



# Development Services Committee Revised Agenda

Meeting Number 5  
February 25, 2019, 9:30 AM - 3:00 PM  
Council Chamber

Please bring this Development Services Committee Agenda to Council on March 19, 2019.

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**Pages**

- 1. **CALL TO ORDER**
- 2. **DISCLOSURE OF PECUNIARY INTEREST**
- 3. **APPROVAL OF PREVIOUS MINUTES**
  - 3.1 **DEVELOPMENT SERVICES COMMITTEE MINUTES - FEBRUARY 11, 2019 (10.0)** 8
    - 1) That the minutes of the Development Services Committee meeting held February 11, 2019, be confirmed.
- 4. **PRESENTATIONS**
  - 4.1 **PRESENTATION OF SERVICE AWARDS (12.2.6)**
    - Michael Mungy, Captain, Fire Services, 20 years
    - Emma Girard, Communications Advisor, Legislative Services and Communications, 20 years
    - Paul Singleton, Supervisor, Community Facility, Recreation Services, 20 years
    - Carlo Santoro, Building Inspector II, Building Standards, 15 years
    - Janet Reid, Collections Coordinator (Museum), Culture-Museum-Curatorial Services, 10 years
    - Nancy Myles, Senior Health & Safety Specialist, Human Resources, 10 years
    - Lisa Riegel, Assistant City Solicitor, Legal Services, 10 years
    - Raymond Law, Manager, Business & Technical Services, Operations, 10 years
    - Michael Dipasquale, Supervisor, Waste Management, Environmental Services, 5 years

Daniel Brutto, Planner II, Planning & Urban Design, 5 years

Anthony Cosentino, Facility Operator I, Recreation Services, 5 years

5. **DEPUTATIONS**

6. **COMMUNICATIONS**

7. **PETITIONS**

8. **CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES**

8.1 **HISTORIC UNIONVILLE COMMUNITY VISION COMMITTEE MINUTES – JUNE 20, 2018, SEPTEMBER 19, 2018, OCTOBER 17, 2018 AND NOVEMBER 21, 2018 (10.0)** 17

1) That the minutes of the Historic Unionville Community Vision Committee meetings held June 20, 2018, September 19, 2018, October 17, 2018 and November 21, 2018, be received for information purposes.

8.2 **MAIN STREET MARKHAM COMMITTEE MINUTES – MAY 16, 2018 AND SEPTEMBER 19, 2018 (16.0)** 42

1) That the minutes of the Main Street Markham Committee meetings held May 16, 2018 and September 19, 2018, be received for information purposes.

8.3 **VARLEY-MCKAY ART FOUNDATION OF MARKHAM MINUTES – NOVEMBER 12, 2018 (16.0)** 56

1) That the minutes of the Varley-McKay Art Foundation of Markham meeting held November 12, 2018, be received for information purposes.

8.4 **PRELIMINARY REPORT OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS SUBMITTED BY 10-20 FINCHAM INC. TO PERMIT FOURTEEN TOWNHOUSE AND TWO SEMI-DETACHED DWELLINGS AT 10 AND 20 FINCHAM AVENUE** 61

(SOUTHEAST INTERSECTION OF 16TH AVENUE AND FINCHAM AVENUE) (WARD 4) FILES OP/ZA 18 108216 (10.3, 10.5)

S. Corr, ext. 2624

1) That the report titled “PRELIMINARY REPORT, Official Plan and Zoning By-law Amendment Applications submitted by 10-20 Fincham Inc. to permit fourteen townhouse and two semi-detached dwellings at 10 and 20 Fincham Avenue (Southeast intersection of 16th Avenue and Fincham Avenue) (Ward 4)”, be received.

- 8.5 **PRELIMINARY REPORT SCARDRED 7 COMPANY LIMITED 4038 HIGHWAY 7 (NORTH SIDE, EAST OF VILLAGE PARKWAY) APPLICATIONS FOR ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION TO PERMIT A RESIDENTIAL DEVELOPMENT ACCOMMODATING** 73

50 TOWNHOUSE DWELLINGS AND 20 SINGLE DETACHED DWELLINGS (WARD 3) FILE NO. ZA/SU 18 180309 (10.5, 10.7)

S. Heaslip, ext. 3140

1) That the report titled “PRELIMINARY REPORT, Scardred 7 Company Limited, 4038 Highway 7 (north side, east of Village Parkway), Applications for zoning by-law amendment and draft plan of subdivision to permit a residential development accommodating 50 townhouse dwellings and 20 single detached dwellings (Ward 3), File No. ZA/SU 18 180309;” be received.

