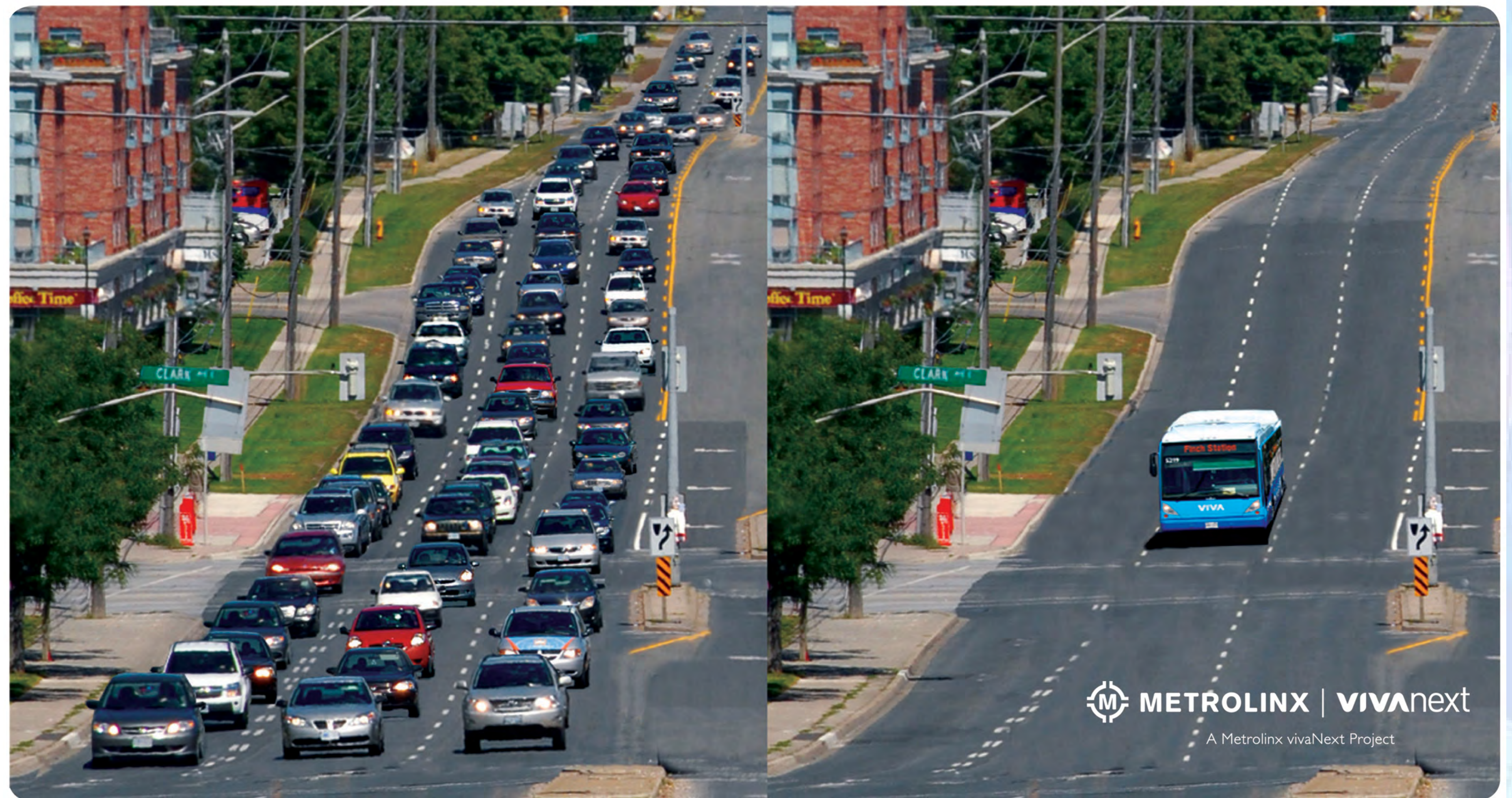


Increasing travel options



The challenge for Markham over the next 20 years is to move from a primarily car-dependent community to one where walking, cycling, transit and carpooling are viable and attractive alternatives.



GOAL: To increase the level of accessibility and travel options for all residents, while reducing the environmental impacts of transportation

This includes encouraging a reduction in the number and length of trips, increasing overall accessibility for all residents by arranging land use patterns so that jobs and services are close to where people live.

Increasing travel options



Markham can provide a more balanced choice of travel options by pursuing transit-supportive development.

Most of Markham's new growth will be directed to centres and corridors and redevelopment areas with mixed-use, higher density served by rapid-transit.

By putting transit and the movement of people first, Markham's passenger transportation system will develop in a manner that makes the alternatives to car travel increasingly attractive for many urban trips, particularly the journey to work.

Transit use can be further reinforced by appropriate streetscape design and better connections between transit stops/stations and surrounding development, as well as by improving linkages to the supporting network of pedestrian and cycling facilities.



Increasing travel options



The Official Plan contains policies to:

- Integrate land use and transportation planning
- Influence the amount and pattern of travel through education, public policies and service improvements
- Pursue a transit culture and placing priority on transit and active transportation modes
- Provide an integrated cycling and walking network
- Review strategic improvements to the road network
- Manage the supply of parking
- Improve road safety
- Facilitate goods movement
- Phase developments to ensure balance between transportation demand and capacity
- Support long-term transit funding



Maintaining a vibrant and competitive economy



Markham will build on its success as a major employment centre within York Region and the Greater Toronto Area, and continue to offer attractive accommodation to businesses of all types.

This includes identifying an inventory of lands to accommodate a range of employment uses such as manufacturing, warehousing, and offices, and resisting pressures to develop these lands for other uses. The intent is to ensure the long term viability of the employment areas and a diverse and market-ready supply of well-located lands for these employment uses.

Large scale office development will be focused within Markham Centre and Langstaff Gateway and other Centres served by rapid transit. New retail and service development will be planned for in a transit-supportive and pedestrian-friendly mixed-use context within the community.

The vision also includes healthy and vibrant main streets such as Main Street Unionville and Main Street Markham.

GOAL: To provide for a vibrant, competitive economy to sustain the financial health of residents, businesses and the municipality.

Maintaining a vibrant and competitive economy



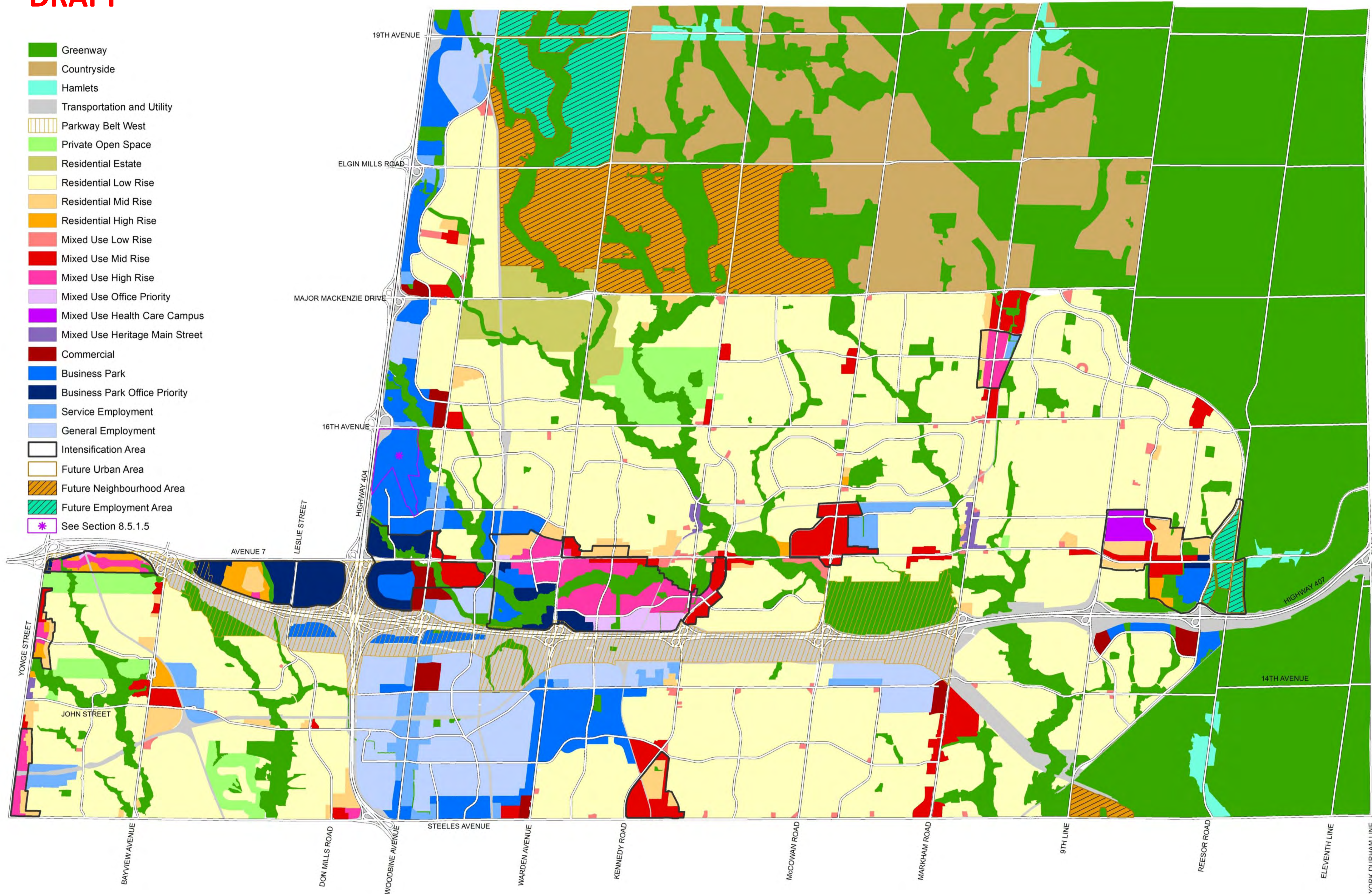
The Official Plan contains policies:

- To protect sufficient land to accommodate opportunities for future employment growth, including lands in the Future Urban Area
- To prevent the conversion of employment lands to non-employment uses
- To protect employment lands from incompatible land uses
- To encourage the business community to support green industry
- To accommodate retail in a mixed-use multi-storey format

Complete communities rely on a strong economy

Land Use Designations

DRAFT



The land use designations direct where, and under what conditions, housing, retail, office and other employment uses, parks and open space, natural and cultural heritage, and agricultural uses can locate within Markham.

