



Development Services Committee Meeting Agenda

Meeting No. 8 | June 10, 2025 | 9 AM | Live streamed

Members of the public have the option to attend either remotely via Zoom or in-person
in the Council Chamber at the Civic Centre

Members of the public can participate by:

1. VIEWING THE ONLINE LIVESTREAM:

Council meetings are video and audio streamed at: <https://pub-markham.escribemeetings.com/>

2. EMAILING A WRITTEN SUBMISSION:

Members of the public may submit written deputations by email to clerkspublic@markham.ca.

Written submissions must be received by 5:00 p.m. the day prior to the meeting.

If the deadline for written submission has passed, you may:

Email your written submission directly to [Members of Council](#); or

Make a deputation at the meeting by completing and submitting an online [Request to Speak Form](#)

If the deadline for written submission has passed **and** Council has finished debate on the item at the meeting, you may email your written submission directly to [Members of Council](#).

3. REQUEST TO SPEAK / DEPUTATION:

Members of the public who wish to make a deputation, please register prior to the start of the meeting by:

Completing an online [Request to Speak Form](#), or,

E-mail clerkspublic@markham.ca providing full name, contact information and item they wish to speak on.

If you do not have access to email, contact the Clerk's office at **905-479-7760** on the day of the meeting.

*If Council or Committee has finished debate at the meeting on the item, you may email your written submission directly to [Members of Council](#).

The list of [Members of Council is available online at this link](#).

Alternate formats for this document are available upon request.

Closed captioning during the video stream may be turned on by clicking the [cc] icon located at the lower right corner of the video screen.

***Note: As per Section 7.1(h) of the Council Procedural By-Law,
Council will take a ten minute recess after two hours have passed since the last break.***

Information Page

Development Services Committee Members: All Members of Council

Planning - Development and Policy Matters

Chair: Regional Councillor Jim Jones

Vice Chair: Regional Councillor Joe Li

(Development Services Committee Public Statutory Meetings - Chair: Regional Councillor Joe Li)

Engineering - Transportation & Infrastructure Matters

Chair: Councillor Karen Rea

Vice Chair: Councillor Reid McAlpine

Culture & Economic Development Matters

Chair: Regional Councillor Alan Ho

Vice Chair: Councillor Amanda Collucci

Development Services meetings are live video and audio streamed on the City's website.

Alternate formats for this document are available upon request.

Consent Items: All matters listed under the consent agenda are considered to be routine and are recommended for approval by the department. They may be enacted on one motion, or any item may be discussed if a member so requests.

Please Note: The times listed on this agenda are approximate and may vary; Council may, at its discretion, alter the order of the agenda items.

**Development Services Committee is scheduled to recess for lunch from
approximately 12:00 PM to 1:00 PM**

**Note: As per the Council Procedural By-Law, Section 7.1 (h)
Development Services Committee will take a 10 minute recess after two hours
have passed since the last break.**



Development Services Committee Meeting

Agenda

Meeting Number: 8

June 10, 2025, 9:00 AM - 4:30 PM

Live streamed

Please bring this Development Services Committee Agenda to the Council meeting on June 24, 2025.

Pages

1. CALL TO ORDER

INDIGENOUS LAND ACKNOWLEDGEMENT

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge the communities in circle. The North, West, South and Eastern directions, and Haudenosaunee, Huron-Wendat, Anishnabeg, Seneca, Chippewa, and the Mississaugas of the Credit peoples. We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

2. DISCLOSURE OF PECUNIARY INTEREST

3. APPROVAL OF PREVIOUS MINUTES

3.1 SPECIAL DEVELOPMENT SERVICES COMMITTEE MINUTES - APRIL 14, AND APRIL 22, 2025 (10.0)

Note: Minutes to be attached when available.

1. That the minutes of the Special Development Services Committee meetings held on April 14, and April 22, 2025, be confirmed.

3.2 DEVELOPMENT SERVICES COMMITTEE MINUTES - MAY 13, 2025 (10.0)

Note: Minutes to be attached when available.

1. That the minutes of the Development Services Committee meeting held on May 13, 2025, be confirmed.

4. PRESENTATIONS

4.1 PRESENTATION OF SERVICE AWARDS (12.2.6)

The Development Services Committee recognizes the following members of staff:

Chief Administrative Office - Fire & Emergency Services

Shane Harrison, Firefighter, Fire & Emergency Services, 25 years

Wayne Hoover, Captain, Fire & Emergency Services, 25 years

Chad Kearns, Firefighter, Fire & Emergency Services, 25 years

Alex Pompilio, Battalion Chief, Fire & Emergency Services, 25 years

Colin Quinn, Battalion Chief, Fire & Emergency Services, 25 years

Brian Snooks, Battalion Chief, Fire & Emergency Services, 25 years

Chris Tamaya, Firefighter, Fire & Emergency Services, 25 years

Community Services Commission

Leo Galang, Maintenance Assistant, Recreation Services, 25 years

Dean McDermid, Supervisor, Parks Operations, Operations, 20 years

Stephen Plese, Sweeper Operator, Operations, 15 years

James Taylor, Waterworks Operator II, Environmental Services, 10 years

Eric Ho, Co-ord, Business Systems & Budgeting, Recreation Services, 10 years

Adam Fairclough, Sign Maintenance, Operations, 5 years

Development Services Commission

Karl Sitta, Building Inspector II, Building Standards, 25 years

Gary Restoule, Maintenance Assistant, Culture, Economic Growth, Culture & Entrepreneurship, 20 years

5. DEPUTATIONS

6. COMMUNICATIONS

7. PETITIONS

8. CONSENT REPORTS - DEVELOPMENT AND POLICY MATTERS

8.1 039-T-24 AND 022-R-19 - AGREEMENTS WITH PROPERTY OWNERS FOR CONSTRUCTION AND FUNDING OF SERVICES RELATING TO

THE MAIN STREET UNIONVILLE RECONSTRUCTION PROJECT AND
THE VICTORIA SQUARE BOULEVARD RECONSTRUCTION PROJECT

(PHASE 1) (10.0)

R. Jabr, ext. 2371 /K. Saulnier, ext. 2316

1. That the report entitled “039-T-24 and 022-R-19 - Agreements with Property Owners for Construction and Funding of Services Relating to the Main Street Unionville Reconstruction Project and the Victoria Square Boulevard Reconstruction Project (Phase 1)” be received; and,
2. That the Mayor and Clerk be authorized to execute agreements with property owners for the construction and funding of the Services approved by the Director of Engineering within the construction limits of Main Street Unionville Reconstruction Project and the Victoria Square Boulevard Reconstruction Project (Phase 1), provided the form of such agreements are satisfactory to the City Solicitor and the Commissioner of Development Services; and,
3. That the construction of the Services described in such agreements be included in the City’s construction contracts for the Main Street Unionville Reconstruction Project and the Victoria Square Boulevard Reconstruction Project (Phase 1); and further,
4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

9. REGULAR REPORTS - DEVELOPMENT AND POLICY MATTERS

9.1 MARKVILLE SECONDARY PLAN STUDY – DRAFT FINAL STUDY REPORT (10.8)

13

L. D'Souza, ext. 2180

1. That the report and presentation dated June 10, 2025, and entitled “Markville Secondary Plan Study – Draft Final Study Report” be received; and,
2. That the recommendations and policy directions in the “Markville Secondary Plan Study – Draft Final Study Report”, attached as Appendix “A”, inform the preparation of the draft Markville Secondary Plan policies by staff; and,
3. That staff be directed to schedule a statutory public meeting targeting Q4 2025 to consider the draft Markville Secondary Plan policies; and further,
4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

- 9.2 CMHC HOUSING ACCELERATOR FUND UPDATE (10.0)** 118
- A. Farias, ext. 6900
1. That the report dated June 10, 2025 entitled “CMHC Housing Accelerator Fund Update” be received; and further,
 2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.
- 9.3 INTERIM REPORT, BAYVIEW JOHN COMMUNITY ENGAGEMENT VISIONING WORKING SESSIONS, THORNHILL (WARD 1)** 146
- R. Cefaratti, ext. 3675
1. That the interim report titled, “INTERIM REPORT, Bayview John Community Engagement Visioning Working Sessions, Thornhill (Ward 1)”, be received; and further,
 2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.
- 9.4 RECOMMENDATION REPORT, CAPITAL BUDGET REQUEST FOR THE PROPOSED DEVELOPER BUILD STRATA PARK AT 1297 AND 1307 CASTLEMORE AVENUE (10.0)** 214
- J. Pathak, ext. 2034/ V. Aubrey, ext. 2451
1. That the June 10, 2025 report titled 'Recommendation Report, Capital Budget Request for Developer Build Strata Park at 1297 and 1307 Castlemore Avenue' be received; and,
 2. That a new 2025 Capital Budget for Developer Build Strata Park be established and funded from Development Charges (Parks Development Reserve) in the amount of \$744,935 inclusive of HST impact @1.76% and internal charges; and further,
 3. That staff be authorized and directed to do all things necessary to give effect to this resolution.
- 9.5 COMMENTS ON THE PROTECT ONTARIO BY BUILDING FASTER AND SMARTER ACT, 2025 (BILL 17) (10.0)**
- D. Wedderburn, ext. 2109/ K. Ross, ext. 2126
- Note: Items will be attached when available.**
- 9.6 COMMERCIAL FAÇADE IMPROVEMENT GRANT PROGRAM - 2025 (16.11)** 220

P. Wokral, ext. 7955

1. That the June 10, 2025, Staff report, titled “Commercial Façade Improvement Grant Program - 2025”, be received; and,
2. That Council supports financial assistance representing \$15,000.00 in grant assistance for:
 - a. Paint Removal from the bricks of 4592 Hwy. 7 E. in Unionville and the re-conditioning of the original wooden window frames subject to the owner obtaining a Minor Heritage Permit for the proposed work;
3. That the eligibility requirements of the Commercial Façade Improvement Grant Program be revised to require Façade Easement Agreements for grants of more than \$7,500 instead of \$5,000; and,
4. That the Commercial Façade Improvement Grant Program be revised to make designated historic places of worship eligible for grant funding instead of requiring them to apply to the City’s Designated Heritage Property Grant Program and that the program be renamed the Commercial Façade and Historic Places of Worship Grant Program; and,
5. That the 2025 grants be funded through the Commercial Façade Improvement Grant Program Fund, Account 620-101-5699-25011; and further,
6. That staff be authorized and directed to do all things necessary to give effect to this resolution.

9.7 DESIGNATED HERITAGE PROPERTY GRANT APPLICATIONS 2025 (16.11.3)

228

P. Wokral, ext. 7955

1. That the June 10, 2025, report titled, “Designated Heritage Property Grant Applications 2025”, be received; and,
2. That Designated Heritage Property Grants for 2025 be approved in the amounts noted for the following properties, totaling \$54,020.00, provided that the applicants comply with eligibility requirements of the program:
 - a. 357 Main St. N., Markham Village: up to \$5,000.00, for the painting of the house in historic original colours and installation of historically authentic wooden front entrance door;
 - b. 7707 Yonge St., Thornhill: up to \$5,000.00 for the installation of historically authentic 2nd storey windows facing Yonge St.;
 - c. 218 Main St., Unionville: up to \$2,000.00 for the painting of the

steeple and bellcote louvres in historic original colours;

- d. 6 Alexander Hunter Place, Markham Heritage Estates: up to \$7,500.00 for the installation of a cedar shingle roof;
- e. 3 David Gohn Circle, Markham Heritage Estates: up to \$7,500.00 for the installation of a cedar shingle roof;
- f. 1 Heritage Corners Lane, Markham Heritage Estates: up to \$5,000.00 for the production and installation of historically authentic louvred shutters;
- g. 12 Wismer Place, Markham Heritage Estates: up to \$7,500.00 for the installation of a cedar shingle roof;
- h. 1 Kalvinster Drive, Cornell: up to \$4,520.00 for the reconstruction of brick gable-end chimneys;
- i. 99 Thoroughbred Way, Markham: up to \$5,000.00 for the repair and restoration of the historic wooden clapboard siding;
- j. 10720 Victoria Square Blvd., Victoria Square: up to \$5,000.00 for the repair of historic brickwork; and,

3. That the grant request for 49 Church Street not be funded due to the proposed work and application not meeting the eligibility requirements of the program; and,

4. That the grants be funded through the Designated Heritage Property Grant Project Fund, Account 620-101-5699-25010 (\$60,000.00 available for 2025) and further,

5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

10. MOTIONS

11. NOTICES OF MOTION

12. NEW/OTHER BUSINESS

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

13. ANNOUNCEMENTS

14. CONFIDENTIAL ITEMS

That, in accordance with Section 239 (2) of the Municipal Act, Development

Services Committee resolve into a confidential session to discuss the following matters:

14.1 DEVELOPMENT AND POLICY MATTERS

14.1.1 DEVELOPMENT SERVICES COMMITTEE MINUTES - MAY 13, 2025 (10.0) [MUNICIPAL ACT, 2001, Section 239 (2) (e) (f) (k)]

14.1.2 REQUEST FOR DIRECTION - ONTARIO LAND TRIBUNAL APPEAL FOR MINOR VARIANCE AT 59 LEE AVENUE (WARD 8) (8.0)

(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, SECTION 239 (2) (e)]

14.1.3 UPDATE REQUEST FOR DIRECTION - ONTARIO LAND TRIBUNAL APPEALS RE: NEW COMPREHENSIVE ZONING BY-LAW (8.0)

(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, SECTION 239 (2) (e)]

14.1.4 OLT APPEAL BY PRIMONT HOMES (LESLIE/JOHN) INC., OF THE OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS AT 2300 JOHN STREET (WARD 1)

(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, SECTION 239 (2) (e)] (10.3, 10.5)

15. ADJOURNMENT



Report to: Development Services Committee

Meeting Date: June 10, 2025

SUBJECT: 039-T-24 and 022-R-19 - Agreements with Property Owners for Construction and Funding of Services Relating to the Main Street Unionville Reconstruction Project and the Victoria Square Boulevard Reconstruction Project (Phase 1)

PREPARED BY: Rashad Jabr, Capital Works Engineer, Ext. 2371
 Kyle Saulnier, Capital Works Engineer, Ext. 2316
 Salia Kalali, Senior Manager, Infrastructure & Capital Projects, Ext. 2360

RECOMMENDATION:

- 1) That the report entitled “039-T-24 and 022-R-19 - Agreements with Property Owners for Construction and Funding of Services Relating to the Main Street Unionville Reconstruction Project and the Victoria Square Boulevard Reconstruction Project (Phase 1)” be received;
- 2) That the Mayor and Clerk be authorized to execute agreements with property owners for the construction and funding of the Services approved by the Director of Engineering within the construction limits of Main Street Unionville Reconstruction Project and the Victoria Square Boulevard Reconstruction Project (Phase 1), provided the form of such agreements are satisfactory to the City Solicitor and the Commissioner of Development Services;
- 3) That the construction of the Services described in such agreements be included in the City’s construction contracts for the Main Street Unionville Reconstruction Project and the Victoria Square Boulevard Reconstruction Project (Phase 1); and
- 4) That staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to obtain Council authorization to execute agreements with private property owners for the construction and funding of the Services within the Main Street Unionville Reconstruction Project limits and the Victoria Square Boulevard (VSB) Reconstruction Project (Phase 1) limits.

BACKGROUND:

The Main Street Unionville Reconstruction Project (Attachment “A” - Contract 039-T-24) includes the renewal and replacement of underground municipal infrastructure, including watermain, storm sewer, and sanitary sewer systems, as well as streetscape improvements within the project limits.

The VSB Reconstruction Project (Phase 1) (Attachment “B” - 022-R-19) includes corridor improvements from Woodbine Avenue south to Elgin Mills Road. The project’s scope is to transform the VSB corridor into a fully urbanized section complete with active transportation facilities for both pedestrian and cyclist use (in the form of a sidewalk and

separate cycle track), and to construct municipal infrastructure including watermain, storm sewer, and sanitary sewer systems.

Private Property Owner Service Requests:

To accommodate proposed and potential future development within the Main Street Unionville Reconstruction Project and the VSB Reconstruction Project (Phase 1) limits, the City proactively engaged with private property owners to incorporate specific infrastructure improvements, referred to as the "**Services**" within this report, into the planned municipal infrastructure work.

With respect to the Main Street Unionville Reconstruction Project, private property owners have requested the City to construct new Services, that include:

- water and sanitary service connections,
- new watermain and sanitary sewers,
- and/or upgrades to existing services.

On the VSB Reconstruction Project (Phase 1), private property owners have requested the City to construct new Services, that include:

- service connections for watermain and sanitary sewers.

This report seeks authorization to enter into agreements with property owners for the City's construction and funding of such Services as part of these two separate construction projects.

OPTIONS/ DISCUSSION:

Including the Services requested by private property owners as part of the broader construction projects is a common and efficient practice. It may be beneficial for both the City and property owners for the following reasons:

- Minimizes future disturbances to newly constructed right-of-way and community;
- Minimizes the degradation of the recently constructed municipal infrastructure
- Enhances project coordination;
- Reduces potential long-term costs.

Staff propose that the City enter into agreements with property owners who request construction of the Services as part of the City's reconstruction of Main Street Unionville and the VSB Reconstruction Project (Phase 1). Such agreements would include the following terms:

- Property owner to pay for the full cost of the Services, with estimated costs to be paid in advance by the property owner;
- Property owner to provide the design of such Services, which shall be approved by the City;

-
- City to include construction of the Service in its existing construction contract for the reconstruction of Main Street Unionville (039-T-24) and its future construction contract for the VSB Reconstruction Project (Phase 1);

FINANCIAL CONSIDERATIONS

Including the construction of the Services outlined in this report in the City's construction contracts will have minimal incremental impact on the City's Operating Budget and Life Cycle Reserve Study. The full cost of the Services outlined in these agreements will be funded by the respective property owners. To ensure financial prudence, the City will seek to secure executed agreements with advance payment of the estimated costs.

ALIGNMENT WITH STRATEGIC PRIORITIES:

This initiative aligns with the City's Strategic Plan goal of "Stewardship of Money and Resources" by maximizing coordination of infrastructure investments, reducing duplication of effort, and ensuring cost recovery for work benefiting private properties.

It also supports the goal of "Safe & Sustainable Community" by ensuring long-term reliability of underground infrastructure and minimizing the need for future road disruption.

BUSINESS UNITS CONSULTED AND AFFECTED:

Legal Services, Environmental Services, and Operations Departments have been consulted in the preparation of this report.

RECOMMENDED BY:

Frank Clarizio, P.Eng.
Director, Engineering

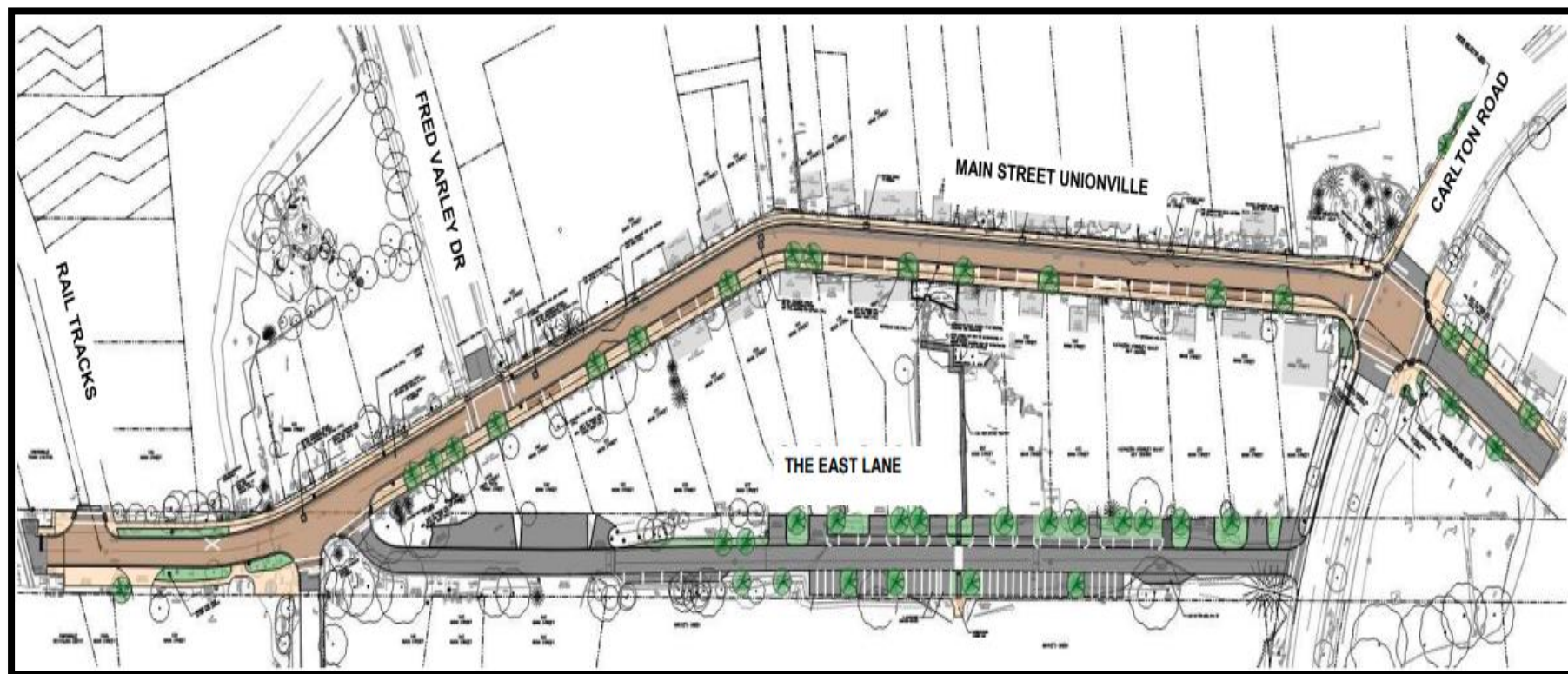
Arvin Prasad, MPA, RPP, MCIP
Commissioner, Development Services

ATTACHMENTS:

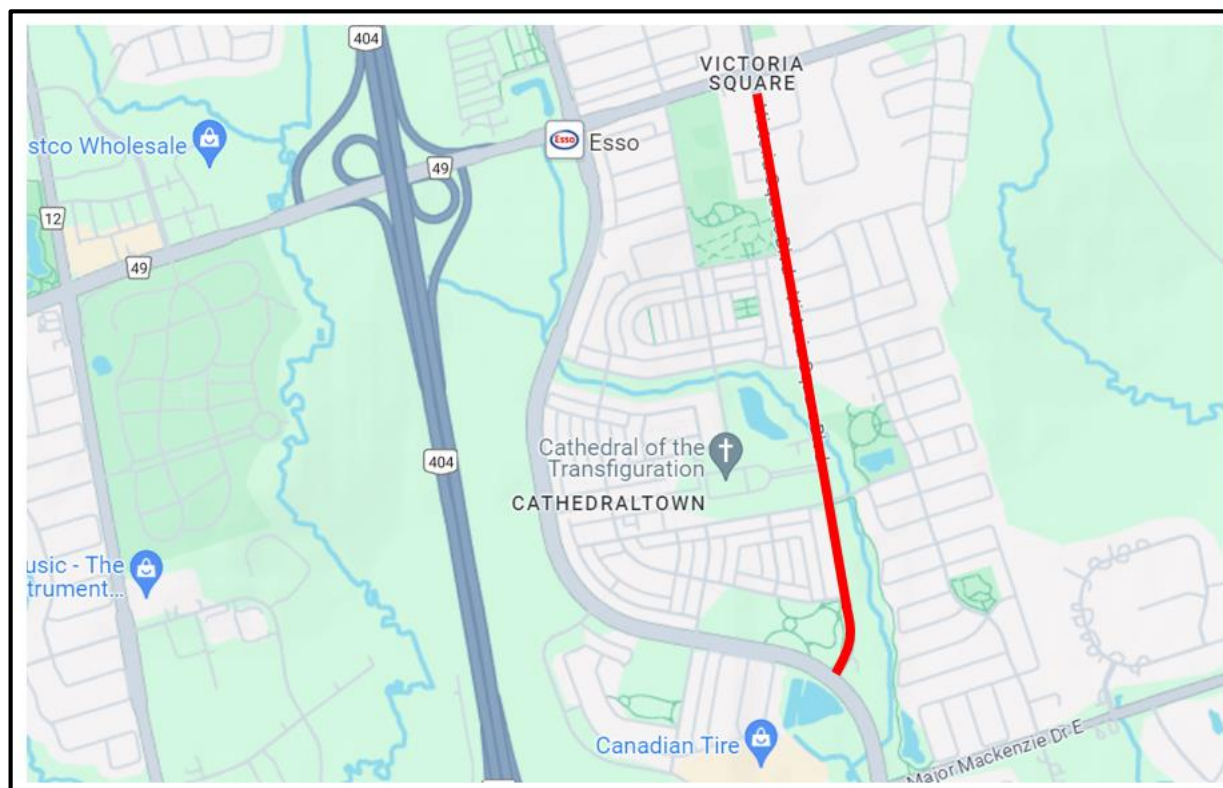
Attachment 'A' – Project Location Map for Mainstreet Unionville

Attachment 'B' – Project Location Map for Victoria Square Boulevard

Attachment 'A' – Project Location Map for Mainstreet Unionville



Attachment 'B' – Project Location Map for Victoria Square Boulevard





Report to: Development Services Committee

Meeting Date: June 10, 2025

SUBJECT: Markville Secondary Plan Study – Draft Final Study Report

PREPARED BY: Lily-Ann D’Souza, MCIP, RPP
Senior Planner, Policy, Ext. 2180

REVIEWED BY: Duran Wedderburn, MCIP, RPP
Manager, Policy, Ext. 2109

RECOMMENDATION:

1. THAT the report and presentation dated June 10, 2025, and entitled “Markville Secondary Plan Study – Draft Final Study Report” be received;
2. THAT the recommendations and policy directions in the “Markville Secondary Plan Study – Draft Final Study Report”, attached as Appendix “A”, inform the preparation of the draft Markville Secondary Plan policies by staff;
3. THAT staff be directed to schedule a statutory public meeting targeting Q4 2025 to consider the draft Markville Secondary Plan policies; and
4. THAT staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report provides an overview of the Markville Secondary Plan Study – Draft Final Study Report (“Draft Final Study Report”) prepared by the consultant team led by WSP.

BACKGROUND:

The Draft Final Study Report concludes the Markville Secondary Plan Study that was initiated to inform the preparation of a new secondary plan for the Markville *key development area*

The City initiated the Markville Secondary Plan Study (“the Study”) in mid-2022 as a first step to preparing a new secondary plan for the Markville *key development area* to fulfill the direction in the Markham Official Plan, 2014. The Study integrated land use and urban design, transportation, and municipal servicing to comprehensively plan for a complete and transit supportive community. A multidisciplinary team of consultants, led by WSP, was retained to carry out the Study over five (5) phases, with ongoing opportunities for stakeholder and public consultation.

The Development Services Committee (“DSC”) of Markham Council received the “[Markville Secondary Plan Study Interim Report](#)” (“Interim Report”) on December 11, 2023, which summarized the Study process and results to the end of Phase 3. DSC also directed staff to host a community information meeting focused on the Interim Report and emerging concept plan for the Secondary Plan Area. Community Information Meeting #3 was subsequently held on June 27, 2024 and provided an additional opportunity for stakeholders and the community to comment on the Interim Report and emerging concept plan. Community information meetings were also held by Ward 3 and 4 councillors in January 2024, and local Residents Associations in April 2024 for community members and stakeholders to learn more about the Study and comment on the Interim Report and emerging concept plan.

The Draft Final Study Report prepared by the consultant team builds on the Interim Report and marks the completion of the Study. The key findings from the Draft Final Study Report are discussed in the next section.

OPTIONS/ DISCUSSION:

The Draft Final Study Report documents the Study process and results, and recommends a refined concept plan and policy directions based on technical analysis and consultation

The Draft Final Study Report, attached as Appendix “A”, provides a record of the Study process, results and recommendations. This section summarizes the key findings from Phases 4 and 5 of the Study, as documented in the Draft Final Study Report, relating to:

- feedback from stakeholders and the community, with a focus on comments from Community Information Meeting #3;
- the refined concept plan and population and employment forecasts;
- the results of transportation and municipal servicing modelling and analysis; and
- policy directions to inform the preparation of the draft Secondary Plan.

A. Community Information Meeting #3 Feedback

Stakeholder and community consultation was a critical component of the Study and informed the Study results and recommendations. In-person and virtual consultation events held throughout the Study engaged well over 500 participants. In addition, there have been well over 16,000 visits to the [Your Markville](#) project webpage over the course of the Study.

Feedback obtained from stakeholders and the community through various consultation activities is catalogued in the Draft Final Study Report, with a focus on Community Information Meeting #3. A summary of the key comments that emerged in the feedback from Community Information Meeting #3, and how they were considered, is provided below.

Land Use

- Feedback recommended incorporating a mix of residential and non-residential land uses throughout the Secondary Plan Area. Minor refinements were made to the concept plan to expand the lands identified for commercial uses on Highway 7 east of McCowan Road.

Height and Density

- Comments ranged from recommendations to redistribute maximum heights and densities from the nodes to corridors, to requests for site specific adjustments, and suggestions to limit the maximum building height in the Secondary Plan Area to 20 storeys. Comments also advocated setting a maximum density for the Secondary Plan Area of 200 people and jobs per hectare. The concept plan was refined to lower the maximum heights and densities in the node north of Bullock Drive and increase the maximum height and densities along the Highway 7 and McCowan corridors as well as the lands along Bullock Drive, which provide a more gradual downward transition from higher to lower built forms. The refinements to the concept plan still result in an overall density above 200 people and jobs per hectare, which is a minimum target in the York Region Official Plan, 2022.

Parks and Open Space

- Feedback called for the provision of parkland based on the rate identified in the Markham Official Plan, 2014 (i.e., 1.2 hectares per 1000 persons), and also recommended combining small public parks into larger public parks to support a variety of activities and programming, as well as including opportunities for publicly-owned private spaces (“POPS”). The concept plan was refined to consolidate some of the smaller parks and ensure an equitable distribution of parkland in each quadrant of the Secondary Plan Area, as well as identify sites for potential plazas and squares. It is noted that the City’s rate for parkland dedication in intensification areas (i.e., 0.4 hectares per 1000 persons) informed the amount of parkland required in the Secondary Plan Area.

Community Facilities and Services

- The need to expand existing community facilities, such as Centennial Community Centre, or provide new community recreational and educational facilities to keep pace with population growth in the Secondary Plan Area was raised in the Interim Report. Two (2) potential school sites were added to the emerging concept plan for consultation through Community Information Meeting #3 and generally supported through feedback. Comments also confirmed the need for additional community facilities and services (e.g., recreation, library, seniors’ programming, etc.) and suggested co-locating them in mixed use buildings. The concept plan was refined to incorporate the two (2) school sites, as well as three (3) community hubs, or locations, where community services and facilities could be integrated on a site or within a building.

Transportation

- Comments identified the need to increase opportunities for walking and cycling, improve connectivity to internal and external destinations (e.g., public parks, Markville Mall, Centennial Community Centre, Centennial GO Station, Milne Dam Conservation Park), enhance transit infrastructure and services, mitigate traffic and congestion, and maintain the supply of parking at Markville Mall while reducing parking for new developments. Minor refinements were made to the concept plan to add a potential new street southwest of McCowan Road and Highway 7. Recommendations and policy directions relating to active transportation infrastructure, transit infrastructure and services and parking are provided in the Draft Final Study Report.

Sustainability

- Feedback regarding opportunities to increase the urban tree canopy and incorporate green infrastructure (i.e., green roofs, low impact development) informed policy directions for sustainable development in the Draft Final Study Report.

Phasing

- Comments emphasized the need to phase and align population growth with the delivery of community facilities, services and infrastructure (e.g., schools, libraries, recreation facilities, hospitals, transit, and municipal servicing). The Draft Final Study Report includes policy directions for phasing development and sequencing the services and infrastructure required to support population growth.

B. Refined Concept Plan and Population and Employment Forecasts

The Draft Final Study Report recommends a refined concept plan for the Secondary Plan Area based on stakeholder and public feedback as well as technical analysis. Each component of the refined concept plan is briefly described below.

- Community Structure – The community structure component of the refined concept plan organizes the Secondary Plan Area into eight districts based on the hierarchy of nodes, corridors, and neighbourhood and employment areas established earlier in the Study. Each district has its own unique function, role and character within the Secondary Plan Area that informs the recommended land uses, built form, parks and open spaces, and street network. The districts include:
 - Three nodes within walking distance of existing or planned rapid transit or transit priority stations or stops (e.g., Centennial GO Station and Highway 7 and/or McCowan Road BRT stops). Centennial Node, McCowan Node and Highway 7 Node comprise the greatest mix of land uses and primary peaks in height and density in the Secondary Plan Area. The convergence of land uses, high density built forms, and transportation routes within these nodes make them focal points for activity, and gateways into the Secondary Plan Area.

-
- Three linear corridors along existing or planned rapid transit or transit priority routes (e.g., Highway 7 rapid transit corridor and McCowan Road transit priority). These include the Highway 7 West Corridor, McCowan Corridor and Highway 7 East Corridor. The corridors are also mixed used areas but mark a downward shift in height and density from the nodes. Mixed use mid rise development along the corridors will animate McCowan Road and Highway 7, serve as connections between the three nodes, and provide transitions to the neighbourhood and employment districts.
 - The Centennial Neighbourhood District located west of McCowan Road and north of Highway 7. This district contains the Markville Mall lands that do not front onto McCowan Road or Highway 7, and comprises a mix of land uses in built forms that continue to shift downward in height and density. The district will serve as a transition between the nodes and corridors along McCowan Road and Highway 7 and the existing residential neighbourhood west of Bullock Drive.
 - The Urban Employment District situated east of McCowan Road and north of Highway 7. This district maintains the land uses in the existing Bullock Drive Employment Area, which may intensify over time, but primarily in low rise built forms. The district will serve as a transition between the nodes and corridors along McCowan Road and Highway 7 and the existing residential and employment areas east of Laidlaw Boulevard.
 - Land Use – The land use component of the refined concept plan distributes the residential, mixed use, commercial and service employment uses of land required to achieve the vision of a vibrant, connected and complete community. The land use component also delineates the boundaries of recommended area and site specific policies for the respective Markville Mall, Centennial Community Centre, and Bullock Drive Employment Area lands that will require further studies and detailed planning. The two (2) school sites are also shown conceptually on the Land Use component of the refined concept plan. One school block is located west of McCowan Road across from Centennial Park while the second school block is located east of McCowan Road south of Bullock Drive. Two community hubs are also shown conceptually on the same blocks as the schools and are intended to provide for the expansion of community services (i.e., recreation, library, etc.) through co-location opportunities with other public sector organizations or in the podium of a condominium development.
 - Built Form – The refined concept plan separates built form into two different components – Height and Density. The maximum heights shown on the Height component correspond to the hierarchy of nodes, corridors and neighbourhood and employment districts described in the Community Structure component above. The maximum heights within the nodes range from 20 to 40 storeys, and transition to maximum heights along the corridors between 8 to 15 storeys. There is a further downward transition in height in the neighbourhood and employment districts which have a maximum height of 8 and 4 storeys respectively. Lands south of Highway 7

and west of McCowan Road within the Special Policy Area are subject to a maximum height of 3 storeys due to flood-related risks. Corresponding densities, expressed as floor space index (“FSI”) are shown on the Density component.

- **Parks & Open Space** – The Parks & Open Space component of the refined concept plan shows the conceptual location of new public parks, potential plazas and squares, and open space. A total of nine (9) new public parks are shown in the refined concept plan that range in size from 0.1 to 1.2 hectares, totaling ~5.6 hectares, and will support different levels of activity and programming within walking distance of residences and businesses. Due to space constraints approximately 5.0 hectares will need to be secured outside the Secondary Plan Area in order to achieve the City’s parkland rate for intensification areas of 0.4 hectares per 1000 persons. The Draft Final Study Report also includes recommendations to enhance infrastructure and amenities in the existing 4.7 hectare Centennial Park. Opportunities to enhance and improve connections within the natural heritage system, such as the restoration of Milne Creek, are also shown on the Parks & Open Space component.
- **Street Network** – A comprehensive and fine grained network of public streets is conceptually shown on the Street Network component of the refined concept plan. The short blocks created by the street network, along with mid block connections and trails, will support active transportation and transit use, making it easier to move within and through the Secondary Plan Area.

The preliminary population and employment forecast of 28,000 people and 8,000 jobs for the Secondary Plan Area reported in the Interim Report was updated to reflect the refined concept plan. The updated forecast anticipates approximately 26,500 people and 15,000 jobs, or about 400 people and jobs per hectare, within the Secondary Plan Area at build out. The decrease in population and increase in employment forecasted in the Secondary Plan Area is a function of the changes to land use designations, heights, and densities in the refined concept plan, discussed above, and the assumptions for persons per unit and employment density (i.e., area per employee).

It is noted that minor refinements to the concept plan will be made in the draft Secondary Plan based on recent Council decisions and emerging discussions with stakeholders. For instance, the draft Secondary Plan policies and mapping will incorporate the official plan amendment (“OPA”) adopted by Council for [PLAN 23 126054 at 5000 Highway 7](#). The adopted OPA generally aligns with the vision, guiding principles and refined concept plan for the Secondary Plan Area, but included site specific provisions for height, density, and phasing development, among other things. The delineation of the area and site specific policy for Markville Mall currently shown on the Land Use component, noted above, will need to be revised in the draft Secondary Plan to incorporate the provisions in the adopted OPA.

C. Technical Modelling and Analysis Results

Technical modelling and analysis of the refined concept plan was undertaken to inform recommendations for improvements and/or new infrastructure within the respective

transportation and municipal services systems to support the development of the Markville Secondary Plan Area.

- **Transportation Results** – An overview of the draft results and recommendations from the transportation modelling and analysis (e.g., street network, transit facilities and services, and active transportation infrastructure,) is provided in the Draft Final Study Report. However, more analytical work is needed, such as the rationale of the phasing transportation improvement plan. The modelling results and recommendations are being finalized to address comments from City staff, York Region, York Region Rapid Transit and Metrolinx and will be appended to a revised version of the Final Study Report as the Final Transportation Report.
- **Municipal Servicing Results** – A high level summary of the preliminary draft results and recommendations from the municipal servicing modelling and analysis (e.g., stormwater, water and wastewater) are also included in the Draft Final Study Report. The modelling results and recommendations are being finalized to address comments from City staff, York Region and Toronto and Region Conservation Authority. The recommendations will be included in the Future Municipal Servicing Conditions Assessment Report which will be appended to a revised version of the Final Study Report.

Reports documenting the results of other technical work completed throughout the Study that informed the refined concept plan and Study results will also be appended to a revised version of the Final Study Report. These reports include the Community Services and Facilities Report, Cultural Heritage Resource Assessment, and Urban Design Recommendations.

D. Policy Directions

The Draft Final Study Report contains recommendations and policy directions, informed by feedback received through consultation and technical analysis, to implement the refined concept plan through various tools such as secondary plan policies, zoning by-laws, phasing, urban design guidance, developer group agreements, master parkland agreements, or further studies. The recommendations and policy directions will be used by City staff to prepare the draft policy framework for the new Markville Secondary Plan. It is noted that the Urban Design Recommendations prepared through the Study will also be considered in the ongoing development of Markham's City-wide Urban Design Guidelines, which will guide future development in all intensification areas including the Markville Secondary Plan Area.

NEXT STEPS:

The final Study reports will be published on the [Your Markville](#) webpage and the draft policy framework for the Markville Secondary Plan will be brought to a statutory public meeting for consultation

Next steps involve finalizing the Study reports and preparing the draft Markville Secondary Plan policy framework. The revised Final Study Report will be published on the [Your Markville](#) webpage with supporting technical studies including the Final Transportation Report and Future Municipal Servicing Conditions Assessment Report attached as appendices in Q3 2025. The draft Markville Secondary Plan policy framework will be prepared by staff and brought to a statutory public meeting targeting Q4 2025 for consultation with a Public Meeting Information Report.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The Markville Secondary Plan Study implements the direction in the Markham Official Plan, 2014 and Goal 3 – Safe, Sustainable and Complete Community in Building Markham’s Future Together, 2020-2026.

BUSINESS UNITS CONSULTED AND AFFECTED:

Staff from Policy, Development Planning, Urban Design, Parks Planning, Natural Heritage, Cultural Heritage, Transportation, Engineering, Sustainability, Recreation Services, Library Strategy & Planning, Operations & Maintenance, Waste & Environmental Management, were consulted throughout the Study process and in the drafting of this report.

RECOMMENDED BY:

Giulio Cescato, RPP, MCIP
Director, Planning & Urban Design

Arvin Prasad, RPP, MCIP
Commissioner, Development
Services

ATTACHMENTS:

Appendix “A” – Markville Secondary Plan Study – Draft Final Study Report

Markville Secondary Plan Study



DRAFT
Final Study Report

May 2025

EVERYONE IS
WELCOME



Monteith Brown
Planning Consultants





Prepared for the City of Markham by:

WSP Canada

DTAH

Monteith Brown Planning Consultants

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Helene Iardas Consulting

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Appendix A – Multi-Modal Transportation Report

Appendix B – Urban Design Report

Appendix C – Community Facilities and Services Report

Appendix D – Cultural Heritage Resource Assessment Report

Appendix E, F, and G – Engagement Summary Reports

NOTE: Appendices referenced throughout this Report will be included in the Final Study Report and posted at a later date at yourvoicemarkham.ca/markvillesecondaryplanstudy

1 Introduction

1.1 Study Purpose & Overview

WSP and a multidisciplinary team of consultants (the “Consultant Team”), on behalf of the City of Markham (the “City”) have undertaken a Secondary Plan Study for the Markville Secondary Plan Area (the “Secondary Plan Area”). The purpose of the Markville Secondary Plan Study (the “Study”) is to prepare a planning framework for a new secondary plan – the Markville Secondary Plan (the “Secondary Plan”) - that will guide the development of a complete community with transit-supportive densities in the Secondary Plan Area. The Study will evaluate sustainable

land use, urban design, transportation, and municipal services to inform the preparation of the Secondary Plan.

Located between historic Markham Village and historic Unionville Village on Highway 7, the Secondary Plan Area forms an important part of an east-west thoroughfare and transit route for Markham. The Secondary Plan Area is defined by the Stouffville GO right-of-way (“ROW”) to the north and the Rouge River Greenway to the south. It extends from Austin Drive Park and Bullock Drive in the west to the back of the properties fronting Laidlaw Boulevard to the east. The Secondary Plan Area and surrounding context is illustrated in

Figure 1.

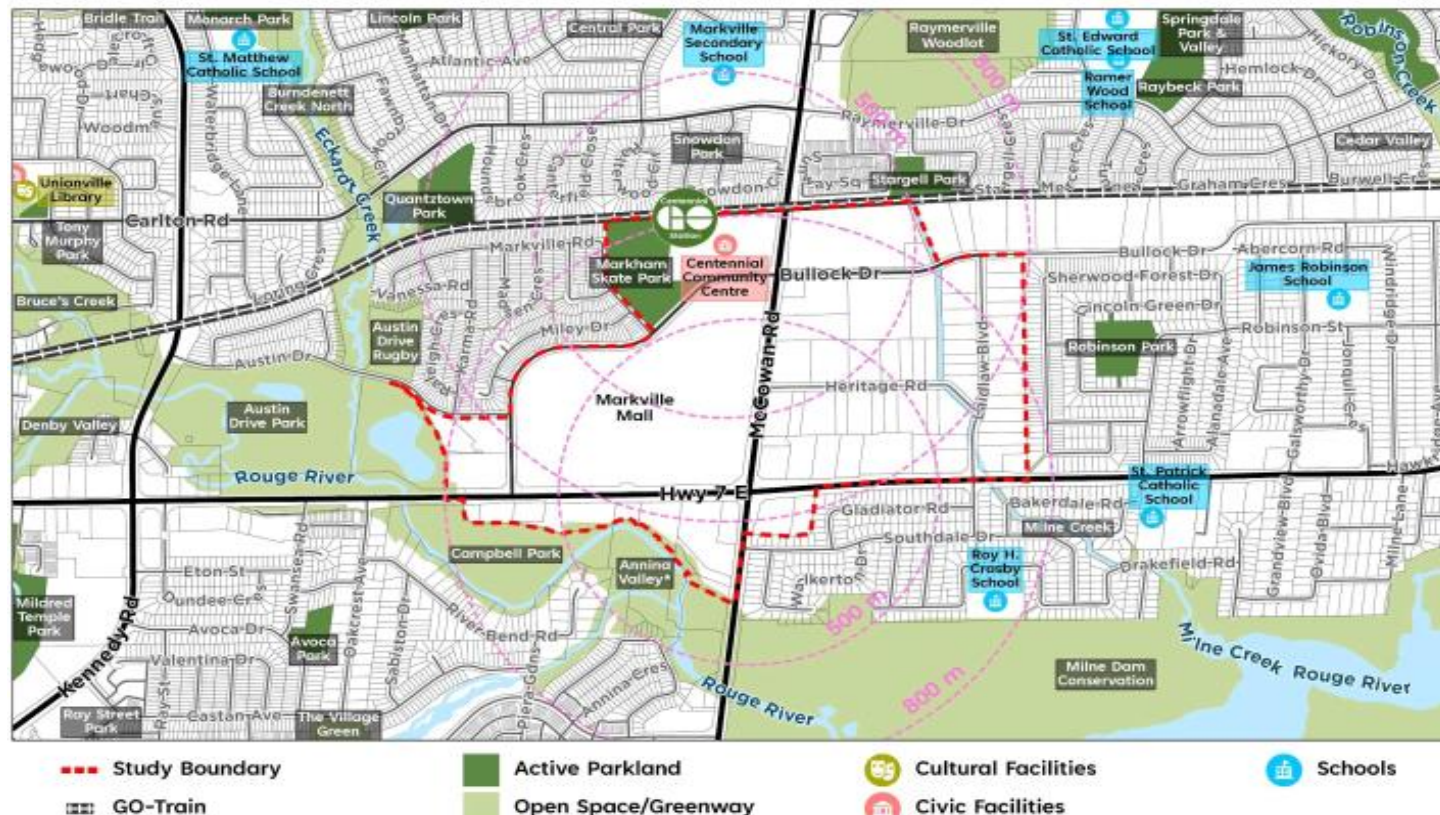


Figure 1: The Secondary Plan Area, including the existing surrounding context

1.2 Study Process

The Study process is comprised of five phases, as illustrated in [Figure 2](#). The following is a description of each phase and associated outcomes:

Phase 1: Project Initiation: Phase 1 marked the beginning of the project, where foundational activities were carried out to set the stage for the Study process. This included a Project Initiation Meeting to align the Consultant Team with City staff, followed by meetings with Communications, Chief Administrative Officer, and Commissioner to ensure all necessary expertise was onboard. The phase culminated with a kick-off presentation to the Development Services Committee (DSC), establishing the project's objectives and scope.

Phase 2: Background Review, Data Collection, and Assessment: Phase 2 focused on gathering and analyzing existing information from a land use, municipal servicing and transportation perspective to inform the project's direction. In addition, the Consultant Team finalized the Communications and Engagement Plan and supported the City's launch of the Study website page, which outlined project details and how stakeholders could stay informed and involved. Phase 2 culminated with the Existing Conditions Study which was conducted to assess the current state of the Study Area, providing a baseline for future planning and decision-making.

Phase 3: Vision and Guiding Principles, Draft Development Concept, and Interim

Report: Phase 3 was dedicated to defining the project's vision and guiding principles, which steered all subsequent engagement activities and the direction of what the Secondary Plan Area should grow into. It involved the two Community Information Meetings (CIM) on January 19, 2023 and May 24, 2023, respectively, and an Youth Engagement session, both aimed at gathering input and perspectives from diverse stakeholders. In addition, the Consultant Team delivered a to-date engagement summary report to the City as well as the Draft Interim Report which presented a draft development concept and preliminary policy guidance for the Secondary Plan. Phase 3 culminated with a Draft Vision Statement, Final Interim Report and a presentation to the Development Services Committee.