- 8.6 **PRELIMINARY REPORT SARENA PROPERTIES LTD. ZONING BY-LAW AMENDMENT APPLICATION TO EXTEND PERMISSION FOR TEMPORARY USES AT 197 & 199 LANGSTAFF RD FILE NO.: ZA 18 257917, WARD 1 (10.5)** 85

C. Tsang, ext. 2945

1) That the report dated February 25th, 2019, titled “PRELIMINARY REPORT, Sarena Properties Ltd., Zoning By-law Amendment application to extend permission for temporary uses at 197 & 199 Langstaff Road, File No.: ZA 18 257917, Ward 1”, be received;

- 8.7 **PRELIMINARY REPORT CONDOR PROPERTIES LTD. LANGSTAFF PHASE 1A DEVELOPMENT ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION TO PERMIT A MIXED-USE HIGH RISE DEVELOPMENT FOR** 91

910 UNITS AT 25, 11, 9 AND 5 LANGSTAFF ROAD, SOUTHWEST OF YONGE STREET AND HIGHWAY 407 FILE NOS: ZA/SU 18 162178, WARD 1 (10.5, 10.7)

C. Tsang, ext. 2945

1) That the report dated February 25th, 2019, titled “Preliminary Report, Condor Properties Ltd., Langstaff Phase 1A Development, Zoning By-Law Amendment and Draft Plan of Subdivision to permit a mixed-use high rise development for 910 units at 25, 11, 9 and 5 Langstasff Road, south west of Yonge Street and Highway 407, File Nos: ZA/SU 18 162178, Ward 1”, be received; and,

2) That the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications be referred to the Thornhill Sub-Committee for comments prior to

the statutory Public Meeting; and further,

3) That City Council direct the City Solicitor and Staff to oppose any appeal of the application for Zoning By-law Amendment and Draft Plan of Subdivision for 25, 11, 9 and 5 Langstaff Road, if an appeal(s)is/are made based on City Council's failure to make a decision within the statutory timeframe set out in the Planning Act, taking a position consistent with the planning comments set out in the report dated February 25th, 2019 and any further direction from the City Solicitor and the Commissioner of Development Services.

**8.8 STEELES AVENUE WIDENING UPDATE - EAST OF MARKHAM ROAD TO NINTH LINE (WARDS 7 &8) (5.10)**

120

L. Cheah, ext. 4838

- 1) That the memorandum titled “Steeles Avenue Widening Update – East of Markham Road to Ninth Line (Wards 7 & 8)” be received; and,
- 2) That Council reiterates to the Regional Municipality of York the importance of timely completion of Steeles Avenue East between east of Markham Road and Ninth Line; and,
- 3) That the Regional Municipality of York be requested to confirm the timing of the completion of Steeles widening with the City of Toronto; and further,
- 4) That Staff be directed to do all things necessary to give effect to this resolution

**9. REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES**

**9.1 CITY OF MARKHAM COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017 (10.0)**

133

M. Wouters, ext. 2909

- 1) That the report entitled, “City of Markham Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017”, dated February 25, 2019, be received; and,
- 2) That this report, including specific recommendations for changes to Proposed Amendment 1, as summarized in Appendix ‘A’, be forwarded to the Assistant Deputy Minister of Municipal Affairs and Housing, and York Region, as the City of Markham’s comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, the associated proposed framework for provincially significant employment zones, and the associated proposed Ontario regulation changes; and,



- 3) That the Province not allow urban expansions outside of a municipal comprehensive review, except where such expansions are initiated by a local municipality, are minor and are contiguous to an existing urban area with full servicing; and,
- 4) That the Province be advised that the City of Markham does not support the conversion of employment lands outside of the municipal comprehensive review process; and,
- 5) That the Province consult with the City of Markham and York Region staff on the proposed provincially significant employment zones to further refine the mapping having regard to local planning considerations; and,
- 6) That the Province provide a predictable program of transit funding to ensure delivery of higher order transit that is critical to support intensification in Markham; and further,
- 7) That staff be authorized and directed to do all things necessary to give effect to this resolution.