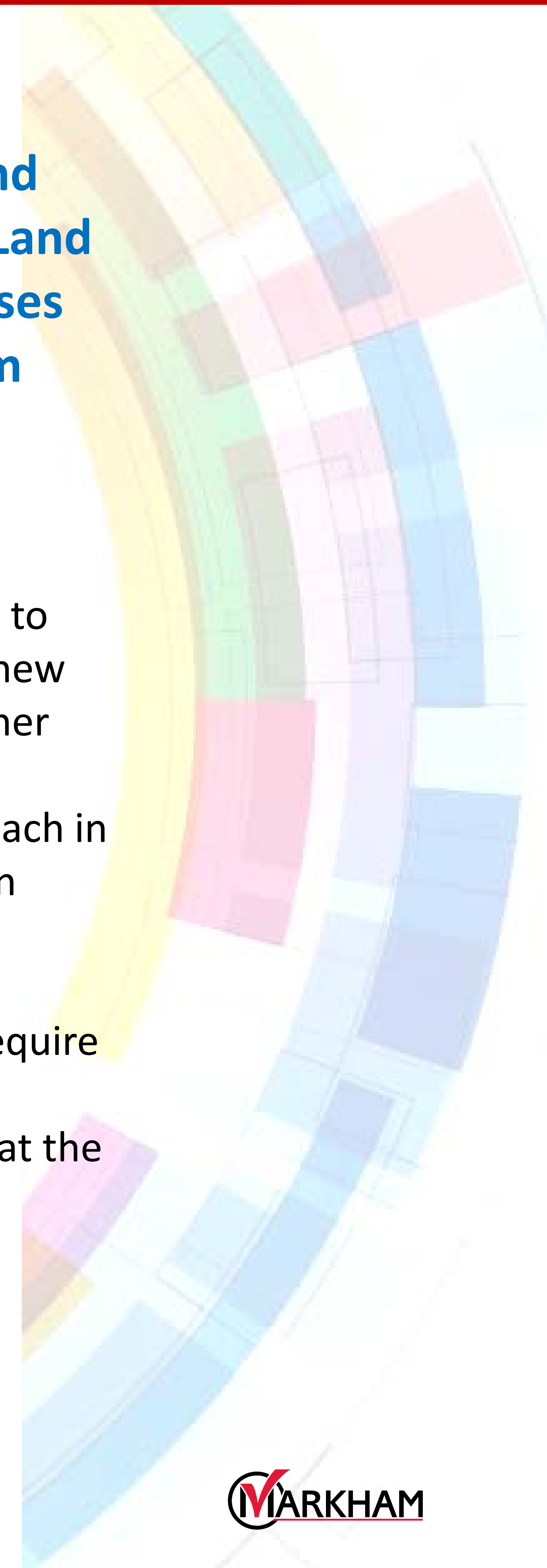
Land Use – Emphasis on Built Form and Urban Design



The Residential, Mixed Use, Employment and Commercial designations identified on the Land Use Map are intended to provide for land uses that meet the day-to-day needs of Markham residents, such as housing, jobs, education, shopping and services.

Most of the new growth in Markham will be directed to Centres and Corridors. Recognizing that most of the new development in these areas will be in the form of higher intensity development, the emphasis in controlling development has been shifting to a ‘built form’ approach in which height, massing and building types are the main considerations.

The Official Plan land use and urban design policies require that when proposals for mid-rise and high-rise development are reviewed, care is taken to ensure that the proposed height and building massing on the site are appropriate to the surrounding area.



Urban Design

The Official Plan recognizes the contribution of high-quality design to the liveability of the City. Urban Design is about city building, placemaking, and community design through the integration of land use, built form and the public realm. High-quality urban design ensures that greater levels of density, the mix of land uses, and building mass and height are sensitive to established residential neighbourhoods, and are transit-supportive.

The Official Plan contains a set of urban design principles that address:

- the public realm
- streets and block patterns
- streetscapes
- landmarks and views
- parks and open space
- public art
- built form and site development

These principles will be developed in more detail at a local level through the use of secondary plans, precinct plans, comprehensive blocks plans and urban design guidelines.



Successful urban design contributes to the development of vibrant public spaces

Urban Design



The Public Realm

Safe, accessible and comfortable public spaces add to the creation of a vibrant, healthy and sustainable community by emphasizing walkable streets and people places.



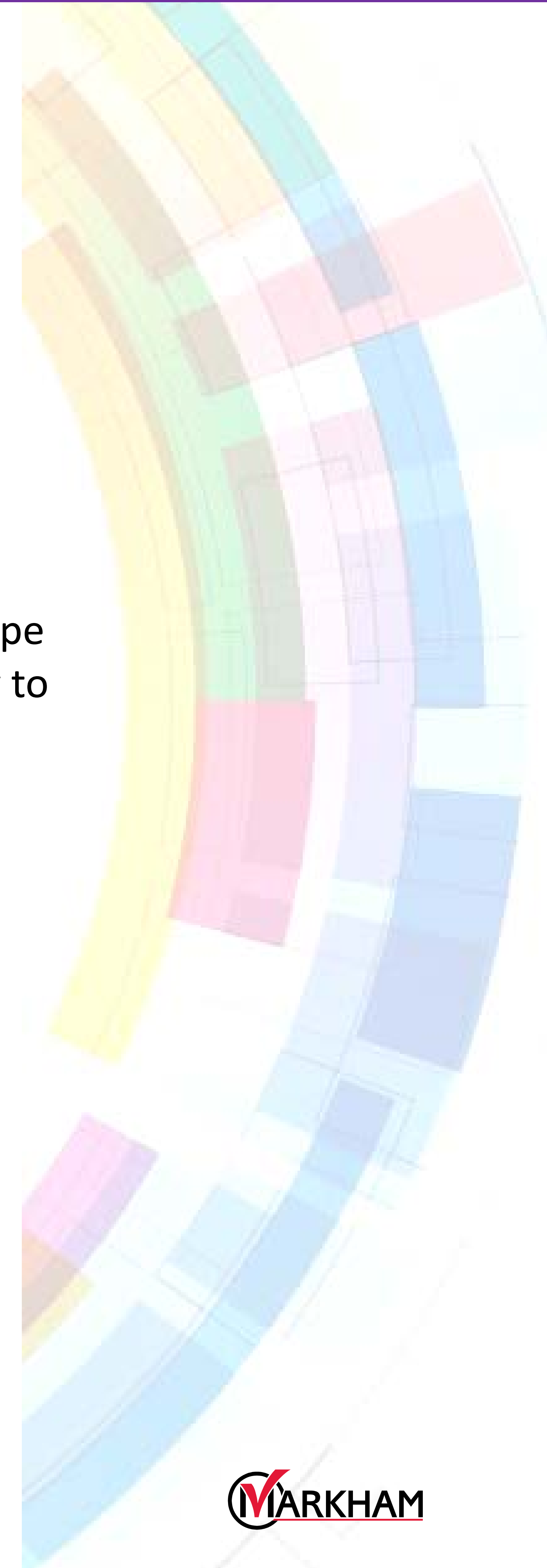
Streets and Block Patterns

The quality and comfort of streets, and the size of a block, shape the perceptions of a community and influence the community to choose walking as a viable mode of travel.



Streetscapes

Streetscapes can be designed to create a sense of identity for a particular community through the treatment of architectural features, built form, height and massing, site layout, orientation, landscaping, lighting and signage.



Urban Design



Landmarks and Views

Significant natural and cultural heritage features and architecturally significant buildings and landscapes can provide distinct identifiable landmarks that can influence the pattern of the street network and the character of the public realm of a community.



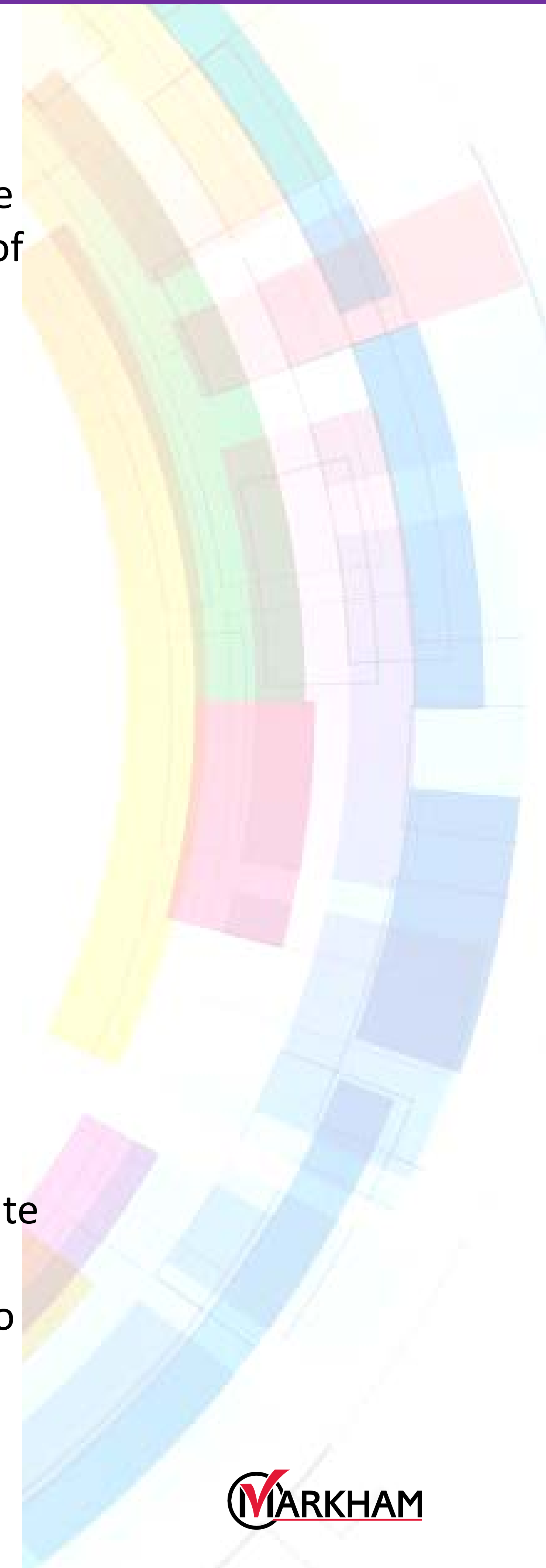
Public Art

Public Art can enhance the urban fabric of the community by creating landmarks, recognizing local culture, as well as global influences and contributing to social and economic vibrancy.