Phase 4: Draft Transportation and Municipal Services: Analysis and

Recommendations During Phase 4, the Consultant Team finalized the Transportation Assessment, Multi-model Transportation Analysis and a Municipal Servicing Analysis. This included recommendations and policy guidance to identify the most appropriate direction when planning for growth and development in the Secondary Plan Area. Phase 4 also included the final Community Information Meeting on June 27, 2024, where agencies, stakeholders and the public provided input into the emerging development concept

which would subsequently become the Refined Plan in the Final Study Report.

Phase 5: Refined Plan and Final Reports:

This Report will encompass **Phase 5** deliverables and will identify the final Refined Plan and policy recommendations. This is inclusive of a Community Facilities and Services Report, the Multi-Model Transportation Report, the Future Municipal Servicing Conditions Assessment Report and the Urban Design Report. In addition, the Final Study Report to DSC will provide the necessary policy guidance to prepare a Secondary Plan for the Secondary Plan Area.

1.3 Report Purpose & Structure

The Final Study Report is intended to summarize all of the work of the Study in one document, establishing the Refined Plan for the Secondary Plan Area, provide concise summaries of the results of transportation and servicing modeling for the Refined Concept Plan and policy recommendations to implement the Refined Plan in the text of the future Markville Secondary Plan. This Report will be submitted to City staff as well as the DSC for review and feedback that will be used to confirm the final Secondary Plan.

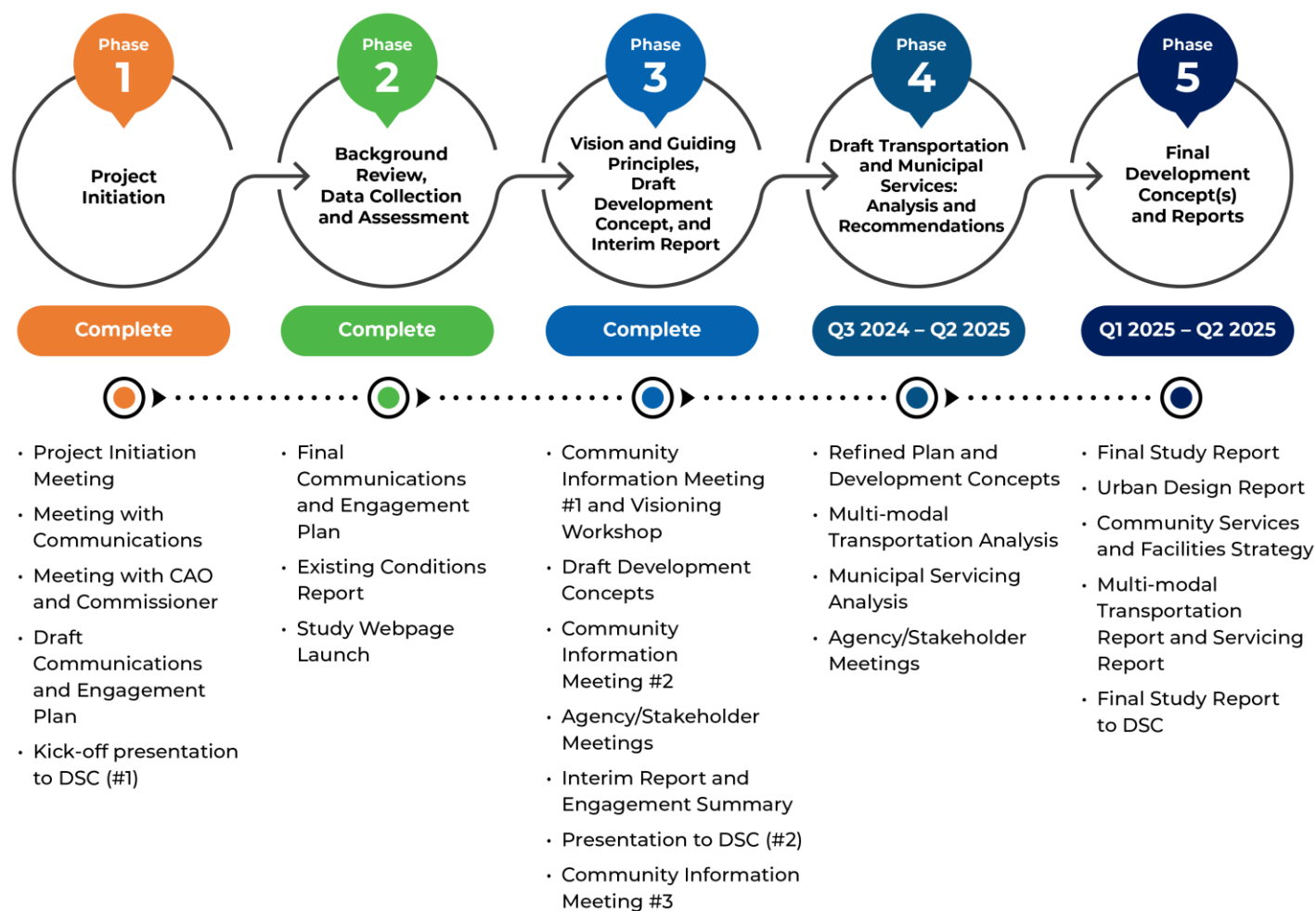


Figure 2: Markville Secondary Plan Study Project Timeline

2 Policy Context

There are multiple existing Provincial and local plans and policies in place guiding land use and development in the Secondary Plan Area. These plans and policies set the context and expectations for land use planning, sustainable economic development, healthy natural environments, and fair, open, and accessible planning processes both today and in the future. This includes but is not limited to the following:

- » **Planning Act** establishes the framework for land use planning in Ontario;
- » **Provincial Planning Statement, 2024 (PPS, 2024)** sets the foundation for regulating the development of all land in Ontario. All land use planning matters are required to be consistent with the PPS, 2024;
- » **Conservation Authorities Act** provides direction for managing renewable and natural resources, protecting people and property through an approach that is built around the management of watersheds;
- » **Ontario Heritage Act (2005)** protects heritage buildings and structures;
- » **York Region Official Plan (2022)**, approved by the Province in November 2022 and downloaded to the City in July 2024, provides policies that direct growth and support the development of health and complete communities;

- » **City of Markham Official Plan (1987 and 2014)** sets out land use policies to guide future development and manage growth in the City of Markham; and
- » **Other key policy drivers** including the York Region Transportation Master Plan, 2022, and the York Region Water and Wastewater Master Plan, 2022.

These plans and policies have been reviewed for their relevance to the Secondary Plan Area. This review and analysis can be found in the Existing Conditions Report.

Since the release of the Interim Report for this Study, there have been several key changes to Provincial legislation and local plans which reorient the guiding framework for land use and development in the Secondary Plan Area:

- » On October 20th, 2024 the PPS, 2024 came into force and effect, subsequently repealing the A Place to Growth: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”) and replacing the Provincial Policy Statement, 2020 (the “PPS, 2020”).
- » Bill 185 the *Cutting Red Tape to Build More Homes Act, 2024* and Bill 97 the *Helping Homebuyers, Protecting Tenants Act, 2023* introduced changes to planning responsibilities given to upper-tier municipalities and the new definition of “area of employment” in the *Planning Act*.

The section below will succinctly summarize changes from the PPS, 2024 and *Planning Act* as well as establish the baseline Provincial and local policy framework in-effect that should be considered in planning for the Secondary Plan Area.

2.1 *Planning Act*

All municipal planning policies and decisions in Ontario flow from the Provincial planning framework, with the *Planning Act* as the primary statutory legislation. The following amendments to the *Planning Act* made in 2024 are relevant to the Study.

2.1.1 Employment Areas

On October 20th, 2024, significant changes were made to the *Planning Act*, particularly regarding the new definition of "area of employment". The new definition reduces the permitted uses in designated employment areas, specifically excluding uses like office, institutional, and commercial (retail) uses unless they are associated with a primary employment use. These changes are part of the broader PPS, 2024, which now permit removal of lands from employment areas through conversions outside of a municipally led comprehensive review as per policy 2.8.2.5 (see [Section 2.2](#) of this Report for further details on employment policies within the PPS, 2024).

The new definition impacts how municipalities designate and protect employment areas in their official plans. In the case of the Secondary Plan Area, lands previously designated as

employment areas may no longer meet the new criteria, potentially affecting long-term employment needs and community development. More specifically, lands located within the Bullock Employment Area do not comply with this new definition.

Additional provisions are included under Section 1, sub. (1.1) and (1.2) of the *Planning Act* to allow for the continuation of lawfully established excluded uses, but with the requirement that Official Plan policies do not allow further introduction of institutional, stand-alone commercial, retail, and office uses within an "area of employment".

2.1.2 Parking Minimums in Major Transit Station Areas

On June 6, 2024, the Cutting Red Tape to Build More Homes Act, 2024 (also known as Bill 185) received Royal Assent introducing fundamental amendments to the *Planning Act*. Key changes to vehicular parking requirements were brought forward through new subsections 16(22) to (23) and associated revisions to Section 34, which restrict official plans and zoning by-laws from imposing minimum vehicular parking requirements in Protected Major Transit Station Areas. This policy also applies to existing or planned higher-order transit that meet certain criteria. Similarly, new subsections 16(24) and 34(1.3) prevent official plans and zoning by-laws from implementing minimum vehicular parking requirements where the proposed municipal parking standards exceed the minimum prescribed vehicular parking requirements.

2.2 Provincial Planning Statement, 2024

On October 20th, 2024, the Provincial Policy Statement (PPS, 2020) and the Growth Plan for the Greater Golden Horseshoe were consolidated into a single document known as the Provincial Planning Statement, 2024. The PPS, 2020 and Growth Plan have since been repealed and are not applicable in planning matters across Ontario, except within the Greenbelt Plan Area.

The PPS, 2024 comprises five sections: Building Homes, Sustaining Strong and Competitive Communities (Chapter 2.0), Infrastructure and Facilities (Chapter 3.0), Wise Use and Management of Resources (Chapter 4.0), Protecting Public Health and Safety (Chapter 5.0), and Implementation and Interpretation (Chapter 6.0). Listed below are highlights of new or revised policy directions in the PPS, 2024, which are most relevant to the planning framework of this Study.

2.2.1 Strategic Growth Areas

Section 2.4.1 of the PPS, 2024 provides general policies for Strategic Growth Areas which are prescribed settlement areas, nodes and corridors, and other areas that have been identified by municipalities to accommodate growth (i.e., major transit station areas, existing and emerging downtowns, existing or planned higher order transit corridors).

Planning authorities are encouraged to accommodate growth and development within

Strategic Growth Areas in addition to supporting the achievement of complete communities within identified areas. The PPS, 2024 provides further direction to planning authorities to accommodate intensification and higher-density mixed uses in a more compact built form. In doing so, the PPS, 2024 supports the redevelopment of commercially-designated retail lands, to accommodate for mixed use residential lands as per **Policy 2.4.1.3 (e)**. Given the Secondary Plan Area is characterized by commercial and retail uses, the PPS, 2024 provides for consideration in redevelopment and intensification.

2.2.2 Major Transit Station Areas

Strategic Growth Areas include major transit station areas (“MTSA”) which is a concept carried forward into the PPS, 2024 from the Growth Plan. Municipalities are required to delineate boundaries of MTSA’s on higher order transit corridors in addition to planning for the following minimum density targets:

- » 200 residents and jobs combined per hectare for those that are served by subways;
- » 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
- » 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

As per **Policy 2.4.2.6**, MTSAAs should be planned and designed to support transit use and facilitate multimodal access by establishing connections to local and regional transit services, providing infrastructure for various mobility needs and including areas for commuter pick-up and drop-off. In addition, as per **Policy 2.4.2.3 (b)**, planning authorities are encouraged to support the redevelopment of surface parking lots within major transit station areas including commuter parking lots, to be transit-supportive and promote complete communities.

Within the City, there are 22 MTSAAs that are delineated within the York Region Official Plan, of which is the special policy area McCowan Road BRT MTSA. This area is intended to support higher-density development and mixed use projects to promote transit-oriented communities. As such, the appropriate direction in planning for MTSAAs is summarized in this report.

All 22 MTSAAs in the City are Protected MTSAAs, in accordance with Section 16(15) of the Planning Act and are therefore areas where the City can introduce Inclusionary Zoning policies to facilitate affordable housing.

2.2.3 Employment Areas

As mentioned above, key changes to the *Planning Act* included an amended definition of “area of employment” and transitional provisions for municipalities to adopt this new definition. The PPS, 2024 aligns with this new definition and provides specific direction to planning authorities under **Policy 2.8.1**, Supporting a Modern Economy. As such and per **Policy 2.8.2.2**, planning authorities must protect employment areas located near major goods movement facilities and corridors, ensuring these areas are used for employment purposes that require such locations.

Under the amended definition and **Policy 2.8.2.3**, manufacturing uses, warehousing uses (including uses related to the movement of goods), and research and development in connection with manufacturing are the primary uses permitted within an “area of employment”. Commercial uses, including stand-alone retail and stand-alone office uses, residential uses and institutional uses (e.g., schools and day cares) have been explicitly identified as uses not permitted within an “area of employment”. Removal of employment lands are subject to criteria which must demonstrate there is an identified need for the removal and the land is not required for employment area uses over the long term.

The Bullock Drive Employment Area is identified as important part of the Secondary Plan Area's economic competitiveness. As per the new "area of employment" definition and transitional provision, this area can still be considered an area of employment should the City choose to adopt an Official Plan Amendment as provided in the Planning Act. Specifically, the Planning Act provides that a municipality can adopt an OPA that recognizes lawfully existing uses in an employment area that do not meet the Planning Act's definition of "Area of Employment" to be considered part of that Area of Employment. Given the concentration of automotive-related businesses and other population-serving employment, the current uses in place do not conform to the new definition and are as such considered legal non-conforming uses which are subject to be amended through Official Plan processes to be considered Area of Employment Uses or non-employment uses. Please refer to [Section 8.7.2](#) of this Report which includes recommendations for an Area and Site Specific Policy for the Urban Employment District and Highway 7 East Corridor District and recognizes that further study of these areas is required.

2.3 York Region Planning Authority

On July 1st 2024, changes to the *Planning Act* through Bill 185 took effect and removed the planning responsibilities for the Regional Municipality of Peel, Regional Municipality of Halton and Regional Municipality of York. As such, all three municipalities were officially known as *upper-tier municipalities without planning responsibilities*.

Currently, York Region's role as an approval authority on land-use matters is no longer in effect. The York Region Official Plan (YROP) has now become a local official plan, together with the Markham Official Plan (2014). Markham City Council is now the approval authority for planning processes including but not limited to, Official Plan amendments, growth forecasting, servicing allocation, and density targets.

3 Existing Conditions

This section provides a high-level overview of existing conditions in the Secondary Plan Area. This overview was informed by significant background research and analyses undertaken by the Project Team in earlier phases of the Study. The documents summarized in this section includes the following:

- » Land Use & Existing Conditions Report;
- » Existing Municipal Servicing Conditions Assessment Report; and
- » Baseline Transportation Conditions Assessment Report.

The reports listed above establish a baseline understanding of the existing conditions in the Secondary Plan Area and sets the stage from which to address future change and aspirations with respect to the Secondary Plan Area. The existing conditions and opportunities for change are also reflected in the Refined Plan in [Section 7](#) and the policy recommendations in [Section 8](#) of this Report.

3.1 Land Use & Existing Conditions Report

The Land Use & Existing Conditions Report (the “Existing Conditions Report”) served as a baseline inventory of existing conditions, policies, resources and documents, demonstrating the breadth of Provincial, Regional, and local policy that the Secondary Plan must be consistent with and conform to. The Existing Conditions Report considered:

- » Land use and built form;
- » Existing employment and business opportunities;
- » Inventory of community assets, including parks, cultural and civic facilities, and schools;
- » Natural and cultural heritage assets in the Secondary Plan Area; and
- » Public realm and urban design analysis.

Overall, the analysis of existing conditions within the Secondary Plan Area identified opportunities to address and enhance, where appropriate, increased built form densities, public realm and potential connections, transportation network, and overall pedestrian experience for visitors and residents within the Secondary Plan Area. At the same time, there is a need to protect the existing employment uses to maintain and enhance natural and cultural heritage resources, and address servicing and infrastructure needs to ensure that, over time, the Secondary Plan Area can accommodate planned growth.

3.1.1 Land Use and Built Form

The existing physical form of the Secondary Plan Area is characterised by an autocentric area with a block pattern that is comprised of a mix of large, medium and long angular parcels defined by public streets, natural heritage areas and the rail right-of-way defining the northern boundary.

Key Findings

There is an opportunity for re-development and intensification to respond and align with the policy context for the Secondary Plan Area to accommodate a mix of uses with higher densities that leverages multi-modal transportation options and higher-order transit facilities, with the objective of creating a complete community.



Figure 3: Example of auto-related business in the Bullock Drive Employment Area

3.1.2 Existing Employment and Business Opportunities

The Bullock Drive Employment Area is an important part of the City's economic competitiveness. It provides space for local small businesses that support both employees and residents in Markham. It is one of the lowest density Employment Areas in the City, and there are no vacant lands in the Bullock Drive Employment Area. Any new development within the Bullock Drive Employment Area would need to be accommodated through intensification of existing sites.

There is a need to protect employment functions in the Bullock Drive Employment Area and the Secondary Plan Area more broadly, while also satisfying policy expectations for complete communities that are accessible, dense and walkable. The population growth forecast within the Secondary Plan and introduction of a mix of uses adjacent to the Bullock Drive Employment Area will create opportunities to strengthen the connection to the area by accommodating businesses serving the growing local population.

Key Findings

There is an opportunity to intensify the Bullock Drive Employment Area through the redevelopment of, or addition to, existing buildings. The size of existing buildings and units are well suited for population-serving industries and small-scale manufacturing. Given the concentration of automotive-related businesses and other service-type companies, there should be a focus on retaining these types of uses in the Secondary Plan Area, with a focus on complementary industries in micro-manufacturing, technology and creative industries. Moving forward, the policy framework should be flexible to accommodate different employment opportunities at reasonable employment densities.

It is important to note that the updated definition of "area of employment" in the *Planning Act* and Provincial Planning Statement, 2024 (PPS, 2024) excludes stand-alone commercial and institutional uses, including office and retail, from employment areas. This change necessitates careful consideration to ensure compliance with the new policy framework while planning for future employment opportunities. Given that multiple businesses within the Bullock Drive Employment Area do not adhere to this new definition, the land use designations will need to be reviewed for consistency with legislation. Although some existing employment uses will not meet the PPS, 2024's definition of "area of employment", these uses nevertheless provide jobs, serve the existing population, and will service future residents of the Markville area.

3.1.3 Inventory of Community Assets

Through an inventory of existing parks, recreation facilities, public libraries and schools within the Secondary Plan Area and surrounding vicinity, the Existing Conditions Report found that there are several opportunities to implement recommendations from the City's 2019 Integrated Leisure Master Plan to bolster existing community facilities and park infrastructure. Further work with respect to community facilities was completed as part off the Community Facilities and Services Study and is summarized in [Section 7.5](#) of this Report.

Key Findings

The Secondary Plan Area is currently served by the Markham Centennial Park, consisting of a variety of amenities such as a skateboard park and baseball diamonds. Centennial Community Centre is also located in the Secondary Plan Area, offering an indoor aquatic centre, a single pad arena, fitness centre, and more. At present, there are no public libraries or schools, with the exception of one private school and some smaller-scale private educational service providers. Potential new school locations have been identified in the Refined Plan in [Section 7](#) below, in coordination with the York District and York Catholic District School Boards. New growth within the area will provide an opportunity for new schools, parks, amenities, and other community facilities to serve the community.



Figure 4: Centennial Park Skatepark

3.1.4 Natural and Cultural Heritage Assets

Natural heritage features within the Secondary Plan Area are limited primarily to a portion of Milne Creek and individual residential trees. The Existing Conditions Report considered specific enhancement opportunities and constraints related to naturalizing Milne Creek (see Figure 5) and its floodplain that can be achieved through a variety of planning tools.

In terms of cultural heritage resources, the Report explores the cultural history within the Secondary Plan Area, including the identification of one built heritage resource: the Sabiston House located at 5011 Highway 7 East, as shown in Figure 6, which was designated in 2024. Additional information on cultural heritage resources can be found in the Cultural Heritage Impact Assessment Report in [Appendix D](#).

Key Findings

The recommendations for Milne Creek will focus on opportunities to provide pedestrian connections to Milne Creek, and opportunities to naturalize and enhance Milne Creek, protecting key hydrologic features and their functions. Future archaeological assessments in support of future development applications may be required to confirm areas with archaeological potential. It is also important to protect and enhance existing cultural heritage resources in the Secondary Plan Area through tools available to the City through the *Ontario Heritage Act*.



Figure 5: Milne Creek



Figure 6: Sabiston House

3.1.5 Public Realm and Urban Design

complexity of small and medium-footprint street related buildings.

The Secondary Plan Area includes a mix of large, medium, and long angular parcels. The CF Markville mall is an example of a large parcel. The existing street and block pattern consists of a limited network of public streets and large irregular blocks designed for auto-oriented uses. Existing buildings generally do not have a direct relationship with the street and are often set behind surface parking lots or have large informal landscaped frontages. Landscape setbacks are a defining feature of the Secondary Plan Area, which assist in partly counterbalancing the significant extent of surface parking that currently exists in the Secondary Plan Area.

Key Findings

Redevelopment will provide opportunities for new streets and the redesign of existing ones. The support of active transportation should be emphasized as a way to provide a variety of ways to move both within, to and from the Secondary Plan Area. Priorities may include consistent and widened sidewalks, tree plantings, pedestrian lighting, benches, green infrastructure, cycle infrastructure and other amenities. There are also opportunities to enhance and extend landscape setbacks by preserving and extending these features and combining them with active transportation or stormwater management. Future built form infill can be expected to create a sense of animation along the street edges and integrate a greater

3.2 Existing Municipal Servicing Conditions Assessment Report

Forecasting municipal services for the future is a key exercise to help plan for robust systems that deliver reliable services to current and future residents. The Existing Municipal Servicing Conditions Assessment Report (the “Municipal Servicing Report”) documents the existing municipal servicing conditions and is comprised of three Volumes. The Municipal Servicing Report provides an understanding of the existing services in the Secondary Plan Area and will inform what improvements, or enhancements to these systems, will be required once the final Refined Plan for the Secondary Plan Area is developed. The three Volumes include:

- » **Volume I:** Water Distribution System documenting the water calibration and validation as well as the water modelling tasks completed to analyze the existing conditions.
- » **Volume II:** Sanitary Collection System documenting the sanitary sewer modelling to analyze the existing conditions.

- » **Volume III:** Stormwater Management System includes a review and evaluation of the capacity of the major and minor storm systems and existing stormwater management (SWM) facilities within the Secondary Plan Area, external lands serviced by the Secondary Plan Area, and identifies any deficiencies. In addition, the hydrology and hydraulic models for Milne Creek and Rouge River were reviewed and updated, and the flood conditions for the watercourses within the Secondary Plan Area were evaluated to identify flood prone areas.

The findings of each Volume are described below at a high-level, summarizing key information that informed the Refined Plan. Further considerations for future servicing needs are summarized in [Section 7.8](#) of this Report.

3.2.1 Volume I: Water Distribution System

Based on the hydraulic simulation conducted using the InfoWater model provided by the City and updated by WSP, the hydraulic performance of the existing water distribution system in PD5B and PD6RC is as follows:

- » The service pressure is expected to range between 189 kPa to 741 kPa within PD5B and from 341 kPa to 777 kPa within PD6RC. A few junctions in PD5B with low elevation and junctions in PD6RC closed to the zone boundary along Highway 7 East were simulated with high pressure; while a few junctions in the neighbourhoods located at the southeast corner of McCowan Road. and 14th Avenue and near the intersection of Church St. and 9th Line with high elevation were simulated with pressure below 275 kPa under PHD condition.
- » Available fire flows simulated in the model ranged between 13 L/s and 770 L/s in PD5B and between 28 L/s and 245 L/s in PD6RC. Low fire flow was simulated on dead end junctions and on watermain equal or smaller than 150mm.
- » Pipe results for the network indicate that most of the existing watermains within PD5B and PD6RC, in specific, within the Secondary Plan Area, can operate with a headless gradient below 2m/km. High headloss was simulated on the pumping

station discharge of the Markham PS 16th Avenue.

- » The primary supplies to the Secondary Plan Area are via Kennedy Pumping Station and the Milliken Pumping Station, serving as a backup for each other to ensure continuous water supply to PD5B and PD6RC. The storage capacities of the Markham PD5 and PD6 reservoirs are adequate to meet the existing demand under all demand conditions.

Key Findings

As a result of the modelling and research conducted as part of Volume I, no significant network bottleneck for the water distribution system in PD5B and PD6RC was identified under the existing conditions.

3.2.2 Volume II: Sanitary Collection System

To prepare Volume II, the baseline model provided by the City from 2019 was updated based on the new development applications approved since the baseline model was last developed. The updated baseline model was validated against the latest flow monitoring data to determine if it accurately reflects the real-world conditions. The performance analysis results of the sanitary sewer system under the dry weather conditions, 25-year design storm, and 100-year design storm were reviewed to identify the locations with potential basement flooding issues and sewer capacity constraints.

Key Findings

Key findings presented in Volume II include:

- » The results under the dry weather condition indicated that the system meets the Level of Service (LOS) requirement for the area.
- » The results under the 25-year design storm suggested that the system does not meet the LOS requirement as the sewers were surcharged along Higginson Drive, Bullock Drive, and Heritage Road. However, freeboards of 2 meter or greater were maintained at all maintenance holes, except for those that are shallow (that is less than 2 meter deep).
- » The system under the 100-year design storm showed more surcharging when compared to the 25-year design storm, however, the system met the LOS requirement as the HGL freeboards of 2 m or greater were maintained at all maintenance holes, except for those that are shallow.

Volume II found that under the dry weather condition, the system meets the Level of Service requirements. The results under the 25-year design suggested that the system does not meet the Level of Service requirement with surcharges along Higginson Drive, Bullock Drive, and Heritage Road.

3.2.3 Volume III: Stormwater Management System

The stormwater management components of the existing conditions analysis included a review and evaluation of the capacity of the major and minor storm systems and existing SWM facilities within the Secondary Plan Area and external lands serviced by the Secondary Plan Area, and identification of deficiencies if any.

In addition, the hydrology and hydraulic models for Milne Creek and Rouge River were reviewed and updated, and the flood conditions for the watercourses within the Secondary Plan Area were evaluated to identify flood prone areas. Volume III included a brief description of the storm system, updates on hydrology and hydraulic models, and the results of the servicing condition assessment.

The updated PCSWMM model was simulated for all storm events (2-, 5-, 10-, 25-, 50-, 100-, and 350-year) with the Markville Centre SWM Pond in-place. For the simulation of Regional Storm event, the Markville SWM Pond was removed.

Key Findings

The capacity analysis indicates that, based on City of Markham's Design Criteria, the storm drainage system within the Secondary Plan Area, generally, does not have adequate capacity to convey the flow from the contributing area to the SWM Pond or storm outfalls. Portions of the storm pipes will

surcharge during the storm events with 2-year to 5-year return periods or above.

Road ROWs will flood at some locations during the 100-year storm event.

Markville Centre SWM Pond was designed to provide water quality and erosion control only for the contributing drainage areas. As expected, the capacity analysis indicates that the Markville Centre SWM Pond does not provide (post- to pre-) peak reduction benefits.

By comparing the determined flow rates at Rouge River with those from the current Toronto and Region Conservation Authority ("TRCA") PCSWMM model, the changes in the peak flow rates are considered negligible and impacts on the Regional flood elevation are minimal. There is no necessity to update the MIKE FLOOD 2D model for the Unionville SPA.

The preliminary analysis indicates that there are minor increases in the Regional flows at upper reach of Milne Creek, while the Regional flows at the lower reach of Milne Creek are decreased. Therefore, the flow data file of the HEC-RAS model for the Milne Creek updated accordingly. The flood elevations north of Heritage Road are marginally raised due to the increased flow rates. The Regional flows are generally contained in the creek and there is no spill to adjacent properties. Overtopping will occur during the Regional storm at Bullock Drive and Drakefield Road.

3.3 Baseline Transportation Conditions Assessment Report

The Baseline Transportation Conditions Assessment Report summarizes the existing transportation network conditions and applicable policy context in the Secondary Plan Area. The review of the existing transportation network identified several gaps and deficiencies, for which there are corresponding opportunities to consider through the course of the Study.

The identified gaps and deficiencies in the existing network for transit, cycling, and pedestrian facilities are as follows:

- » The Stouffville GO Line Expansion will provide more frequent service and a higher number of weekly trips. Out of the existing local routes serving the Secondary Plan Area, the Centennial GO Station can be accessed using the 129 A (TTC – Toronto Transit Commission) and York Region Transit (YRT) Route 40. Neither route goes into the Centennial GO Station. People seeking to access these routes must walk to Bullock Drive or McCowan Road. This poses a limitation to those who are using YRT/Viva routes for commuting, as they would have to walk further to access GO Transit.

- » There are no dedicated cycling facilities within the Secondary Plan Area. This key network gap limits connections to the greater active transportation network, as well as access to future transit facilities along both McCowan Road and Highway 7.
- » The Baseline Transportation Conditions Assessment Report describes sidewalk gaps identified in the Sidewalk Network Completion Program. The sidewalk gaps identified will limit connections to nearby trails, as well as future cycling and transit facilities.
- » York Region has identified McCowan Road (Major Mackenzie Drive to Steeles Avenue) as a Bus Rapid Transit (BRT) route, subject to further study. If implemented, the McCowan Road BRT would provide a convenient route between Markville and Toronto. However, many local east-west routes provide Rush Hours Only or Mobility on Request (MOR) service. This level of service may limit how many people have access to the McCowan Road BRT.

The Baseline Transportation Conditions Assessment also recognizes the transportation network development opportunities that would accommodate both existing and future population growth, anticipated in areas such as Markville and the Bullock Drive Employment Area.

Key Findings

There are many transportation network development opportunities for further consideration in the next phase of the Study process and to further inform the development of the final Refined Plan. Key findings and opportunities for further consideration include:

- » Improving the existing local transit service running east-west to ensure commuters have access to the proposed McCowan BRT without relying on parking;
- » Expanding the service range of local transit routes to include the Centennial GO Station, which would support usage of the Stouffville GO Line when expansions are completed;
- » Upgrades to cycling and sidewalk facilities that enhance connections to existing trails and transit facilities;
- » Strategies to contribute to the City of Markham's leadership in Transportation Demand Management (TDM);
- » Road network improvements to accommodate Major Transit Station Area (MTSA) growth;
- » Intersection improvements for McCowan Road at Highway 7 to ease congestion;
- » Greater connectivity across the road network within the Secondary Plan Area; and
- » Explore parking reduction strategies to avoid surplus parking spaces and align with the City's Official Plan.

The feasibility of the future transportation network to accommodate the projected growth in the Secondary Plan Area was analyzed as of the Transportation Analysis prepared in support of the Refined Plan and summarized in **Section 7.7** of this report.

4 Consultation & Engagement

A variety of engagement approaches were used throughout Phases 1 to 4 of the Study. The following subsections provide an overview of those approaches used to connect with stakeholders and the Markville community.

Several tools and methods were used by the City to notify the public about the Study and provide opportunities to get involved and inform the Study. This includes:

- » Mobile Signs;
- » Flyers;
- » Contact Centre Messages;
- » Social Media;
- » **Your Markville** project webpage;
- » Councillor Newsletters;
- » Electronic Information Boards; and
- » 407 ETR Billboards.

A comprehensive description of the tools and approaches utilized, feedback received, and details about the engagement program, is provided in the Engagement Summary Reports #1, #2, and #3 which are included as **Appendix E**, **Appendix F** and **Appendix G** to this Report. This subsection presents a summary of what we heard and how the input received informs the Refined Plan for the Secondary Plan Area.

4.1 Overview of Consultation & Engagement

As described, a variety of engagement tools and approaches have been used to gain input for the Refined Plan and Policy Recommendations. Engagement and consultation conducted to date, both before and after the release of the Interim Report in December 2023, includes:

Through the engagement and consultation events, important feedback was received by the Project Team that helped inform the Refined Plan and Policy Recommendations. Engagement initiatives undertaken by the City and Project Team are summarized in **Table 1**.

The subsection below will be a comprehensive review of the consultation work conducted since the Interim Report was completed and an overview of key themes and what was heard overall.

Table 1: Summary of Phase 1 to 4 Consultation

Engagement Activity	Engagement Highlights	Dates
Online Engagement	15,000+ total visits 2,900 informed visitors 9,700 aware visitors	January 2022 – November 2024
Youth Visioning Workshop	57 grade 9 students	November 17, 2022
Youth Focus Group	18 grade 7 to grade 12 students	July 11, 2023
Community Information Meeting #1	85 participants	January 19, 2023
Public Visioning Workshop (Virtual)	90 participants	February 3, 2023
Community Information Meeting #2	40+ participants in-person and 30+ participants virtually	May 24, 2023
Councillor Hosted Community Meeting (In-person/Virtual)	50+ participants	January 25, 2024
Residents Association Meeting (In-Person)	Included participation of Residents Association membership	April 9, 2024
Community Information Meeting #3	100 participants	June 27, 2024
Agency and Stakeholder Engagement	3 meetings with City Staff and Agencies and Landowners and Residents Associations	June – July 2024
Written Submissions	8 letters submitted by landowners and interested parties	

5 Key Themes & What We Heard

The Community Information Meeting #3 (CIM #3) was organized in response to feedback from CIM #1 and CIM #2 where residents requested more information and consultation opportunities. Additionally, an Agency and Stakeholder meeting was conducted simultaneously as the CIM #3 which included three separate discussions with agencies and stakeholders. The Agency and Stakeholders meeting and CIM #3 provided further engagement opportunities for key stakeholders and residents involved in the Markville Secondary Plan Study.

The primary objectives of these meetings were to facilitate targeted discussions and gather input on the Emerging Concept plan that was presented to the Development Services Committee in December 2023. Key themes that emerged from the Agency and Stakeholders Meeting and the CIM #3 include the following:

- » Land Use
- » Transportation
- » Community Services and Facilities
- » Parks and Open Space
- » Built Form
- » Servicing and Infrastructure

The following is what we heard from the Agency and Stakeholders Meeting and the CIM #3:

5.1 Land Use

Participant comments were focused on advocating for a comprehensive and sustainable development approach in the Secondary Plan Area. Feedback received fell roughly in the following sub-themes.

Diversifying Commercial Areas

- » Participants suggested introducing more diverse uses at Markville Mall, such as community centers or residences.
- » Support an appropriate balance of employment and residential uses and emphasize transit-oriented development.
- » Develop the north and south frontages along Highway 7 for non-residential or mixed-use purposes.
- » McCowan Road and Highway 7 area is an opportunity to be a commercial hub, growing to bring more businesses to the area and support the City's economy.
- » Mixed land use can include institutional uses such as libraries, schools and community centres at the base of residential buildings.

Employment Uses

- » Avoid transitioning directly from service employment areas to high-density residential zones.
- » Increase the height of employment areas to accommodate growth and economic opportunities.
- » Maintain employment designations along Highway 7 to support local job opportunities.

Community Uses and Housing

- » Place community facilities like schools and centers closer to parks and open spaces instead of adjacent to industrial areas.
- » Balance housing with a mix of medium and high-rise options, as participants expressed concern about housing affordability. It was noted that the Emerging Concept is an opportunity to providing housing and address housing shortages.
- » Consider the increase of purpose-built residential and rental units for seniors and families, guiding development to serve families and seniors that live in condo or high-rise communities.

Implementation

- » Consider a policy that helps to manage future applications that exceed the approved Secondary Plan, for example, a policy that addresses the circumstance of when a developer applies for more density than is in the plan.
- » Distribute development along the traffic corridor rather than concentrating it around the mall.
- » Link high-rise development to the construction of the BRT system. Comments noted that population density can be limited to 100 people per hectare until BRT construction plans are finalized, to mitigate traffic and service concerns in the Markville community. Additionally, feedback noted that population density should not exceed 200 people per hectare.

5.2 Transportation

Participant comments were focused on improving connectivity, safety, parking, and transportation infrastructure within the Secondary Plan Area. Feedback received fell roughly in the following sub-themes.

Active Transportation

- » Improving cycling and pedestrian infrastructure and safety and expanding the active transportation network to encourage walking and cycling.
- » Introduce mid-block crossings along Highway 7 and McCowan for pedestrians and cyclists, considering signal timing and accessibility enhancements.

Transit

- » Enhancing public transportation services, aiming for VIVA Purple and 129A McCowan routes every 5 minutes by 2030, tailored to development milestones.
- » Increase transit signal priority on McCowan Road and Highway 7 to improve public transit efficiency, balancing concerns for vehicular traffic.
- » Propose improvements for GO station access, including surface upgrades and underpass/overpass solutions at Centennial GO station.

Vehicular Traffic

- » Address traffic congestion by separating McCowan Road and the Stouffville GO Railway in a manner similar to Milliken GO / Steeles Ave.
- » Limit McCowan and Highway 7 to a maximum of two general-purpose lanes plus bus lanes to manage traffic flow.
- » Implement a traffic improvement plan to address existing and future traffic issues along Highway 7 and McCowan Rd.
- » The study should consider additional traffic generated by the developments in the Markville Secondary Plan, the approved Mount Joy Secondary Plan, and the planned residential areas north of Major Mackenzie. As well as study cases that take into consideration the presence or absence of rapid transit improvements.

Parking

- » Ensuring an appropriate parking supply (e.g., for the mall) and avoiding spill out onto local streets, as well as considering paid parking.

5.3 Community Services and Facilities

Participant comments highlighted the need for community services and facilities, in particular schools, to meet the needs of current residents, in addition to future populations. Feedback received fell roughly in the following sub-themes.

Schools

- » Concerns were expressed for both the current and future capacity of the schools in the area and how the schools will be able to accommodate the population growth as the schools are already constrained.
- » Social services and infrastructure, like schools, hospitals, and community facilities should grow with the population and the needs of the population. Feedback requested that the City engages with medical service providers like the hospital, York Region District Schoolboard and the Province to ensure that new facilities keep in pace with population growth.
- » Comments were received on the types of schools to be planned for in the area, such as the Secondary Plan supporting both an elementary and secondary school.
- » City can explore a potential school site off Bullock.

Health and Safety

- » Concerns were expressed on public health and safety issues, as well as access to emergency services.
- » City should plan for additional hospital and medical services capacity that are needed to support the growth of the area, as comments noted that there is currently a lack of healthcare facilities.

Community Facilities

- » Community services and facilities should be coordinated with parks and open spaces in the area. Future schools can be located closer to park spaces and other community amenities.
- » City should consider opportunities for arts, community centres, library and seniors services and spaces in the Secondary Plan Area. The existing community centre, recreation areas and library can be expanded upon to meet the needs of the future population.
- » Libraries are noted to be a valued public space for community gatherings and to provide social services to the population.

- » Comments received noted that the City should undertake additional studies to ensure that proposed community facilities and services meet the needs of the current and future community. Feedback was also received regarding the details on the proposed school sites, such as the size and connections to the Secondary Plan Area, with concerns that the school block configuration may not be feasible for school development.
- » Community centres integrated into Markville Mall was noted as an opportunity for the study.
- » Opportunity for the City to have community services and facilitates that act as a tourist destination, supporting large events and gatherings.

5.4 Parks and Open Space

Participant comments focused on the need for additional well-connected parks and greenspaces throughout the Secondary Plan Area that can support a variety of activities and programming. Feedback received fell roughly in the following sub-themes.

Parkland Supply

- » Feedback was received regarding the Emerging Concept and its alignment with Provincial legislation, in particular, parkland dedication and how the proposal achieve parkland provisions.
- » Some commenters noted that parkland should be allocated at a ratio of no less than 1.2 hectare per 1000 residents, and landowners with over 5 hectares should be held accountable to the 15% parkland conveyance provision in the *Planning Act*.
- » Feedback noted that the development of parks should be coordinated with population growth and development in order to ensure greenspace is available as the community grows.

Park Types and Sizes

- » A variety of park sizes should be considered, as comments also noted that there can be opportunities for larger parks to be located within the Secondary Plan Area or park spaces to be consolidated to accommodate schools.
- » Participants suggested the City consider combining smaller parks in the area to create one space, with an opportunity for a larger park to be in the area west of McCowan.
- » Comments were received regarding park space as part of Cadillac Farview project.
- » Green spaces should be connected to each other and the surrounding area, including connections to CF Markville mall, schools, and other community services and facilities in the Secondary Plan Area. This could include a north south park connection for pedestrians though the Markville Mall area and connections with Campbell Park. Comments highlighted that community gardens, dog parks, soccer fields, spaces for youth, and pedestrian friendly design should be included when planning for parks and open spaces.

Park Design and Programming

- » Parks should be designed to support a variety of activities, such as casual spaces for social or community gatherings or celebrations and outdoor play areas.
- » Comments were received about improving the overall landscaping of the area, as good design principles should be taken into consideration with future parks and open space developments.

POPS and Other Open Spaces

- » City should explore opportunities for privately-owned-public spaces, comments highlighted the greenspace adjacent to Campbell Park is a possible opportunity.
- » Green pocket ponds should be investigated on how they can be implemented within the open spaces in the Secondary Plan Area.
- » Landmarks in the area should be taken into consideration when planning parks and open spaces, such as Milne Creek as a landmark.

Natural Heritage Areas and Flooding

- » Consideration should be given to the Official Plan requirement for a minimum of a 10 metre vegetative protection zone surrounding Valleylands.
- » Opportunities to improve and enhance current green spaces in the Secondary Plan Area should be explored, such as the areas close to Centennial and Milne Creek.
- » Comments were received regarding the location of parks within floodplain areas and in employment areas, some comments highlighted that parkland should not be in the employment areas whereas other comments appreciated the buffer of the park and the access to green spaces for those when working.

5.5 Urban Design

Participant comments were focused on the appropriate integration of taller buildings within intensification nodes and traffic corridors, while addressing concerns about their height and compatibility with existing buildings and uses. Feedback received fell roughly in the following sub-themes.

Building Heights

- » Participants suggested that intensification nodes and traffic corridors are suitable for taller buildings, such as along Highway 7 and McCowan.
- » There were concerns that the proposed 40-story building heights are too tall and incompatible with the existing built form.
- » There was sensitivity to the proposed transition from taller buildings (21-40 storeys) to mid- to low-rise areas (5-8 storeys), which was seen as jarring. Feedback included the limit of Building Heights to no more than 20 storeys throughout the entire Secondary Plan Area of the Secondary Plan.
- » Participants expressed concerns that the proposed transitioning is unsuitable and incompatible with adjacent uses, potentially impeding sightlines for traffic on major streets and creating shadows on pedestrian walkways and in low-density residential areas.
- » While the mall site can accommodate taller buildings, development should be

distributed throughout the corridors to avoid overdevelopment of the Mall site.

- » Limit or do not allow tall buildings near the Intersection of Bullock Drive and McCowan Road, and along and north of Bullock Drive to preserve the character and privacy of the existing low-rise neighbourhoods north of the rail corridor and to avoid creating sun shadows and wind tunnels.

Urban Design and Sustainability

- » Preserve the view of Markville Mall from the major streets, as the Mall is recognized as a destination.
- » City to investigate increasing the tree canopy and adding green roofs to the area to reduce the urban heat island effect, this can include low-impact design features like a green roof on the mall.
- » Continue to implement the City's Urban Design Guidelines, especially as it relates to building setbacks.

5.6 Servicing and Infrastructure

Participant comments noted that City infrastructure is to support sustainable growth, as hard services and infrastructure needs to be coordinated with the proposed growth. Feedback received fell roughly in the following sub-themes.

Coordination and Phasing

- » Participants expressed concern regarding perceived lack of coordination between the City, Region and Province when it comes to planning infrastructure to be in place to support the population growth within the Secondary Plan Area. The establishment of a population phasing policy can help to ensure alignment of phasing of development with hard and soft infrastructure. Consider using 'Hold' provisions in the zoning by-law to support this coordinated effort.
- » Connect plan progression to infrastructure readiness, such as the completion of a BRT system along Highway 7 and on McCowan Rd, grade separation of rail tracks on McCowan, frequent GO train service, as well as other essential infrastructures.
- » Infrastructure should drive development, without infrastructure growth cannot be sustained.

Sustainable Infrastructure

- » There is a need for sustainable and progressive development which provides enough service infrastructure.
- » Incorporate low-impact designs like blue-green roof systems and permeable pavements.

6 Vision & Guiding Principles

A preliminary Vision Statement was presented to the public as part of the Visioning Workshop on February 3rd, 2023, for feedback and input to confirm if the Project Team accurately captured feedback received to that date. The final Vision Statement, reflective of input received from the public and the postings on the interactive MURAL session, is illustrated in [Figure 7](#).

To support the Vision Statement, a set of Guiding Principles was developed to inform the study, and the development of the draft development options and the emerging and Refined Plan. The Guiding Principles and the direction associated to each principle are shown on the following page.

Markville will be a vibrant destination for culture and entertainment in a connected community with a mix of uses and access to frequent transit and active transportation options. The area will offer important community amenities and public spaces and preserve employment lands and economic landmarks that are an important part of the community while enhancing green spaces and sustainability.



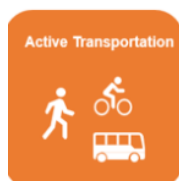
Figure 7: Vision Statement for the Markville Secondary Plan Area



“Create a complete community with a range of mixed use housing appropriately integrated with employment land uses”



“Integrate CF Markville mall through connectivity with mixed use residential in key Secondary Plan location.”



“Create pedestrian and cycling friendly streetscapes throughout the Markville Secondary Plan Area.”



“Connect and enhance parks, green spaces and the public realm to existing parks and adjacent open spaces for future and current residents and visitors.”



“Ensure interconnected and permeable complete streets that accommodate active transportation.”



“Leverage present and future higher order transit facilities and connections to them.”



“Create fiscally viable development and Affordable Housing opportunities.”



“Support the establishment of Markville as a node and key development area in Markham and York Region.”

7 Refined Plan

Through the technical work and engagement with the community and stakeholders that is summarized in [Sections 1](#) through [6](#) of this Report, the Project Team has established a base of information to inform the Refined Plan, described in detail in [Section 7](#), to be implemented through the policy recommendations provided in [Section 8](#).

7.1 Overview and Framework

The Emerging Concept and development, components which were presented at CIM #3 in Summer 2024, were guided by an overall design concept of a “public realm first” community design that centred around Green Loops connecting the various parts of the Secondary Plan Area (see Figure 8). Creating places for people first, the public realm of streets, parks, open spaces and public buildings, supports the emerging model of contemporary urban living for active, healthy, green and socially integrated communities. This approach responded to the Guiding Principles established for the Secondary Plan Area.

The Refined Plan continues this approach of putting people first but is guided by an additional layer of detail that considers the complexity of the Secondary Plan Area and its various roles and connections.

As established in [Section 2](#) of this report, the Secondary Plan Area is bounded to the north by the Stouffville GO rail corridor, which

includes the existing Centennial GO station, and to the south by Campbell Park and the Rouge River valley and is adjacent to low-rise residential neighbourhoods on all sides. Notably, the Secondary Plan Area is also bisected north-south by Highway 7, and east-west by McCowan Road. The intersection of the Green Loop approach and transit-oriented community development, necessitates the requirement for a refined urbanized Secondary Plan Structure.

