

**AMENDMENT TO PART II OF THE OFFICIAL PLAN 2014, as amended**

**SECONDARY PLAN FOR THE ROBINSON GLEN COMMUNITY**

(This is an operative part of Official Plan Amendment No. 26)

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## **PART II – SECONDARY PLAN FOR THE ROBINSON GLEN COMMUNITY**

### **1.0 INTRODUCTION**

The following text and maps constitute the Secondary Plan for the Robinson Glen Secondary Plan Area within the Future Urban Area Planning District, as established and adopted by Amendment No. 26 to the Markham Official Plan 2014, as amended. This Secondary Plan, contained in Part II – Secondary Plans of the Official Plan, must be read in conjunction with Part I of the Official Plan.

Sections 2.0 through 10.0 and the Maps to this Secondary Plan constitute the operative portions of the Secondary Plan. Section 1.0 and the appendices are provided for information purposes and are not operative parts of the Secondary Plan. In addition, the preamble sections at the beginning of each Chapter or policy section shall assist in understanding the policies of the Secondary Plan. Terms in *italicized* text are defined in Section 11.2 of the Official Plan.

For the purposes of this Plan, unless otherwise stated, Part I of the City of Markham Official Plan 2014, as amended is referred to as “the Official Plan”, the Robinson Glen Secondary Plan is referred to as “this Secondary Plan”, and the North Markham Subwatershed Study for the Berczy, Bruce, Eckardt and Robinson Creeks, 2018 as may be amended from time to time, is referred to as “the Subwatershed Study”.

#### **1.1 Location and Description of the Secondary Plan Area**

The Robinson Glen Secondary Plan Area is located within the concession block bounded by Major Mackenzie Drive East, Kennedy Road, Elgin Mills Road East, and McCowan Avenue, as shown on Map SP1 – Detailed Land Use Plan. More specifically, the Secondary Plan Area which includes a total of approximately 229 hectares of land is located in the western portion of the block west of the centreline of the westerly branch of Robinson Creek. The lands are legally described as Parts of Lots 21, 22, 23, 24 and 25, Concession 6.

Existing land uses consist primarily of agricultural and rural residential uses. In addition, the lands contain *natural heritage* and *hydrologic features* primarily associated with the Greenway System related to Robinson Creek, and a number of *cultural heritage resources*.

The Robinson Glen Secondary Plan Area is located north of the existing Berczy Village community. To the north and east, lands are designated for Countryside and Greenway. The concession block to the west is located within the Future Urban Area Planning District and designated for urban residential development.

#### **1.2 Purpose of the Secondary Plan**

The Robinson Glen Secondary Plan provides detailed policies to guide future development and growth in the new Robinson Glen community to 2031, providing a comprehensive policy framework for Council decision making with respect to the use of land, provision for municipal services and infrastructure, and the implementation and phasing of development. It fulfills the requirement of Section 9.9 of the Official Plan for the preparation of a secondary plan(s) prior to development

occurring in the Future Urban Area Planning District.

It is anticipated that the Secondary Plan Area will accommodate approximately 4,800 dwelling units and approximately 14,000 residents when development is complete. In addition, approximately 1,200 jobs are anticipated, to be provided in mixed use areas along Major Mackenzie Drive and Kennedy Road, in community facilities and work at home.

### **1.3 Policy Context**

Land use planning for the Robinson Glen Secondary Plan Area and the Future Urban Area Planning District (Future Urban Area) is directly influenced by senior levels of government, including the Province of Ontario and York Region. The requirements of senior levels of government are reflected in Official Plan.

#### **1.3.1 Provincial Policy**

Provincial policies and legislation directly influencing the planning of the Future Urban Area include the Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe (Growth Plan) and Greenbelt Plan. The Planning Act defines municipal authority in land use planning matters, working in concert with other Provincial legislation such as the Environmental Assessment Act. The Provincial Policy Statement 2014, issued under the Planning Act, provides principles and policy direction on matters of provincial interest relating to land use planning and development. These matters include building strong communities with an emphasis on efficient development and land use patterns, wise use and management of resources and protecting public health and safety. The Planning Act requires that any decisions relating to planning matters shall be consistent with policy statements under the Act.

The Provincial Growth Plan 2006 provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2031. The Growth Plan provides guidance on a wide range of issues related to growth management, including land use planning, urban form, transportation, infrastructure planning, housing and natural heritage and resource protection. The Growth Plan is premised on the principles of building compact, vibrant and complete communities, developing a strong and competitive economy, protection and wise use of natural resources and optimizing the use of existing and new infrastructure to support growth in a compact, efficient form.

A new Growth Plan 2017, with a 2041 planning horizon, came into effect on July 1, 2017. Although all planning decisions after July 1, 2017 must conform to this Plan, the Growth Plan provides transitional policies that enable planning for the Future Urban Area, including the Robinson Glen Secondary Plan Area, to continue under the policy context of the York Region Official Plan 2010, in conformance with the Growth Plan 2006.

The Greenbelt Plan 2017 identifies natural heritage and agricultural lands for protection from urban development. Within the Future Urban Area, the Greenbelt Plan applies to the valleylands associated with the main tributaries of the Robinson, Bruce, and Robinson Creeks.

### **1.3.2 York Region Official Plan 2010 and Markham Official Plan 2014**

The York Region Official Plan 2010 (YROP) implements the Growth Plan and Greenbelt Plan, ensuring that the requirements for the development of compact, complete, communities are addressed. The Future Urban Area lands, including the Robinson Glen Secondary Plan Area, were included with the Region's urban boundary through Regional Official Plan Amendment No. 3 in 2010 and are subject to policies for new communities outlined in Section 5.6 of the YROP. These policies provide direction on, among other things, achieving minimum density targets, providing for a full range of housing types and services, providing for active transportation and an integrated open space network, protection of natural and cultural heritage, and consideration of renewable energy sources and water conservation measures.

The Markham Official Plan 2014 more specifically designates the Future Urban Area lands as follows:

- Of the total 1,300 hectares within the Future Urban Area Planning District, approximately 975 hectares are developable. The remaining 325 hectares consist primarily of natural heritage lands. These natural heritage lands are protected from development as part of the 'Greenway System', a structural element in the Official Plan, with a corresponding 'Greenway' land use designation.
- Approximately 700 hectares of the developable lands are designated 'Future Neighbourhood Area'. These lands, located primarily between Major Mackenzie Drive and Elgin Mills Road, were identified in Markham's 2010 growth strategy to accommodate a population of approximately 38,000.
- Approximately 275 hectares of developable lands north of Elgin Mills Road, are designated 'Future Employment Area'. The growth strategy anticipated approximately 19,000 jobs within the FUA, with the majority of the jobs located within these lands.

The Official Plan identifies a comprehensive process planning process to be undertaken prior to development occurring on the Future Urban Area lands. A key component of the comprehensive planning process is the development of a Conceptual Master Plan over the entirety of the lands in order to ensure consistent, coordinated planning and development within individual secondary plan areas.

The Official Plan directs that the Conceptual Master Plan be informed by a number of supporting studies including a subwatershed study, transportation study and water and wastewater servicing studies. These studies were undertaken concurrently, following a master plan process of a municipal class environmental assessment. Following intensive analysis and consultation with agencies, landowners and the public over the course of four years, these studies have been completed and a Conceptual Master Plan was endorsed by Council in October 2017, as the basis for review and approval of statutory secondary plans for the Future Urban Area lands.

#### **1.4 Conceptual Master Plan for the Future Urban Area**

The 2017 Council-endorsed Conceptual Master Plan for the Future Urban Area provides the planning framework and structural elements to guide the preparation of more detailed statutory secondary plans within the Future Urban Area Planning District.

The vision for the new communities to be developed in the Future Urban Area reflects the vision of sustainable growth outlined in the Markham Official Plan 2014 and York Region Official Plan 2010. The Official Plan requirements were distilled into a set of guiding principles that collectively provide for the development of sustainable, healthy, compact and complete new communities. The principles, reflected in Section 2.0 of this Plan, are organized under the broad goals of: protection and enhancement of the natural environment; building complete, compact communities; increasing travel options; maintaining a vibrant and competitive economy; and adopting 'green' infrastructure and development standards, and implementation.

The Community Structure Plan, shown in Appendix 1 – Future Urban Area Community Structure Plan, provides a high level community structure across all of the Future Urban Area lands consistent with the guiding principles. The Plan identifies a protected Greenway System, a transportation network, an open space network, and broad land use categories which together deliver the structural elements of the new communities and employment area to be developed in the Future Urban Area.

The Community Structure Plan represents a balance between the Official Plan objectives of protecting and enhancing the natural environment and developing compact, complete new communities to accommodate growth. This balance was derived from intensive, integrated analysis which weighed the findings of the supporting subwatershed, transportation, servicing and planning studies, as well as consideration of existing land uses and public input.

The broad land use components (Residential Neighbourhood Area, Mixed Use Neighbourhood Corridor, and Mixed Use Regional Corridor) in the Community Structure Plan provide for a range of housing types (from ground oriented units to apartments), schools, parks and open space, as well as appropriate locations for retail and service uses, all at transit-supportive densities. These lands are being planned to support an overall density of 70 residents and jobs per hectare and 20 units per hectare consistent with the York Region Official Plan 2010, accommodating a population of approximately 45,000 residents across the entire Future Urban Area, of which the Robinson Glen Secondary Plan Area is a part.

Approximately 16,000-18,000 jobs are anticipated within the Community Structure Plan, consisting of approximately 5,000 jobs within the Residential Neighbourhood Area and Mixed Use Corridors, and 11,000-13,000 jobs being accommodated with the Employment Area north of Elgin Mills Road East. The Employment Area, northwest of the Robinson Glen Secondary Plan Area, is intended to accommodate primarily general employment uses with opportunities for business park uses and ancillary retail and service at appropriate locations. The transportation network consists of a series of arterial and collector roads that also form the basis of the active transportation and transit systems.

Building on the Community Structure Plan and the findings of each of the supporting studies, key policy direction for secondary plans was identified, organized according to the guiding principles. Among the requirements identified in the Conceptual Master Plan were the preparation of supporting master environmental servicing plans and community design plans for each secondary plan area.

The Conceptual Master Plan anticipated that components of the Community Structure Plan would be further refined as a result of additional analysis and consultation undertaken during the preparation of secondary plans, master environmental servicing plans and community design plans or through subsequent environmental assessment processes. Phasing plans are also required for each secondary plan area. At minimum, phasing plans are expected to have regard for development occurring in an orderly progression, with regard for delivery of key infrastructure and providing for elements of a complete community in each phase.

Urban design guidelines to guide Community Design Plans, a Community Energy Plan to identify means of reducing energy demand in the new communities, and associated financial analysis were also required to further inform master environmental servicing plans and secondary plans.

The Robinson Glen Secondary Plan contains more detailed land use designations and associated policies that are consistent with the Council-endorsed Conceptual Master Plan.

## 2.0 GOALS, OBJECTIVES AND PRINCIPLES FOR A HEALTHY AND RESILIENT COMMUNITY

Sustainable growth translates into healthy and resilient communities. There is increasing evidence of the linkage between public health and community design. Communities built around the automobile eliminate regular physical activity, particularly walking, from daily life. Designing neighbourhoods around pedestrian activity with a high number of destinations within walking distance can create better health outcomes, and reduce the dependence on automobiles. Community design should also have regard for increasing levels of resiliency, anticipating increased risks to community infrastructure due to increases in temperature and extreme weather events.

### 2.1 Guiding Principles

Guiding principles for the development of the Robinson Glen Secondary Plan Area as a healthy and resilient community are identified in this section. These principles were developed through the Conceptual Master Plan process to guide development of new communities within the entire Future Urban Area Planning District in accordance with provincial plans, the York Region Official Plan and Markham's Official Plan.

The guiding principles are generally organized under the broad City-wide goals and strategic objectives identified in Chapter 2 of the Official Plan, with some modifications and additions to the goals to reflect the Robinson Glen Secondary Plan context.

#### **It is the policy of Council:**

- 2.1.1 That development in the Robinson Glen community be consistent with the goals and strategic objectives outlined in Chapter 2 of the Official Plan as further defined by the principles outlined in Section 2.1.2 through 2.1.7 of this Secondary Plan. The principles are further defined in the policies of this Secondary Plan.
- 2.1.2 Protecting and Enhancing the Natural Environment
  - a) To confirm and refine the Greenway System associated with Robinson Creek to protect and enhance natural heritage features and functions and water resources.
  - b) To design the community with regard for natural heritage (i.e., minimizing impact to features, topography and soils) and to enhance tree canopy.
- 2.1.3 Building Compact Complete Communities
  - a) To provide for the daily needs of residents through the organization of residential neighbourhoods, mixed use centres and corridors, and an interconnected system of parks and open space, all integrated with a transportation network that includes transit and active transportation.
  - b) To identify a housing mix that provides for a range of housing types and tenure, including opportunities for *affordable* and *shared housing*.
  - c) To identify appropriate locations for mixed use community core areas that provide a focus of retail and community services within reasonable walking distance from the majority of the population, and that are accessible by transit.
  - d) To identify an interconnected parks and open space system as one of the main organizing



elements of the community including parks and open spaces, elements of the Greenway System, and multi-use trails and pathways.

- e) To identify the community infrastructure (public facility and service) needs of the community through a community infrastructure plan, as well as opportunities for places of worship.
  - f) To plan to achieve a minimum density of 20 residential units per hectare of developable land across the Robinson Glen Secondary Plan Area, and contribute to achieving a minimum density of 70 residents and jobs per hectare of developable land across the Future Urban Area Planning District.
  - g) To recognize, protect and conserve, and incorporate *cultural heritage resources* into new development opportunities within the community.
  - h) To create a sense of community identity through the innovative planning and design of the public realm, built form and site development, to be accessible by all, regardless of age or physical ability.
  - i) Create community identity through establishment of a high quality public realm, placemaking and a high standard of urban design (distinctive built form, streetscapes, parks and open space, landmarks and views, public art, etc); ensure communities are designed to be accessible by all, regardless of age or physical ability.
  - j) To support access to local food through opportunities for urban agriculture.
- 2.1.4 Maintaining a Vibrant and Competitive Economy
- a) To plan for employment opportunities that serve the community and that are accessible by transit and active transportation, including opportunity to work from home.
- 2.1.5 Increasing Mobility Options
- a) To identify a comprehensive transportation system that emphasizes walking, cycling and transit as increasingly viable and attractive alternatives to the automobile.
  - b) To plan for a grid pattern of streets and blocks that provides for a hierarchy of street types with appropriate and integrated facilities that provide increased opportunities for walking and cycling.
- 2.1.6 Adopting Green Infrastructure and Development Standards
- a) To identify best management practices and approaches to stormwater management systems/facilities, water and wastewater systems, and the transportation network to maximize water and energy conservation and resilience at the community level.
  - b) To identify best management practices for green buildings to reduce demands on energy, water and waste systems.
- 2.1.7 Implementation
- a) To promote public engagement in the planning and development of the Robinson Glen community and encourage involvement of all stakeholders.
  - b) To identify general phasing, and sequencing for development of the Robinson Glen community.

### 3.0 COMMUNITY STRUCTURE

Community Structure describes the various elements or building blocks that make up a complete community.

#### 3.1 General Provisions

The community structure for the Robinson Glen Secondary Plan area is a further refinement of the Community Structure Plan for the Future Urban Area Planning District identified in Appendix 1 – Future Urban Area Community Structure Plan, which consists of a Greenway System, residential and mixed use neighbourhoods, an integrated parks and open space system and a comprehensive transportation network that includes active transportation.

**It is the policy of Council that:**

3.1.1 This Secondary Plan provides for a distribution of land uses and appropriate land use designations to ensure the development of the Robinson Glen community as a compact, complete and transit-supportive community. The structural elements of the Robinson Glen community include a protected Greenway System within the Secondary Plan Urban Area, Residential Neighbourhood Areas, Mixed Use Neighbourhood Areas, including a Neighbourhood Service Node and a Retail Focus Area, an integrated Parks and Open Space System, and a comprehensive Transportation System.

3.1.2 Greenway System

- a) The Greenway System together with a network of parks and open spaces, and multi- use trails and pathways form an interconnected Parks and Open Space System for the Robinson Glen community.
- b) In addition to providing for protection of natural heritage features, the Greenway System also provides opportunities for trail linkages, natural viewsheds and passive recreational uses.

3.1.3 Residential Neighbourhood Area

- a) Individual neighbourhoods within the Residential Neighbourhood Area are the fundamental structural elements of the Robinson Glen community.
- b) The pattern of land use in the Residential Neighbourhood Area should be organized around neighbourhood centres or “community hubs” which may consist of *public schools, places of worship* and parks and open spaces and other community infrastructure that are within reasonable walking distances (400 metres or 5 minute walk) of all residents.
- c) Residential building types, lot sizes and densities will vary throughout the Residential Neighbourhood Area. These lands are intended to be developed primarily with ground oriented housing types with higher density building types located in proximity to higher order transit corridors, particularly along Major Mackenzie Drive and Kennedy Road.
- d) Lands within the Residential High Rise designation are intended to be developed at the highest densities in the Future Urban Area Planning District, reflecting the transit-supportive densities required to support the rapid transit corridor along Major Mackenzie Drive.