## **9.2 FEDERAL, PROVINCIAL AND REGIONAL AFFORDABLE AND RENTAL HOUSING INITIATIVES (10.0)**

153

M. Boyce, ext. 2094

- 1) That the report entitled “Federal, Provincial and Regional Affordable and Rental Housing Initiatives” dated February 25, 2019 be received; and,
- 2) That the Federal Minister responsible for the Canada Mortgage and Housing Corporation be advised of Council’s support for the National Housing Strategy and the City of Markham’s interest in partnering with senior levels of government, non-profit housing organizations and rental cooperatives, and the private sector on a future eligible affordable and rental housing project in Markham; and,
- 3) That the report entitled “Federal, Provincial and Regional Affordable and Rental Housing Initiatives” dated February 25, 2019, be forwarded to:
  - a) the Assistant Deputy Minister of Municipal Affairs and Housing and that Council express its support for inclusionary zoning and request the Province to provide additional financial incentives such as the deferral of provincial education development charges and an allocation of a portion of the non-resident speculation tax collected in York Region, in support of future eligible affordable and rental housing projects in Markham; and
  - b) the Commissioner of Corporate Services and the Chief Planner of York Region in response to the request for comments on the draft Rental Housing Incentives Guideline for purpose built rental housing, and that Council express

its support for the Guideline and request the Region to consider a 60 month Regional development charge deferral, and a tax increment equivalent grant program for the Regional portion of property taxes for up to 10 years, in support of future eligible affordable and rental housing projects in Markham; and,

4) That the updated Affordable and Rental Housing Strategy for the City of Markham, to be brought forward for Markham Council considerations, include options for inclusionary zoning and additional financial incentives in response to the Region's draft Rental Housing Incentives Guideline, including a 60 month development charge deferral, a 48 month development application fee deferral, and an incentive equivalent to a 10 year tax increment equivalent grant on the Markham portion of the property taxes, for eligible affordable and rental housing projects in Markham; 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. ADJOURNMENT

**Information Page**

**Development Services Committee Members: All Members of Council**

**Development and Policy Issues**

Chair: Regional Councillor Jim Jones

Vice-Chair: Councillor Keith Irish

**Transportation and Infrastructure Issues**

Chair: Deputy Mayor Don Hamilton

Vice-Chair: Councillor Reid McAlpine

**Culture and Economic Development Issues**

Chair: Councillor Alan Ho

Vice-Chair: Councillor Khalid Usman

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 Minutes

**Meeting Number 3**  
**February 11, 2019, 9:30 AM - 3:00 PM**  
**Council Chamber**

Roll Call	Mayor Frank Scarpitti Deputy Mayor Don Hamilton Regional Councillor Jack Heath (left at 10:40 a.m. and returned at 11:24 a.m.) Regional Councillor Joe Li (arrived at 10:05 a.m.) Regional Councillor Jim Jones Councillor Keith Irish	Councillor Alan Ho Councillor Reid McAlpine Councillor Andrew Keyes Councillor Amanda Collucci Councillor Khalid Usman Councillor Isa Lee
Regrets	Councillor Karen Rea	
Staff	Andy Taylor, Chief Administrative Officer Arvin Prasad, Commissioner, Development Services Catherine Conrad, City Solicitor & Acting Director, Human Resources Bryan Frois, Chief of Staff Brian Lee, Director, Engineering	Biju Karumanchery, Director, Planning & Urban Design Stephen Chait, Director, Economic Growth, Culture & Entrepreneurship Christina Kakaflikas, Manager, Economic Development Alida Tari, Manager, Access & Privacy Scott Chapman, Election & Council/Committee Coordinator

**Alternate formats for this document are available upon request**

### 1. CALL TO ORDER

The Development Services Committee convened at the hour of 9:31 a.m. in the Council Chamber with Regional Councillor Jim Jones in the Chair. Councillor Alan Ho assumed the Chair at 9:35 am for Culture and Economic Development Issues items, Nos. 8.1 and 9.1. Deputy Mayor Don Hamilton assumed the Chair at 1:05 p.m. for Transportation & Infrastructure items, No. 10.1.

The Development Services Committee recessed at 11:50 a.m.  
 The Development Services Committee reconvened at 1:04 p.m.

**2. DISCLOSURE OF PECUNIARY INTEREST**

None disclosed.

**3. APPROVAL OF PREVIOUS MINUTES**

**3.1 DEVELOPMENT SERVICES COMMITTEE MINUTES JANUARY 28, 2019 (10.0)**

Moved by Deputy Mayor Don Hamilton

Seconded by Councillor Alan Ho

1) That the minutes of the Development Services Committee meeting held January 28, 2019, be confirmed.