The District Structure is intended to have each area, identified below, complement one another, while having their own unique attributes that set out a proposed future planning framework.

Districts are the building blocks of the Secondary Plan upon which all other final recommendations stem from and are based upon the vision and guiding principles set out through the secondary planning process.

Thus, the Refined Plan for the Secondary Plan Area is divided into smaller Districts, each with a distinct role. These roles have informed the recommended land uses, street network, parks and open space, built form and densities for various lands throughout the Secondary Plan Area.

The Secondary Plan Districts are made up of three Nodes, three Corridors, the Centennial Neighbourhood, and the Urban Employment District (see).

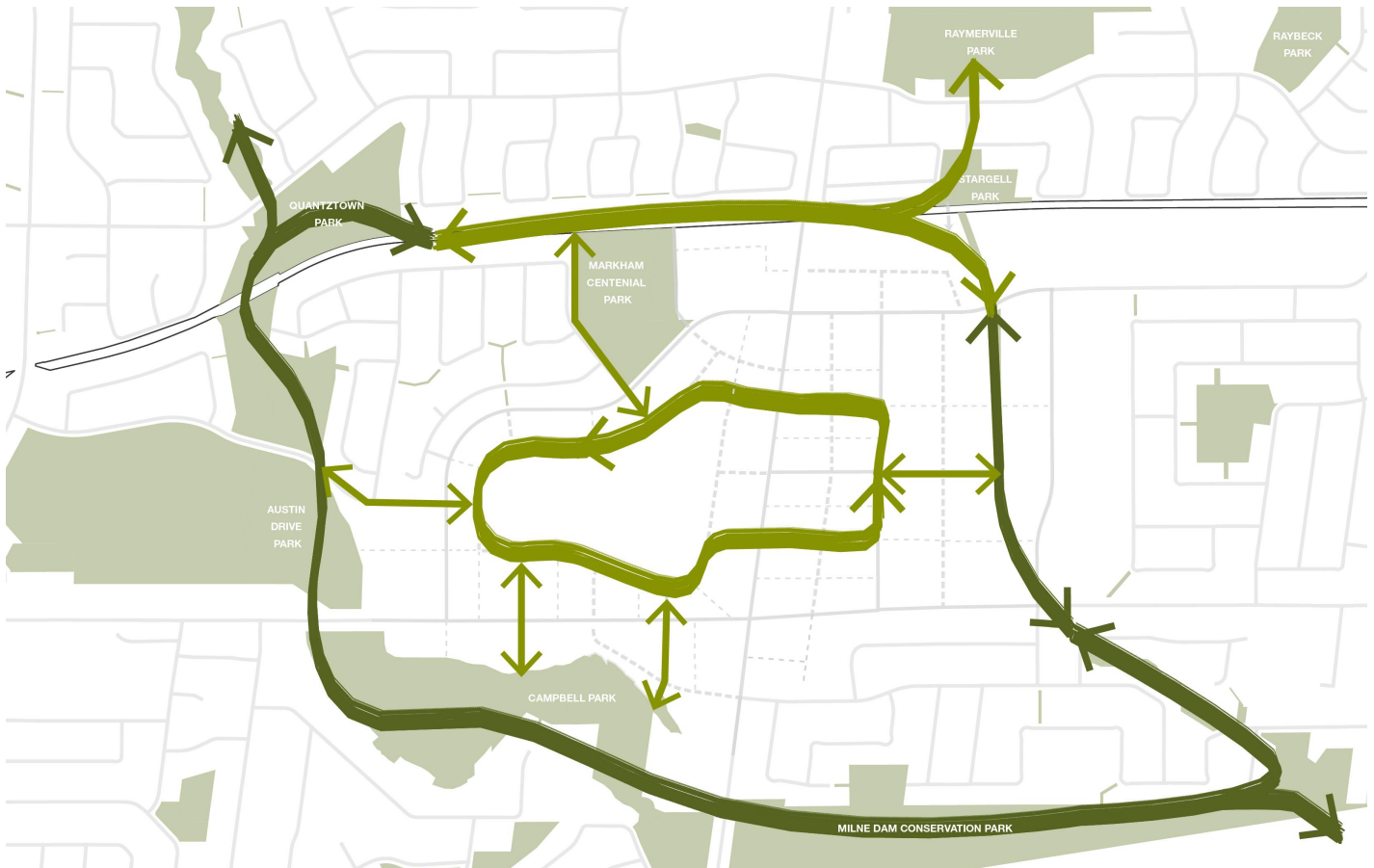


Figure 8: Green Loops

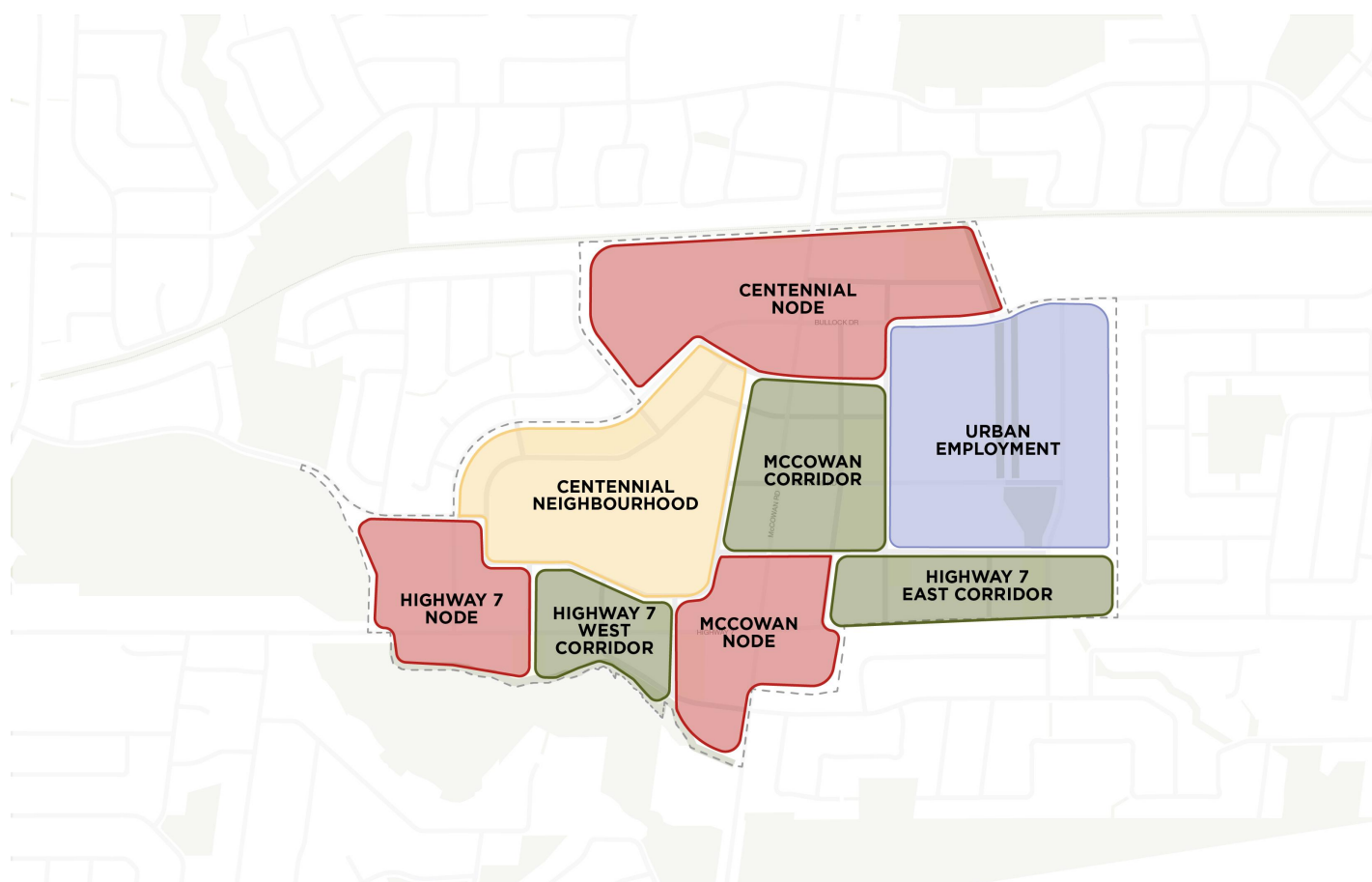


Figure 9: Proposed Districts of the Refined Plan

7.2 Markville Secondary Plan Districts

The **Nodes** are the mixed use anchors of the Secondary Plan Area, and the recommended locations of the tallest buildings and highest densities. Nodes are clustered around existing or future VIVA stops and the Centennial GO Station and are the primary gateways to the Secondary Plan Area. Buildings in the Nodes will transition appropriately to nearby residential neighbourhoods to the south, west and north of the Secondary Plan Area.

McCowan Node will anchor the three Corridors (Highway 7 West, Highway 7 East and McCowan), around the planned McCowan VIVA BRT stop, and will provide connections to the Rouge Valley and Campbell Park.

Centennial Node will be community-focused, containing the Centennial GO Station, Centennial Park, and the Centennial Community Centre.

Highway 7 Node will contain existing higher density development west of Bullock Drive and will act as a gateway to the CF Markville mall and any future redevelopment of the mall.

The **Corridors** provide mid-rise mixed use connections between the three Nodes. Development in the corridors will frame McCowan Road and Highway 7 and animate the public realm, as well as playing unique transitional roles to adjacent areas.

McCowan Corridor will be the central thoroughfare of the Secondary Plan area, as well as containing a new linear park that will be a centrepiece of area.

Highway 7 West Corridor will add further connections to the Rouge River valley and Campbell Park.

Highway 7 East Corridor is intended to support commercial uses that transition to the Urban Employment District, with at-grade retail and office uses.

The **Urban Employment District** will remain as a low-to-medium density employment area supporting a variety of industrial and commercial uses.

This District may see transformation in the future, which the City may evaluate through a City or Landowner driven exercise and implement through an Area and Site-Specific policy.

Redevelopment of lands adjacent to Milne Creek will be required to support the restoration of the Creek and the addition of a natural heritage buffer and potential multi-use trail.

The **Centennial Neighbourhood District** contains those parts of the CF Markville mall site which do not front on McCowan Road or Highway 7.

As the mall site is redeveloped over time, this Neighbourhood is intended to provide an appropriate mix of uses, including residential, commercial, office, and employment. These uses will connect amicably with the adjacent Nodes and Corridors, and transition appropriately to the residential neighbourhood on the north side of Bullock Drive.

Development of most of this District will be subject to future landowner-driven master plan exercises, to be evaluated by the City and implemented through an Area and Site-Specific policy.

7.3 Development Components

The Refined Plan (see Figure 10) has been broken down into several development components to demonstrate in more detail how the Secondary Plan can develop. These components include:

- Parks, Open Spaces, & Street Network
- Land Use
- Built Form and Urban Design
- Higher-Order Transit
- Walkable Streets
- The Green Loop
- Building Heights and Site Densities.

These plan components are further explored in the following subsections (Parks and Open Space, Land Use, and Built Form) to demonstrate how the Vision and Guiding Principles, public engagement feedback and study objectives will be achieved by the Refined Plan. These components have been informed by extensive public engagement and stakeholder input and will guide the growth and development of the Markville Study Area over several decades into the future.



Figure 10: Overall structure for the Refined Plan

7.3.1 Parks and Open Space– Refined Plan

The parks and open space network for the Refined Plan are illustrated in These maps tell the story of a community that accommodates different types and sizes of parks and open spaces and illustrates how they are proposed to be integrated into the built-out Secondary Plan Area to implement the ‘public realm first approach’. There are a total of nine new City parks proposed for the Secondary Plan Area, comprising 5.6 ha, that complement the parkland already provided by the existing Centennial Park.

For high level planning, the City’s policies encourage the provision of 0.4 ha/1000 persons in intensification areas (source: 2022 Parks Plan). To date, this formula has formed the basis for the pre-Bill 23 projection of parkland requirements in Markville within the Community Facilities and Services Report (10.6 ha). However, for planning applications, the City is limited by the post-Bill 23 provisions of the *Planning Act* in the extent of parkland it can require to be conveyed.



Figure 11: Conceptual rendering of the double park east of McCowan Road in the McCowan Corridor District

Parkland in the Refined Plan was determined by applying the alternative conveyance rate of 1 ha/600 residential units to conceptual development blocks, with the following maximum conveyance, per Section 42(3.3) of the *Planning Act*:

- » 10% of parcels of 5 ha or less.
- » 15% of parcels greater than 5 ha.

More information on the proposed park sizes can be found in [Section 8.3.2](#) of this Report.

While the Emerging Concept conceived of a series of smaller parks to the west of McCowan Road, the Refined Plan has consolidated several of the smaller park parcels into one larger linear park along Bullock Drive. The Secondary Plan Area will thus be anchored, on either side of McCowan Road, by two large parks which can offer a broad range of programming opportunities. These parks will be walkable destinations, not just to serve future residents of the Secondary Plan Area, but also residents in nearby neighbourhoods. Both large parks are also located next to proposed school blocks and community hubs (see [Figure 11](#)) and will be integral to the realization of a complete community in the Secondary Plan Area.

Beyond City-owned parkland, the Refined Plan also identifies opportunities for public plazas or squares to be incorporated into new development blocks. These spaces will supplement formal parkland by offering places for rest, recreation, and socialization that are integrated with the Green Loops and the broader public realm of the Secondary Plan

Area. Additional non-parkland open space is also identified within the Centennial Node at the north end of the Secondary Plan Area. These lands, labeled Other Open Space on [Figure 12](#), are located within the required minimum setback from the Stouffville GO rail corridor, and are a critical link within the larger Green Loop shown on Figure 8.

Improved connections to and restoration of the Natural Heritage System within and outside the Secondary Plan Area were introduced in the Emerging Concept and continue to be a key element in the Refined Plan. This is proposed to be accomplished in two primary locations:

- Milne Creek, through its restoration and/or renaturalization, and the addition of buffer lands on either side of the Creek. As Milne Creek is contained within the Urban Employment District, identification of the appropriate buffer size and avenues for restoration will be identified through further study or through any future development of the employment lands.
- Rouge River, through the restoration of natural heritage features along the southern edge of the Secondary Plan Area where it meets Campbell Park and a large wetland complex. Through development south of Highway 7, including the achievement of a new City park, new trail connections can be made to the Rouge Valley Trail system.



Figure 12: Refined Plan - Parks and Open Space Network

7.3.2 Land Use – Refined Plan

The land use framework for the Refined Plan includes an appropriate balance and mix of land uses between residential, commercial and office uses which are intended to leverage and complement the existing large retail (CF Markville Mall) and employment uses in the Secondary Plan Area. The land use framework is illustrated in **Figure 13** and delineates the proposed land uses and their relationship to each other.

Throughout the Secondary Plan Area, blocks are identified for development with a mix of uses with some planned to include residential uses and some without residential uses. In contrast, the existing community centre/Centennial GO Station block on the northwest corner of the Secondary Plan Area, within the Centennial Node district, is not planned for major mixed use or non-residential development in the near-term but will continue to support the Secondary Plan Area and should be expanded in the future to accommodate planned growth. The Centennial Community Centre block is subject to an Area and Site-Specific Policy which provides that mixed use development may be accommodated in the future as part of a comprehensive plan for the block and subject to the further study. Similarly, the existing residential block west of Bullock Drive is not planned for major redevelopment as the block is already improved with residential apartments, though redevelopment will be permitted in this block. Within all mixed use development in the Secondary Plan Area,

the Refined Plan conceives of uses that animate the street wherever possible.

The existing CF Markville mall lands in the northwest quadrant of McCowan Road and Highway 7 will retain its retail/commercial function within the planned horizon of the Secondary Plan.

In recognition that the lands in the Centennial Neighbourhood District on which the physical mall or its attached parking structure have not been considered in the planning and forecasting exercises of this Study, any future redevelopment of those lands will require further study through a comprehensive planning exercise, which has been established in the Refined Plan through an Area and Site-Specific Policy boundary. This exercise should be triggered by the proposed redevelopment of any part of the existing mall or its surrounding lands within the mall site and should demonstrate how the comprehensive redevelopment of the mall site will further the Vision and Guiding Principles outlined for the Secondary Plan.

Development blocks in the Highway 7 East Corridor are intended for commercial office uses that allow for redevelopment and intensification of lands fronting Highway 7 while providing a transition to the service employment uses in the Urban Employment District. While office uses will be permitted on all blocks designated for mixed use development in the Secondary Plan, the Highway 7 East Corridor is intended to ensure that a diverse range of employment

opportunities are supported in the Secondary Plan Area.

Three additional mixed use blocks are introduced east of McCowan Road, resulting in approximately 15.9 hectares (ha) of service employment lands to be preserved as the Urban Employment District. This approach in the Refined Plan allows for an evolution of the Secondary Plan Area that retains service employment use, but also considers future employment land uses that would complement the proposed residential uses, leverage transit facilities, and that enhance access to a broader range of employment uses. In recognition of the importance of the existing uses in the Urban Employment District and the Highway 7 East Corridor, an Area and Site Specific Policy will be applied to these Districts that requires a comprehensive planning exercise to be undertaken if lands within them are proposed to be redeveloped.

Based on the population forecasts generated by the Emerging Concept, both the York Catholic District School Board and the York Region District School Board have advised that additional schools will be needed to support the projected growth. Informed by further consultation, two school blocks have been identified in the Refined Plan, one on either side of McCowan Road. The specific built form of these schools will be determined through a later development process, but the intent of the Refined Plan is that the schools will be incorporated into mixed use developments that also act as community hubs. These hubs will support a variety of public services and amenities to serve the Secondary Plan Area.

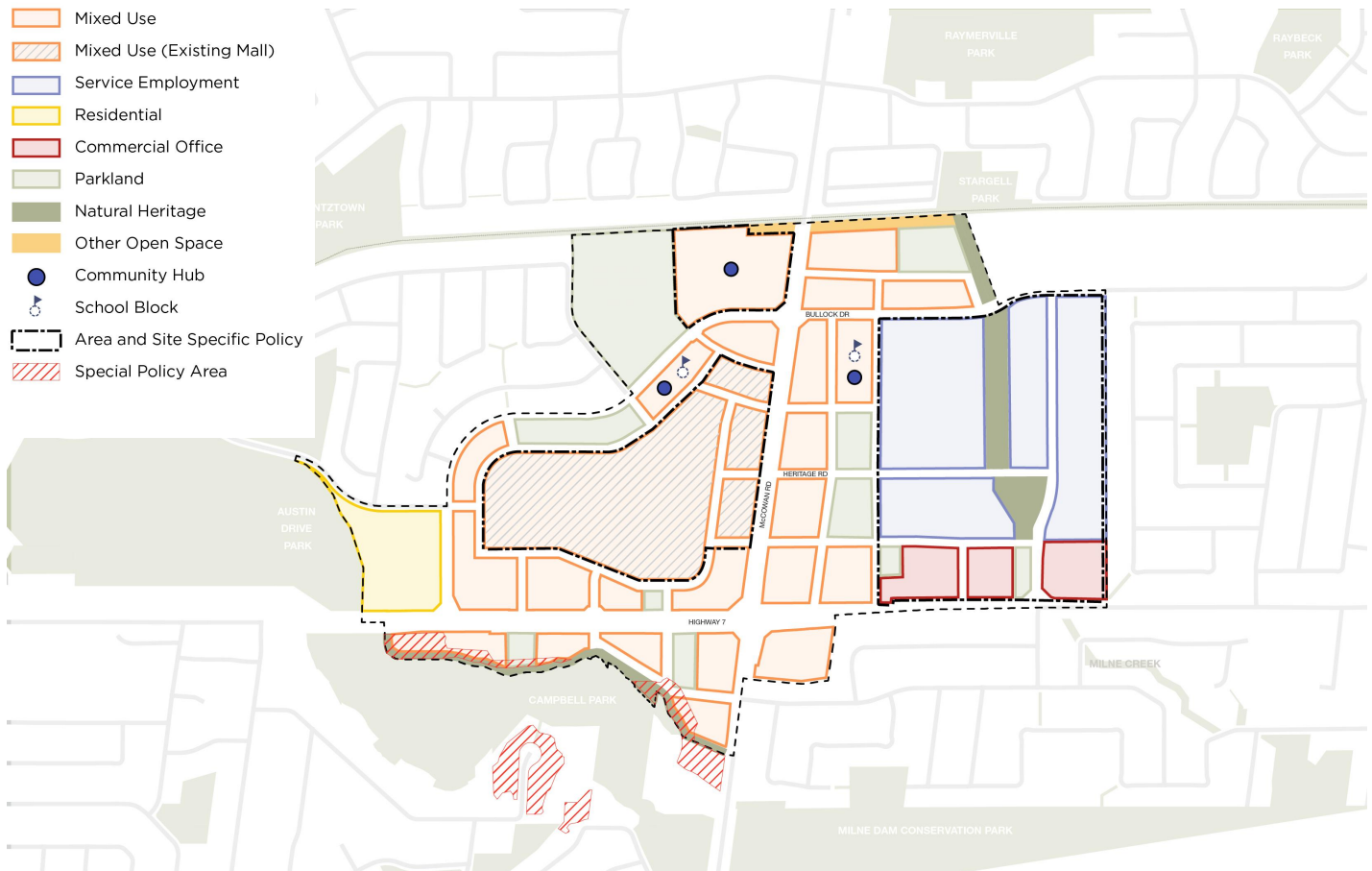


Figure 13: Refined Plan - Land Use

7.3.3 Built Form – Refined Plan

The distribution of building heights and site densities (measured in floor space index, or FSI) for the Refined Plan is shown on [Figure 14](#) and [Figure 15](#), respectively. The rationale for this distribution is driven by the Districts established in [Section 7.2](#) of this Report and shown on Figure 9.

As noted in [Section 7.2](#), the three Nodes are to be the location of higher-density and taller development in the vicinity of planned and potential high-frequency transit stations and services.

The tallest buildings and highest densities in the Secondary Plan Area (up to 40 storeys and an FSI of 7.0) will be permitted in the McCowan and Centennial Nodes. To mitigate concerns of compatibility and transition to residential neighbourhoods adjacent to the Secondary Plan Area, development blocks to the north of Bullock Drive in the Centennial Node and south of Highway 7 in the McCowan Node will progressively lower maximum permitted building heights and densities.

In the Highway 7 Node, the maximum permitted building height is 20 storeys and the maximum permitted FSI is 5.5. This recognizes that the Highway 7 Node can support a potential BRT stop at Bullock and Highway 7 but is intended to serve as a gateway into the Secondary Plan Area.

Outside the concentrations of tall, high-density development in the Nodes, the built form in the Corridors will range in maximum height/density

from 8 storeys/FSI of 2.0 to 15 storeys/FSI of 5.0. The exception to this built form in the Corridors are lands subject to the Special Policy Area policies, where the maximum permitted building height will be three storeys.

Within both the Urban Employment District and the Centennial Neighbourhood, the maximum permitted building height will be eight storeys and the maximum permitted FSI will be 2.0. These permissions are intended to recognize that while full-scale redevelopment of the two Districts is not contemplated in the Secondary Plan, in the near- and medium-term, existing uses may be served by a slight increase in permitted heights to foster growth in these areas.



Figure 14: Refined Plan - Building Heights

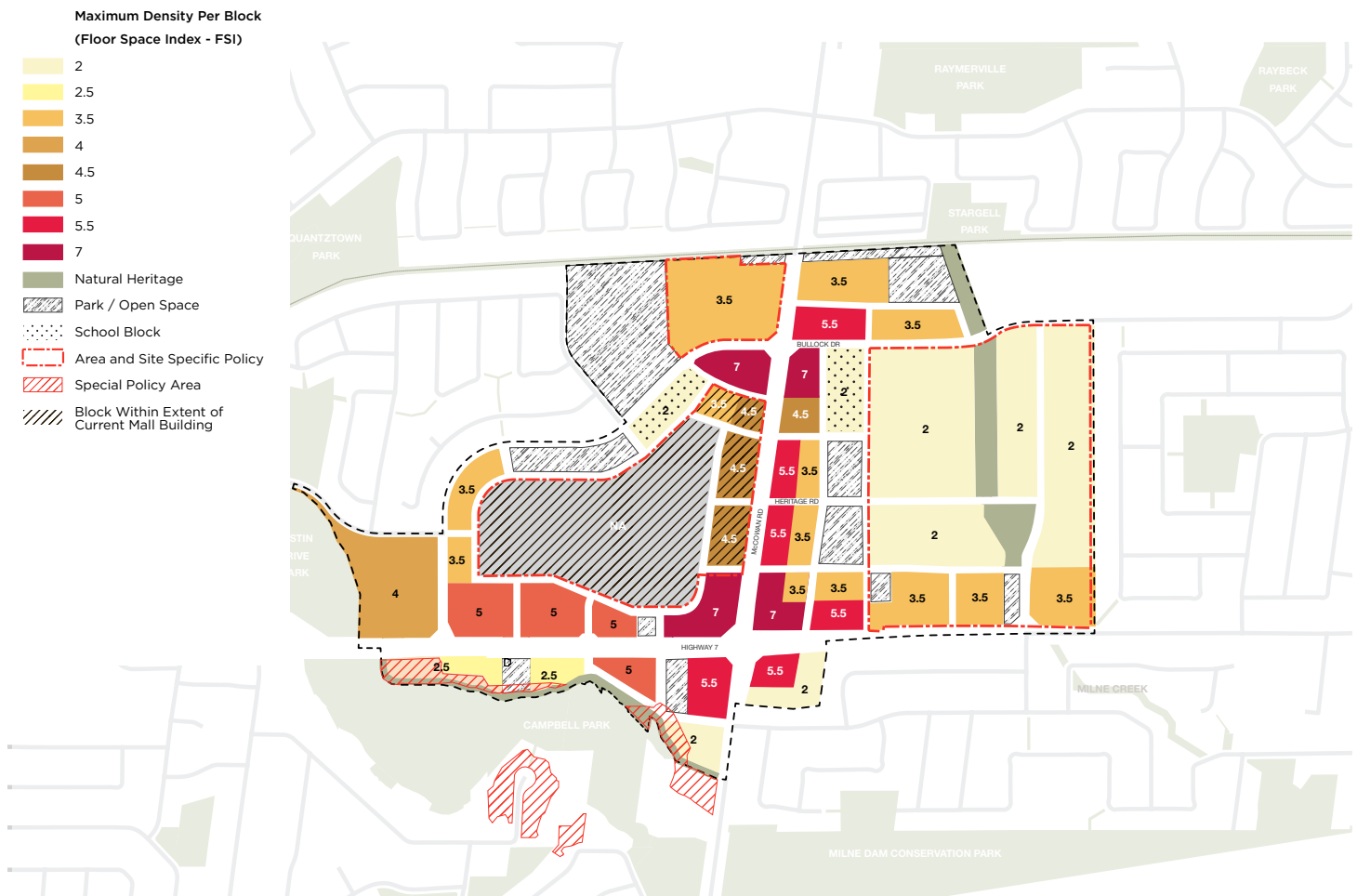


Figure 15: Refined Plan - Density (FSI)

7.4 Population & Employment

7.4.1 Growth Assumptions

Key growth assumptions that guided the development of the Refined Plan for the Secondary Plan Area include the following considerations:

- » Recent and future investment in new and improved transit including high-frequency transit on Highway 7, the Centennial GO Station and the potential McCowan BRT, supports considerable growth in the area.
- » Activities and uses in Markville Mall's main building will be maintained on this large and visually prominent site for the coming decades. The MTSA (McCowan BRT Station) has a minimum growth target of 200 people and jobs (PPJ) per hectare.

The Refined Plan provides a range and mix of persons and jobs within the Secondary Plan Area.

The corresponding population and employment estimates have been prepared to inform infrastructure requirements, such as the need for roads, and water/wastewater capacity, as well as community facilities, schools, and public recreation uses that would be required in the Secondary Plan Area.

The main assumptions underlying the calculation of population and employment estimates for the Refined Plan are summarized in the table below\.

Table 2: Assumptions for Refined Plan

Unit Size (Apartment)	80 square metres (sq. m.)
Persons Per Unit (including under coverage)	1.98
Employment Density	
» Community / GO Station	140 sq. m. / employee
» Commercial	40 sq. m. / employee
» Service Employment	80 sq. m. / employee
Block Efficiency¹	85%

The overall population and employment targets for the Secondary Plan Area when fully developed are 26,541 people and 14,923 jobs. This translates into an overall density of 397 people and jobs per hectare (PJH). The planned population for the Secondary Plan Area represents a significant increase to the

¹ 1 Block efficiency has been applied to convert development blocks within the secondary plan to development lots

before applying the floor space index density.

existing number of people and jobs which is 1,050 people and 1,250 jobs, respectively (see Table 2).

The total planned parkland, combined with the provision of parkland outside the Secondary Plan Area, will support the City's target of 0.4 hectares of parkland per 1000 people in intensification areas. The nine planned parks, account for 5.6 hectares of new parkland, will add to the existing parkland within the Secondary Plan Area. Centennial Park is the only existing park within the Secondary Plan area and totals Centennial Park 4.72 hectares in size.

The existing and planned parks are intended to account for the requirements for parkland in the PPS, 2024 and the *Planning Act* and the target of having all dwellings of the Secondary Plan Area be within 400 metres of a park, representing an approximate 5-minute walk.

Table 3: Population and Employment Forecasts for the Markville Secondary Plan Area

	Existing	Planned
Persons	1,050	26,541
Jobs	1,250	14,923
Persons and Jobs per Hectare in Secondary Plan Area	N/A	397

7.4.2 District Phasing

The Secondary Plan shall be phased according to planning first principles, the vision and guiding principles of the Secondary Plan, the timing of planned transit investments in the area, and the timing of municipal and regional services to the area.

While the final build-out of the Secondary Plan Area is expected to result in the population and employment growth shown in Table 3 above, a district-approach phasing plan to account for the logical, sequential pattern of coordinated growth is recommended below.

However, there are certain interim infrastructural investments that will be required before the Refined Plan can be fully realized. In particular, as the Refined Plan is based around the implementation of two higher-order transit corridors on Highway 7 and McCowan Road, development that results in significant increases in population must be phased along with the completion of those transit services.

The Refined Plan is thus divided into three separate phases of development comprising several Districts, each of which phases are triggered by certain infrastructure investments and improvements (see Table 4). Further details on these improvements can be found in [Section 7.7](#) and the Multi-Modal Transportation Report in [Appendix A](#).

Phase 1 includes the Highway 7 Node, Highway 7 West Corridor, and McCowan Node. On this basis, the location of growth for Phase 1, shown below, is predicated on the phasing threshold of the Highway 7 East BRT and its completion; this portion of the BRT is an expansion project currently in development by York Region Transit. It should be noted that the construction of this project is currently unfunded along Highway 7, through the Highway 7 Node, Highway 7 West Corridor and McCowan Corridor District elements. Phase 1 would account for approximately 6,844 new residential units, 13,568 people and 1,419 jobs.

Phase 2 is predicated on the phasing threshold of the McCowan BRT, increased service on the Stouffville GO line, and the McCowan/Stouffville GO Corridor Grade Separated Improvement in the north of the Secondary Plan Area, and result in a total of 5,979 residential units, 11,854 people and 5,051 jobs.

Phase 3 would be a longer-term growth aspiration, not unlocking these areas until transit improvements in Phases 1 and 2 have been realized, to ensure the appropriate infrastructure is in place predominantly within the nodes and corridors of the Secondary Plan and allowing those areas to provide for complete communities that are walkable, transit-supportive, and ensure an appropriate mix of uses.

Table 4: Markville Secondary Plan District Phasing Strategy

Phasing Thresholds	District	Population	Units	Jobs
Phase 1				
Highway 7 East BRT	Highway 7 Node	3,551	1,791	345
	Highway 7 West Corridor	3,207	1,618	386
	McCowan Node	6,810	3,435	688
	Phase 1 Total	13,568	6,844	1,419
Phase 2				
McCowan BRT	McCowan Corridor	4,854	2,449	650
Stouffville GO electrification and service increase	Centennial Node	6,038	3,045	876
McCowan/Stouffville GO corridor grade separation	Centennial Neighbourhood	962	485	3,525
	Phase 2 Total	11,854	5,979	5,051
Phase 3				
Completion of Phases 1 and 2	Highway 7 East Corridor	1,119	565	5,482
	Urban Employment	0	0	2,971
	Phase 3 Total	1,119	565	8,453
Markville SPA Total (Fully Developed)		26,541	13,388	14,923

7.5 Community Facilities and Services

A Community Facilities and Services Report (the “CFS Report”) was prepared by Monteith Brown Planning Consultants in support of the Secondary Plan. This report can be found in [Appendix C](#).

Community services and facilities include parks and outdoor recreation amenities, recreation facilities, public libraries, and schools. The CFS Report reviews the existing community services and facilities and recommends improvements or additional facilities based on gaps in services and in consideration of the future population in the Secondary Plan Area.

With respect to parks and outdoor recreation facilities, the Secondary Plan area currently includes the Markham Centennial Park which is 4.72 hectares in size and is the only park in the Secondary Plan Area. The park includes a skateboard park, baseball diamonds, a soccer field, a basketball court, a playground, and trail paths. Further out, there are 21 parks and open spaces within an 800-metre distance of the Secondary Plan area.

The CFS Report notes the City’s parkland target of 0.4 hectares of parkland for every 1,000 people within intensification areas. Based on the future population of Markville (26,541), a total of 10.6 hectares of parkland is recommended.

The CFS Report recommends a high-quality park system that includes both public parks and privately-owned public spaces (“POPS”) that provide parks and open spaces within a 5-minute walk of all residents.

With respect to specific programming of these spaces, the CFS Report recommends, at minimum, the following amenities within the Secondary Plan Area:

- » 2 waterplay features
- » 5 tennis courts
- » 4 pickleball courts
- » 2 basketball courts (with one capable of transitioning to skating rink in winter)
- » 3 playgrounds
- » 1 outdoor fitness park
- » 1 off-leash dog park

The CFS Report also recommends upgrades to the existing Centennial Park.

With respect to recreation facilities, the Centennial Community Centre is located within the Secondary Plan area while 6 community centres are located within 2.5 kilometres of the Secondary Plan Area. All of these community centres offer meeting rooms or community halls with 4 of them provide active recreational facilities such as swimming pools and skating rinks.

In order to address recreational facility needs for the Secondary Plan Area, the CFS Report recommends that the Centennial Community Centre and Park be improved, expanded, and reconfigured to improve its capacity and serve the future population of both Markville and the surrounding area. Specifically, the CFS recommends upgrading the soccer fields to artificial turf to expand its capacity across more seasons and potentially repurposing the baseball diamonds for other uses.

The CFS Report also recommends that additional programming within the Centennial Community Centre be provided and that school spaces be utilized to provide additional indoor recreational facilities.

The future population of the Markville Secondary Plan triggers the need for additional parks amenities in accordance with provision targets in the Integrated Leisure Master Plan. Due to land constraints, these amenities will be provided outside of the Secondary Plan Area or existing fields may be relocated and consolidated into a central location.

Specifically, the future population of the Markville Secondary Plan triggers a provision for 9 soccer fields and 6 baseball diamonds.

With respect to public libraries, there are no libraries within the Secondary Plan area. Unionville Library and Markham Village Library are both located within 2 kilometres of the Secondary Plan Area with Unionville located to the west and Markham Village located to the east.

Based on a library target of 0.6 square feet per capita for residents and a projected population of 26,541 residents for the Markville Secondary Plan area provided within the CFS Report, a new public library that is 15,925-square-feet (1,479.5 sq. m.) in size is recommended. The CFS Report provides that this library can be co-located with other community infrastructure projects or a variety of other types of projects, such as within a mixed use building.

With respect to schools, there are no public schools within the Secondary Plan Area. Serving the Secondary Plan area, there are six York Region District School Board (YRDSB) public elementary schools, three YRDSB public secondary schools, four York Catholic District School Board (YCDSB) elementary schools, and two YCDSB secondary schools.

With respect to capacity, all of the Public Elementary Schools are over capacity, except for Franklin Street Public School which has a current utilization of 89%. All of the Public Secondary Schools and Catholic Secondary Schools are over capacity while all four Catholic Elementary Schools are under capacity. Please note that the enrollment and utilization rates table in the CFS Report excludes IB/AP/PACE and Arts-centred schools and does not include all schools shown on the associated map.

In order to address future school needs for the Secondary Plan Area, also taking into consideration enrollment trends, at minimum one public elementary school block and one Catholic elementary school block are required.

As projections indicate the need for approximately half a public secondary school, consideration should be given for a secondary school block or space within one of the two future school blocks noted above. Similar to other community facilities and services, the co-location of schools should be considered.

7.6 Cultural Heritage

A Cultural Heritage Resource Assessment was prepared by WSP Canada in support of the Secondary Plan, which can be found in [Appendix D](#). The study assessed the area for existing and potential built heritage resources and cultural heritage landscapes within the Secondary Plan Area.

In addition to describing the methodology and process of identifying built heritage resources and cultural heritage landscapes, the study also includes a detailed history of the Markville Secondary Plan Area.

No new built heritage resources or cultural heritage landscapes were identified; however, one known built heritage resource was confirmed through the study. That resource is the Sabiston House located at 5011 Highway 7 East which is a 19th century two-storey red-brick former farmhouse with a Gothic Revival architectural style influence. The resource is currently listed on the City's Municipal Heritage Register under the *Ontario Heritage Act*.

The Cultural Heritage Resource Assessment also includes policy recommendations for the Secondary Plan with respect to identifying cultural heritage resources and conserving those resources in the future including as part of new development.

7.7 Transportation Analysis

The existing transportation network in the Secondary Plan Area is subject to several gaps and deficiencies, for which there are corresponding opportunities to consider in the Secondary Plan.

The compact mixed use neighbourhoods in the Refined Plan are among primary strategies for supporting a transportation modal shift in the Secondary Plan Area from a reliance on cars to a more balanced usage of cars, transit, and active transportation. This section will summarize other interventions the City and its partners can employ to facilitate this modal shift.

Further detail on this analysis can be found in the Final Multi-Modal Transportation Report in [Appendix A](#) to this Report.

Opportunities for further consideration include:

- » **Active Transportation Network:** The proposed cycling network in the Markville Secondary Plan should align with the proposed network upgrades and infrastructure design guidelines in the 2021 Markham Active Transportation Master Plan (ATMP). The Markville Secondary Plan should explore options to develop dedicated cycling facilities, particularly along arterial and collector roads. Connections with nearby trails (off-trails located in Austin Drive Park and Campbell Park). Sidewalk facilities should be provided on both sides of the street (or a sidewalk on one side and a multi-use path on the other) and should be enhanced to improve active transportation network connectivity across the Secondary Plan Area, especially focusing to providing direct access to transit facilities.
- » **Transit:** The Secondary Plan Area can take advantage of the transit infrastructure improvements proposed by Metrolinx and YRT. Centennial GO Station is being upgraded with amenities and improved accessibility (including new bike parking facilities and bike parking rental options, and new digital signage). The GO Rail service at Centennial GO is set to improve drastically (as two-way peak period service is provided) while York Region has proposed a BRT along both Highway 7 and McCowan Road. The Secondary Plan should consider providing seamless transition between the GO Rail station and the BRT network to encourage transit usage.
- » **Road Network:** The intersection of Highway 7 and McCowan Road is one of the busiest intersections in the City for vehicle traffic. The Secondary Plan should consider ways to shift vehicular trips to other modes of travel, thereby reducing congestion and increasing traffic safety for vulnerable users. Key opportunities to shift travel modes include introduction of dedicated cycling facilities and a transit/HOV lanes. In order to create a more active transportation-oriented environment, there could be an

opportunity to redesign the streets to ensure that they are complete for all modes of transportation and all users, including bicycle facilities and sidewalks. The Secondary Plan should consider ways to provide a finer grain street network to improve efficiency of travel by all modes.

- » **Goods Movement:** Design the area to provide sufficient truck access within and outside of the Secondary Plan Area to ensure thriving businesses.
- » **Parking:** Controlling the residential parking supply is an effective way to encourage non-auto modes of transportation. Given the sites proximity to numerous higher order transit services, look to reduce residential parking requirements through reduced minimums and/or introduction of parking maximums. Implementation of shared parking between land uses to reduce the amount of under-utilized parking lots. Commuter parking for transit, or enhanced transit access to help encourage these commuters to only use their car for a small portion of their trip or leave their cars at home entirely.

- » **Transportation Demand Management (TDM):** Strategies to contribute to the City of Markham's leadership in TDM, including a continued emphasis on the Smart Commute program and TDM education, linking TDM with the development approvals process, and identifying a TDM "champion" for the Secondary Plan Area.

7.7.1 Active Transportation and Micromobility

The active transportation system will be comprised of three types of networks: cycling, pedestrian, and trails (see Figure 16). Cycling infrastructure will be present on all arterial and collector roads.

In most cases, the network is anticipated to include two-way cycle tracks, with the exception that a one-way cycle track is recommended for the new street south of Heritage Road. Local streets should be redesigned with low-speed street designs (30km/h)² to enhance safety for cyclists, ensuring that the space is shared effectively with them.

Pedestrians will experience an improved public realm through the introduction of all new and reconstructed streets, offering significant improvements over the existing conditions. In addition, there will be new connections, including private streets, and mid-block connections, as well as larger pedestrian clearways.

Multi-use trails will provide better access to and through public parks and natural areas, including being accompanied by new access points, particularly at Campbell Park (Rouge River). The Refined Plan also includes a conceptual proposed pedestrian crossing across the Stouffville GO rail corridor east of McCowan Road to connect the planned Park 5 (see [Figure 12](#)) with Stargell Park, subject to further discussion with Metrolinx. In addition, the future grade separation between McCowan Road and the Stouffville GO rail corridor will enable safer crossing of the rail corridor for pedestrians and cyclists.

The long-term goal is to integrate cycling, pedestrian, and trail networks to create a cohesive active transportation system throughout the Secondary Plan Area.

² Note: ongoing development of the School Zone Safety Guide is considering reducing the speed limit to 30km/h within Community Safety Zones only.

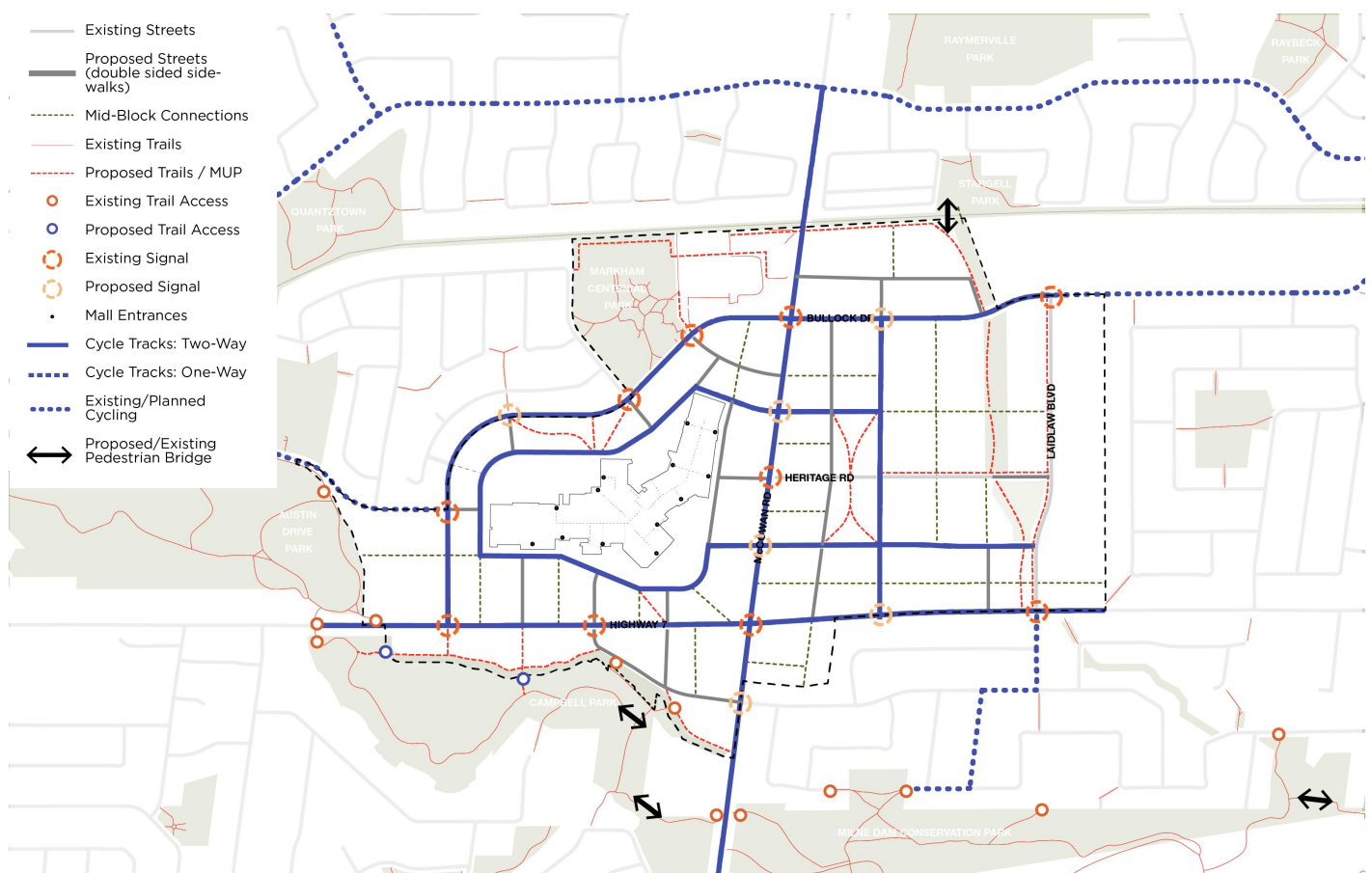


Figure 16: Proposed Active Transportation Network for the Secondary Plan Area

7.7.2 Transit

It is recommended that the Secondary Plan identify three planned BRT stops for the future Highway 7 BRT services in support of the proposed increase in population and employment in the area. The three BRT stops would play key roles in supporting the area intensification and providing high frequency and highly accessible transit services to incentivize non-auto modes of travel in the area. The location of the BRT stop on the future McCowan BRT corridor is for illustration only, and the preferred stop location is subject to future study (see [Figure 17](#)).

The Node Districts are clustered around existing and potential VIVA stops recommended by the Secondary Plan or the Centennial GO Station and are the primary gateways to the Secondary Plan Area. Each Node (as well as the Highway 7 East Corridor) comprises lands which are within approximately 200 to 400 m (i.e., up to a 5-minute walk) of an existing or potential VIVA stop or GO station.

Highway 7 Node is based around the existing Bullock stop on VIVA Purple line (which currently operates in mixed traffic in the Secondary Plan Area), and assumes that the planned implementation of BRT ROWs for the VIVA Purple line will maintain the stop location. It encompasses existing higher density development northwest of Highway 7 and Bullock Drive and will act as a gateway to the Markville mall and any future redevelopment of the mall. The existing Bullock stop on VIVA Purple Line has also been assumed in the York Region transportation model which informs the York Region Transportation Master Plan.

McCowan Node is based around the existing McCowan stop on the VIVA Purple line, and also assumes that the planned implementation of BRT ROWs for the VIVA Purple line will maintain the stop location. McCowan Node will anchor the Highway 7 West Corridor, Highway 7 East Corridor and McCowan Corridor, around the McCowan VIVA BRT stop, and will provide connections to the Rouge Valley and Campbell Park.

Highway 7 East Corridor Node is based around the potential Laidlaw stop on VIVA Purple line. It encompasses existing and future employment areas within the Secondary Plan Area, and low-density residential land use to the south of Highway 7.

Centennial Node is based around the existing Centennial GO Station, as well as a future stop on the planned McCowan BRT line, and will be community-focused, containing the Centennial Community Centre, Centennial Park, and the GO Station, including any future public realm improvements around the station.

