

Victoria Square Boulevard Class  
Environmental Assessment

Woodbine Avenue (north  
connection) to Woodbine Avenue  
(south connection)

Environmental Study Report

## Appendix



Planning Context

# Memo

Date: Thursday, June 07, 2018

Project: Victoria Square Boulevard Environmental Assessment

To: Alberto Lim – City of Markham

From: HDR

Subject: Technical Memorandum: Regional, Provincial, and Local Planning Context and Compliance

Provincial, regional and local planning policy documents were reviewed to identify their relevance in the Victoria Square Boulevard EA study. This technical memorandum provides a summary of each of the policy documents reviewed as part of the Victoria Square Boulevard Environmental Assessment Study. For each of the policy documents, a note is included to document whether or not the Victoria Square Boulevard EA recommendations are in compliance with the specific policy, and if applicable, any reasons for deviations and suggested resolution.

It should be noted that references to “Woodbine By-Pass” refer to the road segment recently re-named to “Woodbine Avenue”. Exhibits are provided at the end of the technical memorandum.

## Provincial Planning Policies

### Provincial Policy Statement

The 2014 *Provincial Policy Statement* (PPS), 2014, is issued under Section 3 of the Planning Act, R.S.O. 1990, c. P.13 and came into effect on April 30, 2014, replacing the 2005 PPS. It provides policy direction on matters of Provincial interest related to land use planning and development. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

Of relevance to this EA study, the PPS promotes the use of active transportation and provides for connectivity among transportation modes. The PPS states that natural features and areas shall be protected for the long term, and development and site alteration shall not be permitted in significant wetlands or woodlands, significant wildlife habitat or fish habitat, significant areas of natural and scientific interest, or habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. The PPS also states that significant built heritage resources and

significant cultural heritage landscapes shall be conserved. Planning decisions are required to be consistent with the PPS. This EA follows a multi-modal, context sensitive approach, and aims to balance the interests and meet the needs of all road users, while minimizing negative impacts to the natural and cultural environment.

The recommendations from the Victoria Square Boulevard EA are in compliance with the PPS.

### **Oak Ridges Moraine Conservation Plan**

The *Oak Ridges Moraine Conservation Plan (ORMCP)*, 2017, published by the Ontario Ministry of Municipal Affairs and Ministry of Housing, provides land use and resource management planning direction to provincial ministers, ministries, agencies, municipalities, municipal planning authorities, landowners and other stakeholders, on how to protect the Moraine's ecological and hydrological features and functions.

In particular, the objectives of the ORMCP are to:

- Protect the ecological and hydrological integrity of the Oak Ridges Moraine Area;
- Ensure that the only permitted land and resource uses maintain, improve or restore the ecological and hydrological functions of the Oak Ridges Moraine Area;
- Maintain, improve or restore all the elements that contribute to the ecological and hydrological functions of the Oak Ridges Moraine Area including the quality and quantity of its water and its other resources;
- Ensure that the Oak Ridges Moraine Area is maintained as a continuous natural landform and environment for the benefit of present and future generations;
- Provide for land and resource uses and development that are compatible with the other objectives of the Plan;
- Provide for continued development within existing urban settlement areas and recognize existing rural settlements;
- Provide for a continuous recreational trail through the Oak Ridges Moraine Area that is accessible to all persons including those with disabilities; and
- Provide for other public recreational access to the Oak Ridges Moraine Area; and, any other prescribed objectives.

The Victoria Square Boulevard EA study corridor falls outside of the Oak Ridges Moraine Conservation Plan Area boundaries (refer to **Exhibit 1**). As such, this policy is not applicable to the EA study.

### **Greenbelt Plan**

The *Greenbelt Plan (GBP)*, 2017 published by the Ontario Ministry of Affairs and Ministry of Housing, identifies environmentally and agriculturally protected lands within the Golden Horseshoe, where urbanization should not occur, in order to provide permanent protection to these ecological features and functions, and agricultural lands.

In particular the Greenbelt Plan:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized;
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and
- Builds resilience to and mitigates climate change.

Section 4.2.1 of the *Greenbelt Plan* outlines the general policies for infrastructure projects within the *Protected Countryside* designation of the Greenbelt Plan. The Protected Countryside is made up of an Agricultural System and a Natural System, together with a series of settlement areas. These policies must be met with any new and / or expanded infrastructure within the *Protected Countryside*.

The Victoria Square Boulevard EA study corridor falls outside of the Greenbelt Plan Area boundaries (refer to **Exhibit 1**). As such, this policy is not applicable to the EA study.

### **Growth Plan for the Greater Golden Horseshoe**

The Provincial *Places to Grow Act*, 2005 is a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth and development. The *Growth Plan for the Greater Golden Horseshoe*, 2017, was issued under the authority of section 7 of the Places to Grow Act and replaces the *Growth Plan*, 2006. The Plan informs decision-making regarding growth management and environmental protection in the Greater Golden Horseshoe, and is intended to be read in conjunction with the Provincial Policy Statement (PPS). The Plan guides decisions on a wide range of issues in the interest of supporting economic prosperity, protecting the environment, and helping communities achieve a high quality of life. Urban Growth Centres have been identified in the Plan where transit and infrastructure investments will be focused to support this growth. Within York Region four Regional Centres (Markham, Richmond Hill/Langstaff, Vaughan Metropolitan (formerly Vaughan Corporate Centre), and Newmarket) are designated as Urban Growth Centres. The land around the Victoria Square Boulevard study area is classified as "Greater Golden Horseshoe Growth Plan Area" and "Designated Greenfield Area" in the plan.

The recommendations from the Victoria Square Boulevard EA are in compliance with the Places to Grow Act and the Growth Plan for the Greater Golden Horseshoe.



## The Big Move – Transforming Transportation in the GTHA

Metrolinx manages transportation planning within the Greater Toronto and Hamilton Area (GTHA). The Regional Transportation Plan (also entitled “The Big Move – Transforming Transportation in The Greater Toronto and Hamilton Area”) was adopted on November 28, 2008. The Big Move contains a vision, goals and objectives for the future in which the GTHA is seamless, coordinated, efficient, equitable and user-centred. A Technical Update was prepared to refine certain elements of the plan and fully integrate the GO 2020 ten-year plan within the longer term transportation goals and objectives of the existing version of the study. The Technical Update was approved in February 2013 by the Metrolinx Board of Directors.

While the Big Move has many goals and objectives for the future of transportation, the more salient goals include improving transportation choices, providing comfort and convenience, promoting an active and healthy lifestyle, providing safe and secure mobility, and reducing dependence on non-renewable resources by way of increasing the number of trips taken by transit, walking and cycling.

The 15-year plan for the Regional Rapid Transit and Highway Network (proposed to be implemented by 2023) includes the following improvements within the vicinity of the Study Area:

- Richmond Hill Line:
  - Implementation of full-day, 2 way regional rail service between Richmond Hill GO and Union Station
  - Expansion of the Richmond Hill Line to Aurora Road, with peak period regional rail service between Aurora Road and Richmond Hill GO
- Stouffville Line:
  - Implementation of full-day, 2 way regional rail service between Mount Joy GO and Union Station
  - Peak period regional rail service between Mount Joy GO and Lincolnville GO
- Viva Yonge: BRT along Yonge Street between Richmond Hill/Langstaff Gateway and Newmarket Centre
- Viva Highway 7: BRT along Highway 7 between Peel-York Boundary and Locust Hill (Markham)
- Highway 407: BRT on controlled-access expressway in mixed traffic with congestion management, along Highway 407 between Halton and Durham

The recommendations from the Victoria Square Boulevard EA are in compliance with The Big Move – Transforming Transportation in the GTHA.

# York Region Planning Policies and Related Studies

## Vision 2051

### **Status**

Vision 2051 is not a statutory document. It “establishes a series of goals and actions that inform the decisions of Regional Council, corporate strategies including York Region’s *Strategic Plan*, and conversations with our partners and future collaborations.” (page 1)

### **The Vision for 2051**

The vision is “articulated through eight goal areas and corresponding action areas” (page 13). Those relevant to the Victoria Square Boulevard Study Corridor (Study Corridor) and surrounding development include:

- Interconnected Systems of Mobility: In 2051, a seamless network of mobility provides access to all destinations using diverse transportation options for people in all communities, promotes active healthy living and safely and efficiently moves people and goods.
- Liveable Cities and Complete Communities: In 2051, York Region’s diverse urban form provides a variety of interesting and exciting places to live, work and play. Communities are people first and designed for healthy, active living and social inclusion, and are the heart of business, arts and culture, community life and services.
- A Resilient Natural Environment: In 2051, York’s natural systems are connected, protected and enhanced through communities; they provide opportunities for recreation and protect biodiversity.

A number of actions are identified to support these goals including:

- Complete Communities
- An Integrated Urban System
- A Protected, Connected and Enhanced Greenlands System
- A System that Prioritizes People and Reduces the Need to Travel
- Prioritize Alternative Modes of Travel for Active Transportation
- A Variety of Transit Choices
- A Network of Complete Streets
- Moving our Economy

The recommendations from the Victoria Square Boulevard EA are in compliance with York Region’s Vision 2051.

## 2016 to 2019 Strategic Plan from Vision to Results

### **Status**

To achieve the long-term goals in Vision 2051, the Strategic Plan provides “the roadmap emphasizing the Region’s priorities over the next four years.” (page 1). It

builds on the 2011 to 2015 Strategic Plan. The Strategic Plan is not a statutory document.

### **Strategic Priority Areas**

The Strategic Plan identifies four Strategic Priority Areas:

- Strengthen the Region's Economy
- Support Community Health and Well-being
- Manage Environmentally Sustainable Growth
- Provide Responsive and Efficient Public Service.

### **Strategic Objectives**

For each Area, the Plan provides Strategic Objectives, Key Planned Regional Activities and Key Regional Performance Measures. Those relevant to the Study Corridor include:

<b>Strategic Objective</b>	<b>Key Planned Regional Activity</b>	<b>Key Regional Performance Measure</b>
<b>Strengthen the Region's Economy</b>		
3. Focusing on networks and systems that connect people, goods and services	3.3 Complete and implement Transportation Master Plan	<ul style="list-style-type: none"> <li>• Increase number of road lane kilometres new and rehabilitated</li> <li>• Increase number of rapidway lane kilometres</li> </ul>
<b>Support Community Health and Well-being</b>		
3. Making our communities more welcoming and inclusive	3.3 Implement Active Transportation Network	<ul style="list-style-type: none"> <li>• Increase number of bike lanes and paved shoulder kilometres</li> </ul>
<b>Manage Environmentally Sustainable Growth</b>		
1. Managing traffic congestion	1.1 Complete and implement Transportation Master Plan 1.2 Implement Rapid Transit Network 1.3 Increase capacity of road network	<ul style="list-style-type: none"> <li>• Increase number of road lane kilometers new and rehabilitated</li> <li>• Increase number of traffic signals reviewed and optimized annually</li> <li>• Increase transit ridership per capita</li> <li>• Increase number of rapidway lane kilometres</li> </ul>
4. Preserving green spaces	4.2 Implement Greening Strategy programs which increase forest cover and urban canopy	<ul style="list-style-type: none"> <li>• Increase number of trees and shrubs planted annually through the Regional Greening Strategy programs</li> </ul>

The recommendations from the Victoria Square Boulevard EA are in compliance with York Region's 2016 to 2019 Strategic Plan from Vision to Results.

## York Region Official Plan

### **Status**

The York Region Official Plan (YROP) (June 2013 consolidation) is a statutory document. It has been partially approved by the Ontario Municipal Board (OMB). In accordance with Section 24(1) of the *Planning Act*, “where an official plan is in effect, no public work shall be undertaken and....no by-law shall be passed for any purpose that does not conform therewith.”

### **Designations**

Map 1 Regional Structure (**Exhibit 2**) – Lands in the Study Corridor are primarily designated “Urban Area”. A hamlet designation symbol applies to the historic hamlet of Victoria Square at the intersection of Elgin Mills Road East and Victoria Square Boulevard. In addition, a “Regional Greenlands System designation applies the stream corridors in the Study Corridor.

Map 10, Regional Cycling Network (**Exhibit 3**), and Map 11, Transit Network (**Exhibit 4**) do not identify Victoria Square Boulevard as part of the Regional Cycling and Transit Networks. However, the Woodbine By-Pass to the west, Major Mackenzie Drive East at the southern end of the Study Corridor and 19<sup>th</sup> Avenue west of Woodbine to the north are identified as part of the Cycling Network. In addition, the Woodbine By-Pass is identified as part of the Regional Transit Priority Network as is 19<sup>th</sup> Avenue west of Woodbine, and Major Mackenzie Drive East is identified as a Regional Rapid Transit Corridor.

With respect to the street network, Map 12, Street Network (**Exhibit 5**) identifies the majority of Victoria Square Boulevard with a “Regional Planned Street Width” of up to 36 metres except for a short area south of 19<sup>th</sup> Avenue which is identified with a width of up to 43 metres. Woodbine By-pass is identified as a proposed right-of-way with a dashed line based on input from Regional staff. Regional staff further indicated that the right-of-way widths for Victoria Square Boulevard are still shown because the road currently remains a Regional right-of-way, although the transfer to the City of Markham is imminent. When the transfer is completed, the mapping will be updated to reflect the jurisdictional change. (Email T. Cline, April 1, 2016)

### **Policy Framework**

Chapter 5, An Urbanizing Region: Building Cities and Complete Communities provides direction with respect to development in the Urban Area with the objective of creating high-quality, sustainable communities (Section 5.2). In particular the policies focus on:

- ensuring communities are designed for walkability (Sections 5.2.3, 5.2.8);
- requiring that significant development prioritizes walking, cycling and transit (Section 5.2.4);

- requiring parking management policies and standards be developed (Section 5.2.10); and,
- establishing transit stops are easily accessible to residents (Section 5.3.4).

Section 5.6 also provides direction for the development of New Community Areas based on the preparation of comprehensive secondary plans including mobility plans.

Policies for Hamlets are found in Sections 5.6.24 through 5.6.33 inclusive. In particular, the policies indicate that “where Hamlets occur in new community areas, growth in the Hamlet shall be co-ordinated with new community development on the surrounding lands to permit orderly extension of municipal services to the Hamlet.” (Section 5.6.31)

Section 7.1, Reducing Demand for Services and Section 7.2, Moving People and Goods provide specific direction with respect to transportation.

The focus of the policies in Sections 7.1 and 7.2 is to reduce automobile dependence and “at the forefront of this approach is a comprehensive Transportation Demand Management program that promotes walking, cycling, transit use and a per capita reduction in trips taken.” As part of this direction, policies relevant to Victoria Square Boulevard include:

- Section 7.2.6.8 which encourages sidewalks and street lighting on all streets in Urban Areas;
- Section 7.2.6.13 which seeks to co-ordinate Regional and local pedestrian and cycling networks with trail connections to the Regional Greenlands trail network;
- Section 7.2.19.23 and 7.2.19.25 which seeks to ensure communities are planned with the early integration of transit and urban design which supports transit;
- Section 7.2.38 which directs that the hierarchy of streets on Map 12 “supports the Region’s urban structure” such that the corridors “accommodate all modes of transportation”;
- Section 7.2.46 states that “priority be given to protecting existing heritage streetscapes using techniques such as variable rights-of-way widths, as identified on Map 12, and innovative street cross-section standards”;
- Section 7.2.55 “To require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities”; and,
- Section 7.2.58 “To require local municipalities to protect arterial streets under local jurisdiction, as illustrated on Map 12, as major transportation corridors”.

The recommendations from the Victoria Square Boulevard EA are in compliance with the York Region Official Plan.

## **York Region’s Sustainability Strategy 2007**

### **Status**

Vision 2051 and the YROP are implemented through a number of plans and strategies. The York Region Sustainability Strategy was developed in 2007 to provide a “difference

perspective on how we implement Regional initiatives. The Strategy calls for a new way of doing things – new integrated solutions.... The Strategy provides a leadership framework for updating, implementing and monitoring progress for all Regional sustainability efforts.” (page7). The approach is also reflected in the YROP.

### **Action Areas**

In addition to nine guiding principles, the Strategy establishes six action areas and related actions. Actions relevant to the Study Corridor are identified below:

- Corporate Culture of Sustainability
- Healthy Communities
  - Integrate land use planning with urban design and infrastructure planning.
  - Implement high quality urban design, architecture and place making across the Region.
  - Update the Region’s Infrastructure Master Plans and integrate with the Growth Management Strategy and Natural Heritage System.
  - Promote the Region’s Transit-Oriented Development Guidelines to provide opportunities to shape urban form that is transit supportive, mixed-use and efficient, and provides a sense of place to residents and employees.
  - Create new communities that prioritize mobility and access so that everyone is entitled to reasonable access to all places, goods and services in the Region. This includes people with physical disabilities, low incomes and the elderly.
  - Prepare and adopt a York Region Pedestrian and Bicycling Master Plan to promote an active transportation system and lifestyle.
- Economic Vitality
  - Continue to provide rapid transit and public transit with connecting pedestrian-friendly access routes.
  - Update the Region’s Water, Wastewater and Transportation Master Plans utilizing sustainability principles.
- Sustainable Natural Environment
  - Ensure triple bottom line assessments of all infrastructure initiatives and context sensitive designs.
  - Continue to find new and innovative infrastructure construction techniques that result in positive economic, environmental and social impacts.
  - Apply Transportation Demand Management to increase transit usage, carpooling and alternative transportation modes to improve access and mobility.
  - Continue street tree and reforestation programs to increase green cover in the Region.
- Education, Engagement and Partnerships
- Sustainability Implementation and Monitoring

The recommendations from the Victoria Square Boulevard EA are in compliance with York Region's Sustainability Strategy.

## York Region Transportation Master Plan Update, 2009

### **Status**

The 2009 York Region Transportation Master Plan (TMP) Update was completed in November 2009. The TMP Update conforms with the Planning and Design Process of a Municipal Class Environmental Assessment (EA) under the *Ontario Environmental Assessment Act*. It addresses Phases 1 and 2 of the EA process. For some infrastructure projects, the requirements of Phases 1 and 2 will be satisfied by the Master Plan. For others the completion of Phases 3 and 4 will be required. Many of its policy recommendations have also been incorporated into the YROP.

### **Recommendations**

The TMP identifies transit, roadway and policy recommendations, and their corresponding support for the 11 Sustainability Principles. It also describes a proposed phasing plan for each of the recommendation, details the implementation and investment strategy and presents a 5 year action plan and monitoring process.

Transit and Roadway recommendations which are relevant to the Study Corridor include the following:

- Transit Network (refer to **Exhibit 6**): A Rapid Transit Corridor is identified on Major Mackenzie Drive south of the Study Corridor (Figure 6.3) and Woodbine south of Major Mackenzie Drive and 19<sup>th</sup> Avenue west of Woodbine are identified as Transit Priority Corridors. In addition, the Donald Cousens Parkway extension is identified as a "Recommended New Corridor". It links Major Mackenzie at Highway 48 with the intersection of 19<sup>th</sup> Avenue and Woodbine (Figure 6.4). Figure 6.10 identifies all these roads for road improvements for transit priority.
- Road Network (refer to **Exhibit 7**): Figure 6.7 identifies the Woodbine By-Pass as an "Arterial Road Improvement for Capacity". Figure 6.8 identifies the Donald Cousens Parkway extension as a "Recommended New Corridor". In addition, a crossing of the 404 between Major Mackenzie and Elgin Mills Road and another between Elgin Mills and 19<sup>th</sup> Avenue are identified as "New Local/Regional Roads" which extend westerly from the proposed route of the Woodbine By-Pass. Figure 6.9, New Highway and Major Road Crossing Improvements identifies a "New or Improved Highway Interchange" at 19<sup>th</sup> Avenue and Highway 404.

In addition, the TMP includes a number of policy recommendations. The majority of these are reflected in the YROP (e.g. require establishment of minimum densities to support transit and promoted Transit Oriented Development, connect all transit stops directly to sidewalks and adjacent buildings in urban areas) or in other guidelines (e.g. Towards Great Regional Streets).



With respect to phasing, it should be noted that the Major Mackenzie Drive East Rapid Transit Corridor and the Woodbine Avenue south of Major Mackenzie and 19<sup>th</sup> Avenue west of Woodbine Avenue Transit Priority Network are all identified as “2021 Transit Network Improvements on Figure 7.2. The Donald Cousens Parkway extension is identified as a 2031 Transit Network Improvement.

In terms of Road Network Improvements, Figure 7.4 identifies the Woodbine By-Pass as part of the Five Year Road Network Improvements. Figure 7.5 establishes the 2021 Road Network Improvements and includes the 19<sup>th</sup> Avenue/404 Interchange and the two crossings of 404 between Major Mackenzie and Elgin Mills and Elgin Mills and 19<sup>th</sup> Avenue.

The recommendations from the Victoria Square Boulevard EA are in compliance with the York Region TMP.

## **York Region Pedestrian and Cycling Master Plan, 2008**

### **Status**

One of the key action items of the *Sustainability Strategy* was the preparation of a York Region Pedestrian and Cycling Master Plan (PCMP). (page 1-1) The PCMP is a Ten year Implementation Plan as well as a longer term (10-25 year) strategy. (page 1-2) The PCMP was designed to generally comply with Phases 1 and 2 of the Municipal Class Environmental Assessment process. Many of the recommendations are also reflected in the YROP.

### **Recommendations**

The purpose of the PCMP “is to improve conditions for walking and cycling in York Region by creating a cycling network of on and off-road facilities, identifying missing sidewalk links on Regional roads, and recommending a strategy for improvements to encourage greater use of both travel modes.” (page 1-3). It also includes Planning and Design Guidelines in a Technical Appendix which are intended to guide the Region, local municipalities and other partners in the development of a regional pedestrian system and cycling network.

Recommendations relevant to the Study Corridor include:

- Inclusion of the lands in the Study Corridor in the City of Markham Pedestrian Zone where enhanced pedestrian infrastructure should be provided (page 5-12);
- The establishment of a multi-use trail for pedestrians and cyclists along Major Mackenzie as part of the Phase 1 Implementation Schedule east of Woodbine and as part of Phase 2 west of Woodbine (Figures 6-1 and 6-2);
- Identifies as part of a proposed long term pedestrian system sidewalks along both sides of Elgin Mills in the Study Corridor and on one side of Victoria Square Boulevard (Figure 5-7);



- The establishment of the Woodbine By-Pass as part of Phase 1 the Cycling Network (0-5 years) (Figure 6-2).

The recommendations from the Victoria Square Boulevard EA are in compliance with the York Region Pedestrian and Cycling Master Plan.

## York Region Transit 2016 Annual Service Plan

### **Status**

The 2016 Annual Service Plan “translates the strategic direction presented in Moving to 2020, the YRT/Viva 2016-2020 Strategic Plan into specific actions and service initiatives”

### **Transit Service**

With respect to transit service related to the Study Corridor (**Exhibit 8**), the service initiatives identify for 2016 the consolidation of a number of Toronto Transit Routes with YRT/Viva Route 224B into one route to be renamed Route 24 – Woodbine. The route is to be restructured along Woodbine Avenue from Don Mills Subway Station to north of Elgin Mills Road. In the vicinity of the Study Corridor the route is:

- along Woodbine north to Major Mackenzie;
- east on Major Mackenzie and north on Hazelton Avenue to Betty Norman Blvd; and,
- north on the Woodbine By-Pass to Honda Blvd.

The Service Plan also provides phasing for the introduction of a Frequent Transit Network where service is so frequent customers do not require a schedule (15 minutes frequency or less). The Woodbine Avenue corridor is identified for the implementation of this service in 2019 for rush hours only.

The recommendations from the Victoria Square Boulevard EA are in compliance with the York Region Transit 2016 Annual Service Plan.

## York Region’s Towards Great Regional Streets, 2008

### **Status**

This document is subtitled “Design Guidelines for 6-Lane Regional Streets”. It was developed as the Region was undertaking the widening of approximately 31 sections of Regional streets to six lane cross-sections between 2007 and 2015. The review “critically examines both existing and emerging requirements with a view to implementing a consistent cross-section treatment and appropriate accommodation for the various elements within the cross-section.” (page 1) As such it provides insights on matters such as best practices and cross-section spatial needs; however, since Victoria Square Boulevard is a municipal road under the jurisdiction of the City of Markham,

York Region's Towards Great Regional Streets policy it is not directly applicable to the Study Corridor.

## York Region New Community Guidelines (2013)

### **Status**

The New Community Guidelines were “created to assist local municipalities and the development industry in successfully implementing the sustainable building and new community areas policies” in the YROP (page i) As such they are not applicable to the Study Corridor which does not form part of a new community area nor does the Study relate to sustainable buildings. The Guidelines however do provide insights on directions related to matters such as walkable community design, transit –oriented design guidelines, and parking standards which could be considered through the study process.

## City of Markham Planning Policies and Related Studies

### City of Markham Official Plan (1987)

#### **Status**

The Official Plan (1987) (July 2005 consolidation) is a statutory document. The Plan is approved and the 2005 consolidation incorporates amendments to that date. In accordance with Section 24(1) of the *Planning Act*, “where an official plan is in effect, no public work shall be undertaken and....no by-law shall be passed for any purpose that does not conform therewith.”

#### **Designations**

Schedule ‘A’ Land Use (**Exhibit 9**) designates the lands in the Study Corridor as “Urban Residential” with the exception of the following designations:

- “Transportation and Utilities” crossing the north end of the Corridor which applies to a hydro corridor;
- “Commercial” at the northern and southern intersections of the Woodbine Bypass and Victoria Square Boulevard;
- “Hamlet” at the intersection of Elgin Mills Road and Victoria Square Boulevard; and,
- “Hazard Lands” along the stream corridor which includes a small portion west of Victoria Square Boulevard and a significant area along the east side of the Boulevard.

