to the removal of 'H2' symbol; and

- iv. the removal of the 'H1' symbol for the first phase of development prior to the removal of the 'H2' symbol for the second phase of development.

The effect of lifting the holding symbols shall be in accordance with the phasing plan as approved by Markham and as set out in the implementing zoning by-law.

Potential GO Station

- 9.18.12 Markham will consult with the Region and the Province on the potential for an additional GO Transit station in the vicinity of John Street and Green Lane. If the Proposed GO Station shown conceptually on Map 11 – Transit Network of the York Region Official Plan and Map 2 – Centres and Corridors and Transit Network of this Plan is determined through a feasibility study by Metrolinx to be required, Markham will work with the Region and Metrolinx to reserve the necessary lands as a condition of *development approval*.

Heritage Centre – Thornhill Heritage Conservation District

- 9.18.13 The Thornhill Heritage Centre comprises the 'Mixed Use Heritage Main Street', 'Residential Low Rise' and 'Greenway' lands east of Yonge Street and north and south of John Street located within the Thornhill Heritage Conservation District shown on Map 13 – Heritage Conservation Districts, as shown on Figure 9.18.13.



Figure 9.18.13

Land Use Objective

9.18.13.1 The land use objective for the Thornhill Heritage Centre is to recognize the distinct character of heritage buildings, historic sites and landscapes of the Thornhill Heritage Conservation District and ensure that compatible infill development and *redevelopment* will enhance the District's heritage character and complement the area's village-like, human scale of development.

The vision for the Thornhill Yonge Street Corridor in the Thornhill Heritage Centre and Yonge/Elgin Corridor is identified in Section 9.18.14.1.

9.18.13.2 A new secondary plan shall be approved for the Thornhill Heritage Centre.

9.18.13.3 All new development and *redevelopment* including parks and plazas in the Thornhill Heritage Centre lands shall:

- a) conform to the Thornhill Heritage Conservation District Plan which shall take precedence over any other policies of this Plan; and
- b) be consistent with the provisions and urban design guidelines of the Thornhill Yonge Street Study.

9.18.13.4 The following use and building type provisions shall apply to the 'Residential Low Rise' lands :

- a) *day care centre, convenience retail and personal service, place of worship and public school* uses shall not be permitted; and
- b) only detached dwellings will be permitted on the lands.

9.18.13.5 The following use, building type and height provisions shall apply to the 'Mixed Use Heritage Main Street' lands shown in cross hatching in Figure 9.18.13 which do not contain heritage buildings and where new low rise mixed-use development is encouraged:

- a) the following uses shall not be permitted:
 - i. drive through service facility;
 - ii. motor vehicle sales facility;
 - iii. motor vehicle service station; and
 - iv. outdoor storage, processing and display excluding a small scale display area for a retail use;
- b) only mixed-use buildings shall be permitted adjacent to Yonge Street, John Street and urban parkettes, with the front portion of the ground floor restricted to street-related retail and service uses;
- c) the minimum building height shall be the greater of 2 storeys; and
- d) the maximum building height shall be 12 metres.

9.18.13.6 In considering an application for *development approval* on the 'Mixed Use Heritage Main Street' lands shown in cross hatching in Figure 9.18.13:

- a) development shall have regard for the Framework for Community Building outlined in the Council endorsed Thornhill Yonge Street Study, particularly the area specific guidelines that relate to urban design and site development; built form; the public realm; and streetscape improvements; and in particular:
 - i. buildings fronting on Yonge Street shall :
 - be a priority for main pedestrian entrances and display windows;
 - occupy a minimum of 70 percent of the buildable street frontage;
 - have a setback of 1.8 metres or greater, up to a maximum of 5.2 metres to provide for enhancements to the public realm;
 - provide a pedestrian connection to the rear lot commercial parking area where they exceed 50 metres of continuous building frontage; and
 - not have balconies on the Yonge Street frontage.
 - ii. buildings fronting on John Street shall:
 - occupy a minimum of 50 percent of the buildable street frontage; and
 - have a setback of 1.8 metres or greater, up to a maximum of 5.2 metres to provide for enhancements to the public realm; and
 - iii. not permit above grade structured parking and encourage underground parking; and
 - iv. encourage development of a network of rear laneways to improve connectivity and reduce turning movements on Yonge Street.
- b) the height of a new building adjacent to a heritage building shall transition down to one storey above the height of the heritage building;
- c) the floor to ceiling height of the ground floor shall be a minimum of 4 metres for buildings adjacent to Yonge Street to accommodate street-related retail and service uses;
- d) the individual premise size of a retail or restaurant use shall not exceed a gross floor area of 1000 square metres; and
- e) a landscaped buffer consisting of a wood fence to a height of 2 metres and tightly planted coniferous plant material will be required on development sites adjacent to 'Residential' lands.

9.18.13.7 The following use, building type and height provisions shall apply to the 'Mixed Use Heritage Main Street' lands shown in black tone in Figure 9.18.13:

- a) only the following building types shall be permitted:
 - i. retail;
 - ii. service;
 - iii. office;
 - iv. financial institution;
 - v. hotel;
 - vi. *bed and breakfast establishment*;
 - vii. institutional facilities including community facilities and government services;
 - viii. restaurant; and
 - ix. dwelling unit provided it is located above the ground floor and where appropriate to the rear of street-related retail and service uses;
- b) the following uses shall not be permitted:
 - i. drive through service facility;
 - ii. motor vehicle sales facility;
 - iii. motor vehicle service station; and
 - iv. outdoor storage, processing and display excluding a small scale display area for a retail use;
- c) only mixed-use buildings shall be permitted adjacent to Yonge Street with the front portion of the ground floor restricted to street-related retail and service uses; and
- d) the maximum building height shall be 2 storeys.

9.18.13.8 In considering an application for *development approval* on the 'Mixed Use Heritage Main Street' lands shown in black tone on Figure 9.18.13:

- a) development shall have regard for the Framework for Community Building outlined in the Council endorsed Thornhill Yonge Street Study, particularly the area specific guidelines that relate to urban design and site development; built form; the public realm; and streetscape improvements;
- b) the individual premise size of a retail or restaurant use shall not exceed a gross floor area of 1000 square metres; and
- c) a landscaped buffer consisting of a wood fence to a height of 2 metres and tightly planted coniferous plant material will be required on development sites adjacent to 'Residential' lands.

Yonge/Elgin Corridor

9.18.14 The Yonge/Elgin Corridor comprises the 'Residential Mid Rise' and 'Mixed Use Mid Rise' lands on the east side of Yonge Street south of John Street to just south of Elgin Street as shown in Figure 9.18.14.