**Carried**

**3.2 DEVELOPMENT SERVICES PUBLIC MEETING MINUTES JANUARY 22, 2019 (10.0)**

Moved by Deputy Mayor Don Hamilton

Seconded by Councillor Alan Ho

1) That the minutes of the Development Services Public meeting held January 22, 2019, be confirmed.

**Carried**

**4. DEPUTATIONS**

There were no deputations.

**5. COMMUNICATIONS**

There were no communications.

**6. PETITIONS**

There were no petitions.

**7. CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES**

**7.1 PRELIMINARY REPORT – APPLICATIONS FOR A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT SUBMITTED BY BERCZY WARDEN HOLDINGS INC. TO FACILITATE 879 RESIDENTIAL UNITS AND MIXED USES ON THE LANDS KNOWN MUNICIPALLY**

**AS 10348 WARDEN AVENUE (WARD 2) (10.7, 10.5)**

Moved by Councillor Andrew Keyes

Seconded by Councillor Isa Lee

1) That the report dated February 11, 2019 titled “PRELIMINARY REPORT, Applications for a Draft Plan of Subdivision and Zoning By-law Amendment submitted by Berczy Warden Holdings Inc. to facilitate 879 residential units and mixed uses on the lands known municipally as 10348 Warden Avenue (Ward 2)” be received.

**Carried**

**7.2 APPLICATIONS FOR A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT BY BERCZY ELGIN HOLDINGS INC. TO FACILITATE THE CREATION OF APPROXIMATELY 798 RESIDENTIAL UNITS, 2 ELEMENTARY SCHOOL BLOCKS OR PARTS THEREOF, 1 PARK BLOCK AND THE SUPPORTING ROAD/LANE NETWORK WHICH INCLUDES ACCESS TO ELGIN MILLS ROAD EAST ON THE SUBJECT PROPERTY KNOWN MUNICIPALLY AS 3575 ELGIN MILLS ROAD EAST (WARD 2) (10.7, 10.5)**

Moved by Councillor Andrew Keyes

Seconded by Councillor Isa Lee

1) That the report dated February 11, 2019 titled “PRELIMINARY REPORT, Applications for a Draft Plan of Subdivision and Zoning By-law Amendment by Berczy Elgin Holdings Inc. to facilitate the creation of approximately 798 residential units, 2 elementary school blocks or parts thereof, 1 park block and the supporting road/lane network which includes access to Elgin Mills Road East on

the subject property known municipally as 3575 Elgin Mills Road East (Ward 2)", be received.

**Carried**

## **8. PRESENTATIONS - CULTURE AND ECONOMIC DEVELOPMENT ISSUES**

### **8.1 WEB SUMMIT, LISBON POST-CONFERENCE REPORT (10.16)**

Christina Kakaflikas, Manager, Economic Development delivered a PowerPoint presentation entitled "Web Summit, Lisbon Post-Conference Report."

The Committee discussed the following relative to the presentation:

- The importance of attending conferences such as Web Summit for increasing Markham's profile in the global technology industry and promoting investment opportunities within the City
- That the City evaluate the number staff and resources required at these conferences to effectively promote Markham as a destination for economic investment
- The City's strategy for promoting Markham at Toronto's Collision Conference in May 2019
- That staff evaluate industry trends and determine which technology conferences Markham should attend in the future
- Increasing Markham's presence at conferences focused on emerging technologies such as cloud computing and Internet of Things applications
- Negotiating with Collision to increase City of Markham's Council presence at the conference

There was some discussion on Markham's international program and the importance of Asia. Staff advised that a report relative to the City's international program will be considered at the February 25 Development Services Committee meeting. Staff confirmed that the recommended international program will include a business mission to Asia.

Moved by Councillor Isa Lee

Seconded by Regional Councillor Joe Li

1) That the presentation provided by Christina Kakaflikas, Manager, Economic Development entitled "Web Summit, Lisbon Post-Conference Report", be received.

**Carried**

## **9. REGULAR REPORTS - CULTURE AND ECONOMIC DEVELOPMENT ISSUES**

### **9.1 DESTINATION MARKHAM STRATEGY (10.16)**

Christina Kakaflikas, Manager, Economic Development delivered a PowerPoint presentation outlining the information in the report.