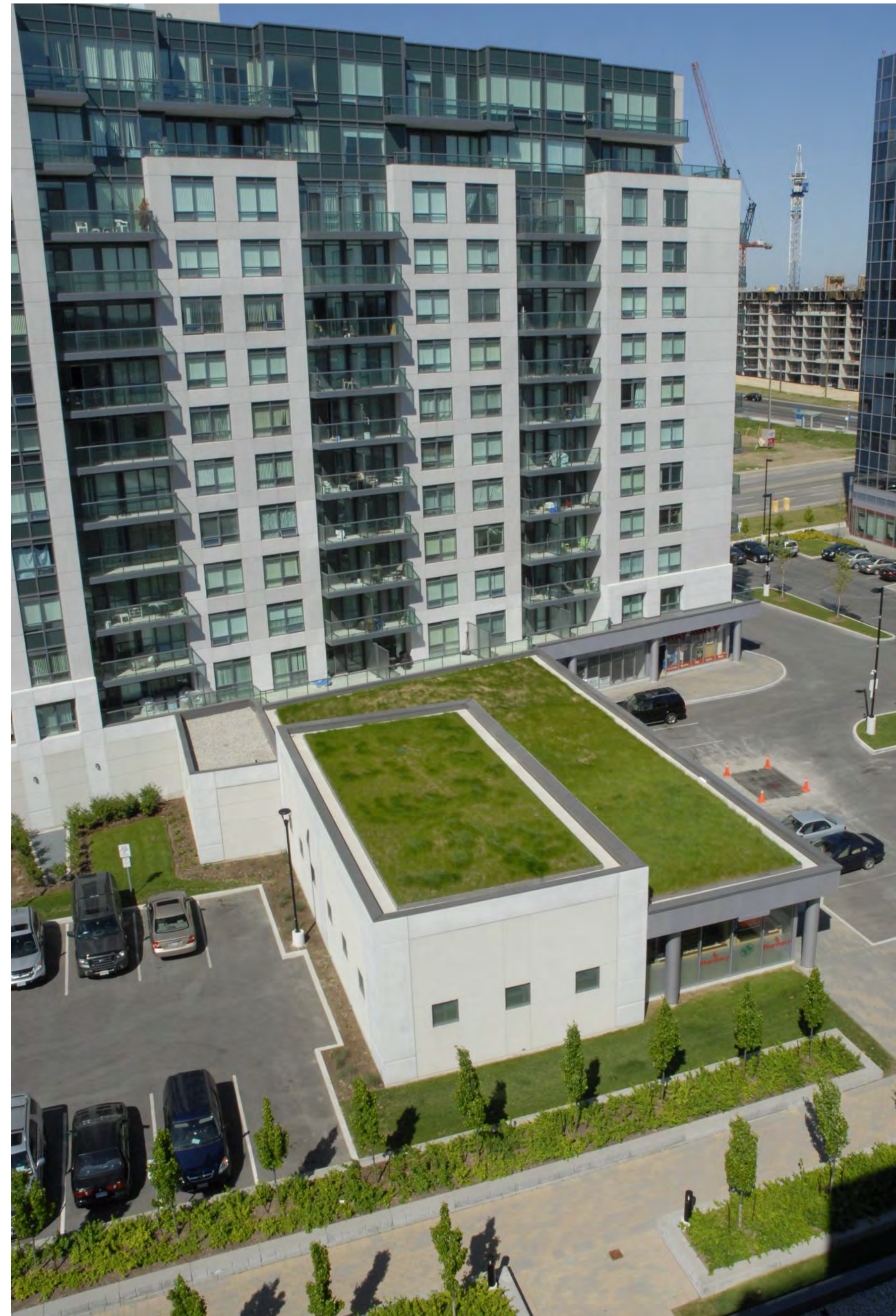


Parks and Open Space

The parks and open space system will include public and private open spaces that are well designed, connected and publicly accessible to allow Markham residents, workers and visitors to socialize, recreate and appreciate the environment together.



Sustainable Development



Sustainable community design, as well as the application of sustainable development practices in building and site design, are provided for in the new Official Plan. These policies are aimed at minimizing the carbon footprint of development, and work in tandem with the broader sustainability principles in other parts of the Official Plan.

Innovative approaches to building construction, and community design with respect to improved circulation throughout and between communities, transit and active transportation (walking and cycling), alternative energy sources, and recycling, are examples of opportunities to minimize the impact on the environment of future and existing development.



Parkland Dedication



What is parkland dedication?

As a condition of development approval, the Planning Act require developers to either:

- Contribute land for public parks purposes; and or
- Provide cash-in-lieu of parkland in instances where there may be limited opportunity within a development to provide land for parkland; the cash payment is then used to acquire parkland elsewhere in Markham.

Revised parkland policies

At the time of the Official Plan's release in September 2012, Markham was in the process of reviewing its parkland dedication policies. In January 2013, new policies were released for public comment that reflected the key recommendations outlined below:

- Markham continue its current parkland dedication assessment based on population, rather than number of dwelling units proposed. This approach is unique in the GTA and is considered a more equitable way of determining parkland dedication.
- Markham continue its current parkland dedication cap for medium and high density development of 1.2 ha/1000 persons. Detached and semi-detached forms of development should be rated at the Planning Act standard of 1 ha/300 units, with a minimum contribution of 5% of the land area.
- Adopt a new Parkland Hierarchy that reflects the current urban/suburban mix of Markham development.



Parks and Open Space Classification

New Parkland Hierarchy

As part of the review of the parkland policies, a new parkland hierarchy was proposed to reflect the current urban/suburban mix of Markham development. The proposed parks and open space classification system is categorized as follows:

Destination Parks are intended to serve broader regional, provincial, and in some instances, national interests. They include conservation areas and lands associated with the Rouge Park which are not typically provided by City Parks and therefore, not accepted as parkland dedication under the Planning Act.



City Parks are intended to serve the residents/employees of Markham by providing programs and facilities for a number of communities, neighbourhoods and areas. City Parks are acquired by the City over time using an array of acquisition tools including parkland dedication under the Planning Act. They are further classified as:

City-Wide Parks

Community Parks

Neighbourhood Parks

Open Space Lands may be public lands or privately owned lands that are publicly accessible. They provide benefits to the parks and open system beyond those provided by City Parks, but are not suitable for City Park programs and facilities and therefore, not accepted as parkland dedication under the Planning Act.



Parks and Open Space Classification

City Parks are classified as follows:



City-Wide Parks (12+ hectares)

Provide programs and facilities for the entire City beyond those found in Community Parks and Neighbourhood Parks and include outdoor swimming pools, day camps, picnic areas, tournament-oriented sports parks with multiple active recreation facilities, and supporting infrastructure such as parking lots, field buildings and stadium seating. City-wide parks may also include special purpose parks that are generally designed to preserve natural heritage features and cultural heritage resources.



Community Parks (6+ hectares)

Provide programs and facilities for a number of communities, neighbourhoods and areas and include water play, playgrounds, skateparks, basketball and tennis courts and organized sporting activities for all age groups and supporting infrastructure such as large park pavilions and maintenance facilities. Community Parks are intended to serve park users generally within a 10 minute walking distance (approximately 800 metres).



Neighbourhood Parks (0.2 to 6 hectares)

Include parks of various sizes which provide space for active and passive recreational needs of a local residential or mixed-use neighbourhood area. Neighbourhood Parks are intended to serve park users generally within a 5 minute walking distance (approximately 400 metres).