Other relevant designations or information are found on the following schedules:

- Schedule ‘B’, Planning Districts (**Exhibit 10**) identifies lands in the Study Corridor from north to south as being part of Planning Districts No. 42, 14 and 39;
- Schedule ‘C’, Transportation (**Exhibit 11**) identifies the Woodbine By-Pass as a Region of York Arterial Road, Elgin Mills is identified as a Regional Arterial Road

west of Victoria Square Boulevard and a Major Collector to the east. A Major Collector is also shown connecting Victoria Square Boulevard to the west across the By-Pass. However, Victoria Square Boulevard itself is not designated as an arterial or collector;

- Schedule 'D', Urban Service Area (**Exhibit 12**) identifies the majority of the Study Corridor except for those land which are located at the intersection of Elgin Mills and Victoria Square Boulevard as part of the Urban Service Area;
- Schedule 'G', Site Plan Control (**Exhibit 13**) identifies road widening requirements in three areas along Victoria Square Boulevard and immediately south of the intersection with Woodbine By-Pass, as well as on Elgin Mills immediately west of Victoria Square Boulevard;
- Schedule 'H', Commercial/Industrial Categories (**Exhibit 14**) identifies the southern commercial designation at the intersection with Woodbine By-Pass as a "Community Amenity Area";
- Schedule "I", Environmental Protection Areas (**Exhibit 15**) identifies the stream corridor as "Valleylands (including lands designated Hazard Lands on Schedule 'A'); and,
- Schedule 'J', Rouge North Management Area (**Exhibit 16**) identifies the majority of the Study Corridor as part of the "Urban Policy Area" with the exception of a small area at the north end which is part of the "Middle Reaches Policy Area'.

### ***Policy Framework***

With the exception of the lands designated "Hazard Lands" and "Environmental Protection Areas", all the land use designations in the Study Corridor permit various forms of development subject to policies for the specific land use designations. In addition, the Plan establishes a range of general policies which would also be applicable. These include Section 2.3 Visual Appearance, 2.5 Heritage Conservation, 2.13 Housing, and 2.16 Rouge North Management Area.

Lands in the Hazard Lands/Environmental Protection Areas designations, including an environmental buffer, are to be secured for long term protection and generally would be conveyed to the City or other public agencies as a condition of development approval of adjacent lands. (Section 2.2.2.4) With respect to municipal infrastructure including roads, such facilities may be permitted in the Environmental Protection Area designation subject to an Environmental Impact Study or other environmental assessment report approved by the City and other authorized agencies.(Section 2.2.2.4 r) It should also be noted that the City intends in the long term to develop a linked trail system to link significant natural features and areas including existing parks and open spaces as well as sidewalks, roads and walkways where there are no other options. (Section 2.2.2.12)

The Plan also includes policies on Transportation in Section 5 which establish general goals, objectives and policies (i.e. To create a coordinated, comprehensive transportation system in accordance with Schedule 'C'), as well as specific policies for roads, parking, pedestrian and non-motorized traffic and public transit. Section 5.10

indicates that Schedule 'C' –Transportation is to be implemented in accordance with the Markham Transportation Planning Study. It also provides for the preparation of visual design guidelines for City roads and studies of the design of walkways and bicycle routes.

In particular, the following policies in Section 5.3 Specific Policies –Roads should be noted:

- The road alignments and symbols on Schedule 'C' are approximate, actual alignments are to be determined through more detailed study;
- A road hierarchy is established including Provincial Highways, York Region Arterial Roads, Major Arterial Roads (Markham), Minor Arterial Roads (Markham), Major Collector Roads (Markham), Minor Collector Roads (Markham) and Local Roads. Specific policies are provided for the different types of roads;
- "Roads shall be built according to principles of good civic design, and shall be built incorporating tree planting, landscaping, crosswalks, bicycle paths, median strips and boulevards where appropriate";
- "Where road widenings are required on existing streets lined with trees, it is anticipated that discretion will be used and that all methods will be explored to protect and save as many trees as possible"; and,
- "Where a road crosses a watercourse under the jurisdiction of the Toronto and Region Conservation", the City will review the proposed road with the Authority.

Other relevant policies include:

- Section 5.4 b) which permits Council to identify areas where cash-in-lieu of parking may be required;
- Section 5.5 which provides direction with respect to pedestrian and non-motorized traffic including a requirement that consideration be given to such forms of movement in all new development and redevelopment;
- Section 5.6 Public Transit which provides direction on support for the provision of public transit including the location of transit service within easy walking distance in the urban area; and,
- Section 7.12.4, Widening of Roads which establishes direction in the Site Plan Control Areas with respect to road widening as shown on Schedule 'G' – Site Plan Control.

The recommendations from the Victoria Square Boulevard EA are in compliance with the City of Markham Official Plan.

## **Victoria Square Hamlet Secondary Plan – Official Plan Amendment (OPA) 182 (2011)**

### **Status**

Section 9 of the Official Plan is comprised of Secondary Plans which have been adopted as amendments to the Plan and form part of the Plan. They provide more

detailed policy direction for specific areas with the City. The Victoria Square Hamlet Secondary Plan was adopted as OPA 182. It adds Section 4.3.14.2 and Figure 14.1 to the Official Plan and is applicable to the lands in the vicinity of the intersection of Elgin Mills and Victoria Square Boulevard (Planning District No. 14).

### ***Designations***

Figure No. 14.1 (**Exhibit 17**) identifies Specific Site and Area Policies applicable to the lands in the Hamlet of Victoria Square. The majority of the Hamlet is identified as permitting single detached dwellings and existing places of worship. Limited areas at the intersection of Elgin Mills Road East and Victoria Square Boulevard are identified for residential and non-residential opportunities including small-scale institutional and commercial uses.

### ***Policy Framework***

Section 4.3.14.2 provides detailed policies with respect to each of the policy areas identified on Figure 14.1 including policies related to permitted uses, prohibited uses, and urban design guidelines. The urban design guidelines relate primarily to the design of buildings, but also provide direction with respect to the design of on-site parking.

The recommendations from the Victoria Square Boulevard EA are in compliance with the Victoria Square Hamlet Secondary Plan – OPA 182.

## **Cathedral Secondary Plan – OPAs 42 and 123 (1997, 2004)**

### ***Status***

As noted with respect to the Victoria Square Hamlet Plan, Section 9 of the Official Plan is comprised of Secondary Plans which have been adopted as amendments to the Plan and form part of the Plan. They provide more detailed policy direction for specific areas with the City.

The Cathedral Secondary Plan was adopted through OPA 42 and updated through OPA 123 to recognize the Woodbine By-Pass, as well as related changes to the plan. It applies to Planning District No. 39 which consists of approximately 310 hectares of land bounded on the south by Major Mackenzie Drive, on the east by the hydro corridor east of Victoria Square Boulevard and on the west by Highway 404. On the north the areas extends one and a half concession lots north of Elgin Mills Road on the west side of Victoria Square Boulevard and it extends to the southern boundary of the Hamlet of Victoria Square on the east side of Victoria Square Boulevard.

### ***Designations***

Schedule “AA” Detailed Land Use Plan (**Exhibit 18**) identifies the land use designations for the Cathedral Community Planning District in conformity but in more detail than found in the Official Plan. The Cathedral Precinct, the focal point of the community is located west of Victoria Square Boulevard. Much of the remaining lands along Victoria

Square Boulevard north of the Cathedral Precinct are designated “Urban Residential – Low Density”. In addition, specific areas are identified for public facilities including Neighbourhood Park, Public Elementary School and Stormwater Management Pond. The Hazard Lands along the Carleton Creek are more specifically delineated as is the “Community Amenity Area” at the intersection of the Woodbine By-Pass and Victoria Square Boulevard.

Schedule ‘BB’, Transportation Plan (**Exhibit 20**) identifies Victoria Square Boulevard as Minor Collector Road, while the Woodbine By-Pass is identified as a Region of York Arterial Road. In addition, the Plan identifies a network of minor collector roads which connect with Victoria Square Boulevard and the Woodbine By-Pass.

An amendment to Schedule ‘G’, Site Plan Control (**Exhibit 19**) is also included which identifies a road widening requirement on Victoria Square Boulevard to 30 metres north of the Woodbine By-Pass south connection. Further north the road in the vicinity of the Hamlet of Victoria Square has a road widening requirement of 20 metres as identified in Official Plan Amendment No. 42. It should be noted that the proposed Victoria Square Boulevard improvements propose to maintain the existing right-of-way widths.

### ***Policy Framework***

The Secondary Plan identifies a Goal in Section 4.2 which indicates that “excellence in community living” is to be developed based on the application of a number of criteria including “transit supportive, pedestrian oriented development patterns” and “integration of new development with existing development and existing road patterns in and adjacent to the new community.” The Plan also identifies the Cathedral Precinct as a focal point of the Cathedral Community (Section 4.3.1).

Section 5.9 establishes the transportation policies. The policies permit on-street parking at appropriate locations on all roads (Section 5.9.1 h).

With respect to the Collector Roads, Section 5.9.3 states:

“The proposed system of Collector Roads is shown on Schedule ‘BB’ attached hereto. ....the design requirements for the collector roads shall be determined in accordance with the pertinent findings and the recommendations of the studies identified in Section 5.9.1 d) of this Secondary Plan....”

Section 5.9.5, Public Transit indicates that a transit system will be developed and greater use of public transit will be encouraged through the application of a range of guidelines as the plan of subdivision and/or site plan approval stage (Section 5.9.5 d). Section 5.11.2 d) also states that development will reflect the provisions of the Transit Supportive Land Use Guidelines (Ministry of Municipal Affairs and Housing and Ministry of Transportation of Ontario) and the Town’s Transit Accessibility Plan. Further, Section

5.11.4 provides direction with respect to streetscape design principles including “the provision of a continuous and connected pedestrian and bicycle route system”.

Section 5.9.6 provides directions for the crossing of Carleton Creek to minimize intrusions and alterations to the existing valley landforms and functions.

The recommendations from the Victoria Square Boulevard EA are in compliance with the Cathedral Secondary Plan – OPAs 42 and 123.

## **404 North Secondary Plan – OPA 113 and 149 (2005, 2008)**

### ***Status***

As noted with respect to the Victoria Square Hamlet Plan, Section 9 of the Official Plan is comprised of Secondary Plans which have been adopted as amendments to the Plan and form part of the Plan. They provide more detailed policy direction for specific areas with the City.

Official Plan Amendment No. 113 was adopted to establish the Woodbine North Planning District, designate the majority of lands for Industrial, incorporate the lands into the Urban Service District, identify a future road system and require the preparation of a Secondary Plan to further guide future development. Official Plan Amendment No. 149 was then adopted to incorporate into the Official Plan, the Highway 404 North Secondary Plan which further refines and designates lands in the Planning District and provides policies to guide development of the area.

The Highway 404 North Secondary Plan applies to approximately 181 hectares of land bounded on the west by Highway 404, on the north by the southern boundary of the Oak Ridges Moraine and the Markham-Whitchurch-Stouffville municipal boundary, on the east by a Hydro One Transmission corridor and Woodbine Avenue north of the Woodbine Avenue By-Pass and Victoria Square Boulevard, and on the south by the northerly limit of the Cathedral Planning District ( Planning District No 39) and the Victoria Square Planning District ( Planning District No. 14).

### ***Designations***

Schedule AA, Detailed Land Use (**Exhibit 22**), designates the majority of the lands “Business Park Area”. However, the lands south of the Woodbine By-Pass at the northern intersection with Victoria Square Boulevard are designated “Community Amenity Area”. Further in that designation a “Service Station Site” is identified at the south end on the east side of Victoria Square Boulevard. The remaining lands between the By-Pass and the Transmission corridor are designated “Urban Residential Low Density” including a Place of Worship site on the east side of Victoria Square Boulevard. North of the Woodbine By-Pass on the west side of Woodbine Avenue, there is a Business Corridor Area designation with a Service Station Site designation at the north end north of the Transmission corridor.

Schedule BB, Transportation (**Exhibit 23**), designates Victoria Square Boulevard as a “Major Collector Road” and illustrates a realignment of the road at the north end to connect with the Woodbine By-Pass at a 90 degree angle. Woodbine By-Pass and Woodbine Avenue are designated as “Region of York Arterial Road”. A collector road system is identified for the lands north of the By-Pass including an industrial collector road which would connect with the By-Pass opposite the realigned Victoria Square Boulevard.

A similar realignment of Victoria Square Boulevard is also proposed on Schedule C, Transportation (**Exhibit 21**), to the Official Plan.

### ***Policy Framework***

As identified in Section 4.2, Goal, the Secondary Plan “is to provide for the development of a significant business park area while accommodating a minor extension of the planned residential development in the Cathedral Community”.

Specific policies relevant to development in the Study Corridor include:

- Section 5.3.2, Community Amenity Area Policies, which provide direction regarding permitted uses and notes in particular that the portion of the Victoria Square Boulevard right-of-way (referred to as “Old Woodbine Avenue”) which is “anticipated to be closed subsequent to the construction of Woodbine Avenue By-Pass, is designated “Community Amenity Area”...It is intended that this portion of the right-of-way should be incorporated into a comprehensive development concept for the lands designated “Community Amenity Area”. Approval of new development on the lands designated “Community Amenity Area” shall be based on a comprehensive development concept, prepared on behalf of the affected land owners, acceptable to the Town.”
- Section 5.4.2, Urban Residential – Low Density Policies provides direction regarding the lands in this designation adjacent to Victoria Square Boulevard. The permitted uses are low density residential uses including townhouses.
- Section 6.1.6 Arterial Roads c) establishes that “where the realigned portion of Woodbine Avenue connects with the existing Woodbine Avenue alignment, a section of Woodbine Avenue in its current alignment, south of this connection, will be closed. South of this closed section, “Old Woodbine Avenue” will be connected at a new intersection to the by-pass portion of Woodbine Avenue, in its realigned location”
- Section 6.1.7 b), “Old Woodbine Avenue” establishes that this road (Victoria Square Boulevard) “will be replaced by the Woodbine Avenue By-pass and will no longer serve as a Regional Arterial Road. This portion, and the short, new connection to the Woodbine Avenue By-pass is designated as “Old Woodbine Avenue”, a Major Collector Road. This basic right-of-way for this portion of Woodbine Avenue shall be 30 metres. It is anticipated that this portion will become a Town road and that its revised function and design will be defined through an Environmental Assessment, other required studies and implementing



development approvals. The functional and design requirements for “Old Woodbine Avenue” will be addressed in the Environmental Assessment, the Internal Functional Traffic Design Study and the Community Design Plan. The designation and right-of-way may be revised following further study, without further amendment to the Plan.”

- Section 9, Community Design Plan, provides direction with respect to the format of this Plan which is to be approved by the Town. It is to include Built Form and Landscape Guidelines, Streetscape Guidelines including a streetscape improvement plan program for the portion of Victoria Square Boulevard in the Planning District, and an Implementation Strategy.

The recommendations from the Victoria Square Boulevard EA are in compliance with the 404 North Secondary Plan – OPA 113 and 149.

## City of Markham Official Plan (2014)

### **Status**

The Official Plan 2014 has been adopted by City Council and approved by the Region of York, however it has been appealed in its entirety to the Ontario Municipal Board and as such is not in force or effect. However, it does represent the most current City policy.

### **Designations**

Map 1, Markham Structure (**Exhibit 24**) designates the majority of the lands along Victoria Square Boulevard as “Neighbourhood Area”, with the exception of lands along the stream corridor which are designated “Greenway System”. The Woodbine By-Pass is identified as “Proposed Regional Transit Priority” on Map 1, and also on Map 2, Centres, Corridors and Transit Network.

Map 3, Land Use (**Exhibit 25**) designates the majority of the Study Corridor as “Residential Low Rise”, other than the lands in the Greenway designation. The exceptions are an area on the west side south of the Greenway designation which is designated “Residential Mid Rise”. In addition, the lands at the north and south ends are designated “Mixed Use Low Rise”. In addition, the boundary of the Highway 404 North Secondary Plan is identified as “Secondary Plan Area Specific Policy”.

Map 4, Greenway System (**Exhibit 26**) identifies the majority of the lands in the Greenway System “Natural Heritage Network”, with the exception of some areas which are identified as “Other Greenway System lands including certain naturalized stormwater management facilities.”

Map 5, Natural Heritage Features and Landforms (**Exhibit 27**) does not identified any Woodlands in the vicinity of Victoria Square Boulevard, but does identify a stream in the Greenway System which crosses the road and runs generally parallel to the east side between Elgin Mills and Major Mackenzie.

Map 6, Hydrologic Features (**Exhibit 28**) identifies Valleyland and Stream Corridor along the stream corridor and “Unevaluated Wetlands” along the stream corridor to the east and west of Victoria Park Boulevard.

Map 10, Road Network (**Exhibit 29**) identifies Victoria Square Boulevard as a “Minor Collector Road, and Woodbine Avenue By-Pass as a Region of York Arterial Road (right-of-way width on Map 12 –York Region Official Plan). Major Mackenzie, and Elgin Mills west of Victoria Square Boulevard are also identified as Region of York Arterial Roads. East of Victoria Square Boulevard Elgin Mills is identified as a Major Collector Road (up to 30.5 metre right-of-way width). 19<sup>th</sup> Avenue is identified as a Markham Arterial Road and the Future Donald Cousens Parkway is shown connecting to it. A potential interchange is shown at 19<sup>th</sup> Avenue and Highway 404.

Map 11, Minor Collector Road Network (**Exhibit 30**) identified Victoria Square Boulevard and a connecting network of minor collector roads which are identified as having a right of way width up to 24.5 metres. The intersection of Victoria Square Boulevard and Elgin Mills is identified with a reference to Section 10.8.1.4. That Section indicates that when acquiring lands for widening it may not be necessary in all cases to achieve the maximum basic widths shown on Map 10 and Map 11 including the minor collector roads shown in hatching.

Map 12, Urban Area and Built- Up Area (**Exhibit 31**) identifies the lands in the Study Corridor as part of the Urban Area. The majority of the lands are also shown as being located in the Provincial Built Boundary.

Map 14, Public School, Place of Worship and Park Sites (**Exhibit 32**) identifies three public school sites to the west of the Victoria Square Boulevard, two south of Elgin Mills and one north of Elgin Mills.

Map 15, Area and Site Specific Policies (**Exhibit 33**) identifies the majority of the Study Corridor as part of District 9.5 -Cathedral, while the northern part of the Study Corridor is in District 9.10 – Highway 404 North (Employment).

Appendix A Toronto and Region Conservation Authority Regulatory Framework (**Exhibit 34**) identifies the stream corridor as subject to Ontario Regulation 166/06 and in the Floodplain.

Appendix B, Small Streams and Drainage Features (**Exhibit 35**) identifies a number of small streams and ditches in the Study Corridor.

Appendix C, Community Facilities (**Exhibit 36**) identifies a number of public schools and places of worship as well as parks and other community facilities in the Study Corridor or its vicinity.

Appendix D, Cycling Facilities (**Exhibit 37**) does not identify only a small portion of Victoria Square Boulevard north of Elgin Mills as an existing cycling facility, but it does identify a number of existing and proposed cycling facilities in the vicinity of Victoria Square Boulevard including on some streets crossing the Study Corridor.

Appendix E, Transportation, Services and Utilities (**Exhibit 38**) identifies the Hydro Corridor to the east of the Study Corridor which crosses it at the north end.

Appendix F, Secondary Plan Area (**Exhibit 39**) identifies the Highway 404 North Secondary Plan as approved.

Appendix H, Funeral Homes Community Areas identifies the Study Corridor as part of Area 5.

Appendix J, Toronto and Region Source Protection Area (**Exhibit 40**) identifies lands in the Study Corridor as “Highly Vulnerable Aquifer”.

### ***Policy Framework***

The Official Plan provides detailed policies with respect to the Greenway System in Section 3, Environmental Systems, specifically Section 3.1 Greenway System, and Section 3.4.1 Natural Environmental Hazards.

In addition, Section 8 Land Use provides policies with respect to the specific land use designations including Section 8.2.3, Residential Low Rise, Section 8.2.4, Residential Mid Rise and Section 8.3.2, Mixed Use Low Rise. The policy directions for these designations focus on urban design. The policies for the Residential Low Rise designation in particular encourages building design in new development which is street-related; directs that development be designed to reflect transit-oriented development principles. In addition, the local street system is to be designed to enhance the pedestrian environment.

Section 8.6 establishes the specific policies for the Greenway designation in addition to the policies found in Section 3.

The Area and Site Specific Policies are found in Section 9. Section 9.5, Cathedral is applicable to the lands in the majority of the Study Corridor. The following policies are of note with respect to the Study Corridor:

- Section 9.5.4, Community Design Plan which indicates that all new development and redevelopment shall be consistent with the applicable provisions and urban design guidelines of the East Cathedral and Cathedral Community Design Plans; and,
- Section 9.5.9, Historic Village of Victoria Square provides detailed policies for this area similar to those found in the current Hamlet plan including urban design guidelines in Section 9.5.9.4.

Section 9.10, Highway 404 North (Employment) indicates that the current secondary plan will be revised to conform with the land use designations and policies in the Official Plan. Major changes in the land use are not contemplated. Until the revised plan is approved the policies of the current Official Plan and Secondary Plan will apply.

With respect to Transportation, the policies of Section 7.1, Transportation System are applicable. The key direction is outlined in the preamble which states that:

“The challenge for Markham over the next 20 years is to accelerate the transition from a primarily car-dependent community to one where walking, cycling, transit and carpooling are seen as increasingly viable and attractive alternatives.... The overall objective is to develop a transportation system that increases mobility options for all users....Markham’s transportation infrastructure should also be seen as a key element in community building. Apart from its role in knitting together the urban structure, the transportation network has an important and defining placemaking function. As well as being thoroughfares, urban streets are to be regarded as places, recognizing that great streets make great communities. This Plan recommends that a “complete streets” philosophy be applied to future development of the City’s road network to balance mobility between modes, increase safety for all users, and position streets as places within Markham’s communities.”

In support of this approach, the policies:

- Seek to strengthen the coordination of land use planning, transportation planning and urban design to, among other matters, emphasize the placemaking role of transportation facilities by making people, rather than vehicles, the focus of street activity (Section 7.1.1.2);
- Direct that new communities, major new developments and redevelopments be planned and designed to support transit including reducing walking distances to transit stops (Section 7.1.2.3);
- Provide for further definition, development and maintenance of Markham’s minor collector system, including the addition or deletion of such roads without an amendment to the Plan (Section 7.1.3.2);
- Establish direction with respect to the design and construction of new roads and reconstruction of existing roads having regard for the urban design guidelines of Section 6.1.1.5 to better balance the needs of all street users, to encourage a more compact and sustainable urban form, enhance the quality of the streetscape, achieve better integration of adjacent land uses and transform the appearance and functioning of the road network by placing overall emphasis on the movement of people not vehicles (Section 7.1.3.6);
- Direct support for walking and cycling throughout Markham as competitive mobility choices for everyday activities through a variety of approaches including creating a more pedestrian-friendly environment and promoting a safe and comprehensive network of signed bike routes (Section 7.1.4.2); and,

- Direct the development of a City-wide parking strategy implemented by individual business plans for various areas (Section 7.1.5.1).

The recommendations from the Victoria Square Boulevard EA are in compliance with the City of Markham Official Plan.

## **City of Markham Cycling Master Plan (2010)**

### ***Status***

This Plan builds on the Markham Transportation Planning Study 2002. It is intended to reflect the City's vision for the future "in which more Markham residents are encouraged to cycle, and to cycle more often" (page 1-1). It is a non-statutory document.

### ***Recommendations***

The Study established in Phase 1 a neighbourhood bike route network. Phase 2 developed the ultimate City-wide cycling plan, divided into short term and long term initiatives (over 10 years). Chapter 4 of the Master Plan defines the strategy for implementation. Planning and Design Guidelines including specific cycling design features are provided in a Technical Appendix under separate cover and some of the fundamental elements are also found in Section 2.1 of the report. Figure 4-1 of the Master Plan (**Exhibit 41**) outlines the draft Network Implementation Schedule. With respect to the Study Corridor, Victoria Square Boulevard is not shown as part of the Network although a number of streets which connect or cross it are shown as part of the Network (e.g. Elgin Mills, Stony Hill). Woodbine By-Pass is shown as part of the Network, as is Woodbine Avenue north of the By-Pass, and the Hydro One transmission corridor to the east of Victoria Square Boulevard.

The recommendations from the Victoria Square Boulevard EA are in compliance with the City of Markham Cycling Master Plan.

## **City of Markham Pathways and Trails Master Plan (2009)**

### ***Status***

The Pathways and Trails Master Plan establishes an approach for improving and expanding the City's trail system including a City-wide off road pathway and trail system. The Master Plan is not a statutory document.

### ***Recommendations***

The Plan identifies existing conditions, as well as identifying Destinations and Barriers. In addition to identifying a Town-wide off road pathway and trail system, it also sets out design standards and guidelines for each of the various facility types. Finally, it outlines an implementation strategy.

With respect to the Study Corridor, the Master Plan (**Exhibit 42**) identifies Victoria Square Boulevard from Major Mackenzie to an area just south of Betty Roman Boulevard as High Priority. The intersection at Major Mackenzie is also identified as an “On Road/Off Road Access Point”. In addition, the Hydro One Corridor, Vine Cliff from Victoria Square Boulevard to Betty Roman and the northern portion of the Woodbine By-Pass are identified as “Medium Priority”. Other roads in the vicinity are also identified as part of the network with bike lanes and off road boulevard trails.