Figure 9.18.14

Land Use Objective

- 9.18.14.1 The vision for the Thornhill Yonge Street Corridor in the Thornhill Heritage Centre and Yonge/Elgin Corridor is characterized by:
- a vibrant and mixed use main street;
 - a predominance of street related retail and services uses along Yonge Street;
 - an attractive, high quality, pedestrian friendly, transit-supportive streetscape;
 - differing scales of development including transit-supportive mid rise buildings and low rise buildings to complement the existing heritage areas and adjacent residential neighbourhoods;
 - protection and enhancement of heritage resources and their environs;
 - new urban parkettes and enhanced connections to the surrounding parks and open space system; and
 - vehicular access and parking organized and located at the rear of mixed use properties.
- 9.18.14.2 All new development and *redevelopment* in the Yonge/Elgin Corridor lands shall be consistent with the provisions and urban design guidelines of the Thornhill Yonge Street Study.

- 9.18.14.3 The 'Residential Mid Rise' lands shall have a maximum building height of 3 storeys.
- 9.18.14.4 In considering an application for *development approval* on the 'Residential Mid Rise' lands, a *comprehensive block plan* shall be prepared in accordance with Section 10.1.4 of this Plan and address, among other things, measures to minimize, mitigate or avoid an impact of new development or *redevelopment* of the lands on the heritage attributes of the adjacent Thornhill Heritage Conservation District.
- 9.18.14.5 The following use, building type and height provisions shall apply on the 'Mixed Use Mid Rise' lands shown in hatching on Figure 9.18.14:
- a) the following uses shall not be permitted:
 - i. drive through service facility;
 - ii. motor vehicle sales facility;
 - iii. motor vehicle service station; and
 - iv. outdoor storage, processing and display excluding a small scale display area for a retail use;
 - b) only mixed-use buildings shall be permitted adjacent to Yonge Street and Elgin Street with the front portion of the ground floor restricted to street-related retail and service uses;
 - c) the maximum building height shall be the lesser of 6 storeys or 21 metres and shall only be permitted adjacent to Yonge Street; and
 - d) an increase in the maximum building height may be considered up to 8 storeys or 27.5 metres, whichever is less, subject to a site specific zoning by-law amendment in accordance with Section 9.2.4 of this Plan and the development criteria provided below, in return for the provision of one or more of the following community benefits:
 - i. the provision of an on-site, publicly accessible urban parkette;
 - ii. significant improvements to the public realm and streetscape;
 - iii. the provision of underground public parking; and
 - iv. the incorporation of the existing Farmer's Market as an integral component of the redevelopment of the Farmer's Market property located at the southeast quadrant of Yonge Street and Elgin Street.
- 9.18.14.6 In considering an application for *development approval* on the 'Mixed Use Mid Rise' lands:
- a. Council shall ensure development has regard for the Framework for Community Building outlined in the Council endorsed Thornhill Yonge Street Study, particularly the area specific guidelines that relate to urban design and site development; built form; the public realm; and streetscape improvements; and in particular:
 - i. buildings fronting on Yonge Street shall:

- be a priority for main pedestrian entrances and display windows;
 - occupy a minimum of 70 percent of the buildable street frontage;
 - have a setback of 1.8 metres or greater, up to a maximum of 5.2 metres to provide for enhancements to the public realm; and
 - provide a pedestrian connection to the rear lot commercial parking area where they exceed 50 metres of continuous building frontage;
- ii. not permit above grade structured parking and encourage underground parking; and
 - iii. encourage development of a network of rear laneways to improve connectivity and reduce turning movements on Yonge Street;
- b. the floor to ceiling height of the ground floor of buildings adjacent to Yonge Street and Elgin Street shall be designed to accommodate street-related retail and service uses;
 - c. the individual premise size of a retail or restaurant use shall not exceed a gross floor area of 1000 square metres; and
 - d. a landscaped buffer consisting of a wood fence to a height of 2 metres and tightly planted coniferous plant material will be required on development sites adjacent to 'Residential' lands.

Holy Cross Planning Area

- 9.18.15 The Holy Cross Planning Area comprises the 'Private Open Space', 'Greenway' and 'Mixed Use Mid Rise' lands bounded by the Langstaff Gateway Planning Area to the north, Yonge Street to the west and Bayview Avenue to the east as shown in Figure 9.18.15.



Figure 9.18.15

- 9.18.15.1 The following provisions shall apply to the 'Greenway' lands located at the east end of the Holy Cross Planning Area, which are *significant*

woodlands forming part of the Langstaff Woodlot, and the adjacent 'Private Open Space' and 'Mixed Use Mid Rise' lands:

- a) no development, *redevelopment* or *site alteration* or other changes which could have a detrimental impact on the *significant woodlands* shall be permitted within a 10 metre minimum *vegetation protection zone* measured from the drip line of edge trees;
- b) a pathway shall be permitted in the minimum *vegetation protection zone* and through the *significant woodlands* as part of a linked pathway system;
- c) preservation and protection of the *significant woodlands* will be a primary consideration during the construction of the new road link from Langstaff Road East to Bayview Avenue; and
- d) naturalized tree and shrub planting will be required as a condition of *development approval* on lands abutting the *significant woodlands*.

9.18.15.2 The 'Mixed Use Mid Rise' lands shall have a minimum building height of 3 storeys and a maximum building height of 8 storeys.

9.18.15.3 In considering an application for *development approval* on the 'Mixed Use Mid Rise' lands, a *comprehensive block plan* shall be prepared in accordance with Section 10.1.4 of this Plan, and address, among other things:

- a) the proposed pattern and scale of development including the distribution of residential and non-residential gross floor area, density and height, and an appropriate mix of uses on the lands;
- b) a transportation impact assessment for the lands; and
- c) a stormwater management plan for the lands that will be prepared and implemented to the satisfaction of the Markham.

Special Residential Low Rise

9.18.16 The 'Residential Low Rise' lands located on Morgan Avenue, Glen Cameron Road, Henderson Avenue, Doncaster Avenue and Steeles Avenue East as shown in Figure 9.18.16 shall also permit limited office uses, or additional residential uses, subject to review of a site-specific development application for zoning approval and the following conditions below:

- a) a maximum *floor space index* of 0.5;
- b) adequate and appropriately located on-site parking with sufficient screening to protect adjacent residential properties;
- c) new development or redevelopment shall be in keeping with the adjacent residential buildings in terms of appearance and size; and
- d) exterior signage for office uses shall be limited to a modestly sized non-illuminated identification sign.