While the stop locations for the future McCowan line have not yet been identified, WSP considers it reasonable to assume that a stop will either be co-located with the Centennial GO station or at the closest major intersection of McCowan Road and Bullock Drive. Either of these scenarios would place the future BRT stop within a 400-metre distance of the locations of high-density mixed use development in the Centennial Node.

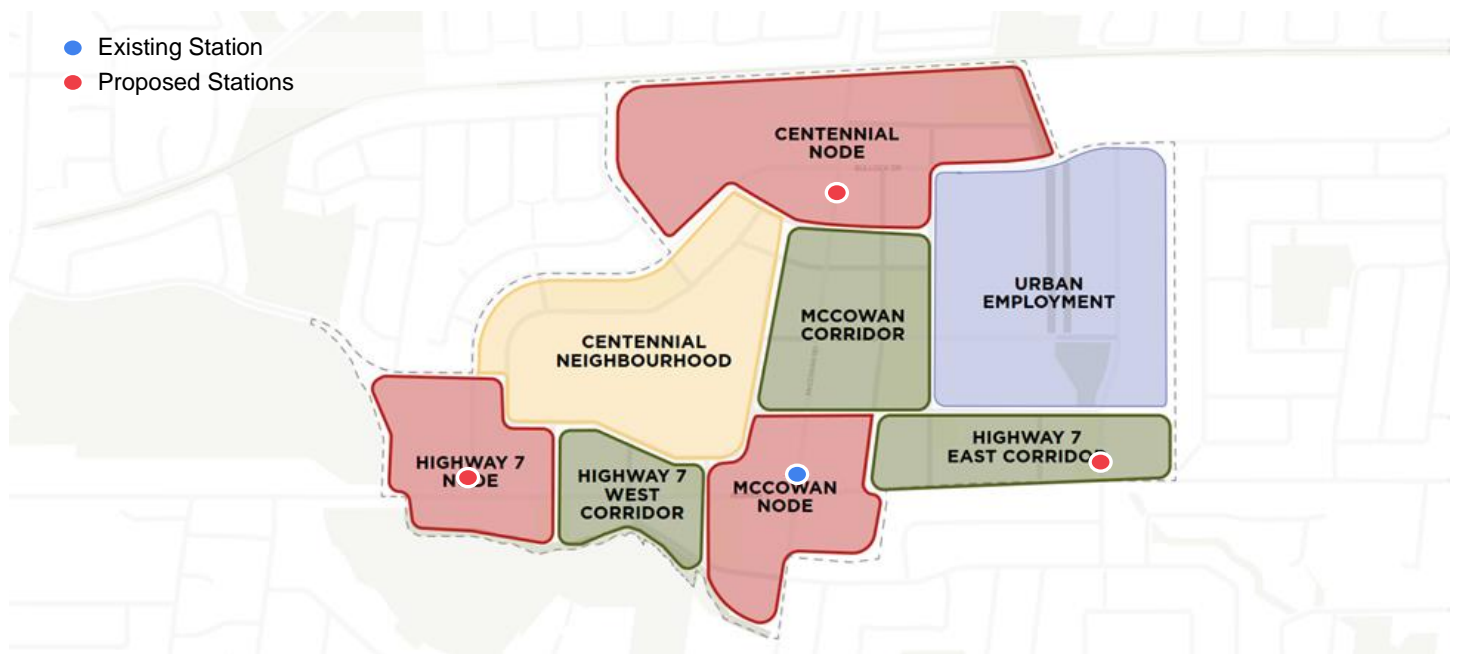


Figure 17: Currently Planned and Proposed BRT Stations in the Secondary Plan Area

7.7.3 Road Network

The preferred road network for the Markville Secondary Plan Area is shown in [Figure 18](#). The network introduces several new north-south and east-west streets to create a finer grid network in the Secondary Plan Area. This new and improved road network will make it easier for people to travel within Markville and supports the use of active transportation, as well as easing some traffic pressure from McCowan Road and Highway 7 within the Secondary Plan Area. It is anticipated that the majority of improvements to the existing road network are primarily to support transit and active transportation uses, to help facilitate a mode-shift away from personal vehicles for short-distance trips.

Within the Secondary Plan Area, the future road network has been classified to systematically categorize roads based on the expected/proposed function they would serve. The goal is to create a hierarchy that ranges from providing access to providing mobility. This hierarchy then helps determine the geometric design and features appropriate for each road classification, aligning with both the immediate and long-term operational needs of the area.

ROW is the area of land acquired for, or designated to, the roadway and associated infrastructure (cycling lanes, sidewalks, planting area), and is typically bound by private property on either side. In road design, the ROW defines the space allocated for various road infrastructure elements, including traffic lanes, sidewalks, medians, utilities, multi-use trails or paths, and other essential components.



Figure 18: Proposed Road Network for the Secondary Plan Area

7.7.4 Vehicle Parking

The City is currently finishing their Citywide Parking Strategy (CWPS) and is initiating a separate study that may identify a parking maximum and TDM measures (mandatory and/or encouraged). Based on the CWPS the City of Markham has been divided into four proposed parking zones. The Secondary Plan Area is included in the proposed Parking Zone 2.

As noted in [Section 2.1.2](#) of this Report, new *Planning Act* provisions require that development within MTSA be exempt from vehicle parking minimums. Given that all of the proposed Secondary Plan Districts fall within the McCowan BRT Station Protected MTSA, most of the Secondary Plan Area cannot have a parking minimum applied.

It is recommended to consider an overall parking rate for the Secondary Plan Area of 0.4 parking spots/residential unit, notwithstanding those lands which will be exempt. The City is initiating a new study to identify new parking requirements, so the above parking rates may be updated as a result.

7.7.5 Bicycle Parking

Providing adequate bicycle parking and associated shower and change facilities will promote cycling as an essential mode of travel. By-Law 2024-19 identifies the minimum number of bicycle parking spaces required by different uses.

It is suggested that the bicycle parking requirements for the Secondary Plan Area at least meet the requirements set out in By-Law 2024-19. In addition, showers and lockers facilities should be encouraged.

7.7.6 Transportation Demand Management

It is recommended that a comprehensive TDM plan be developed to support the Secondary Plan. the TDM Plan should be coordinated with, and influence, Centennial GO and BRT station area planning, as well as active transportation connections and amenities. This can be achieved through a TDM working group that consists of staff from the relevant departments in the City, as well as YRT and Metrolinx. An analysis on quick win projects and programs should be conducted and recommendations should be implemented.

Linking TDM with the development approvals process will support effective implementation of TDM measures. The process should encourage developers to provide secure long-term and short-term visitors bicycle parking for developments with a residential component. New developments that incorporate significant non-residential uses like offices should be required to have shower facilities, priority carpool parking and TDM programs to discourage dependency on cars.

7.8 Servicing Analysis

The preparation of this Final Study Report has also been supported by a comprehensive analysis of servicing constraints and opportunities in the Secondary Plan Area related to the Refined Plan. Further detail on this analysis will be found in the Future Municipal Servicing Conditions Assessment Report (“FMSCAR”), the draft of which is currently under review by City staff.

7.8.1 Water

The main objectives of Volume I of the Draft FMSCAR (Water Distribution System) are to assess the performance of the City of Markham’s future servicing system in the Markville Secondary Plan Area, as well as the external areas that may be impacted within the PD5B and PD6RC pressure districts, under Average Day Flow, Peak Hour Flow and Maximum Day plus Fire Flow conditions and identify areas of concerns.

The baseline model provided by the City of Markham was updated, calibrated and validated against the SCADA data provided by the Region, the pressure monitoring data, C-Factor Test and Hydrant Flow Test results to ensure it accurately reflects the real-world conditions.

The future scenario was updated with calculated demands for the Secondary Plan Area, new and planned developments (approved after 2016).

Based on the hydraulic simulation conducted using the InfoWater model provided by the City and updated by WSP, the hydraulic performance of the future water distribution system in PD5B and PD6RC is as follows:

- » A few junctions in PD5B with low elevation and junctions in PD6RC closed to the zone boundary along Highway 7 East were simulated with high pressure; while a few junctions along the transmission line and with high elevations in PD5B were simulated with pressure below 275 kPa.
- » Pipe results for the network indicate that most of the existing watermains within PD5B and DP6RC can operate with a headloss gradient below 2m/km. High headloss was simulated within the Secondary Plan Area and along the 300mm main on McCowan Road.

Infrastructure upgrades are recommended based on the hydraulic simulation to meet pressure requirements and/or improve headloss. The following preliminary areas of concern are recommended for watermain upgrades, subject to further review and analysis:

- » Watermains near Highway 7 and McCowan Road connecting to Block 12
- » Watermain near Highway 7 and McCowan Road connecting to Block 13.
- » Watermains on Bullock Dr
- » Watermains on McCowan Road east and north of the Secondary Plan Area
- » Watermains on Highway 7 south of the Secondary Plan Area.

These conclusions reflect preliminary findings and detailed analysis is still under review and investigation by the City.

7.8.2 Wastewater

The main objectives of Volume II (Sanitary Collection System) of the Draft FMSCAR are to assess the 2051 scenario performance of the City of Markham's existing servicing system in the Secondary Plan Area, as well as the external areas that may be impacted, under the dry and wet weather conditions, identify areas of concerns, and propose with solutions to mitigate the constraints.

The calibrated model which was developed as part of TM#1 (Existing Municipal Servicing Conditions Assessment Report) has been used for this future analysis. The City provided population projection within the Secondary Plan Area and the 2022 York Region Master Plan Model with 2051 scenario for population outside the Secondary Plan Area.

The analysis of the existing servicing infrastructure under the sanitary load from the 2051 growth has revealed multiple capacity constraints within the Secondary Plan Area. The supplied Master Plan model from the Region of York had some sewer improvements incorporated in its 2051 scenario. The analysis highlighted multiple constraints in the system.

In order to make the sewer system compliant with the level of service requirement, the following preliminary areas of concern are recommended for sewer upgrades, subject to further review and analysis:

- » Sewers along Higginson Street, Cairns Drive, and Raymerville Drive to be upsized.
- » Sewers along Bullock Drive east of McCowan Road to be upsized.
- » Sewers along Austin Drive to be upsized.

The performance analysis results of the sanitary sewer system with the proposed final solutions under the dry weather conditions, 25-year design storm, and 100-year design storm were reviewed to verify compliance with the level of service. The results under the dry weather conditions, the 25-year design storm, and the 100-year design storm showed that the system meets the LOS requirement.

The preliminary proposed solutions above ensure sustainable development in the Secondary Plan Area. This study provides a clear path forward for wastewater infrastructure planning, ensuring the City of Markham can accommodate future growth efficiently.

7.8.3 Stormwater Management

The main objective of Volume III of the Draft FMSCAR is to review the Stormwater Management (“SWM”) system for the Secondary Plan Area.

The urban drainage system (both Major and Minor) as well as the SWM Facility within the Secondary Plan Area were reviewed for the proposed land uses.

The capacity analysis indicates that based on the City’s Design Criteria, the storm drainage system within the Secondary Plan Area generally does not have adequate capacity to convey the flow from the contributing area to the SWM Pond or storm outfalls. Portions of the storm pipes are surcharged during storm events with 2-year to 5-year return periods or above. Although certain sections of the storm sewers will be upgraded in the next design stage, for the purpose of this study, upgrades are preliminarily recommended at five (5) identified existing locations. Further upgrades could be recommended following further review and investigation. These upgrades are located in the northeast section of the Markville Secondary Plan Area.

The results of the PCSWMM model indicate that the Markville Centre SWM Pond is an erosion and quality control pond, and therefore, it does not have sufficient storage volume to control the post-development peak flow rates to pre-development levels. This is consistent with TRCA SWM design criteria, which has no quantity control requirement for main Rouge

River. The function of this SWM facility is to be reviewed to confirm that it achieves all required quality control and erosion control for the contributing drainage area.

It is also recommended that on-site low impact development (LID) best management practices (BMPs) be incorporated into the site plan to address concerns from MECP and/or TRCA on water balance and water quality.

Compared with the flow rates from the PCSWMM model for EMSCA (WSP, 2024), the changes on the Regional flows in Rouge River at Flow Nodes adjacent or downstream of the Secondary Plan Area are minimal based on preliminary review. The change in the peak flow rates is considered negligible and impacts on the Regional flood elevation are minimal. There may not be necessity to update the MIKE FLOOD 2D model for the Unionville SPA based on the initial investigation, but this is to be confirmed subject to further review by City and TRCA.

For Milne Creek, the flow rates from the PCSWMM model for PMSCA (WSP, 2025) were compared with the flows the PCSWMM model for EMSCA (WSP, 2024). The Regional flows remain unchanged under the proposed development conditions based on the preliminary results. Further review of analysis is on-going.

8 Policy Recommendations

The Refined Plan and associated commentary and analysis which is included in [Section 7](#) of this Report will be implemented through the eventual Secondary Plan, which will comprise mapping schedules and policy text. It is recommended that the development components of the Refined Plan form the basis for the Secondary Plan schedules. This section contains recommendations for Secondary Plan policies to implement the Refined Plan in support of and in addition to the mapping schedules.

It should be noted that the recommendations outlined here reflect the Project Team's philosophy on Secondary Plans, namely that Secondary Plan policies generally do not need to repeat direction from the parent Official Plan. Thus, the policy recommendations generally only represent additional direction or deviation from the Markham Official Plan.

Each subsection will be devoted to a specific theme (and corresponding section of the Secondary Plan) and will include a summary of the overall thrust of that theme, plus numbered policy recommendations.

8.1 Community Structure

Overview

This subsection of the Secondary Plan is intended to include policy text related to the framework discussion in [Sections 7.1](#) and [7.2](#) of this Report, to implement the Districts map (see [Figure 9](#)).

Following the Vision and Guiding Principles for the Secondary Plan, the Community Structure section should establish the eight Districts for the Secondary Plan, describing the intent and role of each District within the larger Secondary Plan Area.

Policy Direction

It is recommended that the policy framework for the Markville Secondary Plan Area:

Establish the following eight district:

- Highway 7 Node
- Highway 7 West Corridor
- Centennial Neighbourhood
- McCowan Node
- McCowan Corridor
- Centennial Node
- Highway 7 East Corridor
- Urban Employment

Describe the intent and role of each district in the Secondary Plan:

- The **McCowan Node** will anchor the three Corridors (Highway 7 West, Highway 7 East and McCowan), around the planned McCowan VIVA BRT stop, and will provide connections to the Rouge Valley and Campbell Park.
- The **Centennial Node** will be community-focused, containing the Centennial GO Station, Centennial Park, and the Centennial Community Centre.
- The **Highway 7 Node** will contain existing higher density development west of Bullock Drive and will act as a gateway to the CF Markville mall and any future redevelopment of the mall.
- The **McCowan Corridor** will be the central thoroughfare of the Secondary Plan area, as well as containing a new linear park that will be a centrepiece of area.
- The **Highway 7 West Corridor** will add further connections to the Rouge River valley and Campbell Park.
- The **Highway 7 East Corridor** is intended to support commercial uses that transition to the Urban Employment District, with at-grade retail and office uses.
- The **Urban Employment District** will remain as a low-to-medium density employment area supporting a variety of industrial and commercial uses.

8.2 Environmental Systems

The following policy recommendations are made for natural heritage elements in the Secondary Plan Area, including the restoration and daylighting of Milne Creek and transitions to the Rouge River valley and associated wetlands.

8.2.1 Milne Creek

Overview

The following section will provide policy directions related to further study of Milne Creek.

Policy Direction

Through the Area and Site Specific Policy process for the Urban Employment and Highway 7 East Corridor Districts that is referred to in [Section 8.7.2](#) of this Report and shown on the preceding maps, policies will be provided to require an Environmental Assessment or equivalent study should be undertaken to:

- » Identify options for establishing a new open section of channel (i.e., “daylighting”) for Milne Creek south of Heritage Road and along the west side of Laidlaw Blvd where there is currently a narrow-grassed boulevard, if there is enough width in the boulevard to accommodate an open channel section and stable banks.
- » Investigate potential realignment alternatives for a portion or the entire length of Milne Creek to reduce the length

of underground flow; there is currently approximately 450 metres of Milne Creek that is piped within the study limits.

- » Identify naturalized setbacks/ buffers for re-developed areas adjacent to Milne Creek that are consistent with the City of Markham Official Plan and Toronto and Region Conservation Authority policies.
- » Identify options for overall improvement and renaturalization of Milne Creek, including design and installation of elements to improve habitat diversity, reducing intrusion of sediment, woody debris, and urban waste into the channel, and addressing and treat stormwater out letting directly to the creek to improve water quality and control flow characteristics in the channel to maintain fish passage year-round.

8.2.2 Rouge River Valley and Special Policy Areas

Overview

The following section will provide guidance for development applications adjacent or in proximity to the Rouge River Valley and Special Policy Areas.

Policy Direction

The Secondary Plan should include policies that address the following:

- » Development proposals for lands adjacent to Campbell Park and the Rouge River valley to the south of Highway 7 and west of McCowan Road should confirm development limits through Environmental Impact Studies.
- » Development adjacent to the Rouge River valley should consider opportunities for “soft edges” which support, improve, or restore woodland and/or wetland features, and which offer improved trail or boardwalk connections to the Rouge Valley Trail.
- » Development within identified Special Policy Areas will be limited to a maximum of three storeys in height, and should be required to demonstrate proper mitigation of flood risks through building and site design.

8.3 Healthy Neighbourhoods and Communities

The following policy recommendations are intended to implement direction related to community needs, including parks and open space, community services and facilities, housing and cultural heritage.

8.3.1 GROWTH

Overview

This subsection will provide policy direction on future population and employment growth in the Markville Secondary Plan Area.

Policy Direction

Policies will be included to achieve the following:

- » A compact complete community
- » A minimum of 26,500 people and 14,923 jobs
- » A minimum density target of 400 people and jobs per hectare

8.3.2 Parks and Open Space

Overview

This subsection will describe and classify public and private parks and other open space with specific policies to guide development and allocation of these spaces:

- » Public parks
- » Other Open Spaces (Plazas and Squares)
- » Natural Heritage Features

Policy Direction

The Secondary Plan should include policy language that directs for a sufficient supply of parkland for the future population of the Secondary Plan Area that is equitably distributed, in alignment with the Vision and Guiding Principles for the Secondary Plan.

New public parks conceived for the Secondary Plan Area through this Study are Neighbourhood Parks per the Official Plan park classification hierarchy. Through the development and build-out of the Secondary Plan Area, the City should seek the conveyance or acquisition of lands for nine new parks, labeled on of this Report, and of the minimum sizes in Table 5 below.

Table 5: Markville Secondary Plan New Park Sizes

Park	Minimum Size (ha)
Park 1	1.3 ha
Park 2	0.3 ha
Park 3	0.3 ha
Park 4	0.5 ha
Park 5	1.0 ha
Park 6	0.8 ha
Park 7	0.9 ha
Park 8	0.2 ha
Park 9	0.3 ha

This subsection of the Secondary Plan should state that parkland dedication will be in accordance with the *Planning Act* and the City's Parkland Dedication By-law. It should be noted that the park sizes above represent the total parkland conveyance available to the City under the *Planning Act* to meet the planned number of residential units in the Secondary Plan, as noted in [Section 7.3.1](#) of this Report. Where development applications seek additional height or density beyond what is planned, the City may request additional parkland for the area.

Other Open Spaces, which include public plazas and squares, as well as non-parkland natural heritage areas, should be located within the Secondary Plan Area as per [Figure 12](#).

A policy should be included that a conceptual public park may be proposed elsewhere within the same Secondary Plan District and with varied dimensions without an amendment to the Secondary Plan, provided the proposed park is at minimum the same size as the park to be replaced.

Either through the Secondary Plan or the future updated or new Markham Official Plan, development standards should be provided for parks and other open spaces which align with the City's Park Planning and Development Terms of Reference. These standards should include the following considerations at minimum:

- » Where possible, parks and other open spaces should have square and

rectangular dimensions to optimize programming opportunities.

- » Parks and other open spaces must have at least one public street frontage, and should maximize public street frontage where possible.
- » The design will recognize a variety of users and uses (all ages, abilities, dog walkers, passive and active users, etc.).
- » Parks and other open spaces will include a range of seating options.
- » Parks and other open spaces will be designed for year-round use.
- » Connections and extension will be provided to adjacent and nearby portions of the natural heritage network, including the Rouge River valley.
- » Community parks and larger neighborhood parks should include public washrooms while all parks, where feasible, will include water drinking fountains.
- » The design and programming of parks will consider the natural and cultural history of Markville and Markham and will include engagement with Indigenous communities and other local communities.

While CF Markville mall exists, it should be recognized as a "third place" and an asset as a local amenity, indoor and outdoor publicly accessible space and a connection provider.

8.3.3 Community Services and Facilities

Overview

This section will provide policies to support and secure community services and facilities for the existing and future population of the Secondary Plan Area including, but not limited to, parks, schools, community centres, libraries, and day cares.

Policy Direction

New and expanded City community services and facilities should be located in the Community Hub areas as identified on Figure 13. Through this study, the following priority needs for the Secondary Plan Area have been identified, which should be directed for in the Secondary Plan's policies:

- » Community Centre and Indoor Recreational Spaces
- » Library

In addition to new facilities, the expansion and maintenance of existing facilities both within and in proximity to the Secondary Plan should be encouraged.

Policies should direct for the securing of school sites for one YRDSB elementary school and one YCDSB elementary school as per Figure 13 of this Report. These school sites should be integrated with other required community services and facilities as potential community hubs, in consultation with the School Boards. Additional schools (including secondary schools) may be identified by the school

boards and located at new sites or co-located with the identified school blocks on [Figure 13](#). If a secondary school is recommended by one or both of the school boards, it/they should be encouraged to co-located with libraries.

Daycares should be encouraged to be located and integrated into new developments.

8.3.4 Housing

Overview

The Secondary Plan should include policies that require and encourage a range of housing types and building types that support the planned densities in the Secondary Plan Area.

Policy Direction

In multi-unit dwellings with eleven units or more, it is recommended that a minimum of 25% of the dwelling units be required to be larger units containing two or more bedrooms in order to support a variety of housing arrangements.

A range of housing tenures should be encouraged, including rental and supportive housing.

Affordable housing should be required through applicable inclusionary zoning policies, in accordance with the City's Official Plan.

Development proponents will be encouraged to partner with the City, the Region, the non-profit sector, the development industry, community partners, and senior levels of government to deliver affordable housing and rental housing

Applicants should be required to submit a “housing impact statement” for developments applications that include eleven units or more, or as required at the discretion of City staff, which demonstrates how an application meets the housing policies of the Official Plan and this Secondary Plan.

8.3.5 Cultural Heritage

Overview

This subsection of the Secondary Plan will provide policies for the conservation of cultural heritage resources.

Policy Direction

It is recommended that the Secondary Plan contain policies that recognize, conserve and enhance cultural heritage resources within the Secondary Plan Area, which comprises one property (Sabiston House, as noted in [Section 3.1.4](#) of this Report).

Cultural heritage resources should continue to be used through adaptive re-use, rehabilitation, renovation and restoration.

Direction should also be provided to incorporate cultural heritage resources into new development and that a cultural heritage impact assessment, or other appropriate studies, will be required and provided during the development application process.

8.4 Public Realm and Sustainability

Policies in the Secondary Plan should implement the “public realm first” approach described in [Section 7.1](#) of this Report, which prioritizes streets, parks, open spaces, and all elements of the public realm to create a system of connected parts. Using this approach, the public realm in the Secondary Plan Area should act as a structural framework for land use, urban design, and other elements to follow.

The public realm is made up of several elements, which sometimes overlap, and which encompass both private and public areas. Sustainability is a thread that runs through all of these elements.

8.4.1 Public Realm and Streetscaping

Overview

This subsection of the Secondary Plan should direct development in the privately-owned lands of a streetscape and the integration with the publicly owned lands.

Policy Direction

Street furniture and other elements that encourage and support walkability should be included in the streetscape such as benches, lighting, garbage bins, and bicycle parking.

New streets should be designed, and existing streets retrofitted, to incorporate all of the following elements which will be further

illustrated with cross sections in the Urban Design Recommendations Report:

- » Enhanced pedestrian boulevards that will include sidewalks on both sides of the street.
- » Cycling facilities including lanes and bicycle parking.
- » Landscaping with at least one row of trees with sufficient soil volume and spacing to allow for their mature growth. A variety of native tree species is encouraged.
- » Sufficient and appropriate lighting to contribute to a safe and inviting environment.

Where active or at-grade uses are identified, such uses will be designed to support pedestrian activity by incorporating:

- » Appropriate levels of animation, storefront and signage design, with high levels of transparency into at-grade uses.
- » Patios, outdoor seating, pet amenities and enhance streetscape elements.
- » Accessible entrances and exists for users of all abilities.

Mid-block connections should be provided throughout the Secondary Plan Area, as shown conceptually on [Figure 12](#) will be designed primarily for pedestrian and active transportation use. The design of mid-block connections should consider the recommendations in the Markville Urban Design Report be designed with sufficient width

to accommodate these users, and achieve the following:

- » Visually break up the massing of larger blocks and buildings.
- » Provide convenient and seamless pedestrian connections within development blocks and reduce walking time between destinations.
- » Provide places to gather, socialize, and relax.
- » Provide views to adjacent blocks and landmarks.

Policies should support the achievement of view corridors by encouraging buildings at a view terminus to demonstrate design excellence as a landmark in the Secondary Plan Area. Existing views of the CF Markville mall are encouraged to be maintained.

8.4.2 Built Form and Site Development

Overview

This section of the Secondary Plan should provide high-level built-form and site development guidance for public and private properties in the Secondary Plan area.

Policy Direction

Policies the Secondary Plan should provide general urban design guidance with respect to built form and site development which will be further detailed and implemented through the City-Wide Urban Design Guidelines. Detailed urban design recommendations are contained in the Urban Design Report in [Appendix B](#) to this Report. Urban design policies will provide direction on the following elements:

- » Site organization – buildings will address the street, accommodate active uses and direct entrances to the street, and improve permeability by avoiding facades and buildings that stretch the entire block.
- » Setbacks at grade – generous setbacks will be provided for non-residential and mixed use buildings to create an enhanced streetscape while the setback area to residential uses will provide a transition between the public and private realm. See Section 4.2 of the Urban Design Report for more details.
- » Active At-Grade Uses – While active at-grade uses are encouraged in all areas of the Secondary Plan, they are required and recommended in accordance with Section

4.3 of the Urban Design Report of the Secondary Plan to animate the street.

- » Vehicular Access, Parking and Servicing – parking and servicing should generally be screened from the public realm and underground in order to minimize vehicular impacts and encourage active transportation. The sharing of parking and servicing is encouraged.
- » Building Form – the Secondary Plan Area will include a range of building types with a focus on mixed use buildings everywhere outside the employment districts.
- » Building Heights – maximum heights will be provided in accordance with Figure 14 of the Secondary Plan which focus the tallest heights around existing and future transit nodes and provide a transition to areas outside the Secondary Plan Area. Except at the periphery, low-rise building heights are generally discouraged throughout the Secondary Plan Area.
- » Podiums and Mid-Rise Buildings – podiums should generally be between three and six storeys in height with storeys above the podium stepped back. Long podiums are discouraged and should be broken up.
- » Protection from Shadowing – Tower floorplate will generally be no greater than 800 sq. m. and tower separation distances will be employed to limit shadow impacts on the public realm.

- » Tower Separation – towers will be separated from nearby towers and property lines to ensure privacy, maximize skyview, and minimize potential adverse impacts.
- » Public Buildings – the Centennial Community Centre and future public buildings in the Secondary Plan Area will promote design excellence, be located adjacent to parkland, and co-locate with other public buildings or private buildings where feasible.

8.4.3 Sustainable Development

Overview

Sustainability should be interwoven throughout the entire Secondary Plan with the principles of transit-oriented development being followed for future growth in the area.

Policy Direction

Policies in the Secondary Plan should direct for the use of the City's Sustainability Metrics Program in achieving sustainable development and meeting minimum scores for site plan and draft plan of subdivision applications.

Development in the Secondary Plan Area should employ sustainable design practices and technologies in public and private infrastructure, new buildings and development, and when retrofitting existing buildings.

Direction should be included that the goals and objectives of the City's Community Energy Plan should be considered and implemented in the Secondary Plan Area.

The Urban Design Report prepared through this Study and found in [Appendix B](#) will provide recommendations on design guidance to be considered for the ongoing development of Markham's City-wide Urban Design Guidelines to support sustainable development in the Secondary Plan Area.

8.5 Transportation, Services and Utilities

This subsection will include policy recommendations related to transportation, water and wastewater servicing, stormwater management, and utilities. These recommendations will draw on the technical modeling for transportation and servicing currently being undertaken by WSP.

8.5.1 Transportation Network

Overview

This subsection will provide policy direction for streets and mid-block connections in the Markville Secondary Plan Area.

Policy Direction

The proposed street and connections network, as shown on [Figure 18](#), should create a highly permeable area with direct and visible connections throughout the area for all modes of transportation.

New public and private streets and mid-block connections should be located in accordance with [Figure 18](#), with minor adjustment permitted without a required amendment to the plan.

The Secondary Plan will identify following street types and associated right-of-way widths, as shown on Figure 18. These street types generally correspond with the street classification system in the City's Official Plan as follows, but are intended to play specific roles in the Secondary Plan Area:

- » Urban Main Streets (up to 45 m ROW) – Regional Arterial Road.
- » Neighbourhood Connectors (26 m ROW) – Major Collector.
- » Mixed Use Neighbourhood Street (20 m ROW) – Local Road.
- » Markville Green Street (23-26 m ROW) - Minor Collector.
- » Employment Street (26 m) – Minor Collector.

As demonstrated in the Refined Plan and the Final Multi-Modal Transportation Report, Bullock Drive is intended to be a Neighbourhood Connector, with a narrower ROW than its existing form, as well as being subject to a reduction from two vehicular lanes in each direction to one lane in each direction plus a centre bi-directional turning lane. Policies in the Secondary Plan should establish this intention for Bullock Drive. Additional recommended direction around the trigger for this change can be found in [Section 8.8](#) of this Report.

The Secondary Plan should direct for the achievement of the active transportation network identified in the Refined Plan through the build-out of the Secondary Plan Area.

To support “first and last kilometre” connections to transit stations and stops, micro-mobility hubs (e.g., e-scooter or bike-share stations) should be encouraged throughout the Secondary Plan Area.

Policy direction should be included around the planned GO corridor/McCowan Road grade separation and its impact on levels of service for traffic, as well as improving pedestrian and cyclist safety for the rail crossing.

As noted in [Section 7.7](#) and described in further detail in the Multi-Modal Transportation Report, additional consideration should be given to parking and TDM in the Secondary Plan Area. Policies in the Secondary Plan should encourage the uptake of TDM strategies by private landowners and developers, as well as businesses. A TDM plan should be developed for the Secondary Plan Area, as well as a coordinated parking strategy.

8.5.2 Servicing and Stormwater

Overview

This section of the Secondary Plan will provide policy direction related to municipal water and wastewater services as well as stormwater management.

Policy Direction

The Secondary Plan will include policies that direct:

- » The preparation of Functional Servicing Reports and Stormwater Management Reports to identify existing capacity and required infrastructure upgrades.
- » The utilization of existing infrastructure before new infrastructure is constructed.
- » Compliance with development standards of the City, Region, and TRCA, and other relevant agencies and authorities as applicable.

8.6 Land Use

Overview

This section of the Secondary Plan should include policy guidance for land designations in the Secondary Plan Area, as well as building heights and site densities.

Policy Direction

Policies in the Secondary Plan should implement the approach in the Refined Plan which decouples height and density from land use, illustrating them on separate schedules, and connecting heights to the role of each District in the policy text. A policy should be included in the Secondary Plan that establishes the minimum building height at three storeys, and the maximum building height as shown on a schedule that implements **Figure 14** of this Report.

It is recommended that the FSI map illustrated in **Figure 15** of this Report be included as an appendix to the Secondary Plan, with language in the policy text that encourages the alignment of developments with the maximum FSI shown in that appendix.

The following designations are recommended for inclusion in the Secondary Plan to implement the land use component (see **Figure 13**) of the Refined Plan:

- » Residential High Rise
- » Mixed Use High Rise
- » Mixed Use Mid Rise
- » Mixed Use Low Rise
- » Commercial Office
- » Service Employment

The **Residential High Rise** designation, which applies to the existing cluster of high-rise residential buildings to the northwest of Bullock Drive and Highway 7, should maintain the existing policy guidance from the City's Official Plan for Residential High Rise.

The **Mixed Use Low Rise** designation will apply to those lands on which the CF Markville mall is currently located. This designation should permit all uses that may serve the function of the mall, including both commercial and office uses, but should not permit residential uses. This ensures that the existing mall remains in place and that any future redevelopment of the mall is done in a comprehensive, orderly and appropriate manner that maintains the Vision, Guiding Principles and policies of the Secondary Plan.

The **Mixed Use Mid Rise** designation will apply to those development blocks with maximum permitted heights of 15 or 8 storeys as shown on [Figure 14](#). This designation should permit the same types of uses as the Mixed Use High Rise designation, but without the requirement for a minimum of two of the permitted uses in one development. Mixed Use Mid Rise developments fronting on Urban Main Streets or Markville Green Streets should include active at-grade uses along their frontages. This designation can permit ground-oriented dwellings like townhouses (including stacked and/or back-to-back townhouses) as transition to low-rise residential neighbourhoods, but residential uses should not be permitted at-grade on Urban Main Streets or Markville

Green Streets. The designation should prohibit detached or semi-detached dwellings.

The **Mixed Use High Rise** designation will apply to those development blocks with maximum permitted heights of 20 or 40 storeys as shown on [Figure 14](#). This designation should permit a variety of uses, including residential units; commercial uses (including retail and service uses, as well as hospitality uses such as restaurants and cafes), institutional uses (including schools, community services, places of worship, and libraries), office uses, and employment uses that do not pose issues of land use compatibility. Policies should require that all proposed developments in Mixed Use High Rise designation contain at minimum two of the permitted uses, to ensure that these developments support walkable, complete communities and avoid single-use buildings (e.g., residential-only). All Mixed Use High Rise developments should include active at-grade uses along their frontages. This designation should prohibit the following building types, either explicitly or indirectly:

- » Detached dwellings
- » Semi-detached dwellings
- » Townhouse dwellings
- » Stacked or back-to-back townhouse dwellings

The **Commercial Office Designation** applies to development blocks within the Highway 7 East Corridor District, south of the Urban Employment District, which have a maximum permitted height of eight storeys. This designation should permit a range of commercial uses, including retail, service commercial, office (including non-traditional uses like co-working spaces or artists' studios), as well as institutional and other public uses. Permitted building type will include a range of non-residential low-rise and mid-rise building types such as office buildings and warehouses. Developments fronting on an Urban Main Street (Highway 7) or Markville Green Street should be encouraged to include active at-grade frontages.

The **Service Employment** designation applies to the remainder of the lands in Bullock Drive Employment Area (i.e., the Urban Employment District), and should relate to existing policy guidance for the Service Employment designation from the City's Official Plan.

8.7 Area and Site-Specific Policies

Lands subject the Area and Site-Specific Policies (ASSP) are identified with a dashed border on the Land Use Map (see [Figure 13](#)).

8.7.1 CF Markville Mall Lands

Overview

This subsection will include policy direction on the redevelopment of the CF Markville mall.

Policy Direction

As the existing CF Markville mall represents a significant parcel of land in the northwest area of the Secondary Plan, additional study is required if and when the parcel redevelops in the future.

Redevelopment, whether at once or in phases, must demonstrate comprehensive planning that meets the purpose and objectives of the Secondary Plan.

In order to ensure the orderly pattern of development that complements the character and planned vision and function of the neighbouring districts, new development must ensure transition to these areas.

Development applications for lands within the Mall site shall provide a comprehensive list of studies including, but not limited to the following, which demonstrate the following, and are to be completed through a series of Terms of References satisfactory to the City:

- » Phasing of development within the mall lands
 - » Projected additional population and employment within the mall lands
 - » Land uses
 - » Height and massing of proposed buildings
 - » Integration with the public transit network
 - » Transition to and relationship with lands and buildings outside the Area Specific Policy boundary
 - » Contribution to public realm, including implementation of the Green Loop framework
- Street network and active transportation connections
 - » Ground-related uses and building relationship
 - » Provision of parkland to meet additional population growth arising from the development of the mall lands
 - » Location and dimensions of parks and other open spaces
 - » Vehicular and loading paths and access points
 - » Location of stormwater facilities
 - » Urban design concept report
 - » Shadow studies
 - » Location of schools and community facilities, if required



Figure 19: CF Markville Mall

8.7.2 Urban Employment District and Highway 7 East Corridor

Overview

This subsection will include policy direction on the redevelopment of properties within the Urban Employment District and Highway 7 East Corridor District.

Policy Direction

The lands in the Urban Employment District and Highway 7 East Corridor primarily host non-residential uses that no longer meet the Province's definition of employment use (see [Section 2](#) of this Report) and thus would no longer be considered to be an employment area. Further, in contrast to the CF Markville mall lands, the Employment Area is comprised of numerous landowners and multiple parcels. Redevelopment within the Employment Area must demonstrate comprehensive planning that meets the purpose and objectives of the Secondary Plan.

At the time of this Report, the lands in both Districts are still identified as Employment Area in the City's Official Plan. The City may intend to conduct a review of employment areas through its ongoing Official Plan Review. In recognition of this uncertain long-term role of the Districts, they have been identified as Phase 3 in the District Phasing strategy outlined in [Section 7.4.2](#) of this Report.

In addition to the Phasing strategy, an ASSP boundary is recommended around the Urban Employment District and Highway 7 East Corridor to guide the eventual redevelopment

of those areas. This ASSP will allow for the City to ensure that issues of compatibility, job provision, and natural heritage are addressed.

8.7.2.1 Refined Plan

Notwithstanding, as noted in [Section 8.6](#), the Refined Plan envisions that the Urban Employment District continues to support low-density industrial and quasi-industrial uses currently permitted by the City's Official Plan (including automotive related uses), while the Highway 7 East Corridor is intended to support a mix of non-residential uses in a mid-rise form. Both Districts should maintain their critical non-residential function and purpose within the broader Secondary Plan Area.

Once the threshold for Phase 3 of the Secondary Plan is met, development applications for lands within the Urban Employment District should be guided by a comprehensive study which demonstrates the following items:

- » Options for implementing Markville Secondary Plan direction related to Milne Creek, pursuant to [Section 8.2.1](#) of this Report (buffering, restoration, daylighting, etc.)
- » Phasing of development
- » Projected revised population and employment within the Urban Employment District and Highway 7 East Corridor
- » Land uses
- » Height and massing of proposed buildings

- » Integration with the public transit network
- » Transition to and relationship with lands and buildings outside the Area Specific Policy boundary
- » Contribution to public realm
- » Street network and active transportation connections
- » Ground-related uses and building relationship
- » Provision of parkland to meet any additional population growth arising from the development of the two districts
- » Location and dimensions of parks and other open spaces
- » Vehicular and loading paths and access points
- » Location of stormwater facilities
- » Urban design concept report
- » Shadow studies
- » Location of schools and community facilities, if required

8.7.2.2 Alternative Option

In recognition that the current uses in the Urban Employment District do not align with the new definition of Employment Areas in the *Planning Act* and the PPS, 2024, an alternative option to the Refined Plan would be to separately designate a portion of the Urban Employment District for a wide range of non-residential uses, including retail and office uses. From a geographic perspective, Milne

Creek presents a natural dividing line: lands to the east of the Creek fronting on Laidlaw Boulevard would retain the Service Employment designation, while lands to the west of the Creek would be designated Mixed Use Non-Residential.

This approach has the advantage of allowing for the continuation of most of the lands in the Urban Employment District in their current role to support uses that may not be considered strictly industrial, but which benefit from being located in Employment Areas. That being said, it is recommended that if this approach is taken for the Secondary Plan, it should be in conjunction with a City review of its Employment Areas.

8.7.3 Centennial Community Centre

Overview

This subsection will include policy direction on the redevelopment of the Centennial Community Centre.

Policy Direction

The Centennial Community Centre lands are intended for limited redevelopment but will require a comprehensive development review to determine the appropriate heights, built form and development potential within these lands.

There may be opportunities for redevelopment within and in conjunction with the community centre over the time horizon of this secondary plan; development proponents, public or private, would need to consider how the Centennial Community Centre lands are

incorporated into the surrounding area, have regard for their proximity to the existing neighbourhoods, and ensure the existing community uses are replaced/enhanced to serve the existing and future communities.

8.8 Implementation and Monitoring

This section of the Secondary Plan should outline how the Secondary Plan's policies and schedules should be interpreted and implemented, including through further City-led and privately-led studies.

8.8.1 General Interpretation

Overview

This section will provide overall direction on “how to read” the Secondary Plan.

Policy Direction

Policies should be included in the Secondary Plan which provide that:

- » In the case of a conflict between the Official Plan and the Secondary Plan, the Secondary Plan and the policies provided therein will prevail
- » Except where otherwise noted, all definitions included in the Secondary Plan will have the same meaning as the Official Plan
- » This Secondary Plan be read in its entirety and all policies must be considered, including the applicable policies of the Official Plan
- » This Secondary Plan includes goals, objectives, principles and policies that are intended to guide development within the Secondary Plan Area. Some flexibility in interpretation is permitted, at the discretion of Council, provided that the

- intent of the goals, objectives, principles and policies are maintained
- » The delivery and construction of infrastructure will be coordinated with the Region, City, relevant agencies, and landowners
- » The conveyance of lands for community services and facilities, roads, and other infrastructure will be identified and secured through the development application process or earlier at the discretion of the City, Region, and relevant agencies
- » Minor adjustments to land use and park boundaries and the street pattern shall not require an amendment to this Secondary Plan, provided the intent of the Plan is maintained

- » The phasing of development for larger development sites may be required at the discretion of the City to ensure the timely delivery of servicing and infrastructure and will require the submission of a Phasing Plan
- » The phasing of development should prioritize the delivery of community services and facilities in earlier phases of a development
- » Where multiple phases are proposed, parks should be conveyed to the City with the first phase or earliest phases of the development
- » The phasing of development should minimize disruption to residential and non-residential tenants

8.8.2 Development Phasing

Overview

This section of the Secondary Plan will provide overall phasing direction and implement the strategy in [Section 7.4.2](#) of this Report which divides the Secondary Plan area into three phases which relate to transportation and servicing upgrading and improvements and other considerations.

Policy Direction

It is recommended that the District Phasing strategy outlined in [Section 7.4.2](#) of this Report be integrated into the policies of the Secondary Plan. Policies should also be included in the Secondary Plan which provide that:

8.8.3 Developers Group Agreements

Overview

This section will provide direction on tools for developers and landowners to coordinate development.

Policy Direction

Policies should be included which encourage the establishment of landowners' groups and developers' groups to:

- » Coordinate the delivery of municipal services
- » Coordinate the delivery the transportation network

- » Coordinate accesses to development sites and employ shared access points where feasible
- » In consultation with the City, school boards, and other relevant agencies, coordinate the delivery and precise locations of community services and facilities
- » Provide for an equitable share of costs to deliver the servicing, infrastructure, and community services and facilities
- » Utilize developers group agreements and landowners' groups agreements to achieve the aforementioned
- » Provide for an equitable share of parkland through a Master Parkland Agreement for the Secondary Plan Area

8.8.4 Further Studies

Overview

The City may consider identifying in the Secondary Plan those studies which are required to implement the technical outcomes of this Study.

Policy Direction

Further studies required:

- » Potential grade separation of McCowan Road.
- » Potential pedestrian bridge over rail track
- » Potential road diet of Bullock Drive.
- » Potential new signals.
- » TDM Plan.

8.8.5 Monitoring

Overview

This section will provide direction for City staff to regularly monitor the Secondary Plan following adoption.

Policy Direction

Policies should be included which provide that:

- » The Secondary Plan will be periodically reviewed as part of the City's comprehensive Official Plan Reviews
- » The Secondary Plan Area will be monitored by City staff with respect to the following:
 - » Phasing
 - » Population and employment targets
 - » Development activity
 - » Infrastructure and servicing delivery
 - » Infrastructure and servicing capacity
 - » School capacity
 - » Community services and facilities capacity

9 Conclusion and Next Steps

This Final Study Report is a culmination of all work completed on the Markville Secondary Plan by the City, consultant team, public, and other relevant stakeholders. This Report provides a background and context for the Secondary Plan Area, including both existing conditions and a policy context, and a summary of the engagement and consultation. That work then informed the Vision and Guiding Principles ([Section 6](#)) and the Refined Plan ([Section 7](#)) which in turn informed the consultant team's Policy Recommendations ([Section 8](#)).

The next step in the process will be the City-led drafting of the Markville Secondary Plan, which will use this Final Study Report and its associated technical reports as a “road map” for guidance. The Secondary Plan will proceed through a public consultation process before being considered for adoption by Markham City Council.



Report to: Development Services Committee

Meeting Date: June 10, 2025

SUBJECT: CMHC Housing Accelerator Fund Update

PREPARED BY: Audrey Farias, Project Manager, HAF (ext. 6900)

REVIEWED BY: Giulio Cescato, MCIP, RPP, Director, Planning & Urban Design (ext. 2202)

RECOMMENDATION:

1. That the report dated June 10, 2025 entitled “CMHC Housing Accelerator Fund Update” be received; and
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report provides an update of the City’s Housing Accelerator Fund (HAF) work plan including an update of the annual report to Canada Mortgage and Housing Corporation (CMHC).

EXECUTIVE SUMMARY:

On June 26, 2024, Markham City Council approved the HAF Work Plan with seven (7) distinct Initiatives. Council also authorized a road map for program implementation going forward. The City has committed to supporting the delivery of 1,640 new housing units using \$58.8 million in HAF funding over the next 3 years, through the creation of partnerships, streamlined policies and improved processes.

Achievement of the City’s HAF targets will support Markham’s housing pledge of 44,000 units by 2031 to the Province that is intended more broadly to increase the supply of housing in Ontario by 1.5 million homes. It will also support Housing Choices: Markham’s Affordable and Rental Housing Strategy and, advance some of its key actions and objectives. The HAF has presented an opportunity for the City to set itself up for future success by prompting the consideration and implementation of partnerships,

policies, tools and improved regulatory processes to advance the City's strategic housing goals.

In Year 1 of the implementation, the City exceeded its commitment by achieving 3,820 net new homes, representing 49.5 percent of the three-year growth target. Through the partnerships alone, the City would provide an estimated 500 units of affordable housing out of an anticipated 1,400 housing units total, a substantial portion of the City's 1,640 HAF funded unit target.

Staff committed to providing semi-annual progress updates to the Development Services Committee (DSC) regarding implementation of the HAF Work Plan. This report provides a detailed update of the progress made by each of the seven initiatives and their related milestones. It also provides an overview of the first annual HAF reporting to CMHC that is a requirement of the contribution agreement.

BACKGROUND:

In February 2022, the Federal Budget announced \$4 billion in funding for the Housing Accelerator Fund (HAF) with the goal of creating at least 100,000 more housing units.

In March 2023, the Canadian Mortgage and Housing Corporation (CMHC) launched the HAF program and application process. Local municipalities with populations of over 10,000 and delegated approval authority for land use planning and development approvals were eligible for the urban stream of funding.

On June 14, 2023, the City of Markham passed a [Council resolution](#) directing staff to submit a Housing Accelerator Fund (HAF) application requesting \$57.1 million in funding for the delivery of 1,900 units through a proposed Action Plan to deliver seven (7) initiatives.

On October 11, 2023, the federal Minister provided a letter to the City advising that the City consider enhancements to its HAF application. On Dec 13, 2023, a [Council resolution](#) was passed responding to the Federal Minister's request directing amendments, which were subsequently incorporated into the City's HAF Action Plan.