### 3.1.4 Mixed Use Neighbourhood Areas

- a) Lands within the Mixed Use Neighbourhood Area are intended to provide for a mix of residential and non-residential uses along higher order transit routes.
- b) These lands are intended to be developed with higher density housing forms and provide the opportunity for retail and service to support active transportation and transit.
- c) Mixed Use Neighbourhood Service Node within the Mixed Use Neighbourhood Area will provide a focus for local retail and services to serve the community.
- d) Lands within the Mixed Use High Rise – Retail Focus will provide a mix of high density residential and commercial uses.

### 3.1.5 Parks and Open Space System

- a) The Parks and Open Space System is intended to link neighbourhoods within the Robinson Glen community, and to link the Robinson Glen community to adjacent communities and employment areas within the Future Urban Area Planning District.
- b) The school, park and open space components of the Parks and Open Space System will be distributed to function as focal points and organizing elements for neighbourhoods, within reasonable walking distance of all residents.
- c) The passive natural open spaces of the Greenway System should be linked, where appropriate, with the active programmed community and neighbourhood parks, to provide an open space system that is easily accessible within neighbourhoods and between neighbourhoods.
- d) In addition to the linkages provided through the distribution of parks, open space and school sites, connectivity will be provided through streets and a system of pedestrian and cycling trails.

### 3.1.6 Transportation System

- a) A Transportation System consisting of arterial, collector and local roads, will accommodate the majority of cycling, vehicular, and transit service traffic within the community as well as serve as links to the neighbouring areas including connections to William Berczy Boulevard, The Bridle Walk, Ridgecrest Road, and Stonebridge Drive.
- b) The Transportation System establishes a framework to guide the development of a well-defined street hierarchy, streets and blocks layout, and the design of complete streets for all ages, abilities and modes of travel within the Robinson Glen community, with the objectives of reducing reliance on the automobile by providing opportunities for active transportation (walking and cycling) and transit.

## 4.0 ENVIRONMENTAL SYSTEMS

This Section addresses the Greenway System, the Urban Forest System, water resources, stormwater management and environmental hazards.

### 4.1 Greenway System

The protected Greenway System lands located within the Robinson Glen Secondary Plan Area reflect, for the most part, the natural heritage system associated with Robinson Creek. The Robinson Creek corridor extends in a north-south direction along the eastern edge of the Robinson Glen Secondary Plan Area providing a natural heritage spine adjacent to the community. The Robinson Creek is a tributary of the Rouge River and is part of the larger Rouge Watershed System. The primary objective of Markham's Greenway System is to protect and enhance the natural heritage system within a connected landscape. The Greenway System also forms part of Markham's interconnected Parks and Open Space System and provide limited opportunities for passive nature-based recreational activities. Greenway System lands are not available for urban development.

The Greenway System lands within the Robinson Glen Secondary Plan Area consist of Natural Heritage Network lands, Rouge Watershed Protection Area lands, and Greenbelt Plan Area lands. Natural Heritage Network lands contain the *natural heritage and hydrologic features* that are to be protected, and enhanced where appropriate to provide opportunities to improve their *biodiversity, connectivity and ecological function*. These *natural heritage and hydrologic features* provide an array of *ecological functions*, including *habitat of endangered and threatened species, special concern species*, and other urban wildlife found throughout the City.

The Rouge Watershed Protection Area lands are delineated through application of criteria established in the Rouge North Management Plan. The Rouge North Management Plan contains objectives to ensure the long-term protection of Rouge watershed tributaries that flow into the Rouge National Urban Park in east Markham.

The Greenbelt Plan Area lands are identified as Natural Heritage System of the Protected Countryside. Some of these lands are currently being farmed. It is intended that where these cultivated lands in the Greenway System are no longer being used for agriculture, they will have the potential to be restored and returned to a natural state in support of the vision and goals of the Provincial Greenbelt Plan, Markham's Official Plan and the Subwatershed Study undertaken for the Future Urban Area lands.

The Greenway System within the Robinson Glen Secondary Plan Area has been refined based on the Subwatershed Study and the master environmental servicing plan and may be subject to further minor refinements through development approvals. Certain stormwater management facilities in support of the Robinson Glen Community are planned to be provided in the Greenway System and appropriate direction has been provided to manage this infrastructure.

**It is the policy of Council:**

- 4.1.1 To identify, protect and enhance the Greenway System in the Robinson Glen Secondary Plan Area in a manner consistent with Section 3.1 of the Official Plan, the policies of this Secondary Plan, and the Subwatershed Study and master environmental servicing plan prepared in support of this Secondary Plan.
- 4.1.2 That further to Section 3.1.1.1 of the Official Plan, the components of the Greenway System within the Robinson Glen Secondary Plan Area include the following as generally shown on Map SP2 - Greenway System:
- a) Natural Heritage Network lands;
  - b) Rouge Watershed Protection Area lands;
  - c) Greenbelt Plan Area lands (Natural Heritage System of the Protected Countryside lands); and
  - d) certain naturalized, stormwater management facilities.
- 4.1.3 That further to Sections 3.1.2.1 and 3.1.2.10 of the Official Plan, the components of the Natural Heritage Network within the Robinson Glen Secondary Plan Area include the following:
- a) *natural heritage and hydrologic features*, and more specifically:
    - i. *wetlands and provincially significant wetlands*;
    - ii. *habitat of threatened and endangered species*;
    - iii. significant portions of the habitat of *special concern species* in the Greenbelt Plan Area;
    - iv. *fish habitat*;
    - v. *significant valleylands*;
    - vi. *woodlands and significant woodlands*;
    - vii. *significant wildlife habitat*;
    - viii. *permanent streams and intermittent streams*;
    - ix. *seepage areas and springs*;
  - b) *vegetation protection zones* associated with features identified in a) above; and
  - c) *hazardous lands and hazardous sites*.

Where these features are mapped, they are generally as shown on Map SP3 – Natural Heritage Features and Map SP4 – Hydrologic Features.

- 4.1.4 That the *vegetation protection zones* as generally shown on Map SP3 – Natural Heritage Features and Map SP4 – Hydrologic Features be required in accordance with Section 3.1.2.22 through 3.1.2.27 of the Official Plan, with the exception of Section 3.1.2.25, which does not apply within the Robinson Glen Secondary Plan Area.
- 4.1.5 That the boundaries of the Greenway System and the Natural Heritage Network within the Robinson Glen Secondary Plan Area, including the delineation of *natural heritage and hydrologic features* and their associated *vegetation protection zones* as shown in Map SP2 – Greenway System, Map SP3 – Natural Heritage Features, and Map SP4 – Hydrologic Features are to be confirmed in the field and may be refined or modified in accordance with Section 3.1.1.3 of the Official Plan.
- 4.1.6 That lands identified as ‘Rouge Watershed Protection Area’ on Map SP2 – Greenway System are

subject to Section 3.1.4 of the Official Plan. The boundary of the 'Rouge Watershed Protection Area' shall be further refined through the master environmental servicing plan and environmental impact studies in accordance with Section 3.1.4 of the Official Plan. Where the limits of the 'Rouge Watershed Protection Area' are shown as dashed on Map SP2 – Greenway System, environmental studies required in support of *development approvals* may result in some minor variations to the boundary, but will not substantially revise the boundary.

- 4.1.7 That the lands in the Greenbelt Plan are subject to the policies of the Greenbelt Plan 2017 and Section 3.1.5 of the Official Plan. In the event of a conflict, the policies of the Greenbelt Plan 2017 shall prevail. The outer boundary of the Greenbelt Plan Area lands can only be refined or modified by the Province.
- 4.1.8 That any conveyance and/or securement of lands within the Greenway System shall be in accordance with Sections 3.1.2.4 through 3.1.2.7, 3.1.2.22 b), 3.1.3.4 and 3.4.1.7 of the Official Plan.
- 4.1.9 That restoration of the Greenway System is intended to occur through a number of means including *development approvals*, greening initiatives, partnerships and infrastructure projects not associated with the development process.
- 4.1.10 That a Natural Heritage Restoration Plan for the Greenway System lands in the Secondary Plan Area be prepared by development proponents to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority. The Natural Heritage Restoration Plan will:
  - a) Identify opportunities for enhancement and restoration, and management for the Greenway System, as provided for in the Greenbelt Plan, Official Plan, and this Secondary Plan and considering the findings of the Subwatershed Study, master environmental servicing plan and any class environmental assessments;
  - b) identify enhancement and restoration priorities; and,
  - c) identify as a priority the establishment of *natural self-sustaining vegetation* on lands which will no longer be in agricultural use, having regard for the intended use.
- 4.1.11 Any Greenway System enhancement, restoration or management required as a result of development approvals, as determined through environmental impact studies, shall be undertaken having regard for the Natural Heritage Restoration Plan.
- 4.1.12 To minimize and mitigate the impact of required infrastructure in accordance with Section 3.1.2.9 of the Official Plan, the Subwatershed Study, the master environmental servicing plan and any class environmental assessments.
- 4.1.13 Where a natural heritage evaluation and/or hydrological evaluation or environmental impact study is required in accordance with Sections 3.5.4 and 3.5.5 of the Official Plan, this evaluation/study shall also address:
  - a) how the Subwatershed Study and master environmental servicing plan are to be addressed within the site development context; and,
  - b) the direct and indirect impacts and mitigation associated with the development proposal.

- 4.1.14 That where nature-based trails are provided for in the Greenway System, the following shall apply:
- a) trails shall be designed to avoid or minimize impacts to *natural heritage and hydrologic features* by generally being located outside of the Natural Heritage Network and at the outer edge of the Greenway System, where feasible;
  - b) where trail alignments may impact *natural heritage and hydrologic features*, a scoped environmental impact study shall be required to identify potential impacts and to provide recommendations on methods to minimize impacts;
  - c) the conceptual design and location of trails shall be addressed in the Community Design Plan and where feasible and appropriate, shall meet provincial guidelines for accessibility; and
  - d) trails should be integrated with maintenance access required for infrastructure and stormwater management facilities, where possible.
- 4.1.15 That the *woodland* located on the north side of Major Mackenzie Drive East and approximately 60 metres east of Kennedy Road may be modified without amendment to this Secondary Plan where it is demonstrated to the satisfaction of the City that:
- a) the master environmental servicing plan has completed an assessment to confirm whether the area meets the definition of *woodland*;
  - b) a Tree Inventory and Preservation Plan is completed in accordance with 4.2.2, as part of an application for *development approval*; and,
  - c) appropriate compensation for *tree* and/or *woodland* removal has been provided.

## 4.2 Urban Forest System

The Urban Forest System includes all wooded areas, individual *trees*, and the soils that sustain them on public and private property. The *urban forest* provides a number of benefits which contribute to the quality of life for residents and workers in the Robinson Glen Secondary Plan Area, including improved air quality, energy efficiency, and wildlife habitat. The City will work with development proponents and community groups to increase *tree canopy* coverage.

### It is the policy of Council:

- 4.2.1 That the urban forest in the Robinson Glen Secondary Plan Area shall be protected, expanded and integrated into the community in a manner consistent with Section 3.2 of the Official Plan and the policies of this Secondary Plan.
- 4.2.2 To require the submission of a Tree Inventory and Preservation Plan, as part of an application for *development approval*, to identify and describe existing *trees* including their size, species, condition, and methods to ensure the protection of *trees* to be retained.
- 4.2.3 That where *trees* cannot be retained in situ, compensation will be provided in accordance with Section 3.2.1 c) of the Official Plan.

## 4.3 Water Resources

Water resources are important for the maintenance of drinking water supplies and the

conservation of wetlands, watercourses, and aquatic habitat. The Subwatershed Study has assessed the potential impacts of development and has provided recommendations to manage water resources.

**It is the policy of Council:**

- 4.3.1 That development, *redevelopment* and *site alteration* be designed with the goal of protecting ground and surface water quality and quantity in a manner consistent with Section 3.3 of the Official Plan and the policies of this Secondary Plan.
- 4.3.2 That development, *redevelopment* and *site alteration* demonstrate how the requirements of the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, as amended from time to time, have been addressed. Vulnerable areas as delineated in Appendix 3 – Groundwater Resources to this Secondary Plan.
- 4.3.3 That development and *redevelopment* within Significant Groundwater Recharge Areas, as identified in Appendix 3 – Groundwater Resources be required to maintain pre-development recharge to the greatest extent feasible through stormwater management best practices, infiltration at the source, and by having regard to the infiltration volume targets in the Subwatershed Study and the master environmental servicing plan.
- 4.3.4 That development, *redevelopment* and *site alteration* within Wellhead Protection Area – Quantity, as identified in Appendix 3 – Groundwater Resources, be required to implement stormwater management best management practices with the goal of maintaining pre-development recharge by having regard to the infiltration volume targets in the Subwatershed Study and the master environmental servicing plan.
- 4.3.5 That the policies of Section 3.3.2 of the Official Plan shall apply to development, *redevelopment*, and *site alteration* within Highly Vulnerable Aquifers identified on Appendix 3 – Groundwater Resources.

**4.4 Stormwater Management**

Appropriately designed stormwater management facilities will protect water quality and aquatic wildlife (including aquatic species at risk), and provide water quantity and erosion control for watercourses. Low Impact Development measures will be used throughout the Secondary Plan Area where appropriate to filter and cleanse water and address infiltration.

**It is the policy of Council:**

- 4.4.1 That stormwater management facilities shall be located and designed in a manner consistent with Section 3.3 of the Official Plan and Section 7.2.1.12 of this Secondary Plan, and/or based on the recommendations and findings of the Subwatershed Study and the required master environmental servicing plan.



- 4.4.2 That stormwater management reports submitted in support of applications for development, *redevelopment* or *site alteration* shall address applicable City and agency guidelines and requirements shall be approved by the City in accordance with Section 3.3 of the Official Plan and Section 7.2.1.12 of this Plan.
- 4.4.3 That development proponents shall be responsible for ensuring that stormwater management facilities are designed and constructed in compliance with the Federal Species at Risk Act, Provincial Endangered Species Act, the Federal Airport Zoning Regulations for the Pickering Airport Site and any other applicable provincial and federal legislation, and address applicable Ministry of Environment, Conservation and Parks and City of Markham requirements.
- 4.4.4 That stormwater management facilities, including underground stormwater management facilities, may be permitted within the Greenway System where it has been demonstrated that:
- a) stormwater management facilities are designed to achieve a naturalized landscape to improve *biodiversity* and *ecological function* of the adjacent Natural Heritage Network;
  - b) where feasible, stormwater management facilities are designed to be natural in appearance with consideration for variations in the angle of side slopes and minimization of engineered materials or hardened surfaces; and
  - c) a stormwater management plan is prepared in accordance with policies 4.2.3.4 and 4.2.3.5 of the Greenbelt Plan.

#### **4.5 Environmental Hazards**

Environmental hazards referred to in this section include natural hazards such as floodplain lands and erosion sites, as well as human environmental hazards resulting from soil contamination and air and noise pollution which can pose a threat to public health and safety.

**It is a policy of Council:**

- 4.5.1 That development, *redevelopment* and *site alteration* be designed to protect the health and safety of the public and reduce property damage in the Robinson Glen Secondary Plan Area in a manner consistent with Section 3.4 of the Official Plan and the policies of this Secondary Plan.
- 4.5.2 That the limits of *hazardous lands* and *hazardous sites* in the Robinson Glen Secondary Plan Area will be delineated to the satisfaction of the City, and the Toronto and Region Conservation Authority.
- 4.5.3 To only consider modifications to the *floodplain* on the west side of Robinson Creek immediately upstream of Major MacKenzie Drive East if a technical study can demonstrate that:
- a) there will be no adverse upstream or downstream flooding impacts;
  - b) there will be no negative impacts to *key natural heritage features* or *key hydrologic features* except where infrastructure policies apply;
  - c) all disturbed areas within the modified floodplain will be stabilized and planted with native vegetation; and,
  - d) requirements under the Toronto and Region Conservation Authority's regulation have been

addressed.

Such technical studies shall be approved by the City and the Toronto and Region Conservation Authority. Modifications to the limits of the *floodplain* shall not require an amendment to this Secondary Plan.

- 4.5.4 Applications for *development approval* for *sensitive land uses* adjacent to an arterial road in the Robinson Glen Secondary Plan Area shall be accompanied by a noise and vibration study prepared in accordance with the Ministry of Environment Guidelines and York Region noise policies including required mitigation measures prepared to the satisfaction of York Region.
- 4.5.5 To require environmental site assessments and a record of site condition prepared by a qualified person in accordance with the Environmental Protection Act and its regulations, for any lands to be conveyed to the City in the Robinson Glen Secondary Plan Area.

## 5.0 HEALTHY NEIGHBOURHOODS AND COMMUNITY

The Robinson Glen community is being planned and designed as a healthy and compact community, with neighbourhoods that contain a variety of housing types, a range of parks and open space and required community facilities such as schools, and where *cultural heritage resources* are integrated as appropriate.

### 5.1 Housing

Providing for a range of housing types and tenures, and *affordable housing* options will contribute to the livability of the Robinson Glen residential and mixed-use neighbourhoods and the quality of life for residents. Providing for more intensive housing forms along higher order transit corridors will improve access to services, jobs and amenities within and beyond the Robinson Glen community.

