



Report to: Development Services Committee

Report Date: February 17, 2015

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**SUBJECT:** Cornell Centre Secondary Plan - Draft Land Use Concept

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

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**RECOMMENDATIONS:**

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

**PURPOSE:**

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

**BACKGROUND:**

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

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

**OPTIONS/DISCUSSION:**

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

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

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

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

### **Cornell Centre Draft Land Use Concept**

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

### Cornell Centre Structure remains largely unchanged

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

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

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

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

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

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

### **Proposed land use designations allow for greater flexibility in built form**

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

#### Mixed Use Designations

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

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

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

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

#### Interim/phased development being considered

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

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

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

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

#### Greenway and Open Space System

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

#### Distribution of Height and Density

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

#### Finer Street and Block Pattern Proposed

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

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

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

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

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

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

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

#### Residential Designations

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

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

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

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

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

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

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

#### Population and Employment Estimates

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

#### **NEXT STEPS:**

##### Draft Land Use Concept to be circulated for comment

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

##### Technical Analyses to be Updated

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

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

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

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

**FINANCIAL CONSIDERATIONS:**

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

**HUMAN RESOURCES CONSIDERATIONS:**

Not Applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

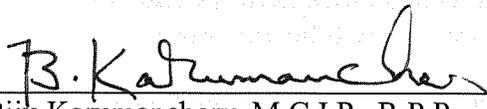
The Cornell Centre Secondary Plan Review relates to all strategic priorities of Building Markham's Future Together, and specifically addresses the Growth Management priority.

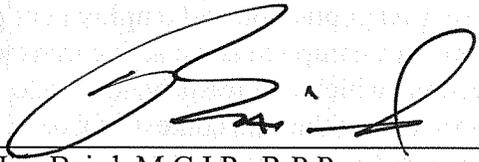
**BUSINESS UNITS CONSULTED AND AFFECTED:**