The recommendations from the Victoria Square Boulevard EA are in compliance with the City of Markham Pathways and Trails Master Plan.

## **East Cathedral Community Design Plan (2002)**

### ***Status***

This Plan has been prepared in accordance with the requirements of the Secondary Plan to provide an overall planning and urban design concept for the East Cathedral Community, provide details of the siting and orientation of the residential units and institutional buildings and augment the Zoning By-law. It applies to the lands east of Victoria Square Boulevard in the Cathedral Community. It is not a statutory document.

### ***Directions***

The Design Plan provide detailed direction with respect to community structure, open space master plan, streetscapes, architectural considerations and heritage buildings (refer to **Exhibit 43** through **Exhibit 46**). It includes specific plans for:

- Land use;
- Road network which identifies Victoria Square Boulevard as an arterial road;
- Views and vistas;
- Neighbourhood areas;
- Circulation showing sidewalks and pedestrian trails;
- Open space;
- Entries and community edge; and,
- Specific road design treatments (e.g. parallel service road).

Victoria Square Boulevard as noted is identified as an arterial road and is described as the central spine of the Cathedral Community but also as a separator for the more intensive, mixed use community to the west and the less intensive more residential community to the east. (page 1) The Design Plan also states that the southerly portion will be widened to four lanes but will remain as two lanes through Victoria Square. (page 6)

Section 2.5, Community Interface and Section 4.1, Woodbine Avenue, describes the landscaping along Victoria Square Boulevard including with respect to community entries and references are made to specific diagrams. Specific direction is also provided

with respect to the Community Amenity Area between Victoria Square Boulevard and the stream corridor (Carleton Creek) in Section 5.3.

Although widening to four lanes at the southern portion of the study corridor is not proposed as part of the EA, the recommendations from the Victoria Square Boulevard EA are in compliance with the East Cathedral Community Design Plan.

## **Cathedral Community Design Plan (2005, Amended October 2009)**

### ***Status***

This Plan has been prepared in accordance with the requirements of the Secondary Plan to provide an overall planning and urban design concept for the Cathedral Community west of Victoria Square Boulevard. It also provides details of the architecture and site planning, streetscape design, open space master plan and implementation. It is not a statutory document.

### ***Directions***

The Design Plan establishes an overall vision and objectives including integration of new road patterns with the existing adjacent road patterns in Cathedral East and Victoria Square.

In terms of the Community Structure, the road network is a key structuring element. Victoria Square Boulevard is identified as a Collector Road and Section 2.1.1 indicates that it is “presently an arterial road and major link to the southern areas of Markham and Toronto. Upon completion of the Cathedral Community the Woodbine Bypass will become the arterial road...As a result existing Woodbine Avenue will become a community collector road or a local road between Victoria Square and Major Mackenzie Drive.” This direction is also reflected in Section 2.1.2, Collector Roads. It should also be noted that Section 2.1.5 provides for sidewalks on both sides of all roads.

With respect to built form, design is to reinforce the street edge condition. In the vicinity of Victoria Square, development is to complement the existing built form (Sections 3.4, 3.5, 3.8).

Section 4.1 provides general guidelines for the design of all streets including sidewalks of 1.5 metres, streetscape elements and utility co-ordination, and street trees. Section 4.2.3 provides guidelines for Collector Roads, while Section 4.3 provides direction with respect to parking.

Section 4.4 establishes direction with respect to Landmarks. Two landmark locations are identified on Victoria Square Boulevard. Other direction is provided in Section 4.5 on Traffic Calming, and Section 4.6 on Streetscape Elements.

The Open Space Master Plan is outlined in Section 5. A number of key features are located on Victoria Square Boulevard. Pedestrian and Bike Paths are included in the Master Plan, however no significant connections are identified on Victoria Square Boulevard. Refer to **Exhibit 47** and **Exhibit 48**.

The recommendations from the Victoria Square Boulevard EA are in compliance with the Cathedral Community Design Plan.

## **404 North Open Space and Streetscape Master Plan (2008)**

### ***Status***

This Plan has been prepared in accordance with the requirements of the Secondary Plan to provide a planning and urban design concept for the 404 North Planning District designated Business Park Area and Business Corridor Area. It also provides a demonstration plan, open space plan, and streetscape master plan. It is not a statutory document.

### ***Directions***

Given that this Plan is primarily applicable to the lands north of the Woodbine By-Pass it includes very little direction relevant to the Study Corridor. Of note is the direction in the Demonstration Plan with respect to the development along the north side of the Woodbine Avenue By-Pass which is identified as “Gateway Frontage” and the “Secondary Gateway Treatment” at the intersection of Victoria Square Boulevard and the Woodbine Avenue By-Pass (**Exhibit 49**).

The recommendations from the Victoria Square Boulevard EA are in compliance with the 404 North Open Space and Streetscape Master Plan.

## **Vetmar Neighbourhood Design Brief (2009)**

### ***Status***

This Plan provides a design plan consistent with the Cathedral Community Design Plan for an area north of Elgin Mills between the Woodbine By-Pass and Victoria Square Boulevard.

### ***Directions***

The key direction in the Vetmar Neighbourhood Land Use Plan with respect to the Study Corridor relates to the development of the Community Amenity Area on Victoria Square Boulevard at the Intersection with the Woodbine By-Pass. In particular, the Plan focuses on the design of the built form and how it addresses the street (Section 4.0) – refer to **Exhibit 50**.

The recommendations from the Victoria Square Boulevard EA are in compliance with the Vetmar Neighbourhood Design Brief.



## Kylemore Victoria Square Neighbourhood Design Brief (2014)

### **Status**

This Design Brief is intended to satisfy the requirements for a Community Design Plan in accordance with Section 9 of Official Plan Amendment 149. The Architectural Design Guidelines support the Design Brief. These documents apply to the lands east of Victoria Square Boulevard, north of Elgin Mills and the Hamlet of Victoria Square.

### **Directions**

The Design Brief outlines a vision consistent with the Vision for the Cathedral Community as this area is viewed as a continuation of that Community. Of note is the identification of a Landmark Location at the intersection of Street 'A' and Victoria Square Boulevard (**Exhibit 51**) which is to serve as a Gateway to the community with a re-located heritage house in the north-east corner. Interestingly Victoria Square Boulevard is identified in this Plan as a Potential Cyclist Route, and On-Street Parking opportunities are also identified, as is a pedestrian system (**Exhibit 52**).

The recommendations from the Victoria Square Boulevard EA are in compliance with the Kylemore Victoria Square Neighbourhood Design Brief.

## Victoria Square Building and Property Inventory (2010)

### **Status**

This inventory represents background research to the Victoria Square HCD Study currently in development. It includes an overview history of Victoria Square and an inventory of properties by municipal address with a chronology for each parcel from the earliest known legal transaction to the 1950s.

The Victoria Square Boulevard EA recommendations do not involve building or property impacts along the study corridor.

## Trees for Tomorrow Streetscape Design Guidelines (2009)

### **Status**

As part of the City's commitment to planting a significant number of trees, the Trees for Tomorrow campaign was developed. As part of this program, the City identified the need to update existing practices and standards relating to planting and maintenance. The Streetscape Manual provides direction for tree planting as part of applications for site plan and plans of subdivision as well as City boulevard tree planting. It includes information on:

- the benefits and challenges of street trees;
- the tree planting context in the regional, local and site context;
- the design process;
- tree selection; and,
- methods and materials.

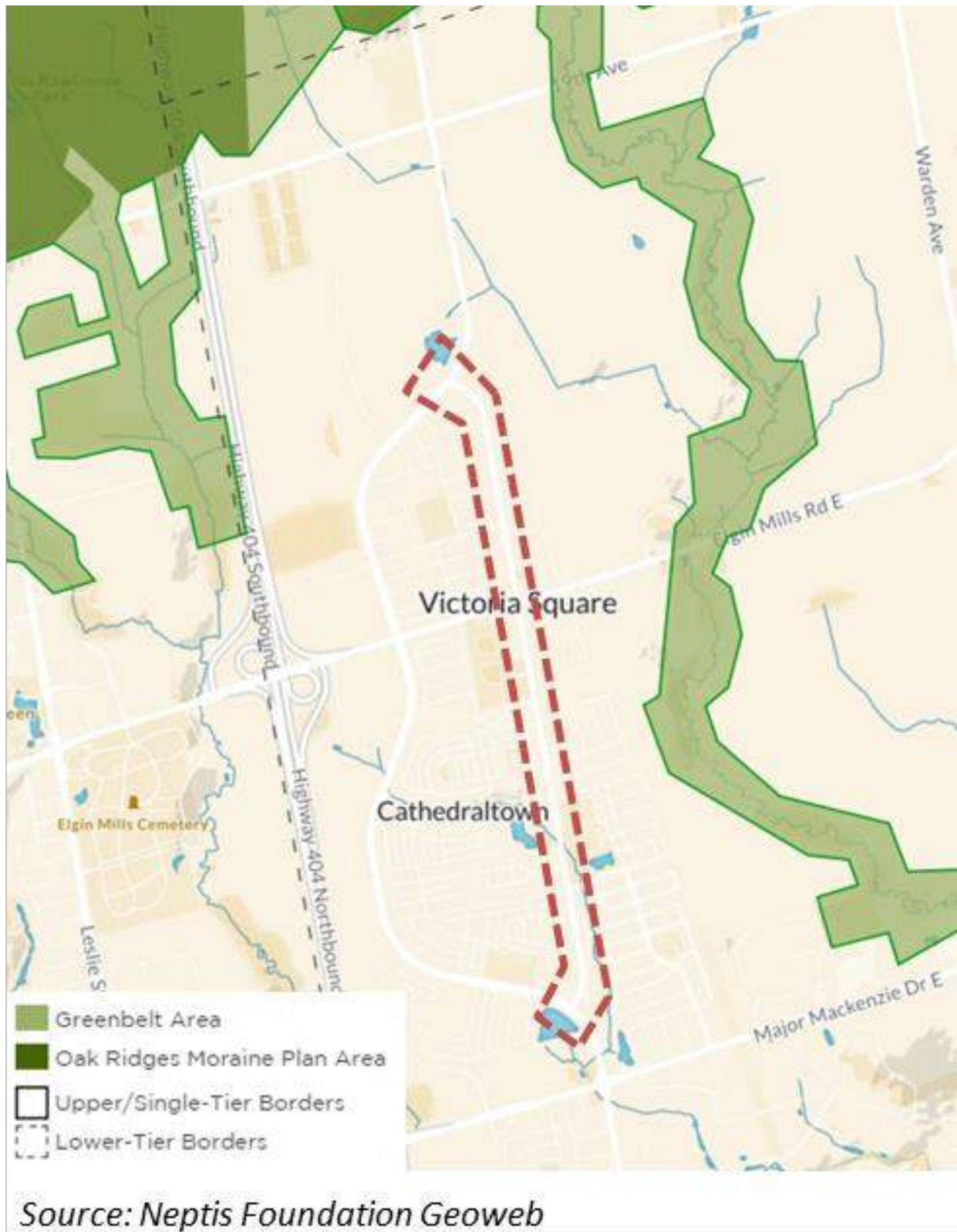
The recommendations from the Victoria Square Boulevard EA take into account the Trees for Tomorrow Streetscape Design Guidelines, and boulevard vegetation is recommended to be planted as feasible.

## **Public Art Policies for Markham Municipal Projects (2012)**

### ***Status***

The Public Art Policy – Markham Municipal Projects establishes the City’s policy with respect to the integration of public art into public places in Markham. Public art is considered a key component of the uniqueness and identity of the municipality. The policy “applies to the procurement and management of Public Art for municipal facilities and public right-of-ways, parks and other municipally owned, operated or managed municipal buildings and parks/open spaces.... Markham will commission public art in a variety of public spaces such as: boulevards, sidewalks/streetspaces, esplanades, promenades, squares, parks, urban forests, bridges, walls, pathways and so on.”

The recommendations from the Victoria Square Boulevard EA are in compliance with the Public Art Policies for Markham Municipal Projects.

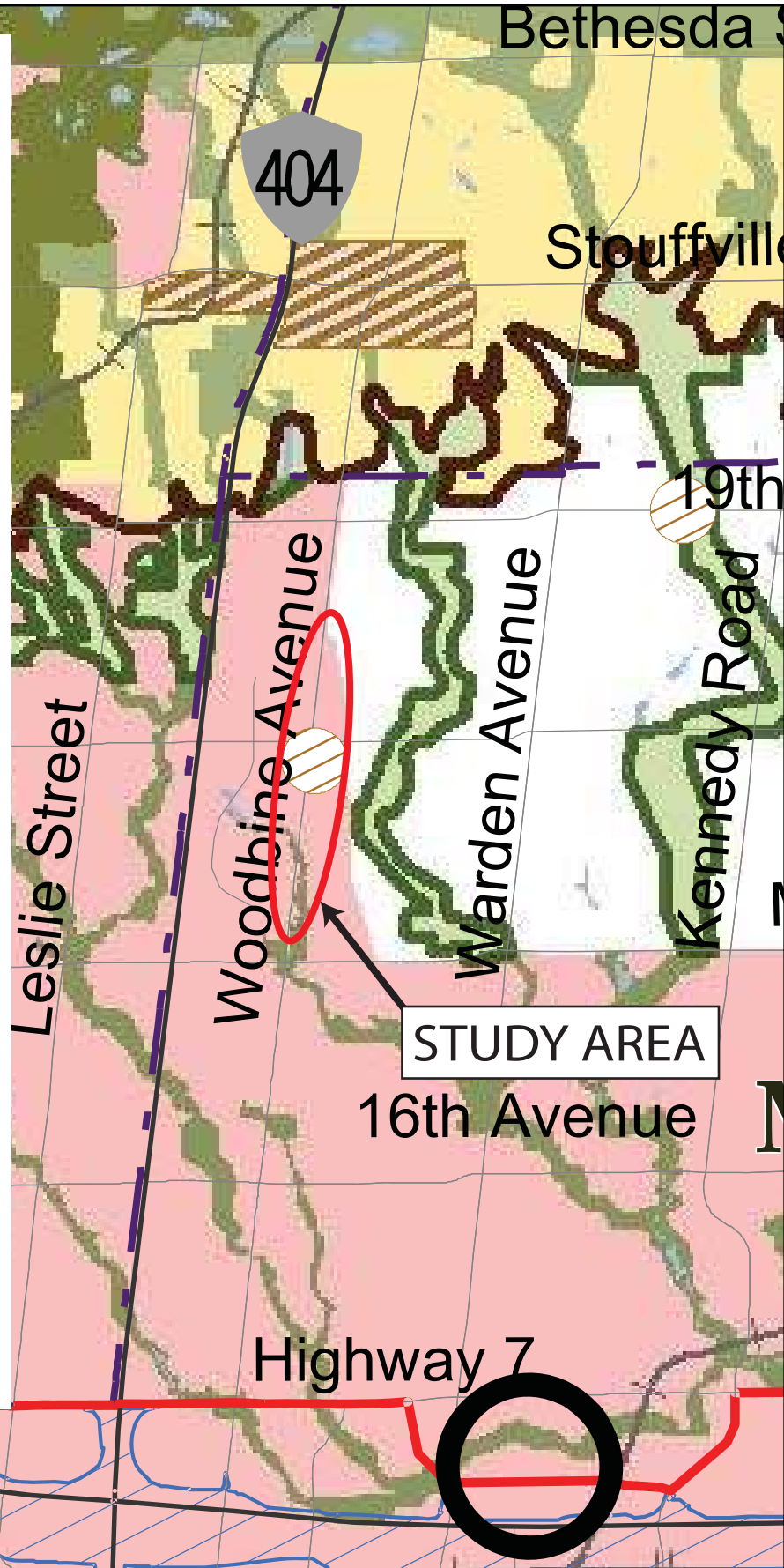


**Exhibit 1**  
**Victoria Square Study Area in Relation to the Oak Ridges Moraine and Greenbelt Areas**

# MAP 1

## REGIONAL STRUCTURE

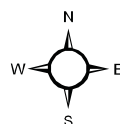
-  Regional Centre
-  Regional Corridor
-  Subway Extension
-  Urban Area
-  Towns and Villages
-  Regional Greenlands System  
(Schematic, See Map 2 for details)
-  Oak Ridges Moraine Conservation Plan
-  Oak Ridges Moraine Boundary
-  Natural Core Area Designation
-  Natural Linkage Area Designation
-  Countryside Area Designation / Hamlet
-  Greenbelt Plan
-  Greenbelt Plan Area Boundary
-  Greenbelt Protected Countryside / Hamlet
-  Holland Marsh Specialty Crop Area
-  Area Subject to the Lake Simcoe Protection Plan
-  Parkway Belt West Plan
-  Ministers Decision on ORMCP Designation Deferred
-  Provincial Highways
-  Existing
-  Controlled Access Highway
-  Under Construction
-  Planned Corridors - Transportation
-  Proposed - EA Approved
-  Conceptual - Alignment Not Defined
-  Municipal Boundary
-  Regional Boundary



### Exhibit 2

## Excerpt From York Region Official Plan Map 1 Regional Structure

VICTORIA SQUARE EA



April 2016

Prepared by:







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# MAP 10

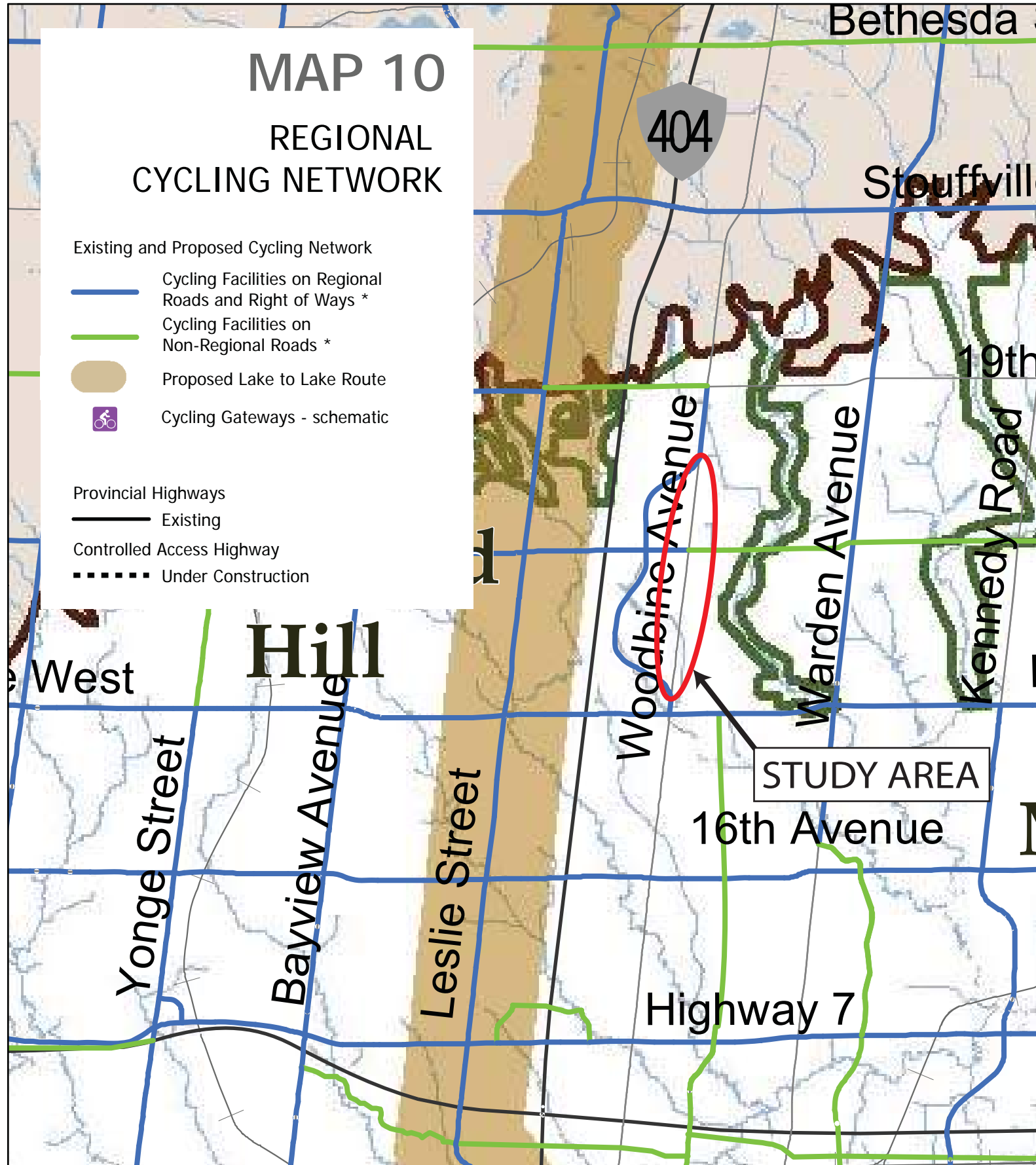
## REGIONAL CYCLING NETWORK

### Existing and Proposed Cycling Network

-  Cycling Facilities on Regional Roads and Right of Ways \*
-  Cycling Facilities on Non-Regional Roads \*
-  Proposed Lake to Lake Route
-  Cycling Gateways - schematic

### Provincial Highways

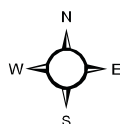
-  Existing
-  Controlled Access Highway
-  Under Construction



### Exhibit 3

## Excerpt From York Region Official Plan Map 10 Regional Cycling Network

VICTORIA SQUARE EA



April 2016

Prepared by:



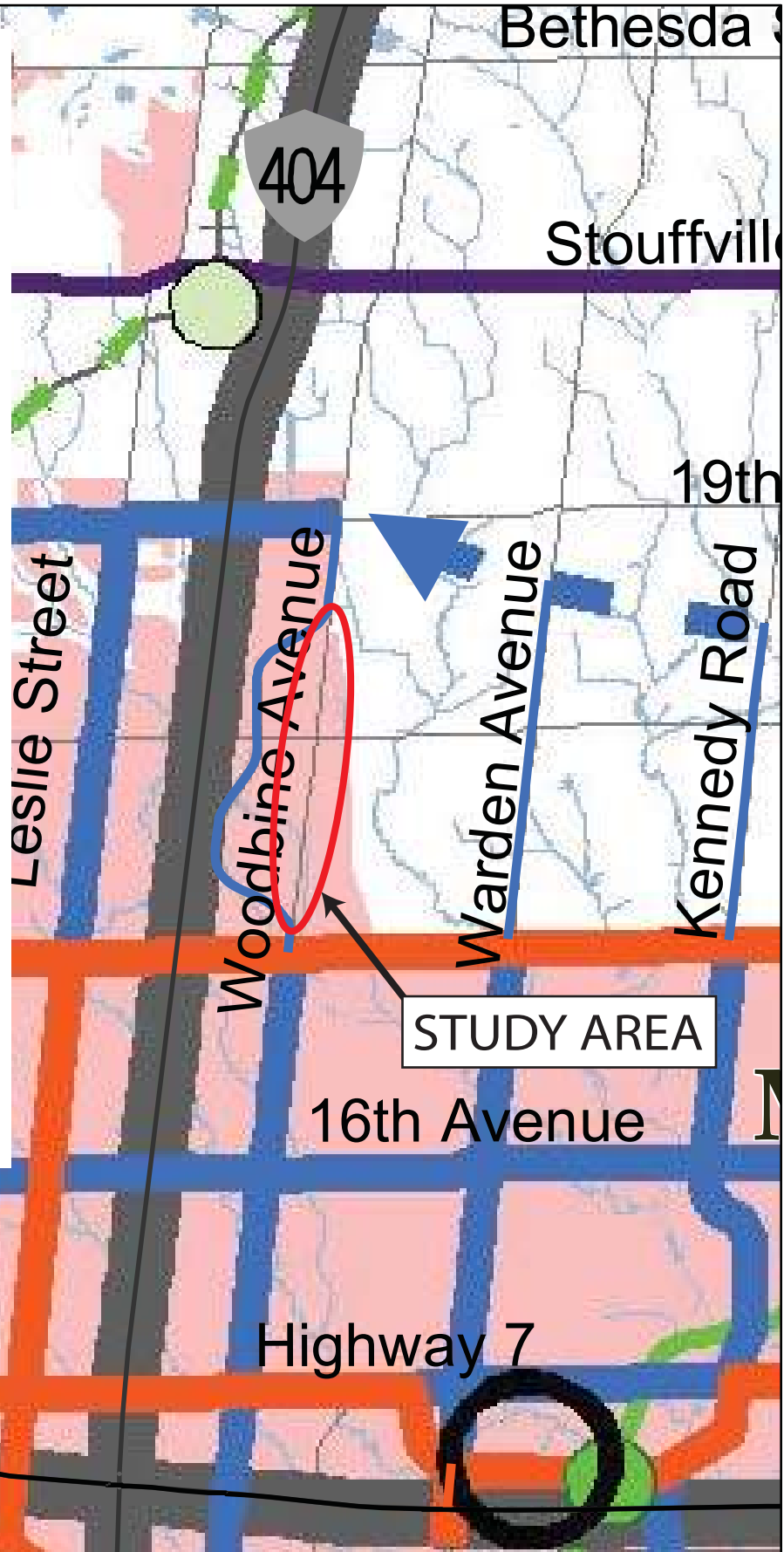
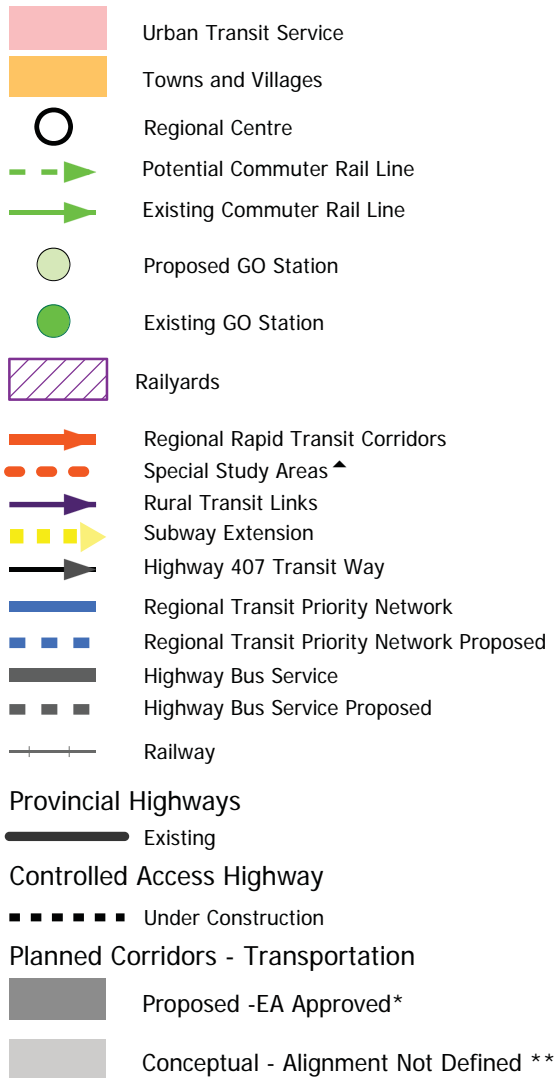
600 Annette St  
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416-487-4101