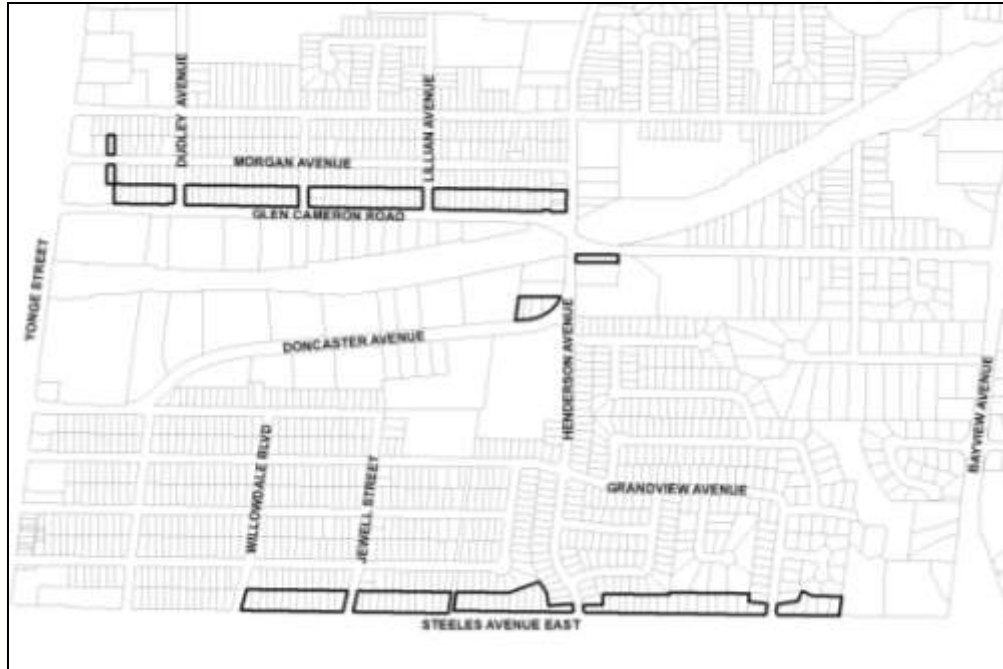


Figure 9.18.16

Service Employment Area

9.18.17

The following use provisions shall apply to the 'Service Employment' lands located on Glen Cameron Road and Doncaster Avenue as shown in Figure 9.18.17:

- a) the location of a motor vehicle body shop shall be restricted to sites adjoining the C.N.R. right-of-way;
- b) the maximum *floor space index* of office developments whether as a single use, or in combination with other uses, shall be 0.6;
- c) restaurant uses shall not be permitted on the south side of Glen Cameron Road; and
- d) outside vehicle storage associated with the existing use at 120 Doncaster Avenue shall be permitted.

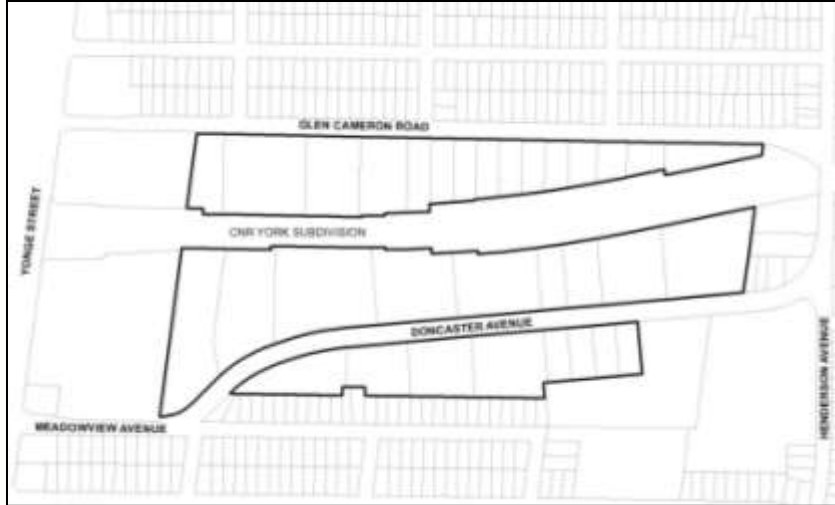


Figure 9.18.17

9.18.18 A day use centre for those afflicted with Alzheimer’s Disease may also be permitted on the ‘Service Employment’ lands at 10 Harlech Court as shown in Figure 9.18.18.

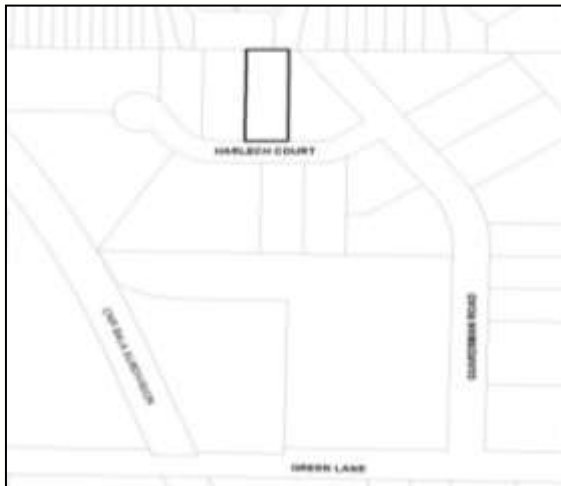


Figure 9.18.18

9.18.19 A motor vehicle body shop or repair facility shall not be permitted on the ‘Service Employment’ lands at 337 John Street as shown Figure 9.18.19.

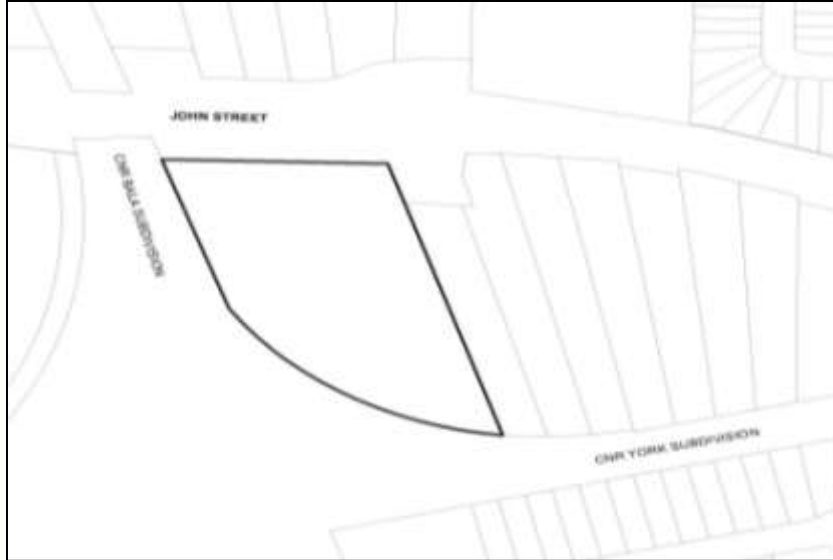


Figure 9.18.19

360 John Street

9.18.20

A land use designation other than an 'Employment Lands' designation, including an appropriate 'Mixed Use Low Rise' and 'Residential Low Rise' designation, may be considered for the lands at 360 John Street as shown in Figure 9.18.20 by amendment to this Plan.

Until a decision is made on the application for amendment to this Plan filed before adoption of this Plan, the 'Service Employment' designation on the lands shown in hatching as 'Deferral Area' on Map 3 – Land Use is deferred and the provisions of the Official Plan (Revised 1987), as amended, shall apply to the lands. Where the requested amendment to this Plan does not come into force the 'Deferral Area' hatching shall no longer apply and the 'Service Employment' designation shown on Map 3 – Land Use shall come into force without the requirement for further amendment to the Plan.