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

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**RECOMMENDED BY:**

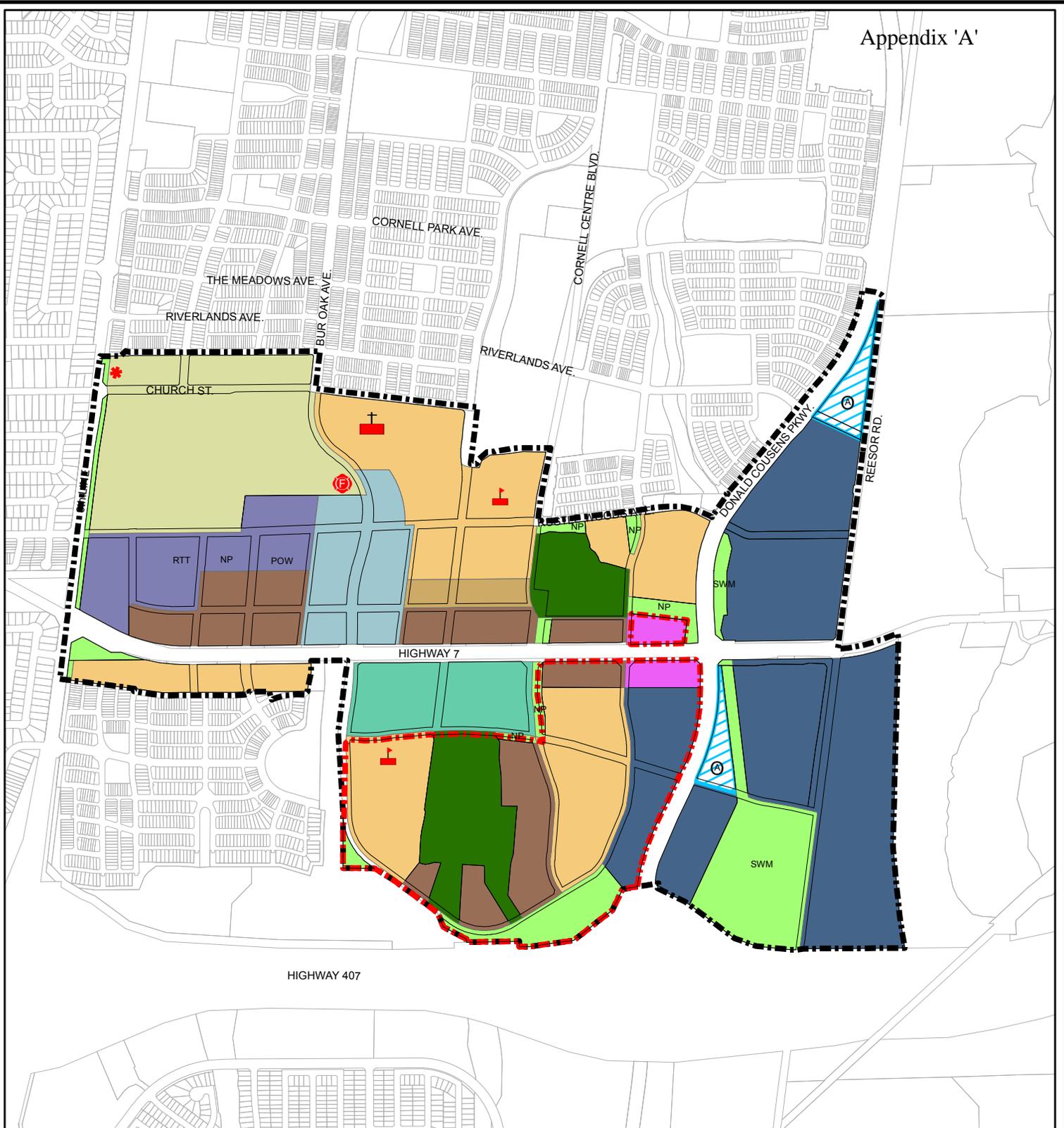
  
Biju Karumanchery, M.C.I.P., R.P.P  
Acting Director of Planning and Urban Design