471 Timothy Street  
Newmarket, ON L3Y 1P9  
905-868-8230



# MAP 11

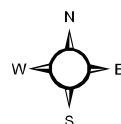
## TRANSIT NETWORK



### Exhibit 4

### Excerpt From York Region Official Plan Map 11 Transit Network

VICTORIA SQUARE EA



April 2016

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# MAP 12 STREET NETWORK

## Provincial Highways

Provincial Highway

## Controlled Access Highways

Existing

Under Construction

## Planned Corridors - Transportation

Proposed - EA Approved\*

Conceptual - Alignment Not Defined \*\*

## Regional Planned Street Widths

Up to 60 metres

Up to 45 metres

Up to 43 metres

Up to 40 metres

Up to 36 metres

Variable 30 to 36 metres

Up to 30 metres

Up to 26 metres

Proposed Up to 26 metres

Up to 20 metres

Proposed Up to 36 metres

Proposed Up to 43 metres

## Other Arterial Streets \*\*\*

## Planned Street Widths

Up to 36 metres

Up to 26 metres

Up to 30 metres

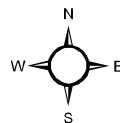
Up to 43 metres



## Exhibit 5

## Excerpt From York Region Official Plan Map 12 Street Network

VICTORIA SQUARE EA



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# RAPID TRANSIT CORRIDORS

## Transit Network Improvements

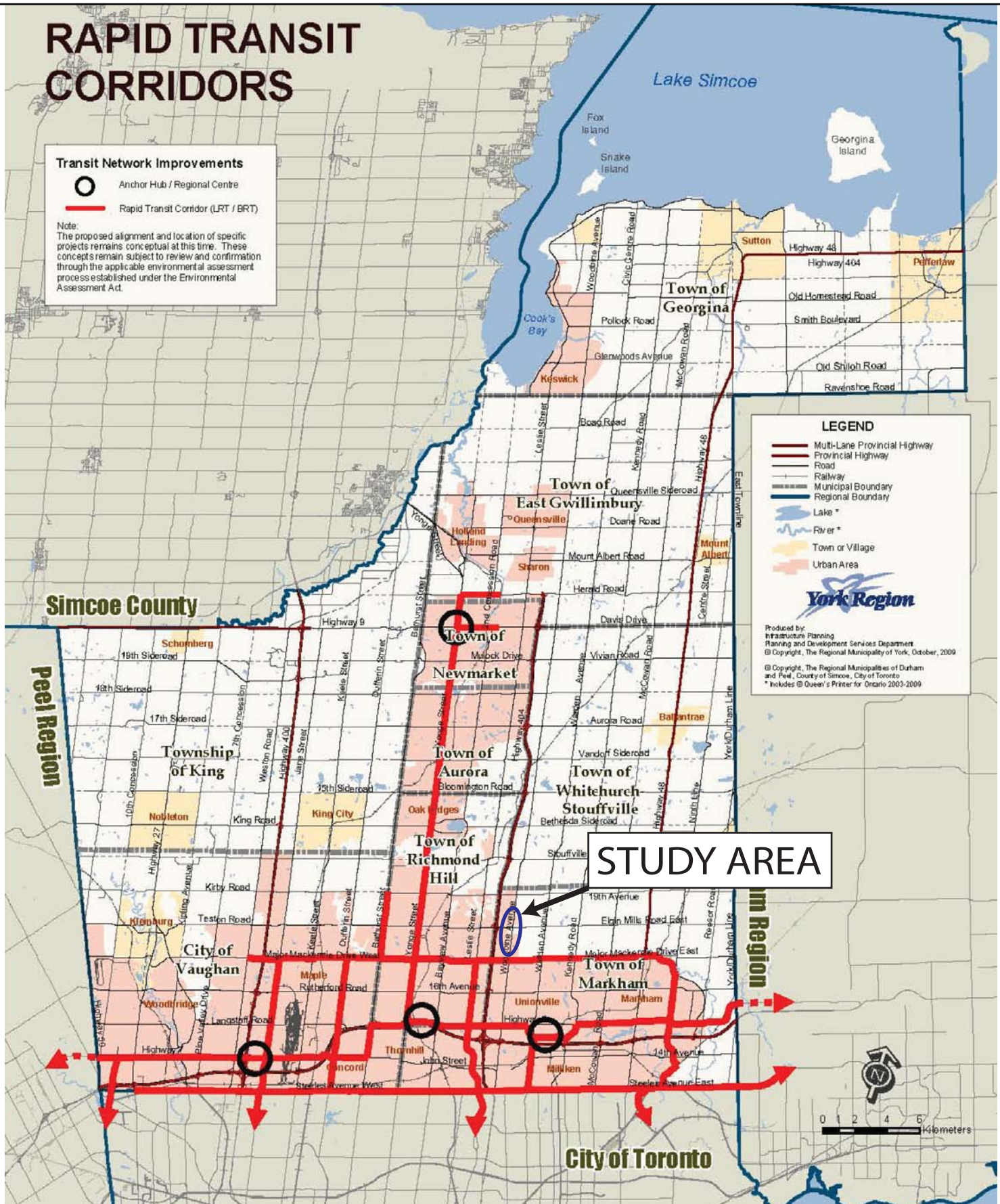


Anchor Hub / Regional Centre

Rapid Transit Corridor (LRT / BRT)

Note:

The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.



## Exhibit 6

## Excerpt From York Region Transportation Master Plan Figure 6.3 Rapid Transit Corridors

VICTORIA SQUARE EA



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# YORK REGION 2031 ROAD NETWORK

## Road Network Improvements

- Jog Elimination
- New or Improved Highway Interchange
- Grade Separation
- Special Study Area (see footnote)
- Anchor Hub / Regional Centre
- New Local/Regional Road
- Arterial Road Improvement for Capacity
- Arterial Road Improvement to 6 lanes
- Road Improvements to support Transit
- New Provincial Road
- GTA West Corridor Concept
- Provincial Road Improvement
- Recommended New Corridor

Note:  
The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

Road projects identified are for capacity improvements only and do not reflect reconstruction projects in the Region's DC-Bylaw or 10-Year Roads Construction Plan.

## LEGEND

- Multi-Lane Provincial Highway
- Provincial Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake \*
- River \*
- Town or Village
- Urban Area

**York Region**

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Planning and Development Services Department  
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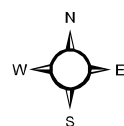
**STUDY AREA**

## Footnotes:

- 1) Road improvements for potential Pickering Airport
- 2) Langstaff Road Missing Link Transportation Needs Study
- 3) East-west mid-York Transportation Needs Study
- 4) Highway 404 Interchange Study at John Street / 14th Avenue

## Exhibit 7 Excerpt From York Region Transportation Master Plan 2031 Road Network

VICTORIA SQUARE EA



April 2016

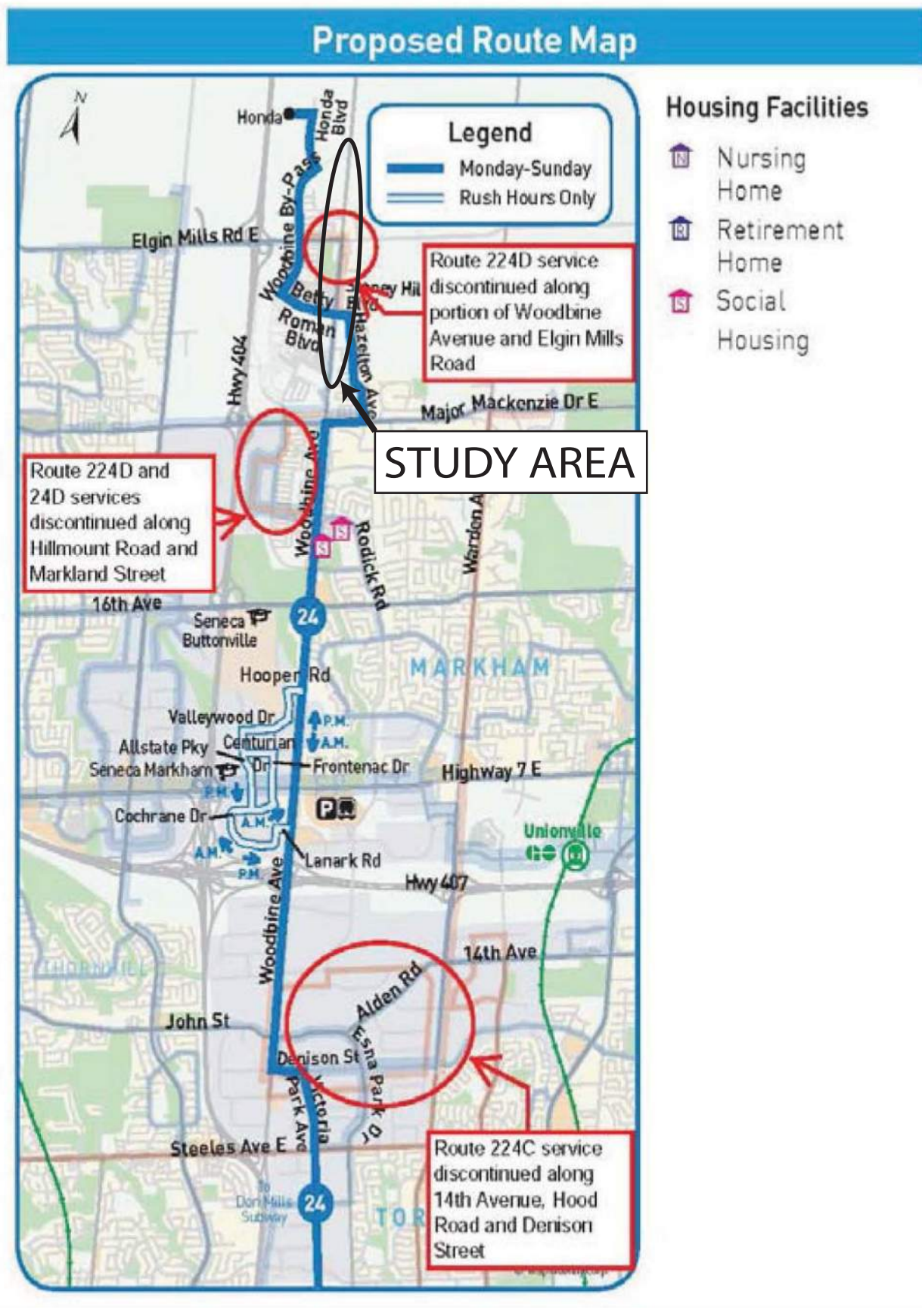
Prepared by:

**MSH**

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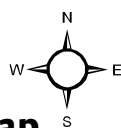
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### Exhibit 8 Excerpt From York Region Transit 2016 Annual Service Plan Proposed Route Map

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
















TOWN OF MARKHAM  
OFFICIAL PLAN (REVISED 1987)  
AS AMENDED,  
SCHEDULE 'A'

LAND USE

OFFICE CONSOLIDATION JULY 2005

SCALE  
1:20 000

.5km 0km 2km

	URBAN RESIDENTIAL		HAZARD LANDS
	Heritage		Special Policy Area
	RURAL RESIDENTIAL		ENVIRONMENTAL PROTECTION AREA
	HAMLET		OAK RIDGES MORaine
	COMMERCIAL		TRANSPORTATION AND UTILITIES
	INDUSTRIAL		PARKWAY BELT WEST
	INSTITUTIONAL		AGRICULTURE (A1, A2, A3)
	Cemetery		STUDY AREA (2)
	OPEN SPACE		Former Waste Disposal Site
			Future Urban Area

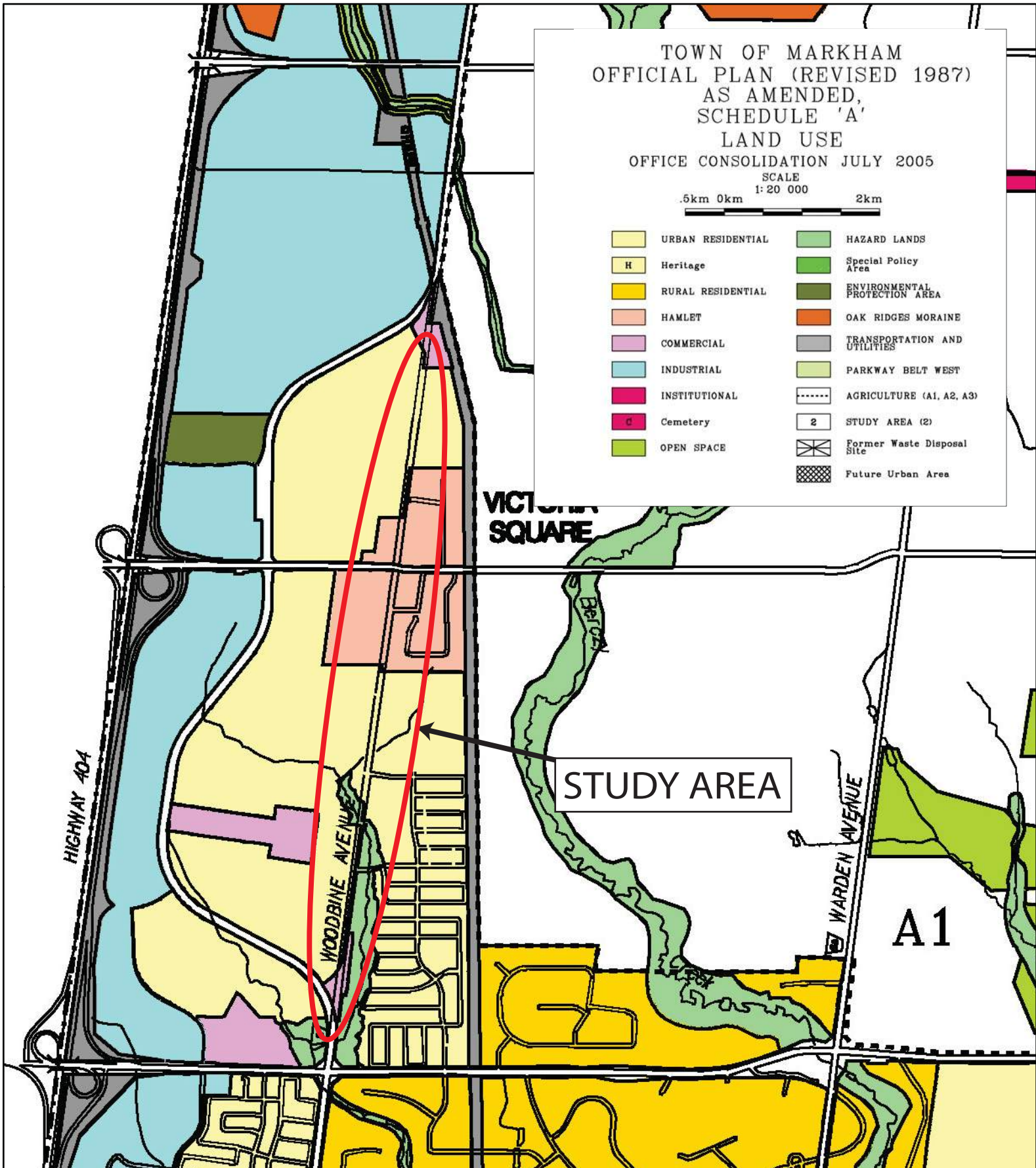


Exhibit 9

Excerpt From Town of Markham Official Plan (1987)  
Schedule A Land Use

VICTORIA SQUARE EA

Exhibit 2

April 2016

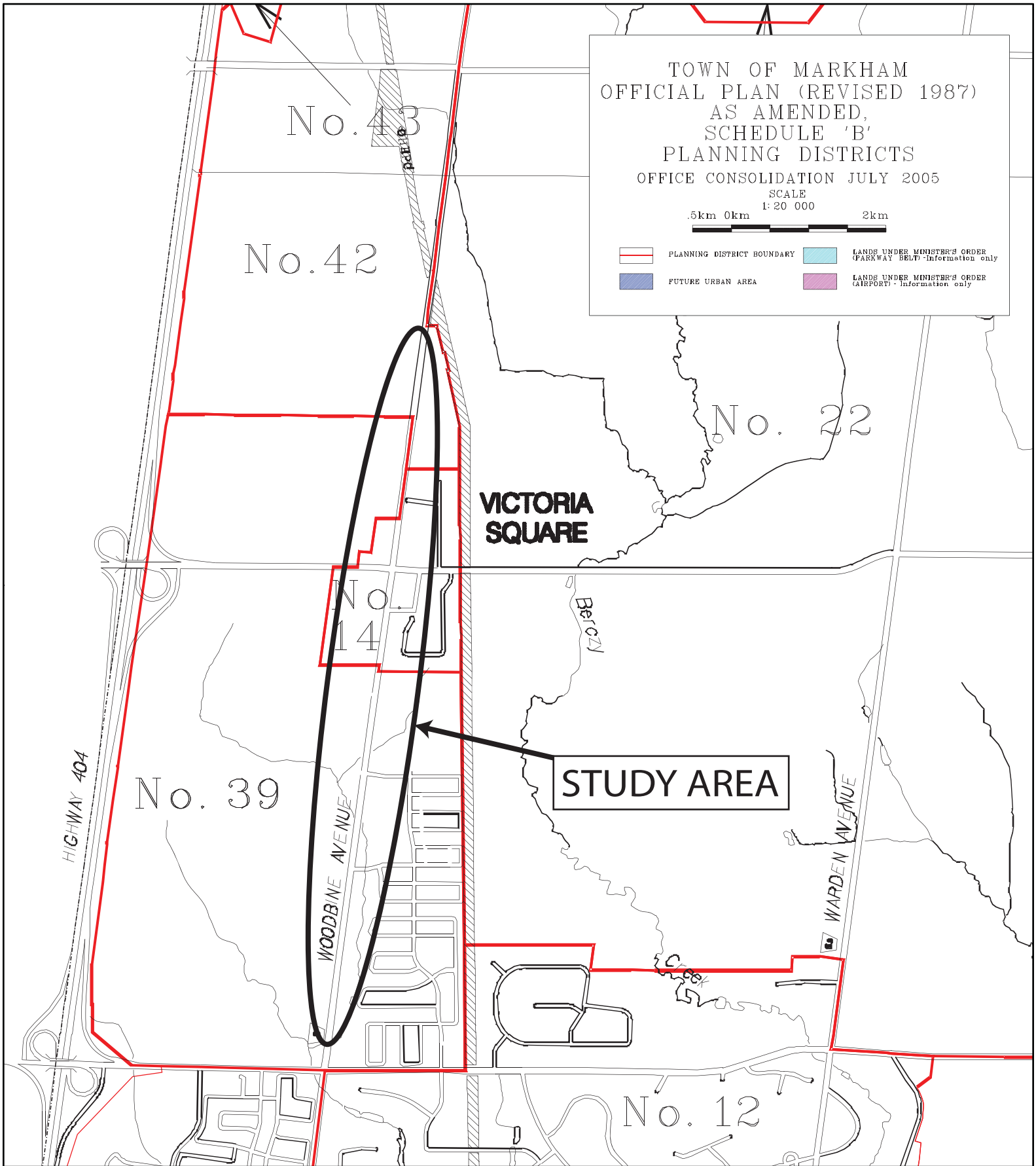
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**Exhibit 10  
Excerpt From Town of Markham Official Plan (1987)  
Schedule B Planning Districts**

VICTORIA SQUARE EA

April 2016

Prepared by:



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TOWN OF MARKHAM  
OFFICIAL PLAN (REVISED 1987)  
AS AMENDED,  
SCHEDULE 'C'  
TRANSPORTATION  
OFFICE CONSOLIDATION JULY 2005









SCALE  
1:20 000

.5km 0km 2km

PROVINCIAL FREEWAYS  
AND HIGHWAYS

-  PROVINCIAL FREEWAY
-  PROVINCIAL HIGHWAY
-  ARTERIAL ROADS
-  REGION OF YORK  
ARTERIAL ROAD
-  CITY OF TORONTO  
ARTERIAL ROAD
-  MAJOR ARTERIAL ROAD  
(TOWN OF MARKHAM)
-  MINOR ARTERIAL ROAD  
(TOWN OF MARKHAM)
-  PLANNED LINK

COLLECTOR ROADS

-  MAJOR COLLECTOR ROAD  
(TOWN OF MARKHAM)
-  OTHER
-  INTERSECTION IMPROVEMENT
-  RAILWAY CROSSING IMPROVEMENT
-  AIRPORT
-  SPECIFIC REFERENCE TO THE  
TEXT OF THE OFFICIAL PLAN
-  FUTURE URBAN AREA
-  FUTURE MID-BLOCK CROSSING  
OF A 400 SERIES HIGHWAY

VICTORIA  
SQUARE

STUDY AREA

HIGHWAY 404

WOODBINE AVENUE

WARDEN AVENUE

**Exhibit 11**

**Excerpt From Town of Markham Official Plan (1987)  
Schedule C Transportation**

VICTORIA SQUARE EA

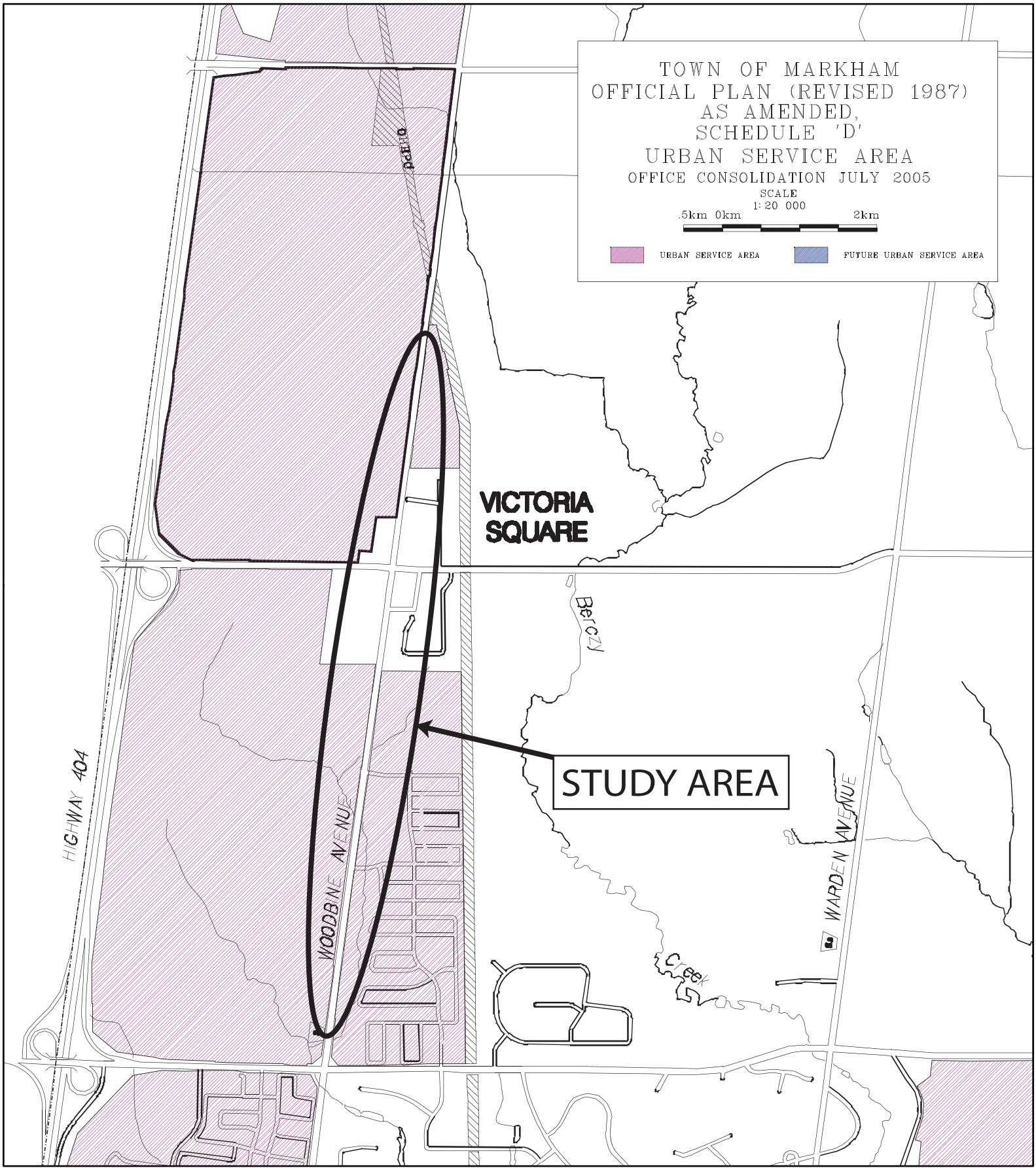
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**Exhibit 12**  
**Excerpt From Town of Markham Official Plan (1987)**  
**Schedule D Urban Service Area**