Parks and Open Space Classification

Neighbourhood Parks are classified as follows:



Active Parks (1 to 6 hectares)

Provide space for field sports, playgrounds, and the recreational needs of a primarily low rise and mid rise residential neighbourhood;



Urban Squares (0.5 to 5 hectares)

Provide multifunctional flexible space and programming for social gathering, festivals and civic functions and the recreational needs of a primarily mixed-use neighbourhood. Urban Squares accommodate special features such as public art that add visual interest and contribute to placemaking;



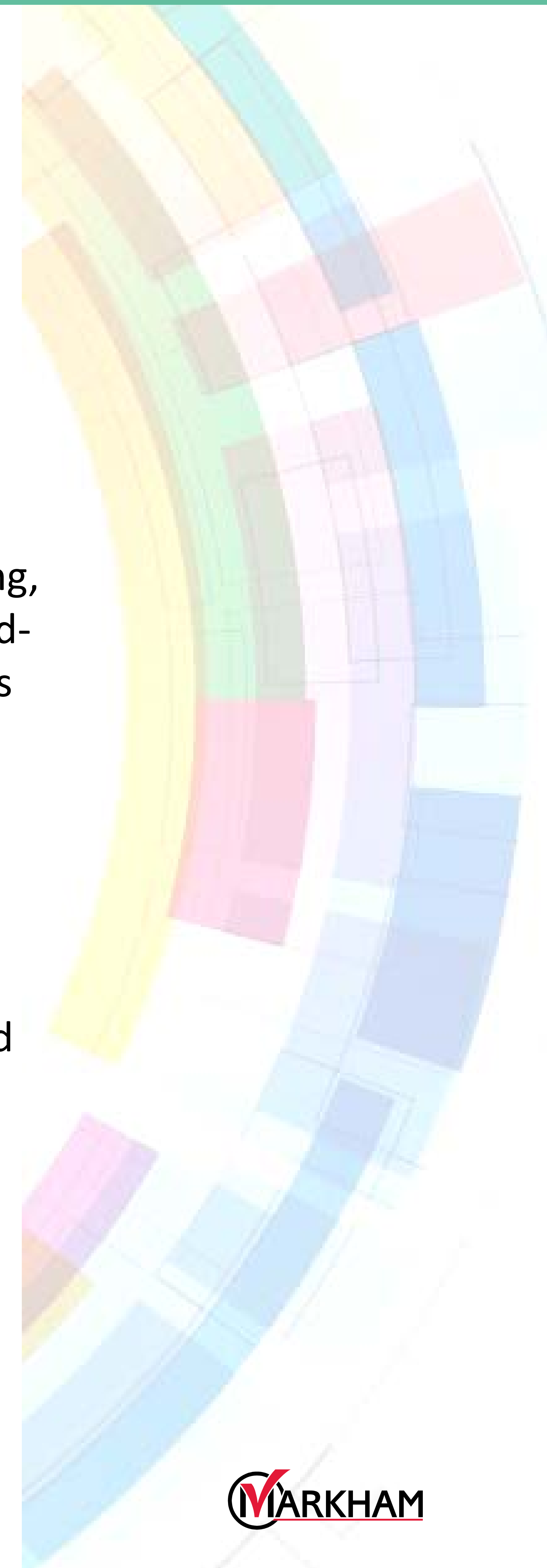
Parkettes (0.5 to 1.5 hectares)

Provide a passive recreational space generally within a 2 to 5 minute walk (approximately 150 to 400 metres) of residences in a primarily low rise and mid rise residential neighbourhood; and



Urban Parkettes (0.2 to 0.5 hectares)

Provide social spaces animated by their adjacent uses such as cafes and shops generally within a 2 to 5 minute walk (approximately 150 to 400 metres) of residents, visitors and businesses within mixed use neighbourhood.



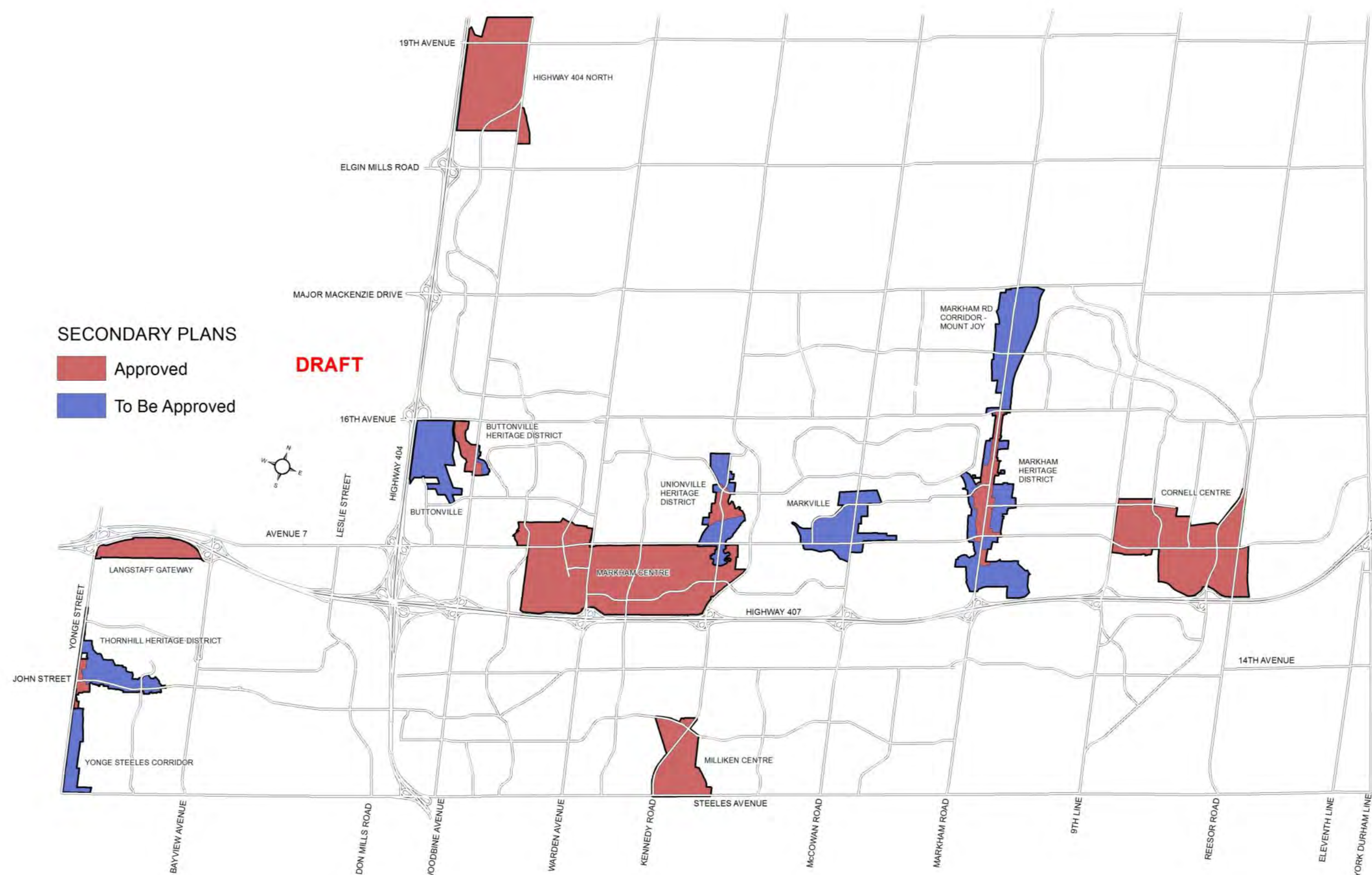
Secondary Plans



Secondary plans, which are detailed land use plans for specific communities within the City, have been successfully used to guide development in Markham over the past three decades.

With this new Official Plan, secondary plans that are outdated or that are in place for communities that are substantially developed, will be repealed. Any policies from repealed secondary plans that are still required to guide development, will be included as area and site-specific policies in Part III of the new Official Plan.

There is still a continuing role for secondary plans, primarily in guiding development in areas of intensification, heritage districts, and in the Future Urban Area. The map below identifies areas that require new secondary plans, and identifies secondary plans that need to be updated to be consistent with the policies of the new Official Plan.



Markham's current Official Plan contains 49 secondary plans.

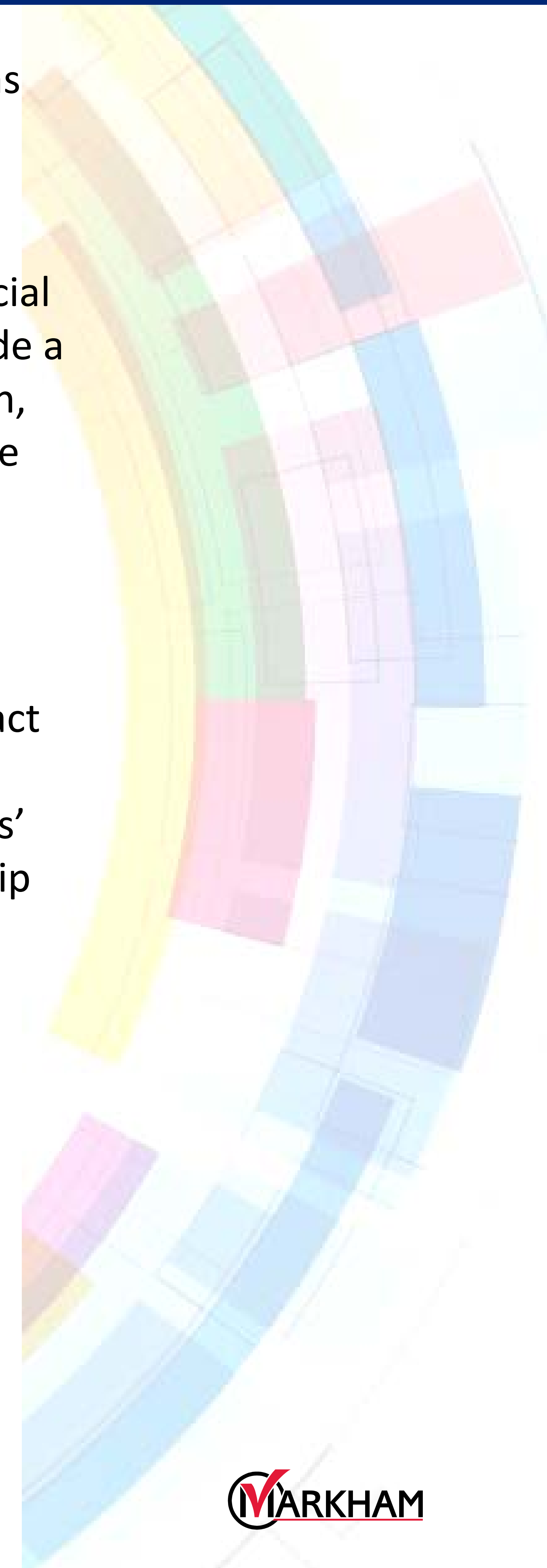
Area and Site Specific Policies



In February 2013, Chapter 11 – Area and Site Specific Policies was added to Part 1 of the Official Plan. This Chapter was originally intended to be incorporated as a separate Part III volume.