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

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**APPENDICES:**

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



# Map 1 Land Use

CORNELL CENTRE LIMITS

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

FILE No: MI559

DEVELOPMENT SERVICES COMMISSION

## MIXED USE

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

## EMPLOYMENT

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

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

## RESIDENTIAL

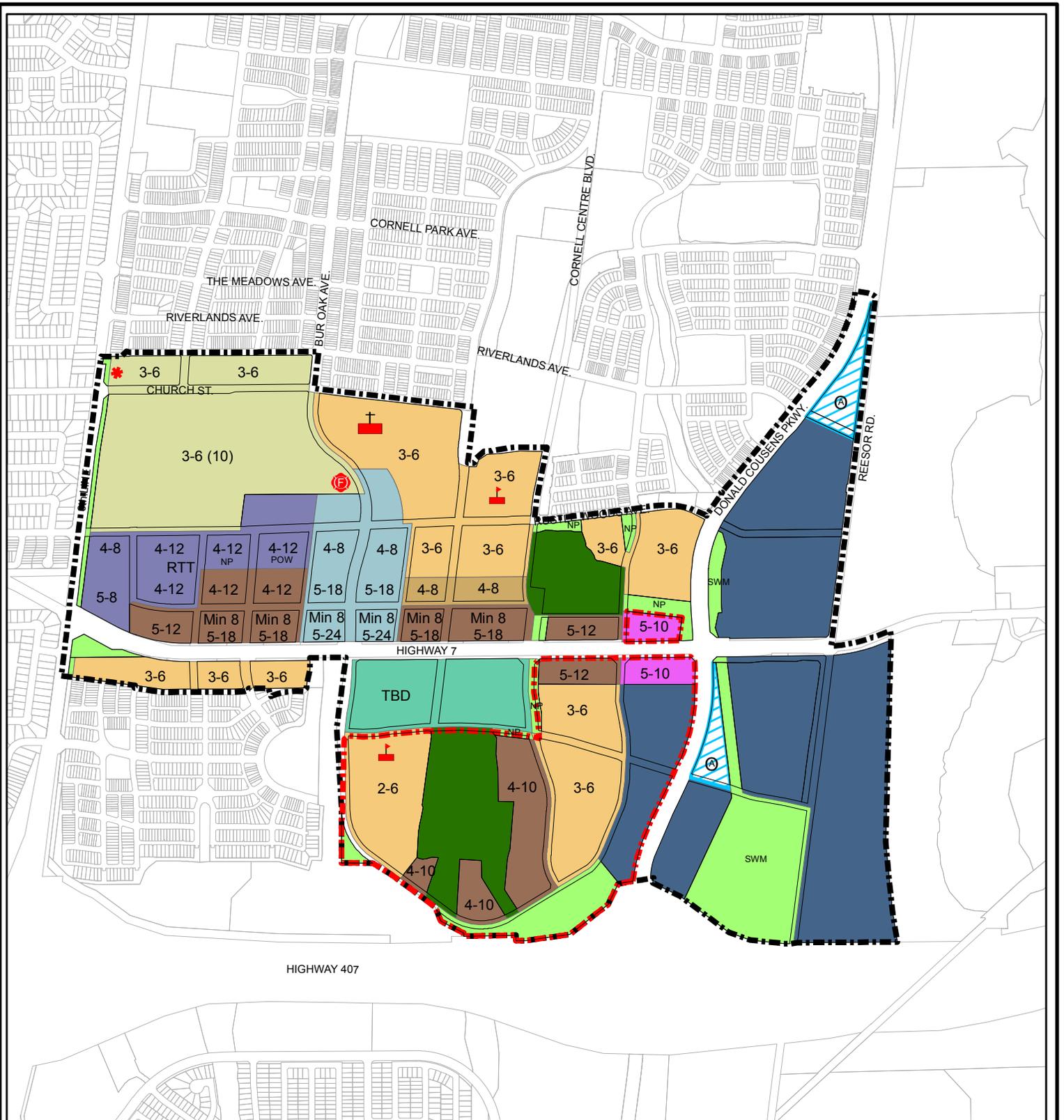
- RESIDENTIAL HIGH RISE
- RESIDENTIAL MID RISE I
- RESIDENTIAL MID RISE II

## GREENWAY

- WOODLANDS
- PARKS AND OPEN SPACE

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





# Map 2 Height (Storeys)

CORNELL CENTRE LIMITS

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

## MIXED USE

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

## EMPLOYMENT

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

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

## RESIDENTIAL

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

## GREENWAY

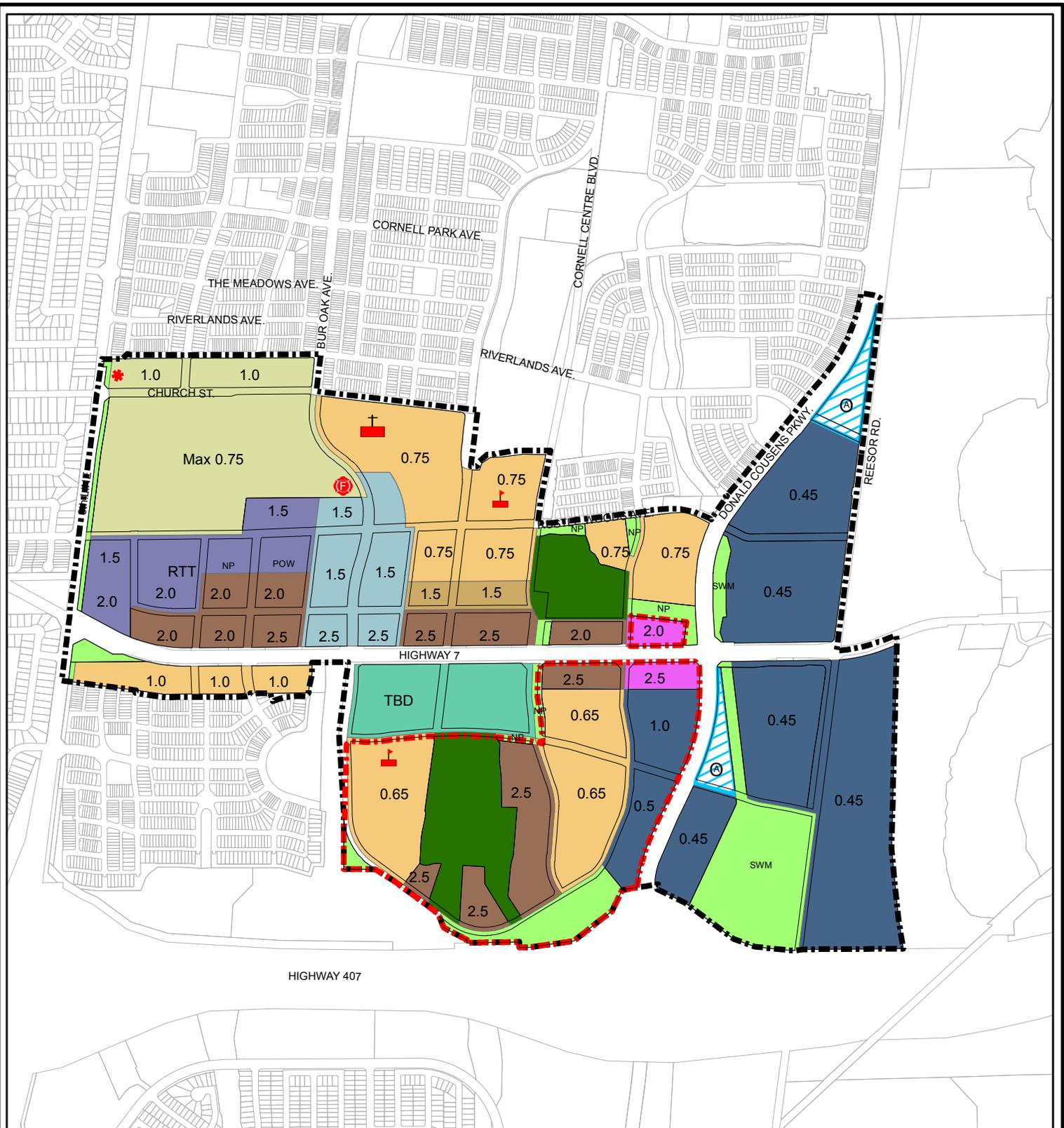
- WOODLANDS
- PARKS AND OPEN SPACE

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