Figure 9.18.20

Former Waste Disposal Site

9.18.21

A public park shall also be permitted on the ‘Greenway’ lands shown in Figure 9.18.22 where the City shall continue to work with the Ministry of Environment to develop the former waste disposal site at this location for public parks and open space purposes.

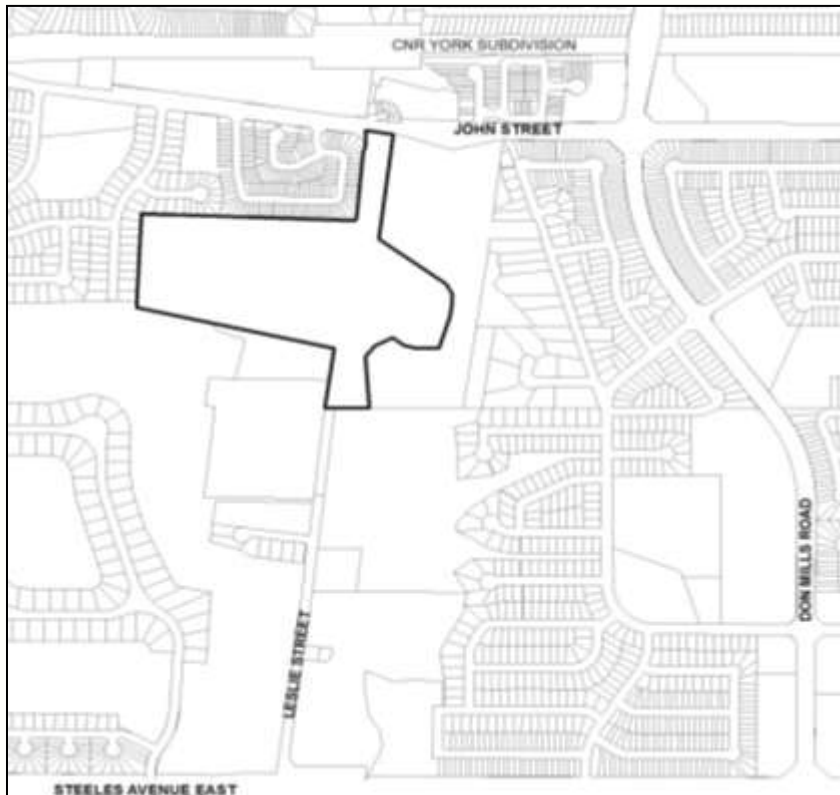


Figure 9.18.21

9.19 UNIONVILLE

- 9.19.1 The Unionville district comprises the lands bounded by Warden Avenue and Markham Centre on the west, 16th Avenue on the north, the Eckardt Creek and McCowan Road to the west, and Highway 407 and Markham Centre to the south as shown in Figure 9.19.1.

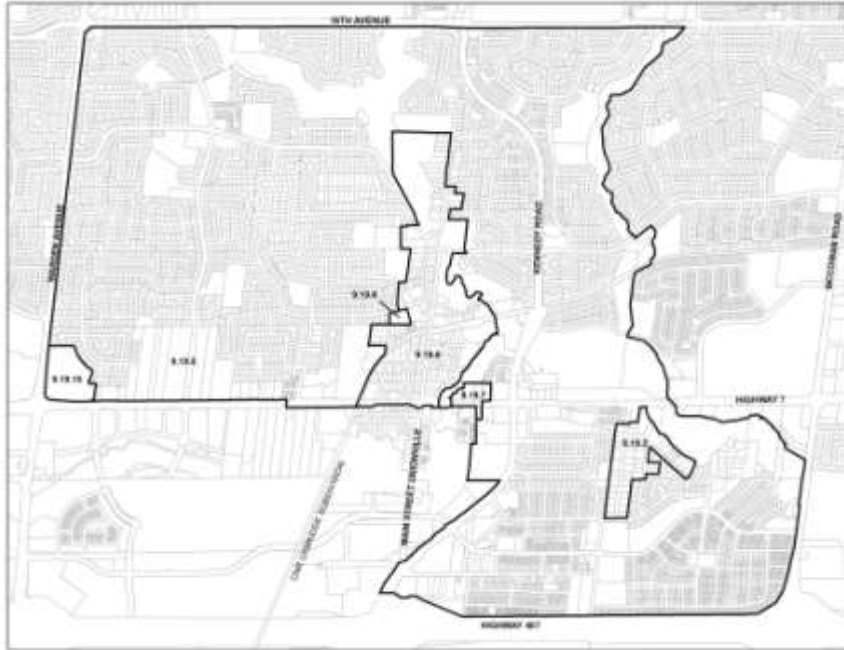


Figure 9.19.1

Infill Development

- 9.19.2 For the 'Residential Low Rise' lands shown in Figure 9.19.2, Council may consider a zoning by-law amendment to permit a consent (severance) to create one additional lot generally equal to one half of the area and frontage of lots from the original plans of subdivision for the lands. Where such consents (severances) are permitted, the lot frontage(s) and lot area(s) of the proposed new lot(s) shall be deemed consistent with the emerging lot sizes on the street where the property is located.

The intent of this Official Plan is to support infill development within this area, but ensure the massing of new dwellings or additions to existing dwellings respects and reflects the pattern and character of adjacent development, where appropriate. Site specific development standards established through individual zoning by-law amendments may address lot coverage, building depth, *floor area ratios*, height, number of storeys, garage projections and garage widths.

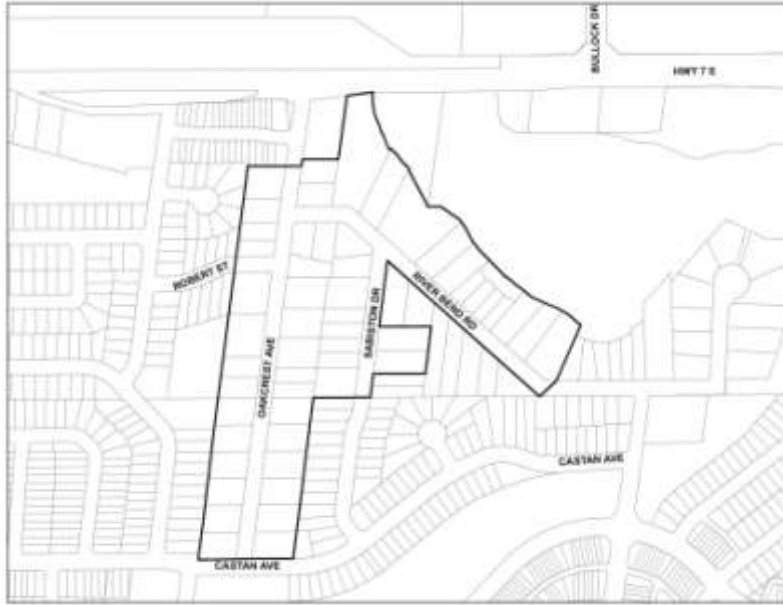


Figure 9.19.2

Community Design Plan

- 9.19.3 All new development and redevelopment within the South Unionville area of the district shall be consistent with the applicable provisions of the following urban design guidelines and community design plans:
- a) South Unionville Design Book; and
 - b) South Unionville Planning and District Implementation Studies.