On January 25, 2024, the City entered into a contribution agreement with CMHC for \$58.8 million in HAF funding, with the goal of supporting the delivery of 1,640 housing units, including a target of approximately 193 affordable housing units, over the course of the 3-year program, measured by the issuance of building permits.

On June 26, 2024, Council passed a [Council resolution](#) authorizing staff to endorse the Housing Accelerator Fund (HAF) Work Plan, implement the seven (7) Action Plan Initiatives, as committed through the contribution agreement with CMHC, initiate the administrative, financial and procurement processes necessary to facilitate meeting HAF commitments, and report back to the Development Services Committee with an update on the progress of the work plan.

OPTIONS/ DISCUSSION:

The following section provides an overview of the City's progress of the seven initiatives in the HAF Action Plan. In addition, it provides a summary of the first annual reporting on CMHC's Housing Accelerator Fund (HAF) for the period of February 1, 2024 to January 31, 2025.

1. The City's Progress under the HAF Action Plan Commitments

The HAF Work Plan outlined the proposed implementation of the City's Action Plan Initiatives, as well as the target timelines associated with the Initiative milestone commitments in the City's contribution agreement with CMHC. In the contribution agreement, the City committed to a target of 1,640 new housing units by the end of 2026, to be confirmed by building permits issued. The City's seven (7) Initiatives through which these commitments will be delivered are as follows:

Initiative 1: Public Partnerships

Through this initiative, the City agreed to implement a minimum of 2 public partnerships to support affordable and purpose-built housing development. This initiative is being implemented as a Direct Grant Stream, for organizations that have approached the City with projects demonstrating a funding gap due to scaled-up affordability. Staff obtained the authority to negotiate and enter into agreements with government, non-profit, non-profit-private joint ventures and private sector organizations for sites which could obtain building permits by the end of 2026. This Initiative had an estimated budget allocation of \$29 million with additional funding reallocation from Initiative 5 should the Initiative become oversubscribed. If successful, this Initiative has the ability to support the development of considerable affordable and purpose-built housing on these projects. Projects currently being examined would provide an estimated 500 units of affordable housing out of an anticipated 1,400 housing units total, a substantial portion of the City's 1,640 HAF funded unit target. A staff report was presented to Council on December 4, 2024 on the Partnership approach. Staff have been negotiating partnerships over the last few months and are now in the process of executing agreements.

Initiative 2: Additional Residential Units (ARUs) and Incentives Program

This initiative consists of three (3) components. The first component is being jointly led by the Policy, Zoning and Special Projects teams and involves updating the City's Official Plan and Zoning By-laws to implement the Federal Minister's request that builds on the provincial framework for additional residential units (ARUs) (i.e., to legalize four (4) units as-of-right city-wide where zoning permits single detached, semi-detached or row house dwelling units). A statutory public meeting is being targeted for September 2025 to consider the draft Official Plan and Zoning By-law Amendments, followed by a recommendation report to the Development Services Committee in October 2025.

The second component led by Building Standards is focused on preparing community outreach packages to assist and support homeowners interested in constructing ARUs on their properties. These packages will provide design guidance and information on the approvals process. A consultant was retained in November 2024 and is working with Building Standards to prepare three separate ARU guides: secondary suites, coach houses and garden homes, and 3 and 4 unit buildings. These guides are expected to be completed by August 2025.

Finally, the third component consists of an incentive program for ARUs led by the City that will entail a rebate on the building permit fee. Staff are working with Finance to develop the incentive program for ARUs. The program has an estimated budget allocation of \$700,000 which will incentivize approximately 140 applications at a minimum.

Initiative 3: Major Transit Station Areas (MTSAs) - Policy Update

The main focus of this initiative involves the update of official plan and zoning by-law policies to permit buildings of up to four (4) storeys in height on lands that permit residential dwelling units within MTSAs (which are not designated Greenway and are not within the Special Policy Area of MTSA 12 Enterprise BRT Station and MTSA 15 McCowan BRT Station). The boundaries for the MTSAs were delineated by York Region as part of their Official Plan update with input and feedback from local municipal Councils. The York Regional Official Plan was approved by the Province in 2022, with a total of 22 identified MTSAs for the City of Markham. With the removal of planning responsibilities from the Region in July 2024, the MTSA policy framework was absorbed by Markham's Official Plan. A statutory public meeting was held on December 3, 2024 and feedback received from the meeting was incorporated into the draft Official Plan and Zoning By-law Amendments. A staff report was brought to the Development Services Committee on May 13, 2025.

The Development Services Committee supported the proposed Official Plan and Zoning By-law Amendments at the May 13, 2025 meeting, with modifications to the Zoning By-law for two of the MTSAs. The residential established neighbourhood low rise (RES-

ENLR) zones that are presently within MTSA 15 McCowan BRT Station and MTSA 17 Montgomery BRT Station, are currently designated Residential Low Rise under Markham's Official Plan and only permits detached dwellings under the in-force Zoning By-law 2024-19, as amended. Among the concerns raised at the Development Services Committee meeting was the potential for oversized four storey detached dwellings that did not result in additional units being created. The Development Services Committee directed Staff to remove these areas from the as-of-right four storey permissions from the Zoning By-law Amendment. The removal of these two areas from the Zoning By-law Amendment equates to approximately 0.67% of the total geographic area of the 22 MTSAs in the City of Markham.

Initiative 4: Inclusionary Zoning (IZ) in PMTSAs

Through this initiative, the City would implement Inclusionary Zoning in identified Protected Major Transit Station Areas (PMTSAs). The work involves preparing financial models for IZ scenarios, facilitating public engagement workshops, and drafting the IZ Assessment Report for peer review which will inform the proposed Inclusionary Zoning Framework prior to the development of Inclusionary Zoning policies and a zoning by-law for Markham. Staff retained N. Barry Lyon (NBLC) in November 2024 to conduct this work. The work is to be completed by the end of June 2026.

Initiative 5: Incentive Program for Affordable Housing

Through this initiative, the City would develop a Development Charge Rebate Program that would be open to all developers on a first come, first serve basis, who propose affordable housing units in projects that can achieve building permits by the end of 2026, until the initially estimated \$23 million HAF allocation, or residual allocation, should funds be reallocated to Initiative 1, run out. This stream was envisioned to include program parameters with a minimum threshold for affordability, aimed at supporting the viability of current affordable commitments in the City's pipeline. At the time of the writing of this report, Staff are awaiting further updates on potential regulation and policy changes that could impact this program in the short term. Pending confirmation of these changes, the DC Rebate Program parameters will be reviewed, with the aim for a launch later this year.

Initiative 6: Enhance Markham's Electronic Development Application System

This Initiative is focused on updating the City's electronic development application system (ePlan Project Dox) and introducing a new feature with an Automated Zoning Compliance Software Solution to streamline the development process, improve customer service and process residential units more efficiently. The first component of this initiative is to develop planning workflows in the City's development review software, Project Dox. Staff worked with the vendor, Avolve, to develop and configure the heritage permit workflow, the first of three workflows. Avolve has been the vendor for ePLAN

Project Dox since its introduction. The heritage permit workflow was completed in September 2024. Staff are currently working with the vendor to develop the other two workflows for the remaining application types. The workflows are expected to be completed by June 2026.

The second component of this initiative involves an Automated Zoning (AI) Compliance service. The contract award was approved by City Council on October 22, 2024 and Archistar was retained. After completion of the procurement process and signing of agreements, the project officially started in April 2025. Phase 1 of the project is in progress and is expected to be launched by October 2025.

Initiative 7: Parking and Transportation Demand Management (TDM) Standard Update

Through this initiative, the City is establishing parking standards and transportation demand management (TDM) requirements tailored by parking zones. These TDM measures aim to support the updated parking standards for new developments, while promoting sustainable modes of transportation. The new standards will be incorporated into the City's comprehensive Zoning By-law. Staff retained HDR Corporation in November 2024 to carry out the work. Thus far, two stakeholder engagement meetings have been held to gather initial feedback from internal City departments, external public agencies, local municipalities, major employers, and key players in Markham's development industry. Currently, a Draft Best Practices and Parking Needs Assessment Report is under review, comparing parking standards and emerging trends across GTA and beyond. The project is on track and is expected to be completed in December 2026.

Housing Needs Assessment

The Initiatives are supported by an update to the Housing Needs Assessment (HNA), as required by the HAF program, which will identify the City's housing gaps, opportunities and changes that have taken place since the previous assessment in 2019. The City retained SHS Consulting in November 2024 to carry out this study. The HNA update will be conducted in two main parts: the first part will comprise of an analysis of current demographic, economic and housing market conditions and patterns of housing affordability in Markham and a description of the current gaps between housing demand and supply. It will also include an assessment of the economic and demographic forces that will drive future housing demand in Markham, including detailed forecasts of household growth and housing demand to 2051, and an analysis of the potential implications of the gap between projected demand and anticipated supply in the city. The second part will comprise of developing a report outlining additional policy and strategic recommendations that will incorporate goals, actions, outcomes and targets to address the housing needs in Markham. The project is expected to be completed by the end of January 2026.

The status of the City's seven (7) Action Plan Initiatives and the related milestones and timelines can be found in Appendix 1.

2. Reporting to CMHC

As part of the contribution agreement, the City is required to submit the following annual reports to CMHC through a prescribed process from 2024 to 2028 to demonstrate progress of the Action Plan:

- An Attestation Letter,
- A capital projects report,
- A permit data report,
- A progress report on each of the seven initiatives each February from 2025 to 2028; and
- A report on the use of HAF funding.

After submission to CMHC, the City is required to make its progress reports publicly available, no more than one year from the date of submission.

In July 2024, the initial Attestation Letter, confirming our progress to that date as outlined in the contribution agreement, was submitted and approved by CMHC.

In February 2025, the City submitted its first annual report to CMHC. This comprehensive report included:

- An Attestation Letter, signed by the Director of Planning and Urban Design, confirming that all initiatives were progressing as per timelines in the agreement.
- A capital projects report (a mandatory requirement even if the City doesn't have any capital projects to report on),
- A Permit Data report,
- Updates on Action Plan commitments,
- Updates on Initiatives and associated milestones. Refer to Appendix 1 for more details on the status of each initiative and milestone; and
- A report on the use of HAF funding.

The City is on track to meet or exceed its HAF housing supply growth target of 7,715 net new permitted homes between January 2024 and December 2026. In 2024, 3,820 net new homes were permitted, representing 49.5 percent of the three-year growth target achieved within the first year.

The City is also on track to meet or exceed its three sub-targets for housing supply growth related to multi-unit housing in proximity to rapid transit, missing middle multi-

unit housing, and other multi-unit housing. Details of the first Annual HAF Reporting update can be found in Appendix 2.

The use of HAF funding for the first reporting period showed a spending of \$106,820.66 which includes staff salaries and budget spent on initiatives. This amount is approximately 1% of the allocated first installment of \$14.7M. Now that all initiatives are underway, our budget spend for the second reporting year is anticipated to increase.

CMHC validated and approved the City's report in March 2025. Following this, the City received its second tranche of funding of \$14,710,656.25. Hence, the CMHC funding received to date in the first two advances is \$29.4 million, representing 50% of the total \$58.8 million HAF funding. The third advance is conditional on demonstrating progress with the Action Plan, and the fourth advance is conditional on achieving the committed housing targets.

NEXT STEPS

Staff will continue working on the HAF Initiatives to meet the various targeted milestones and will closely monitor the use of funds. Staff will report back to Council in Q4 2025 to provide the next semi-annual update as committed to in the HAF Work Plan report in June 2024.

FINANCIAL CONSIDERATIONS

This report does not have any financial impact to the Operating Budget or Life Cycle Reserve Study.

HUMAN RESOURCES CONSIDERATIONS

Not Applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The HAF Work Plan supports the City's Strategic Plan across all goals as the Action Plan Initiatives have a broad impact across the organization. It facilitates the achievement of safe, sustainable and complete communities and enhances services, and supports people and resourcing needs. Through engagement, it will provide opportunities to create a diverse, thriving and vibrant City. Finally, it supports sound and responsible fiscal management which is crucial to ensuring efficient service delivery and contributes to all

strategic goals. The HAF program will help to implement the goals and actions in the City's Housing Strategy.

BUSINESS UNITS CONSULTED AND AFFECTED:

Key impacted City departments including Financial Services, Building Standards and Engineering were consulted on this report.

RECOMMENDED BY:

Giulio Cescato, MCIP, RPP
Director, Planning & Urban Design

Arvin Prasad, MCIP, RPP
Commissioner, Development Services

ATTACHMENTS:

1. Appendix 1 – Status of HAF Initiatives and Milestones
2. Appendix 2 – First Annual HAF Reporting Update

Appendix 1: Status of HAF Initiatives and Milestones

Initiatives	Milestones	Status (as of May 2025)
1. Public Partnerships Key Departments: Planning, Legal, Real-Estate	Selection Criteria and Candidate Properties	Completed
	Approved Properties and Partnership Approach	Completed
	1 st Quick Win Project Approval	In progress - target completion date September 2025
	Additional Project Approval	In progress - target completion date August 2026
2. Additional Residential Units (ARUs) & Incentive Program Key Departments: Planning, Building	Project Initiation	Completed
	Initiate Statutory Planning Process	Completed
	Statutory Public Meeting	Updated target completion date - September 2025
	Approved OPA, ZBL + Incentive Program	Updated target completion date - October 2025
	Implementation	Target completion date - December 2026
3. Major Transit Station Areas (MTSAs) Update Key Departments: Planning	Project Initiation & Communication	Completed
	Statutory Planning Process	Completed
	Public Engagement	Completed
	Approval of Updated Policies & Pre-Zoning	In progress – target completion date June 2025
	Implementation	In progress – target completion date December 2026
4. Inclusionary Zoning (IZ) in Major Transit Station Areas Key Departments: Planning	Project Initiation	Completed
	Technical Studies & background	In progress – target completion date June 2025
	Engagement	In progress – target completion date July 2025
	Approval of IZ By-law	In progress – target completion date September 2025
	Implementation	Target completion date - June 2026
5. Incentive Program for Affordable Housing	Project Initiation	Completed

Appendix 1: Status of HAF Initiatives and Milestones

Key Departments: Planning, Real Estate, Legal	Technical Studies & Background	Completed
	Engagement	Completed
	Program Approval	Completed
	Implementation	In progress – target completion date December 2026
6. Enhance Markham's Electronic Development Application System Key Departments: Strategy & Innovation, Building	Project Initiation	Completed
	Software Development/Configuration	In progress – target completion date June 2025
	Deployment and Implementation	Target completion date – December 2026
7. Parking and Transportation Demand Management (TDM) Standards Update Key Departments: Transportation, Planning	Project Initiation	Completed
	Background Review	In Progress – target completion date June 2025
	Technical Analysis & Recommendation	Target completion date – September 2025
	Approval & Implementation	Target completion date – March 2026

Appendix 2: First Annual HAF Report Update

City of Markham's First Annual HAF Report Update – March 2025

Permitted Units	Markham's Data submitted via Portal	Numbers Validated by CMHC
Single Detached	415	415
Multi-unit housing – Rapid Transit*	1,852	1,852
Multi-unit housing – Missing Middle	742	742
Multi-unit housing – Other	811	811
Total Net New Permitted Units	3,820	3,820
Affordable Units	0	0

*Multi-unit housing located 1500m from a rapid transit station

Committed Targets in Contribution Agreement

Permitted Units	HAF Contribution Agreement Commitments (Three-Year Target)
Multi-unit housing – Rapid Transit*	3,543
Multi-unit housing – Missing Middle	2,148
Multi-unit housing – Other	676
Housing Supply Growth Target	7,715
Affordable Units	7.40 percent of the Housing Supply Growth target



CMHC Housing Accelerator Fund Update

Development Services Committee

June 10, 2025



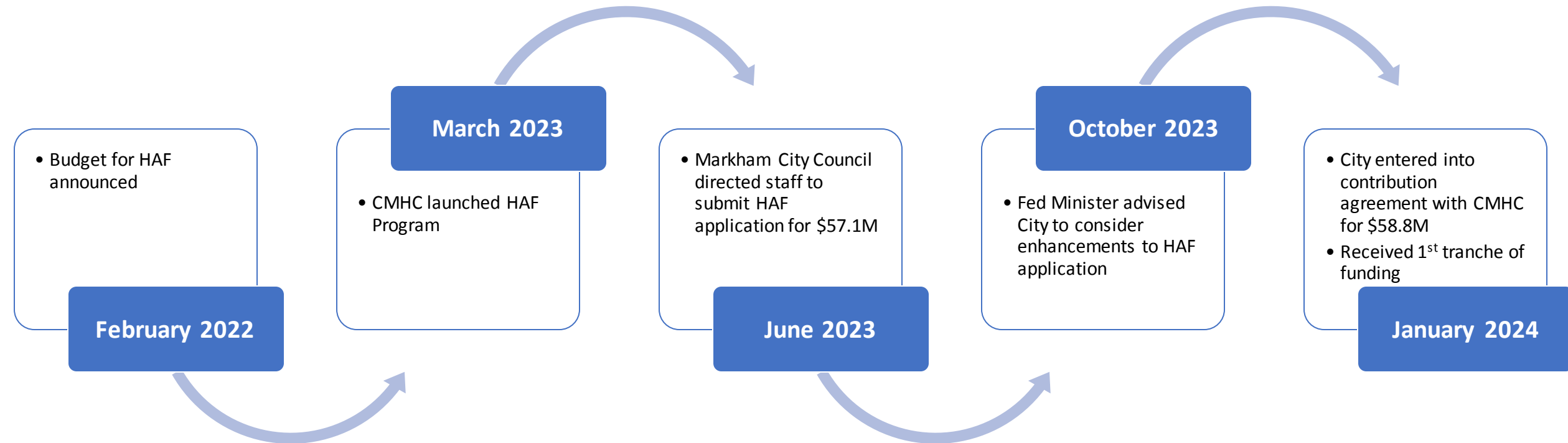
1. Introduction

Purpose

- Provide an Update of the City's Housing Accelerator Fund (HAF) Work Plan
- Update of the Annual report to Canada Mortgage and Housing Corporation (CMHC)



Background



Program Timeline

WE ARE
HERE

January 2024

- City signed contribution agreement with CMHC for \$58.8M
- Received 1st tranche of funding

June 2024

- Markham City Council endorsed HAF work plan

February 2025

- City completed 1st Annual Report to CMHC
- Received 2nd tranche of funding

February 2026

- 2nd Annual Report to CMHC due

December 2026

- HAF Program ends
- All milestones to be completed

February 2027

- Final Report to CMHC due



2. Initiatives Status Update



Initiative 1: Public Partnerships

Start: Feb 15, 2024

End: Aug. 27, 2026

Key Departments: Planning, Legal, Real Estate

Target HAF Units: 190

Milestones		Status (as of May 2025)
1	Selection Criteria & Candidate Properties	Completed
2	Approved Properties & Partnership Approach	Completed
3	1 st Quick Win Project Approval	In progress – target completion date September 2025
4	Additional Project Approval	In progress – target completion date August 2026



Initiative 2: Additional Residential Units (ARUs) & Incentive Program

Start: Feb 15, 2024

End: Dec. 31, 2026

Key Departments: Planning, Building

Target HAF Units: 140

Milestones		Status (as of May 2025)
1	Project Initiation	Completed
2	Initiate Statutory Planning Process	Completed
3	Statutory Public Meeting	Updated target completion date - September 2025
4	Approved OPA, ZBL & Incentive Program	Updated target completion date – October 2025
5	Implementation	Target completion date – December 2026



Initiative 3: Major Transit Station Areas (MTSAs) Policy Update

Start: Feb 15, 2024

End: Dec. 31, 2026

Key Departments: Planning

Target HAF Units: 700

Milestones		Status (as of May 2025)
1	Project Initiation & Communication	Completed
2	Statutory Planning Process	Completed
3	Public Engagement	Completed
4	Approval of Updated Policies & Pre-Zoning	In progress – target completion date June 2025
5	Implementation	In Progress – target completion date December 2026



Initiative 4: Inclusionary Zoning (IZ) in Major Transit Station Areas

Start: March 15, 2024

End: June 30, 2026

Key Departments: Planning

Target HAF Units: 40

Milestones		Status (as of May 2025)
1	Project Initiation	Completed
2	Technical Studies & Background	In progress – target completion date June 2025
3	Engagement	In progress – target completion date July 2025
4	Approval of IZ By-law	In progress – target completion date September 2025
5	Implementation	Target completion date - June 2026



Initiative 5: Incentive Program for Affordable Housing

Start: Feb. 15, 2024

End: Dec. 20, 2026

Key Departments: Planning, Real Estate, Legal

Target HAF Units: 300

Milestones		Status (as of May 2025)
1	Project Initiation	Completed
2	Technical Studies & Background	Completed
3	Engagement	Completed
4	Program Approval	Completed
5	Implementation	In progress - target completion date December 2026



Initiative 6: Enhance Markham's Electronic Development Application System

Start: Feb. 15, 2024 **End:** Dec. 31, 2026

Key Departments: Strategy & Innovation, Building

Target HAF Units: 210

Milestones		Status (as of May 2025)
1	Project Initiation	Completed
2	Software Development	In progress – target completion date June 2025
3	Deployment and Implementation	Target completion date – December 2026



Initiative 7: Parking + Transportation Demand Management (TDM) Standards Update

Start: Feb. 15, 2024

End: Dec. 31, 2026

Key Departments: Transportation Engineering, Planning

Target HAF Units: 60

Milestones		Status (as of May 2025)
1	Project Initiation	Completed
2	Background Review	In progress – target completion date June 2025
3	Technical Analysis & Recommendation	Target completion date – September 2025
4	Approval & Implementation	Target completion date – March 2026



3. First Annual Report Update

Markham's First Annual HAF Report Update

Permitted Units	Markham's Data Submitted via Portal	Validated by CMHC
Single detached	415	415
MU - Rapid Transit*	1,852	1,852
MU - Missing Middle	742	742
MU - Other	811	811
Total Net New Permitted Units	3,820	3,820
Affordable Units	0	-

* Multi-unit housing located 1500m from a rapid transit station (involved mapping)

Thank you!

Report to: Development Services Committee

Meeting Date: June 10, 2025

SUBJECT: INTERIM REPORT, Bayview John Community Engagement Visioning Working Sessions, Thornhill (Ward 1)

PREPARED BY: Rick Cefaratti, RPP, MCIP, Acting Manager, West District, Ext. 3675

REVIEWED BY: Stephen Lue, RPP, MCIP, Senior Manager, Development, Ext. 2520

RECOMMENDATION:

1. THAT the interim report titled, "INTERIM REPORT, Bayview John Community Engagement Visioning Working Sessions, Thornhill (Ward 1)", be received;
2. AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report provides an update on the three Bayview John Community Engagement Visioning Working Sessions that were held in early 2025 at the Thornhill Community Centre. It details the public and stakeholder consultation through three topic-specific meetings led by Third Party Public, the city's retained facilitator. Appendix A includes the summary memorandum prepared by Third Party Public.

BACKGROUND:

Figure 1 shows the Study Area bounded by Drake Park to the north, the CN Rail Corridor to the south, the Employment Lands and the Otto townhouse development to the east, the Shouldice Hospital and Glynnwood Retirement Residence to the west (the "Subject Area").

On June 7, 2021, the Development Services ("DSC") directed staff to report back on an estimated cost for the studies, timing and financial resources to engage consultants for the Thornhill Centre Area secondary plan study. On February 7, 2024, the DSC provided a modified direction for Staff to undertake a visioning exercise, in lieu of a secondary plan, for the Subject Area that would identify potential new public roads, multi-use connections (active transportation network, local trail network), new public parks, and an assessment for additional community and commercial amenities to support an appropriate mix of land uses.

On June 25, 2024, the DSC directed Staff to retain Third Party Public ("the facilitator") to advance a public and stakeholder consultation process comprised of a series of three topic-specific working sessions for public input on the visioning work, as outlined below.

OPTIONS/ DISCUSSION:**Working Session 1: Urban Design, Built Form, and Land Use**

Held on January 13, 2025, approximately 150 participants attended working session 1, including City staff, the Mayor, the Local Ward Councillor, and area residents. The participants gathered to discuss their thoughts in response to the following focused questions:

1.1 What are the best and least liked characteristics of the Bayview John area?

Many of the participants expressed general content with the current facilities in the Study Area, including the Thornhill Community Centre as a focal point, the existing grocery store, library, drug store, and other commercial uses. However, many participants also stated that they disliked the increase in traffic in the area, especially in the vicinity of the Bayview and Green Lane intersection, the lack of green space/parks adjacent to the community centre, and that the area is not pedestrian-friendly.

1.2 **What opportunities should be considered for the future?**

Participants wanted improvements to the road network, including the connection from Royal Orchard Boulevard to Green Lane via Bayview Avenue, and more pedestrian-friendly environments to promote walkability and accessibility. Other suggestions included the possibility of pedestrian access across the CN Rail Corridor with a bridge connection and the maintenance of the existing parking supply at the community centre, but in a different format. In addition, comments were received about enhancing public transit services to support the seniors communities in the area. The participants further expressed a desire to have outdoor activity spaces for concerts to reinforce the Bayview John area as the community focal point.

1.3 **What is the community's vision for Urban Design, Built Form, and Land Use for the Bayview John area?**

Suggestions from the participants included a European style piazza to create a place to invite people to congregate and connect with trees, a beautiful public realm and artwork. Other suggestions included the programming of space on the Shouldice lands, improved infrastructure for EV charging, community gardens and more walking trails, reductions in hard surface areas, and the modernization of the Thornhill Community Centre. The participants recognized the existence of some high-rise development in the community such as the three "Landmark" towers on the east side of Bayview as well as the recently approved "Residences at Royal Bayview" by Tridel on the west side of Royal Orchard Boulevard. However, the participants expressed a desire to limit building heights for any future development to a maximum of 8-storeys as provided for under the mixed-use mid-rise designation of the 2014 Official Plan.

Working Session 2: Transportation and Mobility

The second session, held on January 22, 2025, in Room B1/B8 of the Thornhill Community Centre, was attended by approximately 90 participants including staff and the Local Ward Councillor. The focused questions included the following:

2.1 **What challenges exist with transportation and mobility in the area?**

2.2 **What are the City's priorities when planning the future of transportation and mobility in the area?**

The participant feedback received at this working session included concerns about overall traffic congestion in the area, the intersection challenges at Bayview Avenue and Green Lane, and John Street between Bayview Avenue and Leslie Street. Other comments included a desire to install red light cameras at the intersection of John Street and Porterfield Crescent, and the need for traffic signals at the intersection of Henderson Avenue and John Street. The participants suggested that pedestrian safety at the Bayview and John intersection be improved by providing

dedicated traffic lights for pedestrians. In addition, the participants identified the need to extend Royal Orchard Boulevard through the Shouldice property to provide a direct connection to green Lane and various other connectivity improvements.

The participants suggested that the future of transportation and mobility in the area should include the need for improved bus service along John Street, Royal Orchard Boulevard (including access to the future Yonge North Subway Extension), and the Langstaff GO station. In addition, several participants commented on the need for additional improvements to the active transportation network, including a connection between the Shouldice property and Pomona Mills Park through the valley. In terms of cycling, several participants sought opportunities to provide dedicated and protected bike lanes, away from the pavement, for safety.

Lastly, some participants suggested that the study area should be further expanded to recognize that most of the traffic generated originates outside of the study area.

Working Session 3: Community Uses

Held on February 13, 2025, in Rooms B1/B2 at the Thornhill Community Centre, the last working session was attended by approximately 50 participants, including staff and the Local Ward Councillor. City staff provided an overview of the Integrated Leisure Master Plan (“ILMP”) as it relates to the determination of additional community services/facilities, parks, sport fields etc. The participants were asked the following:

- 3.1 **Focus on the perceived overall vision for the future of community uses in the Subject Area in terms of physical infrastructure and programs and services.**
- 3.2 **Identify the existing strengths and opportunities to improve in the Subject Area.**

The participants commented that the existing community centre has an appropriate level of amenities/community spaces, a variety of programs including those for seniors; however, an expansion, perhaps vertically, could help with additional space. They also suggested upgrades to existing parks, more connections to green areas, and the creation of leisure and social spaces for more connections with all age groups. Other suggestions included conference spaces to attract visitors and an outdoor amateur theatre.

Staff will consult with the community prior to Final Report

Following the three working sessions, City staff committed to re-connecting with the participants with a draft of a final visioning report prior to reporting back to the Development Services Committee. The final report will be accompanied by an Official Plan amendment to add new area specific policies that reflect the feedback received at the Working Sessions. The intent of these future policies will be to expand upon the existing area specific policies of the Thornhill – Local Centre, and to identify future matters including, but not limited to, locations for future street, trail, and bridge connections, as well as land use and built form opportunities.

FINANCIAL CONSIDERATIONS:

N/A

HUMAN RESOURCES CONSIDERATIONS:

N/A

ALIGNMENT WITH STRATEGIC PRIORITIES:

The proposed Visioning Exercise aligns with Goal 3 of the Building Markham's Future Together Strategic Plan – to build safe, sustainable, and complete communities.

BUSINESS UNITS CONSULTED AND AFFECTED:

Planning and Urban Design, Parks Planning, as well as Community Services Staff and Engineering and Transportation Staff will be engaged throughout the development of the recommendations for a final report.

RECOMMENDED BY:

Giulio Cescato, RPP, MCIP
Director, Planning and Urban Design

Arvin Prasad, RPP, MCIP
Commissioner of Development Services

ATTACHMENTS:

Figure 1: Study Area Limits
Appendix 'A': Summary Memo – Completion of the three Bayview John Community Engagement Visioning Working Sessions

Figure 1: Study Area Limits

Memo



To: Rick Cefaratti, Acting Development Manager, West District, City of Markham Planning and Urban Design Department

CC: Participants in the Bayview John Community Engagement Visioning Process

From: Nicole Swerhun, Third Party Public

Re: Completion of the three Bayview John Community Engagement Visioning Working Sessions

Date: April 25, 2025

Our Third Party Public team has completed our support of the City of Markham's community consultation seeking input into the Bayview John Visioning process.

There was strong participation from the local community (see summary table below for participation numbers at each of the three working sessions), with many people passionate about the local community.

Feedback was thoughtful and constructive. There were some areas where there is more common ground about the future and others where some differences emerged. A summary of the feedback received during each working session is attached here along with the Discussion Guide supporting the process.

Highlights of the feedback received from participants include:

- **Clear support and love for the existing community centre** and a strong interest in seeing it stay as an important focal point in Thornhill Centre. There were several suggestions on how to strengthen the physical spaces and the City programming provided in the community centre and in parks.
- Beyond the community centre, there was also **strong support for other facilities in the area** such as Canada Post, coffee shop, recycling depot, dentists, doctors, library, drug store, grocery store, etc.
- **Strong support for the City's purchase of the Shouldice property** and interest in seeing the City make full and best use of the lands for the public
- **Significant concerns about increased congestion in the area**, particularly given the impact of new developments in the area and nearby (e.g., Langstaff and development close to the subway). There were several suggestions on how to improve roads (especially Bayview Avenue and John Street) and fill missing road links, improve pedestrian safety, strengthen public transit, and improve bike paths.
- **A vision for the future of Thornhill Centre that transforms the area into a more attractive hub of activities, services, and amenities that gives people a place to go, meet with others, and enjoy a movie or good meal or a coffee or just relaxing in a nice place.** A vision that creates a "there, there". A group of residents put forward Arlington, Texas as their inspiration for the future (see link to more info [here](#)) and others referenced the look and feel of European plazas. There were also some participants who said that they prefer to see no change.
- **Some shared concerns about the residential growth required to support a thriving Thornhill Centre.** To address this concern, some suggested making Thornhill Centre a destination/draw for

those outside of the community so visitors can help support the economic feasibility of local amenities without needing to increase the local population. There were participants who said that they did not support this strategy.

- **Several participants expressed appreciation for the engagement process** and some would like to see this engagement continue.

Working session topics and dates:

Working Session	Topic	Date	Approximate # of participants
1	Urban Design, Land Use and Built Form	Monday, January 13, 2025	150
2	Transportation and Mobility	Wednesday, January 22, 2025	90
3	Community Uses	Thursday, February 13, 2025	30

Attachments:

Discussion Guide

Summary from Working Session 1: Urban Design, Built Form and Land Use

Summary from Working Session 2: Transportation and Mobility

Summary from Working Session 3: Community Uses



DISCUSSION GUIDE

Bayview John Community Engagement Visioning Process

January/February 2025

Community engagement is one important input into the future of Thornhill Centre

The City of Markham is interested in understanding what local communities' vision for the future of the Bayview and John area. Community feedback is one of many important inputs into future City decision-making related to the area. The type of decisions that will be informed by the feedback received through the visioning process include new public roads, multi-use connections (including, but not limited to, active transportation network, local trail network, new public parks), and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the area.

What changes are coming?

Markham is one of the fastest growing municipalities in the Greater Toronto Area and projections indicate Markham's population will increase by 35 per cent in the next 16 years. There are changes happening across Markham in response to this growth, and this includes ongoing evolution of the Bayview and John area.

There have been a number of recent development proposals in the Bayview and John area that have generated concerns about additional traffic volumes (Tridel towers on the eastern edge of the Ladies Golf Club lands adjacent to Royal Orchard Boulevard and Bayview Avenue, the now withdrawn Liberty Development proposal on the Shouldice Hospital lands at 7750 Bayview Avenue, and the Timbercreek (now Hazelview) proposed development of the Thornhill Square Shopping Centre lands at 300 John Street. There's also interest in discussing community services and

commercial amenities to support an appropriate mix of land uses for the area.

What is the study area?

The study area is bound by Drake Park to the north, the CN Rail Corridor to the south, the Employment Lands and the Otto townhouse development to the east, the Shouldice Hospital and Glynnwood Retirement Residence to the west across Bayview Avenue. See map on the following page.

How to participate?

As directed by the City's Development Services Committee, the Visioning Process will include a series of three working sessions to understand the community's vision for the area. All working sessions will be in the Thornhill Community Centre from 7:00 pm to 9:00 pm, see details below:

NOTE UPDATED ROOM LOCATIONS

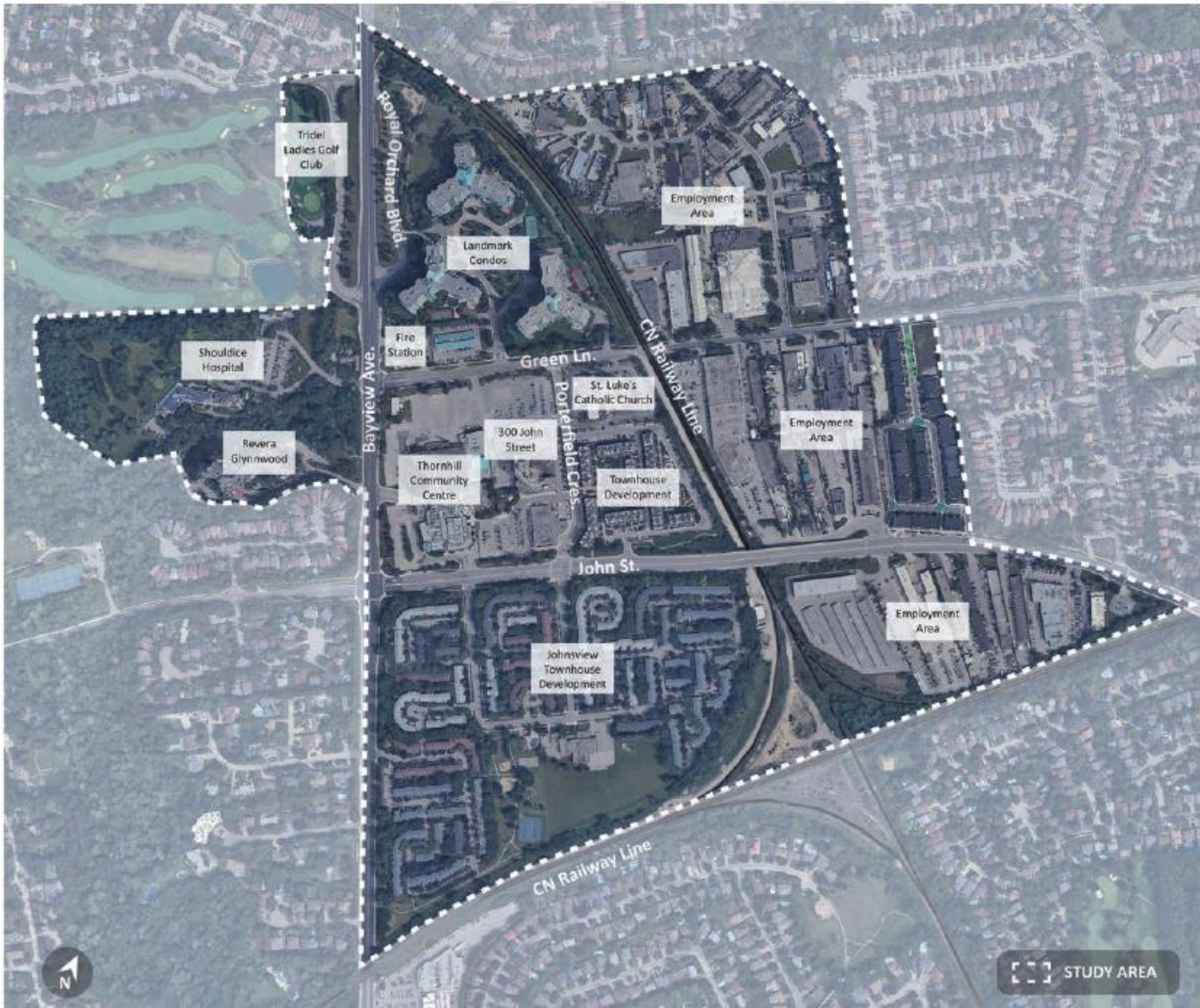
Working Session 1: Urban Design Built Form, and Land Uses (Mon, Jan 13, 2025). Thornhill Community Centre – Centre Hall. Register [here](#)

Working Session 2: Transportation and Mobility (Wed, Jan 22, 2025). Thornhill Community Centre – Room B1/B8 on the lower level. Register [here](#)

Working Session 3: Community Uses (Thurs, Feb 13, 2025). Thornhill Community Centre – Rooms B5/B6 on the lower level. Register [here](#)

Registration through Eventbrite is highly encouraged but not required.

Study area for Bayview John Community Visioning



What do we know about the study area?

The Bayview Avenue and John Street Area:

- Is a key development corridor of Thornhill and contains an important local node (Thornhill Local Centre) that serves as a focal point for the surrounding community and a stable Employment Area, which are essential in achieving appropriate levels of employment.
- Is notable for its existing cultural and natural heritage resources, including the resources on the Shouldice Hospital property.
- Has an existing and well-developed network of parks and open space, a range of housing types, employment opportunities, and places that offer shopping and personal and human services.

The City has identified opportunities for this area to evolve, which requires further analysis of the existing road and active transportation network including new public and or private streets and more connectivity for pedestrians and cyclists.

What other factors influence a future vision for this area?

In addition to community priorities, the future vision will need to consider several other plans, policies, and initiatives, including (but not limited to):

- City of Markham recent purchase of the Shouldice property
- City of Markham Official Plan (from 2014, currently being updated) including potential GO Station
- Yonge Subway opening
- Redevelopment of Langstaff Gateway
- City of Markham Integrated Leisure Master Plan (2019)
- City of Markham Active Transportation Master Plan (2021)
- Bayview Avenue Widening Environmental Assessment (2017)
- City of Markham Urban Design Guidelines

What Markham City Council decisions brought us to this visioning process?

- **At a meeting on June 7, 2021**, the Development Services Committee (“DSC”) directed staff to report back on an estimated cost for the studies, timing and financial resources, engage consultants to complete a secondary plan study for the Thornhill Centre Area. These concerns were raised with the proposed additional traffic volumes resulting from recent development proposals in the area, including the Tridel towers on the eastern edge of the Ladies Golf Club lands adjacent to Royal Orchard Boulevard and Bayview Avenue, the now withdrawn Liberty Development proposal on the Shouldice Hospital lands at 7750 Bayview Avenue, and the Timbercreek (now Hazelview) proposed development of the Thornhill Square Shopping Centre lands at 300 John Street.
- **On February 7, 2024**, the DSC provided a modified direction for Staff to undertake a visioning exercise, in lieu of a secondary plan, for the Bayview Avenue and John Street area that would identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.
- **On June 25, 2024**, the DSC endorsed a proposed work plan to complete the visioning exercise and further directed Staff to facilitate a community engagement process comprised of a series of three topic-specific meetings on various aspects of the plan to seek public input on the visioning work.

What will be the structure of the working sessions?

The working sessions will include:

- An overview briefing on the topic by the City of Markham, including a review of existing conditions and the rhythm of changes to the area over time; existing relevant Municipal / Regional / Provincial policies, plans, guidelines and regulations; what the City sees as the strengths and challenges in the area, as well as opportunities for the future; and other municipal processes that will be informed by feedback shared through the visioning exercise.
- Questions of clarification.
- Working session for participants that includes both small group and full discussion.
- Meeting summary that captures feedback shared and is distributed in draft to participants for their review prior to being finalized.
- Facilitation by Third Party Public, an organization that works exclusively for the public sector and is responsible for facilitation, not advocating for outcomes.

Missed working session and still want to provide feedback?

All materials from each working session, including presentations, worksheets, and summaries will be available following the meeting. Any additional feedback following the meeting can be shared with Rick Cefaratti, Acting Manager, West District, City of Markham Planning and Urban Design Department at RCefaratti@markham.ca.

Notes

For more information, contact:

City of Markham, Rick Cefaratti, Acting Manager – West District, RCefaratti@markham.ca or (905)477-7000 ext. 3675

Third Party Public facilitation team, Nicole Swerhun, nicole@thirdpartypublic.ca or (416)572-4365

Bayview John Community Engagement Visioning Process

Working Session 1: Urban Design, Built Form, and Land Use
Monday, January 13, 2025
Thornhill Community Centre, Centre Hall, 7:00 – 9:00 pm



FEEDBACK SUMMARY

Overview

About 150 people participated in this Community Engagement Visioning Working Session focused on Urban Design, Land Use, and Built Form. This was the first of three Working Sessions to seek feedback from the community on their vision for the future of Thornhill Centre.

The purpose of the working sessions is to seek community feedback that will help inform the development of a vision for the Bayview John area. As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.

How the working session unfolded

Mayor Scarpitti delivered opening remarks, along with Councillor Irish. Points shared by the Mayor included:

- This visioning process is an exercise that came in response to the many development applications received for this area. There is a lot happening in the Langstaff area at Highway 7 and Yonge, and redevelopment pressures all along Yonge. There are also changes in Provincial legislation that are changing how we get parkland, which was one factor prompting the City to purchase the Shouldice property.
- This is the centre of Thornhill, and we have an opportunity to think about what we want for the future. Do we replace this and get something new? Do we use more development to renew this area? Do we do

something else? There are always trade-offs.

- We don't want this to be the back end of Thornhill. There may be people who may not like more development, but it helps people who want to stay in the community – kids, grandkids, and others.
- The City sees an opportunity to create a special node here. We're trying to meet as many needs as we can. We're very interested in your vision for the future here.

The Mayor was asked "How important is the concept of placemaking for you?" and responded by saying that placemaking is critical to this exercise and to a lot of the planning happening in the City of Markham; that urban designers have a very important job to do; and that the City of Markham will grow and will get density and we want that to be inviting, exciting, and where people feel the influence of good design.

City staff (Rick Cefaratti and Lawrence Yip) delivered a brief overview presentation introducing the background and context for the visioning and some of their work considering opportunities for the future. A few participants asked questions of staff, which are summarized below. Responses from staff are *in italics*.

- Is the green colour along the rail line meant to indicate a park? *There is a required 30 metre buffer on either side of the rail line, and the green colour is meant to signal that the space could be an opportunity for a green connection.*
- What is the status of the development at 300 John Street? *It is at the Ontario Land Tribunal (OLT) and in limbo with respect to the technical services. The applicant hasn't demonstrated their ability to service the site. Hazelview has since put the property for sale, without the order from the OLT.*
- A part of the map includes a green loop to the north that includes people's backyards. Is that meant to indicate the City plans to purchase these properties? It's hard for the City to earn trust when showing maps like

that. *The maps are conceptual and no, it is not meant to indicate the City plans to purchase properties.*

- What is the yellow box on the parking lot of the Thornhill Community Centre? What is the City's vision for that? *During negotiations with Hazelview, the City was looking at whether there were opportunities to coordinate development of the site in an integrated way. Hazelview was not interested in coordinating and the City has no vision for the site. That is why these working sessions are asking for the community's vision.*

Participants then spent the remainder of the meeting sharing their thoughts both at small tables and as a full room in response to the following focus questions:

1. What do you like best about the area today and why? Like least?
2. What opportunities would you like to see considered for the future?
3. What is your vision for Urban Design, Built Form, and Land Use in the Bayview John area?
4. Is there anything else you'd like the City to consider?

Using worksheets and large maps of the area, there were 11 groups that shared their thoughts. Drawing on the verbal report backs from the small tables, along with the comments written on completed worksheets, this summary captures the key points shared. "Raw" notes typed during the small table reports are included as Attachment 1 and photos of maps that were marked up at the small tables are included as Attachment 2. The agenda is included as Attachment 3 and the slides shared by the City as Attachment 4.

This summary was written by the team from Third Party Public and was circulated in draft to participants for their review prior to being finalized. Suggested edits have been incorporated.

Participant Feedback

1. What do you like best about the area today and why?

- **Many participants said that they are mostly (and some are very) happy with the current facilities in the area**, with many mentioning the community centre, grocery store, library, drug store, doctors, dentists, bank branch, Canada Post, coffee shop, the recycling depot, convenience stores, and other services. Many focused on the importance of retaining commercial function of the area through any redevelopment and that existing uses need to be preserved and strengthened wherever possible. Some said they like the sense of togetherness and closeness in the community.
- **Many said that they like the community centre as an important focal point in the area**, along with the surrounding commercial uses. Many participants would like to see the importance of the community centre be reinforced, noting that “everybody comes here to find out what’s happening, to use the Wi-Fi, etc.” They said the centre should not be diluted in any way, with some referring to as the “crown jewel” of the area that deserves expansion. The heritage structure in the community centre (Santorini’s) was mentioned as something to protect.
- **People said that they like the community feel, the grassland, trees, and park.** Many participants said they really like the green space, including the Shouldice property landscaping. They like the natural heritage, including the

John Walsh House, mature trees, and abundant and diverse wildlife.

- **Some said that they like how the Landmark property is working**, and they see an opportunity for more contiguous pathways, including potentially along the railway.
- **There were participants said they like the business area** and the individual businesses that help meet local needs.

Like least?

- **Many participants said they dislike the increases in traffic in the area**, especially on Bayview (especially Royal Orchard to Green Lane) and on John. There are problems with the intersection of Bayview and Green Lane. The intersection of John and Porterfield is dangerous. There is concern that more condos bring more people, which makes traffic even worse. It was mentioned that there is too much light pollution and highway-sized signs (rather than pedestrian sized signs).
- **Some said they don’t like the lack of green space/park in the community centre area.** Others said that they would prefer that the City not include the Women’s golf course in the total green space calculation because it is only available to women who pay fees and not the public.
- **Some referenced their support for the community centre but expressed concern that the gym is very crowded with all the machines**, the mat areas is small, and that there’s an opportunity to develop better space for the gym and more opportunities for people to engage. The need for a pool was also identified.

- **Some said they don't like seeing the inactive mall in the area.** Others said they don't like that there is no TD bank or gas station in the area.
- **Some participants said they dislike that the area is outdated, boring, and not pedestrian friendly.** This included comments about the lack of places to walk that are interesting, like small towns where there is a main street with restaurants and stores. There were others who said what they dislike the fact that the things they like about the community may not continue.
- **Some expressed concern about a lack of green space** in the area.
- **Concern that an empty house near Thornlea is a heritage house that is not being used well and left to deteriorate.**
- **Some said the CN rail provides a barrier to pedestrians** who want to cross the tracks.
- **Some participants commented that there is a shortage of medical offices** or similar uses in the community.
- **There was concern expressed about the housing affordability,** with a worry that there is no way that young people could afford to move into the area.