VICTORIA SQUARE EA

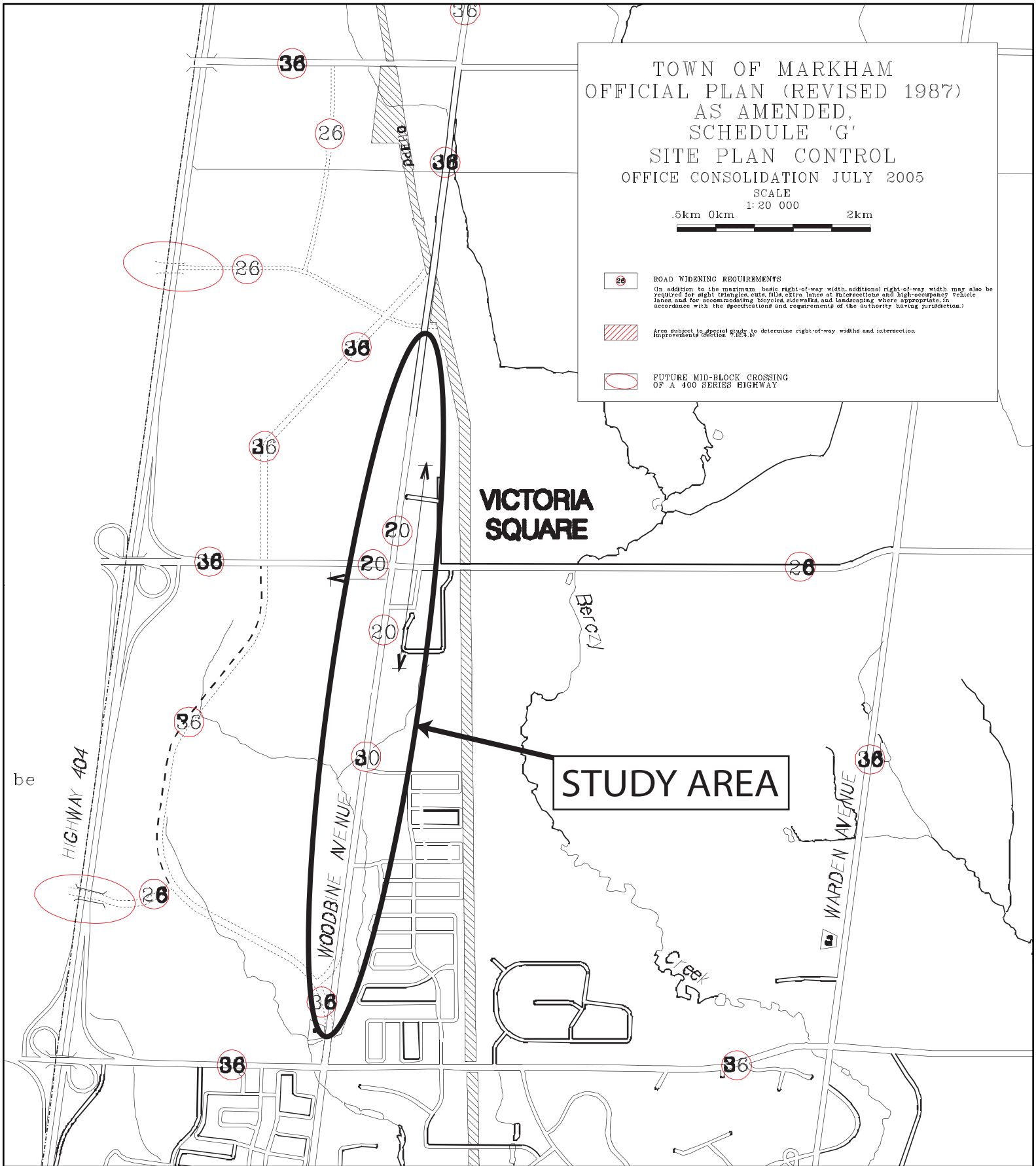
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**Exhibit 13  
Excerpt From Town of Markham Official Plan (1987)  
Schedule G Site Plan Control**

**VICTORIA SQUARE EA**

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TOWN OF MARKHAM  
OFFICIAL PLAN (REVISED 1987)  
AS AMENDED,  
SCHEDULE 'H'  
COMMERCIAL / INDUSTRIAL CATEGORIES  
OFFICE CONSOLIDATION JULY 2005

SCALE  
1:20 000  
0.5km 0km 2km

COMMERCIAL

- MAJOR COMMERCIAL AREA
- COMMUNITY AMENITY AREA
- COMMERCIAL CORRIDOR AREA
- HERITAGE MAIN STREET AREA
- RETAIL WAREHOUSE AREA

INDUSTRIAL

- BUSINESS PARK AREA
- BUSINESS CORRIDOR AREA
- GENERAL INDUSTRIAL AREA

VICTORIA SQUARE

STUDY AREA

HIGHWAY 404

WOODBINE AVENUE

WARDEN AVENUE

Bercy

Creek

**Exhibit 14**  
**Excerpt From Town of Markham Official Plan (1987)**  
**Schedule H Commercial/Industrial Categories**

VICTORIA SQUARE EA

April 2016

Prepared by:



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# Town of Markham Official Plan (Revised 1987) as amended, Schedule 'I' Environmental Protection Areas

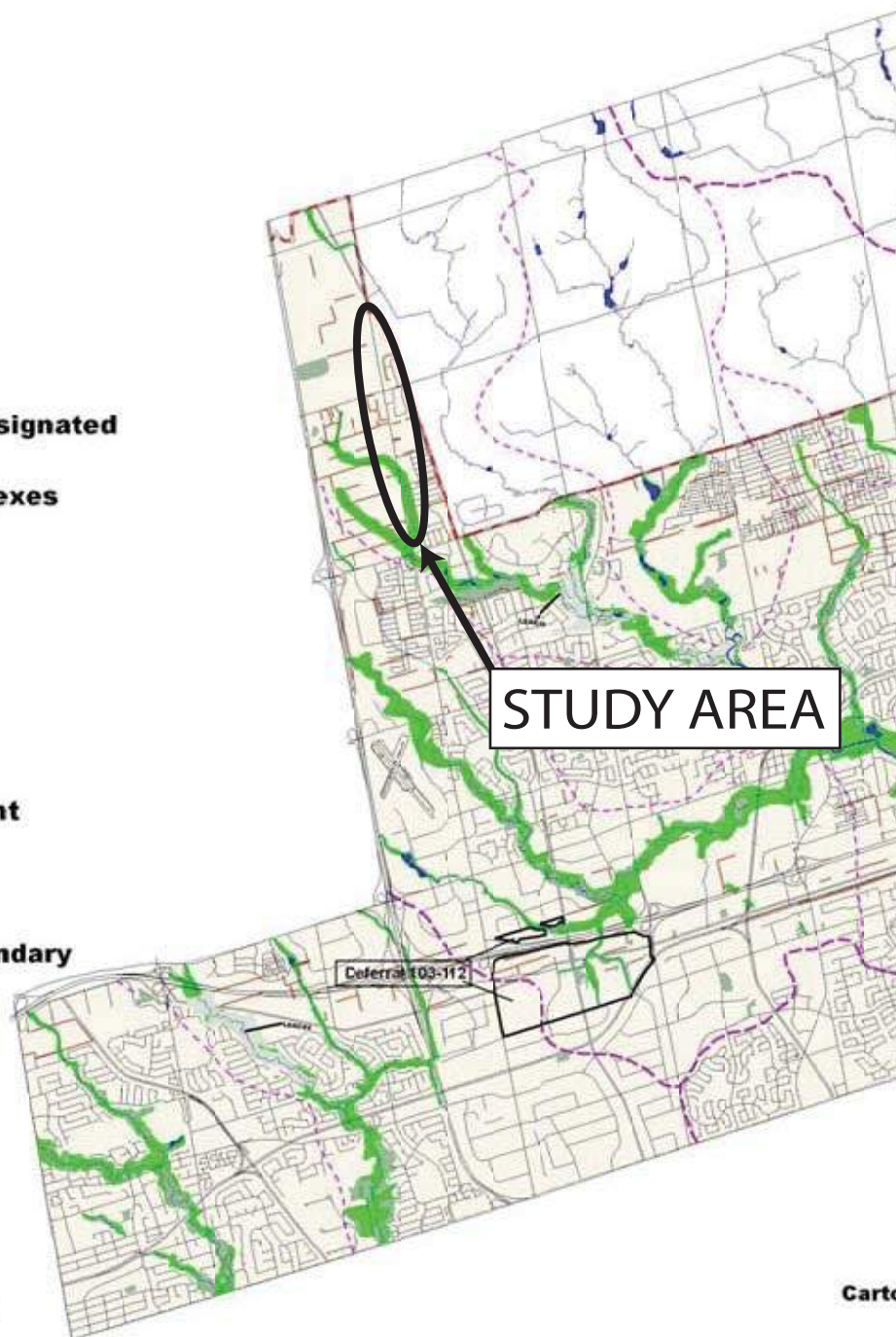
Office Consolidation July 2005

## Legend:

- Valleylands (including lands designated Hazard Lands on Schedule 'A')**
- Locally Significant Area Complexes**

- [1] Toogood Pond
- [2] Milne Park
- [3(b)] Little Rouge River North
- [4] German Mills Creek
- [5] Warden Hemlock Woods
- [8] Robinson Creek
- [9] Rouge River Markham
- [10] Morningside Creek
- [11] Rouge River South
- [A] Reesor Pond (Swan Lake)

- Woodlots and other Significant Vegetation Communities**
- Hedgerows**
- Urban Development Area Boundary**
- Major Watershed Boundary**
- Minor Watershed Boundary**
- Hydro Corridor**
- Railway**
- Boundary of Deferral Areas**



DEFERRALS TO OFFICIAL PLAN AMENDMENTS TO THIS PLAN

No.	Source	Description
103-112	REGION	DEFERRAL No. 112 IN OPA 103 RE:
		407 BODICK ROAD EMPLOYMENT LANDS OPA

## Exhibit 15 Excerpt From Town of Markham Official Plan (1987) Schedule I Environmental Protection Areas

VICTORIA SQUARE EA

April 2016

Prepared by:








**MSH**

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905-868-8230

TOWN OF MARKHAM  
OFFICIAL PLAN (REVISED 1987)  
AS AMENDED,  
SCHEDULE 'J'  
ROUGE NORTH MANAGEMENT AREA  
OFFICE CONSOLIDATION JULY 2005

SCALE  
1:35 000  
0.5km 0km 2km

-  ROUGE WATERSHED BOUNDARY
-  URBAN POLICY AREA
-  MIDDLE REACHES POLICY AREA
-  LITTLE ROUGE CREEK POLICY AREA
-  ALTERNATE ROUGE PARK CORRIDOR
-  OAK RIDGES MORaine AREA
-  SPECIAL MANAGEMENT SITES

STUDY AREA

**Exhibit 16**  
**Excerpt From Town of Markham Official Plan (1987)**  
**Schedule J Rouge North Management Area**

VICTORIA SQUARE EA

April 2016

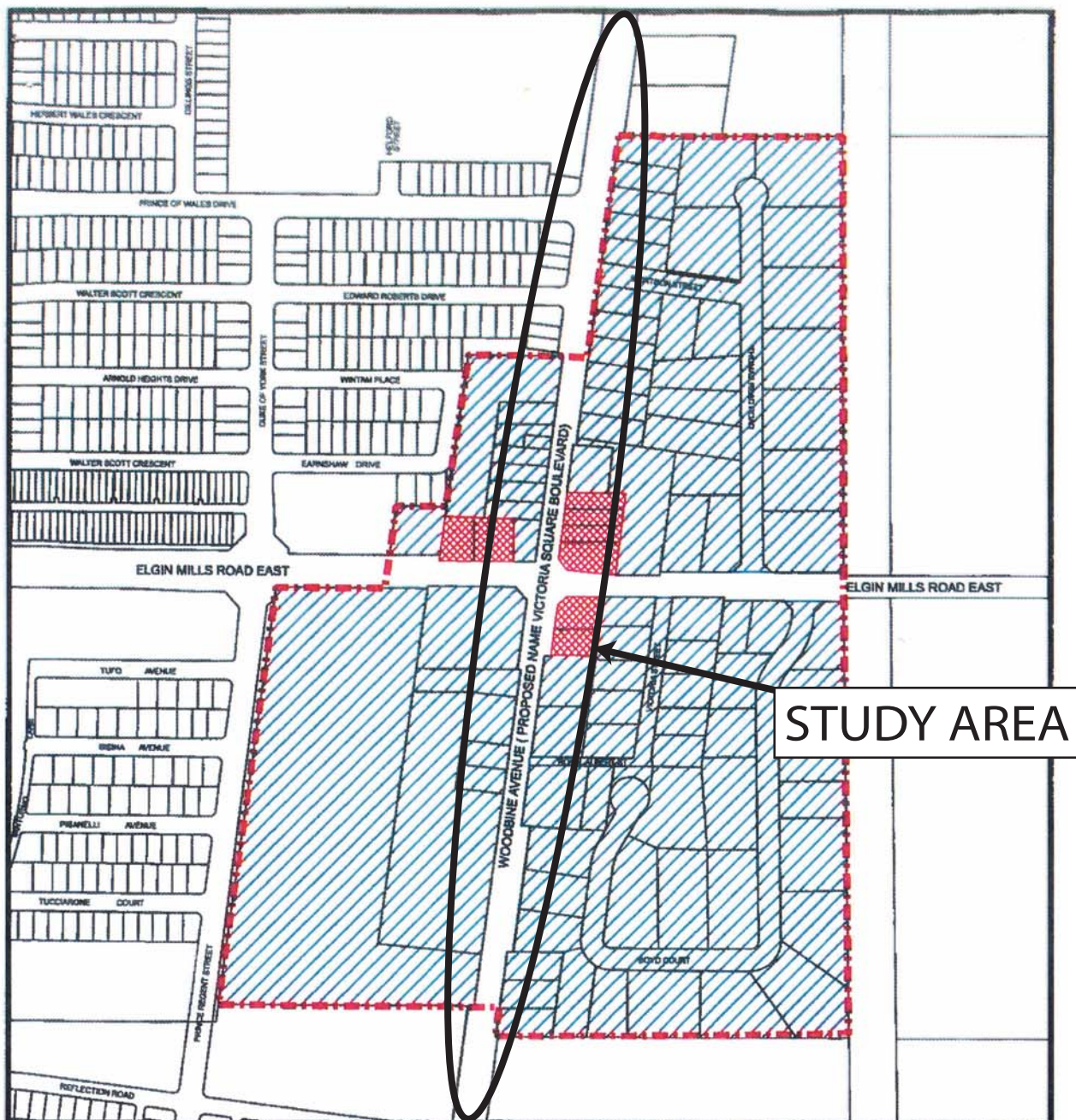
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**FIGURE No.14.1**  
**SPECIFIC SITE AND AREA POLICIES**  
**TOWN OF MARKHAM OFFICIAL PLAN (Revised 1987) AS AMENDED**

- Boundary of area subject to the policies in Section 4.3.14.2  
Land use designation: HAMLET
- Boundary of area subject to the policies in Section 4.3.14.2a & c  
Residential and Non-residential Opportunities
- Boundary of area subject to the policies in Section 4.3.14.2b & c  
Single detached dwellings, accessory home occupations and existing places of worship

OFFICIAL PLAN AMENDMENT No. 182

PLANNING DISTRICT No. 14

**Exhibit 17**  
**Excerpt From Town of Markham Official Plan**  
**Amendment No. 182, Figure 14.1**

VICTORIA SQUARE EA

April 2016

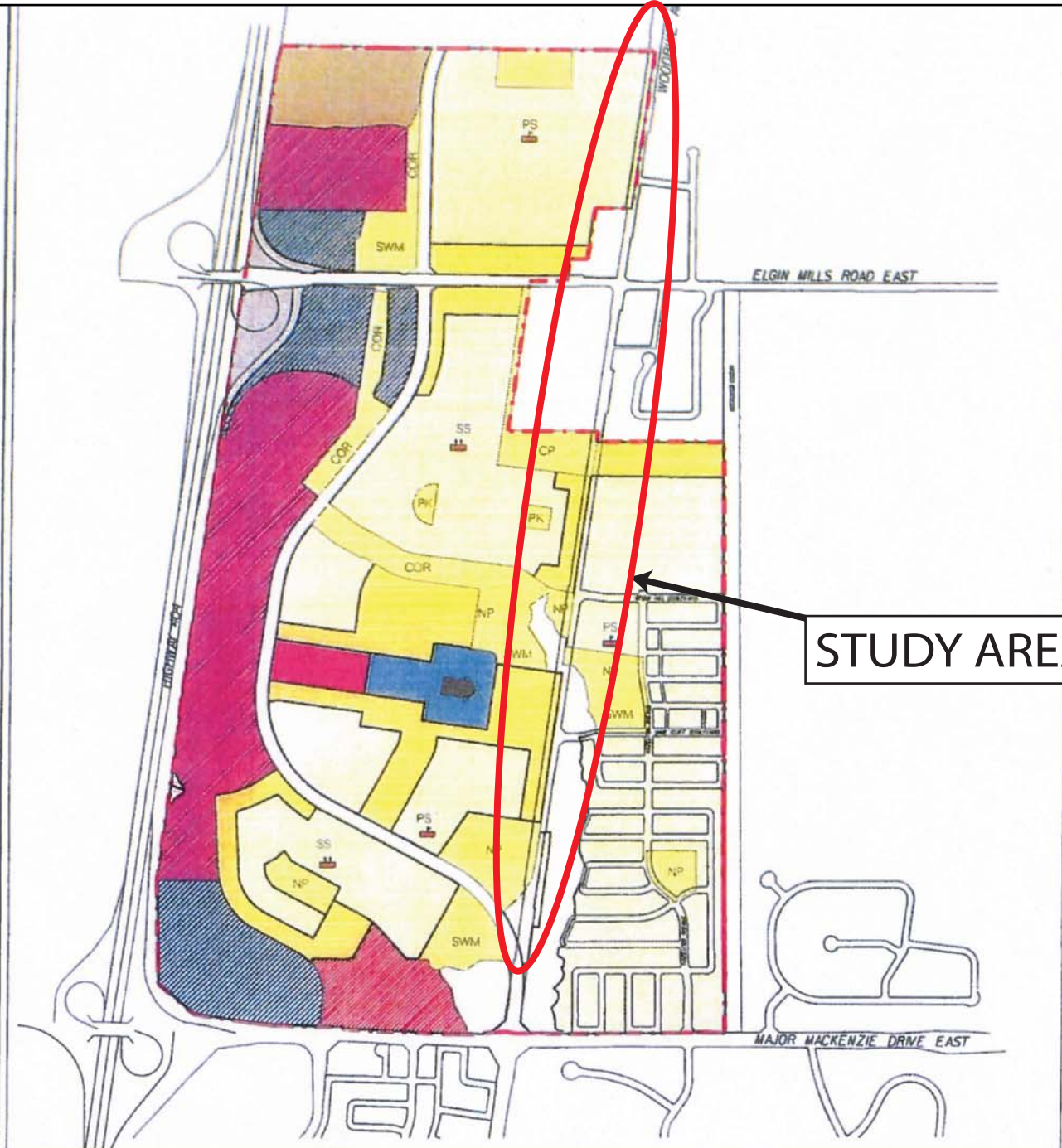
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**SCHEDULE "AA" – DETAILED LAND USE PLAN**  
**Secondary Plan for the**  
**Cathedral Community Planning District (PD39-1) as amended**



**Exhibit 18**  
**Excerpt From Town of Markham Official Plan**  
**Amendment No. 123, Schedule E**

VICTORIA SQUARE EA

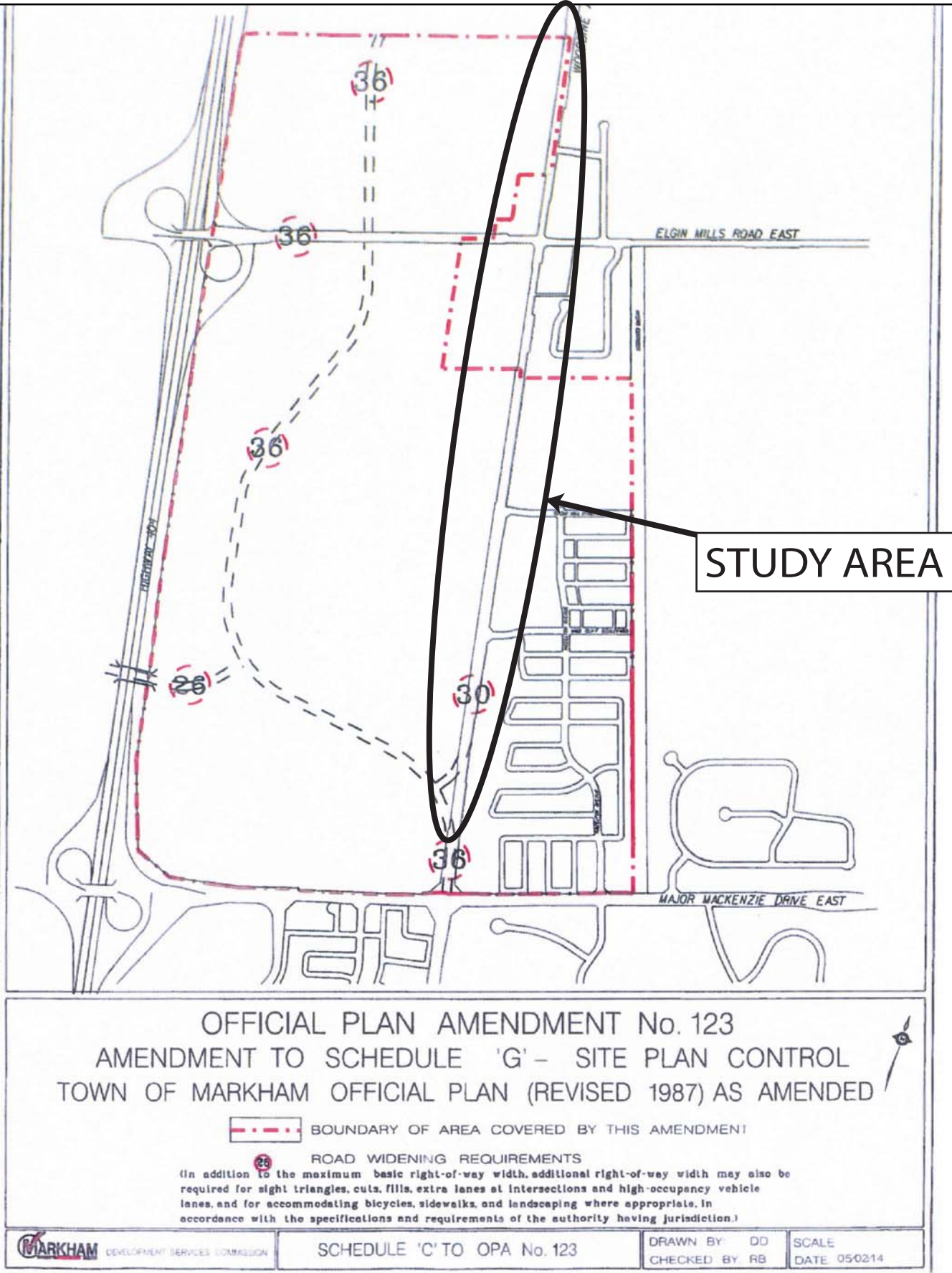
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**Exhibit 19**  
**Excerpt From Town of Markham Official Plan**  
**Amendment No. 123, Schedule C**