Ensuring there is an adequate supply of *affordable housing* opportunities for those low and moderate income households experiencing affordability challenges, and *shared housing* opportunities for seniors or those persons with special needs is integral to the economic and social well-being of the Robinson Glen community.

**It is the policy of Council:**

#### Range of Housing Types

- 5.1.1 To promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of Robinson Glen residents and workers in a manner consistent with Section 4.1 of the Official Plan and the policies of this Secondary Plan, and more specifically by:
- encouraging the construction of multiple units, including stacked townhouses and townhouses, and apartment units with a mix of unit sizes including family-size and smaller units;
  - encouraging the construction of rental and *shared housing* units with a full range of unit types and sizes, particularly in locations well-served by transit, including along Major Mackenzie Drive, Kennedy Road and Elgin Mills Road; and
  - providing for the establishment of *secondary suites* subject to appropriate zoning, development criteria and standards as set out in Section 8.13.8 of the Official Plan.

#### Compact Community

- 5.1.2 That the Robinson Glen Secondary Plan Area be planned to meet or exceed:
- an overall minimum density of 20 residential units per developable hectare through an appropriate mix of low-rise, mid-rise and high-rise residential units; and
  - an overall housing target of approximately 4,800 housing units, with a target mix of approximately 60% low-rise residential units and approximately 40% mid-rise and high-rise residential and mixed use units.
- 5.1.3 That the highest densities shall be focused along the Regional Rapid Transit Corridor and the Regional Transit Priority routes, and the distribution of housing by density and type identified in Section 5.1.2 will be outlined in the Community Design Plan required in Section 6.2.

- 5.1.4 That jobs are anticipated to be located in the Mixed Use High Rise – Retail Focus area at Major MacKenzie Drive and Kennedy Road, and in the neighbourhood mixed use areas along Major Mackenzie Drive and Kennedy Road, in community facilities and work at home.
- 5.1.5 That in achieving approximately 4,800 dwelling units and the anticipated population-serving jobs, the Robinson Glen Secondary Plan Area will contribute to an overall minimum density of 70 residents and jobs per hectare across the developable area of the Future Urban Area Planning District.
- 5.1.6 To monitor the achievement of the density targets identified in Section 5.1.2 of this Secondary Plan through *development approvals*.

#### **Affordable and Shared Housing**

- 5.1.7 To provide for *affordable* and *shared housing* opportunities within the Robinson Glen Secondary Plan Area in accordance with Section 4.1.3 of the Official Plan, and more specifically by:
- targeting 25 percent of the new housing units to be *affordable* to low and moderate income households;
  - encouraging a portion of the targeted *affordable housing* units to be designed as *shared housing* units with supports to accommodate persons with special needs; and
  - supporting the equitable distribution of *affordable* and *shared housing* within permitted building forms, particularly in locations well-served by transit.
- 5.1.8 To work in partnership with York Region, the non-profit sector, the development industry, community partners, and senior levels of government to develop an *affordable* and *shared housing* implementation framework, which may include tools such as inclusionary zoning or other provincial and municipal incentives, to assist in implementing *affordable* and *shared housing* opportunities within the Robinson Glen Secondary Plan Area.
- 5.1.9 That in accordance with Sections 4.1, 4.1.2.8 and 4.1.3.6 c) and d) of the Official Plan, in order to monitor and encourage the implementation of a diverse and affordable housing stock in the Secondary Plan Area, housing impacts statements may be required to be submitted in support of development applications in the ‘Residential Mid Rise’ and ‘Mixed Use Mid Rise’ designations, which will identify:
- the number of proposed new housing units by type, size and tenure;
  - the estimated rents and/or initial sales prices of the proposed new housing units by type; and
  - the relationship of the proposed new housing units to York Region’s annual maximum *affordable housing* thresholds for Markham.

## **5.2 Community Infrastructure and Services**

Community infrastructure and services should be located and designed to act as “community hubs” and focal points within the Robinson Glen community. These “community hubs” may consist of facilities and services provided by the City or York Region or other public agencies such as *public schools*, parks and open spaces, libraries and/or community centres, and/or facilities and services provided by the private sector such as *day care centres*, and *places of worship*.

Optimal locations for *public schools*, parks and open spaces, and *places of worship* are identified conceptually within the Robinson Glen Secondary Plan Area to inform future *development approvals*. It is recognized that community infrastructure and services in adjacent communities will also service the Robinson Glen community.

**It is the policy of Council:**

**General Policies**

- 5.2.1 To plan and coordinate the provision of community infrastructure and services for the Robinson Glen Secondary Plan Area, including *public community infrastructure* provided by Markham and York Region, and other community infrastructure provided by the private sector, in a manner consistent with Section 4.2 of the Official Plan and the policies of this Secondary Plan to, among other things:
- a) support the development and implementation of Markham’s Integrated Leisure Master Plan, as amended from time to time;
  - b) ensure the delivery of community infrastructure and services is balanced to meet the needs of future residents of the Robinson Glen community and other communities across the Future Urban Area Planning District; and
  - c) encourage new approaches to the delivery of community infrastructure and services that promote shared use or multi-functional facilities and services in order to achieve capital and operating cost efficiencies.
- 5.2.2 To identify optimal locations within the Robinson Glen Secondary Plan Area for *public schools*, parks and open spaces, and *places of worship* as shown schematically on Map SP1 – Detailed Land Use Plan and in the Community Design Plan required in Section 6.2 of this Secondary Plan.
- 5.2.3 To secure *public community infrastructure* through *development approvals*. In accordance with Section 4.2.2.2 of the Official Plan, a community infrastructure impact statement may be required to be submitted in support of development applications to identify how required *public community infrastructure* may be delivered.

**Public Schools**

- 5.2.4 That the location of public school sites shown on Map SP1- Detailed Land Use Plan have been selected to reflect the role of school sites in defining community and neighbourhood structure, the open space system and patterns of land use.
- 5.2.5 Secondary school sites have been located to adjoin or be within a reasonable walking distance of potential transit routes. These school buildings shall be oriented to facilitate direct access to transit routes and stops.
- 5.2.6 That the location, size and configuration of each *public school site* shown on Map SP1 – Detailed Land Use Plan shall be further defined in the Community Design Plan consistent with the policies or requirements of the respective School Board and principles of community design outlined in this Secondary Plan.

- 5.2.7 That where a *public school* site adjoins public parkland, the school site shall be of a size, configuration, and design that facilitates potential joint use by the City and the respective School Board.
- 5.2.8 That *public school* sites be confirmed and secured through the *development approval* process.
- 5.2.9 That a *public school* site may be relocated in consultation with the School Boards, and without amendment to this Secondary Plan, provided the alternate site is consistent with the community structure objectives of this Secondary Plan and the long term needs of the School Boards.
- 5.2.10 That in the event a *public school* site is no longer required for *public school* purposes, it may be removed without amendment to this Secondary Plan.
- 5.2.11 That *public school* sites may be zoned to permit appropriate alternate uses with a ‘Hold’ provision, in addition to a *public school* and accessory uses in the event the site is not required by a School Board or other educational institutions, and Council has not considered any alternative use in accordance with Section 4.2.3.2 of the Official Plan. Appropriate alternate uses will be identified in the Community Design Plan required in Section 6.2 of this Secondary Plan or through plans of subdivision.

Removal of the ‘Hold’ provision for the alternate uses on the site shall be addressed in the conditions of approval of an appropriate plan of subdivision and/or site plan control agreement secured through the *development approval* process.

#### **Places of Worship**

- 5.2.12 That the location, size and configuration of required *place of worship* sites shown on Map SP1 – Detailed Land Use Plan shall be further defined through the Community Design Plan or plans of subdivision consistent with the requirements of Section 8.13.7 of the Official Plan and Council’s *place of worship* site reservation policy.
- 5.2.13 In addition to a minimum 1.0 hectare *place of worship* site identified symbolically on Map SP1 – Detailed Land Use Plan, it is recognized that there are *places of worship* located to the east and to the north of the Secondary Plan Area.
- 5.2.14 That *place of worship* sites shall be secured through plans of subdivision or other appropriate agreements and be made available for acquisition and use for a *place of worship* for a period of at least five years from the date of registration of the plan of subdivision.
- 5.2.15 That *place of worship* sites may be zoned to permit appropriate alternative uses with a ‘Hold’ provision, in addition to *place of worship* and accessory uses, in the event the site is not acquired for a *place of worship*. Removal of the ‘Hold’ provision to allow for the alternate uses on the site shall be tied to expiration of the site reservation period and the execution of a site plan control or subdivision agreement for the alternate land use.

- 5.2.16 That a *place of worship* site may be relocated without amendment to this Secondary Plan, provided the alternate site is consistent with the community structure objectives of this Secondary Plan as outlined in the Community Design Plan.

### 5.3 Parks and Open Space System

Markham is committed to ensuring that sufficient and meaningful parks and open spaces are available to its residents. Within the Robinson Glen Community, a well-designed and connected system of parks and open spaces including Greenway System lands, and multi-use trails and pathways, will provide opportunities for diverse recreational and leisure activities.

#### **It is the policy of Council:**

- 5.3.1 To plan and develop a system of parks and open spaces that is integrated throughout the Robinson Glen Secondary Plan Area in a manner consistent with Section 4.3 of the Official Plan and the policies of this Secondary Plan, including the Community Design Plan requirements identified in Section 6.2.
- 5.3.2 That the Parks and Open Space System within the Robinson Glen Secondary Plan Area includes among other things, the following components:
- a) City Parks as shown schematically on Map SP1 – Detailed Land Use Plan, including:
    - i. a Community Park, a minimum of 4.4 hectares in size as part of a co-location site, to serve park users generally within a 10 minute walking distance (approximately 800 metres);
    - ii. Neighbourhood Parks as shown schematically on Map SP1 – Detailed Land Use Plan, including Active Parks and Parkettes, approximately 0.2 to 2.0 hectares in size, to serve parks users generally within a 5 minute walking distance (approximately 400 metres);
  - b) Open Space Lands including Greenway System lands and stormwater management facilities as shown schematically on Map SP1 – Detailed Land Use Plan; and
  - c) pedestrian and cycling routes which also form part of the Active Transportation Network shown on Map SP6 – Transit and Active Transportation Network.
- 5.3.3 To provide for more detailed planning and design of the Parks and Open Space System within the Robinson Glen Secondary Plan Area, including the development of a parks and open space plan in accordance with Section 6.1.6.7 of the Official Plan, as a component of the required Community Design Plan as outlined in Section 6.2 of this Secondary Plan.
- 5.3.4 To acquire public parkland in the form of City Parks within the Robinson Glen Secondary Plan Area through the *development approval* process in accordance with the approved parkland dedication policies of Section 10.8.2 of the Official Plan, and to secure public park sites through the *development approval* process, including the establishment, where appropriate, of an area specific parkland agreement.

- 5.3.5 That parks be distributed generally in accordance with the following principles as further articulated in the Community Design Plan:
- Achieving minimum walking distances for residents in accordance with Section 4.3.2.2 of the Official Plan;
  - Parks and schools should be co-located where possible;
  - Connections should be provided between the Parks and Open Space System and the Greenway System, streets, utility corridors, and pedestrian and cycling trails; and
  - Parks should be located to take advantage of topography and views where appropriate.
- 5.3.6 That a park site identified on Map SP1 – Detailed Land Use Plan may be relocated without amendment to this Secondary Plan provided the alternate site is consistent with the community structure objectives of this Secondary Plan as outlined in the Community Design Plan. Removal of identified park sites shall require an amendment to this Secondary Plan.

#### **5.4 Cultural Heritage Resources**

Seven residential properties within the Robinson Glen Secondary Plan Area are either designated or listed on the City's *Register of Property of Cultural Heritage Value or Interest*, together with the Pingle Farm Cemetery. The City's objective is to *conserve*, enhance and restore *significant cultural heritage resources* including *built heritage resources*, *archaeological resources* or *cultural heritage landscapes* that are valued for the important contribution they make to understanding the history of a place, event or a people, according to the policies of Section 4.5 of the Official Plan.

##### **It is the policy of Council:**

- 5.4.1 That consideration of *cultural heritage resources* within the Robinson Glen Secondary Plan Area shall be consistent with Section 4.5 of the Official Plan, and the policies of this Secondary Plan.
- 5.4.2 That the *cultural heritage resources* contained in the City's *Register of Property of Cultural Heritage Value or Interest* within the Robinson Glen Planning Area are identified in Appendix 2 – Cultural Heritage Resources.
- 5.4.3 That the retention and/or relocation of *cultural heritage resources* where required by Section 4.5 of the Official Plan will be considered in accordance with Section 4.5.3.12 and 4.5.3.13 of the Official Plan, and reflected in the Community Design Plan required in Section 6.2 of this Secondary Plan.
- 5.4.4 To ensure that development of a *significant cultural heritage resource* itself, or development on *adjacent lands* is designed, sited or regulated so as to protect and mitigate any negative visual and physical impact on the *heritage attributes* of the resource, according to policy 4.5.3.11 of the Official Plan, including considerations such as scale, massing, height, building orientation and location relative to the resource. The strategy for integrating *cultural heritage resources* where required shall be outlined in the Community Design Plan.
- 5.4.5 To impose the following conditions of approval on development or *site alteration* containing



a *cultural heritage resource* in addition to those provided in Section 4.5 of the Official Plan, where it has been determined appropriate subject to the policies in Section 4.5 of the Official Plan to retain a *cultural heritage resource*:

- a) securing of satisfactory financial and/or other guarantees to restore a *cultural heritage resource* or reconstruct any *cultural heritage resources* damaged or demolished as a result of new development;
- b) obtaining site plan control approval and a site plan agreement for the *cultural heritage resource* including the implementation of a restoration plan for the heritage building;
- c) requiring provisions in offers of purchase and sale which give notice of the *cultural heritage resource* on the property; and
- d) requiring the commemoration of the *cultural heritage resource* through the provision and installation of an interpretive plaque, in a publicly visible location on the property (i.e., Markham Remembered Plaque).

## 5.5 Archaeological Resources

First Nations and Métis *archaeological resources* contribute to Markham's unique local identity. This Secondary Plan recognizes the importance of conserving *archaeological resources* and the potential opportunity for incorporating appropriate archaeological discoveries in place making within the Robinson Glen Secondary Plan Area.

### It is the policy of Council:

- 5.5.1 That the *conservation of archaeological resources* within the Robinson Glen Secondary Plan Area will be promoted in a manner consistent with Section 4.6 of the Official Plan and the policies of this Secondary Plan.
- 5.5.2 That prior to approval of an application for development, *redevelopment* or *site alteration*, on lands containing *archaeological resources* or *areas of archaeological potential*, the proponent shall retain a provincially licensed archaeologist to undertake an archaeological assessment and complete other requirements outlined in Section 4.6.2.2 of the Official Plan to the satisfaction of the City and the Province.
- 5.5.3 To prohibit grading or other *site alteration* including installation of infrastructure on any site within the Robinson Glen Secondary Plan Area prior to the issuance of a letter of acceptance of an archaeological assessment from the Province.
- 5.5.4 To only permit development and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* if the significant *archaeological resources* have been conserved by preservation on site, or by removal and documentation. Where significant *archaeological resources* must be preserved on site, only development and *site alteration* which maintain the heritage integrity of the site may be permitted.

## 6.0 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT

The physical layout and design of the Robinson Glen Secondary Plan Area will be defined by the pattern and design of development established by a network of streets and blocks and a public realm. In addition to ensuring a sustainable pattern of development through the appropriate integration of land use, transportation and infrastructure, this Secondary Plan anticipates the application of innovative sustainable development practices and technologies in site planning and building design. A Community Design Plan will provide further guidance on the planning and design of the public realm, built form and site development, and sustainable development elements.

### 6.1 General Provisions

It is intended that the Robinson Glen community be designed as a pedestrian, cycling and transit-friendly compact community with sustainable building and site design elements, and innovative techniques for stormwater management.

The emphasis will be on designing a new residential and mixed use community comprising:

- compact neighbourhoods with pedestrian-friendly streets;
- compatible built form and high-quality building design and construction;
- vibrant people places with a clearly identifiable and well-designed public realm; and
- sustainable development.

To achieve sustainable development, policy direction is provided with respect to conservation of environmental resources, energy efficiency and the reduction of greenhouse gas emissions, and supporting climate change adaptation. Sustainable building and site design within the Robinson Glen Secondary Plan Area will focus on water efficiency, energy conservation and generation, ecological protection and enhancement, food production and active transportation at the site scale.

#### **It is the policy of Council:**

6.1.1 To shape the urban form of the Robinson Glen Secondary Plan Area in a manner consistent with Section 6.1 of the Official Plan and the policies of this Secondary Plan, through the innovative planning and design of:

- a) the public realm:
  - i. streets and blocks;
  - i. streetscapes;
  - ii. landmarks and views;
  - iii. parks and open spaces;
  - iv. public art; and
- b) built form and site development.