Throughout Markham there are areas and sites that require special policies to recognize historic conditions for approval, or to provide a further layer of local policy direction for an area. The Official Plan, Part I policies apply to these lands except where the area and site specific policies vary from the Plan.

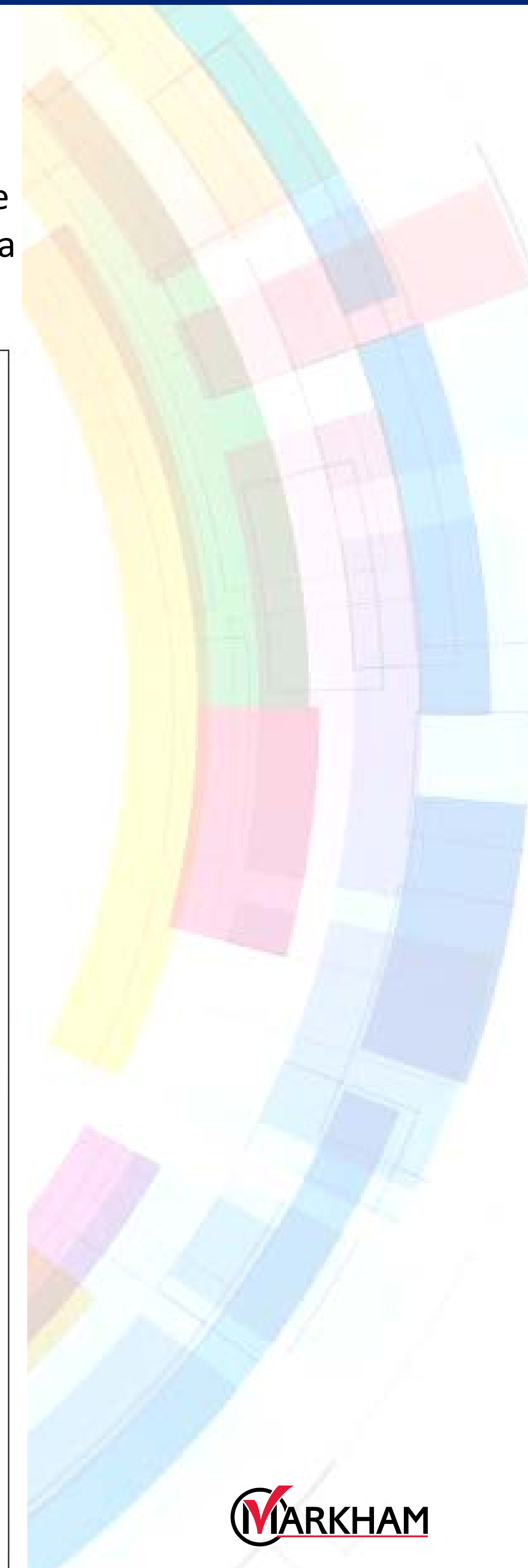
Some of the area specific policies contain provisions for study or phasing requirements to be completed prior to development approvals on the lands such as local area studies and traffic impact assessments. Other area specific policies contain provisions for urban design guidelines and community design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



Area and Site Specific Policies

The area and site specific policies are generally categorized into districts containing policies that may apply to a specific area or group of properties or a specific site.

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.

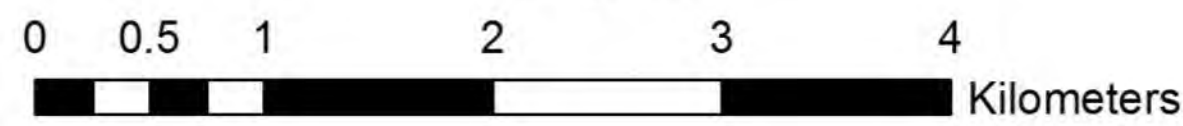


OFFICIAL PLAN MAP 14 - AREA AND SITE SPECIFIC POLICIES

DRAFT

FEBRUARY 2013

SCALE
1:35,000



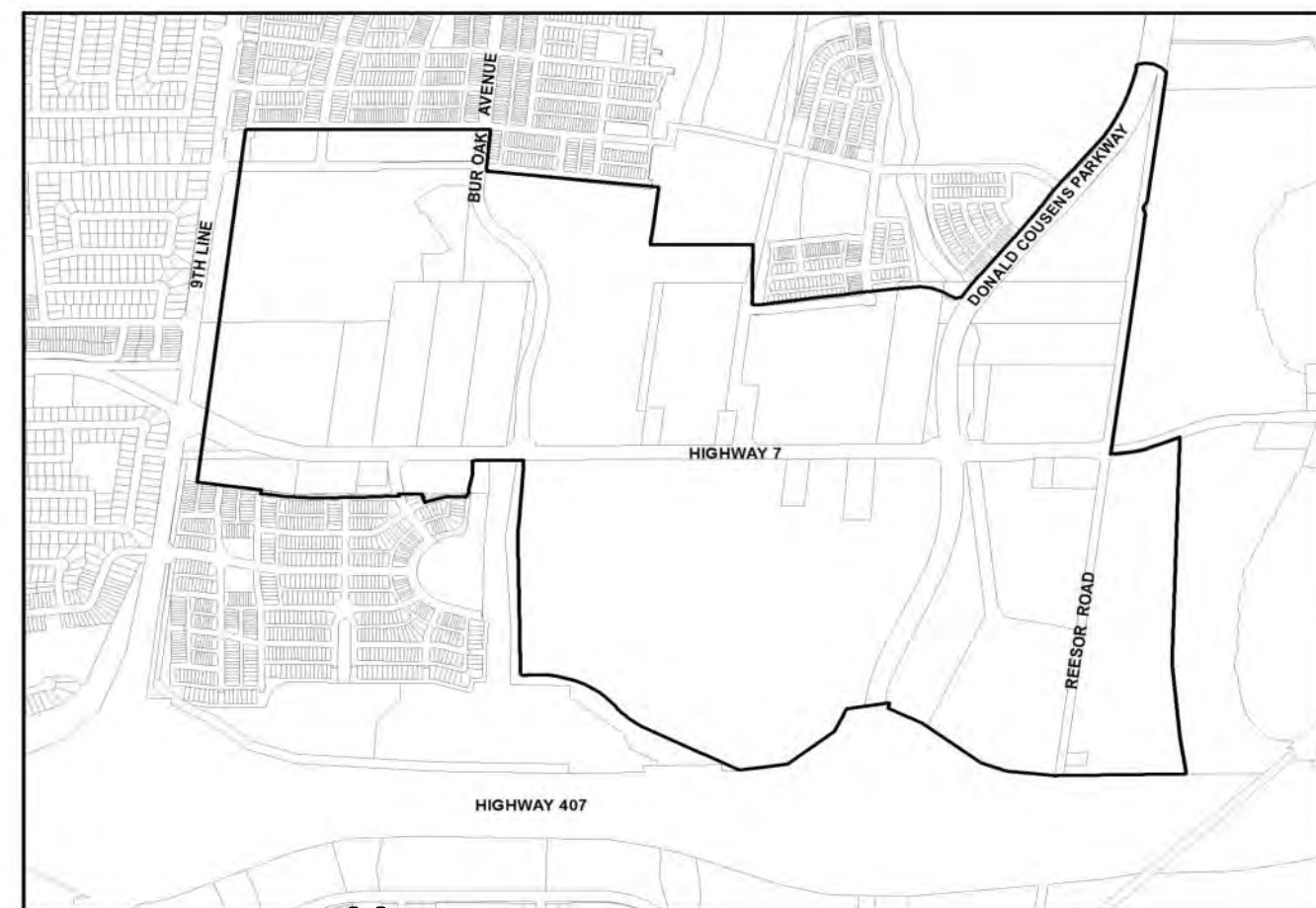
□ District Boundaries

- 11.1 - ANGUS GLEN / YORK DOWNS
- 11.2 - ARMADALE
- 11.3 - BERCZY VILLAGE / WISMER COMMONS / GREENSBOROUGH / SWAN LAKE
- 11.4 - BUTTONVILLE
- 11.5 - CATHEDRAL
- 11.6 - COMMERCE VALLEY / GALLERIA
- 11.7 - CORNELL
- 11.8 - COUNTRYSIDE / HAMLET / GREENBELT
- 11.9 - FUTURE URBAN AREA
- 11.10 - HIGHWAY 404 NORTH (EMPLOYMENT)
- 11.11 - LANGSTAFF GATEWAY
- 11.12 - MARKHAM CENTRE
- 11.13 - MARKHAM VILLAGE
- 11.14 - MARKVILLE
- 11.15 - MILLIKEN
- 11.16 - ROUGE NORTH / LEGACY / BOX GROVE
- 11.17 - SOUTH DON MILLS (EMPLOYMENT)
- 11.18 - THORNHILL
- 11.19 - UNIONVILLE
- 11.20 - WOODBINE / 404