Developers' Group Agreement

- 9.19.4 Prior to *development approval*, development proponents shall be required to enter into one or more developers' group agreement(s), where appropriate in the Unionville district, to ensure the equitable distribution of the costs of community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of natural features, roads and road improvements, internal and external services, and stormwater management facilities.

Public School, Place of Worship and Park Sites

- 9.19.5 *Public school, place of worship* and park sites for the Unionville district as generally identified in Figure 9.19.4 and on Map 14 – Public School, Place of Worship and Park Sites shall be secured through the *development approval* process, including the establishment, where appropriate, of area specific parkland agreements.

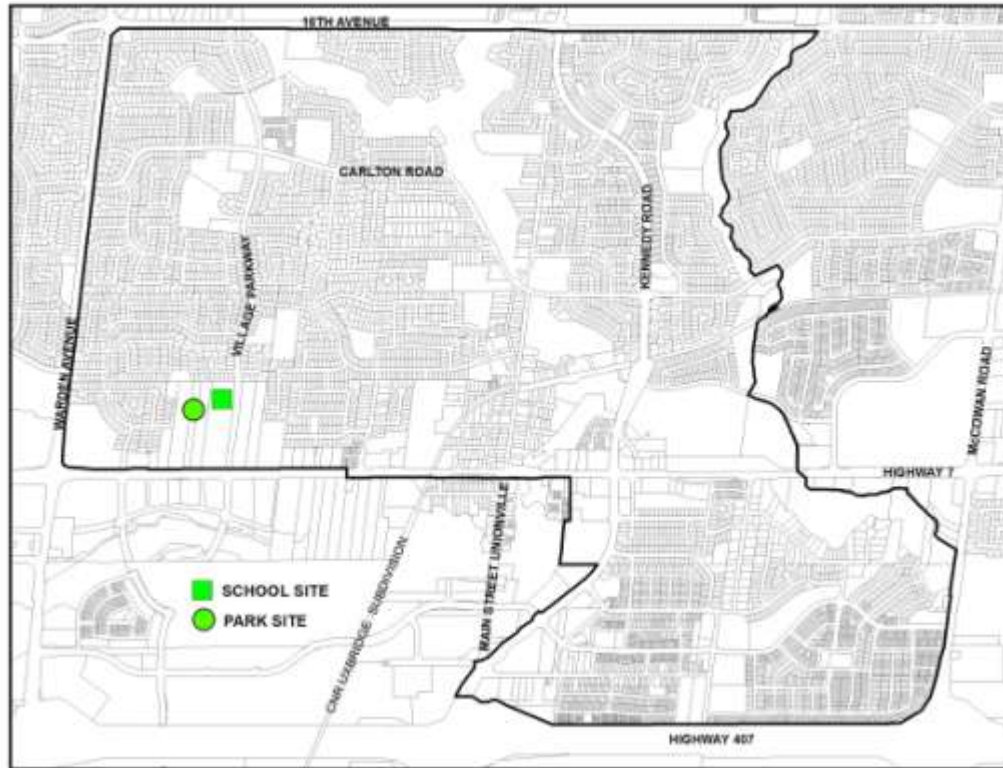


Figure 9.19.5

Heritage Centre – Unionville Heritage Conservation District

9.19.6

The Unionville Heritage Centre comprises the 'Mixed Use Heritage Main Street', 'Mixed Use Low Rise', 'Residential Low Rise' and 'Greenway' lands east and west of Main Street Unionville and north of Highway 7 located within the Unionville Heritage Conservation District shown on Map 13 – Heritage Conservation Districts, as shown in Figure 9.19.6.

The area specific policies that apply to the Heritage Centre within the Unionville Heritage Conservation District south of Highway 7 are contained in the Markham Centre Secondary Plan policies outlined in Section 9.12.

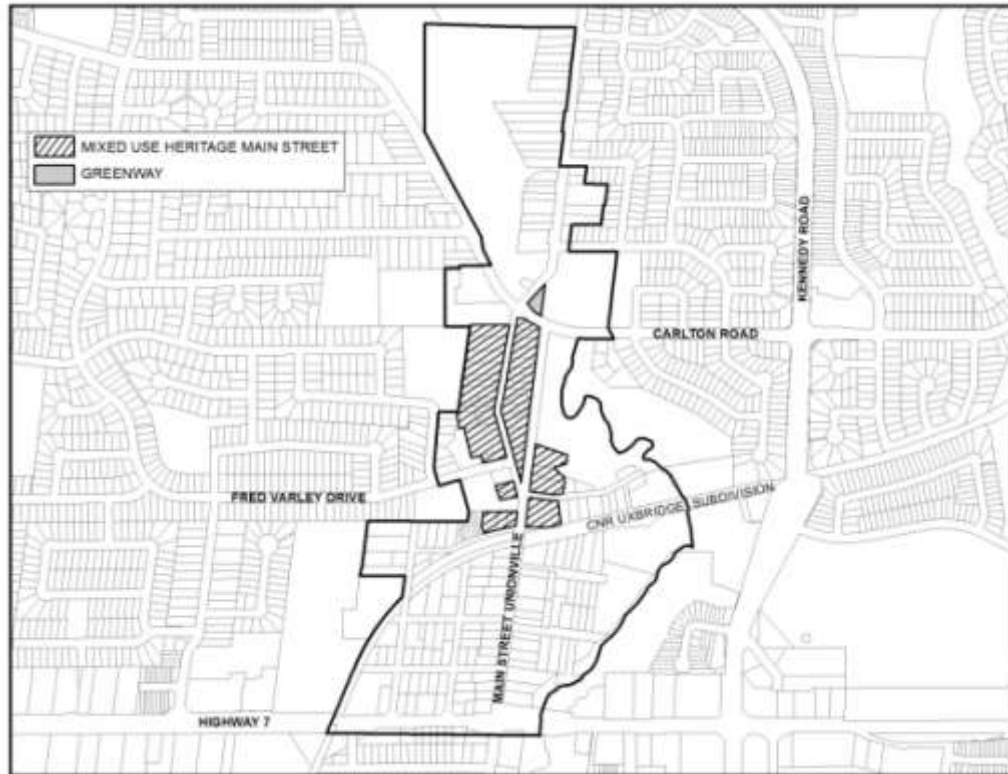


Figure 9.19.6

Land Use Objective

9.19.6.1

The land objectives for the Unionville Heritage Centre are to:

- a) recognize the distinct character of heritage buildings, historic sites and landscapes of the Unionville Heritage Conservation District and ensure that compatible infill development and *redevelopment* will enhance the District's heritage character and complement the area's village-like, human scale of development;
- b) encourage the continued commercial viability of the 'Mixed Use Heritage Main Street' area, while:
 - i. preserving and enhancing its distinctive and historic character;
 - ii. protecting the traditional shopping experience by not permitting an expansion of the 'Mixed Use Heritage Main Street' lands and by:
 - encouraging small, independent commercial establishments to remain or locate in the area;
 - providing for predominantly retail uses at-grade to maintain animation and pedestrian activity and interest at the street level; and
 - iii. ensuring adequate on-site parking is provided and pursuing opportunities for additional public parking as identified in Section 9.19.6.10 ; and

- iv. permitting limited expansion and intensification of permitted uses.
- c) enhance the overall quality of experience for visitors and residents of the Unionville Heritage District, Markham shall support the following initiatives:
 - i. the improvements of existing, and the creation of new, walking and recreation trails to link the historic village and parking areas with surrounding parks and open space areas; and
 - ii. landscaping improvements such as tree planting along Main Street Unionville and in key gateway areas and along pedestrian linkages; and
- d) protect established residential areas by not permitting an expansion of the 'Mixed Use Heritage Main Street' lands.

9.19.6.2 A new secondary plan shall be approved for the Unionville Heritage Centre.

9.19.6.3 All new development and *redevelopment* including parks and plazas in the Unionville Heritage Centre shall conform to the Unionville Heritage Conservation District Plan which shall take precedence over any other policies of this Plan.

9.19.6.4 The maximum building height shall be 2 storeys.

9.19.6.5 The following use and building type provisions shall apply to the 'Residential Low Rise' lands:

- a) *day care centre, convenience retail and personal service, place of worship and public school* uses shall not be permitted;
- b) an office use may also be permitted at 10 Station Lane and the lands bounded by Station Lane, Eureka Street and the CNR rail line provided the required on-site parking is met;
- c) an administrative office of a senior citizens home care organization may also be permitted within the existing dwelling at 38 Eureka Street; and
- d) only detached dwellings shall be permitted on the lands north of Highway 7 with exception of the lands on the north side of Station Lane.

9.19.6.6 The following use provisions shall apply to the 'Mixed Use Heritage Main Street' lands shown in hatching in Figure 9.19.6:

- a) more than 50 percent of the combined total ground floor area of all buildings on the lands shall be in retail use;
- b) a restaurant or an expansion to an existing restaurant, and a hotel may only be permitted by zoning by-law amendment subject to

satisfying the requirements of Section 9.19.6.6 a) and the availability of sufficient parking;

- c) the following uses are not permitted:
- i. *place of worship*;
 - ii. private and commercial school;
 - iii. *day care centre*;
 - iv. financial institution;
 - v. fast food restaurant; and
 - vi. an office on the ground floor of properties fronting on Main Street Unionville, except for buildings located at 141, 143 and 145 Main Street Unionville.

- 9.19.6.7 In considering an application for *development approval* on the 'Mixed Use Heritage Main Street' lands shown in hatching in Figure 9.19.6, in addition to development criteria contained in Section 8.3.7.5, development shall adhere to the following development criteria:
- a) the impact of commercial development on the historic character of the area and adjacent residential areas shall be minimized to address:
 - i. compatibility of the proposed use;
 - ii. proximity to the residential area;
 - iii. the location of parking areas, loading and access; and
 - iv. opportunities for landscaping and screening;
 - b) the provision of convenient and adequate on-site parking;
 - c) the implementation of any necessary flood proofing and/or flood or erosion control remedial measures and all other requirements of the Toronto and Region Conservation Authority; and
 - d) new detached buildings shall not be permitted to locate in the existing parking area east of Main Street Unionville.

- 9.19.6.8 The following provisions shall apply to the 'Greenway' lands at the north east corner of Main Street Unionville and Carlton Road as shown in Figure 9.19.6:
- a) a minimum *vegetation protection zone* of 30 metres or greater shall be provided along the streambank of the Rouge River to the satisfaction of the Toronto and Region Conservation authority; and
 - b) a parking lot shall be permitted on the lands to accommodate parking associated with the *place of worship* located at 218 Main Street Unionville.

Traffic Circulation and Parking

- 9.19.6.9 Improvements to the traffic circulation patterns and parking shall be initiated and encouraged by Council, including:

- a) pedestrian and vehicular linkages with Main Street Unionville, with an emphasis on improved signage and pedestrian convenience and safety; and
- b) the integration of parking areas, where possible, to enhance the number of parking spaces and vehicular movements.

9.19.6.10 The following opportunities for additional public parking may be pursued by the City on:

- a) the lands to the east of Main Street Unionville within the existing parking area;
- b) the lands on the west side of Main Street Unionville north of Carlton Road and the bridge;
- c) the lands on the northeast corner of Main Street Unionville and Carlton Road; and
- d) the City owned lands occupied by the historic Unionville train station, the Stiver Mill and the recycling depot.

9.19.6.11 A reduction of parking standards for restaurant uses shall only be considered where it can be demonstrated that:

- a) it is necessary for the appropriate use and development of the land;
- b) there will be additional community benefits such as the integration of adjacent parking areas or additional landscaping; and
- c) in no case shall the reduction be greater than 10 percent of the parking requirement.

Stiver Mill Complex

9.19.6.12 The City, in consultation with Heritage Markham, will encourage initiatives for retaining and restoring the former grain mill and elevator (Stiver Mill Complex) that has been identified as a structure of considerable historical merit. In addition to a preferred community use of the building, Markham may consider limited commercial uses provided:

- a) the proposed use is compatible with the existing commercial character and will not generate excessive vehicular traffic;
- b) the historically significant portions of the grain mill and elevator are retained; and
- c) adequate on-site parking is made available and impacts on the residential neighbourhood to the north and south are minimized.

Highway 7 and Kennedy Road – Special Policy Area

9.19.7 The maximum building height shall be 3 storeys for the ‘Mixed Use Low Rise’ lands as shown in Figure 9.19.7 that are located within a *Special Policy Area* shown on Map 8 – Special Policy Areas, and the policies of Sections 3.4.1.9 to 3.4.1.16 of this Plan shall apply.