6.1.2 To develop comprehensive urban design guidelines for the Future Urban Area Planning District, in accordance with the applicable provisions of Section 6.1 of the Official Plan, which build on the direction of the Council endorsed Conceptual Master Plan and provide additional guidance on the

development of a Community Design Plan for the Robinson Glen Secondary Plan Area, and the review of future *development approvals*.

- 6.1.3 To support the sustainable development of the Robinson Glen Secondary Plan Area in a manner consistent with Section 6.2 of the Official Plan and the policies of this Secondary Plan, through the integration of land use, transportation and infrastructure planning at the community level and the application of innovative sustainable development practices and technologies in site planning and building design.
- 6.1.4 To consider the application of innovative sustainable design practices and technologies as appropriate, in site planning and building design through the *development approval* process and in particular, through the application and compliance with a sustainable development checklist, as part of the site plan control and/or plan of subdivision application process, as generally set out in Section 6.2.3.1 of the Official Plan.

## 6.2 Community Design Plan

A Community Design Plan will guide the innovative planning and design of the Robinson Glen Secondary Plan Area and address, among other things, street and block pattern, a hierarchy of streets and streetscape elements, the identification of community gateways and landmarks, the provision of an interconnected parks and open space system, integration of *cultural heritage resources*, public art, sustainable design and development practices, and community energy planning. The Plan will provide structural guidance to the important components of the built-form and public realm as well as Greenway System interface and design integration.

The Community Design Plan will address the urban design and sustainable development policies of the City's Official Plan and the City's comprehensive urban design guidelines for the Future Urban Area Planning District, and respond to York Region's New Communities Guidelines 2013. The Community Design Plan will also demonstrate how the key directions of the Conceptual Master Plan and the Subwatershed Study, master environmental servicing plan and Community Energy Plan, as amended from time to time, will be implemented.

### **It is the policy of Council:**

- 6.2.1 To require preparation of a Community Design Plan for the Robinson Glen Secondary Plan Area by the development proponents of the Secondary Plan Area, that addresses the City's comprehensive urban design guidelines for the Future Urban Area Planning District and that provides further guidance on the planning and design of the public realm, built form and site development, and sustainable development elements including, but not limited to:

#### The Public Realm

- a) The Robinson Glen community will achieve a safe, accessible and well-designed public realm through the incorporation of:
- accessible linkages to the street network;
  - safe and attractive *streetscapes*;
  - enhanced views and vistas of identified landmarks including the Greenway System

- well-designed public and private open spaces;
- enhanced landscaping and tree planting; and
- sustainable development features and best practices.

#### Streets and Blocks

- b) The Robinson Glen community will achieve a well-defined and functional urban fabric that is attractive, safe, pedestrian-oriented and transit supportive through the incorporation of:
- a well-defined street and block hierarchy;
  - multiple street and neighbourhood connections for pedestrians, cyclists and vehicles;
  - a wide range of block sizes and configurations to accommodate a mix of land uses and diverse built form types; and
  - access to transit, community facilities, local retail and services, and the Parks and Open Space System.

In particular, through draft plans, landowners will work with the City to achieve a reasonable balance between public and private land uses abutting the Robinson Creek Greenway, recognizing the City's desire to achieve a significant degree of public ownership adjacent to the Greenway.

#### Streetscapes

- c) The Robinson Glen community will achieve streetscapes with a sense of identity that complement functional requirements through the incorporation of:
- a consistent and coordinated style of street furnishings, lighting, and signage;
  - pedestrian and cycling amenities
  - street tree planting and landscaping; and
  - traffic calming and on-street parking where appropriate.

#### Landmarks and Views

- d) The Robinson Glen community will create, protect and enhance significant landmarks and views through the incorporation of:
- natural features and *cultural heritage resources*, where required to be retained;
  - significant built form features;
  - appropriate street and block orientation to create view corridors and focal points; and
  - architectural treatment and screening of rooftop elements.

#### Parks and Open Spaces

- e) The Robinson Glen community will create a well-designed and connected Parks and Open Space System through the incorporation of:
- a hierarchy of City Parks and Open Space Lands including Greenway System lands and lands associated with *public school* sites and naturalized stormwater management facilities;
  - accessible pedestrian and bicycle connections;
  - *natural heritage and hydrologic features* and *cultural heritage resources*, where required to be retained;
  - high visibility and prominent street frontage;
  - active and passive recreation opportunities;

- safe and comfortable settings for community events and individual use;
- functional, adaptive features and landscaping that provide for year round use;
- enhancements to the *urban forest* in accordance with Section 3.2 of the Official Plan; and
- best practices in sustainable design.

#### Public Art

- f) The Robinson Glen community will support the provision of public art as a means of fostering community identity and sense of place in accordance with Section 6.1.7 of the Official Plan.

#### Built Form and Site Development

- g) The Robinson Glen community's built form, character and site design will be enhanced through the incorporation of:
- architectural diversity;
  - appropriate building height and massing;
  - continuity and building placement;
  - transitions between areas of different densities;
  - safe connections to pedestrian, cycling, and transit infrastructure;
  - building design that encourages human interaction and activity at the street level and avoids blank facades along public streets and spaces;
  - views and vistas of landmarks;
  - comfortable microclimate conditions;
  - adequate well-designed private open space and amenity areas;
  - *urban forest* enhancements in accordance with Section 3.2 of the Official Plan; and
  - buffered and screened servicing and parking areas.

#### Sustainable Development

- h) The Robinson Glen community will be designed to support sustainable development through the application of:
- design features and practices that enhance resiliency and consider the impact of climate change;
  - design solutions for supply, efficient use and conservation of energy and water;
  - low-impact design features and green infrastructure; and
  - innovative sustainable design practices and technologies in site planning and building design.

6.2.2 That the Robinson Glen Community Design Plan will also address:

- a) community identity and character;
- b) how the hierarchy of streets and blocks will provide for a walkable community that supports cycling and use of transit through a fine local road grid system and an interconnected network of boulevard multi-use paths and trails within the Greenway System;
- c) how the Greenway System lands within the Robinson Glen Secondary Plan Area will be integrated within the community fabric to provide for the protection and enhancement of

*natural heritage and hydrologic features* within an interconnected Parks and Open Space System;

- d) how the interconnected Parks and Open space System will integrate the City Parks and Open Space Lands including Greenway System lands within the Robinson Glen Secondary Plan Area, and lands associated with *public school* sites and stormwater management facilities, with the active transportation network;
- e) how the master environmental servicing plan informs the interface between trails, the Greenway System and built form, and enhancement of the *urban forest* in accordance with Section 3.2 of the Official Plan;
- f) how those *cultural heritage resources* which are being retained are integrated into the community and the requirements of Chapter 4.5.3.3 and 4.5.3.11 of the Official Plan regarding development on adjacent lands;
- g) how Residential Neighbourhoods and special character areas, such as Neighbourhood Service Node, Mixed Use High Rise, and Mixed Use High Rise – Retail Focus, identified in Appendix 1 - Future Urban Area Community Structure Plan, will be planned and designed at a community and neighbourhood scale to provide a mix of built form and land use;
- h) how the pattern, nature and phasing of development within the Neighbourhood Service Node, Mixed Use High Rise, and Mixed Use High Rise – Retail Focus, identified in Appendix 1 – Future Urban Area Community Structure Plan, and the applicable provisions of Section 10.1.4 of the Official Plan regarding *comprehensive block plans* will be addressed;
- i) how an appropriate distribution of housing types and scale, height, massing and transition of built form will be provided in each of the Residential Neighbourhoods and Neighbourhood Service Node, in a manner consistent with the density targets identified in Section 5.1.2 and the applicable ‘Residential’ and ‘Mixed Use’ land use designations;
- j) how *public community infrastructure* provided by the City or York Region and/or other community infrastructure provided by the private sector is integrated within the Residential Neighbourhoods, the Neighbourhood Service Node and Mixed Use Node, and will be accessible by active transportation and transit;
- k) how City Parks and Open Space Lands will be planned in accordance with Section 5.3.2 of this Secondary Plan and with regard to Appendix 1 – Future Urban Area Community Structure Plan to address parks and open space system classification typology, size and walkability criteria, and be designed to address the active and passive recreation needs of the community, including community gardening, where appropriate;
- l) how built form and site development will make a positive contribution to the public realm, define the character of the streets and open spaces, and promote architectural diversity and sustainable development practices in building and open space design;
- m) how the use of Low Impact Development best practices and green infrastructure will be applied through appropriate community and site planning and building design, and other sustainability initiatives; and
- n) how the strategies and actions of the Community Energy Plan applicable to the Robinson Glen

Secondary Plan Area as outlined in Section 7.2.3 will be implemented by the overall community design, design of infrastructure, building design and site development, and adoption of sustainable best practices.

- 6.2.3 That all new development within the Robinson Glen Secondary Plan Area shall address the applicable provisions and area and site specific urban design and sustainable development guidelines contained in the Community Design Plan for the Secondary Plan Area.

## 7.0 TRANSPORTATION, SERVICES AND UTILITIES

### 7.1 Transportation System

The transportation system servicing the Robinson Glen Secondary Plan Area includes public roads and laneways, private roads, and pedestrian, bicycle and transit routes and facilities. It is intended that this integrated transportation system will support growth within the Future Urban Area Planning District by improving road and transit network connectivity and by providing a convenient range of travel choices such as walking and cycling options for local and short trips.

**It is the policy of Council:**

#### 7.1.1 General Policies

- 7.1.1.1 To plan and design a transportation system to service the Robinson Glen Secondary Plan Area that balances the needs of all road network users including pedestrians, cyclists, transit and motorists, and the integration of land uses, in a manner consistent with Section 7.1 of the Official Plan, and the policies of this Secondary Plan.
- 7.1.1.2 That the transportation system servicing the Robinson Glen Secondary Plan Area includes the planned road network of arterial roads, major collector and minor collector roads as shown on Map SP5 – Road Network and the planned transit network and active transportation network of transit, cycling, and pedestrian routes and facilities as shown on Map SP6– Transit and Active Transportation Network.
- 7.1.1.3 That the location of major and minor collector roads and transit, cycling and pedestrian routes and facilities will be confirmed through more detailed studies submitted in support of *development approvals* for the Robinson Glen Secondary Plan Area. The final location of trails/pathways, roads, and related facilities may be revised without amendment to this Secondary Plan, provided the intent of the Official Plan and this Secondary Plan is maintained.
- 7.1.1.4 To require through the *development approval* process, where appropriate and at no public cost, and in accordance with the Planning Act, the conveyance of lands within the Berczy Glen Secondary Plan Area needed to achieve the road network shown on Map SP5 – Road Network and the active transportation network shown on Map SP6 – Transit and Active Transportation Network in accordance with Section 7.1.3.4 of the Official Plan. Determination of final right-of-way requirements shall be made through the completion of the Functional Traffic Design Study, Transportation Impact Assessment and/or any applicable environmental assessment as initiated through the *development approval* process. Notwithstanding the planned rights-of-way for minor collector roads, should it be determined through the *development approval* process that greater right-of-way widths are required, the additional lands shall be conveyed to the City and/or the Region at no public cost, without an amendment to this Secondary Plan.
- 7.1.1.5 That the implementation of certain components of the transportation system servicing the Robinson Glen Secondary Plan Area, including the road, transit and active transportation



networks will require the completion of appropriate municipal class environmental assessments, initiated through the *development approval* process to the satisfaction of the City.

### **7.1.2 Road Network**

Within the Robinson Glen Secondary Plan Area, the road network is largely influenced by existing arterial roads and proposed collector roads which are expected to carry the majority of pedestrian, cycling, vehicular, and transit service traffic within the community, and will serve as links to neighbouring areas. The collector road network establishes a modified grid pattern that creates a well-defined street and block hierarchy of continuous collector roads in both east-west and north-south directions. Integrated with the arterial roads, the collector road system provides links to the existing and planned road and opportunities for establishing connections with the future transit network.

#### **It is the policy of Council:**

- 7.1.2.1 That the designated arterial roads surrounding the Robinson Glen Secondary Plan Area as shown on Map SP5 – Road Network be planned to achieve the requirements of the York Region Official Plan, as may be amended from time to time.

It is the City's intention to transfer Elgin Mills Road East adjacent to the Robinson Glen Secondary Plan to the Region of York, and that it be improved to the Region of York's Arterial Road standards.

- 7.1.2.2 That the designated collector roads within the road network of the Robinson Glen Secondary Plan Area as shown on Map SP5 – Road Network be planned to generally achieve the following:
- a) major collector roads shall generally have a mid-block right-of-way width of 30.5 metres and minor collector roads shall generally have a mid-block right-of-way width of 24.5 metres;
  - b) design requirements, consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be confirmed through the transportation component of the master environmental servicing plan, and refined through the functional traffic design studies;
  - c) an in-boulevard multi use path shall be provided on each side of the road to accommodate pedestrians and cyclists. The multi-use paths shall generally be a minimum 3 metres in width;
  - d) aligned travel lanes through the collector road intersections;
  - e) rear lane vehicular access or shared vehicular access to individual residential units fronting on collector roads, where possible;
  - f) to restrict vehicle access from developments adjacent to Regional Roads to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties; and
  - g) to plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions, in all new urban developments.

Where a collector road intersects another collector road, it shall be recognized that a number of traffic control alternatives may be considered, including stop-controls, traffic signals and/or roundabouts. The intersection right-of-way shall be confirmed through the completion of the functional traffic design study and transportation impact assessment and/or any applicable

environmental assessment.

7.1.2.3 A minimum 3 metre in-boulevard multi-use path shall be provided on the south side of the road forming the extension of Street 'C' located east of Street 'B'.

7.1.2.4 That the local roads within the road network of the Robinson Glen Secondary Plan Area be planned to achieve the following:

- a) a primary road network providing frontage for development lots and blocks;
- b) design requirements, in a manner consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be determined through the approval of functional traffic design studies and transportation impact assessments; and
- c) aligned travel lanes through the collector road intersections.

Where possible local roads shall be organized to form a modified grid network intersecting with the designated collector roads in order to maximize connectivity throughout the Robinson Glen Secondary Plan Area.

7.1.2.5 That public laneways within the road network of the Robinson Glen Secondary Plan Area, be planned to achieve the following:

- a) a secondary road network at the rear of development lots and blocks providing access to the required on-site parking and service areas; and
- b) design requirements, consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be determined through functional traffic design studies and transportation impact assessments.

City owned public utilities may be located within the paved portion of laneways subject to functional and design standards established by the City. Privately owned utilities may be located within boulevard/grass portion of the laneway subject to functional and design standards established by the City.

7.1.2.6 Potential extensions of the east/west major collector and minor collector roads easterly through the Greenway System are shown with an arrow on Map SP5 – Road Network, and Map SP6 – Transit and Active Transportation Network. Such crossings shall be subject to the approval of appropriate municipal class environmental assessments, through the *development approval* process, to the satisfaction of the City.

The location of the potential road crossings has been identified through detailed study and all new *development* and *redevelopment* shall be designed to ensure that provision for these crossings are protected for future development. Landowners will dedicate at no cost the required right-of-way width for these road crossings as a condition of *development approval* for lands in the same ownership.

### 7.1.3 Transit and Active Transportation Network

Within the Robinson Glen community, the interconnectivity between the transit network, cycling and walking system is essential to the establishment of a well-integrated active transportation network. Providing opportunities for active transportation makes it easier for people to decrease their dependence on the automobile. Conveniently located and adequately spaced transit stops are crucial to establishing an integrated transit network to service the Robinson Glen Secondary Plan Area and promote ridership.

#### **It is the policy of Council:**

- 7.1.3.1 To work with York Region, other applicable transit providers and development proponents, to facilitate the implementation of a planned network of transit services for the Robinson Glen Secondary Plan Area as identified on Map SP6– Transit and Active Transportation Network, and to structure new residential and mixed use neighbourhoods around transit services and facilities in support of increasing the *transit modal split* across the Future Urban Area Planning District.
- 7.1.3.2 That the introduction of transit services to the Robinson Glen Secondary Plan Area will be implemented by York Region, in cooperation with the City and development proponents, by:
- a) providing a series of transit routes that serve and link the centres of each residential and mixed use neighbourhood; and connections to the proposed bus rapid transit service along Major Mackenzie Drive;
  - b) locating a transit stop at the centre of each residential and mixed-use neighbourhood so as to generally be within 400 metres of most residents;
  - c) placing transit stops at most intersections, passenger generators and transfer points; and
  - d) providing additional transit stops on the neighbourhood routes and on routes flanking the residential and mixed-use neighbourhoods, as required.
- 7.1.3.3 To facilitate the development of a transit-supportive urban structure, in cooperation with York Region and development proponents, by:
- a) Planning for a local road pattern and related pedestrian routes that accommodate direct pedestrian access to transit routes and stops;
  - b) ensuring all areas within the Robinson Glen Secondary Plan Area are adequately served by public transit;
  - c) incorporating transit stops in road design requirements, where appropriate;
  - d) incorporating transit waiting areas into buildings located adjacent to transit stops, and
  - e) promoting public transit ridership through site planning and building design, building scale, distribution of development densities, land use mix and location.
- 7.1.3.4 That the active transportation network shown on Map SP6 – Transit and Active Transportation Network be planned to achieve the following:
- a) an interconnected system of multi-use boulevard paths linking pedestrians and cyclists within the Robinson Glen Secondary Plan Area with other pathway systems in the City and the Future Urban Area Planning District;
  - b) design requirements, in a manner consistent with the comprehensive urban design guidelines for the Future Urban Area Planning District and the Community Design Plan, to be

- determined through functional traffic design studies and transportation impact assessments;  
and
- c) design requirements for collector road to collector road intersections to recognize the key elements of a “protected intersection” for pedestrians and cyclists.