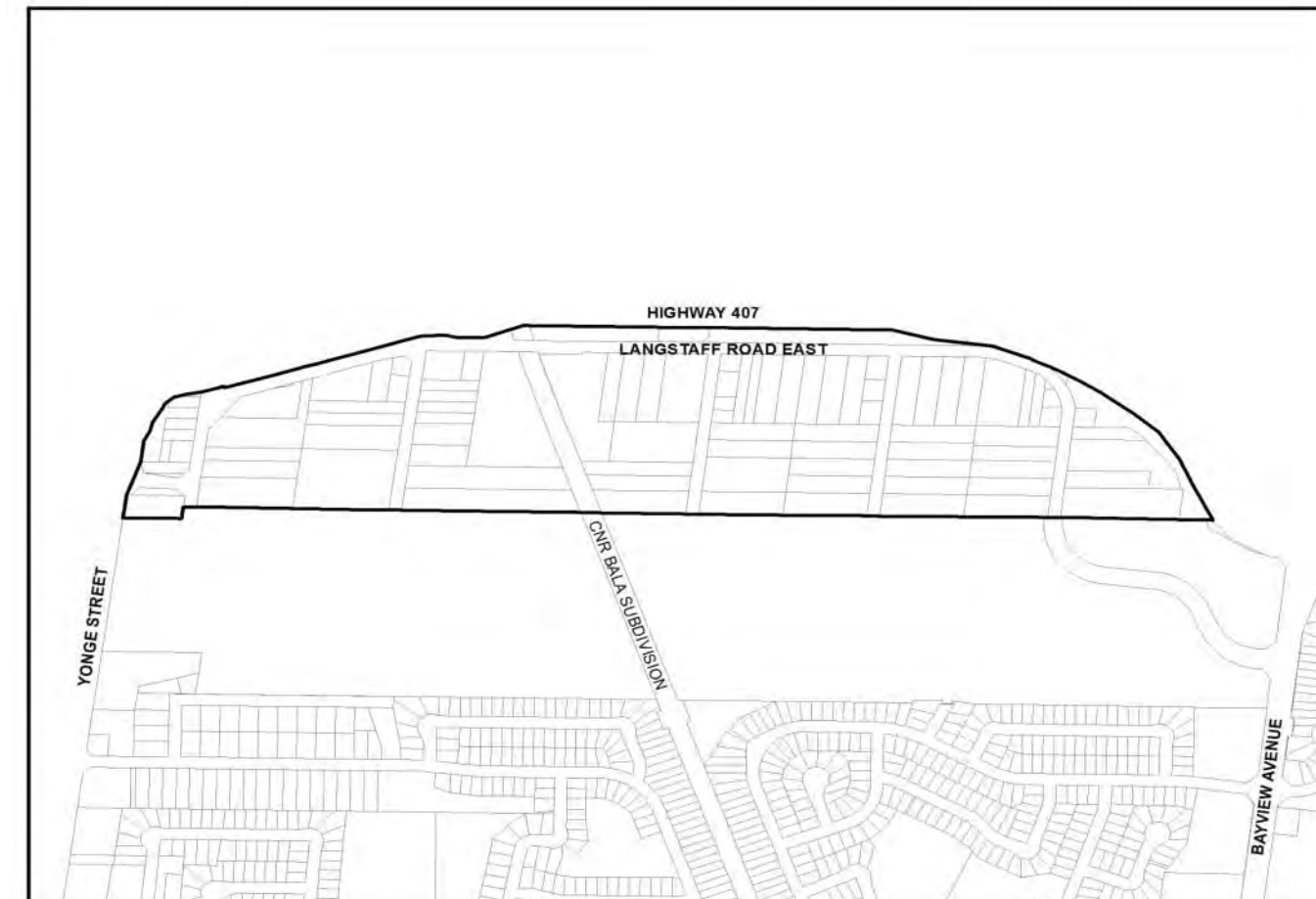


Area and Site Specific Policies

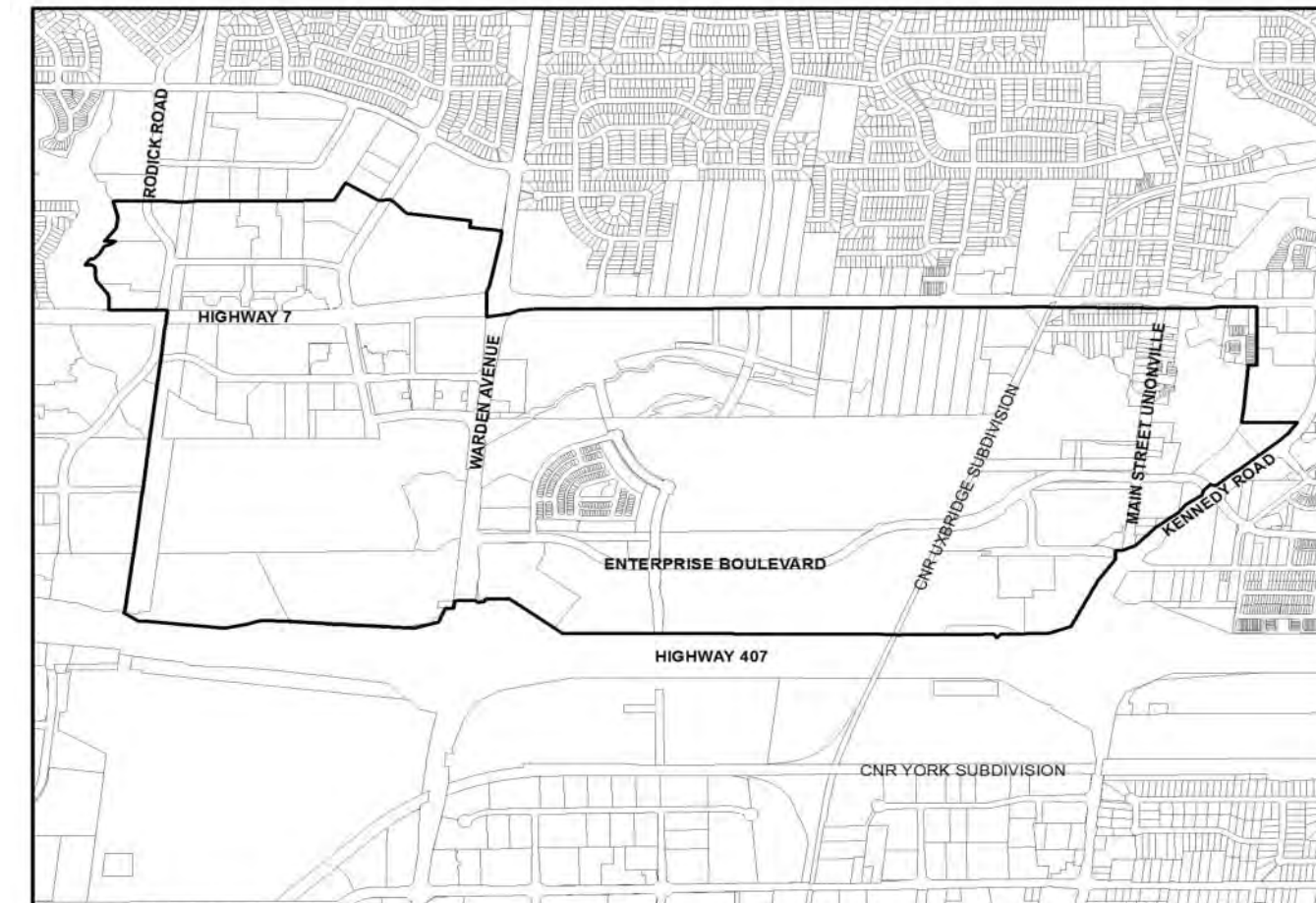
Chapter 11 includes interim policies for the secondary plan areas identified below. The interim policies indicate that the policies of the current Official Plan (Revised 1987) or relevant secondary plans will continue to apply until the existing secondary plan is updated or a new Secondary Plan is prepared consistent with the new Official Plan. Once approved, these secondary plans will form Part II of the Official Plan.