VICTORIA SQUARE EA

April 2016

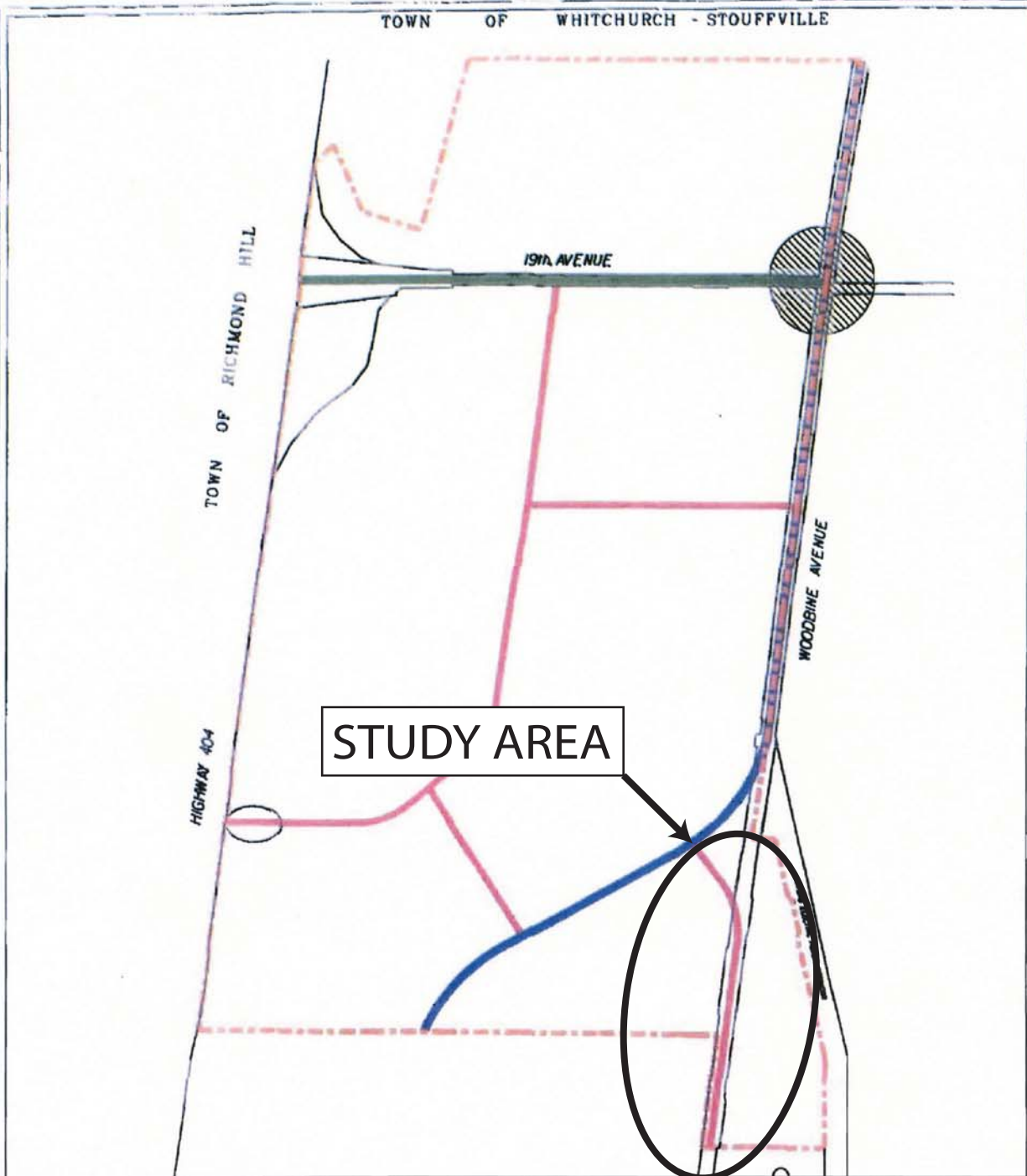
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**OFFICIAL PLAN AMENDMENT No. 149**  
**AMENDMENT TO SCHEDULE C -TRANSPORTATION**  
**TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED**

BOUNDARY OF AREA COVERED BY THIS AMENDMENT

REGION OF YORK ARTERIAL ROAD

MAJOR COLLECTOR ROAD

MAJOR ARTERIAL ROAD (TOWN OF MARKHAM)

INTERSECTION IMPROVEMENT

MARKHAM DEVELOPMENT SERVICES COMMISSION

SCHEDULE "B" TO OPA. No. 149

DRAWN BY: DD  
 CHECKED BY: TL

SCALE: 1:10 000  
 DATE: 05/1/25

**Exhibit 20**

**Excerpt From Town of Markham Official Plan  
 Amendment No. 149, Schedule B**

VICTORIA SQUARE EA

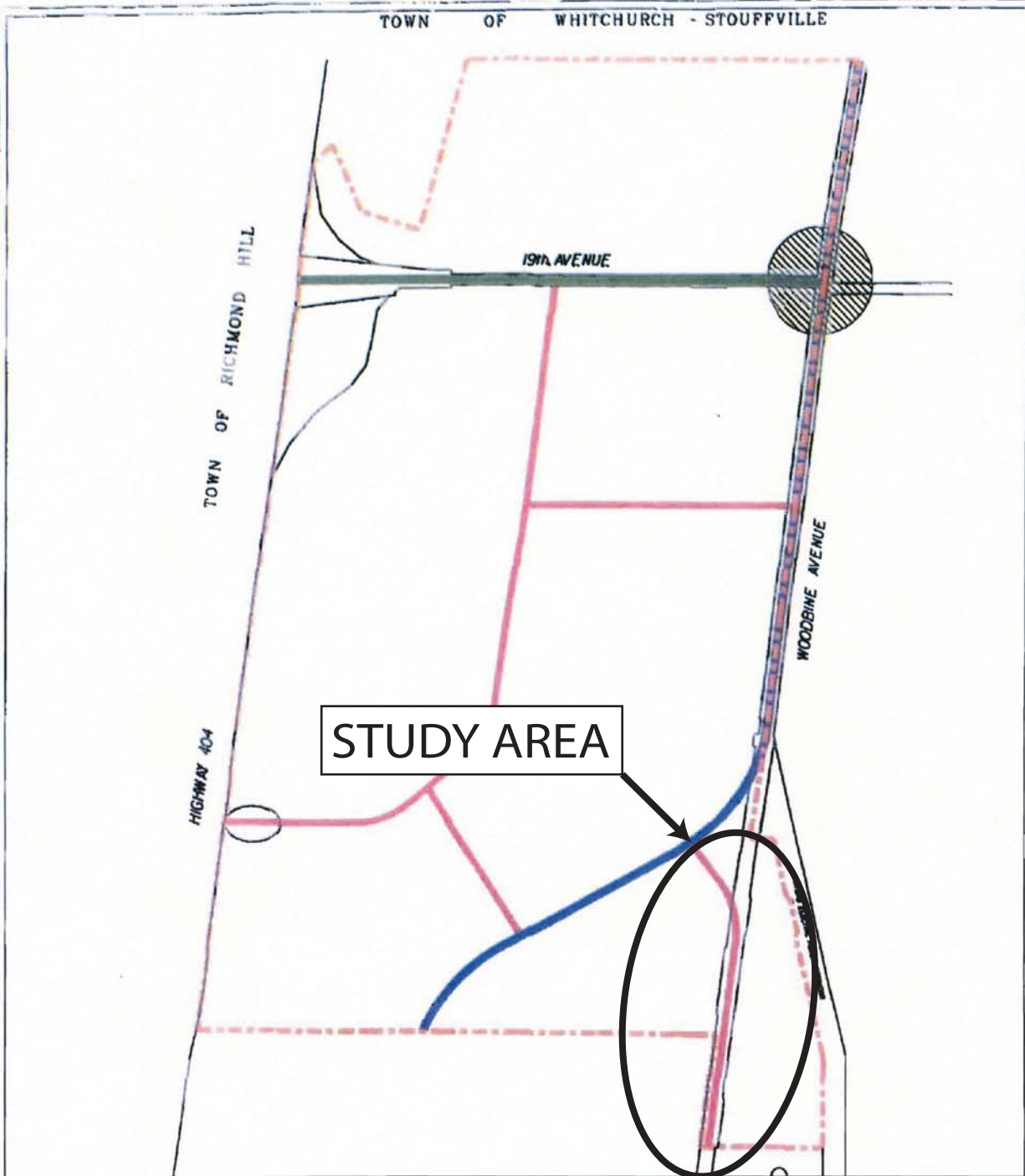
April 2016

Prepared by:

**MSH**

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OFFICIAL PLAN AMENDMENT No. 149  
AMENDMENT TO SCHEDULE C -TRANSPORTATION  
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED

BOUNDARY OF AREA COVERED BY THIS AMENDMENT

REGION OF YORK ARTERIAL ROAD

MAJOR COLLECTOR ROAD

MAJOR ARTERIAL ROAD (TOWN OF MARKHAM)

INTERSECTION IMPROVEMENT

MARKHAM DEVELOPMENT SERVICES COMMISSION

SCHEDULE "B" TO OPA. No. 149

DRAWN BY: DD

SCALE: 1:10 000

CHECKED BY: TL

DATE: 05/1/25

**Exhibit 21**

**Excerpt From Town of Markham Official Plan  
Amendment No. 149, Schedule C**

VICTORIA SQUARE EA

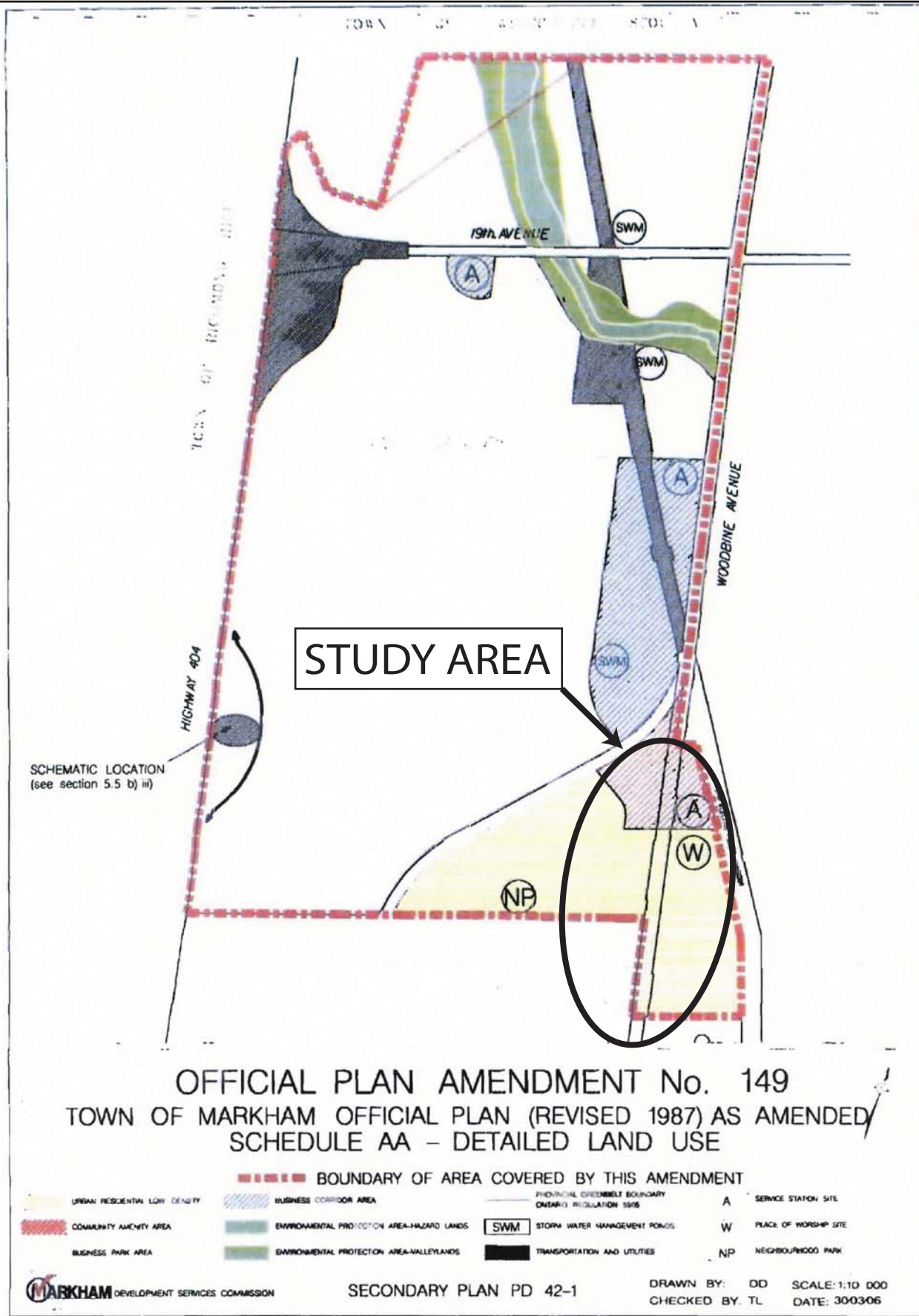
April 2016

Prepared by:

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**Exhibit 22**  
**Excerpt From Town of Markham Official Plan**  
**Amendment No. 149, Schedule AA**

VICTORIA SQUARE EA

April 2016

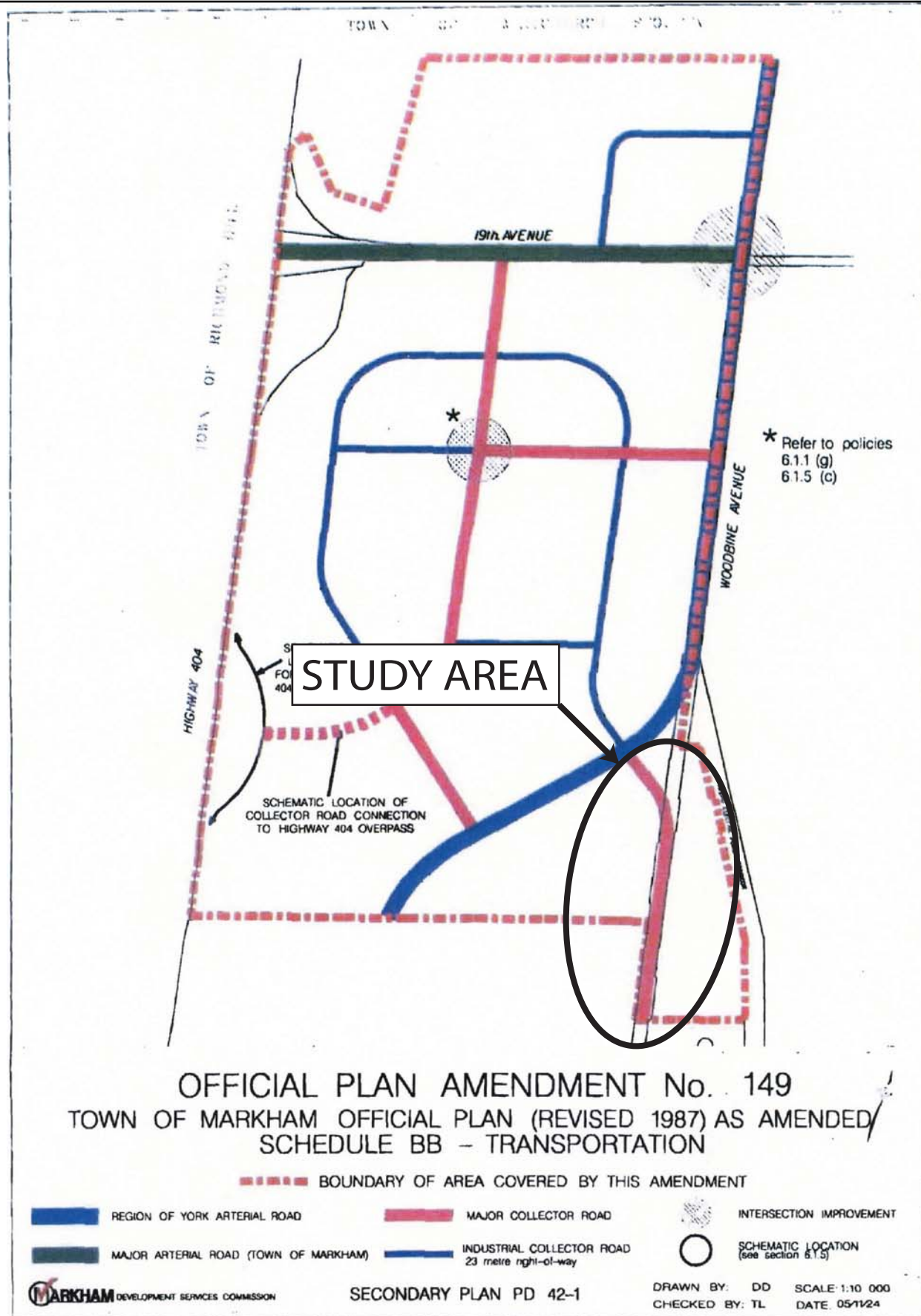
Prepared by:

**MSH**

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**Exhibit 23**  
**Excerpt From Town of Markham Official Plan**  
**Amendment No. 149, Schedule BB**

VICTORIA SQUARE EA

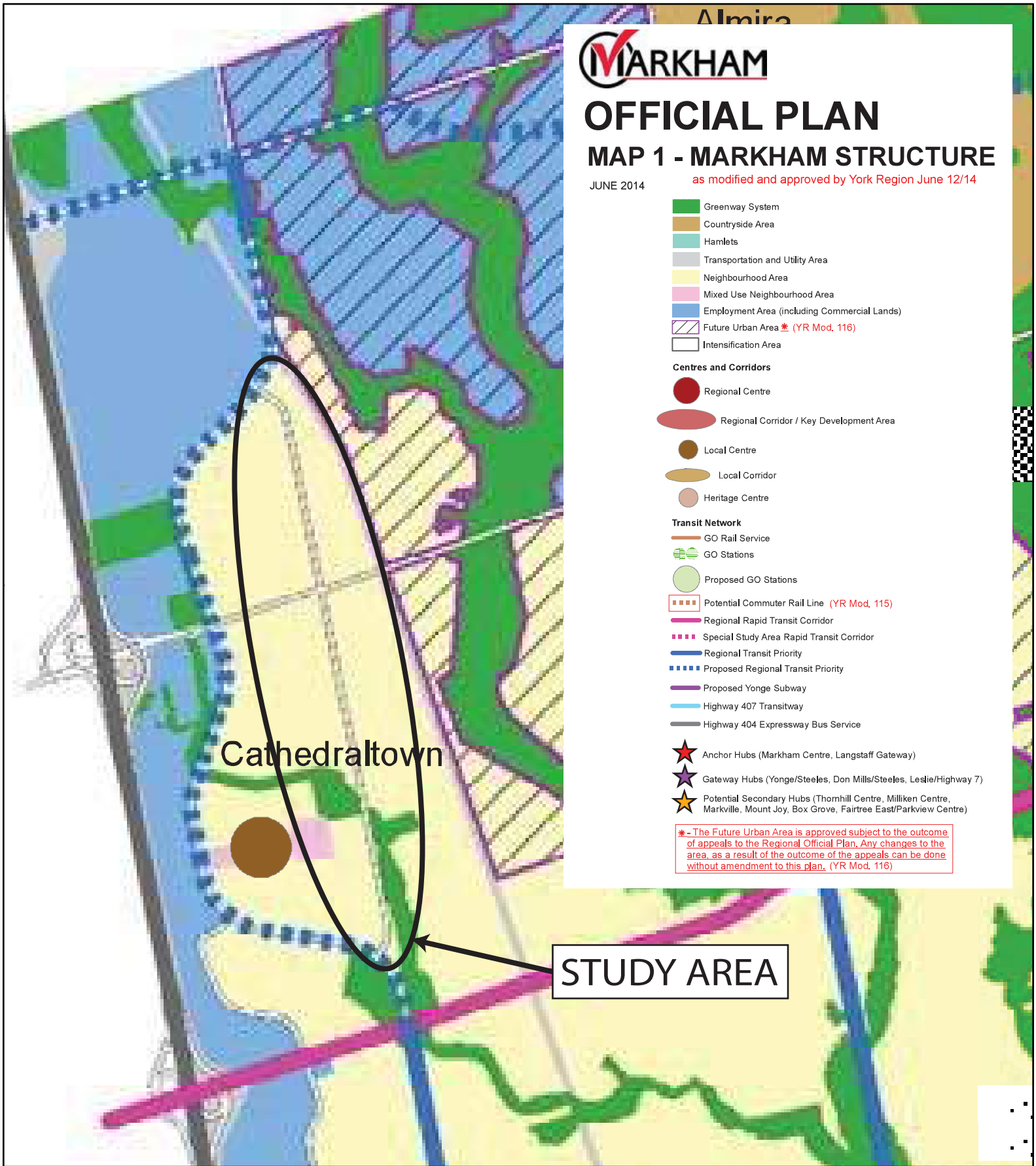
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**Exhibit 24**  
**Excerpt From Markham Official Plan**  
**Map 1 - Markham Structure**

VICTORIA SQUARE EA

April 2016

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19TH AVENUE



# OFFICIAL PLAN MAP 3 - LAND USE

as modified and approved by York Region June 12/14  
JUNE 2014

- Greenway
- Countryside
- Hamlets
- Transportation and Utilities
- Parkway Belt West (YR Mod. 126 - See Map 7)
- Private Open Space
- Residential Estate
- Residential Low Rise
- Residential Mid Rise
- Residential High Rise
- Mixed Use Low Rise
- Mixed Use Mid Rise
- Mixed Use High Rise
- Mixed Use Office Priority
- Mixed Use Health Care Campus
- Mixed Use Heritage Main Street
- Commercial
- Business Park Employment
- Business Park Office Priority Employment
- Service Employment
- General Employment
- Intensification Area
- Future Urban Area (YR Mod. 125 - See Map 1)
- Future Neighbourhood Area
- Future Employment Area
- Secondary Plan Area Specific Policy
- Deferral Area

"Deferral 2" - York Region approval of the land use designations which are overlayed by the Special Policy Areas shown on Map 8 is withheld pending Provincial approval of Special Policy Area policies.

MAJOR MACKENZIE DRIVE

STUDY AREA

## Exhibit 25 Excerpt From Markham Official Plan Map 3 - Land Use

VICTORIA SQUARE EA

April 2016

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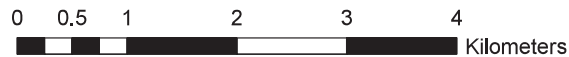
## OFFICIAL PLAN

### MAP 4 - GREENWAY SYSTEM

as modified and approved by York Region June 12/14

JUNE 2014

SCALE  
1:35,000



#### GREENWAY SYSTEM

Greenway System Boundary

Natural Heritage Network

Natural Heritage Network Enhancement Lands:

Core Area Enhancements (YR Mod. 134)

Core Linkage Enhancements (YR Mod. 134)

Rouge Watershed Protection Area

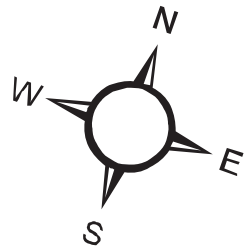
Oak Ridges Moraine Conservation Plan Area

Greenbelt Plan Area

Other Greenway System Lands including certain naturalized stormwater management facilities

NATURAL HERITAGE RESTORATION AREAS

HAMLETS



MAJOR MACKENZIE DRIVE

STUDY AREA

#### Exhibit 26

### Excerpt From Markham Official Plan Map 4 - Greenway System

VICTORIA SQUARE EA

April 2016

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19TH AVENUE



## OFFICIAL PLAN

### MAP 5 - NATURAL HERITAGE FEATURES AND LANDFORMS

as modified and approved by York Region June 12/14  
JUNE 2014

SCALE  
1:35,000



#### GREENWAY SYSTEM

- Greenway System Boundary
- Woodlands
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Permanent and Intermittent Streams
- Oak Ridges Moraine Landform Conservation Area Category 2
- HAMLETS

MAJOR MACKENZIE DRIVE

STUDY AREA

#### Exhibit 27

### Excerpt From Markham Official Plan Map 5 - Natural Heritage Features and Landforms

VICTORIA SQUARE EA

April 2016

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19TH AVENUE

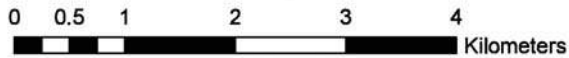


## OFFICIAL PLAN

### MAP 6 - HYDROLOGIC FEATURES

as modified and approved by York Region June 12/14  
JUNE 2014

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#### GREENWAY SYSTEM

- Greenway System Boundary
- Valleylands and Stream Corridors
- Permanent and Intermittent Streams
- Other Greenway System Lands including certain naturalized stormwater management facilities
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Oak Ridges Moraine Areas of High Aquifer Vulnerability
- WATERSHED BOUNDARIES**
- HAMLETS**

STUDY AREA

MAJOR MACKENZIE DRIVE

Exhibit 28

Excerpt From Markham Official Plan  
Map 6 - Hydrologic Features

VICTORIA SQUARE EA

April 2016

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19TH AVENUE



## OFFICIAL PLAN

### MAP 10 - ROAD NETWORK

as modified and approved by York Region June 12/14

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0 0.5 1 2 3 4 Kilometers

#### PROVINCIAL HIGHWAYS

— Provincial 400 Series Highway

— Provincial Highway

○ Potential Provincial 400 Series Highway Mid-Block Crossing

◇ Potential Provincial 400 Series Highway Interchange

#### ARTERIAL ROADS

— Region of York Arterial Road  
(right-of-way width on Map 12 - York Region Official Plan)

— Future Donald Cousens Parkway

— City of Toronto Arterial Road

— Markham Arterial Road (up to 32.5 metre right-of-way width)

#### COLLECTOR ROADS

— Major Collector Road (up to 30.5 metre right-of-way width)

— Proposed Major Collector Road (YR Mod. 154)

\* Special Transportation Study Area (road network improvements to be confirmed determined based on further studies with agencies having jurisdiction or Environmental Assessment Study (YR Mod. 149))

— Minor Collector Road

(See Map 11 - Minor Collector Road Network)

(YR Mod. 155)