#### **7.1.4 Transportation Demand Management**

Transportation demand management measures seek to modify travel behaviour or demand in order to make more efficient use of available transportation capacity. These objectives can be achieved by encouraging the residents and workers within the Robinson Glen Secondary Plan Area to make more trips by walking, cycling, transit and carpooling, and other sustainable modes of transportation.

##### **It is the policy of Council:**

- 7.1.4.1 That a comprehensive transportation demand management strategy be prepared by development proponents in the Robinson Glen Secondary Plan Area, including initiatives for ‘Residential’ and ‘Mixed Use’ neighbourhoods, that will reduce the number of trips, trip length, and reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation. A transportation demand management strategy will include, but not limited to, the following key elements:
- multi use paths within each collector road as set out in policy 7.1.2.2 c) of this Secondary Plan;
  - bicycle parking and public bike repair stations;
  - transit services and continual route enhancements;
  - integration and connection to transit including the installation of bicycle racks at key bus stops (adjacent to schools, community centre and trail connections);
  - travel incentive programs (such as ride matching, work and school based incentives, site specific support facilities);
  - education, promotion and outreach programs;
  - monitoring programs; and
  - supportive parking policies.

## **7.2 Services and Utilities**

### **7.2.1 Municipal Water, Wastewater and Stormwater Management**

Municipal infrastructure provides for the safe and effective delivery of potable water and the conveyance of wastewater and stormwater.

##### **It is the policy of Council:**

- 7.2.1.1 To ensure that new developments in the Secondary Plan Area are serviced with municipal water and wastewater infrastructure in accordance with the provisions of Section 7 of the Official Plan, and that such infrastructure are designed to City standards. Additionally, water and wastewater infrastructure to support new developments shall be designed in a manner consistent with the

recommendations of the master environmental servicing plan.

7.2.1.2 That the design of the trunk water and wastewater infrastructure will generally follow the alignment of such infrastructure recommended in the master environmental servicing plans. The design of the local water and wastewater infrastructure is to be confirmed through more detailed studies and *development approvals*.

7.2.1.3 That the assignment of sanitary capacity allocation for development in the Secondary Plan Area will be determined by the City, in consultation with York Region as part of the review of a development application, and in accordance with the master environmental servicing plan.

7.2.1.4 That satisfactory arrangements between Developers' Groups, the City and York Region, where applicable, shall be established to ensure timely delivery of the key components of the water and wastewater infrastructure for the Secondary Plan Area as a condition of *development approvals* in the Robinson Glen Secondary Plan Area.

#### **Master Environmental Servicing Plan**

7.2.1.5 To require the completion of a master environmental servicing plan prior to any *development approvals* within the Robinson Glen Secondary Plan Area. The master environmental servicing plan shall be accepted by the City, in consultation with the appropriate agencies, prior to any development of lands. The Toronto and Region Conservation Authority shall be satisfied in regards to the water resources and Provincial natural hazards components of the master environmental servicing plan.

7.2.1.6 To require pre-consultation for the master environmental servicing plan to determine the details, scope and terms of reference for the plan including, but not limited to, addressing the findings and recommendations of the Council endorsed 2017 Conceptual Master Plan for the Future Urban Area, including the Transportation Master Plan, Water and Wastewater Master Plan, and the Subwatershed Study.

7.2.1.7 That the master environmental servicing plan shall identify all technical requirements to provide infrastructure services for the development of the lands and for the identification and management of the Greenway System and water resources within the Robinson Glen Secondary Plan Area. Among other matters, the master environmental servicing plan shall address requirements for the following:

- sanitary sewers;
- watermains;
- stormwater management facilities, including low impact development measures;
- major roads, including Greenway System Crossings;
- utility and telecommunication services;
- preliminary grading; and
- Greenway System and water resources.

7.2.1.8 That where the provision of infrastructure services required to support development in the

Robinson Glen Secondary Plan Area necessitates changes to infrastructure external to the Secondary Plan Area, these changes shall also be identified in the master environmental servicing plan. The master environmental servicing plan shall also identify circumstances that may require phasing of the delivery of services and infrastructure and recommend appropriate solutions. Information essential to understanding the provision and delivery of infrastructure services to inform the development phasing plan shall also be included in the master environmental servicing plan.

#### **Functional Servicing Report**

- 7.2.1.9 That a functional servicing report shall be submitted in support of a development application for review and accepted by the City, prior to approval of the development.
- 7.2.1.10 That the functional servicing report reflect the recommendations of the master environmental servicing plan and support the detailed design of the water and wastewater infrastructure required to service the development.
- 7.2.1.11 That the functional servicing report address, but not be limited to, lot grading, sewer and watermain works, road cross sections and utility requirements. Engineering drawings are to be prepared in accordance with this report and shall be submitted for review and approval by the City. All municipal services shall be designed in accordance with the policies and standards of the City, and where applicable, affected agencies.

#### **Stormwater Management Report**

- 7.2.1.12 That as a condition of *development approvals*, and based on the findings and recommendations of the accepted master environmental servicing plan, a stormwater management report shall be prepared in accordance with Section 3.3 of the Official Plan and Section 4.4 of this Secondary Plan, and submitted for review and acceptance by the City in consultation with the Toronto and Region Conservation Authority. The report shall provide detailed information regarding the provision of water quality and quantity management facilities, low impact development facilities, hydraulic gradelines, overland flow routes, and erosion and siltation controls for the plan of subdivision or other development proposal.

#### **7.2.2 Utility and Telecommunication Services**

Utilities such as natural gas, electricity and/or renewable energy, streetlighting and telecommunications shall be planned and coordinated within the Robinson Glen Secondary Plan Area to the greatest extent possible.

#### **It is the policy of Council:**

- 7.2.2.1 To require that, to the greatest extent possible, utilities shall be planned and constructed in a coordinated manner. Utility and telecommunication services shall be planned to be located underground and shall be grouped wherever possible. Where required, above ground utility fixtures shall be located and designed in accordance with City policies and the requirements of the Community Design Plan.

- 7.2.2.2 That utility and telecommunication services shall be permitted in all land use designations subject to the requirements of the master environmental servicing plan and detailed engineering designs to be approved by the City. Any proposed services located within the Greenway System lands within the Urban Area, and between the Urban Area and the centreline of the westerly branch of Robinson Creek, as shown on Map SP1 – Detailed Land Use Plan shall be minimized, and shall coincide with required road rights-of-way wherever possible. In the event that a single loaded road is approved to adjoin Greenway System lands, services should be confined to the edge of the road right-of-way farthest from the ‘Greenway’ designation, wherever possible.
- 7.2.2.3 That utility providers shall, as a condition of *development approvals*, confirm that existing, upgraded or new services will be available to support proposed *development approval*.

### **7.2.3 Community Energy Plan**

Community energy plans will support Markham’s goal of becoming a net zero emission community by 2050. Net zero emission communities meet energy demand through energy efficient buildings and infrastructure, and low carbon or carbon free forms of energy, and offset any greenhouse gas emissions that cannot be eliminated.

In accordance with Section 5.6.10 of the York Region Official Plan, a Community Energy Plan will be developed for the Future Urban Area Planning District, of which the Robinson Glen Secondary Plan Area is a part, to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable on-site generation and district energy options including but not limited to solar, wind, water, biomass and geothermal energy.

The Community Energy Plan will inform the City’s evaluation process of the proposed development within the Secondary Plan Area as it relates to strategies to reduce energy use, to support renewable energy generation and to reduce overall greenhouse gas (GHG) emissions in the Future Urban Area. The Community Energy Plan is a living document that will be revised from time to time to respond to innovations in technology, new trends, opportunities for partnerships and funding.

#### **It is the policy of Council:**

- 7.2.3.1 That a Community Energy Plan be prepared for the Future Urban Area Planning District, of which the Robinson Glen Secondary Plan Area is a part, by the landowners within the Planning District, in consultation with the City and York Region. Having regard to Section 6.2.2.3 of the Official Plan, the Community Energy Plan will identify opportunities to integrate energy consideration and energy solutions to address the following:
- a) community design for a low-carbon community;
  - b) energy in structures and infrastructure;
  - c) community energy systems and local energy sources;
  - d) active mobility and use of electric vehicles;
  - e) opportunities for carbon sinks;
  - f) communications, community engagement and behavioural change; and

- g) an implementation plan and a monitoring and reporting plan to track progress toward the targets to be established through the results of the pilot program and/or the City-led modelling exercise.

7.2.3.2 That the strategies and actions of the Community Energy Plan for the Future Urban Area Planning District, including a solar strategy as required by York Region, be implemented by the overall community design, design of infrastructure, building design and site development, and adoption of sustainable practices as set out in the Community Design Plan requirements in Section 6.2 of this Plan.

## **8.0 LAND USE**

### **8.1 General Provisions**

The land use designations shown on Map SP1 – Detailed Land Use Plan establish the general pattern for future development in the Robinson Glen Secondary Plan Area. The policies for these designations, as set out in Sections 8.1 through 8.4 of this Secondary Plan, provide comprehensive guidance for development, and must be read in conjunction with other applicable provisions of this Secondary Plan as well as Chapter 8 and other applicable provisions of the Official Plan.

#### **It is the policy of Council:**

- 8.1.1 That the general pattern of land use for the Robinson Glen Secondary Plan Area is established in the maps of the Official Plan, and refined on Maps SP1 through SP6 in this Secondary Plan. Appendices 1 through 6 of this Secondary Plan are provided for information purposes only.
- 8.1.2 That further to the provisions of Chapter 8 of the Official Plan, the following specific land use designations are established and applied to the lands within this Secondary Plan Area, as shown on Map SP1 – Detailed Land Use Plan:
  - ‘Residential Low Rise’
  - ‘Residential Mid Rise I’
  - ‘Residential Mid Rise II’
  - ‘Residential High Rise’
  - ‘Mixed Use Mid Rise’
  - ‘Mixed Use High Rise’
  - ‘Mixed Use High Rise – Retail Focus’
  - ‘Greenway’
- 8.1.3 That in addition to the land use designations, a number of proposed specific land uses or facilities are identified schematically or by text on Map SP1 - Detailed Land Use Plan, including:
  - Community Park as set out in Section 5.3 of this Secondary Plan
  - Neighbourhood Parks as set out in Section 5.3 of this Secondary Plan
  - *Public School* sites as set out in Section 5.2 of this Secondary Plan
  - *Place of Worship* site as set out in Section 5.2 of this Secondary Plan
  - Stormwater Management Facilities as set out in Section 7.2.1 of this Secondary Plan



- 8.1.4 That the pattern of land use and the proposed specific land uses or facilities shown on Map SP1 – Detailed Land Use Plan will be implemented through required *development approvals* such as draft plan of subdivision or condominium, zoning by-law amendment, and/or site plan control approval, in accordance with the applicable policies of this Secondary Plan and the Official Plan, and addressing City standards and guidelines.
- 8.1.5 That minor adjustments in the land use pattern and the location of proposed specific land uses or facilities may be considered through *development approvals* without amendment to this Plan provided the intent of the Secondary Plan is substantially maintained, as identified in Sections 5.2 and 5.3 of this Secondary Plan. Stormwater management facilities may be relocated or removed without amendment to this Secondary Plan.
- 8.1.6 That in considering an application for *development approval* on lands designated ‘Residential’ and ‘Mixed Use’, Council shall ensure that development has adequate transportation, water and wastewater infrastructure, and community infrastructure such as *public schools* and parks and open spaces, and has regard for the Urban Design and Sustainable Development policies outlined in Section 6 of this Secondary Plan and Chapter 6 of the Official Plan.
- 8.1.7 That the locations of park sites, open spaces, *public school* sites and sites of other community facilities and infrastructure shown on Map SP1 - Detailed Land Use Plan have been selected without regard to property ownership. As a condition of *development approvals*, development proponents shall be required to enter into one or more developers’ group agreement(s), where appropriate, within the Robinson Glen Secondary Plan Area, to ensure the equitable distribution of costs of these community and infrastructure facilities in accordance with Section 9.1 of this Plan.
- 8.1.8 That density within the ‘Residential’ and ‘Mixed Use’ designations within the Robinson Glen Secondary Plan Area will be calculated on a net hectare basis which excludes all public roads (with the exception of lanes), and lands to be used for *public school* sites, *places of worship*, parks and open space, stormwater management facilities and other lands intended for public ownership.

## **8.2 Residential Designations**

The ‘Residential’ designations, along with the ‘Mixed Use’ designations identified in Section 8.3 of this Secondary Plan, provide for a range of housing choices by type, tenure and affordability level, in accordance with Section 5.1 of this Secondary Plan. Approximately 4,800 new housing units are anticipated in the Secondary Plan Area within the ‘Residential’ and ‘Mixed Use’ designations.

Given the existing surrounding land use context and location of the Secondary Plan Area within the Future Urban Area Planning District, the housing types in the Robinson Glen community will be predominantly ground-related, including detached, semi-detached, duplex and townhouse dwellings. Mid-rise building types are permitted along Kennedy Road and Elgin Mills Road East and at the intersection of Kennedy Road with the east-west major collector road identified as Street ‘A’ in Map SP5 – Road Network. Mid-rise and high-rise building types are anticipated and encouraged along Major Mackenzie Drive.

Lands designated 'Residential' are also intended to accommodate community infrastructure and services such as *public schools*, parks and open spaces, *places of worship* and *affordable and shared housing*, all with access to an active transportation network which encourages walking, cycling and transit. *Public schools*, *daycare centres*, and parks and open spaces, and other community infrastructure will be located in neighbourhood centres, where possible, to act as focal points for the Robinson Glen community.

The policies of the land use designations are intended to: ensure compatibility with the character and pattern of adjacent and surrounding development; provide adequate park space and community services and a high quality urban design; promote sustainable development practices; improve the pedestrian experience; and improve access to transit as outlined in Section 8.2 of the Official Plan.

'Residential' lands are categorized into 'Residential Low Rise', 'Residential Mid Rise I', 'Residential Mid Rise II' and 'Residential High Rise' designations as shown on Map SP1 – Detailed Land Use Plan. Additional specific provisions relating to the residential development contemplated in each designation are established in this Secondary Plan.

### **8.2.1 Residential Low Rise**

The 'Residential Low Rise' designation applies to the majority of the lands in the Secondary Plan Area as identified on Map SP1 – Detailed Land Use Plan. The designation is intended to provide for the development of compact neighbourhoods consisting of primarily ground-related housing types on pedestrian friendly streets.

#### **It is the policy of Council:**

##### **General Policies**

- 8.2.1.1 That lands within the Robinson Glen Secondary Plan Area that are designated 'Residential Low Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1 and 8.2.3 of the Official Plan, except as otherwise provided for in Sections 8.2.1.2 through 8.2.1.5 in this Secondary Plan.

##### **Uses**

- 8.2.1.2 To provide for only the following uses on lands designated 'Residential Low Rise':
- a) dwelling unit including a *home occupation*;
  - b) *secondary suite* in accordance with Section 8.13.8 of the Official Plan;
  - c) *convenience retail and personal services* in accordance with Section 8.13.1 of the Official Plan;
  - d) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
  - e) *place of worship* in accordance with Section 8.13.7 of the Official Plan;
  - f) *public school*, provided it is approved at a location on an arterial or collector road;
  - g) *shared housing small scale* in accordance with Section 8.13.9 of the Official Plan; and
  - h) uses provided for in Section 8.1.1 of the Official Plan.

##### **Building Types**

- 8.2.1.3 To provide for only the following building types on lands designated 'Residential Low Rise':

- a) detached dwelling, semi-detached dwelling, townhouse excluding back to back townhouse, duplex, small multi-plex building containing 3 to 6 units, all with direct frontage on a public street. A zoning by-law amendment to permit the above building types without direct frontage on a public street may also be considered, at appropriate locations, where a development block has frontage on an arterial, a major collector road or where individual lots have frontage on a public park which fronts a public street;
- b) *coach house* located above a garage on a laneway; and
- c) buildings associated with *day care centres, places of worship and public schools*.

### **Height and Density**

8.2.1.4 To provide for the following height and density on lands designated 'Residential Low Rise':

- a) a maximum building height of 3 storeys; and
- b) a minimum density of 25 units per net hectare and a maximum density of 45 units per net hectare.

### **Development Criteria**

8.2.1.5 In addition to the development criteria outlined in Section 8.2.3.6 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential Low Rise', Council shall ensure that development adheres to the development criteria outlined below:

- a) Direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

## **8.2.2 Residential Mid Rise**

The 'Residential Mid Rise' designations apply to certain lands in the vicinity of Kennedy Road, and Elgin Mills Road East, and along the major collector road and the east/west minor collector road identified as Street 'D' on Map SP1 - Detailed Land Use Plan. The designations are intended to accommodate more intensive residential development along transit corridors and to provide for a transition between the more intensive development along the Kennedy, Elgin Mills and Major Mackenzie frontages and 'Residential Low Rise' development to the east and north.