2. What opportunities would you like to see considered for the future?

ROADS

- Fix the connection from Royal Orchard to Green Lane via Bayview.
- Concern that development in Richmond Hill will increase pressure to widen Bayview. Some expressed interest in getting assurances from the City that Thornhill will not be negatively impacted to meet the needs of Richmond Hill.
- Need red light camera at John and Porterfield Crescent because the intersection is dangerous.

PEDESTRIANS

- There's interest in a more pedestrian friendly environment, especially along Bayview.
- Make sure the community is walkable and accessible.
- There was interest from several participants in seeing pedestrian access provided across the rail corridor with a pedestrian bridge.
- It was suggested that an overpass system be considered to access trails and put the onus on the developer to help make the crossings – such as an overpass for pedestrian and bikes to get across Bayview.

PARKING

- Some said they would like adequate parking, and that at certain times the parking lot at the community centre is too full. Others said they would like to see parking preserved, but in a different way so that it's not the first thing that is seen when looking at the site. An opportunity for additional parking at Pomona Mills and German Mills Park was identified. Shuttle buses to parks

and the community centre could also be considered.

PUBLIC TRANSIT

- Interest in enhanced public transit, with a preference for minibuses replacing large buses.
- There were a few participants who said they thought that the GO station was a great idea to remove some of the pressure likely to come when the subway station opens at Langstaff. Another participant asked if the City of Markham has received any correspondence or assurances from Metrolinx for a new GO Station at Green Lane?

OTHER MOBILITY

- Opportunity to connect the travel gap from the south side of John Street near the old Canac Kitchens property).

CENTRAL HUB

- Many supported the idea of a central hub or community hub for Thornhill Centre, a focal point, noting that they don't want to have to go to Unionville or downtown Markham – they want the opportunity to go to a concert in the park here. There was also interest in things like bakeries, a grocery store (some said to keep the current grocery store), pharmacy, etc.
- Retain the shopping opportunities – the grocery store, etc.

COMMUNITY CENTRE

- It was suggested that the community centre could include a large swimming pool. It was also said that the community centre building could be taller (rather than made wider), and the City could even consider putting condos on top if that would help achieve the vision for the area. Everything needs to be cohesive and matching the rest of the community.

- Newer people in the community want to see a daycare and a place for kids to spend time in the afternoon or evenings.
- If there is increased population, would like to understand if the existing community centre will be able to handle it?

SENIORS

- Ensure the future is suitable to support communities of seniors, including learning opportunities for seniors. There should be many benches, the community should be walkable, and there should be green spaces for people to rest.

SHOULDICE AND PARKS

- The Shouldice site is a very large community benefit, and it needs to be preserved and enhanced. Open space connections need to be strengthened, especially on the west side. Since it is owned by the City, changes will require a lot of input from the community.
- Look at opportunities to preserve and enhance Drake Park.

PLACEMAKING

- Would be beneficial to grab 300 John St property and redevelop it with a focus on placemaking. This could include something for youth, sports fields, pickleball, mini putt, arts and crafts, don't need more houses. Others suggested medical and rehab offices and retail spaces at 300 John.

SCHOOLS

- Consider expanding schools (since there is a concern that they are at capacity).

THE MALL

- The inside of the mall needs to be fixed and enhanced before it becomes a place for negative behaviour.

DEVELOPMENT

- Make sure future development continues to meet the community's needs, especially the needs of seniors.
- Some said that they are ok to have larger buildings, but they need to be a part of placemaking.
- Some said that the City has enough development, and so does Thornhill. The next generation is content with what we have. The community needs green space, activities for youth, and services. We have more than enough residents for the future of Thornhill.

EMPLOYMENT AREA

- Some participants raised interest in seeing changes in the employment area south of John Street repurposed to better support community needs and wondered if repurposing part of the area could be considered. They suggested redevelopment of employment areas to make better use of the space.

3. What is your vision for Urban Design, Built Form, and Land Use in the Bayview John area?

- **There were several participants who envision a European style plaza** that invites the community to connect – an inviting place. An Arlington-like vision of the future was suggested as an opportunity, creating a place to invite people to congregate and connect. It could have cafes, fountains, etc. Similarly, others talked about a central piazza with lots of trees and beautiful public realm with murals, street banners, and artwork.
- **Can we activate the Thornhill Centre space and start doing music shows (with music and entertainment**

venues) in the park at Shouldice and things like a splash pad for kids?

Can we activate our parks, when we look at our communities, we can start acting now to improve this area with focal activities. Consider a park with activities for kids, maybe art and culture. Let's think about how we use what we have, make it better and transition toward what we all want, a fully developed town centre. Having "fun" developments like a bowling alley was suggested.

- **There were a wide range of different perspectives on future development in the area:**
 - *Some said they would prefer no more development, and they like the community the way it is – keep it as the old Thornhill, which is safe and friendly.*
 - *Some would like to see things stay the same, but services to be improved.*
 - *Others said they would like to see a balance of residential and employment uses that are low density and low rise.*
 - *Some supported enhancing density while also enhancing local amenities.*
 - Still others said they support the conversion of Employment areas for residential.
- **Some said that they have a preference is for low density townhouses and not tall towers.** Some said they would like to see the City limit high rise and have more low rise developments and townhouses. Others saw an opportunity to make the area more attractive if there was redevelopment. Many said their vision does not include condos on top of condos.

- **We have an aging population and we need more family doctors**, including way to encourage family doctors to come here and associated medical professionals.
- **In addition**, consider more infrastructure for EV charging, more walking trails, space for growing food (community gardens), and gardens in public spaces.

4. Is there anything else you'd like the City to consider?

- Plan the community with the climate crisis in mind. We have too much hard surface that gets very hot in the summery. We need lots of soft landscaping and vegetation to absorb stormwater runoff. Enhance biodiversity of natural heritage at Shouldice and remove invasive species.
- Consider a public private partnership to bring the capital required to achieve the vision. If the City can work with a developer that's inclined to build beautiful things, we could have a beautiful Thornhill Centre, modernize the community centre – with mixed use midrise (not highrise) to help pay for it.
- Consider getting involved in your resident association.
- Thanks for grabbing Shouldice.
- No matter what we do, encourage representation for women, indigenous people, minorities, need to consult indigenous groups and provide their opinion.

- With all potential development, want to see integration of school potentially on community centre lands, maybe 2-3 floors of school.
- Consider transportation modes that don't include cars, winter – clear snow in bike lanes, encourage people to use micro transit, etc.
- Need public bathrooms, more benches to sit, when tired of walking to encourage walking and cycling.
- When there was an internet outage, the Thornhill Community Centre was the focus for everyone to gather and find out what was happening.
- Concern that industrial areas can contribute to garbage, rats, and raccoons in the area.
- Consider putting a “drop dead” end date for development, and don't repeat Metrolinx and Eglinton Avenue.
- Address sewage issues that will arise from development sites.

Wrap-Up and Next Steps

The Mayor wrapped up the meeting by thanking participants, adding that:

- Markham was incredible place to grow up in. The community has grown and changed – and it is still an incredible community.
- Change is somewhat inevitable in area we live in, so we need to think about how we leverage that change for benefit of this community?
- We didn't hear much tonight about seniors housing, which is important so that people don't have to leave this community. We can consider whether we can leverage a

redevelopment opportunity in this area to have more seniors housing.

- We have reinvested in the community centre, and maybe this is an opportunity to add on to that work? For example, if there was a senior's centre, maybe there could be an opportunity to have a pool here down the road.
- There are opportunities, and they come with pros and cons. We need to see if there's an opportunity to meet somewhere in the middle that allows us to create something special with additional housing and some of the retail.
- There is no perfect answer, but this is an important opportunity.

Nicole committed to sharing a draft summary of feedback from the working session with participants for review before finalizing.

The City encouraged participants to join the next Working Session – which will be focused on Transportation and Mobility – on Wednesday, January 22, 2025.

Attachment 1. “Raw” notes from Small Table Reports

The following feedback was shared by each small table. More detailed notes included on the small table worksheets are included in the overall summary above.

TABLE 1

- We are generally most happy with current facilities in the area, such as the community centre, grocery store, drug store, etc. – want size of the Shoppers, Food Basics, Community centre to remain the same.
- What we like least is that the things we like may not continue. Also dislike traffic increases along Bayview and John in particular.
- Idea - Make sure future development continues to meet the community's needs, especially the needs of seniors. Make sure the community is walkable, accessible.
- Need red light camera at John and Porterfield Crescent because the intersection is dangerous.
- We have a vision of a European style plaza that invites the community to connect, an inviting place.

TABLE 2

- Really like green space, like Shouldice landscaping.
- Like that idea more than condos on top of condos.
- Also like the idea of a community hub – where community centre is a focal point with bakeries, grocery store, pharmacy – if develop, make community centre taller (not out) even condos on top.
- All cohesive and matching rest of community.

TABLE 3

- Very similar to first two groups.
- Looking for central hub – don't want to have to go to Unionville or downtown Markham – concert in park here.
- Preference is low density townhouses, not in favour of tall towers.
- Similar likes and dislikes to other tables.

TABLE 4

- LIKE community centre, access to grocery, pharmacy, Canada post, coffee shop.
- Newer people – want to see daycare, place for kids to spend time in afternoon or evenings.
- Employment area just south of John doesn't help community that much, possible to repurpose part of it?
- Live south of CN rail, possible to get access across the rail corridor? (clapping)
- Few other communities that don't have easy access to this space.
- PEDESTRIAN bridge across CN rail

TABLE 5

- Like community feel, grassland, trees, park.
- Like community centre, want adequate parking, certain times too full.
- Traffic problem with Bayview – Royal Orchard to Green Lane.
- Limit high rise and more low rise and townhouses.
- Keep grocery store.
- Reinforce other ideas around community hub.
- Could make it more attractive if we did redevelopment.

TABLE 6

- Community centre is important focal point and surrounding commercial users.
- Really important to retain commercial function through any redevelopment.
- Uses need to be preserved and strengthened wherever possible.
- IMPROVE – more pedestrian friendly environment especially along Bayview.
- Preserve parking but in different way so not first thing see when looking at site.
- Bayview and Green Lane problems with intersection – Traffic, also traffic problem Royal Orchard trying to get onto Green Lane, ways to improve that, needs to be considered as part of any revisioning.
- Some things need to be done on Shouldice hospital site and that would require LOT of input from City since City owns it.
- Shouldice is very large community benefit – needs to be preserved and enhanced, needs to take into account open space connections (NEED STRENGTHENING – especially on west side where connects to park).
- Applies to Drake Park too (NE corner of Royal Orchard – potentially nice park but not at all integrated into community).

TABLE 7

- Reinforce importance of community centre, everybody comes to community centre – they come here to find out what's happening, using Wi-Fi, this centre should not be diluted in any way.
- Lack of greenspace in this area is issue.
- Overpass – pedestrian to cross CN.

TABLE 8

- West site – Shouldice, invested \$188M work hard to protect that.
- Like how Landmark working now – opportunity for more contiguous pathways, maybe along with railway.
- Shopping – retain the opportunities, grocery store, huge needs.
- Community centre space, like idea of holding onto that space.
- Whole concept of business area – parts of it need to be cleaned up, lots of blue dots in business section, and individual businesses people really like to satisfy local needs.
- Opportunity to connect with a pathway - south side John St near old Canac Kitchens (bridge that gap).
- Protect heritage structure in this community centre (Santorini's).
- Originally was park space in that area – gateway into local area, in some ways.
- European plaza concept – 2022 concept of Arlington space where lots people interacting with each other, destination.
- Can have larger buildings but need to be part of placemaking.

TABLE 9

- Arlington Spot – Thornhill Centre, 300 People, so glad Mayor still remembers.
- Vision will only work if we can somehow combine the two properties – this property (Thornhill Community Centre) and what's now owned by Hazelview that's for sale (City doesn't have money to purchase).
- Could consider public private partnership, to bring capital to help.
- If the City can make a case to a developer that's inclined to build beautiful things, we could build a beautiful Thornhill Centre on these two properties and would have modernize the community centre (low rise won't likely do it) – would need to have mixed use, midrise (not highrise) to pay for it.
- Cafes, fountains, playgrounds for children, places to sit and enjoy, to congregate – HIGH LEVEL vision which started 4-5 years ago.
- Mayor took it and promised he would try and deliver something like that.

- Hazelview came with cheap, ugly, money-grabbing proposal – they're selling, we need to act.
- Get involved, join your resident association.
- Google Aileen Willowbrook Residents Association – you'll find us there.
- We have been working for this for years.

TABLE 10

- Most of us have lived here more than 40 years, why not just keep it like it is? Nothing wrong with it
- Just improve services, like the gym, why need more people, more traffic? What's the rationale? To make money, for whom?

TABLE 11

- Realized we all missed our calling as City planners.
- Consider community centre to be a crown jewel, deserves expansion into even bigger crown jewel.
- Also need retail in this area, like we have now.
- CHANGE – on the other side of railroad tracks on John (south side) is storage place (Storage Wars filmed there), on other side are businesses, great idea to have GO station there to remove some of the pressure likely to happen when subway station opened at Langstaff.
- Shuttle bus that moves people from GO station to Langstaff TTC.

Attachment 2. Photos of maps marked by participants

The photos from each small table are included below. Note that participants used dots and post-it notes to add their thoughts and comments to the map using the following legend:

- **BLUE** DOTS = Things you LIKE (and want to protect)
- **RED** DOTS = Things you DON'T LIKE (and want to see changed)
- **YELLOW** DOTS = Ideas you would like considered for the future

Given the size of the file, photos of the marked up maps are included as a separate file.

TABLE 1

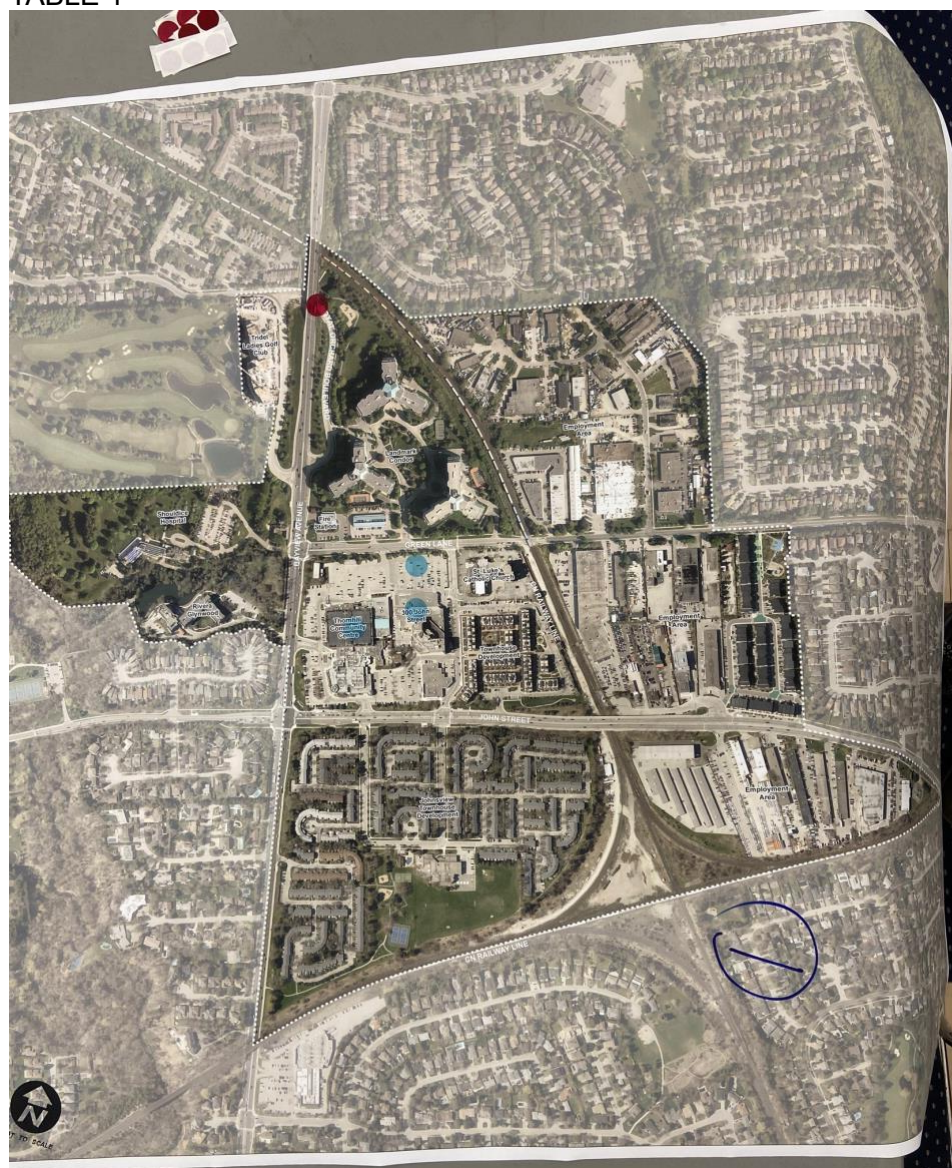


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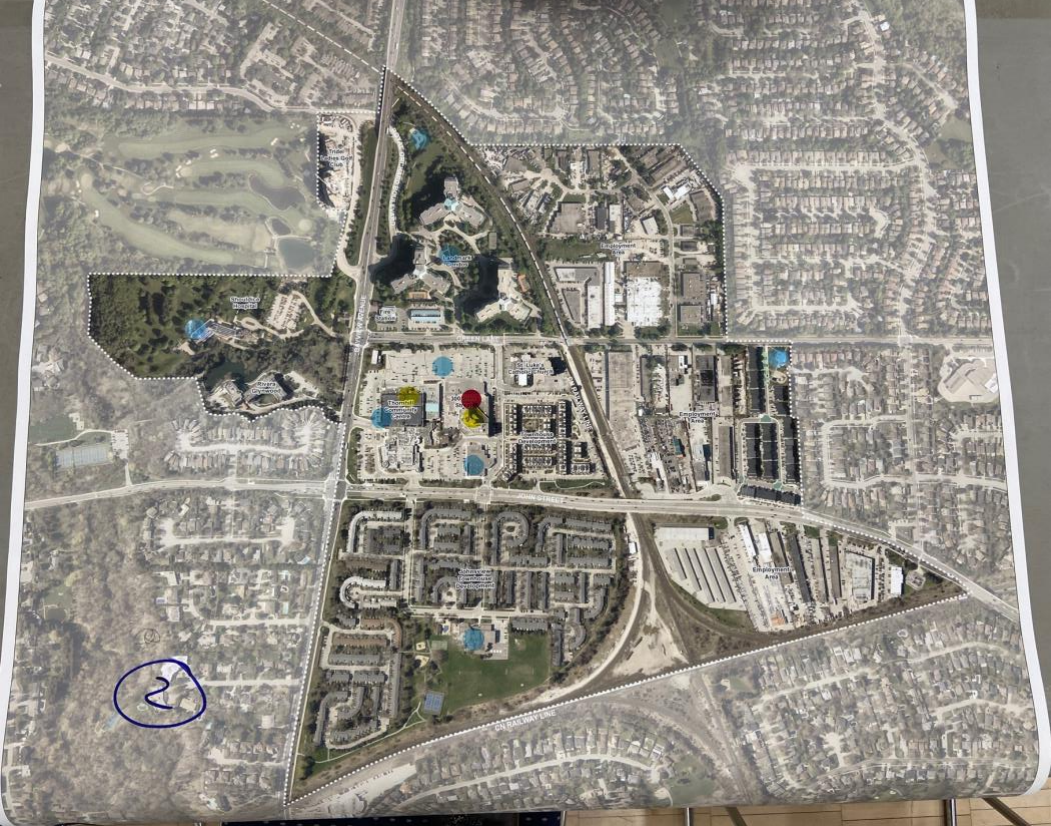


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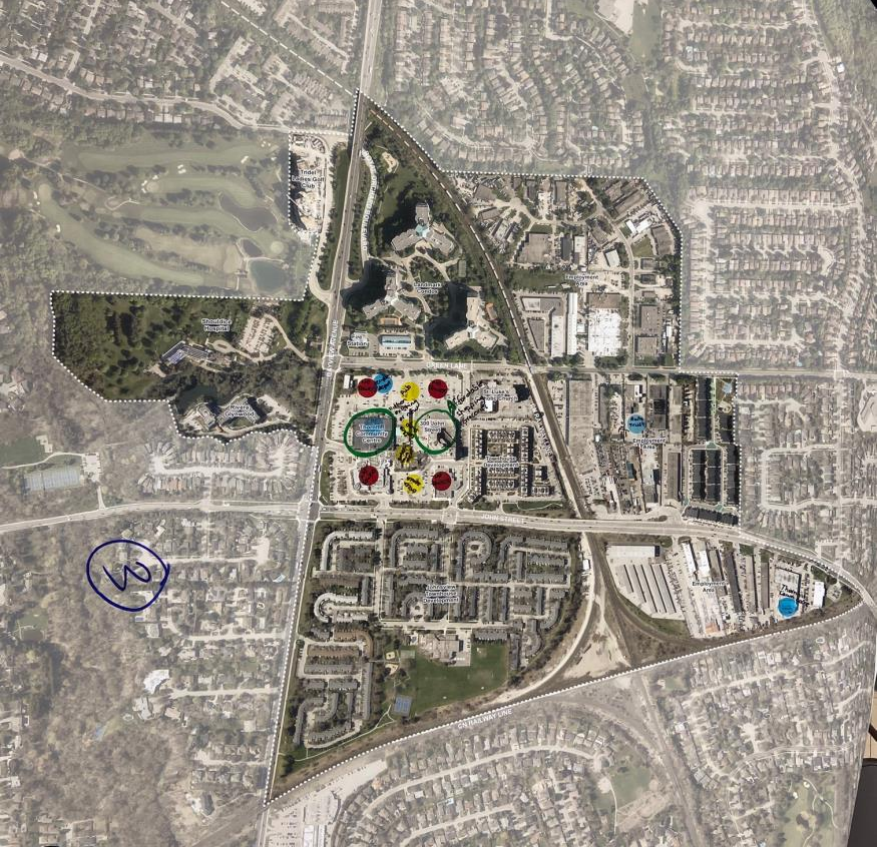


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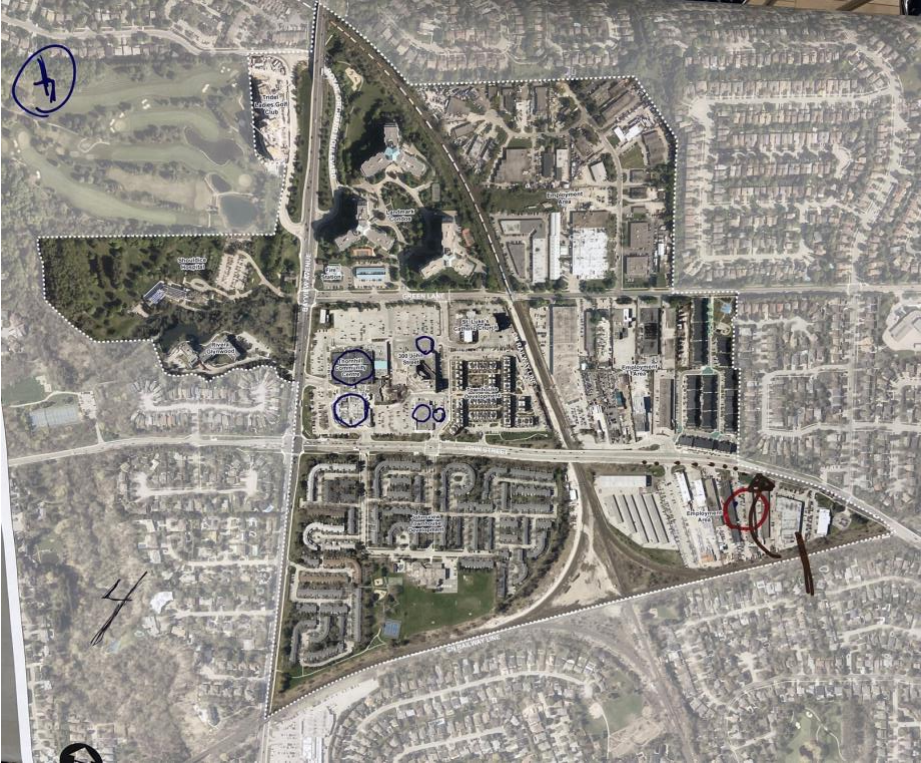


TABLE 5



TABLE 6

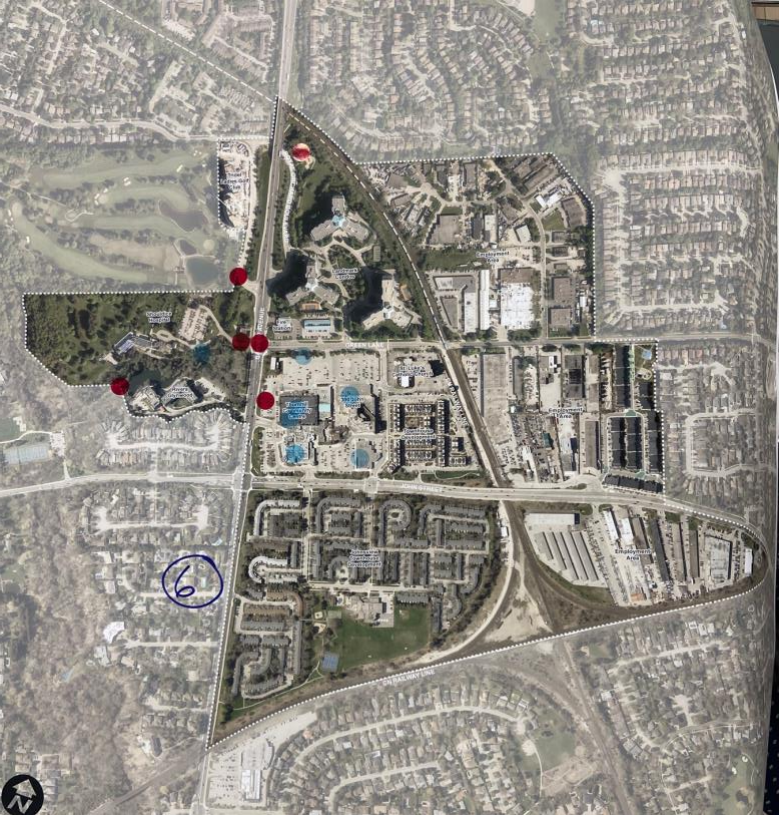


TABLE 7



TABLE 8



CLOSE-UP OF ARLINGTON CONCEPT (colour version emailed by a table member after the meeting)



A participant at the meeting shared that this photo is Market Common, Carleton in Arlington Virginia. It is from an Urban Land Institute publication titled “Ten Principles for Developing Successful Town Centres” available here: https://uli.org/wp-content/uploads/ULI-Documents/TP_TownCenters.ashx .pdf

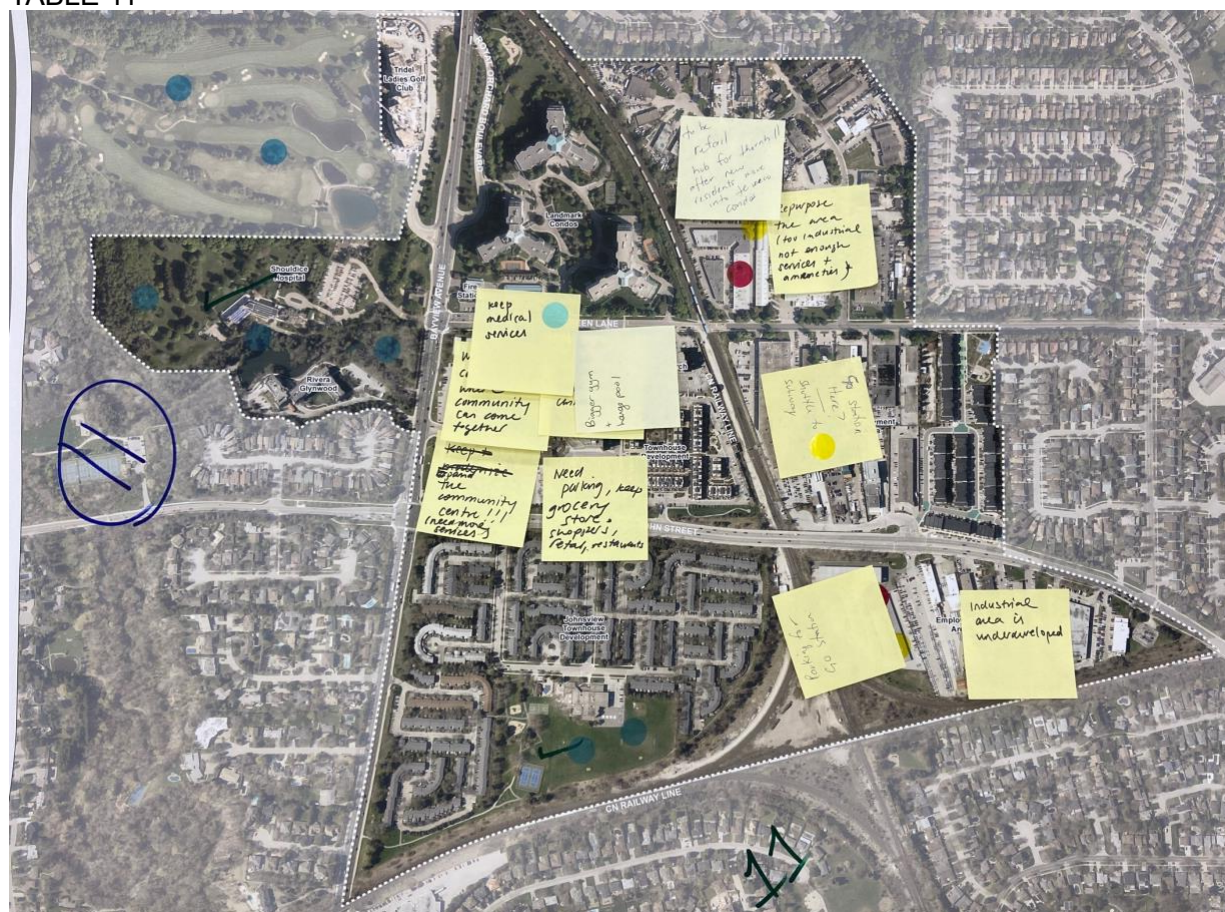
TABLE 9



TABLE 10



TABLE 11



Attachment 3. Working Session Agenda



Bayview John Community Engagement Visioning Process

Working Session 1: Urban Design, Built Form, and Land Use
Monday, January 13, 2025
Thornhill Community Centre, Centre Hall **Note updated location**
7:00 – 9:00 pm


Purpose of the working sessions: To seek community feedback that will help inform the development of a vision for the Bayview John area.

As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area


Proposed Agenda

- 7:00 p.m. Welcome, Introductions, and Agenda Review**
Nicole Swerhun, Facilitator, Third Party Public
Ward 1 Councillor Keith Irish
- 7:10 City of Markham Briefing**
- Overview of the Visioning Process
 - Urban Design, Built Form, and Land Use
- Questions of clarification*
- 7:45 Working Session and Facilitated Discussion**
1. What do you like best about the area today and why? Like least?
 2. What opportunities would you like to see considered for the future?
 3. What is your vision for Urban Design, Built Form, and Land Use in the Bayview John area?
 4. Is there anything else you'd like the City to consider?
- 8:15 Small Tables Reports and Plenary Discussion**
- 8:55 Wrap-Up and Next Steps**
- 9:00 p.m. Adjourn**


Attachment 4. Slides shared by City staff



VISIONING EXERCISE
Bayview Avenue and John Street Area
Thornhill (Ward 1)
January 22, 2025




1




Visioning Area

Strategic Plan 2020-2026
Building Markham's Future Together



2



2



Background

Strategic Plan 2020-2026

Building Markham's Future Together

- Provincial Policy Statement, 2024 established to increase housing supply
- Recent development proposals in the Bayview Avenue and John Street area have generated concerns about increased traffic, additional density, impacts on existing community facilities

3



3



Council Direction

Strategic Plan 2020-2026

Building Markham's Future Together

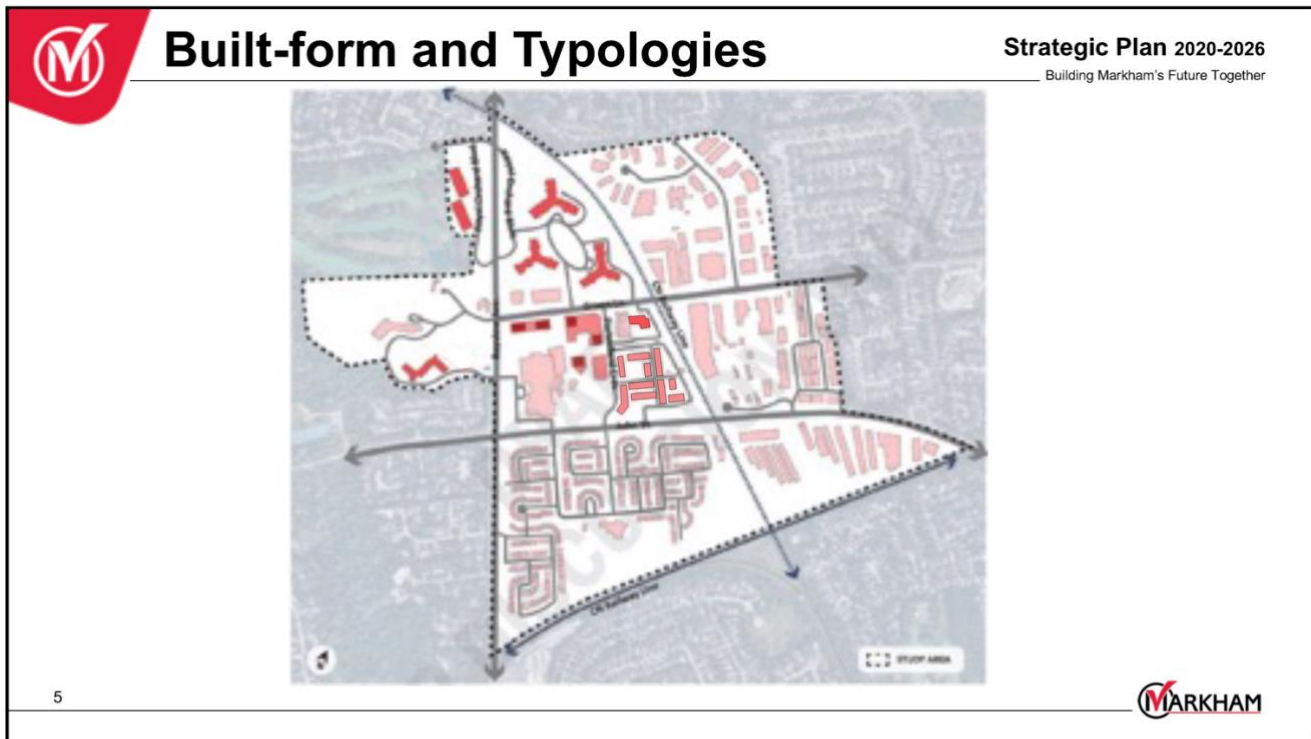
- Staff directed to undertake a visioning exercise for the Bayview Avenue and John Street area for private and public owned lands
- 3 working sessions



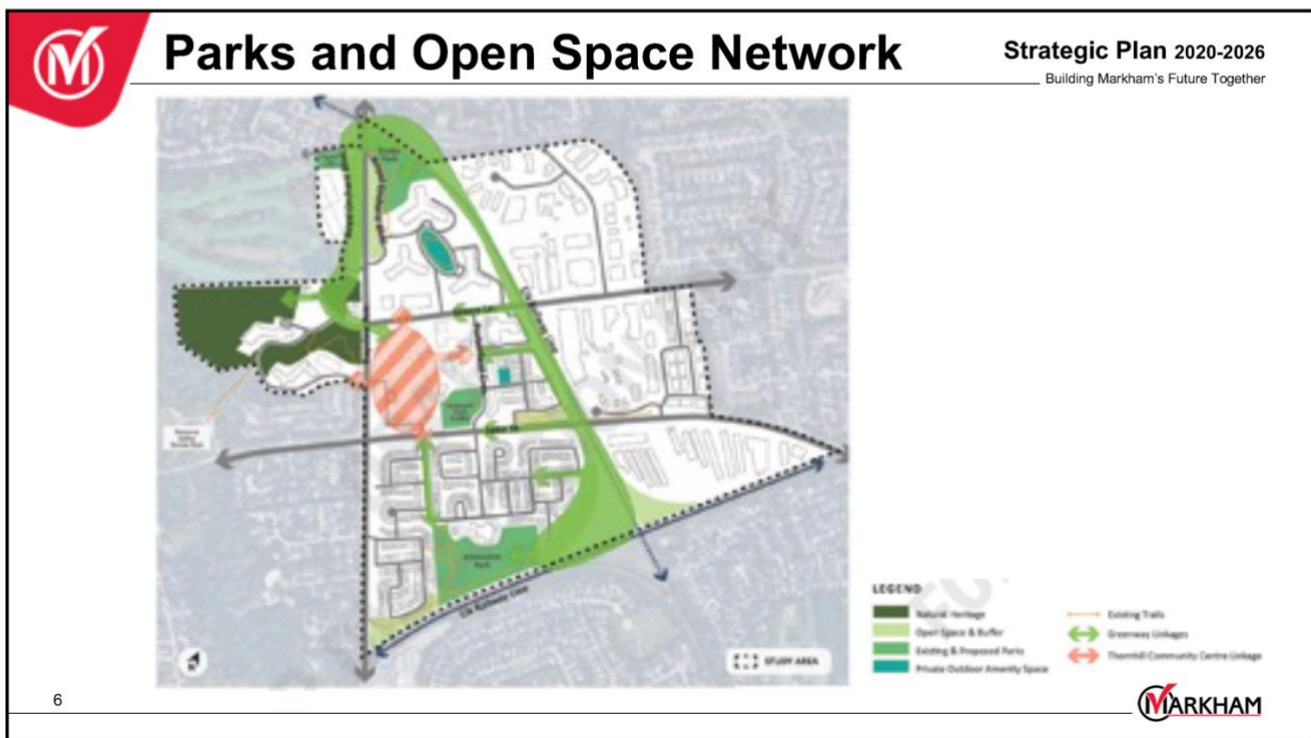
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4




5



6



7



Community Engagement

Strategic Plan 2020-2026
Building Markham's Future Together

- What do you like best about the area today and why? Like least?
- What opportunities would you like to see considered for the future?
- What is your vision for Urban Design, Built Form, and Land Use in the Bayview and John Area?
- ?Is there anything else you would like the City to consider?

MARKHAM

8

8



Bayview John Community Engagement Visioning Process

Working Session 2: Transportation and Mobility

Wednesday, January 22, 2025

Thornhill Community Centre, Rooms B1/B2, 7:00 – 9:00 pm

2



FEEDBACK SUMMARY

Overview

About 90 people participated in this Community Engagement Visioning Working Session focused on Transportation and Mobility. This was the second of three Working Sessions to seek feedback from the community on their vision for the future of Thornhill Centre.

The purpose of the working sessions is to seek community feedback that will help inform the development of a vision for the Bayview John area. As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.

How the working session unfolded

Councillor Irish delivered opening remarks, followed by an overview presentation by City staff (Rick Cefaratti and Henry Lo) providing the background and context for the visioning and reviewing opportunities for the future related to transportation and mobility. Many participants had questions following the presentation, which are summarized below, along with answers provided.

Participants then spent the remainder of the meeting sharing their thoughts both at small tables and as a full room in response to the following focus questions:

- What are the hot spots when it comes to all modes of transportation and mobility challenges?

- Are there any missing transportation or mobility links you'd like to see connected? If so, what are they?
- What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area? (i.e., consider the different needs of seniors, public transit users, road users, parking, cyclists, pedestrians, other mobility devices, etc.)
- Is there anything else you'd like the City to consider?

Using worksheets and large maps of the area, there were 11 groups that shared their thoughts. Drawing on the verbal report backs from the small tables, along with the comments written on completed worksheets, this summary captures the key points shared. "Raw" notes typed during the small table reports are included as Attachment 1 and photos of maps that were marked up at the small tables are included as Attachment 2. The agenda is included as Attachment 3 and the slides shared by the City as Attachment 4.

This summary was written by the team from Third Party Public and was circulated in draft to participants for their review prior to being finalized. No suggested edits were received.

Questions and Answers following the Presentation

There were several questions asked following the presentation by City staff. Rick, Henry, and Councillor Irish provided responses, which are included below in *italics*. The questions are numbered for ease of reference only.

1. What's the status of the future GO station?
Councillor Irish has heard from Metrolinx that they have no plans for a GO station at John and are not protecting land for a GO station at John.
2. You have asked us to identify "hot spots". What do you mean by "hot spots"?
Any problematic areas related to transportation and mobility.
3. Are there any current plans for an extension of Green Lane through the Shouldice property?
No, but this is seen as an important opportunity to be considered as part of future plans.
4. Do you have any information on the effects of development in the Langstaff area coming south, especially how it will impact this area?
Yes, we are considering this. Any transportation studies for this area consider what is happening in the surrounding areas, including Langstaff.
5. The intersection of John and Bayview is an important hot spot but the study area ends at Bayview. Why is the area to the west of Bayview around John Street not included in the study area?
The intersection is included on the edge of the study area. As discussed, the boundaries of the study area are somewhat flexible and could be subject to change possible after these visioning sessions.
6. You mentioned that the 300 John Street site will include market based rental housing. Why is it not affordable housing?
We described what is being proposed by the applicant. The City is required to consider what is proposed. It doesn't mean

that there can't be affordable housing. This is just what has been proposed.

7. What are the future subway stations planned? *There are 5 subway stations coming, including: Steeles, Clark, Royal Orchard, Bridge and High Tech (these final two are about 400 metres apart).*
8. Is there a law that forces the City of Markham to grow its population? What happens if we say no to growth? *The City is a creature of the Province. The Provincial focus is on increasing the housing supply. The Province says where growth will happen and the City has the power to say where that growth will be allocated within the municipality.*
9. Why is the municipality picking on us and this area? *The City is not picking on you or on Thornhill. Any landowner or developer can apply for change to their land. The City then is legally obligated to consider these applications. To date, I'm only aware of two applications that have been refused by the City of Markham and they have then been taken to the LPAT for a decision. This includes the proposed development at the Farmers Market/Octagon Restaurant site. The Tribunal will consider that application in May. Resistance is not futile.*
10. Will the LPAT acknowledge that the future GO Station and Bayview Road widening are not happening and how this will impact the amount of development that can be accommodated in this area? *LPAT decisions generally include conditions that must be met to address any issues.*
11. How will people get to and from Thornhill Centre and the future new Yonge subway stations? *The City is undertaking a Yonge Corridor Secondary Plan that will also address the need for connectivity between subway stations and adjacent communities.*
12. Does the City know the number of units and/or the population expected around the new subway stations? *There are no set numbers and there are still vacant sites. There is a built form and massing study.*
13. What is happening with the widening of Bayview? *It is a regional road and there is no commitment from the Region to do the widening and no timeline so we assume that for now it will not occur.*
14. Will the Ontario Land Tribunal acknowledge that Bayview will not be widened and will that influence their decisions related to new 40-storey proposed developments? *The OLT usually includes conditions with their decisions. Any vision for the future would need to include transportation and traffic testing.*
15. Are different City teams talking to one another about the different plans and studies happening? *Absolutely.*
16. What is the City's expectation about the order of development? Do roads come first, then housing? Do they happen at the same time? Or does housing come first and then roads? *We expect things will generally happen in parallel. We review what development is planned and what transportation improvements may be required to support it.*
17. Are there plans to change approved plan for the Royal Orchard ramps at Bayview Avenue? *No, but it may be considered as part of future plans for the area.*



Participant Feedback

There was a lot of common ground in the feedback from participants throughout the meeting. At the same time, it's important to note that not everyone in the room was asked if they agreed with everything every other participant said. Where objections or differences were raised related to any of the feedback, they are highlighted in the notes.

What are the hot spots when it comes to all modes of transportation and mobility challenges?

1. Whole area is congested

The whole area is congested and there are a lot of accidents. Cars are a problem. There are too many. In addition:

- It's not realistic to get rid of all cars. This area was designed for cars and it's not realistic to walk around. Kids are often driven to school, especially when it's weather like today, minus 20.
- When new residential units are developed that brings more cars and more people. Many families have two cars.

2. Bayview Avenue

All intersections with Bayview Avenue, and in particular:

- Bayview and Green Lane/Royal Orchard. In particular, when cars are going northbound and pedestrians are trying to cross from Shouldice to Green Lane. The line on the road lets cars stop too far forward and they can't see the pedestrians. Consider either moving the line back (so the cars stop further back), or put in a No Right Turn on Red

rule, or add a 3 second advance crossing option for pedestrians.

- Bayview and John (including northwest corner of Bayview and John).
- Bayview and Harris Way.
- Royal Orchard onto Bayview south.
- Concern that the Fire Department would have trouble getting out on Bayview.

3. John Street

The entire length of John Street. Specific comments included:

- John Street between Leslie and Bayview.
- Intersection of John Street and Porterfield Crescent is congested and needs a red light camera. Porterfield Road is a private road; the City should consider buying it.
- Travelling John from one end to the other takes as long as it does to get to downtown Toronto from Thornhill.
- Concern about the subway stations at Clark and Royal orchard putting pressure on John Street.
- The intersection of Henderson and John is impossible to get across on foot. Cars don't want to stop for you. Lights may be the only solution.

4. Pedestrian safety concerns

Congestion causes pedestrian safety issues. Examples:

- At Bayview and John, the cars and pedestrians are allowed to cross at same time, which creates conflicts. Consider putting in a dedicated light for pedestrians.
- There are safety issues with the sidewalks, especially on bridges (e.g., John Street over the CN railway). The sidewalks are so narrow that cars are right next to pedestrians.
- Sidewalks along John Street are not cleared of ice, which especially impacts seniors.

5. Poor driver behaviour

Congestion is leading to queue-jumping.

- For example, people driving west on John Street take the right lane to turn right onto Bayview Avenue and then instead of turning right, they cut back in and jump the queue.
- The same thing happens on Green Lane where the centre lane is misused.

6. Traffic around schools

Two schools were identified as hot spots, including:

- Thornlea Secondary School, which has big back-ups with bus traffic and people dropping off students. There are 1000+ students and staff traveling to and from the school at very specific times, Monday to Friday, causing significant traffic on Bayview.
- Willowbrook Public School is on a curve, and people are double and triple parking. Then people heading south on Bayview heading to Willowbrook are making U-turns because they don't want to have to wait in the queue.

7. Other hot spots

- Heavy traffic on Elgin needs to be resolved.
- Area around the Tridel development.
- Further east on Green Lane at the railway crossing.
- Someone living in Thornhill has no choice but to drive to the airport if they have luggage because there is no overnight parking at transit connections (e.g., Finch or GO bus).
- Unique circumstance for friends at Synagogue. They are parking on Green Lane; however Green Lane is not particularly wide. When cars are parked on both sides, it creates issues. Consider having parking on one side of Green Lane only or no parking at all on Green Lane and encourage parking on Guardsman Road instead.

Are there any missing transportation or mobility links you'd like to see connected? If so, what are they?