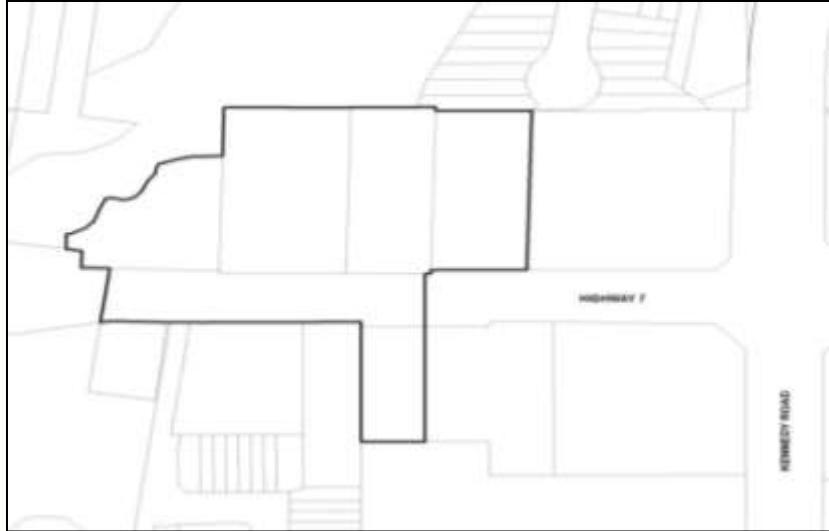


Figure 9.19.7

20 Fred Varley Drive

9.19.8 Improvements to or *redevelopment* of the existing shopping plaza at 20 Fred Varley Drive as shown in Figure 9.19.8 shall:

- a) be compatible with the historic character of the Unionville Heritage Conservation District and development on adjoining lands in terms of scale;
- b) be compatible with development on adjoining lands in terms of scale, massing and size of development; and
- c) provide for appropriate pedestrian linkages with Station Lane to the west.

9.19.8.1 The following site specific provisions apply to the 'Mixed Use Low Rise Lands' at 20 Fred Varley Drive as shown in Figure 9.19.8:

- i. a maximum of 113 dwelling units shall be permitted on the lands;
- ii. a maximum total *floor space index* of 1.92 shall be permitted on the lands for all uses; and
- iii. the maximum height of the building shall be as set out in Figure 9.19.8 measured in accordance with the provisions of the implementing zoning by-law.

9.19.8.2 Holding provisions shall be applied to the lands and lifted by Markham upon confirmation by Markham of satisfactory Section 37 arrangements, adequate servicing capacity, and the execution of a site plan control agreement between the City and the owner and the Toronto and Region Conservation Authority.



Figure 9.19.8

Highway 7/Village Parkway Corridor

9.19.9

The following site specific use provisions shall apply to the 'Residential Low Rise', 'Residential Mid Rise' and 'Mixed Use Mid Rise' lands as shown in Figure 9.19.9:

- a) only detached dwellings shall be permitted on the lands designated 'Residential Low Rise';
- b) on the lands at 3940 Highway 7 East the total number of dwelling units shall not exceed 262 units of which:
 - i. no more than 36 townhouse units shall be permitted on the lands designated 'Residential Mid Rise'; and
 - ii. no more than 228 dwelling units shall be permitted on the lands designated 'Mixed Use Mid Rise' which may comprise up to 228 apartment units and up to 19 townhouse units;
- c) on the lands at 3952 and 3972 Highway 7 East the total number of dwelling units shall not exceed 451 units of which:
 - i. no more than 60 townhouse units shall be permitted on the lands designated 'Residential Mid Rise'; and
 - ii. no more than 379 apartment units and 12 townhouse units shall be permitted on the lands designated 'Mixed Use Mid Rise';
- d) on the lands at 4002 and 4022 Highway 7 the total number of dwelling units shall not exceed 465 units of which:
 - i. no more than 60 townhouse dwelling units shall be permitted on the lands designated 'Residential Mid Rise'; and

- ii. no more than 393 apartment dwelling units and 12 townhouse dwelling units shall be permitted on the lands designated 'Mixed Use Mid Rise';
- e) on the lands at 3882, 3898, 4080, 4084, 4088, 4116, 4128 and 4142 Highway 7 East designated 'Residential Mid Rise' the minimum building height shall be 2 to and the maximum building shall be 3.5 storeys;
 - f) on the lands at 3912, 3928, 3940, 3952, 3972, 4002 and 4022 Highway 7 East designated 'Mixed Use Mid Rise' the maximum building height shall be 8 storeys and the maximum *floor space index* shall be 3.5, excluding any floor space for townhouse dwelling units;
 - g) on the lands at 4038/4052 Highway 7 East designated 'Mixed Use Mid Rise' the maximum building height shall be 4 storeys.
 - h) one or more site plan control agreements or other agreement as appropriate shall secure the applicable development criteria for the 'Residential Mid Rise' and 'Mixed Use Mid Rise' lands as outlined in Sections 8.2.4.5, 8.3.1.1 and 8.3.3.5 of this Plan, and the applicable urban design and sustainable development policies of Section 6.1 and 6.2 of this Plan, and in particular, the following:
 - i. the integration of new development with the surrounding residential area through such measures as:
 - establishing street, open space and built form patterns that are appropriate to the land use;
 - improving the continuity of the local street grid by extending existing streets and establishing new streets where necessary to create a continuous public realm or providing pedestrian connections and private streets where other methods are not feasible;
 - providing well –defined public walkways through large public use sites; and
 - extending all landscape and streetscape amenities, including public sidewalks, into the new neighbourhood to ensure consistency with the existing residential community;
 - ii. vehicular access to Village Parkway south of the Buchannan Drive/Fitzgerald Avenue by way of a shared driveway, provided the number of shared driveways are limited to a maximum of 4;
 - iii. underground parking structures, if not incorporated as part of the main building massing, should not project above the finished

- grade adjoining streets. Entrances to underground parking garage(s) from public streets should be avoided;
 - iv. useable landscape outdoor amenity space should be provided for residents;
 - v. high quality urban landscape courts should buffer the transition from public streetscape to private unit access; and
 - vi. prominent at grade pedestrian access should be provided to each townhouse unit.
- i) A park site shall be provided generally as shown on the lands identified on Figure 9.19.9. The park site location is indicative of the preferred location and may be modified or relocated without an amendment to this Plan.