There are two categories of 'Residential Mid Rise' designations in this Secondary Plan, including 'Residential Mid Rise I' and 'Residential Mid-Rise II'. Lands designated 'Residential Mid Rise II' are intended to provide higher density development as a gateway into the Robinson Glen community.

### **It is the policy of Council:**

#### **General Policies**

8.2.2.1 That lands within the Robinson Glen Secondary Plan Area that are designated 'Residential Mid Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1 and 8.2.4 of the Official Plan, except as otherwise provided for in Section 8.2.2.2 and Section 8.2.2.3 in this Secondary Plan.

### 8.2.2.2 Residential Mid Rise I

#### Uses

- 8.2.2.2.1 To provide for the following uses on lands designated 'Residential Mid Rise I' in addition to the uses listed in Section 8.2.1.2 of this Secondary Plan:
- a) *shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan.

#### Building Types

- 8.2.2.2.2 To provide for only the following building types on lands designated 'Residential Mid Rise I':
- a) townhouse including back to back townhouse;
  - b) small multiplex buildings containing 3 to 6 units;
  - c) stacked townhouse;
  - d) apartment building;
  - e) *coach house* located above a garage on a laneway; and
  - f) buildings associated with *day care centres, places of worship and public schools*.

#### Height and Density

- 8.2.2.2.3 To provide for only the following height and density on lands designated 'Residential Mid Rise I':
- a) A minimum building height of 2 storeys and a maximum building height of 4 storeys, with the following exceptions:
    - i. apartment buildings may have an attached podium lower than 3 storeys;
    - ii. buildings fronting arterial roads may achieve a maximum building height of 6 storeys;
  - b) A minimum density of 40 units per net hectare and a maximum density of 70 units per net hectare.

#### Development Criteria

- 8.2.2.2.4 That in addition to the development criteria outlined in Section 8.2.4.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential Mid Rise I', Council shall ensure that development adheres to the development criteria outlined below:
- a) Direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

### 8.2.2.3 Residential Mid Rise II

#### Uses

- 8.2.2.3.1 To provide for the uses identified in Section 8.2.2.2.1 of this Secondary Plan on lands designated 'Residential Mid Rise II'.

#### Building Types

- 8.2.2.3.2 To provide for only the following building types on lands designated 'Residential Mid Rise II':
- a) stacked townhouse;
  - b) apartment building; and
  - c) buildings associated with *day care centres, places of worship and public schools*.

### **Height and Density**

- 8.2.2.3.3 To provide for only the following height and density on lands designated 'Residential Mid Rise II':
- a) A minimum building height of 2 storeys and a maximum building height of 6 storeys, with the following exceptions:
    - i. apartment buildings may have an attached podium lower than 3 storeys;
    - ii. buildings fronting arterial roads may achieve a maximum height of 8 storeys;
  - b) a minimum density of 50 units per net hectare and a maximum density of 80 units per net hectare.

### **Development Criteria**

- 8.2.2.3.4 That in considering an application for *development approval* on lands designated 'Residential Mid Rise II', Council shall ensure that development adheres to the development criteria outlined in Section 8.2.2.2.4.

## **8.2.3 Residential High Rise**

The 'Residential High Rise' designation applies to certain lands in the vicinity of Major Mackenzie Drive as identified on Map SP1 – Detailed Land Use Plan. The designation is intended to accommodate the most intensive residential development in the Robinson Glen Secondary Plan Area to support the Regional Rapid Transit Corridor on Major Mackenzie Drive, and to provide for a transition between the more intensive development along the Major Mackenzie frontage and the 'Residential Mid Rise' development to the north.

### **It is the policy of Council:**

#### **General Policies**

- 8.2.3.1 That lands within the Robinson Glen Secondary Plan Area that are designated 'Residential High Rise' shall be subject to the relevant provisions of Sections 8.1, 8.2.1, and 8.2.5 of the Official Plan, except as otherwise provided for in Sections 8.2.3.2 through 8.2.3.5 in this Secondary Plan.

#### **Uses**

- 8.2.3.2 To provide for the following uses on lands designated 'Residential High Rise' in addition to the uses listed in Section 8.2.1.2 of this Secondary Plan:
- a) *shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan.

#### **Building Types**

- 8.2.3.3 To provide for only the following building types on lands designated 'Residential High Rise':
- a) townhouse excluding back to back townhouse;
  - b) stacked townhouse;
  - c) apartment building; and
  - d) buildings associated with *day care centres, places of worship and public schools*.

### **Height and Density**

- 8.2.3.4 To provide for only the following height and density provisions for lands designated 'Residential High Rise':
- a) a minimum building height of 3 storeys and a maximum building height of 15 storeys, with the following exceptions:
    - i. buildings associated with *day care centres, places of worship* and *public schools* which may have a minimum height equivalent to 2 storeys; and
    - ii. apartment buildings may have an attached podium of a minimum of 3 storeys.
  - b) a minimum density of 80 units per net hectare and a maximum density of 200 units per net hectare.

### **Development Criteria**

- 8.2.3.5 That in addition to the development criteria outlined in Section 8.2.5.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Residential High Density', Council shall ensure that development adheres to the development criteria outlined below:
- a) Direct vehicular access for individual residential units fronting on arterial and collector roads shall generally not be permitted.

## **8.3 Mixed Use Designations**

The 'Mixed Use' designations in this Secondary Plan are intended to provide for a full range of uses to meet the needs of the local population. The intent is that new retail, restaurant and service uses in this designation will be integrated with community and residential uses in a mixed-use setting in a manner that is transit supportive and pedestrian-oriented. The availability of community infrastructure will be assessed through the review of a development application to ensure that a full range of community services and facilities are available or will be provided to serve residents in these areas.

Mixed use development is provided for in the 'Mixed Use Mid Rise', 'Mixed Use Mid Rise – Neighbourhood Service Node', 'Mixed Use High Rise' and 'Mixed Use High Rise –Retail Focus' designations as shown on Map SP1 – Detailed Land Use Plan. Additional specific provisions relating to the development contemplated in each designation is established in this Secondary Plan.

### **8.3.1 Mixed Use Mid Rise**

The 'Mixed Use Mid Rise' designation applies to certain lands at the intersection of Kennedy Road and Elgin Mills Road and at the intersection of Kennedy Road and the east/west major collector road identified as Street 'A' on Map SP1 – Detailed Land Use Plan. The intent is to deliver a portion of the Mixed Use Regional Corridor and the Neighbourhood Service Node identified in Appendix 1 – Future Urban Area Community Structure Plan.

The Neighbourhood Service Node at the intersection of Kennedy Road and the east/west major collector road will be developed with a more intensive mixed use building form characteristic of the Neighbourhood Service Node identified in Appendix 1 – Future Urban Area Community Structure Plan and the Community Design Plan.

The 'Mixed Use Mid Rise' designation is located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of a complete community.

**It is the policy of Council:**

**General Policies**

8.3.1.1 That lands within the Robinson Glen Secondary Plan Area that are designated 'Mixed Use Mid Rise' shall be subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.3 of the Official Plan, except as otherwise provided for in Section 8.3.1.2 through 8.3.1.6 of this Secondary Plan.

**Uses**

8.3.1.2 To provide for only the following uses on lands designated 'Mixed Use Mid Rise':

- a) sports and fitness recreation;
- b) commercial school;
- c) *day care centre* in accordance with Section 8.13.2 of the Official Plan;
- d) dwelling unit including a home occupation;
- e) financial institution;
- f) office;
- g) restaurant;
- h) retail;
- i) *secondary suite* in accordance with Section 8.13.8 of the Official Plan;
- j) service, with the exception of motor vehicle service stations and commercial storage facility;
- k) commercial parking garage;
- l) *shared housing small scale, shared housing large scale, shared housing long term care and shared housing supervised* in accordance with Section 8.13.9 of the Official Plan; and
- m) *Place of worship, public school and private school* in accordance with Section 8.3.1.5 and 8.3.1.6 of this Secondary Plan.

**Building Types**

8.3.1.3 To provide for only the following building types on lands designated 'Mixed Use Mid Rise':

- a) stacked townhouse;
- b) apartment building; and
- c) multi-storey non-residential or mixed use building.

**Height and Density**

8.3.1.4 To provide for only the following height and density provisions for lands designated 'Mixed Use Mid Rise':

- a) a minimum building height of 4 storeys and a maximum building height of 6 storeys, with the following exceptions:
  - i. apartment buildings may have an attached podium lower than 3 storeys; and
  - ii. buildings fronting arterial roads may have a maximum height of 8 storeys.
- b) a minimum density of 40 units per net hectare and a maximum density of 70 units per net hectare. Where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other

facilities, shall be excluded from the calculation of density.

### **Development Criteria**

8.3.1.5 That in addition to the development criteria outlined in Sections 8.3.1.4 and 8.3.3.5 in the Official Plan, in considering an application for *development approval* on lands designated 'Mixed Use Mid Rise', Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.3.5 of the Official Plan, the provisions of Section 8.3.1.5 of this Secondary Plan shall prevail:

- a) retail uses shall generally be limited to individual retail premises with a gross floor area not exceeding 2,000 square metres. The implementing zoning by-law may further restrict the number of retail premises that may be permitted to have the maximum permitted gross floor area or the proportion of the gross floor area that may be devoted to retail premises of the maximum size;
- b) development shall address and animate public streets, particularly the Kennedy Road, Elgin Mills Road E, and Street 'A' frontages, including the provision of primary entrances and facades on these streets;
- c) building placement and the articulation of the building façade will be provided in accordance with the urban design policies of this Secondary Plan, as further articulated in the Community Design Plan;
- d) pedestrian connections will be provided to adjacent neighbourhoods; and
- e) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building located on an arterial or major collector road.

### **Site Specific Policies**

#### **8.3.1.6 Neighbourhood Service Node**

The following specific height and density provisions, and development criteria shall apply to the 'Mixed Use Mid Rise' lands located at the intersection of Street 'A' and Kennedy Road outlined on Map SP1 – Detailed Land Use Plan, and identified as a mixed use Neighbourhood Service Node in Appendix 1 - Future Urban Area Community Structure Plan and the Community Design Plan:

- a) stacked townhouses are not permitted;
- b) where the ground floor or a portion of the ground floor of buildings fronting Kennedy Road and Street 'A':
  - retail, personal service, office and other non-residential uses shall be provided; and
  - the ground floor shall be designed to achieve a minimum height conducive to non-residential uses;
- c) the minimum building height shall be 4 storeys, except for apartment buildings which may have an attached podium lower than 3 storeys, and the maximum building height shall be 8 storeys;
- d) the minimum density shall be 50 units per net hectare and the maximum density shall be 80 units per net hectare, and where a cultural heritage resource is integrated with development, the lands to be occupied by the cultural heritage resource, including associated open space and other facilities, shall be excluded from the calculation of density; and
- e) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building.



### **8.3.2 Mixed Use High Rise**

The 'Mixed Use High Rise' designation applies to certain lands along Major Mackenzie Drive as identified on Map SP1 – Detailed Land Use Plan. The intent is to deliver high density development to support the Regional Rapid Transit Corridor identified on Map SP1 – Detailed Land Use Plan.

The development of the 'Mixed Use High Rise' designation will be characterized by animated multi-storey buildings with the most intensive development oriented to Major Mackenzie Drive and the north-south collector roads.

The 'Mixed Use High Rise' designation is located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of a complete community.

#### **It is the policy of Council:**

#### **General Policies**

- 8.3.2.1 That lands within the Robinson Glen Secondary Plan Area that are designated 'Mixed Use High Rise' shall be subject to the relevant provisions of Sections 8.1, 8.3.1 and 8.3.4 of the Official Plan, except as otherwise provided for in Section 8.3.2.2 through 8.3.2.5 of this Secondary Plan.

#### **Uses**

- 8.3.2.2 To provide for the uses listed in Section 8.3.1.2 of this Secondary Plan on lands designated 'Mixed Use High Rise'.

#### **Building Types**

- 8.3.2.3 To provide for only the following building types on lands designated 'Mixed Use High Rise':
- a) apartment building;
  - b) multi-storey non-residential or mixed-use building;
  - c) stacked townhouse; and
  - d) townhouse excluding back to back townhouse.

#### **Height and Density**

- 8.3.2.4 To provide for only the following height and density provisions for lands designated 'Mixed Use High Rise':
- a) a minimum building height of 4 storeys and a maximum building height of 15 storeys, with the following exceptions:
    - i. apartment buildings may have an attached podium of a minimum of 3 storeys; and
    - ii. a building height of greater than 15 storeys may be permitted through an application for *development approval*, provided a *comprehensive block plan*, in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, is prepared and approved by the City.
  - b) for the purposes of this Secondary Plan, stacked townhouses shall be deemed to meet the minimum 4 storey requirement

- c) a minimum density of 80 units per net hectare and a maximum density of 200 units per net hectare, with the following exception:
  - i. where a building height of greater than 15 storeys is permitted in accordance with 8.3.2.4
  - a) ii. the maximum density shall be determined through a *comprehensive block plan*.
- d) *places of worship, public schools and private schools* shall only be permitted within a multi-storey non-residential or mixed use building located on an arterial or major collector road.

**Development Criteria**

8.3.2.5 That in addition to the development criteria outlined in Section 8.3.4.5 of the Official Plan, in considering an application for *development approval* on lands designed ‘Mixed Use High Rise’, Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.4.5 of the Official Plan, the provisions of Section 8.3.2.5 of this Secondary Plan shall prevail:

- a) Interim development of lands designated ‘Mixed Use High Rise’ are subject to Section 9.9.3 of the Official Plan, which requires the preparation of a *comprehensive block plan* in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference.

**8.3.3 Mixed Use High Rise – Retail Focus**

The ‘Mixed Use High Rise – Retail Focus’ designation applies to certain lands at the intersection of Major Mackenzie Drive and Kennedy Road as identified on Map SP1 – Detailed Land Use Plan. The intent is to ultimately deliver high density development in accordance with the policies of the ‘Mixed Use High Rise’ designation to support the Regional Rapid Transit Corridor identified on Map SP6 – Transit and Active Transportation Network. However it is recognized that initially some or all of the lands will be developed for retail development as an interim use.

**It is the policy of Council:**

**General Provisions**

8.3.3.1 That lands within the Robinson Glen Secondary Plan Area that are designated ‘Mixed Use High Rise – Retail Focus’ shall be subject to the relevant provisions of Sections 8.1, 8.3.1, 8.3.4 and 8.4.1 of the Official Plan, except as otherwise provided for in Section 8.3.3.2 through 8.3.3.5 of this Secondary Plan.

**Uses**

8.3.3.2 To provide for the following uses on lands designated ‘Mixed Use High Rise – Retail Focus’ in addition to those uses listed in Section 8.3.1.2:

- a) banquet hall;
- b) hotel;
- c) motor vehicle service station in accordance with Section 8.13.5 of the Official Plan;
- d) entertainment;
- e) trade school; and
- f) funeral establishment in accordance with Section 8.13.4 of the Official Plan.

**Building Types**

8.3.3.3 To provide for only the following building types on lands designated ‘Mixed Use High Rise – Retail

Focus’:

- a) apartment building;
- b) single and multi-storey non-residential or mixed-use building;
- c) stacked townhouse; and
- d) townhouse excluding back to back townhouse.

### **Height and Density**

8.3.3.4 To provide for only the following height and density provisions for lands designated ‘Mixed Use High Rise – Retail Focus’:

- a) a minimum building height of 4 storeys and a maximum building height of 15 storeys with the following exceptions:
  - i. apartment buildings may have an attached podium of a minimum of 3 storeys;
  - ii. a building height of greater than 15 storeys may be permitted through an application for *development approval*, provided a *comprehensive block plan*, in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference, is prepared and approved by the City.
- b) for the purposes of this Secondary Plan, stacked townhouses shall be deemed to meet the minimum 4 storey requirement;
- c) the minimum overall density shall be 1.0 FSI on lands designated ‘Mixed Use High Rise-Retail Focus’, recognizing that individual developments may not achieve the minimum target, while other developments will exceed the target. However, where retail development is proposed as an interim use the minimum overall density shall be 0.3 FSI; and
- d) a maximum overall density of up to 3.0 FSI, with the following exception:
  - i) where a building height of greater than 15 storeys is permitted in accordance with 8.3.3.4
    - a) ii. the maximum overall density shall be determined through a *comprehensive block plan*.

### **Development Criteria**

8.3.3.5 That in addition to the development criteria outlined in Section 8.3.4.5 in the Official Plan, in considering an application for *development approval* on lands designed ‘Mixed Use High Rise – Retail Focus’, Council shall ensure that development adheres to the development criteria outlined below. Where the provisions below conflict with the provisions of Section 8.3.4.5 of the Official Plan, the provisions of Section 8.3.3.5 of this Secondary Plan shall prevail:

- a) Interim development of lands designated ‘Mixed Use High Rise – Retail Focus’ are subject to Section 9.9.3 of the Official Plan, which requires the preparation of a *comprehensive block plan* in accordance with Section 10.1.4 of the Official Plan and an accepted terms of reference.