1. Missing road links

The following missing road links were identified:

- Consider pushing Clark across to connect to where Longo's is.
- Consider extending Royal Orchard parallel to Bayview to where the little house is on the Shouldice property and pop it out directly to Green Lane (that may take the pressure off John Street).
- It may make sense to widen John Street to four lanes, but it is beautiful, there is a cemetery, etc.
- More connectivity is needed from Woodbine to Yonge and Highway 7 to Steeles.
- Create a link between Laureleaf Road and Clark Avenue, and then Royal Orchard and Green Lane.
- There's no left turn to get out of the parking area near the library so drivers need to make a U-turn around the island (as Shoppers parking lot is blocked off).
- Need more ways to access the 404 from this area.

2. Missing active transportation links

Related to active transportation:

- Need active transportation connection from the back of the Shouldice property to the valley.

Pedestrian links:

- Need pedestrian access from Windy Hill Park through the industrial area to the commercial area.

- Need to link pedestrian paths to the community centre. Right now, there are number of places where people can't get across.
- Safe pedestrian crossings of the on-ramps to Highway 407.

Cycling links and infrastructure:

- Need better cycling paths that are integrated so people can get across town.
- Would like to have a bike path connecting north of Highway 407 to south of Highway 407 to Thornlea Secondary School.

3. Missing transit links

The following missing transit links were identified (some are very specific, and others are more general):

- Need more public transportation along John, Royal Orchard, and Clark to the subway stations from Woodbine, Leslie, and Bayview.
- More connectivity is needed to Langstaff GO station (right now, need a car).
- We are missing a GO station.
- Walking to any higher order transit is not an option. Taking transit to access higher order transit takes a long time (35 minutes wait).
- It is inconvenient that people need to get off the Royal Orchard bus to get to another bus to get to the subway.
- For Bus 91 and 91A southbound on Bayview, add an 8:30 am service at Highway 7 and Bayview Avenue (the current 8:35 am bus does not arrive at the stop until 8:45 am).
- Add a connection to VIVA Purple and Number 1 bus. Transferring student bus riders does not work.
- Need to integrate Wheel Trans with Toronto and York.

What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area?

Participants identified a range of different priorities.

Transit:

- Need better bus service and shuttle buses. Buses are needed to help people go to the subway.
- Consider shuttle buses that would move pedestrians to the new subway system.
- Consider smaller capacity buses to reduce costs. Consider a local bus service to the shopping malls.
- Provide the ability to travel to downtown Toronto from Thornhill without using a car.
- Introduce shorter circuit, smaller buses that can service main hubs.
- Make this area a hub and work with transit providers to provide a continuous shuttle that gets people to the hub by public transit.
- More public transit along John, Royal Orchard and Clark to subway station (from all over Thornhill).
- Need parking at subway stations.
- The CN line is already there. Use it. A GO Station would help people get straight downtown, or north or east or west.

Cycling:

- Bike paths like those that exist along John to Leslie and then up Leslie and part of the Lake-to-Lake path system are a good solution. Bike lanes on Bayview and heavily trafficked street are very scary.
- Instead of creating big bike lanes in lanes of traffic, take the area in the median (the grass) and make the bike lane there to keep bikes off pavement.

- It is possible to have a safe experience biking on roads. If you are a biker, write me an email, we can ride together and come up with some recommendations.
- I used to live next to the Humber River in Etobicoke which had a safe bike lane. Now in Thornhill, I'm looking for a place to take my family biking with connected trails. There are some beautiful areas to cycle here, but they are not connected. I don't want to have to jump a street.
- Need more cycling paths.
- Consider additional bike lanes where they are safe.
- Build bike lanes where they don't impede traffic flow.
- Need more cycling infrastructure and need it maintained (i.e., snow clearing, no parked cars).

Pedestrians:

- Pedestrian safety at intersections.
- Consider plantings on Bayview so pedestrians feel more separated from cars.
- A lot of people care about cyclists, but a lot of us are walkers. There are safety concerns/conflicts between cyclists and walkers that needs to be addressed somehow. Most sidewalks in suburban areas have hardly any pedestrians on them so sometimes it's not unreasonable to ride a bike on the sidewalk. For background, I have a friend who got hit cycling on a Markham road and lost his leg.

Traffic controls:

- Traffic controls on residential streets (e.g., on Johnson Street which currently has no stops), Henderson, etc.).
- Increase the timing of the advanced green turning light from John onto Bayview and then coordinate the signal going north (at the next stop light).

Other priorities:

- More police presence.
- Meet the needs of people with disabilities.

Is there anything else you'd like the City to consider?

Other feedback that participants said they would like the City to consider included:

Related to the study area:

- Expand the study area to include the subdivision of Baywood Court.
- Expand the study area to include Thornlea Secondary School student boundary (i.e. east of the 404, north to 16th Avenue, etc.). Most traffic originates outside the study area.
- Expand the study area to include Langstaff because of the impact the growth in that area will have on this area.
- Consider the impact of areas outside Thornhill Centre on the traffic within Thornhill Centre (i.e., Langstaff, Bishop's Cross, Romfield, Royal Orchard and Yonge).

Related to the visioning process:

- Consider how the community can be involved / have a role / have a representative at the table when City staff discuss about transportation and mobility, beyond being invited to participate in working sessions like this one.
- Share the results of this visioning process before it is presented to Council. This is an opportunity for the City to say something along the lines of "Here's what we think we heard you say and what we'd be prepared to do".
- Advise us early on how all of this will affect our taxes.
- Need to speak to more people who use mobility devices as they do not seem to be represented in this room and their views are often left out. There are several people who use wheelchairs in the stacked townhouses next to 300 John Street.

- For the next session, everyone should try and find a friend that is younger to bring with them to the meeting.
- There's too much repetition. We talked about all of this 15 years ago and now you are wasting our time.

Other comments:

- Road widening just results in more traffic.
- Be realistic – this is not downtown Toronto or New York City where subway and public transportation is plentiful and relatively quick. People will be using cars for the foreseeable future.
- There is not much active transportation. Bike lanes are being built but we don't see them being used.
- Thornhill buses to the Finch subway are rarely full.
- New building heights should be scaled to the Tridel development and the existing building across the street (stay at that height).
- I am against the widening of Bayview Avenue as it will not solve traffic problems and will only create more traffic. Demand greatly exceeds road capacity.
- How will I be able to get out of my street during construction (Porterfield and John).
- People who use scooters and electric vehicles on the sidewalks pose a threat.
- It bothers me that I hear rumours that development in this neighbourhood will be more intense than Hong Kong. *That's not true. It is true that, based on provincial direction, the Langstaff area, would be the second densest place on earth next to slums in Mumbai. But that will take decades to happen, if it ever does.*
- Travelling over the bridge on John Street, there have been people on motorized scooters travelling against traffic in both ways in dark clothing in the evening and in the afternoon, in the middle of road. This should be addressed before there's an accident.

Wrap-Up and Next Steps

The Councillor wrapped up the meeting by thanking participants.

Nicole committed to sharing a draft summary of feedback from the working session with participants for review before finalizing.

The City encouraged participants to join the final Working Session – which will be focused on Community Uses – on Thursday, February 13, 2025.

Attachment 1. “Raw” notes from Small Table Reports

The following feedback was shared by each small table. More detailed notes included on the small table worksheets are included in the overall summary above.

TABLE 1

- Way too many cars on Bayview, lots accidents, how fit everything else in?
- Not realistic to be able to walk around, not NY or downtown Toronto
- Not realistic that get rid of all cars
- 3 hot spots – Johnsvie (across street, Harris Way and Bayview)
- Royal Orchard onto Bayview south
- How many cars at Tridel, Landmark?

TABLE 2

- Problem is cars. More residents, more cars. People don't move into million dollar houses and take the bus. Normally have 2 cars to a family. Kids can't walk to school so use cars. Especially when weather like today, minus 20.
- When have new residential = more cars and more people. No solution to traffic situation. Already jammed. What are you going to do? I don't know.

TABLE 3

- Got to expand
- Woodbine to Yonge
- Highway 7 to Steeles
- Whole area congested. John from one end to the other is as long as to get downtown
- Why isn't road by Tridel building built together at same time, that's how we do it downtown.
- Why aren't buses thought out for people who want to go to subway
- 33 years ago, talking about GO station. Doesn't use CN line. Won't that improve prices on homes? So can go straight downtown or north or east or west.
- Very important to get people downtown not driving

TABLE 4

- NW corner Bayview and John because traffic from all directions – EWNS
- Inclusion of subdivision of Baywood Court should be part of the study area
- Increase timing of advance green turning light from John onto Bayview – then coordinate going north to next stop light

TABLE 5

- Main concern is traffic flow and concerned about subways at Clark and Royal Orchard putting huge pressure on John St (already enough pressure)
- Would make sense to widen John to 4 lanes, BUT we know how beautiful it is and cemetery, etc.
- We could take Clark and push Clark across to connect to where Longo's is (because people need to get to subway at Clark). Other option – at Royal Orchard, connect it to Green Lane where have swing lane (parallel to Bayview) continue to where little house is on Shouldice and pop it out directly to Green Lane. That would maybe take pressure off John St.
- Building heights – scaled to Tridel and existing building across street (stay at that level)
- Priorities for people with disabilities need to be addressed

- HOT SPOTS
- Bayview and Green Lane
- Further east on Green Lane the railway crossing (not at grade)
- Intersection of Bayview and John
- Intersection of Bayview and Harris Way

TABLE 6

- Mostly agree with what said by previous tables
- This community designed as car dependent community with road sized for cars
- We have added population and adding cars so get more congestion
- Hot spots are all intersections with Bayview. See people going west on John take right lane to go right on Bayview and jump the queue. Same on Green Lane – centre lane only one cross Bayview to Shouldice, people using that to go straight
- Walking to any higher order transit is not an option
- Going to higher order transit takes long with transit (35 minute wait)
- Not much active transportation – building bike lanes, but don't see them used. Bike lanes are there in Active Transportation Master Plan – only a few of us used local lanes
- We would like more connectivity to Langstaff GO station (right now need a car)
- Other type of shorter circuit smaller buses to go in areas to service main hubs
- Need pedestrian access from Windy Hill Park through industrial area up to the commercial area
- Need to integrate wheel trans with Toronto and York

TABLE 7

- Agree with hot spots from other tables
- Gaps – better bus service, shuttle buses, cycling paths (and integrating them so can get across town)
- Link pedestrian paths to community centre – because number of places where can't get across to shopping centre
- Pedestrian safety at intersections
- Consider areas OUTSIDE this area, and any consideration to involve some representation from the community at all of your discussions as opposed to just sessions like this?

TABLE 8

- Three ideas
- Idea of making this a hub, get regional bus to change so continuous shuttle to get people to the hub by public transit
- Bus company not doing so many dumb things...now need to get off royal orchard bus to get to another bus to get to subway
- Thornlea school big bus backups and congestion with kid drop off – look at that
- If want to go to airport with public transit can't park overnight at Finch or GO bus, make it easier for us by adding overnight parking – because right now have no choice if you have luggage but to drive

TABLE 9

- Safety issues with sidewalk, especially on bridges (John St over CN railway, and over other CN railway) sidewalk so narrow cars right next to you
- On Bayview Ave would be nice to have plantings so feel more separated (cars from pedestrians)

- With cycling infrastructure more infrastructure, need it maintained (snow clearing, no parked cars) – happens on Willowbrook, along Green Lane regularly cars parked there
- Unique circumstance for friends at Synagogue, parking on Green Lane, Green Lane not particularly wide, when parked cars on both sides – can they park on only one side of Green Lane or on NO sides and park on Guardsman Rd
- Keeping up with comments from the school – nightmare, lot people being hurt, no U-turns, heading south on Bayview heading to Willowbrook making U turns because don't want to have to wait
- Willowbrook school is on a curve, people are double parked, already signed, triple parking
- People going to residents' driveways just to do U turns.
- Connectivity from back of Shouldice to the valley (said before – active transportation).

TABLE 10

- Bayview traffic congestion
- Road widening just results in more traffic
- Congestion causes pedestrian safety issues – Bayview and John (cars and peds allowed to cross at same time – need dedicated ped light)
- Bayview and Green Lane – cars going northbound and peds trying to cross from Shouldice to Green Lane. Line lets cars too far forward and can't see peds so either move line back or put in no right turn on red or 3 second advance for pedestrian (have to talk to Region)
- Consider shuttle buses that would move peds to new subway system in 30 yrs when done
- Consider additional bike lanes where doesn't impede traffic flow
- Suggest – everyone see what would be presented to Council because of this exercise before it is presented. "Here's what we think we heard you say and what we'd be prepared to do: maybe another one."

TABLE 11

- HOT SPOTS
- Bayview
- Henderson and John, impossible to get across on foot, especially if taking dogs with you because cars don't want to stop for you. Lights may be only solution
- More public transit along John, Royal Orchard and Clark to subway station (from all over Thornhill)
- Traffic controls on residential streets – Johnson Street (now no stops), Henderson, etc.
- Link between Laureleaf and Clark, and then Royal Orchard and Green Lane

Attachment 2. Photos of maps marked by participants

The photos from each small table are included below. Note that participants used dots and post-it notes to add their thoughts and comments to the map using the following legend:

- **BLUE** DOTS = Things you LIKE (and want to protect)
- **RED** DOTS = Things you DON'T LIKE (and want to see changed)
- **YELLOW** DOTS = Ideas you would like considered for the future

TABLE 1



TABLE 2 (no annotations)



TABLE 3



TABLE 4



TABLE 5



TABLE 6



TABLE 7 (no annotations)



TABLE 8

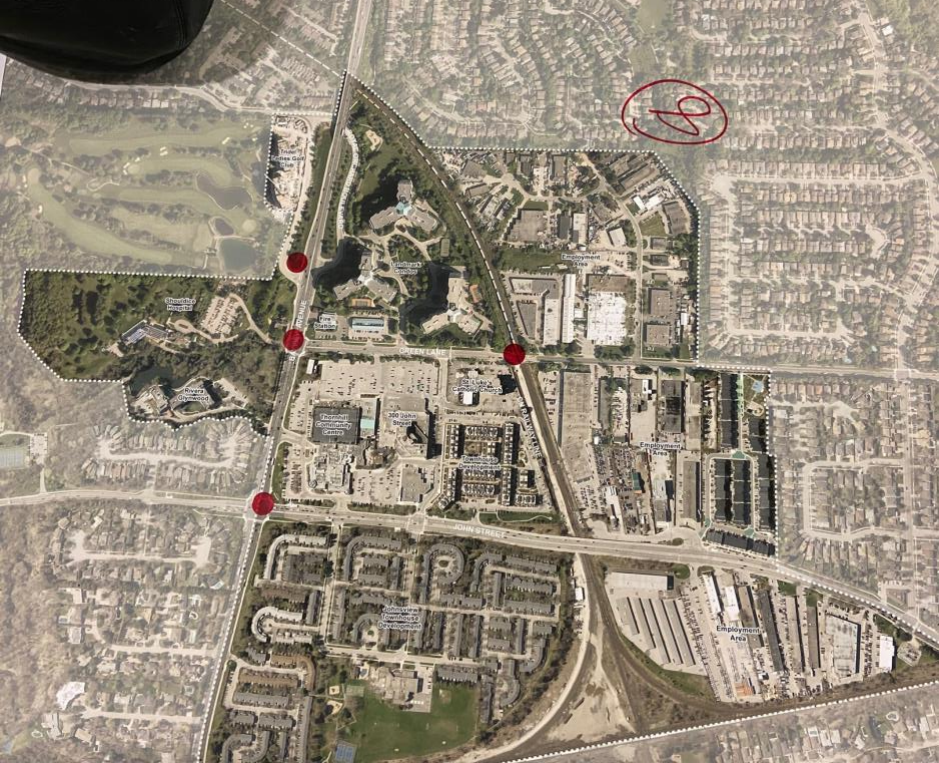


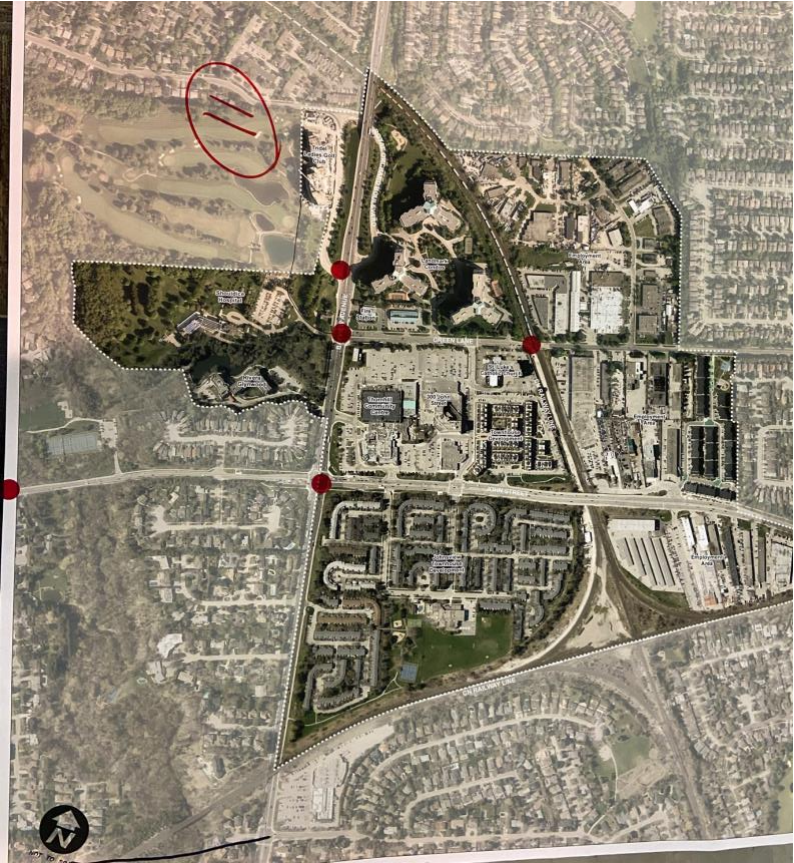
TABLE 9




TABLE 10



TABLE 11



Attachment 3. Working Session Agenda



Bayview John Community Engagement Visioning Process

Working Session 2: Transportation and Mobility
Wednesday, January 22, 2025
Thornhill Community Centre, **Lower Level Rooms B1/B2**
7:00 – 9:00 pm

Purpose of the working sessions: To seek community feedback that will help inform the development of a vision for the Bayview John area.


As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area

Proposed Agenda


7:00 p.m.	Welcome, Introductions, and Agenda Review Nicole Swerhun, Facilitator, Third Party Public Ward 1 Councillor Keith Irish
7:10	City of Markham Briefing <ul style="list-style-type: none"> Overview of the Visioning Process, including highlights from Working Session 1 Transportation and Mobility <p><i>Questions of clarification</i></p>
7:45	Working Session and Facilitated Discussion <ol style="list-style-type: none"> What are the hot spots when it comes to all modes of transportation and mobility challenges? Are there any missing transportation or mobility links you'd like to see connected? If so, what are they? What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area? (i.e., consider the different needs of seniors, public transit users, road users, parking, cyclists, pedestrians, other mobility devices, etc.) Is there anything else you'd like the City to consider?
8:15	Small Tables Reports and Plenary Discussion
8:55	Wrap-Up and Next Steps
9:00 p.m.	Adjourn

1


Attachment 4. Slides shared by City staff



VISIONING EXERCISE
Bayview Avenue and John Street Area
Thornhill (Ward 1)
January 13, 2025




1




Visioning Area

Strategic Plan 2020-2026
 Building Markham's Future Together



2



2



Background

Strategic Plan 2020-2026
Building Markham's Future Together

- **Provincial Policy Statement, 2024 established to increase housing supply**
- **Recent development proposals in the Bayview Avenue and John Street area have generated concerns about increased traffic, additional density, impacts on existing community facilities**

3



3



Council Direction

Strategic Plan 2020-2026
Building Markham's Future Together

- **Staff directed to undertake a visioning exercise for the Bayview Avenue and John Street area for private and public owned lands**
- **3 working sessions**



1



4



Transportation and Mobility

Strategic Plan 2020-2026

Building Markham's Future Together



5



5



Community Engagement

Strategic Plan 2020-2026

Building Markham's Future Together

- What are the hot spots when it comes to all modes of transportation and mobility challenges?
- Are there any missing transportation or mobility links you'd like to see connected? If so, what are they?
- What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area? (i.e., consider the different needs of seniors, public transit users, road users, parking, cyclists, pedestrians, other mobility devices, etc.)
- Is there anything else you would like the City to consider?

6



6

Bayview John Community Engagement Visioning Process

Working Session 3: Community Uses

Thursday, February 13, 2025

Thornhill Community Centre, Rooms B1/B2, 7:00 – 9:00 pm

3



FEEDBACK SUMMARY

Overview

About 30 people participated in this Bayview John Community Engagement Visioning Working Session focused on Community uses. This was the third of three Working Sessions to seek feedback from the community on their vision for the future of Thornhill Centre.

The purpose of the working sessions is to seek community feedback that will help inform the development of a vision for the Bayview John area. As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.

How the working session unfolded

Nicole Swerhun (Facilitator, Third Party Public) opened the meeting, followed by welcoming remarks from Councillor Irish. An overview presentation was then delivered by Rick Cefaratti (Acting-Development Manager, West District) and Jason Tsien (Senior Manager – Business Development, Recreation Services) providing the background and context for the visioning and reviewing opportunities for the future related to community uses, with a focus on the Integrated Leisure Master Plan (ILMP). Participants had questions following the presentation, which are summarized below, along with answers provided.

Participants then spent the remainder of the meeting sharing their thoughts both at small tables and as a full room in response to the following focus questions:

- **Related to physical infrastructure and facilities supporting community uses** (e.g., places and buildings such as community centres, parks, sports fields,

pools, arenas, gyms, etc.), what are 2-3 strengths of Thornhill Centre and what are 2-3 opportunities to improve?

- **Related to programs and services supporting community uses** (e.g., activities organized by people in the places and buildings that support community uses, like the Thornhill Seniors Club, instructional programs, leagues, drop-ins, etc.), what are 2-3 strengths of Thornhill Centre and what are 2-3 opportunities to improve?
- What is your overall vision for the future of community uses in Thornhill Centre?
- Is there anything else you'd like the City to consider?

Using worksheets and large maps of the area, there were 8 groups that shared their thoughts. Drawing on the verbal report backs from the small tables, along with the comments written on completed worksheets, this draft summary captures the key points shared. "Raw" notes typed during the small table reports are included as Attachment 1 and photos of maps that were marked up at the small tables are included as Attachment 2. The agenda is included as Attachment 3.

This summary was written by the team from Third Party Public and was circulated in draft to participants for their review prior to being finalized. Suggested edits have been incorporated.

Questions and Answers

There were several questions asked following the presentation by City staff and during the meeting. Rick, Jason, and Councillor Irish provided responses, which are included below in *italics*. The questions are numbered for ease of reference only.

1. How do you define Thornhill Centre? *It is the area within the solid black line on the table maps. If you would like the City to consider adjusting the study area, that is something we are open to considering.*
2. When considering population projections, does recreation planning consider households or the types of housing they will live in? *Recreation Services does not have data on future households or the built form they will live in, but we do consider how best to serve residents through our planning of recreation facilities and programming.*
3. Are people leaving Thornhill? *There has been a small decrease in population, but it is negligible.*
4. The services (shown in the presentation) are largely offered by the municipality. What about other non-municipal services? *Recreation Services looks specifically at municipal services. We do work with private recreation partners to see where we can coordinate services. Other services (e.g., commercial, medical, etc.) are typically negotiated with developers. The goal of the City's Official Plan is to create a cluster of uses where they are needed.*
5. The demographic data presented is current, do you have the same type of data looking 5 and 10 years into the future? *It is important that we start with a baseline. We do have projections into the future but they are not 100% accurate. The area that has the least accuracy is the population by age segment. Population projections are part of the 2014 Official Plan (OP). The OP is being updated currently and will help inform other plans. In terms of retail space, we agree that we do not want to lose retail space and we are regularly talking to developers about this. The issue for developers is they don't get funding from the banks for retail uses in the same way they do for residential uses.*
6. Why wasn't there anything about education in the presentation (e.g., courses for seniors and others about history, art, how to make things, play bridge)? *Education is part of our libraries. Libraries are part of the City's Integrated Leisure Master Plan.*

7. Is there a way to address with developers the kinds of retail / retailers that come into a community? *We can zone for retail but we can't compel / dictate the type of retail or specific tenant. The type of retail and specific retailers is driven by the market. There has been a major change in retail towards online shopping and big box stores – we are experiencing this like everywhere else.*
8. Do you engage Destination Markham in any of this work? Not saying they should have a huge say, but it would be good to get their ideas. *We have regular conversations with Destination Markham – they are currently focused on other areas but we can put it on their radar and see what ideas they have.*
9. Are we planning other areas or just Thornhill Centre? *This plan process is focused on Thornhill Centre.*
10. Will Shouldice stay? *Yes, when we bought it, they were operating under lease. They have asked to renew that lease for 5 years. Hospital Charter is such that they cannot move and offer services someplace else – they are tied to the land and are providing an essential service.*
11. When the City purchased the Shouldice property it announced that it would be a park in perpetuity, however we have yet to see it named. Why is there no name or signage put up? *My first priority is a safe pedestrian connection between the Shouldice property and Pomona Mills, The Mayor and I have walked the area and came up with low cost solution to making it safe. The City Engineer said an Environmental Assessment is necessary. We hope to find a bit of money this year to do the EA and build the connecting bridge.*
12. With increased density, how is that going to impact property taxes? On one hand, more people means taxes should go down. On the other hand, more infrastructure is needed, so that brings taxes up. *It's hard to predict, with inflation and cost of services.*

Over time, taxes inevitably go up. We all know the state of the market. There are a lot of proposals in Thornhill – the City has close to 20 development applications. Developers need to sell 75% of the units to get financing, and we have seen interest dry up – so we are a long way away from seeing those developments happen.

Participant Feedback

There was a lot of common ground in the feedback from participants throughout the meeting. At the same time, it's important to note that not everyone in the room was asked if they agreed with everything every other participant said. Where objections or differences were raised, they are highlighted.

Strengths

1. Community Centre

The Thornhill Community Centre was raised repeatedly as a strength, often *the* strength, of the Bayview John area.

Participants said they like the facilities and the programs, and especially that everything is accessible in one place. Strengths included:

- The arena/two skating rinks, fitness centre, library, squash courts, community spaces, gym, etc.
- The variety of community programs (seniors, open gym, community programs, skating and programs that support Olympic quality figure skaters, hockey, etc.).
- The good variety of community services.

2. Parks

The importance of parks in the area was also identified as a key strength. Specifics related to parks included:

- The Shouldice property was identified as an important park asset. There were participants who said that they want to see

the property kept as a park, used for park purposes, and connected to other parks.

- Interest in keeping the outdoor skating rinks.
- Interest in keeping the Toronto Reservoir. It has a park above it, playing fields, and it's good for sledding (remember that there used to be a fence to stop kids for going out to Bayview!).

3. Other Strengths

- Want to maintain grocery (Food Basics), pharmacy, medical services, historical areas (Burton House/Santorini's). Yonge Street Farmers Market. Keep it.
- Keep Thornhill historic district preserved.

Opportunities to Improve

1. Parks

Park connections and upgrades

- Connect parks (e.g., with bike paths, short thin green space adjacent to rail line) and maintain them. There's an opportunity to connect green areas east of Bayview. See slide from first meeting. East of Bayview there are separate parks and we can't walk from one to the other. There's an opportunity to fix that.
- We need a few creative and quality upgrades in parks – not a lot. Make upgrades so parks are walkable after rain.

Social connections

- In all our parks, create more leisure spaces and more social spaces (like tables and benches). Redesign paths in parks so there's a combination of more open space and quiet space. Create some social involvement (e.g., bridge tables, chess tables, etc.) and people will stop by. Create social connection and integration.
- Start integrating some of the groups (e.g., younger kids and older kids; seniors can

entertain and teach toddlers). *Others disagreed.* They said that they're not really wanting to integrate with toddlers. Want seniors centre with more dedicated facilities. Can be problems with noise levels with toddlers and seniors. There are opportunities to improve the way school breaks are managed so seniors don't have to relocate or miss programs.

Shouldice property

- The Shouldice property is a big opportunity. We hope that arts and culture is part of the ILMP. Think about outdoor options such as an amphitheatre or music.
 - Suggestion recognition on Shouldice lands of Indigenous peoples, help with some commemoration.
 - Can the Shouldice land be used while the hospital in operation? Can the public go enjoy the property? *Yes. Only practical issue is restrictions on parking. Private Property signs have been removed.*
- Note added after the meeting: *There may still be private property signs remaining on site. The City is working to have these signs removed.*

Park facilities

- Consider a splash pad for kids – the area is currently missing that.
- Tennis courts, hope that at some time they could be converted to multiple uses.
- We're missing some type of outdoor recreational facility (could be covered with a dome during the winter). Thornlea facilities are close, but not close enough.
- Incorporate outdoor skating path (see Stouffville).
- More Dog Off Leash Areas (DOLAs) – need place for people to take cats and dogs.
- Want to see privately owned parks (POPS).

2. Community Centre

This community centre is very busy and overstretched.

Physical space

- The community centre could use face lift/refresh. We're missing indoor gathering place, maybe locate food services there.
- The community centre was developed 50 years ago. There is an opportunity to use this area for more services. We need more space built on top of the community centre.
- Add another swimming pool along with therapeutic pool classes. *Others disagreed.* Don't necessarily want a pool – what happens here in Thornhill Centre doesn't have to look like every other Markham community centre.

Programs

- We have good programs. The problem is that they're full very quickly (30 minutes after registration starts). Drop-ins are capped and full. Sitting half of the time waiting for space while others are playing. This is an opportunity for improvement.
- Demand is there for programs but need more space to offer more programs – use parks for that.
- Offer a greater variety of class (e.g. adult cooking class).

3. Arts and Culture

- Would like to see an amateur theatre, as we have at City Centre.
- Consider how we could do performance in the park. We have 2 ice pads, and one is empty in the summer. One option is to do music-in-the-park indoors on one of the ice pads.
- Consider a bandstand (like at old historic Unionville).
- Group of 7 lived in Thornhill and painted here. Keep plaque.

4. Retail

- How do we go about attracting retailers, particularly smaller retailers? It drives me nuts that I have to go to big box stores to get everyday items (e.g. one screw).
- We need a family style restaurant, that is mid-sized and mid-priced.
- Retail should be decent looking (John Street retail is awful looking). Don't want destination for everyone in Toronto to come to. Increase curb appeal like in Unionville.
- The draw of the community centre with the courts, ice rinks, is a huge draw to the area. 1000s coming every day to the community centre. Retailers and restaurateurs will see huge opportunity here. It's equivalent to an anchor tenant in a mall (e.g., like a Wal-Mart).
- Getting financing can be problematic for developers. If they can't guarantee an income, the bank won't pay for that development. Restrictions on who can use retail makes it harder for developers to get good quality tenants they can take to the bank.

5. Other opportunities

- Want animal adoption centre back and functioning – was good for adults and kids (reading to cats program).
- More daycare.
- More temporary workspaces (especially with tons of condos that are smaller – so people can get out).
- Milliken – Library has maker space, where can borrow tools, snow blower, etc. People can donate. Had shipping container where could borrow bike from the library, and volunteers helped maintain and repair bikes.
- Include conference spaces, and economic development to get people coming here. This could drive restaurant use and amenities (with Yonge close).

Vision for the Future

Several participants talked about the value of having a central place in Thornhill Centre, a focal point. They said We are in a central place but there is no “there” in the place. No place to come to and gather. We have very few places (e.g., commercial places) for people to gather and spend time together.

Participants described their vision of Thornhill Centre as a place that thrives year round:

- There should be more places to come to – we need to have a “there, there”.
- Want more options to do things in Thornhill Centre, like there used to be (restaurants, movie theatre, place to go for happy hour, etc. so don't have to drive to a big box for scotch tape or couple nails). Some interest in smaller retail, some interest in bigger retail spaces (e.g., grocery stores). Want diversity in retail (not more nail salons, dentists, etc.).
- An integrated community that includes the arts, some greater centralized and attractive community uses for Thornhill Centre residents (not for the whole city) which provides something for people to do (to address isolation).
- Make it attractive, make it a destination where people coming here from other areas help create the critical mass to support the things that residents want, without increasing the population that lives here. Make it a tourism destination (for example, for people without cottages). This vision has been around for several years (see [**Arlington vision**](#) shared at Working Session 1). People are attracted to beautiful spaces. If you develop the area in a beautiful manner, it will create a great place for people to come.
- Making Thornhill Centre the centre of Thornhill – a showcase, a starting point. They envision adding on, redesigning, or extending (vertically horizontally or below)

the community centre and making it a showpiece.

- Create a Town Centre, a central focus point, a destination. It's not the City's job to plan it, but the City can allow for it, potentially support it through partnership(s), and encourage a developer to put in medium-priced restaurants with outdoor space where we can meet people and say hi.

There was also discussion about the connection between the types of retail and community amenities participants are interested in seeing in Thornhill Centre, and the need for enough people/population to financially support those amenities.

- A critical mass is needed to operate different types of retail. Part of the visioning exercise should be attracting retail. If we can create a community that attracts people from across Markham and even broader (e.g. from Toronto) we can attract more people without increasing the population and in turn attract more retail.
- Some said that attracting tourists to Thornhill Centre is one way to increase the number of people supporting local retail, without increasing the local resident population. *Others disagreed.* They said they do not want to live in the middle of a tourist destination. They also raised concerns about traffic.
- What we've observed in proposals from developers is a reduction in the amount (square footage) of retail and other community services that the City does not provide. At the same time, we are seeing a rise in population that requires these services.

Wrap-Up and Next Steps

There were participants who thanked the City for all the work they're doing in Thornhill Centre. Stephen Lue, Senior Development Manager with the City of Markham, shared that the intent is to feed the results of the Bayview John Visioning process into Official Plan Review process to update the current Chapter 9 Area and Site Specific Policies on Thornhill Centre (Section 9.18.11 of the 2014 Official Plan).

The Councillor wrapped up the meeting by thanking participants.

Nicole committed to sharing a draft summary of feedback from the working session with participants for review before finalizing.

The City committed to re-connecting with the participants and the public with a draft Visioning report prior to reporting back to the City of Markham's Development Services Committee, likely in the Spring of this year.

Attachment 1. “Raw” notes from Small Table Reports

The following feedback was shared by each small table and projected on screen in the room during the working session. There were participants who also shared written notes on worksheets (on behalf of the discussion at their small table and/or their own notes). Any written feedback has been incorporated into the overall summary.

TABLE 1

- Overall – Some of us do not want to live in the middle of a tourist destination. We have concerns about traffic.
- Strengths – Seniors programs and arena
- Opportunities to Improve – Would like a theatre, another swimming pool, therapeutic pool classes
- Vision – An integrated community where have arts, some greater centralized and attractive community uses for Thornhill Centre (not for the whole city) which provides something for people to do (to address isolation). Can only sit outside in Canada for 3 months per year, need to take that into consideration.

TABLE 2

- Thank City for all the work they’re doing in Thornhill Centre, this being the corner – Bayview John.
- There should be more places to come to – we need to have a “there, there”.
- The draw of the community centre with the courts, ice rinks, is a huge draw to the area. 1000s coming every day to the community centre. Retailers and restaurateurs will see huge opportunity here. It’s equivalent to an anchor tenant in a mall (e.g., like a Wal-Mart).
- We need a central place. It’s not the City’s job to plan it, but the City can allow for it and encourage a developer to put in medium-priced restaurants with outdoor space where we can meet people and say hi.

TABLE 3

- Opportunities to Improve – The community centre was developed 50 years ago. There is an opportunity to use this area for more services. We need more space built on top of the community centre.
- Parks – There’s an opportunity to connect green areas east of Bayview. See slide from first meeting. East of Bayview there are separate parks and we can’t walk from one to the other. There’s an opportunity to fix that.
- The Shouldice property is a big opportunity. We hope that arts and culture is part of the ILMP. Think about outdoor options such as an amphitheatre or music.
- Consider a splash pad for kids – the area is currently missing that.
- Tennis courts, hope that at some time they could be converted to multiple uses.
- Programs and services – We have good programs. The problem is that they’re full very quickly (30 minutes after registration starts). Drop-ins are capped and full. Sitting half of the time waiting for space while others are playing.
- Demand is there for programs but need more space to offer more programs – use parks for that.
- Overall vision – Create a Town Centre, a central focus point, a destination. We hope that the City can partner with a business to do it.

TABLE 4

- STRENGTHS – Skating rink, open gym, community spaces, fitness centre, library, squash courts, community programs.

- OPPORTUNITIES – We're missing some type of outdoor recreational facility (could be covered with a dome during the winter). Thornlea facilities are close, but not close enough. Maybe add a swimming pool. Offer a greater variety of class (e.g. adult cooking class).
- The community centre could use face lift/refresh. We're missing indoor gathering place, maybe locate food services there.

TABLE 5

- STRENGTHS – like community centre and all services currently here. Arena, Programs, Seniors
- Want to maintain grocery, pharmacy, medical services, historical areas (Burton House/Santorini's)
- Shouldice – want to keep park for park purposes and connect to other park
- Want animal adoption centre back and functioning – was good for adults and kids (reading to cats program)
- Use and enhance – Group of 7 lived in Thornhill and painted here. Keep plaque.
- LIKE – Yonge Street Farmers Market. Keep it. Keep Thornhill historic district preserved
- Have a few outdoor skating rinks – keep them. Like the Food Basics, don't want it to go.
- Want to keep the Toronto Reservoir because has park above it, playing fields, good for sledding (used to be a fence to stop kids for going out to Bayview!)
- Want to see privately owned parks (POPS)
- More daycare
- More temporary workspaces (especially with tons of condos that are smaller – so people can get out)
- More Dog Off Leash Areas (DOLAs) – need place for people to take cats and dogs
- Suggestion – recognition on Shouldice lands of Indigenous peoples, help with some commemoration
- Milliken – Library has maker space, where can borrow tools, snow blower, etc. People can donate. Had shipping container where could borrow bike from the library, and volunteers helped maintain and repair bikes (Jason knows)
- Splash pads needed (e.g., David Hamilton Park in Richmond Hill, north on Bayview to East before 16th Avenue) – good design, natural park, something more than standard plastic and metal
- Incorporate outdoor skating path (see Stouffville)
- Toddler and seniors using similar times – not necessarily a problem, sometimes think could integrate them. Have seniors home right across the street, sure would love visits from students, kids could earn volunteer credits doing that
- Would be helpful to clarify difference between fitness and recreation programs – can that happen?
- Include conference spaces, and economic development people get people coming here, could drive restaurant use and amenities (with Yonge close)
- Kind of like bandstand at old historic Unionville

TABLE 6

- STRENGTHS – Like variety in one place, including the arena, library, aquafit in one place, 2 ice pads (more things going on), Olympic quality figure skaters on one and hockey on other. Good variety of programs.
- IMPROVEMENT OPPORTUNITIES – Retail should be decent looking (John Street retail is awful looking). Don't want destination for everyone in Toronto to come to. Increase curb appeal like in Unionville. Consider how we could do performance in the park, others do it. We have 2 ice pads, and one is empty in the summer. One option is to do music-in-the-park indoors.

- We're not really wanting to integrate with toddlers. Want seniors centre with more dedicated facilities. Can be problems with noise levels with toddlers and seniors. There are opportunities to improve the way school breaks are managed so seniors don't have to relocate or miss programs.
- Don't necessarily want a pool – what happens here in Thornhill Centre doesn't have to look like every other Markham community centre.

TABLE 7

- STRENGTHS – Community centre and parks.
- OPPORTUNITIES – Want to make Thornhill Centre the centre of Thornhill – have it be a showcase, a starting point. We can add on, redesign, extend (vertically horizontally or below) the community centre and make it a showpiece. Something that can be used year round.
- Make parks where they can be integrated. Connect parks (e.g., with bike paths, short thin green space adjacent to rail line) and maintain them.
- Make upgrades so parks are walkable after rain. Create more social spaces in parks like tables and benches. Redesign paths in parks so there's a combination of more open space and quiet space.
- We need a few creative and quality upgrades – not a lot.
- In all our parks, little leisure space, little social space. Start integrating some of the groups. Younger kids and older kids. Seniors entertain and teach toddlers and say toddlers, what can you do for seniors one day. Create some social involvement (e.g., bridge tables, chess tables, etc.) and people will stop by. Create social connection and integration here.

TABLE 8

- Same as Table 5.

Attachment 2. Photos of maps marked by participants

The photos from each small table are included below. Note that participants used dots and post-it notes to add their thoughts and comments to the map using the following legend:

- **GREEN** DOTS = Strengths
- **RED** DOTS = Opportunities to improve

TABLES 1, 2, 4, 6, and 7 made no annotations on their table maps.

TABLE 3

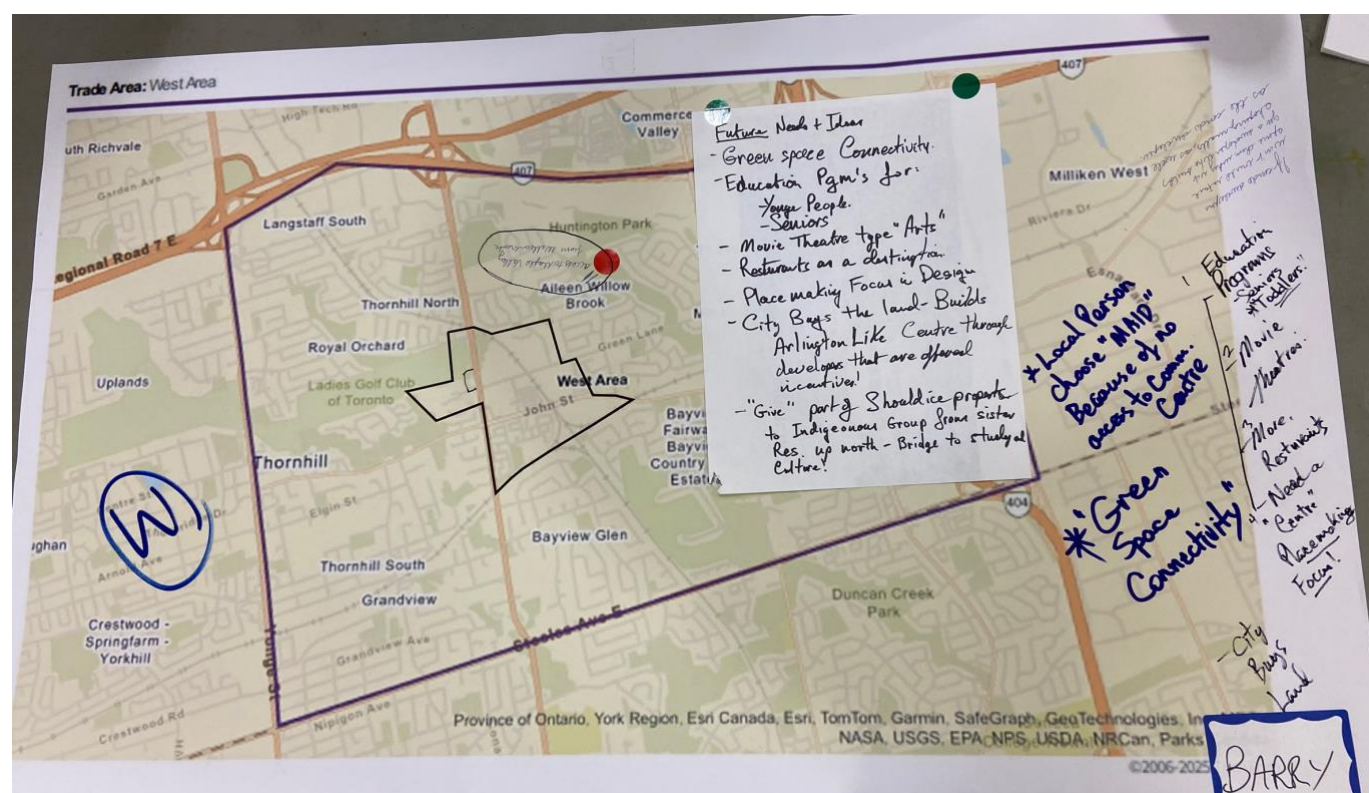


TABLE 5

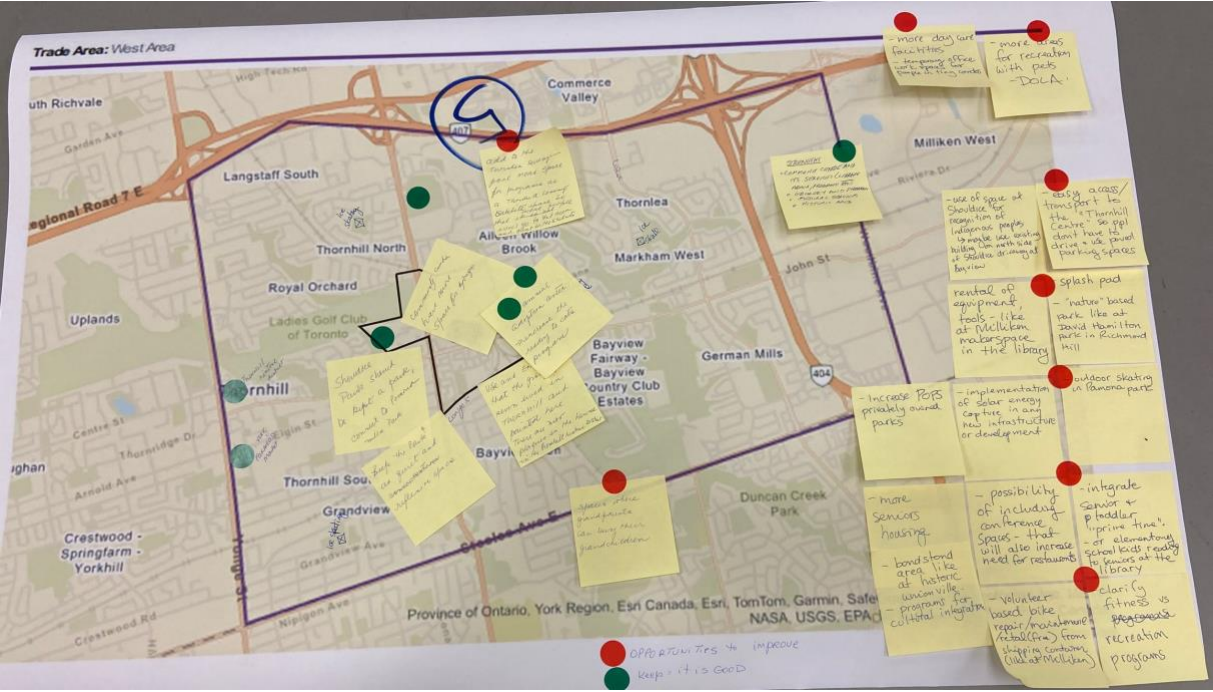
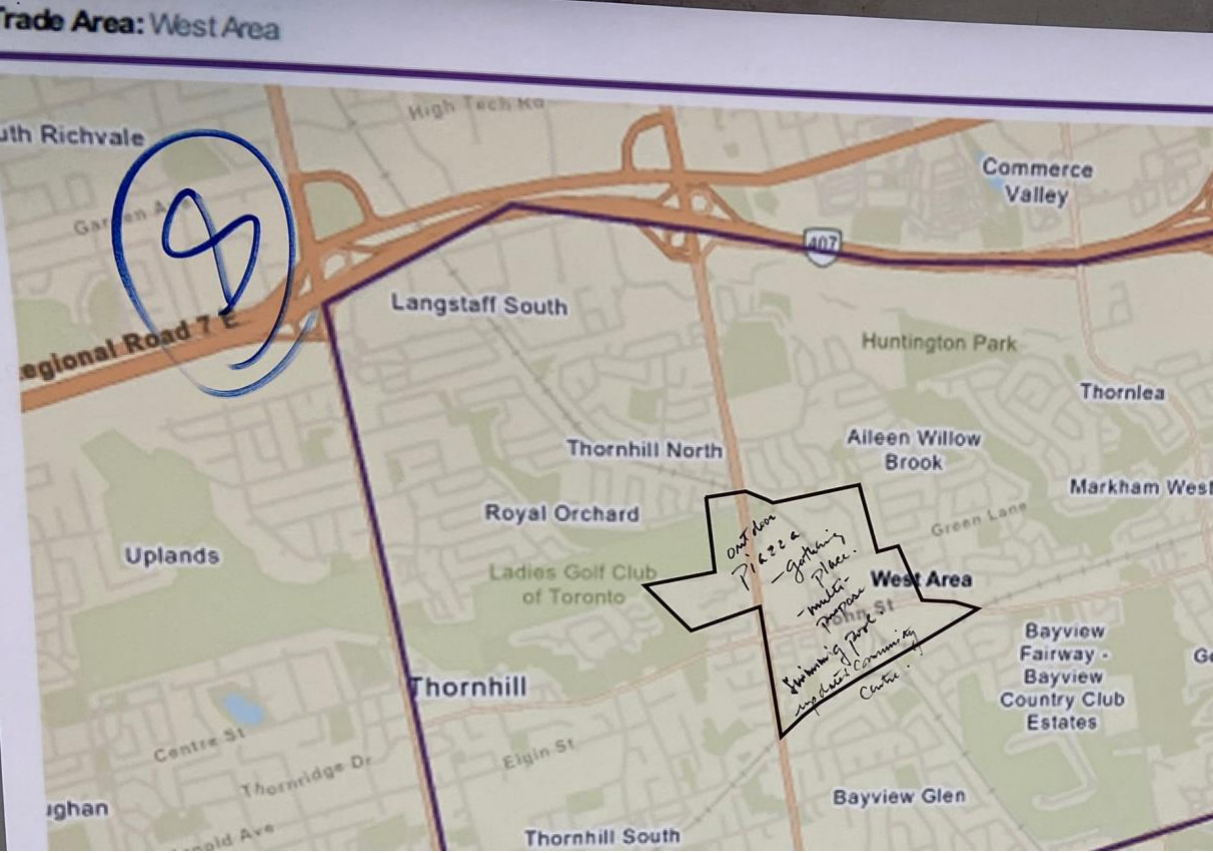


TABLE 8



Attachment 3. Working Session Agenda



Bayview John Community Engagement Visioning Process

Working Session 3: Community Uses
Thursday, February 13, 2025
Thornhill Community Centre, **Lower Level Rooms B1/B2**
7:00 – 9:00 pm

Purpose of the working sessions: To seek community feedback that will help inform the development of a vision for the Bayview John area.