STUDY AREA

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Exhibit 29

Excerpt From Markham Official Plan  
Map 10 - Road Network

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## OFFICIAL PLAN

### MAP 11 - MINOR COLLECTOR ROAD NETWORK

as modified and approved by York Region June 12/14

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SCALE  
1:35,000

0 0.5 1 2 3 4 Kilometers

#### COLLECTOR ROADS

Note: \* Major Collector Road (see Map 10 - Road Network) (YR Mod. 157)

Minor Collector Road (up to 24.5 metre right-of-way width)

See Section 10.8.1.4

\* Special Transportation Study Area (road network improvements to be confirmed/determined based on further studies with agencies having jurisdiction) or Environmental Assessment Study. (YR Mod. 156)

STUDY AREA

MAJOR MACKENZIE DRIVE

Exhibit 30

Excerpt From Markham Official Plan  
Map 11 - Minor Collector Road Network

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19TH AVENUE



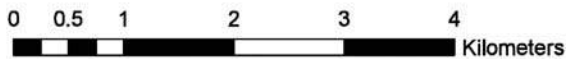
## OFFICIAL PLAN

### MAP 12 - URBAN AREA AND BUILT-UP AREA

as modified and approved by York Region June 12/14

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-  Provincial Built Boundary
-  Urban Area Boundary
-  Provincial Urban Growth Centre Boundary
-  Future Urban Area \* (YR Mod. 160)
-  Urban Area

\* - The Future Urban Area is approved, subject to the outcome of appeals to the Regional Official Plan. Any changes to the area as a result of the outcome of the appeals can be done without amendment to this plan. (YR Mod. 160)

STUDY AREA

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#### Exhibit 31

### Excerpt From Markham Official Plan Map 12 - Urban Area and Built Up Area

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## OFFICIAL PLAN

### MAP 14 - PUBLIC SCHOOL, PLACE OF WORSHIP AND PARK SITES

as modified and approved by York Region June 12/14  
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- Public School Site
- Place of Worship Site
- Park Site

ELGIN MILLS ROAD

STUDY AREA

MAJOR MACKENZIE DRIVE

#### Exhibit 32

### Excerpt From Markham Official Plan, Map 14 - Public School, Place of Worship and Park Sites

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## OFFICIAL PLAN

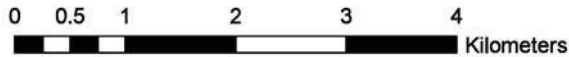
### MAP 15 - AREA AND SITE SPECIFIC POLICIES

as modified and approved by York Region June 12/14

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District Boundaries

- 9.1 - ANGUS GLEN / YORK DOWNS
- 9.2 - ARMADALE
- 9.3 - BERCZY VILLAGE / WISMER COMMONS / GREENSBOROUGH / SWAN LAKE
- 9.4 - BUTTONVILLE
- 9.5 - CATHEDRAL
- 9.6 - COMMERCE VALLEY / LEITCHCROFT
- 9.7 - CORNELL
- 9.8 - COUNTRYSIDE / HAMLET / GREENBELT
- 9.9 - FUTURE URBAN AREA
- 9.10 - HIGHWAY 404 NORTH (EMPLOYMENT)
- 9.11 - LANGSTAFF GATEWAY
- 9.12 - MARKHAM CENTRE
- 9.13 - MARKHAM VILLAGE
- 9.14 - MARKVILLE
- 9.15 - MILLIKEN
- 9.16 - ROUGE NORTH / LEGACY / BOX GROVE
- 9.17 - SOUTH DON MILLS (EMPLOYMENT)
- 9.18 - THORNHILL
- 9.19 - UNIONVILLE
- 9.20 - WOODBINE / 404

9.10

9.5

STUDY AREA

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### Exhibit 33

### Excerpt From Markham Official Plan Map 15 - Area and Site Specific Policies

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## OFFICIAL PLAN

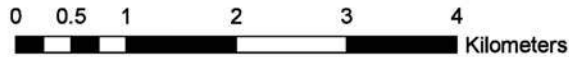
### APPENDIX A - TORONTO AND REGION CONSERVATION AUTHORITY REGULATORY FRAMEWORK

as modified and approved by York Region June 12/14

For illustrative purposes only. The text of the Toronto and Region Conservation Authority  
Toronto and Region's Conservation Authority Regulation prevails. (YR Mod. 161)

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Ontario Regulation 166/06  
(Area subject to Toronto and Region Conservation Authority review)  
(YR Mod. 162)

#### Flood Vulnerable Areas

1. Cummer Creek Floodplain Area
2. Beaver Creek at Highway 7 Area
3. Rouge River west of Warden Avenue Area
4. Berczy Creek, Unionville Core Area Special Policy Area
5. Rouge River, Highway 7 and Main Street Unionville Area
6. Rouge River, River Bend Road/Campbell Court Area
7. Robinson Creek south of Bullock Area

Floodplain (including hazard lands and hazard sites)  
(Consult with Toronto and Region Conservation  
Authority to obtain most current floodplain information)  
(YR Mod. 163)

STUDY AREA

MAJOR MACKENZIE DRIVE

#### Exhibit 34

### Excerpt From Markham Official Plan Appendix A - TRCA Regulatory Framework

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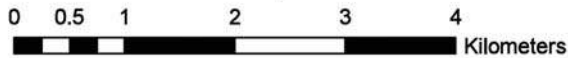
## OFFICIAL PLAN

### APPENDIX B - **SMALL STREAMS AND HEADWATER DRAINAGE FEATURES** (YR Mod. 165)

as modified and approved by York Region June 12/14

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**Small Streams Headwater Drainage Features** (YR Mod. 166)  
(For illustrative purposes based on 2006 interpretation)

— **Small Streams Headwater Drainage Features** (YR Mod. 166)

— Ditches

■ Greenway System

Note: This illustrative map serves as a screening tool and may be updated as new information becomes available. Not all Headwater Drainage Features may appear on this screening map. Headwater Drainage Features shall be identified through field investigation and managed in accordance with Toronto and Region Conservation Authority's Evaluation, Classification and Management of Headwater Drainage Features Guidelines and the policies of the Official Plan.

(YR Mod. 169)

STUDY AREA

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## Exhibit 35

### Excerpt From Markham Official Plan Appendix B - Headwater Drainage Features

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19TH AVENUE



# OFFICIAL PLAN

## APPENDIX C - COMMUNITY FACILITIES

as modified and approved by York Region June 12/14  
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### EXISTING COMMUNITY FACILITIES

- Public School
- Place of Worship
- Parks and Open Space
- Greenway System
- Rouge Park (lands subject to expansion with confirmation of the Rouge National Urban Park by Parks Canada)
- Community Facility (eg. Community Centre, Library, Arena, Fire Station)
- Markham Stouffville Hospital
- Markham Fairground
- Golf Courses and Private Day Camps
- Private Cemetery
- Public Cemetery
- Pathway and Trail

STUDY AREA

MAJOR MACKENZIE DRIVE

Exhibit 36

Excerpt From Markham Official Plan  
Appendix C - Community Facilities

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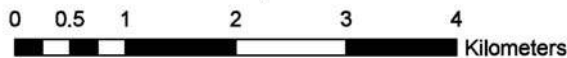
## OFFICIAL PLAN

### APPENDIX D - CYCLING FACILITIES

as modified and approved by York Region June 12/14

JUNE 2014

SCALE  
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- Existing Cycling Facilities (Multi-Use Path, Bike Lane, Signed Route)
- Proposed Cycling Facilities

MAJOR MACKENZIE DR STUDY AREA

#### Exhibit 37

### Excerpt From Markham Official Plan Appendix D - Cycling Facilities

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19TH AVENUE



## OFFICIAL PLAN

### APPENDIX E - TRANSPORTATION, SERVICES AND UTILITIES

as modified and approved by York Region June 12/14

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#### AIRPORTS

- Buttonville Toronto Municipal Airport
- Toronto Markham Airport (YR Mod. 171)
- Pickering Airport Lands

#### RAIL NETWORK

- +++ Rail Lines (See Section 7.1.2.2)

#### SERVICES AND UTILITIES

- Trans Canada Pipeline
- Hydro Corridors

STUDY AREA

MAJOR MACKENZIE DRIVE

### Exhibit 38

### Excerpt From Markham Official Plan Appendix E - Transportation, Services and Utilities

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19TH AVENUE

HIGHWAY



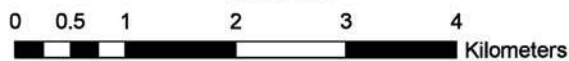
## OFFICIAL PLAN

### APPENDIX F - SECONDARY PLAN AREAS

as modified and approved by York Region June 12/14

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#### SECONDARY PLANS

- Approved
- To Be Approved

STUDY AREA

MAJOR MACKENZIE DRIVE

#### Exhibit 39

### Excerpt From Markham Official Plan Appendix F - Secondary Plan Areas

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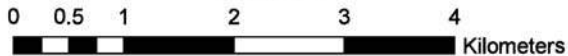


## OFFICIAL PLAN

APPENDIX J - ~~TORONTO AND  
REGION SOURCE PROTECTION  
AREA~~ CLEAN WATER ACT (YR Mod. 172)  
HIGHLY VULNERABLE AREAS

as modified and approved by York Region June 12/14  
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Highly Vulnerable Aquifer

STUDY AREA

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### Exhibit 40

## Excerpt From Markham Official Plan Appendix J - Area Clean Water Act Highly Vulnerable Areas

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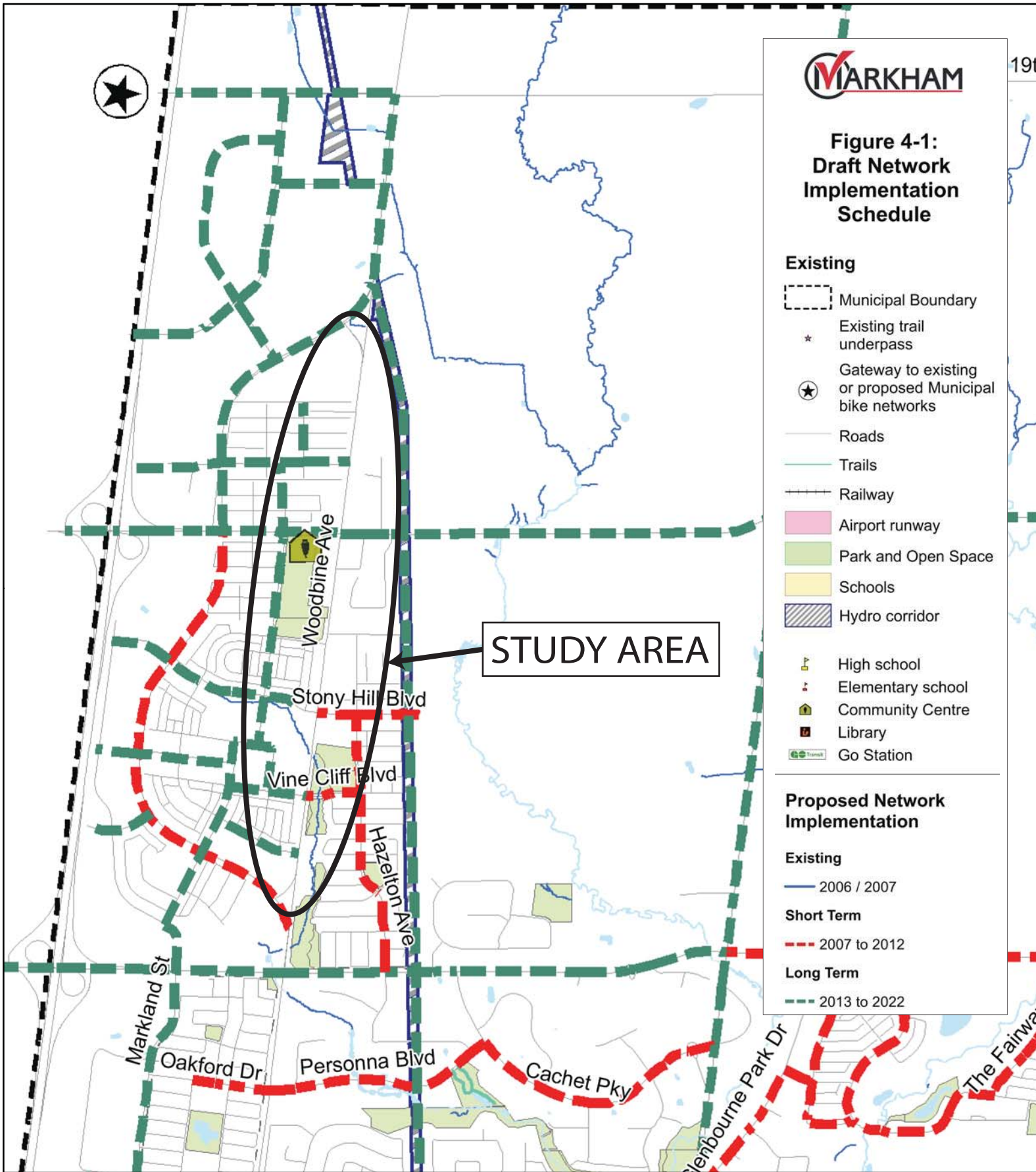
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## Exhibit 41

## Excerpt From Markham Cycling Master Plan

## Figure 4-1 Draft Network Implementation Schedule

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### Priority / Phasing Legend:

- SHORT TERM (0-5 YEARS) - HIGH PRIORITY
- MID-TERM (5 TO 10 YEARS) - MEDIUM PRIORITY
- LONG TERM (10 TO 20 YEARS) - LOW PRIORITY
- ULTIMATE (20 TO 50 YEARS) - FOR FUTURE PLANNING / DEVELOPMENT PURPOSES
- EXISTING TRAILS - UPGRADED BASED ON NEED / EXISTING CONDITION



## PATHWAY AND TRAILS MASTER PLAN

### Map 5 Priority / Phasing Plan

#### Legend

- Alternate Routes
- Partnership Trail Zones
- Bike Lane
- Off Road Boulevard Trails
- Existing Trails
- Railway
- Roads
- Proposed Future Roads
- Park
- Open Space
- Woodlot
- Storm Water Management Facility
- School
- Buffer
- Town Facilities
- Golf Course - Public
- Golf Course - Private
- Heritage Districts
- Federal Airport Land
- Federal Open Space
- Rouge Park
- Hydro Corridor
- On Road/ Off Road Access Points
- Gateway to Other Regional Trails & Pathways
- Potential Connections to Other Regional Trails & Pathways
- GO Station

STUDY AREA

### Exhibit 42

## Excerpt From Markham Pathway & Trails Master Plan Map 5- Priority Phasing Plan

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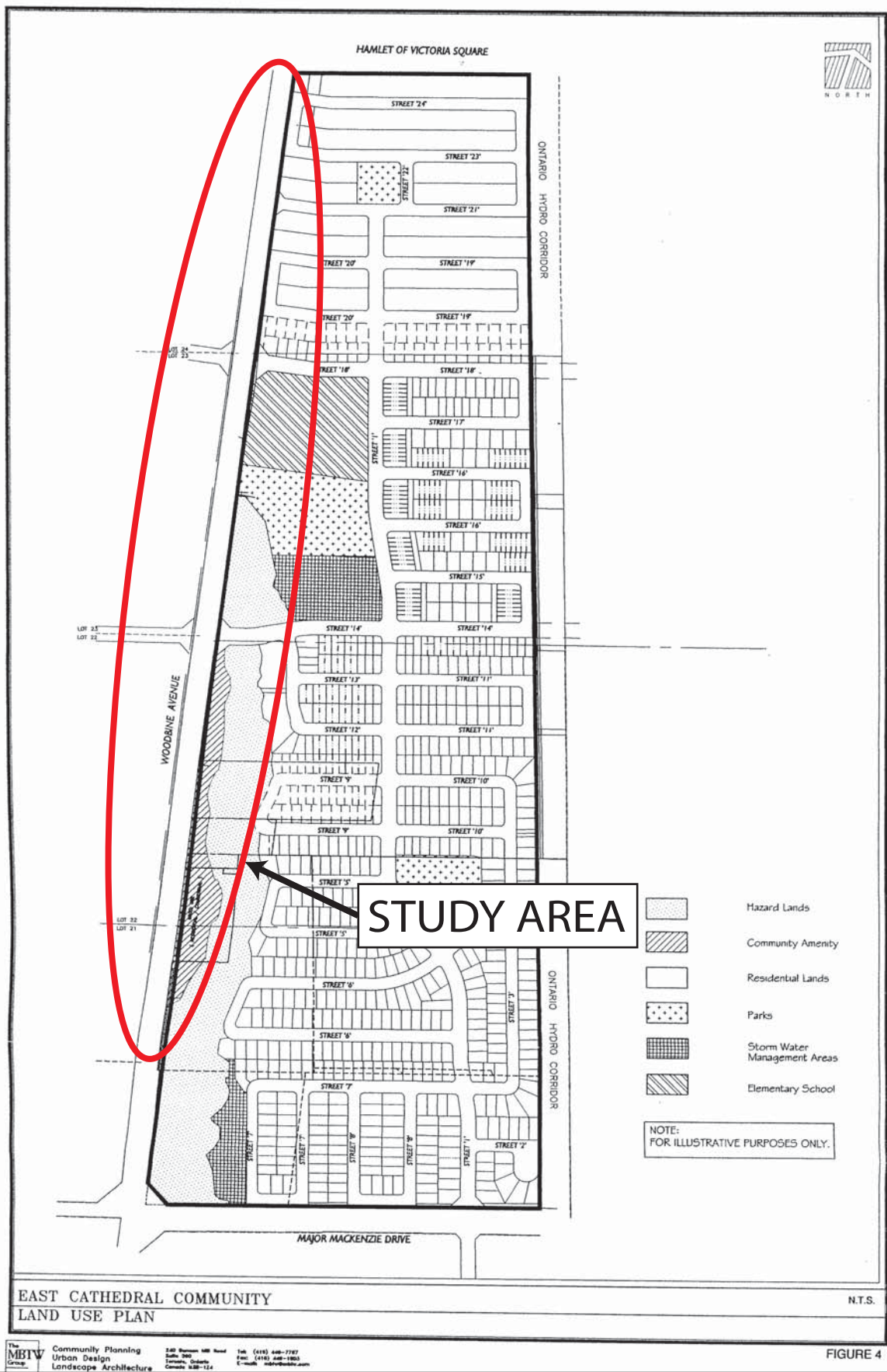
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**Exhibit 43**  
**Excerpt From East Cathedral Community Design Plan**  
**Figure 4- Land Use Plan**

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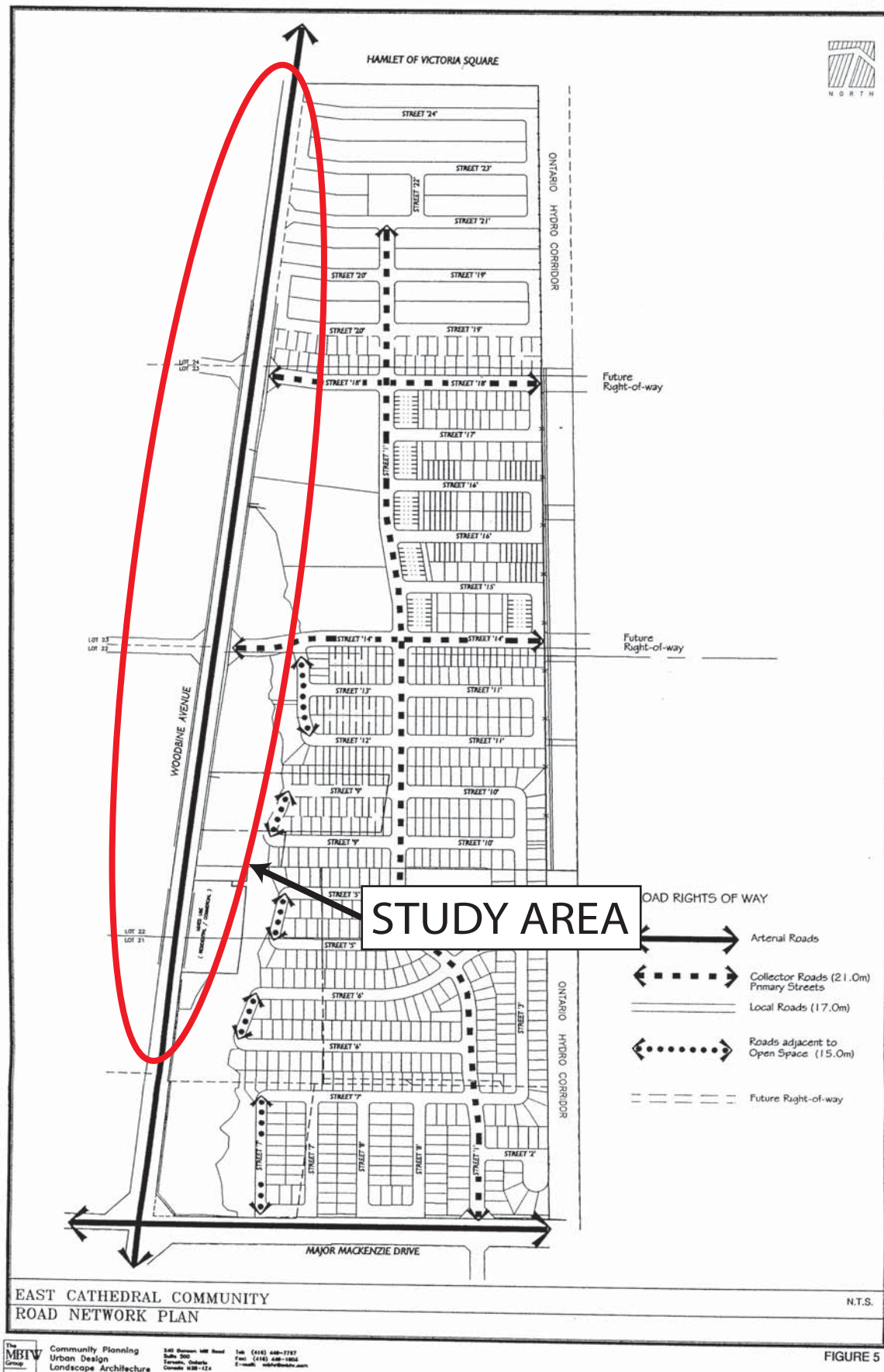
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# **Exhibit 44** **Excerpt From East Cathedral Community Design Plan** **Figure 5- Road Network Plan**

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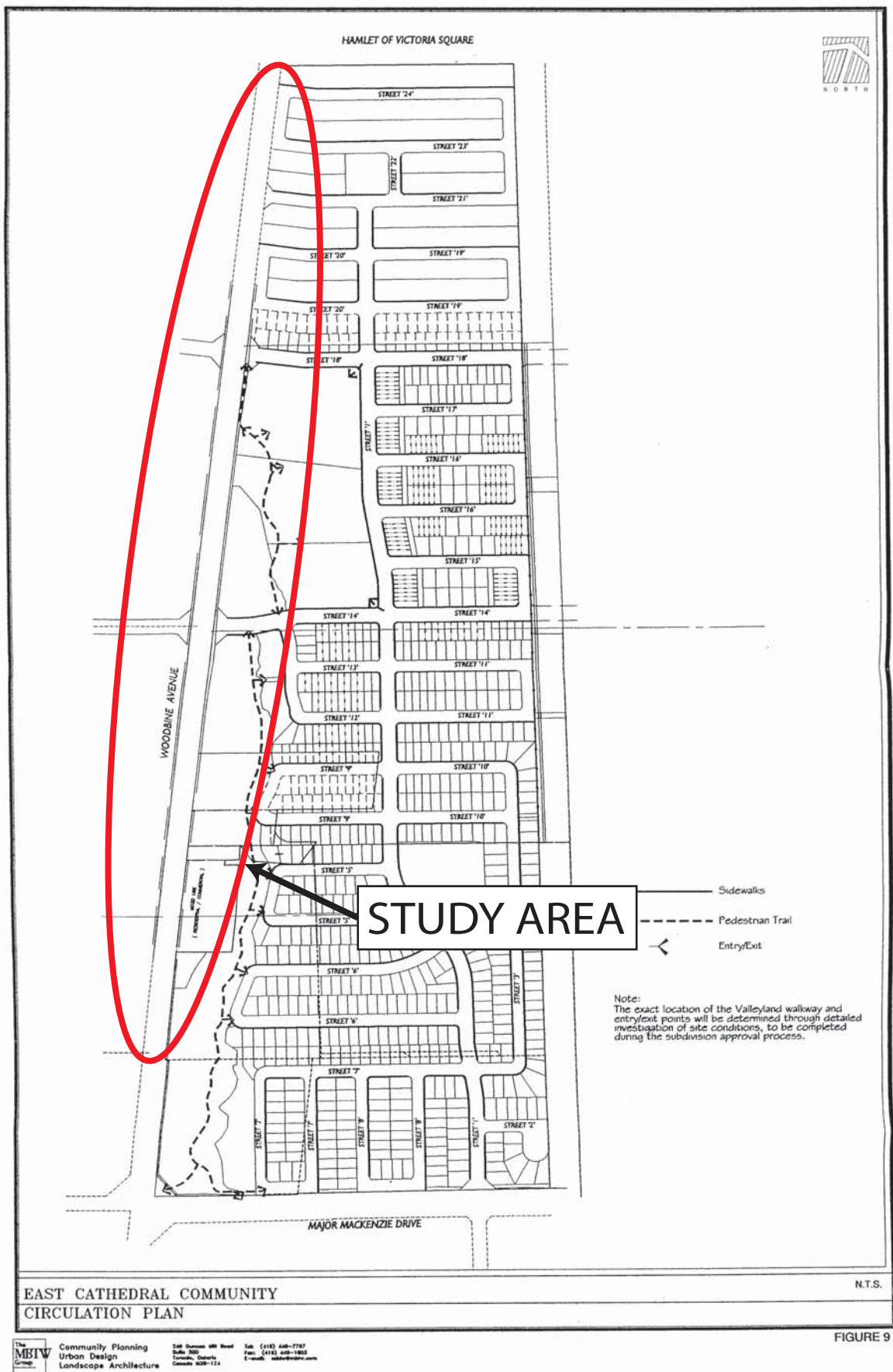