## **8.4 GREENWAY DESIGNATION**

The ‘Greenway’ designation shown on Map SP1 – Detailed Land Use Plan applies to Greenway System lands shown on Map SP1 – Detailed Land Use Plan that contains the Natural Heritage Network, and the Rouge Watershed Protection Area, the Greenbelt Plan Area and certain proposed naturalized stormwater management facilities. These lands are intended to protect *natural heritage and hydrologic features* while supporting natural heritage enhancement opportunities, passive recreation uses and nature appreciation.

The land use policies in this Section should be read in conjunction with Section 4.1 of this Secondary Plan and Sections 3.1 and 8.6 of the Official Plan.

**It is the policy of Council:**

**General Policies**

- 8.4.1 That lands within the Robinson Glen Secondary Plan Area designated 'Greenway' as shown on Map 4 – Greenway System in the Official Plan and Map SP1 – Detailed Land Use Plan shall be subject to the general provisions of Section 3.1 and 8.6 of the Official Plan, except as otherwise provided for in Section 4.1 of this Secondary Plan, and the land use policies of Section 8.4.2 of this Secondary Plan.

**Uses**

- 8.4.2 To provide for only the following uses on lands designated 'Greenway' as shown on Map SP1 – Detailed Land Use Plan:
- a) archaeological activity;
  - b) ecological restoration activity;
  - c) forest, wildlife habitat and fisheries management and conservation;
  - d) watershed management, conservation and flood and erosion control projects carried out by a public authority;
  - e) trails and nature-based public recreational activities including associated recreational infrastructure;
  - f) transportation, servicing or utility infrastructure in accordance with Sections 3.1.2.9 and 7.1.1.7 of the Official Plan including stormwater management infrastructure such as underground tanks;
  - g) communications/telecommunications infrastructure, subject to the requirements of the Greenbelt Plan where applicable;
  - h) dwelling unit within the Greenbelt Plan Area, subject to Section 4.5 of the Greenbelt Plan;
  - i) dwelling unit within the Greenway System but outside the Greenbelt Plan Area, provided that it was a legally existing use prior to the adoption of this Secondary Plan;
  - j) home occupation; and
  - k) secondary suite in accordance with Section 8.13.3 of the Official Plan.

## 9.0 IMPLEMENTATION

### 9.1 General Policies

#### It is the policy of Council:

9.1.1 That this Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, and other provincial legislation, the provisions of Section 10 of the Official Plan and the provisions of this Secondary Plan.

#### Developers' Group Agreement(s)

9.1.2 That the locations of proposed public infrastructure such as roads, stormwater management facilities or the provision of other community facilities identified in this Secondary Plan have been incorporated without regard to property ownership. In order to ensure that all affected property owners contribute equitably towards the provision of community and infrastructure facilities such as parks, roads and road improvements, internal and external services, stormwater management facilities, the City shall require that, as a condition of *development approval*, development proponents enter into one or more Developers' Group Agreements to address the sharing of the these costs.

9.1.3 That Developers' Group agreements shall provide for the equitable distribution of the costs, including lands, of the aforementioned community and common public facilities and associated studies where such costs are not dealt with under the Development Charges Act, 1997.

#### Development Phasing Plan

9.1.4 That a development phasing plan for the Secondary Plan Area shall be prepared in accordance with Section 10.1.2.2 m) of the Official Plan and the policies of this Secondary Plan.

9.1.5 That the development phasing plan be submitted prior to any *development approval* within the Secondary Plan Area.

9.1.6 The development phasing plan shall be prepared by development proponents, in consultation with the City and York Region, in a manner consistent with the required supporting studies, and applicable Provincial, Regional, City and Toronto and Region Conservation Authority policies.

9.1.7 That, in addition to the matters identified in Section 10.1.2.2 m) of the Official Plan that are required to be addressed, the development phasing plan shall also address:

- a) the planned distribution of housing by density;
- b) timing of delivery of key internal and external water and wastewater distribution systems, and stormwater management facilities; and
- c) timing of construction and operation of major utility facilities.

9.1.8 That the City shall ensure through plans of subdivisions, development agreements, and holding provisions in the zoning by-law, that the development in the Robinson Glen Secondary Plan Area

occurs sequentially and generally as described in the development phasing plan.

**Parkland Dedication**

- 9.1.9 That as a condition of *development approval* of land within the Robinson Glen Secondary Plan Area, the City may through the parkland dedication by-law, require that land be conveyed for parks and other recreational purposes as set out in Section 10.8 of the Official Plan.

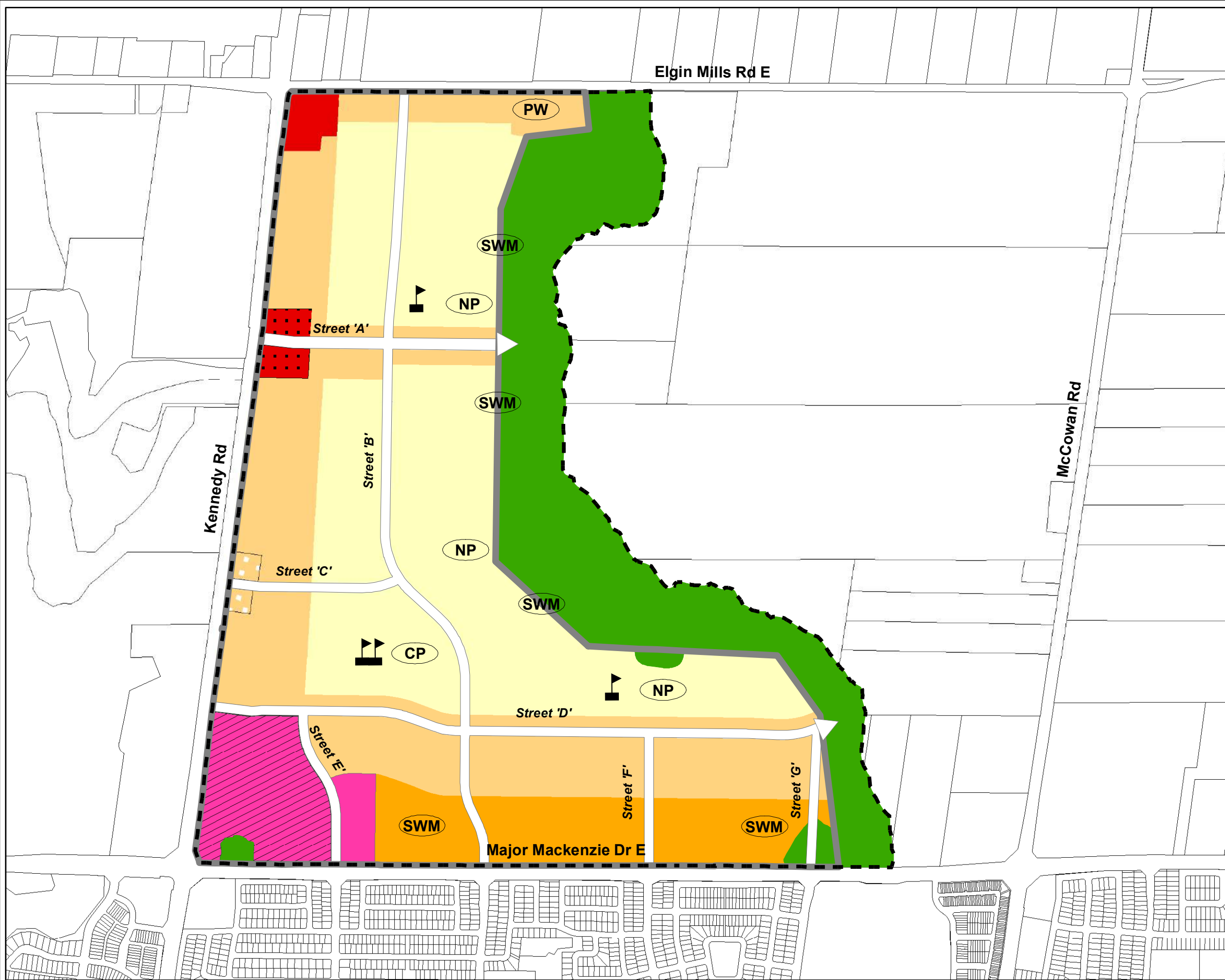
## **10.0 INTERPRETATION**

### **10.1 General Policies**

#### **It is the policy of Council**

- 10.1.1 That the provisions of Section 11.1 and any other section of the Official Plan regarding the interpretation of that Plan shall apply in regard to this Secondary Plan, however in the event of a discrepancy between this Secondary Plan and the policies and/or designations of the Official Plan, the policies of this Secondary Plan shall prevail.
- 10.1.2 That this Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan, when implementing this Secondary Plan.
- 10.1.3 That this Secondary Plan includes goals, objectives, principles and policies intended as a guide to development within the Robinson Glen Secondary Plan Area. Some flexibility in interpretation is permitted, at the discretion of Council, provided that the intent of the goals, objectives, principles and policies are maintained.
- 10.1.4 That references to “acceptance” or “accepted” by the City of required studies undertaken in support of a development application shall mean acceptance to the satisfaction of the Commissioner of Development Services.

**MAP SP1  
DETAILED LAND USE  
ROBINSON GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)**



- Boundary of Secondary Plan Area
- Boundary of Secondary Plan Urban Area

**RESIDENTIAL**

- Residential Low Rise
- Residential Mid Rise I
- Residential Mid Rise II
- Residential High Rise

**MIXED USE**

- Mixed Use Mid Rise
- See Section 8.3.1.6
- Mixed Use High Rise
- Mixed Use High Rise - Retail Focus

**GREENWAY SYSTEM**

- Greenway

**PARKS AND OPEN SPACE**

- Community Park / Neighbourhood Park
- Stormwater Management Facility

**COMMUNITY INFRASTRUCTURE, SERVICE FACILITIES**

- Public Elementary School
- Public Secondary School










**OTHER**

- Place of Worship








**MAP SP2  
GREENWAY SYSTEM**  
ROBINSON GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)







-  Boundary of Secondary Plan Area
-  Boundary of Secondary Plan Urban Area
-  Greenway System Boundary
-  Natural Heritage Network
-  Rouge Watershed Protection Area
-  Rouge Watershed Protection Area - Subject to Section 4.1.7
-  Other Greenway System Lands including certain naturalized stormwater management facilities
-  Permanent Streams and Intermittent Streams
-  Greenbelt Plan Area - Natural Heritage System of the Protected Countryside



**MAP SP3**  
**NATURAL HERITAGE FEATURES**  
 ROBINSON GLEN SECONDARY PLAN  
 (Official Plan Amendment XXX)

-  Boundary of Secondary Plan Area
-  Boundary of Secondary Plan Urban Area
-  Greenway System Boundary




**NATURAL HERITAGE NETWORK**

-  Significant Woodlands
-  Minimum Vegetation Protection Zone (30m) for Significant Woodlands
-  Other Greenway System Lands including certain naturalized stormwater management facilities
-  Woodlands (Subject to 4.1.16)
-  Other Natural Heritage and Hydrologic Features and Minimum Vegetation Protection Zone
-  Permanent Streams and Intermittent Streams



# MAP SP4 HYDROLOGIC FEATURES

ROBINSON GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

-  Boundary of Secondary Plan Area
-  Boundary of Secondary Plan Urban Area
-  Greenway System Boundary



## NATURAL HERITAGE NETWORK

-  Significant Valleylands
-  Minimum Vegetation Protection Zone (10m) for Significant Valleylands
-  Provincially Significant Wetlands
-  Minimum Vegetation Protection Zone (30m) for Provincially Significant Wetlands
-  Wetlands
-  Minimum Vegetation Protection Zone (30m) for Wetlands
-  Seepage Area
-  Other Greenway System Lands including certain naturalized stormwater management facilities
-  Other Natural Heritage and Hydrologic Features and Minimum Vegetation Protection Zones
-  Permanent Streams and Intermittent Streams




# MAP SP5 ROAD NETWORK



ROBINSON GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

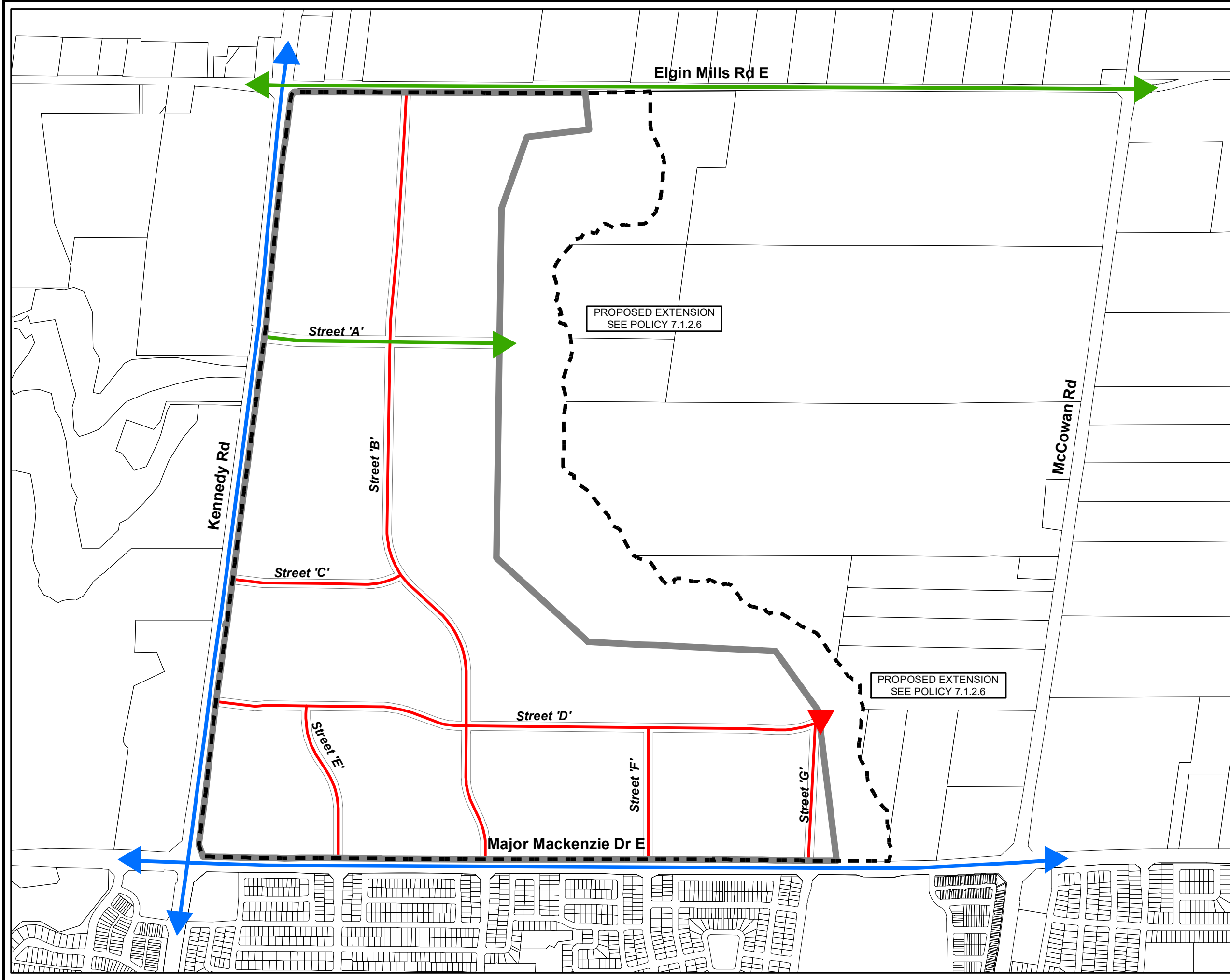
-  Boundary of Secondary Plan Area
-  Boundary of Secondary Plan Urban Area

## ARTERIAL ROADS

-  Region of York Arterial Road

## COLLECTOR ROADS

-  Major Collector Road  
(Up to 30.5 metre right-of-way)
-  Minor Collector Road  
(Up to 24.5 metre right-of-way)





SCALE: 1:9,500



Date: 11/27/2018





**MAP SP6  
TRANSIT AND ACTIVE  
TRANSPORTATION NETWORK**  
ROBINSON GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