As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area

Proposed Agenda

7:00 p.m. Welcome, Introductions, and Agenda Review
Nicole Swerhun, Facilitator, Third Party Public
Ward 1 Councillor Keith Irish

7:10 City of Markham Briefing

- Overview of the Visioning Process, including highlights from Working Sessions 1 and 2
- Community Uses

Questions of clarification

7:45 Working Session and Facilitated Discussion



1. Related to physical infrastructure and facilities supporting community uses (e.g., places and buildings such as community centres, parks, sports fields, pools, arenas, gyms, etc.):
 - What 2-3 strengths of Thornhill Centre?
 - What are 2-3 opportunities to improve?



2. Related to programs and services supporting community uses (e.g., activities organized by people in the places and buildings that support community uses, like Thornhill Seniors Club, instructional programs, leagues, drop-ins, etc.):
 - What 2-3 strengths of the Thornhill Centre?
 - What are 2-3 opportunities to improve?
3. What is your overall vision for the future of community uses in Thornhill Centre?
4. Is there anything else you'd like the City to consider?

8:15 Small Tables Reports and Plenary Discussion

8:55 Wrap-Up and Next Steps

9:00 p.m. Adjourn



Report to: DSC Committee

Meeting Date: June 10, 2025

SUBJECT: Recommendation Report, Capital Budget Request for the Proposed Developer Build Strata Park at 1297 and 1307 Castlemore Avenue

PREPARED BY: Jyoti Pathak, Project Manager, Parks Planning, ex 2034
Vanessa Aubrey, Senior Parks Planner, ex. 2451

REVIEWED BY: Richard Fournier, Sr. Manager
Parks Planning, Design & Construction, ex 2120

RECOMMENDATION:

1. THAT the June 10, 2025 report titled 'Recommendation Report, Capital Budget Request for Developer Build Strata Park at 1297 and 1307 Castlemore Avenue' be received;
2. THAT a new 2025 Capital Budget for Developer Build Strata Park be established and funded from Development Charges (Parks Development Reserve) in the amount of \$744,935 inclusive of HST impact @1.76% and internal charges; AND,
3. THAT staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to seek approval for an in-year capital addition request for the development of a strata park located at 1297 and 1307 Castlemore Avenue. The strata park is approximately 1,721 m² (0.42 acres) in size and will be located above an underground parking garage. The park programming will include a combined junior and senior children's playground, shade structure, seating, pathways and planting. 'The Owner', 9781 Markham Road Limited Partnership (Liberty Development Corporation Inc.) is eager to proceed with the construction of the proposed two residential apartment buildings and execution of Parkland Conveyance Agreement is a condition to be met prior to issuance of any building permits. The draft Parkland Conveyance Agreement includes clauses for a developer build park and the developer will be reimbursed for the cost of design and construction upon acceptance and conveyance of the built park to the City prior to registration of the Phase 2 condominium.

BACKGROUND:

Property Context and Proposed Development

The Zoning By-law Amendment application submitted by the Owner to permit proposed mixed-use high-rise development and a strata park on a portion of the Subject Lands was approved in March 2023. The subject property is bounded by Castlemore Avenue to the north, Markham Road to the west and Anderson Avenue to the east and has an area of 2.05 hectares (5.05 acres). It is located within Ward 5 and within the Council adopted Markham Road Mount Joy Secondary Plan Area (which is currently appealed to the Ontario Land Tribunal).

The proposed development is separated into Phase 1 and 2 and seeks to construct a total of two mixed-use buildings, with four high-rise towers varying in height from 22 to 37 storeys, a combined total of 1,288 apartment units, 12 townhouses units, outdoor amenity space and a strata park block. In combination with a cash-in-lieu payment, the future conveyance of the strata park block satisfy the parkland dedication requirements of the Phase 1 Development and would be located within the Phase 2 Development lands. The Site Plan Agreement for Phase 1 Development included details of the parkland dedication requirements. The strata park will be conveyed to the City at or before registration of the condominium.

Phase 2 Development consists of two mixed-use buildings, containing 755 residential units, and the strata park. Site Plan Approval for Phase 2 was issued in March 2024, subject to conditions, including but not limited to the execution of a Parkland Conveyance Agreement. The Strata Park will be 1,712 m² (0.42 acres) and is on the east corner of the site, with Castlemore Avenue to the north and Anderson Avenue to the east. To satisfy the conditions of Site Plan Approval the City is now preparing a Parkland Conveyance Agreement which is to be executed in 2025. The Phase 2 Development Site Plan with the strata park block included is shown in Attachment A.

Developer Build Park

The City's Parks Planning and Development – Terms of Reference (ToR) is a guideline document that sets the standards, deliverables and framework within which parkland will be conveyed to the City. Section 6 of the ToR states that a developer build park is a requirement for the City's acceptance of parkland with dual-use facilities and/or stratified ownership arrangements. As the park block is located above an underground parking garage for residents of the adjacent buildings, there will be stratified ownership and Section 6 of the ToR applies to the development proposal.

For a developer build park the developer will be front ending the costs and taking on the following responsibilities:

-
- Procuring the design services of a qualified Landscape Architect
 - Procuring the engineering, surveying, geotechnical services required to construct the park to City standards;
 - Obtaining any approvals and permits;
 - Preparing tender documents and procurement of construction services supervising the construction of the park; and,
 - Providing contract administration and warranty services in support of final park design and construction.

The scope of work, details, terms and conditions of the developer build park, including financial reimbursement to the Owner, will be included in the future Parkland Conveyance Agreement.

DISCUSSION:

Liberty Phase 2 Development: Strata Park Block

City staff have been working with the Owner to create a Parks Facility Fit Plan for the future park block secured through approval of the Site Plan (SPC 23.1345330) and through the Parkland Conveyance Agreement Application (TEC 24.159835). The park programming will include a combined junior and senior children's playground, shade structure, seating, pathways and planting. The estimated budget for park design and construction is \$744,935 inclusive of HST impact @1.76% and internal charges. Further details are provided under Financial Considerations.

2022 Development Charges Background Study

The subject strata park was planned after the approval of the 2022 Development Charges Background Study and was not included in the 10-year capital forecast identified in the background study. The capital funding allocated for one of the parks identified in the 10-year capital forecast yet to be secured through the development approval process, and anticipated to be delayed beyond the forecasted period, will be reallocated to fund the design and construction of the strata park.

Parkland Conveyance Agreement

Staff have prepared a draft Parkland Conveyance Agreement which includes clauses for a developer-build park. The provisions of the Parkland Conveyance Agreement must be agreed upon by both the City and the Owner. This includes a financial commitment by the City to reimburse the Owner for the design and construction of the strata park upon its completion to the satisfaction of City staff. This commitment by the City requires approval of the costs associated with the design and construction of the proposed strata park within the Capital Budget so that the Agreement can be executed in 2025. The Agreement will outline the terms

and conditions of design and construction of the park including progressive reimbursement of construction costs at substantial performance and at the end of two-year warranty period. The park is anticipated to be completed in 2027 and conveyed to the City prior to registration of the first condominium on Phase 2 lands.

FINANCIAL CONSIDERATIONS

The design and construction costs of the approved strata park block will be funded from Development Charges (Parks Development Reserves) in the amount of \$744,935 inclusive of HST impact @ 1.76% and internal charges. The Zoning By-law Amendment for the application which included the strata park was approved in 2023, however the park development costs were not included in the previously approved 2022 Development Charges Background Study, and will be funded by substituting it for another park anticipated to be delayed to a later year.

A breakdown of the budget request is provided below:

	Proposed Developer Build Strata Park	Costs
A	Consulting Services and Contingency	\$61,947
B	Construction and Contingency	\$610,619
C	Subtotal (A + B)	\$672,566
D	HST Impact @ 1.76%	\$11,837
E	Internal Charges/ Admin. Costs	\$60,531
F	Total Budget (C + D + E)	\$744,935
	Total Budget including HST impact @ 1.76% and Internal Charges	\$744,935

In addition, future financial impact on the Operating Budget and Life Cycle Reserve Study will be brought forth for consideration during the budget process.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

Development of a new strata park is aligned with Building Markham's Future Together: 2020-2026 Strategic Plan, particularly the goals of an Engaged, Diverse, Thriving and Vibrant City, and for a Safe, Sustainable and Complete Community.

BUSINESS UNITS CONSULTED AND AFFECTED:

Parks Planning, Parks Design and Construction, Parks Operations, Legal Services and Finance have been consulted and will continue to be involved in the administration of the capital funds allocation for the approved strata park at 1297 and 1307 Castlemore Avenue.

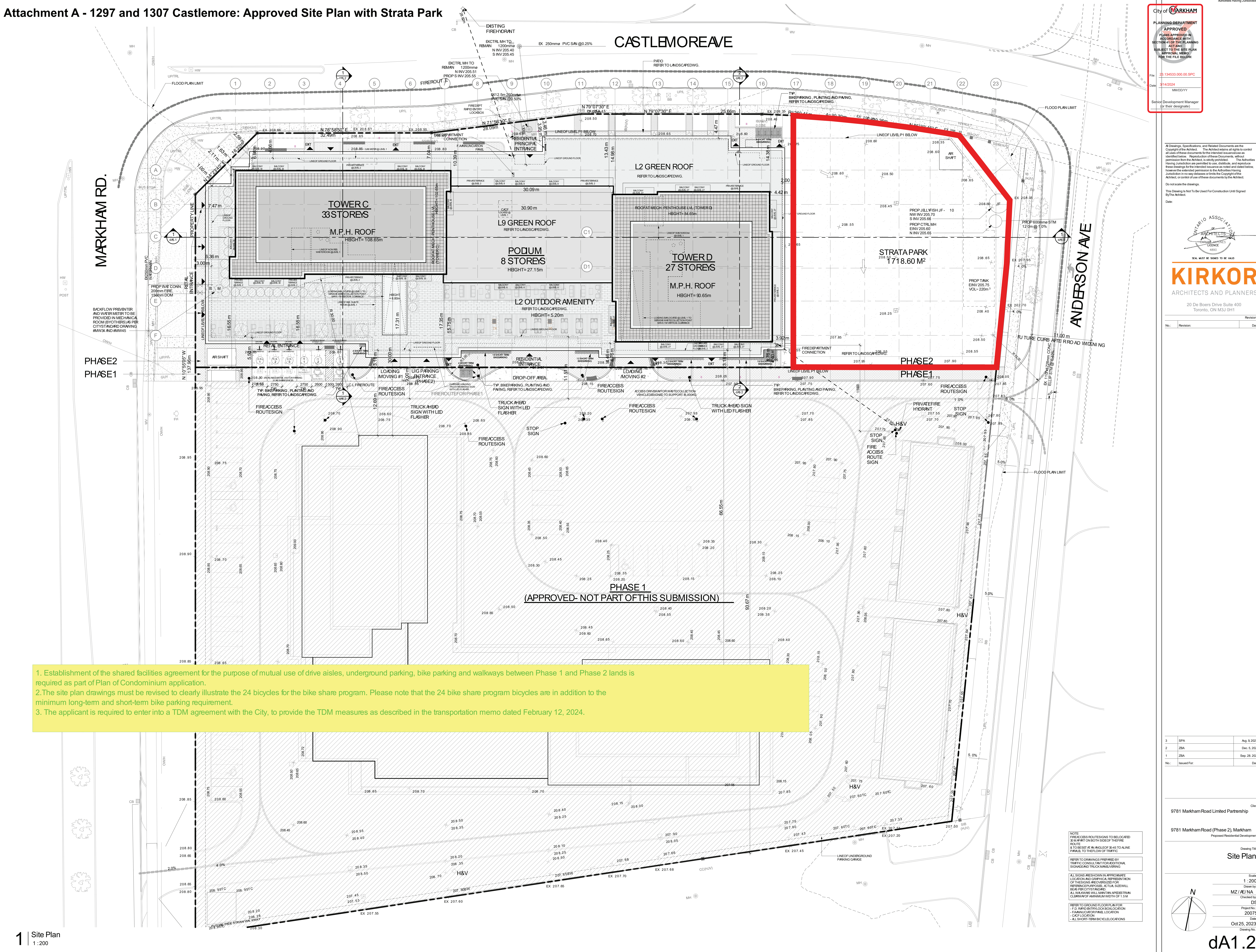
RECOMMENDED BY:

Giulio Cescato
M.C.I.P., R.P.P.
Director of Planning &
Urban Design

Arvin Prasad
M.C.I.P., R.P.P.
Commissioner of
Development Services

ATTACHMENTS:

Attachment A – 1297 and 1307 Castlemore: Approved Site Plan with Strata Park



City of MARKHAM
PLANNING DEPARTMENT
APPROVED
PLANS APPROVED IN
ACCORDANCE WITH
SECTION 47 OF THE PLANNING
ACT AND
SUBJECT TO THE SITE PLAN
APPROVAL MEMO
FOR THE FILE BELOW.
File: 23-134533.000.00-SPC
Date: 3/14/2024
MM/DD/YYYY
Senior Development Manager
(or their designate)

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Date:

PROF ASSOCIATES
ARCHITECTS & PLANNERS
KIRKOR
ARCHITECTS AND PLANNERS
20 De Boers Drive Suite 400
Toronto, ON M3J 0H1
Revisions:
No. Revision Date

1. Establishment of the shared facilities agreement for the purpose of mutual use of drive aisles, underground parking, bike parking and walkways between Phase 1 and Phase 2 lands is required as part of Plan of Condominium application.
2. The site plan drawings must be revised to clearly illustrate the 24 bicycles for the bike share program. Please note that the 24 bike share program bicycles are in addition to the minimum long-term and short-term bike parking requirement.
3. The applicant is required to enter into a TDM agreement with the City, to provide the TDM measures as described in the transportation memo dated February 12, 2024.

3	SPA	Aug. 9, 2023
2	ZBA	Dec. 5, 2022
1	ZBA	Sep. 28, 2021
No.	Issued For:	Date:

9781 Markham Road Limited Partnership
9781 Markham Road (Phase 2), Markham
Proposed Residential Development

Drawing Title:
Site Plan
Scale:
1:200
Drawn by:
MZ/IE/NA
Checked by:
DS
Project No.:
20075
Date:
Oct 25, 2023
Drawing No.:
dA1.2



Report to: Development Services Committee

Meeting Date: June 10, 2025

SUBJECT: Commercial Façade Improvement Grant Program - 2025
PREPARED BY: Peter Wokral, Senior Heritage Planner, ext. 7955
REVIEWED BY: Regan Hutcheson, Manager of Heritage Planning, ext. 2080
 Stephen Lue, Senior Development Manager, ext. 2520

RECOMMENDATION:

- 1) THAT the June 10, 2025, Staff report, titled “Commercial Façade Improvement Grant Program - 2025”, be received;
- 2) THAT Council supports financial assistance representing \$15,000.00 in grant assistance for:
 - a. Paint Removal from the bricks of 4592 Hwy. 7 E. in Unionville and the re-conditioning of the original wooden window frames subject to the owner obtaining a Minor Heritage Permit for the proposed work;
- 3) THAT the eligibility requirements of the Commercial Façade Improvement Grant Program be revised to require Façade Easement Agreements for grants of more than \$7,500 instead of \$5,000;
- 4) THAT the Commercial Façade Improvement Grant Program be revised to make designated historic places of worship eligible for grant funding instead of requiring them to apply to the City’s Designated Heritage Property Grant Program and that the program be renamed the Commercial Façade and Historic Places of Worship Grant Program;
- 5) THAT the 2025 grants be funded through the Commercial Façade Improvement Grant Program Fund, Account 620-101-5699-25011
- 6) AND THAT staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report recommends the approval of grant assistance for commercial façade improvements at 4592 Hwy. 7 E. in Unionville, revising the eligibility requirements of the program to only require a Façade Easement Agreement for a grant in excess of \$7,500 starting in 2026, and allowing historic places of worship to be eligible for grant assistance through a re-named Commercial Facade/Historic Places of Worship Façade Improvement Grant Program.

BACKGROUND:**The grant program was created in 2004**

Council approved the creation of the Commercial Façade Improvement Grant Program (the “Façade Program”) and the Commercial Signage Replacement Grant Program (the “Signage Program”) for commercial properties located in the City’s heritage conservation districts, and for individually designated commercial properties located outside of these districts.

The Programs provide financial assistance to motivate positive improvements

The purpose of the Façade and Signage Programs is to encourage and assist in the exterior improvement of privately-owned, commercial use buildings through joint public/private action and investment. Both heritage and non-heritage commercial properties in heritage districts are encouraged to apply. The Programs strive to address substantive improvements rather than short-term, cosmetic changes with the main goal being to help stimulate the revitalization of historic core areas.

Grant assistance is subject to eligibility requirements

Properties within the identified areas must have commercial uses to be eligible for grant assistance. The owner or their tenant (as an agent of the owner) can apply. The subject property must not be in default of any municipal taxes, local improvements, or any other monies payable to the City (fees or penalties). Also, the property must not be the subject of a by-law contravention, work order, or outstanding municipal requirements. Approved work completed since the 2024 deadline for applications to the program, may also be considered eligible for 2025 grant assistance.

A range of exterior façade improvements are eligible for assistance

a) Heritage Properties

Eligible facade improvements on heritage properties may include the following:

- i. Repair or restoration of original features (cornices, parapets, eaves, other architectural features)
- ii. Repair, restoration, or replacement of windows and doors
- iii. Cleaning and repair of masonry
- iv. Removal of non-original siding or facing
- v. Installation of new signage in accordance with the Special Sign District policies of the City's Sign By-law

b) Non-Heritage Properties

Eligible façade improvements on non-heritage properties may include the following:

- i. Renovation of existing commercial storefronts in accordance with standard principles of traditional storefront design (fascia board for signage above storefront, appropriate display windows, removal of incompatible alterations, etc.)
- ii. Improvements to the principal facades of incompatible buildings provided such work is sympathetic and compatible with the historic character of the area and the policies of the heritage conservation district plan
- iii. Re-cladding in more traditional materials complementary to the district character

The maximum amount of grant assistance depends on the heritage status of the property

The maximum Façade Program grant is \$10,000 for non-heritage properties and \$15,000 for heritage properties. The assistance is in the form of a 50/50 matching grant that is paid upon completion of the approved work. An applicant can receive one grant per calendar year. As a condition of any grant of more than \$5,000, the property owner is required to enter into a façade easement agreement, in perpetuity, with the municipality. For 2025, Council allocated \$60,000.00 to this Program, as part of the 2025 Capital Budget process.

Grant recipients must enter into a Letter of Understanding with the municipality

The Letter of Understanding establishes a formal arrangement between the applicant and the City, and outlines the amount of the grant, the work to be done, and the project completion date.

The Commercial Façade Program is not being fully utilized as expected

Over the past several years, the demand for Commercial Façade Improvement Grants has been relatively low compared to the uptake of the City's Designated Heritage Property Grant Program. This may be due to the program requirement of owners of commercial property having to enter into Heritage Façade Easement Agreements for grants exceeding \$5,000.00, and it may also be due to the fact that historic places of worship, which are not considered to be commercial properties, have only been eligible for funding from the City's Designated Heritage Property Grant Program, which primarily has provided assistance to residential properties.

In the past, several owners of commercial properties who were awarded grants by Council in excess of \$5,000 have requested that they only receive a grant of \$5,000 to avoid having to enter into a Façade Easement Agreement.

Also, since the creation of the Designated Heritage Property Grant program in 2010, there have been a total of nine applications from historic places of worship requesting a total of \$38,259.00 which could have potentially been funded through unused funds in the Commercial Façade Program.

OPTIONS/ DISCUSSION:

The City received one commercial property application by the deadline of April 4, 2025

The application is requesting the maximum available grant of \$15,000.00 as summarized in Table 1 with further details provided in Appendix "A".

Table 1: Summary of Grant Requests and the Amount Recommended by Staff			
Address	Grant Request by Owner ½ of Lowest Quote Provided	Staff Calculation of ½ of Eligible Work	Grant Amount Recommended by Staff based on \$60,000.00 available
4592 Hwy. 7 E. Unionville	\$15,000.00	\$15,000.00	\$15,000.00
TOTAL			\$15,000.00

Specific criteria are used to evaluate the grant requests

Heritage Section Staff and Heritage Markham, Council's heritage advisory committee, are required to review the grant applications based on the following criteria:

- The project must comply with the policies and guidelines of the area's heritage conservation district plan (if applicable).
- Preference is given to applications proposing work on heritage properties.
- On heritage properties, conservation and restoration of original architectural features will occur to the extent possible.
- Projects must obtain municipal approval to qualify.
- The assistance should not reward poor property stewardship.
- Substantive improvements rather than short-term cosmetic patch-ups should be given priority.

- g. Whether the property has received grant assistance from the program in previous years.

Upon evaluation, the current application is considered by Heritage Planning staff to meet the eligibility requirements, subject to conditions. Heritage Markham supported the grant request on May 14, 2025. (See Appendix "B").

The grant application is supportable

Staff recommend that Council support the identified grant based on the \$60,000.00 available from the 2025 budget.

The grant program may be better utilized if a Façade Easement Agreement was required for grants in excess of \$7,500 and historic places of worship were made eligible for grants

Staff suggest that the funds available for the Commercial Façade Improvement Program would be more fully utilized if the following revisions were made to the eligibility requirements of the program.

If the minimum grant amount requiring an owner to enter into a Façade Easement Agreement was raised from \$5,000 to \$7,500, staff anticipate that demand for this program would increase, as commercial façade improvements are typically more costly and some commercial property owners appear disincentivized to accept a heritage easement agreement in exchange for a \$5,000 grant.

Staff also recommend that historic places of worship designated under the Ontario Heritage Act be made eligible for funding as part of this program. There is a demonstrated demand for grants to conserve historic places of worship through the City's Designated Heritage Property Grant Program, and the work required to conserve these buildings is often greater in scope, challenging, and expensive due to the larger scale of these buildings. The maximum matching grant of \$5,000.00 available through the Designated Heritage Property Grant program is often considered insignificant relative to the costs associated with preserving these buildings.

Staff suggest that it is appropriate to make historic places of worship eligible for this grant program because they represent significant local landmarks, provide a valuable community service, and the maximum matching grants of up to \$15,000.00, would make it easier for congregations to conserve the heritage attributes of these buildings. Staff recommend the program be renamed the Commercial Facade and Historic Places of Worship Grant Program.

FINANCIAL CONSIDERATIONS

The requested grants are funded through the Heritage Façade/Signage Replacement Project Account 620-101-5699-25011, which has a 2025 allocated budget of \$60,000.00. The total sum of the grant assistance recommended by staff for allocation through the Facade and Signage Programs for 2025 is \$15,000.00.

HUMAN RESOURCES CONSIDERATIONS

Not Applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

Assisting with the costs of restoring and improving commercial properties individually designated under the *Ontario Heritage Act* and commercial properties in heritage conservation districts

promotes private investment, increases property values, and property tax revenue, while strengthening a sense of community and civic pride.

BUSINESS UNITS CONSULTED AND AFFECTED:

Heritage Markham reviewed and supported the grant request as well as the proposed changes to the program. (see Appendix B- Heritage Markham Extract of May 14, 2025). Finance staff has also reviewed this report.

RECOMMENDED BY:

Giulio Cescato, MCIP, RPP
Director of Planning and Urban Design

Arvin Prasad, MCIP, RPP
Commissioner of Development Services

ATTACHMENTS:

Appendix 'A' Summary of 2025 Commercial Façade Improvement/Signage Grant Requests

Appendix 'B' Heritage Markham Extract of May 14, 2025

Appendix ‘A’
Summary of 2025 Commercial Façade Improvement/Signage Grant Requests

4592 Highway 7 E., Unionville

Status: Designated under Part IV of the Ontario Heritage Act and subject to a Heritage Conservation Easement Agreement



Proposed Work	Quote 1	Quote 2
Removal of paint from brick and re-conditioning of historic wooden window frames	Holt Construction Services Ltd.	NA
Total Cost	\$37, 290.00	NA

Appendix 'B'

Heritage Markham Extract of May 14, 2025



HERITAGE MARKHAM EXTRACT

Date: May 23, 2025

To: R. Hutcheson, Manager of Heritage Planning

P. Wokral, Senior Heritage Planner

EXTRACT CONTAINING ITEM # 6.6 OF THE FIFTH HERITAGE MARKHAM
COMMITTEE HELD ON MAY 14, 2025

6. PART FOUR - REGULAR

6.6 2025 COMMERCIAL FAÇADE IMPROVEMENT GRANT PROGRAM

4592 HIGHWAY 7 E., UNIONVILLE REVIEW OF 2025 GRANT APPLICATIONS (16.11)

File Number:

N/A

Extracts:

R. Hutcheson, Manager, Heritage Planning

P. Wokral, Senior Heritage Planner

Regan Hutcheson, Manager, Heritage Planning, advised that one application for the 2025 Commercial Façade Improvement Grant Program was received to remove paint from the brick and restore the original windows at 4592 Highway 7. Staff recommended approving the grant for up to \$15,000. Staff are also recommending: 1) that the threshold for requiring a façade easement agreement be raised from \$5,000 to \$7,500 due to rising project costs; and 2) that historic places of worship be included under this grant program to allow them to be eligible for larger grants.

The Committee discussed the following in relation to the Commercial Façade Improvement Grant Program:

- The channels used to promote the grant program to eligible applicants and the challenge of no longer having a local newspaper to promote the program.
- That applicants can reapply for additional grants in future years but cannot apply for guaranteed multi-year funding, noting first time applicants are prioritized each year.



The Committee approved the Staff recommendation as presented.

Recommendation:

That Heritage Markham supports a matching grant of up to \$15,000.00 for the removal of paint from the brick and re-conditioning of original window at 4592 Highway 7 East provided the owner obtains a heritage permit for the most appropriate method of paint removal and a second quote for the work;

That Heritage Markham supports revising the eligibility requirements of the Commercial Façade Improvement Grant Program to only require the owner to enter into a Façade Easement Agreement with the City for grants exceeding \$7,500.00 beginning in 2026;

And That Heritage Markham supports making historic places of worship eligible for a revised Commercial Façade and Historic Place of Worship Grant Program.

Carried



Report to: Development Services Committee

Meeting Date: June, 10, 2025

SUBJECT: Designated Heritage Property Grant Applications 2025
PREPARED BY: Peter Wokral, Senior Heritage Planner, ext. 7955
REVIEWED BY: Regan Hutcheson, Manager of Heritage Planning. ext. 2080
 Stephen Lue, Senior Development Manager, ext. 2520

RECOMMENDATION:

1. THAT the June 10, 2025, report titled, "Designated Heritage Property Grant Applications 2025", be received;
2. THAT Designated Heritage Property Grants for 2025 be approved in the amounts noted for the following properties, totaling \$54,020.00, provided that the applicants comply with eligibility requirements of the program:
 - a. 357 Main St. N., Markham Village: up to \$5,000.00, for the painting of the house in historic original colours and installation of historically authentic wooden front entrance door;
 - b. 7707 Yonge St., Thornhill: up to \$5,000.00 for the installation of historically authentic 2nd storey windows facing Yonge St.;
 - c. 218 Main St., Unionville: up to \$2,000.00 for the painting of the steeple and bellcote louvres in historic original colours;
 - d. 6 Alexander Hunter Place, Markham Heritage Estates: up to \$7,500.00 for the installation of a cedar shingle roof;
 - e. 3 David Gohn Circle, Markham Heritage Estates: up to \$7,500.00 for the installation of a cedar shingle roof;
 - f. 1 Heritage Corners Lane, Markham Heritage Estates: up to \$5,000.00 for the production and installation of historically authentic louvered shutters;
 - g. 12 Wismer Place, Markham Heritage Estates: up to \$7,500.00 for the installation of a cedar shingle roof;
 - h. 1 Kalvinster Drive, Cornell: up to \$4,520.00 for the reconstruction of brick gable-end chimneys;
 - i. 99 Thoroughbred Way, Markham: up to \$5,000.00 for the repair and restoration of the historic wooden clapboard siding;
 - j. 10720 Victoria Square Blvd., Victoria Square: up to \$5,000.00 for the repair of historic brickwork;
3. THAT the grant request for 49 Church Street not be funded due to the proposed work and application not meeting the eligibility requirements of the program;
4. THAT the grants be funded through the Designated Heritage Property Grant Project Fund, Account 620-101-5699-25010 (\$60,000.00 available for 2025)

5. AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report seeks to obtain approval of ten applications for the 2025 Markham Designated Heritage Property Grant Program.

BACKGROUND:

Markham's Designated Heritage Property Grant Program was approved by Council in 2010 and includes the following highlights

Funding of Program:

- Total funding of \$120,000 was allocated to the program over a four-year period (2010-2013) based on a targeted allocation of \$30,000 per year
- The program has been continuously offered since then and was extended for an additional three years in 2022 (2023-2025) with an allocation of \$30,000.00 per year
- However, in 2024 Council authorized \$60,000.00 worth of grant funding for the 2025 program
- Only Council can authorize any continuation of the program past 2025

Amount of Assistance:

- Support to an applicant is in the form of a grant representing 50% of eligible work up to a maximum limit of \$5,000 per property for eligible work, and through an amendment to the program in 2016, a maximum amount of \$7,500.00 for the replacement of a cedar shingle roof in Markham Heritage Estates
- Minimum amount of eligible work - \$500.00

Heritage Property Eligibility:

- Properties must be designated under the Ontario Heritage Act (Part IV or Part V). In the case of Part V (Heritage Districts), only properties identified in a district plan as being of cultural heritage value or interest are eligible

Ineligible Projects:

- Commercial façade grant projects are specifically related to “the entire exterior front surface of a building which abuts the street from grade to eaves” and are not eligible as there is a separate program. However, other conservation work on a commercial property is considered eligible under the Designated Heritage Property Grant program
- At the discretion of Council, an applicant may be limited to receiving only one heritage related financial assistance grant in a calendar year
- Projects in Markham Heritage Estates (under 20 years) as these owners already receive a financial incentive through reduced lot prices

Timing and Number of Grants:

- Grants are awarded annually following requests for applications within an established deadline
- Only one grant per calendar year per property

- First time applicants will get priority each year and repeat applicants will be considered only if the annual cap is not reached by first time recipients

Municipal Eligibility Criteria:

- Subject property must be in conformity with municipal by-laws and regulations.

Eligible Projects:

- Work that primarily involves the repair, restoration or re-creation of heritage features or components (cornices, parapets, doors, windows, masonry, siding, woodwork, verandas, etc.)
- Exterior painting (see eligible amount of grant assistance)

Eligible Costs:

- The cost of materials, equipment and contracted labour (but not donated labour or materials or labour performed by the applicant)
- A grant of up to 50% for architectural/ design/ engineering fees to a maximum of \$1,000 (as part of the maximum permitted grant of \$4,000) is available.
- Exterior Painting- in documented original colours to a maximum grant contribution of \$2,000 or 25% of the cost, whichever is the lesser
(One time only grant)

Cost Estimates:

- Two separate estimates of work (due to the specialized nature of the work) are to be provided by a licensed contractor (other than the owner) for consideration.

Review Process:

- Applications will be reviewed by City (Heritage Section) staff and Heritage Markham Committee, and recommended submissions will be forwarded to Council for approval through Development Services Committee

Timeframe for Completion of Work:

- Grant commitments are valid for one year and expire if the work is not completed within that period (an extension may be granted)

Receipt of Grant Assistance:

- Grants are paid upon submission of receipts, to the satisfaction of the City

Prior Work:

- Approved work commenced since last year's deadline for applications can be considered eligible for grant funding.

Written Agreement:

- Approved applicants will be required to enter a Letter of Understanding with the City

Eligibility requirements for grant assistance require the property to be in good standing

A subject property must not be in default of any municipal taxes, local improvements or any other monies payable to the City (fees or penalties). Also, the property must not be the subject of a by-law contravention, work order, or

outstanding municipal requirements. Approved work completed since the 2024 deadline for applications to the program may also be considered eligible for assistance.

If the program is to continue, Council must extend the program

In January 2023, Council passed a resolution to extend the program for the years 2023-2025 totalling \$90,000, and in 2024 Council authorized an additional \$30,000 for the 2025 program. This year represents the last year of the program, and should Council see the merits in continuing the program, further funding should be allocated for future years. Staff is preparing a separate report regarding the extension of this program.

The deadline for 2025 grant application submissions was April 4, 2025

Heritage Section Staff received eleven applications.

OPTIONS/ DISCUSSION:

All applications were comprehensively reviewed by Heritage Section Staff and Heritage Markham

Each application was fully examined considering the type of work proposed, its eligibility using the program guidelines, the quoted cost of the work, any conditions that would need to be attached to an approval, and then evaluated using the following criteria that Council adopted as part of the program:

- a. Preference will be given to applications where the integrity of the property may be threatened if the proposed work is not undertaken
- b. Preference will be given to applications proposing work visible to the public
- c. The proposed work must comply with heritage conservation guidelines, principles and policies
- d. Scope of the work is to be clear, logical and demonstrate the maximum retention of historic fabric and heritage attributes
- e. Grant is not to reward poor stewardship
- f. The addition of new features (re-introduction of heritage elements) needs to be backed up with evidence (physical, documentary or archival)

Ten applications are recommended for approval

Staff recommend grant assistance for ten of the eleven applications received, totaling \$54,020 to be funded subject to certain conditions (see Appendix 'A' for Grant Summary). One application is not recommended for approval because the proposed work does not meet the eligibility requirements of the program, and no quotes from professional contractors were provided with the application.

Heritage Markham supports the recommended applications

On May 14, 2025, the Heritage Markham Committee reviewed the recommended applications and individual summary sheets for all applications, and supported Staff's recommendations subject to the specific conditions (See Appendix 'B').

Letter of Understanding is required

Once grant applications are approved by Council, the applicants will be required to enter a Letter of Understanding with the City detailing any conditions associated with the grant assistance. Applicants must still obtain any necessary development approval and permits to undertake the work.

FINANCIAL CONSIDERATIONS

In December 2022, Council resolved to extend the Designated Heritage Property Grant program for another three years allocating \$30,000 per year for a total of \$90,000.00 to the program. The funding for this grant program has been funded through unused grant funding from previous years and a transfer of funds from the Heritage Loan Reserve Fund.

HUMAN RESOURCES CONSIDERATIONS

Not applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

This program aligns with the Growth Management priority by working to preserve resources and features of cultural heritage value to create a higher quality community.

BUSINESS UNITS CONSULTED AND AFFECTED:

Reviewed by Finance Department and the Heritage Markham Committee

RECOMMENDED BY:

Giulio Cescato, MCIP, RPP
Director of Planning and Urban Design
Services

Arvin Prasad, MCIP, RPP
Commissioner of Development

ATTACHMENTS:

Appendix 'A': Designated Heritage Property Grant Application Summary 2025

Appendix 'B': Heritage Markham Extract May 14, 2025

Appendix 'A': Designated Heritage Property Grant Summary 2025

Address	Eligible Work	Grant Amount Requested	Grant Amount Recommended	Running Total	Comment
49 Church St.	No	No quotes provided as of April 28th	\$0.00	\$0.00	The application proposes repairs to cracks in a poured concrete foundation, repairs and repainting of new shutters, the levelling of stone steps and repainting of a picket fence, whereas none of these are heritage attributes of the property Grant funding is not recommended
357 Main St. N.	Potentially	\$5,000	\$5,000	\$5,000	Grant assistance is requested to repaint the house white and is not based on research into the original colours. The existing door appears to be modern and could be replaced with a more historically authentic wooden door. Conditional grant funding is recommended for door
218 Main St. Unionville	Potentially	\$2,000	\$2,000	\$7,000	The proposed painting of the steeple and louvred vents in existing colours is not based on analysis of original colours. Conditional grant funding is recommended
7707 Yonge St.	Potentially	\$5,000	\$5,000	\$12,000	Grant assistance is requested for the installation of historically appropriate windows on the 2 nd floor facing Yonge St. However, the specifications provided do not represent historically authentic windows. Conditional grant funding is recommended
6 Alexander Hunter Place	Yes	\$7,500	\$7,500	\$19,500	Grant assistance is requested for the installation of cedar

					shingle roof installed in 2024. Grant funding is recommended.
3 David Gohn Circle	Yes	\$7,500	\$7,500	\$27,000	Grant assistance is requested for the installation of a new cedar shingle roof installed in 2024. Grant funding is recommended.
1 Heritage Corners Lane	Yes	\$5,000	\$5,000	\$32,000	Grant assistance is requested to produce historically authentic louvred shutters. Grant funding is recommended.
12 Wismer Place	Yes	\$7,500	\$7,500	\$39,500	Grant assistance is requested for the installation of a new cedar shingle roof installed in 2024. Grant funding is recommended.
1 Kalvinster Drive.	Yes	\$4,520	\$4,520	\$44,020	Grant assistance is requested to re-build the brick gable-end chimneys. Grant funding is recommended.
99 Thoroughbred Way	Yes	\$5,000	\$5,000	\$49,020	Grant assistance is requested for the selective replacement and repair of damaged wooden clapboard and soffits in 2024. Grant funding is recommended.
10720 Victoria Square Boulevard	Yes	\$5,000	\$5,000	\$54,020	Grant assistance is requested for the repair of damaged brick masonry Grant funding is recommended.

Designated Heritage Property Grant Application

Name	Carolina Billings
Address	49 Church Street, Markham Village
Status	Part V designated dwelling in the MVHCD
Grant Project	The application proposes repairs to cracks in a poured concrete foundation, painting and repairs to shutters, the levelling of stone steps and repairs and repainting of a picket fence
Estimate 1	No quote provided as of April 29, 2025
Estimate 2	No quote provided as of April 29, 2025
Eligibility	Not eligible for grant funding as the proposed work does not preserve, restore or replicate significant heritage features of the property.
Conditions	None
Previous Grants	No
Comments	Not Recommended for Approval, no quotes provided and proposed work is ineligible as they are not considered to be significant heritage features of the property.
Grant Amount	\$0.00



Designated Heritage Property Grant Application

Name	Silvana Talevska
Address	357 Main St. North Markham Village
Status	Part V designated dwelling in the MVHCD
Grant Project	Repainting of house and replacement of front door
Estimate 1	\$15,870.00 -Confra Complete Construction
Estimate 2	\$13,108.00 -Skyrise Service Inc.
Eligibility	The work as proposed does not currently meet eligibility requirements as the proposed painting is not based on analysis of original colours and there is insufficient detail provided regarding the design of the replacement door.
Conditions	Additional information needed on paint colour and door design.
Previous Grants	No
Comments	Recommended for approval subject to meeting eligibility criteria and approval of a Heritage Permit
Grant Amount	\$5,000



Designated Heritage Property Grant Application

Name	Bahman & Firozeh Imaizenouzi
Address	7707 Yonge St., Thornhill
Status	Part V designated residence and place of business in the THCD
Grant Project	The application proposes to replace the modern windows of the second floor facing Yonge St.
Estimate 1	\$17,965.01 -LePage Millwork
Estimate 2	\$24,267.05 -Pella Windows
Eligibility	Eligible for funding
Conditions	Only eligible if the design of the replacement windows reflects the specifications of the original windows.
Previous Grants	No
Comments	Recommend for funding conditional on approval of Heritage Permit
Grant Amount	\$5,000.00



Designated Heritage Property Grant Application

Name	Markham Village Church of the Nazarene
Address	218 Main St., Unionville
Status	Part IV designated place of worship in the UHCD
Grant Project	The application proposes repainting of the steeple and louvres of the bellcote
Estimate 1	\$5,545.73 -CertaPro Painters
Estimate 2	\$11,800.00 -Royal Roofing
Eligibility	Eligible for funding
Conditions	Only eligible if the painting of steeple and louvres is based on historic paint analysis
Previous Grants	No
Comments	Recommended for approval if condition is met and approval of a Heritage Permit
Grant Amount	\$2,000.00 (maximum grant available for painting)



Designated Heritage Property Grant Application

Name	James & Janis MacDougall
Address	6 Alexander Hunter Place, Markham Heritage Estates
Status	Part IV designated residence
Grant Project	The application seeks funding for the installation of a cedar shingle roof in 2024.
Estimate 1	\$38,284.40 -Silver Oak Roofing
Estimate 2	\$41,245.00 -T Dot Roofers
Eligibility	Eligible for funding
Conditions	None
Previous Grants	No
Comments	Recommend for funding
Grant Amount	\$7,500.00



Designated Heritage Property Grant Application

Name	Katherine Minovski
Address	3 David Gohn Circle, Markham Heritage Estates
Status	Part IV designated residence
Grant Project	The application seeks funding for the installation of a cedar shingle roof in 2024.
Estimate 1	\$31,640.00 -Above All Roof and Aluminium Inc.
Estimate 2	\$60,455.00 -JD Wood Revival Inc.
Eligibility	Eligible for funding
Conditions	None
Previous Grants	No
Comments	Recommend for funding
Grant Amount	\$7,500.00



Designated Heritage Property Grant Application

Name	Karl Brumund
Address	1 Heritage Corners Lane
Status	Part IV designated dwelling in Markham Heritage Estates
Grant Project	Constructing of new louvred shutters
Estimate 1	\$11,632.00 USD - Barker Contracting Ltd.
Estimate 2	\$13,772.44- Canada Custom Shutters & Blinds
Eligibility	The proposed work is eligible for grant assistance
Conditions	Subject to obtaining a Heritage Permit for the proposed work
Previous Grants	Yes, For replacement of cedar shingle roof in 2024
Comments	Recommended for approval as the existing shutters were not historically authentic
Grant Amount	\$5,000.00



Designated Heritage Property Grant Application

Name	Linda Irving
Address	12 Wismer Place
Status	Part IV designated dwelling in Markham Heritage Estates
Grant Project	The application seeks funding for the installation of a cedar shingle roof in 2024.
Estimate 1	\$106,220.00- Silver Oak Roofing
Estimate 2	\$61,735.00- Barker Contracting Ltd.
Eligibility	The proposed work meets the eligibility requirements of the program.
Conditions	None
Previous Grants	No
Comments	Recommended for approval
Grant Amount	\$7,500.00



Designated Heritage Property Grant Application

Name	Blair Reeve
Address	1 Kalvinster Drive
Status	Part IV designated dwelling in Cornell
Grant Project	Reconstruction of the brick gable end chimneys.
Estimate 1	\$9,500.00 - D'Angelo & Sons Roofing & Exteriors
Estimate 2	\$9,040.00 - B.in Roofing Inc.
Eligibility	The proposed work is eligible
Conditions	Subject to obtaining an approved Heritage Permit.
Previous Grants	Yes, \$5,000.00 in 2010 but to previous owners.
Comments	Recommended for approval
Grant Amount	\$4,520.00



Designated Heritage Property Grant Application

Name	Jinny Lok & Raymond Layno
Address	99 Thoroughbred Way
Status	Part IV designated property
Grant Project	Repair and restoration for clapboard siding and soffits
Estimate 1	\$12,000.00 Peter Company Contracting
Estimate 2	NA
Eligibility	The completed work meets the eligibility requirements of the program.
Conditions	The work was approved through the Heritage Permit process
Previous Grants	No
Comments	Recommended for approval
Grant Amount	\$5,000.00



Designated Heritage Property Grant Application

Name	Victoria Square United Church
Address	10720 Victoria Square Boulevard
Status	Part IV designated place of worship in Victoria Square
Grant Project	Repair of exterior brickwork
Estimate 1	\$12,317.00 – Bernard Deveaux
Estimate 2	NA
Eligibility	The proposed work meets the eligibility requirements of the program.
Conditions	Subject to approval through the Heritage Permit process.
Previous Grants	No
Comments	Recommended for approval
Grant Amount	\$5,000.00



Appendix 'B': Heritage Markham Extract of May 14, 2025



HERITAGE MARKHAM EXTRACT

Date: May 23, 2025

To: R. Hutcheson, Manager of Heritage Planning

EXTRACT CONTAINING ITEM # 6.5 OF THE FIFTH HERITAGE MARKHAM
COMMITTEE HELD ON MAY 14, 2025

6. PART FOUR - REGULAR

6.5 REVIEW OF GRANT APPLICATIONS

2025 DESIGNATED HERITAGE PROPERTY GRANT PROGRAM (16.11)

File Number:

N/A

Extracts:

R. Hutcheson, Manager, Heritage Planning

Regan Hutcheson, Manager, Heritage Planning, advised that there was considerable interest in the Heritage Designated Property Program this year. Council recently increased the grant budget from \$30,000 to \$60,000, which allowed for a higher volume of requests to be accommodated. Mr. Hutcheson noted that Peter Wokral, Senior Heritage Planner, had reviewed the grant applications to ensure they met the City's eligibility requirements. Staff are recommending that ten grants detailed in the accompanying memo be approved.

The Committee supported the motion as presented by Staff.

Recommendation:

That Heritage Markham supports the funding of the following ten grant applications at a total cost of \$55,020.00 subject to the amounts and conditions noted on the individual summary sheets:

- 357 Main St. N.,
- 7707 Yonge St.,
- 218 Main St. U.
- 6 Alexander Hunter Place,
- 3 David Gohn Circle,
- 1 Heritage Corners Lane,
- 12 Wismer Place,



- 1 Kalvinster Dr.,
- 99 Thoroughbred Way,
- 10720 Victoria Square Blvd.

And That Heritage Markham does not support grant funding for 49 Church St.
due to the proposed work not meeting the eligibility requirements of the program.

Carried