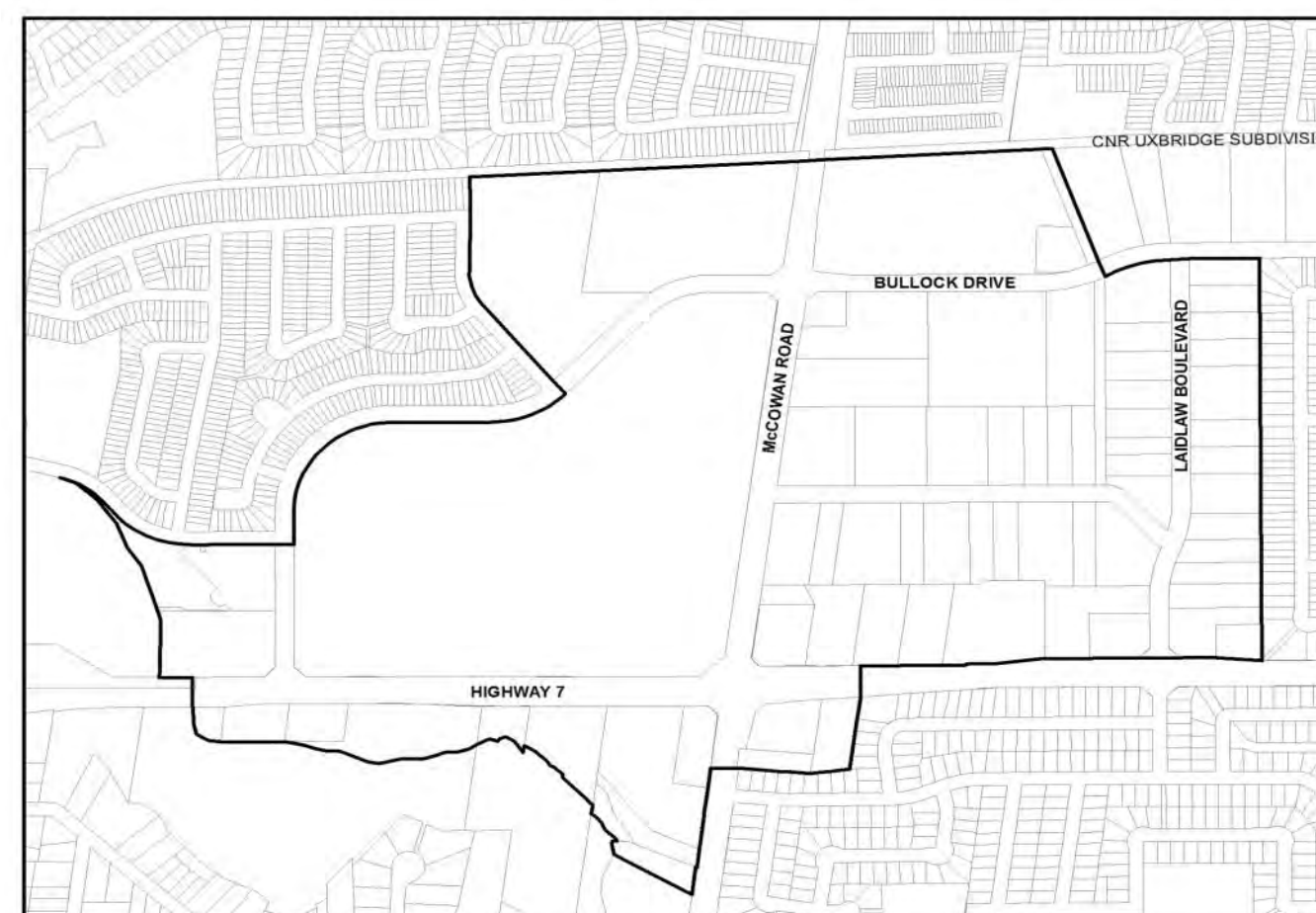
Cornell Centre



Langstaff Gateway



Markham Centre



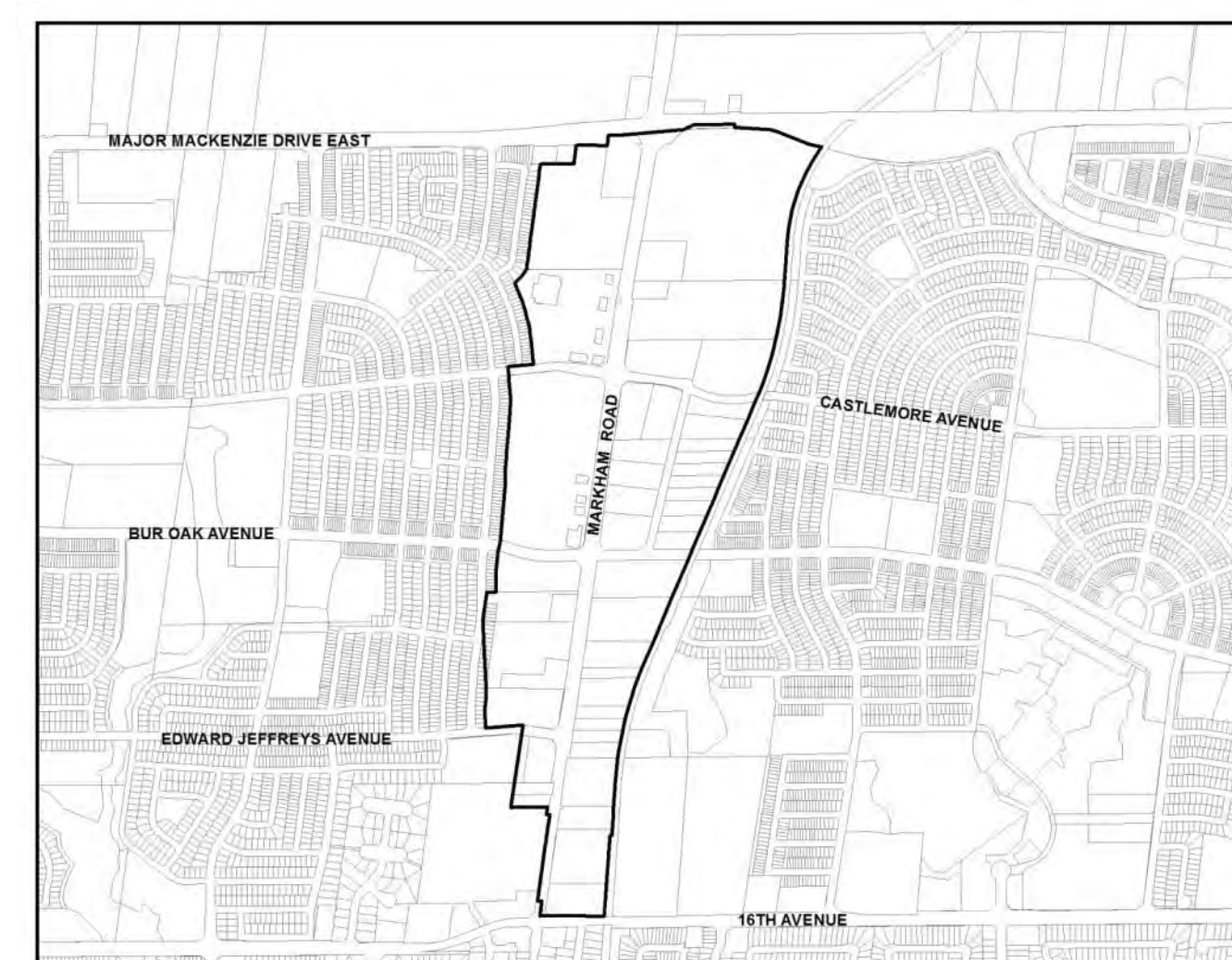
Markville



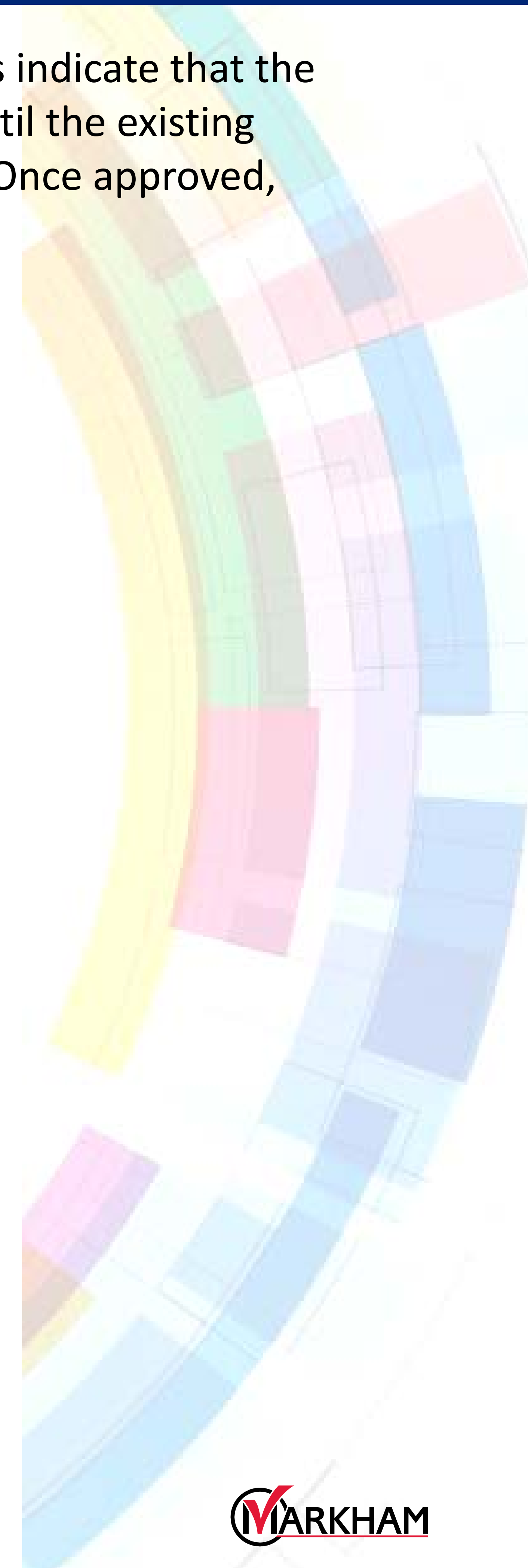
Milliken Centre



Yonge Steeles Corridor



Markham Road Corridor – Mount Joy

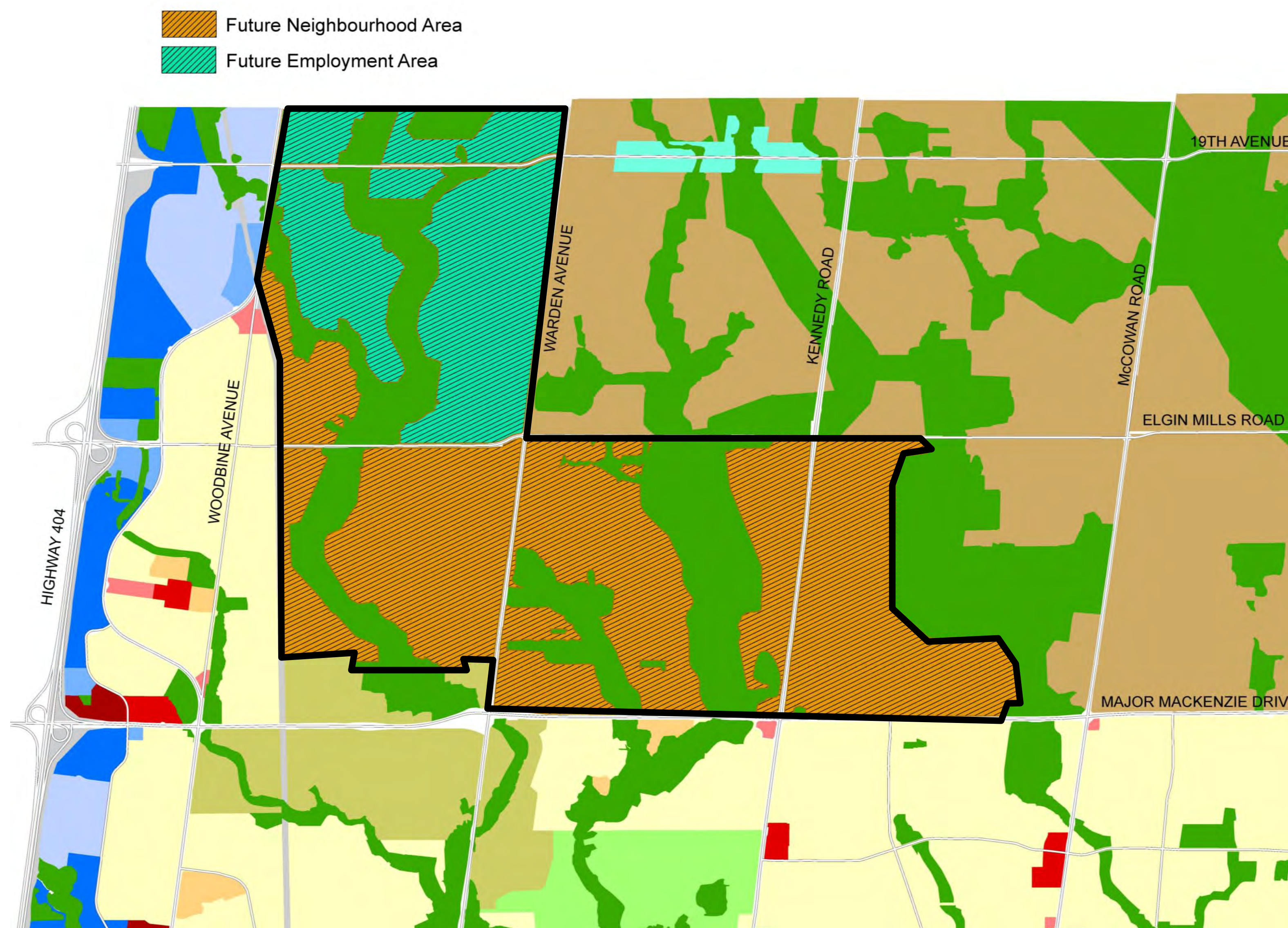


Future Urban Area



Lands identified as Future Urban Area represent additional urban lands required to accommodate the projected population and employment growth for Markham to 2031. Most of the Future Urban Area lands are in northwest Markham, north of Major Mackenzie Drive.

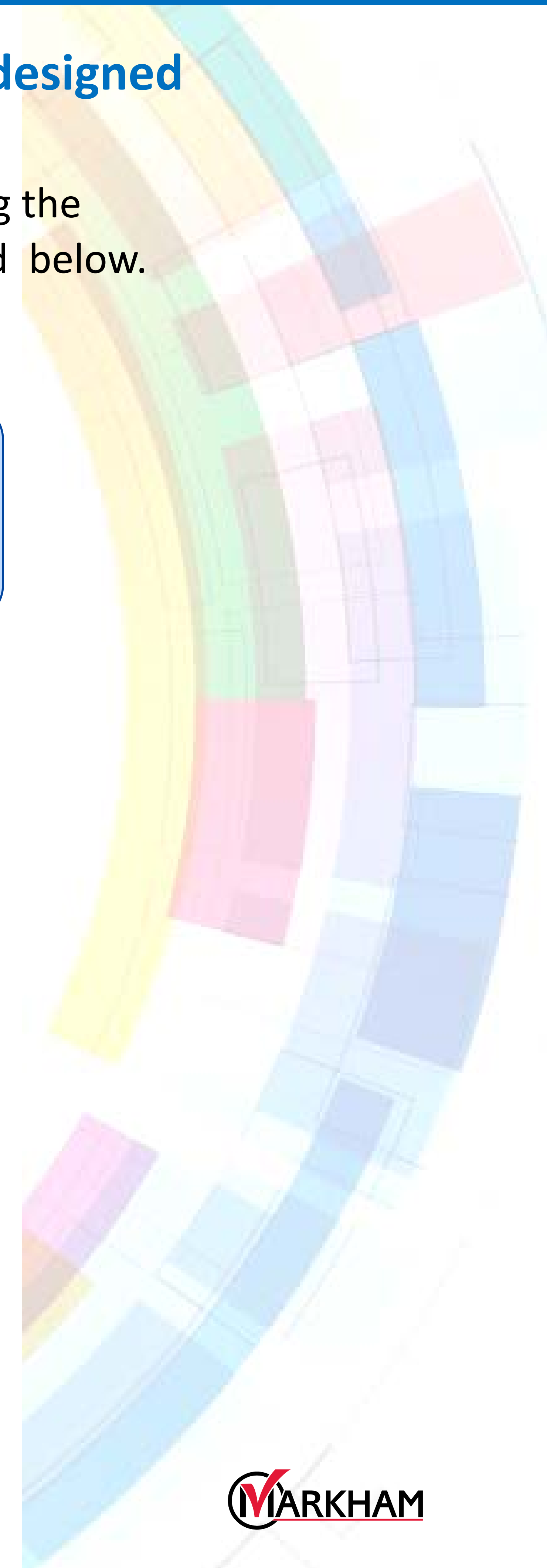
Of the approximately 900 hectares of these Future Urban Area lands, an estimated 600 hectares will be developed with new communities. The remaining 300 hectares will be developed as employment lands.



Future Urban Area