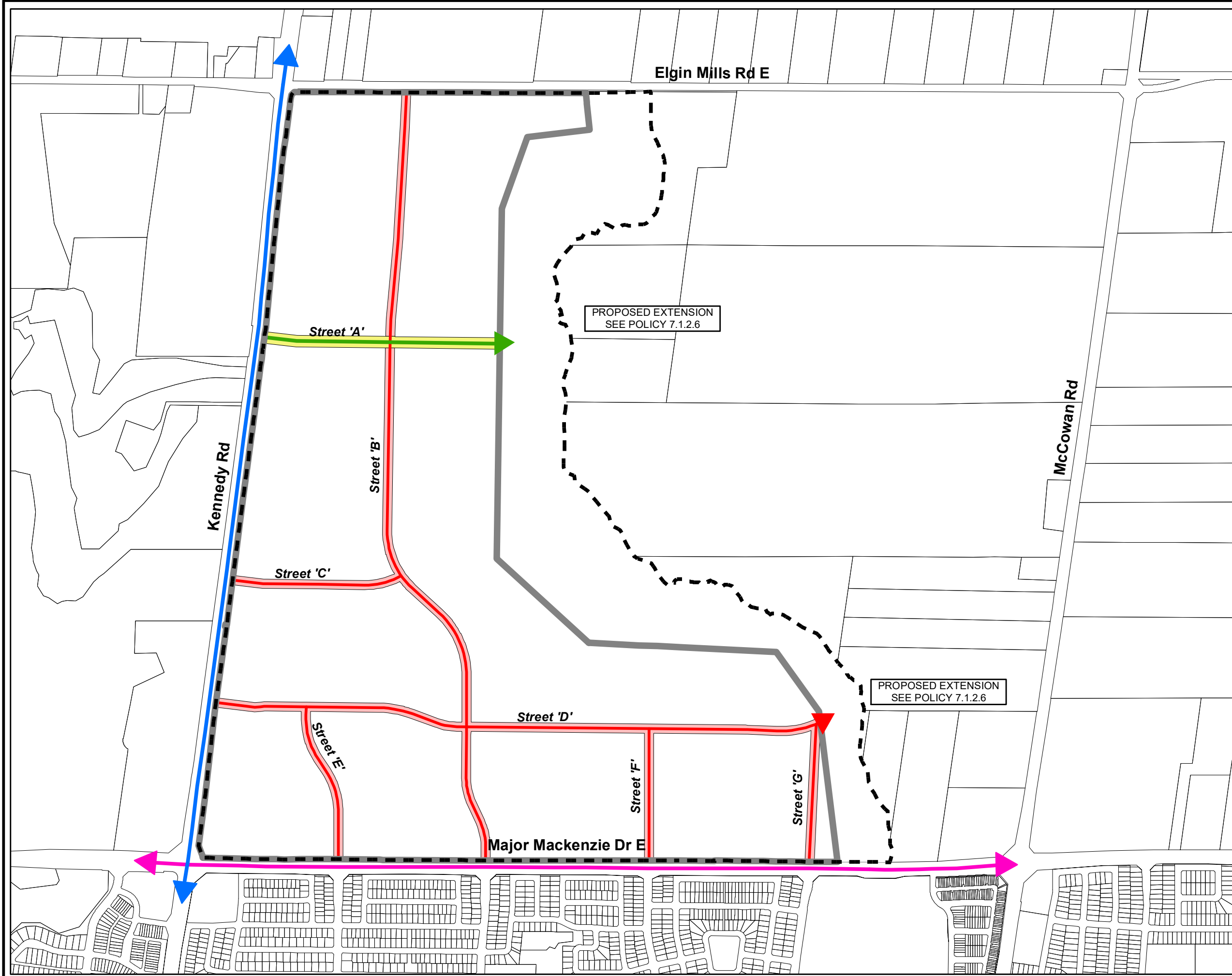
-  Boundary of Secondary Plan Area
-  Boundary of Secondary Plan Urban Area

**ARTERIAL ROADS**

-  Regional Rapid Transit Corridor
-  Regional Transit Priority  
- Frequent Transit Service

**ACTIVE TRANSPORTATION NETWORK**

-  Major Collector Road with  
Boulevard Multi Use Path
-  Minor Collector Road with  
Boulevard Multi Use Path



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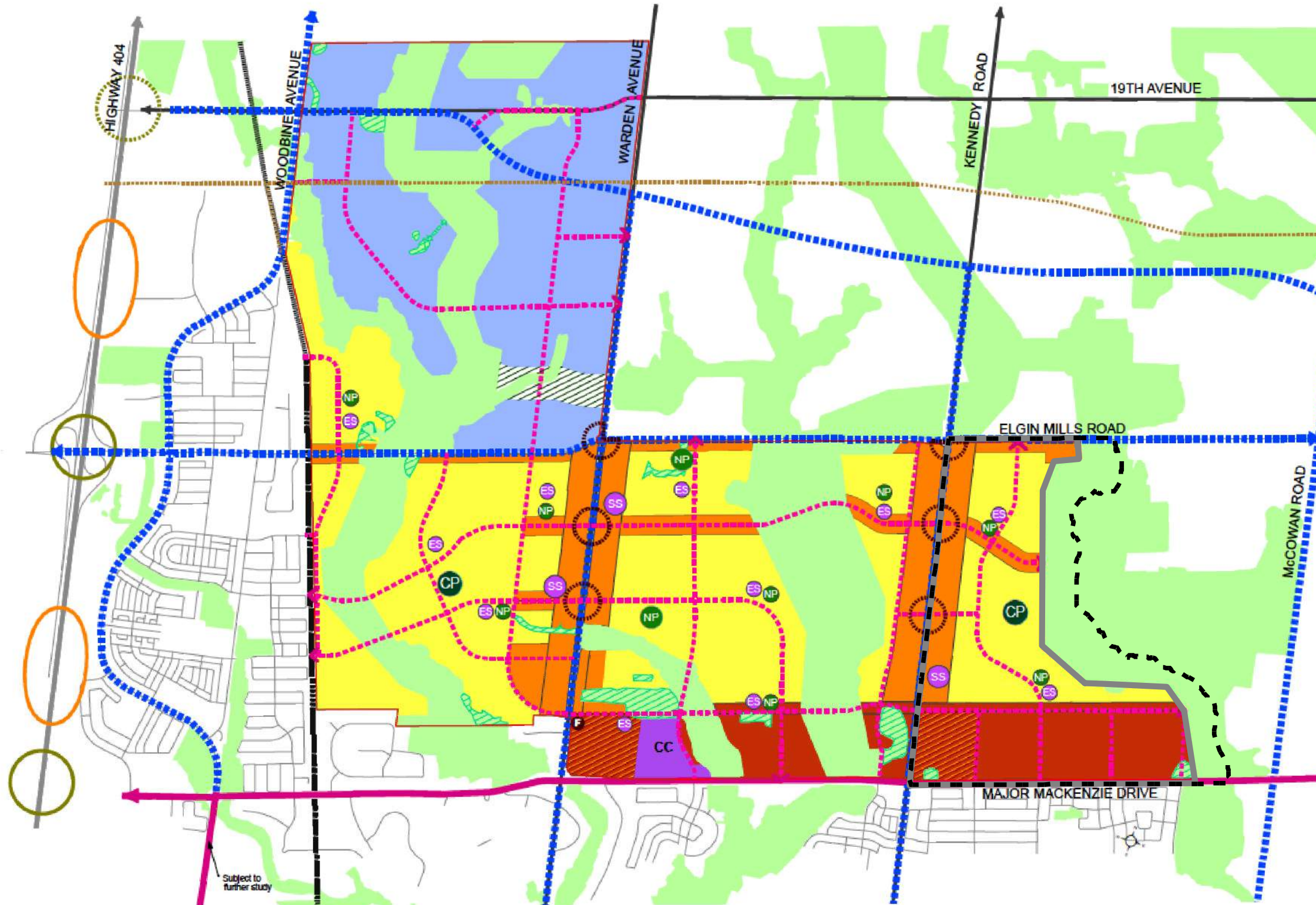


# APPENDIX 1 FUTURE URBAN AREA COMMUNITY STRUCTURE PLAN ROBINSON GLEN SECONDARY PLAN (Official Plan Amendment XXX)

- Boundary of Secondary Plan Area
- Boundary of Secondary Plan Urban Area




October 17, 2017 Council endorsed Community Structure Plan, with the exception of the Proposed Ecological Corridor which remains under study until a Council resolution is achieved.

- Study Area
- Greenway System
- Proposed Ecological Corridor (Under Study)
- Greenway System Under Study
- Residential Neighbourhood Area
- Mixed Use Neighbourhood Corridor
- Mixed Use Regional Corridor
- Mixed Use Regional Corridor - Retail Focus
- Employment Area
- Neighbourhood Service Node
- Community Centre
- Community Park
- Neighbourhood Park
- Neighbourhood Park (3 ha or greater based on parkland dedication requirement)
- Elementary School
- Secondary School
- Fire Station
- Proposed Collector Road Network
- Existing Highway Interchange
- Proposed Highway Interchange
- Proposed Highway Mid-block Crossing
- Functional Arterial Road System
- Highway
- Proposed Regional Rapid Transit Corridor
- Proposed Regional Transit Priority (Frequent Transit Network and/or HOV)
- Hydro Corridor
- TransCanada Pipeline Easement

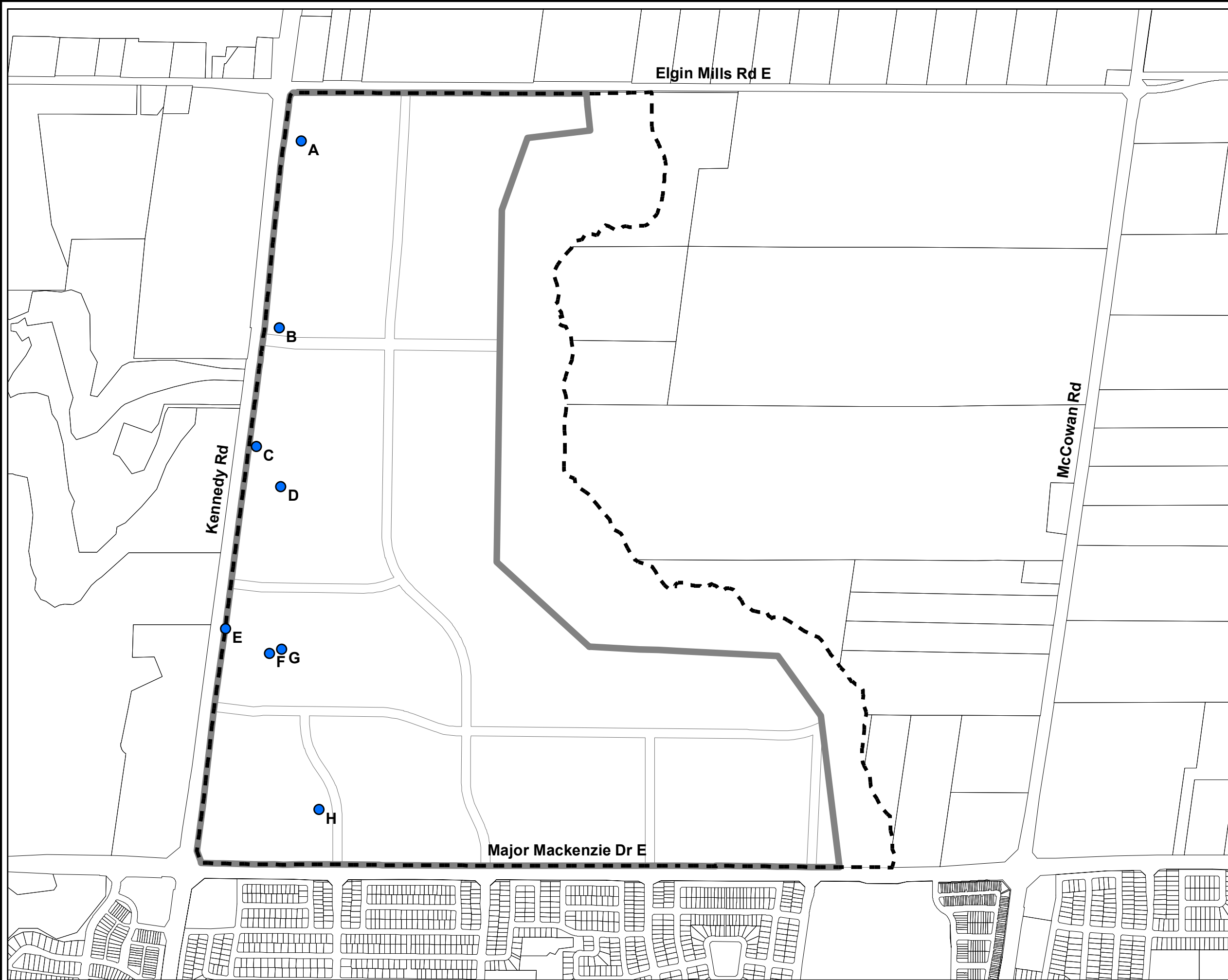


# APPENDIX 2 CULTURAL HERITAGE RESOURCES

ROBINSON GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

-  Boundary of Secondary Plan Area
-  Boundary of Secondary Plan Urban Area
-  Cultural Heritage Resource






- A. The Francis Walker House, c.1850  
10725 Kennedy Road
- B. The Arthur Wegg House, c.1922  
10537 Kennedy Road
- C. The George Sommerfeldt Homestead, c.1856  
10411 Kennedy Road
- D. The Sommerfeldt Homestead, c.1840  
10379 Kennedy Road
- E. The Pingle Farm Cemetery  
10225 Kennedy Road
- F. The J.P. Carr Cottage, c.1950  
10225 Kennedy Road
- G. The Homer Wilson House, c.1900  
10225 Kennedy Road
- H. The Jacob Pingle Sr. House, c.1840  
4638 Major MacKenzie Drive East

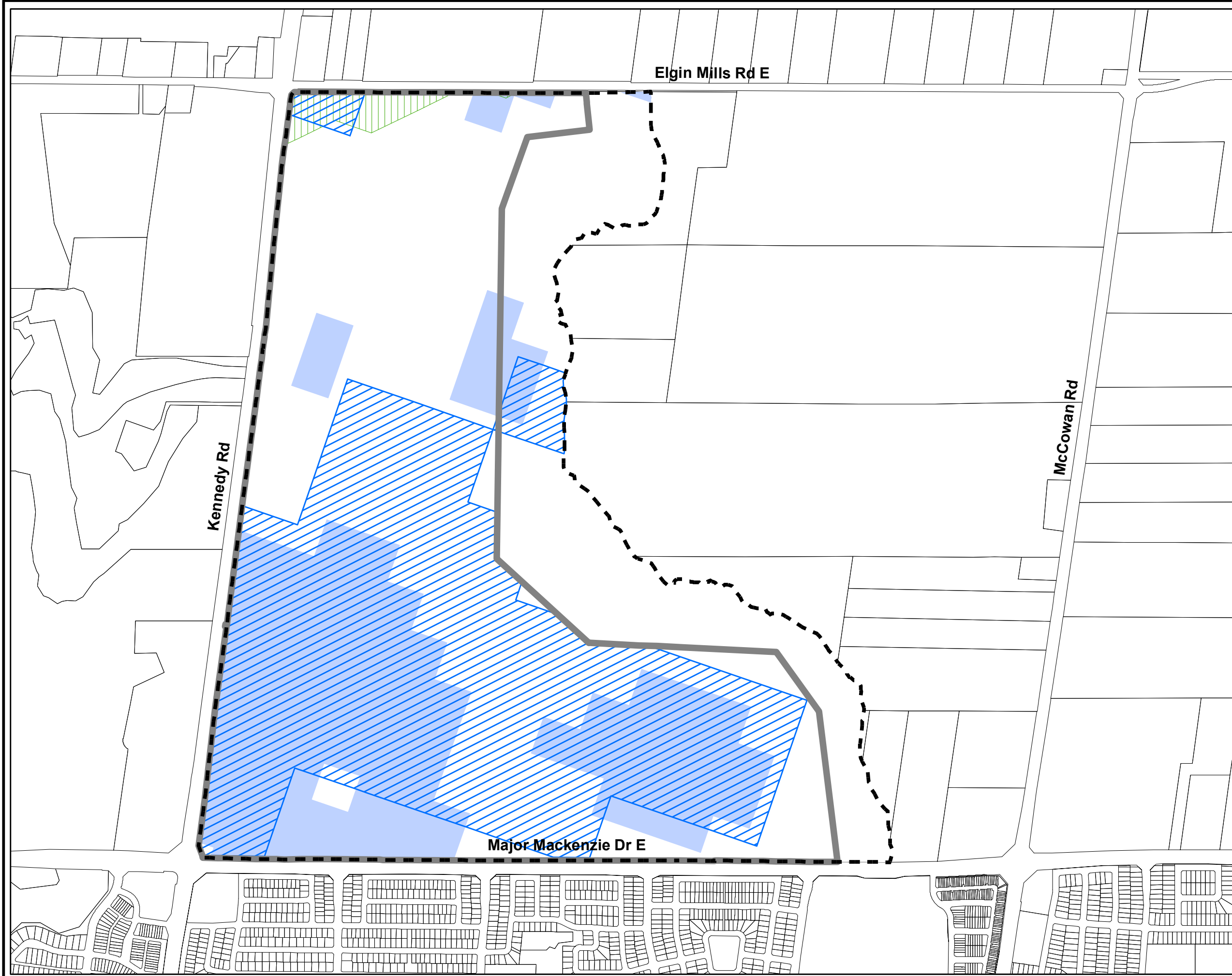




# APPENDIX 3 GROUNDWATER RESOURCES

ROBINSON GLEN SECONDARY PLAN  
(Official Plan Amendment XXX)

-  Boundary of Secondary Plan Area
-  Boundary of Secondary Plan Urban Area
-  Highly Vulnerable Aquifers
-  Significant Groundwater Recharge Area
-  Wellhead Protection Area - Quantity (WHPA-Q2)



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