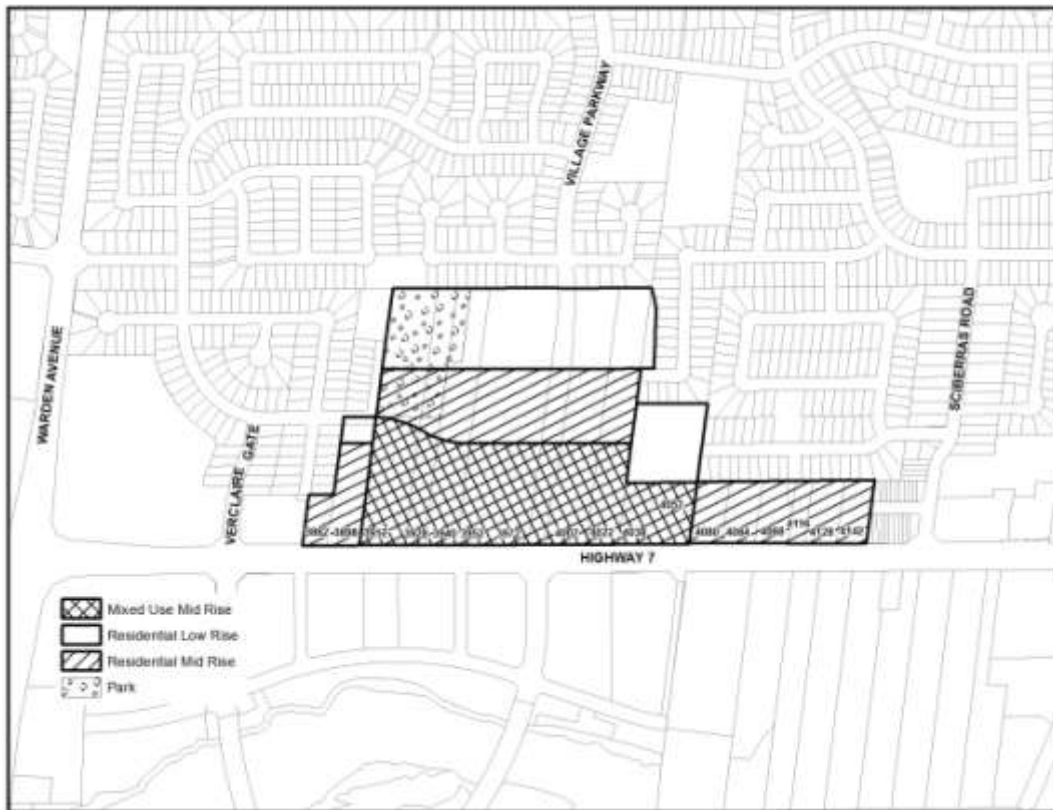


Figure 9.19.9

8601 Warden Avenue

9.19.10

Section 8.3.3.5 b) shall not apply to the existing food store located on the 'Mixed Use Mid Rise' lands as shown in Figure 9.19.10.



Figure 9.19.10

9.20 WOODBINE/404

- 9.20.1 The Woodbine/404 district comprises the 'Business Park Office Priority Employment', 'Business Park Employment', 'Commercial', 'Mixed Use Mid Rise' and 'Greenway' lands bounded on the west by Highway 404, on the north by Centurian Drive and Highway 7, Lunar Crescent and the Rouge River on the east, and Yorktech Drive and Highway 407 on the south as shown in Figure 9.20.1.

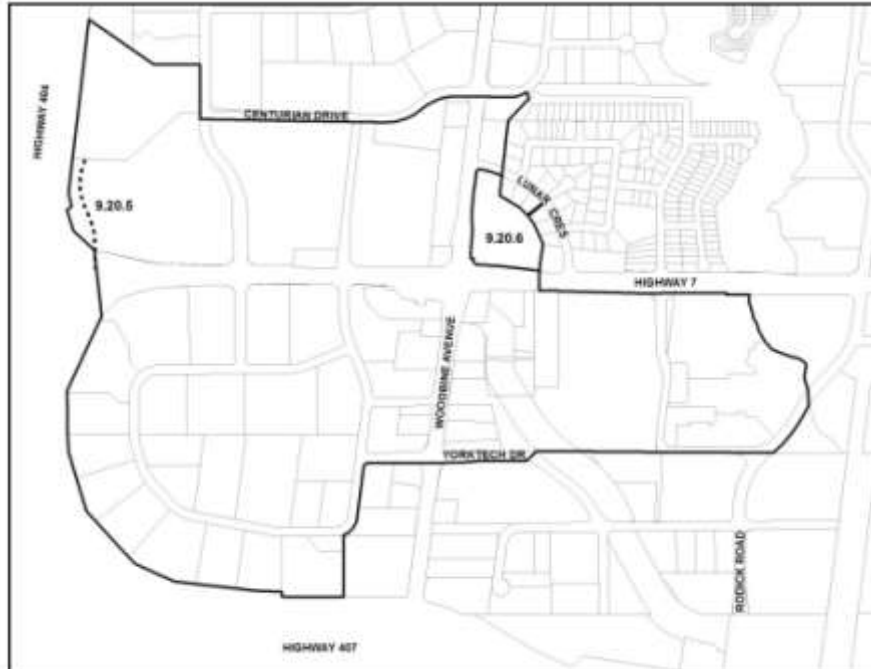


Figure 9.20.1

Land Use Objective

- 9.20.2 The land use objective for the Woodbine/404 district is to provide for a mixed-use *key development area* that:
- functions as a portion of a Regional Corridor; and
 - integrates a balance and diversity of residential, retail, office and public uses, at transit- supportive densities along the Highway 7 rapidway.
- 9.20.3 A local area study, as referenced in Section 10.1, may be prepared for the Woodbine/404 *key development area*.
- 9.20.4 In considering an application for *development approval* on the Woodbine/404 Key Development Area lands, a *comprehensive block plan* shall be required in accordance with Section 10.1.4 of this Plan.

Road Connection to Interchange with Highway 404

9.20.5

The connecting road generally as shown in Figure 9.20.5 shall provide access directly from the Highway 404 interchange at Highway 7. As per City policy, landowners will dedicate free of charge the required right-of-way width for these as a condition of *development approval* on the lands. The precise alignment and location of the roads will be determined at the site plan control approval stage.

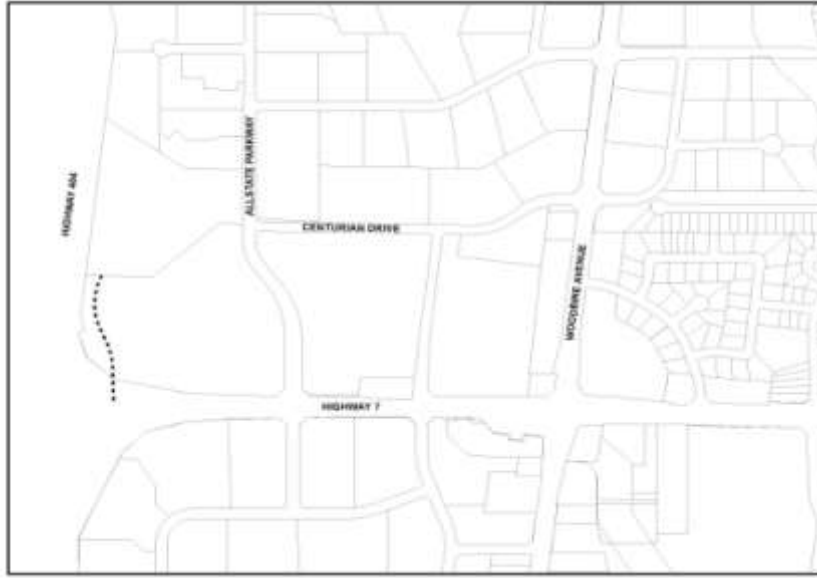


Figure 9.20.5

8551, 8555, 8561 and 8601 Woodbine Avenue

9.20.6

Section 8.3.3.5 b) shall not apply to the existing food store located on the 'Mixed Use Mid Rise' lands as shown in Figure 9.20.6.



Figure 9.20.6