The Future Urban Area lands will be planned and designed for sustainable and innovative neighbourhoods and employment areas. The detailed planning required to bring the Future Urban Area in northwest Markham on-stream is outlined below.



Subwatershed Plans

Will address environmental matters associated with each major watercourse

Conceptual Master Plan

Will confirm Greenway System, high level road/transit network, employment areas, neighbourhoods, mixed-use areas and phasing for the entire Future Urban Area

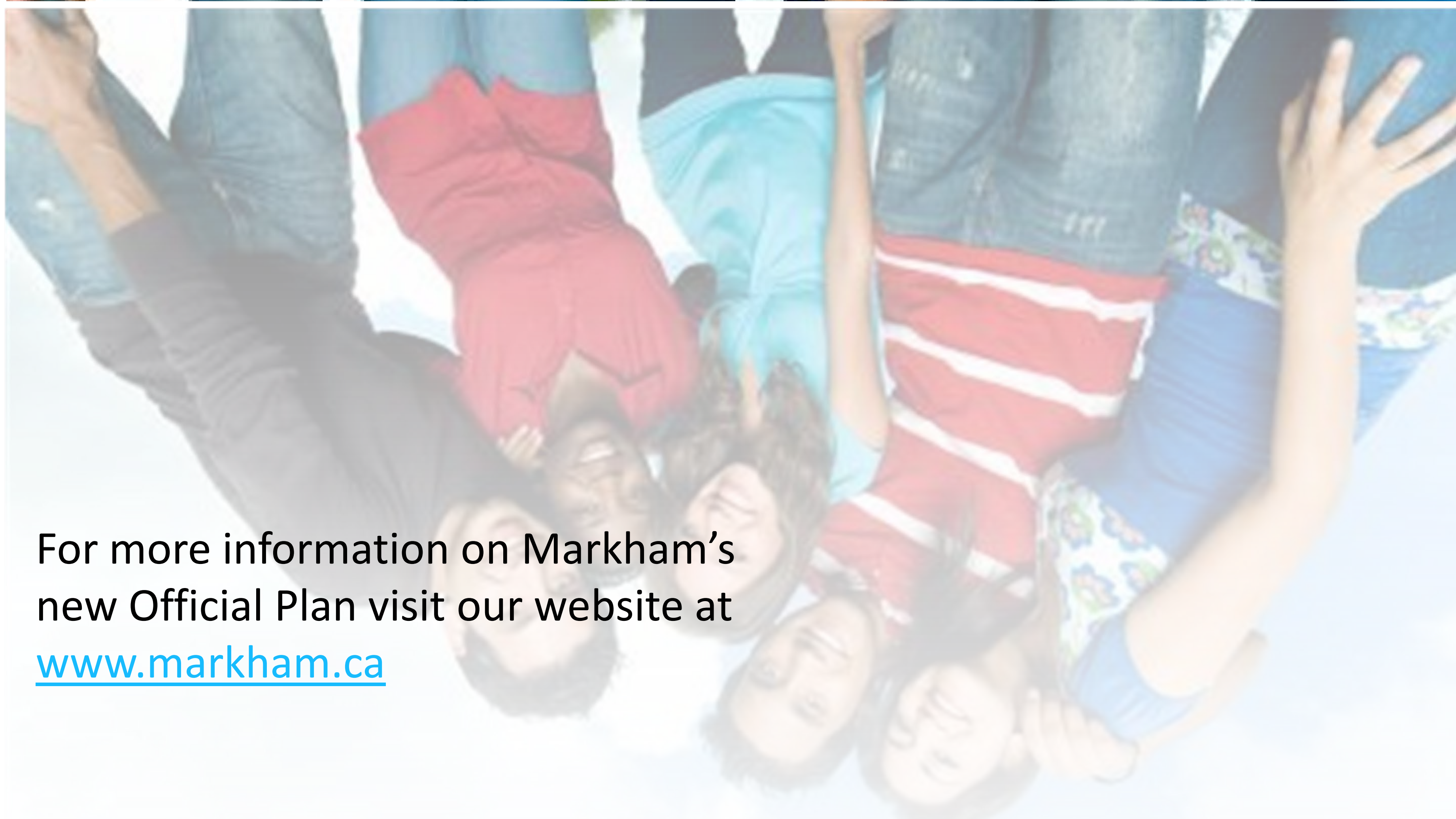
Secondary Plans

Specific land use policies for smaller areas/communities

Plans of Subdivision/Building Permits

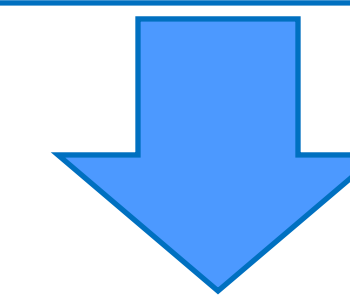
Creation of lots and buildings

Next Steps



For more information on Markham's new Official Plan visit our website at www.markham.ca

Final Official Plan with staff report to be brought to Council in June for adoption.



Once adopted by Markham Council, the Official Plan will be forwarded to York Region for approval.