FILE No: MI559

MARKHAM DEVELOPMENT SERVICES COMMISSION





# Map 3 Density (FSI)

CORNELL CENTRE LIMITS

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

FILE No: MI559

DEVELOPMENT SERVICES COMMISSION

## MIXED USE

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

## EMPLOYMENT

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

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

## RESIDENTIAL

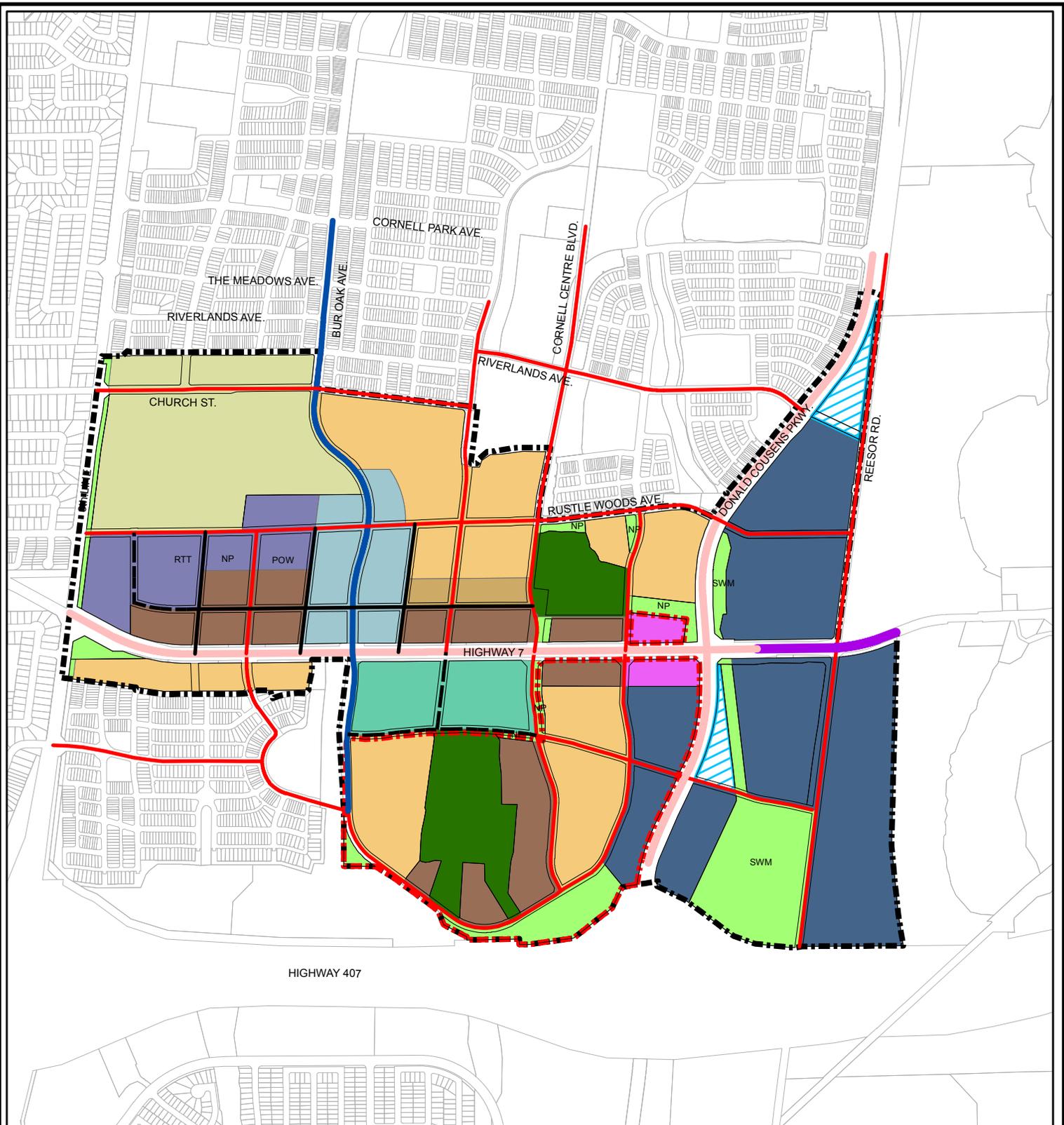
- RESIDENTIAL HIGH RISE
- RESIDENTIAL MID RISE I
- RESIDENTIAL MID RISE II

## GREENWAY

- WOODLANDS
- PARKS AND OPEN SPACE

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





# Map 4 Street Network

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

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



FILE No: MI559

## CORNELL CENTRE – DRAFT LAND USE DESIGNATIONS

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

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

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

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

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

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

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

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