FIGURE 9

# **Exhibit 45** **Excerpt From East Cathedral Community Design Plan** **Figure 9- Circulation Plan**

VICTORIA SQUARE EA

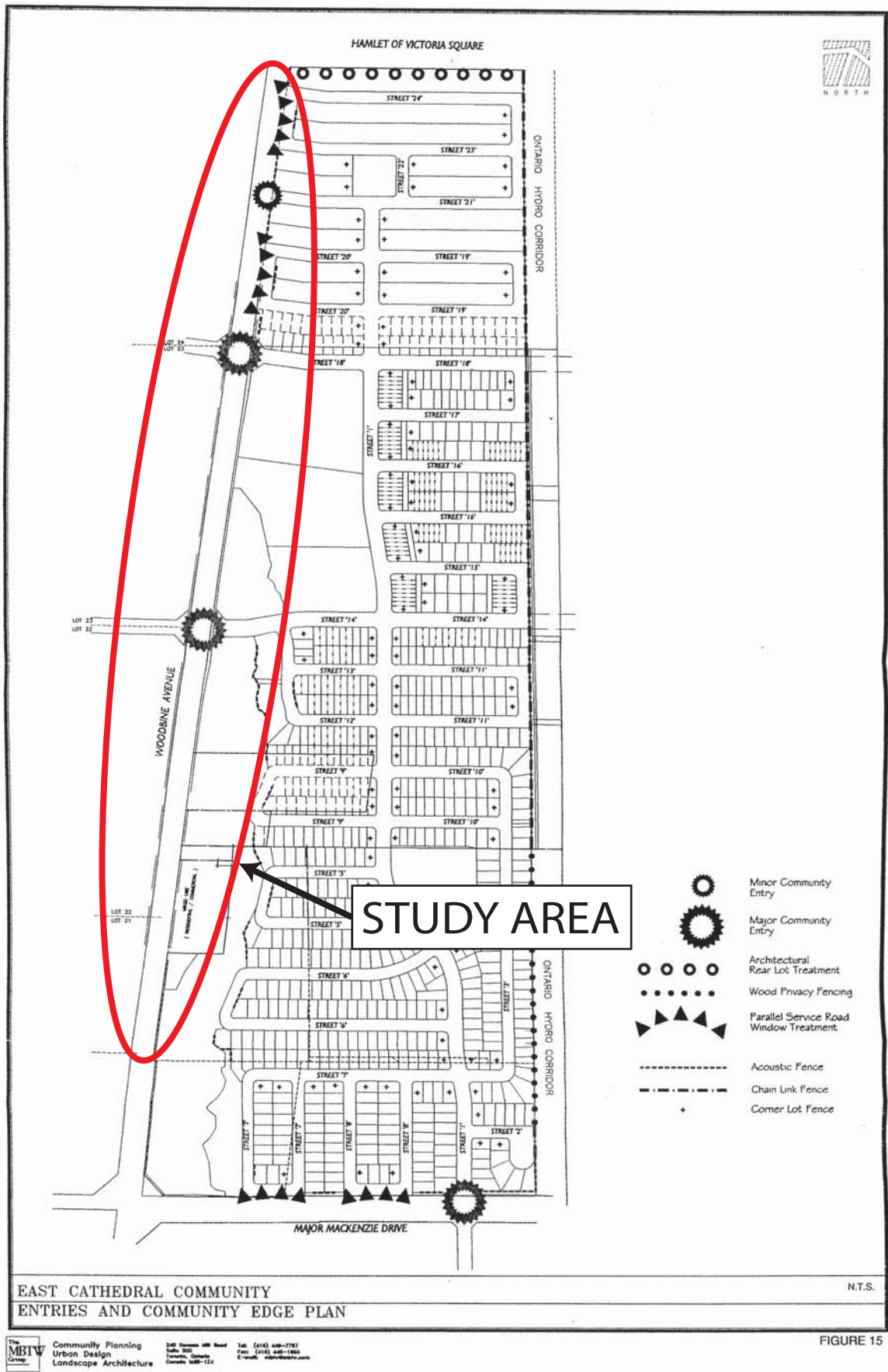
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# **Exhibit 46** **Excerpt From East Cathedral Community Design Plan** **Figure 15- Entries and Community Edge Plan**

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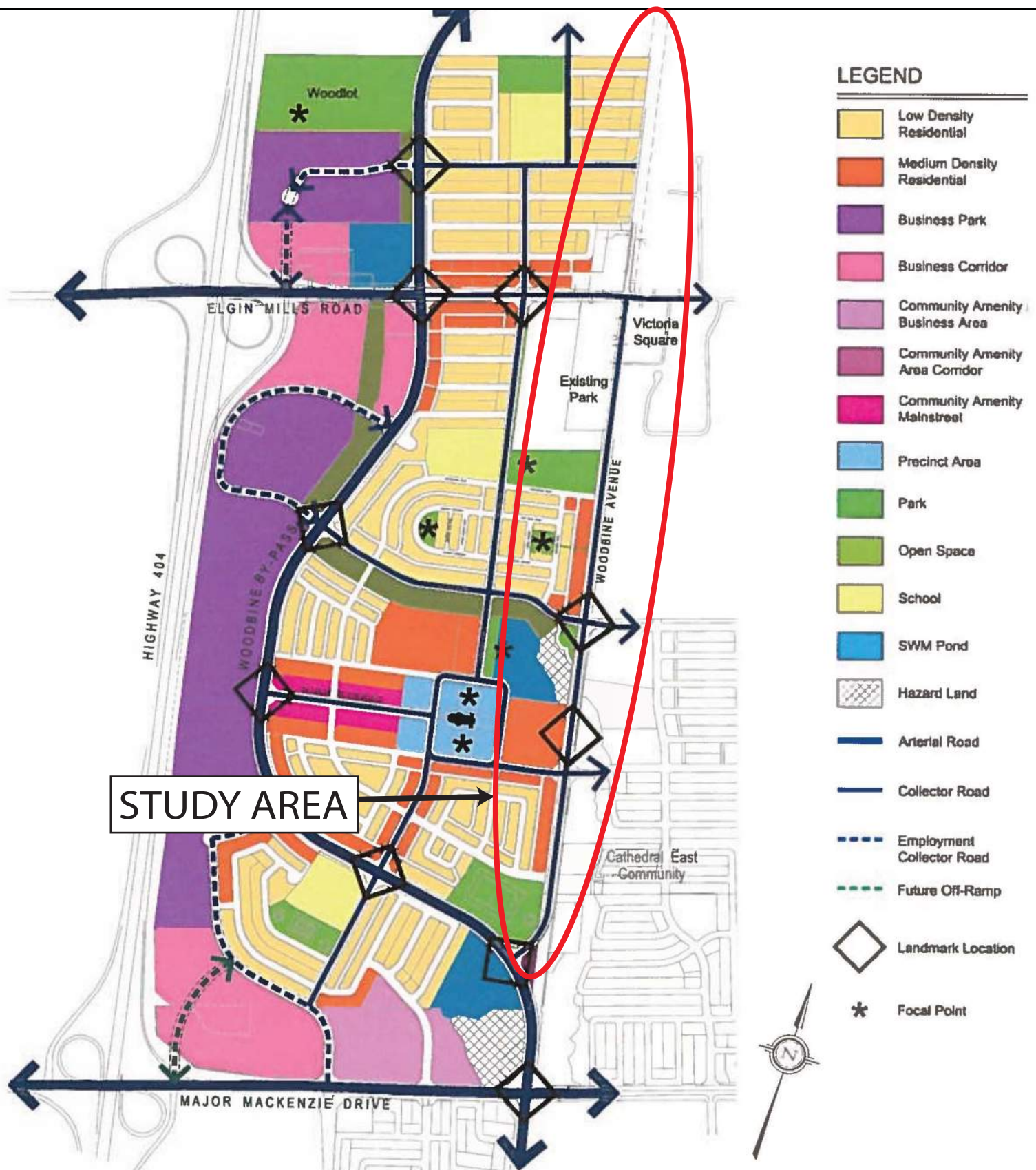


Figure 2.0 - Composite Plan

**Exhibit 47**  
**Excerpt From Cathedral Community Design Plan**  
**Figure 2.0- Composite Plan**

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## LEGEND








-  Pedestrian System
-  Precinct Area
-  Park
-  Open Space
-  School
-  SWM Pond
-  Hazard Land



Figure 5.4 a - Pedestrian System Plan

### Exhibit 48 Excerpt From Cathedral Community Design Plan Figure 5.4a- Pedestrian System Plan

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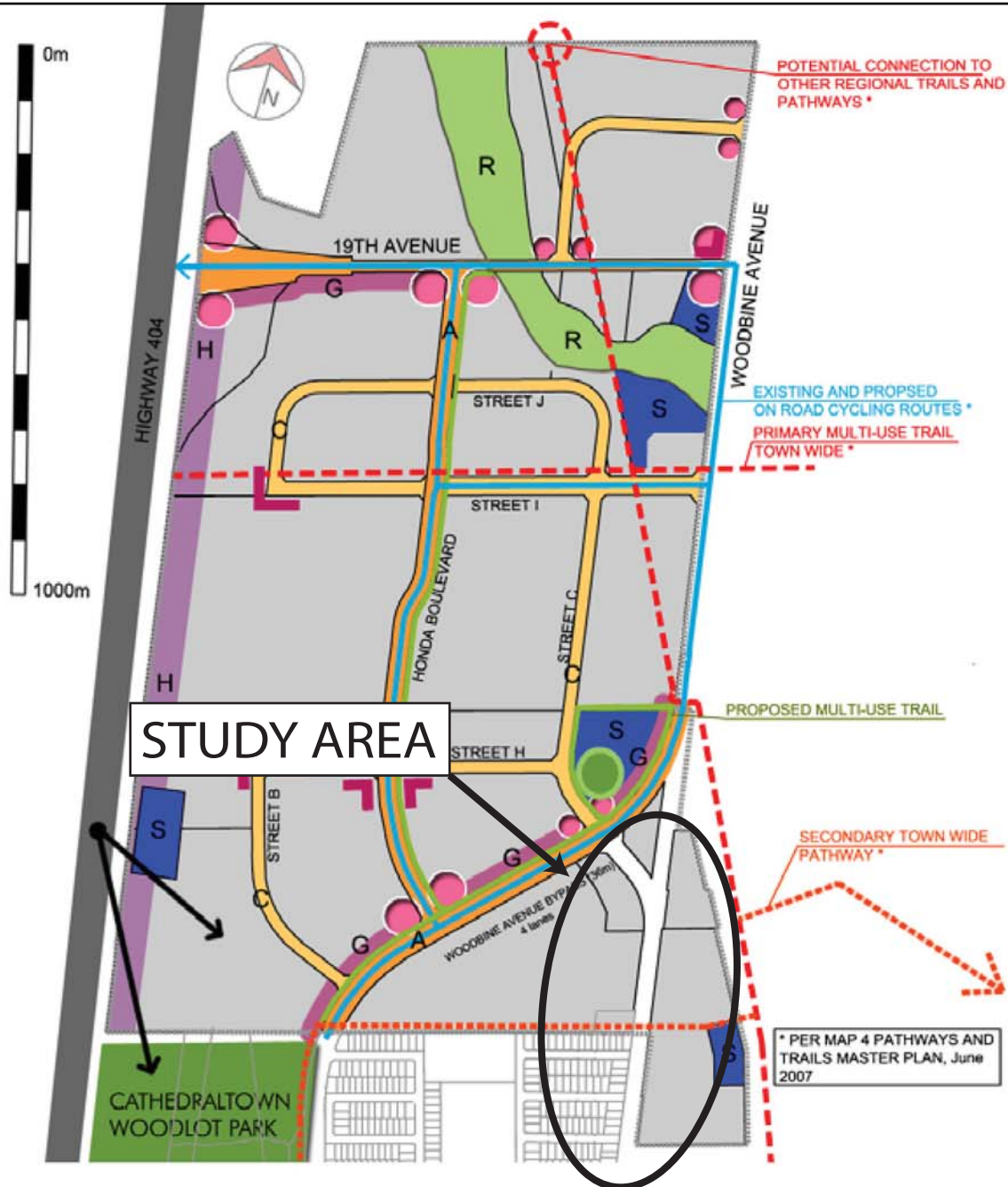


Figure 2.1: Demonstration Plan

## LEGEND

<b>A</b> ARTERIAL ROAD	<b>G</b> GATEWAY FRONTAGE
<b>C</b> COLLECTOR ROAD	<b>L</b> CORNER AND END VIEW FRONTAGE
PRIMARY GATEWAY TREATMENT	<b>R</b> OPEN SPACE INTERFACE
SECONDARY GATEWAY TREATMENT	OPEN SPACE FEATURE
<b>H</b> HIGHWAY 404 FRONTAGE	<b>S</b> SWM FACILITY
MULTI-USE TRAIL	KEY VISTA

## Exhibit 49 Excerpt From Open Space & Streetscape Master Plan Figure 2.1- Demonstration Plan

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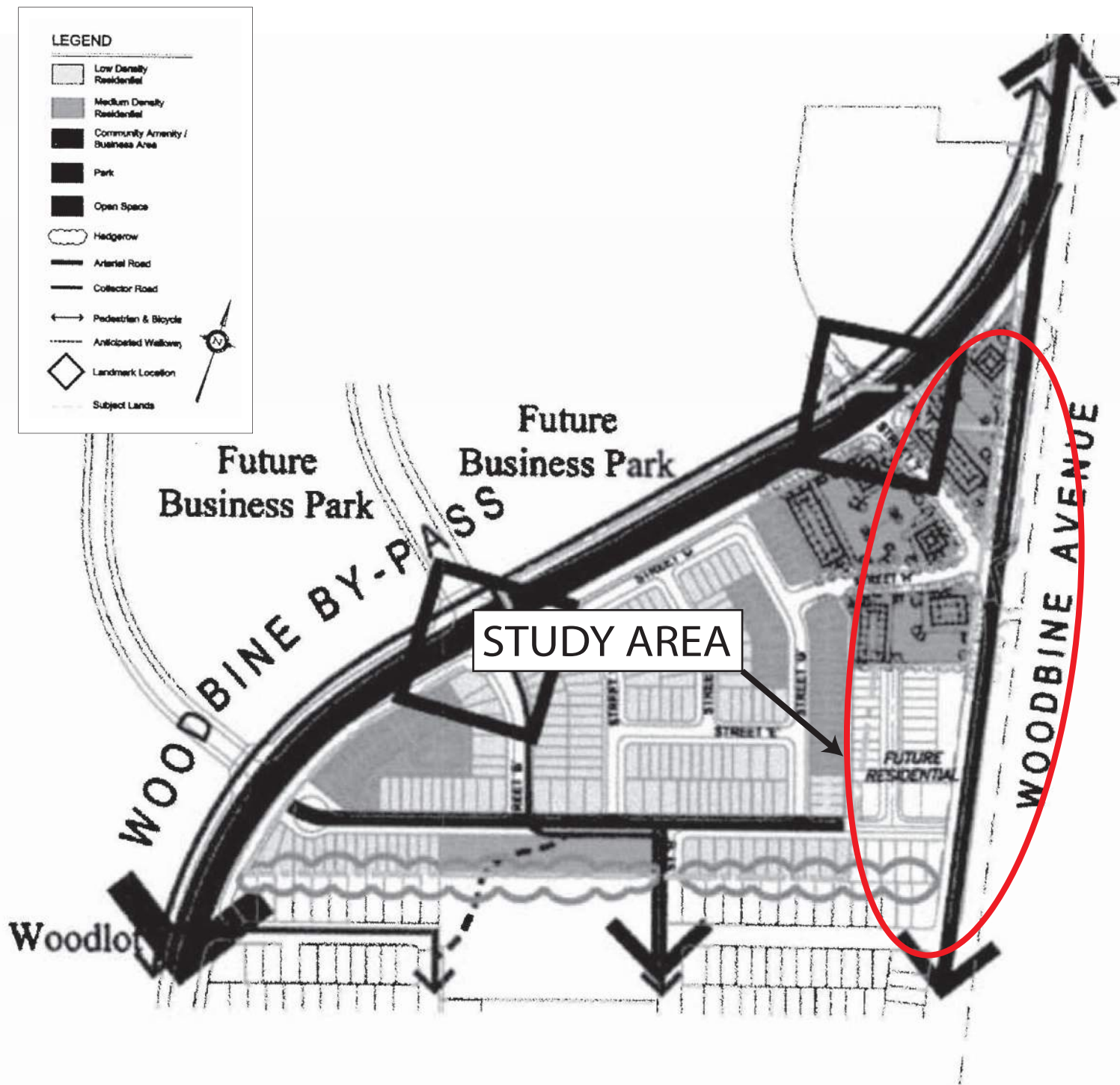


Figure 3. Vetmar Neighbourhood Land Use Plan

**Exhibit 50**  
**Excerpt From Vetmar Neighbourhood Design Brief**  
**Figure 3- Land Use Plan**

VICTORIA SQUARE EA

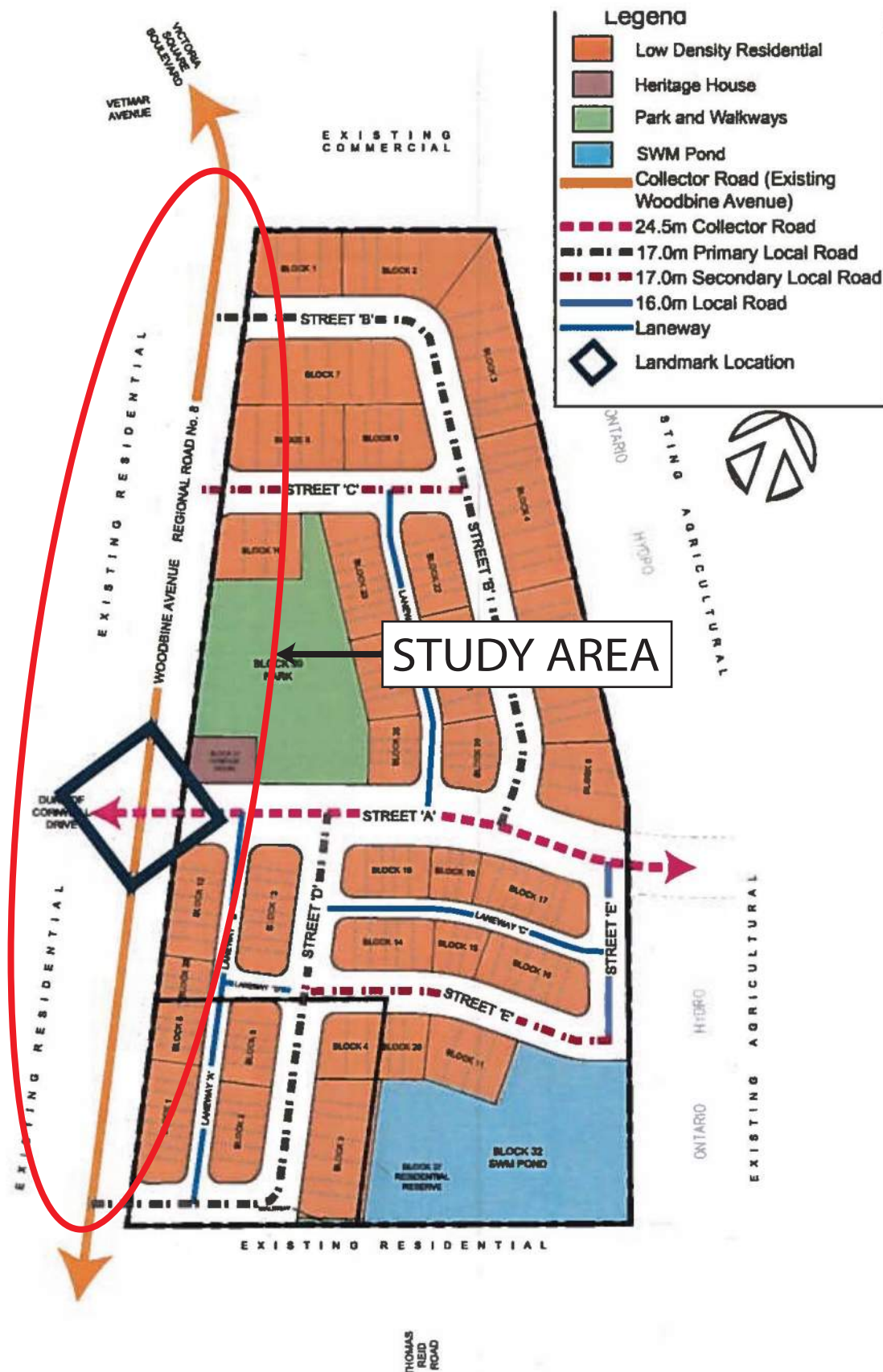
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**Figure 3 - Neighbourhood Land Use Plan**

**Exhibit 51**  
**Excerpt From Kylemore Communities**  
**Neighbourhood Design Brief, Figure 3- Land Use Plan**

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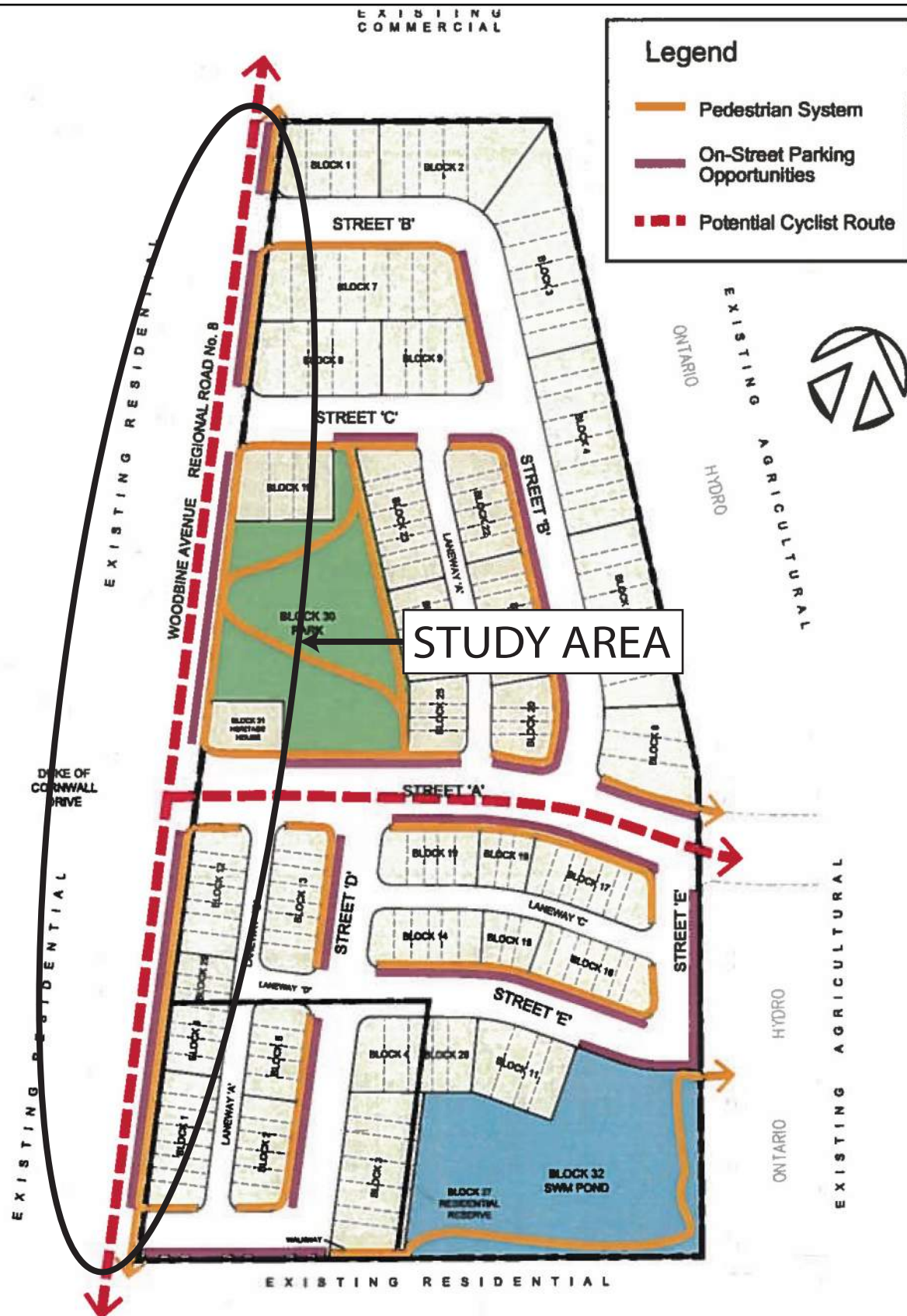
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**Figure 7 - Pedestrian System, Cycling Routes & On-Street Parking Opportunities**

## Exhibit 52

**Excerpt From Kylemore Communities Neighbourhood Design Brief, Figure 7- Pedestrian System, Cycling Routes & On-Street Parking Opportunities**

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by: **MSH** 

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