The Committee discussed the following relative to the Destination Markham Strategy:

- the multi-dimensional nature of the strategy in making Markham a destination for the investment, talent and tourism essential to Markham's bold strategies for growing the local economy
- leveraging digital engagement
- the effects of the Municipal Accommodation Tax (MAT) on tourism in Markham and other municipalities in the Greater Toronto Area
- the potential impact of prohibiting short-term accommodations on tourism in Markham
- the components of the city-wide branding strategy identified in the report
- that staff consider engaging local school boards to promote Markham's premier education institutions as a means of attracting talent to the City
- prioritizing the planning of a comprehensive transit network to facilitate economic development and tourism
- current and future tourist attractions and programs in the City
- the importance of setting clearly articulated milestones and targets in future reports

There was discussion regarding the newly incorporated Destination Markham Corporation and its role in promoting tourism in Markham. Staff indicated that a report to Development Services Committee is anticipated in the spring outlining the board's proposed governance structure, recruitment and business plan.

There was some discussion with respect to the potential obstacles to effective city building. Staff advised that they are currently exploring the value and potential of introducing financial incentives such as tax increment financing to stimulate commercial and office development in the City.



Moved by Mayor Frank Scarpitti  
Seconded by Regional Councillor Jack Heath

- 1) That the staff report entitled, “Destination Markham Strategy”, dated February 11th, 2019 be received; and,
- 2) That Council approve the Destination Markham Strategy and forward it to the newly incorporated destination marketing organization and relevant city departments; and further,
- 3) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**

## **10. REGULAR REPORTS - TRANSPORTATION AND INFRASTRUCTURE ISSUES**

### **10.1 WHISTLE CESSATION ON STOUFFVILLE GO LINE – THREE RURAL CROSSINGS (WARD 5) (5.12)**

Brian Lee, Director, Engineering provided an overview of the staff report regarding the Whistle Cessation on Stouffville GO Line program with respect to three remaining rural crossings in the City. Mr. Lee also provided a brief update on the progress of the thirteen crossings originally included in the project.

The Committee inquired as to the expected timelines for completion of the original thirteen crossings as well as the additional three rural crossings identified in the report. Staff advised that it is anticipated that construction on the original thirteen crossings will be completed by March or April of 2019. Staff advised that once it receives Committee's approval on the report recommendations, construction on the final three crossings may begin in the fall of 2019 and be completed by the spring of 2020.

The Committee requested that staff review options and mechanisms for providing additional safety for pedestrians and cyclists at the three rural crossings.

Moved by Mayor Frank Scarpitti  
Seconded by Councillor Reid McAlpine

- 1) That the report dated February 11, 2019 entitled “Whistle Cessation on Stouffville GO Line – Three Rural Crossings (Ward 5)” be received; and,

- 2) That the Mayor and Clerk be authorized to enter into agreements and/or a memorandum of understanding (as required) with Metrolinx and York Region for construction of crossing safety features and implementation of whistle cessation at three (3) rural crossings (Elgin Mills Road, 9th Line and 19th Avenue) on the Stouffville GO Line, in a form satisfactory to the City Solicitor and the Chief Administrative Officer (CAO); and,
- 3) That the Mayor and Clerk be authorized to enter into At-Grade Crossing Modification Agreements, Crossing Agreements or similar agreements (as required) with Metrolinx for modification of the existing crossings to incorporate new crossing safety features and to implement whistle cessation at three (3) rural crossings on the Stouffville GO Line, in a form satisfactory to the City Solicitor and the CAO; and,
- 4) That the Mayor and Clerk be authorized to enter into the Metrolinx Liability/ Insurance/Indemnity Agreement or similar agreement (as required), which requires the road authorities to obtain insurance and assume full responsibility/liability for any claims, damages, etc., resulting from incidents that arise from or would not have arisen but for whistle cessation, in a form satisfactory to the City Solicitor and the CAO; and,
- 5) That Schedule “A” to the City’s Train Whistle Cessation By-law 2018-19 be amended to include the Elgin Mills Road crossing and the 19th Avenue crossing; and,
- 6) That the Regional Municipality of York be requested to confirm 100% funding (budget:\$43,159) and 100% liability for grade rail crossing at 9th Line (Regional Road 69), and requested to enter into an agreement or memorandum of understanding (as required) with the City of Markham and Metrolinx for construction of crossing safety features and implementation of whistle cessation at the 9th Line crossing, and enter into any additional necessary agreements with Metrolinx for implementation of whistle cessation at the 9th Line crossing; and,
- 7) That the Regional Municipality of York be requested to implement a 24-hour whistle cessation by-law for the 9th Line crossing; and,
- 8) That the Regional Municipality of York be requested to pass a Regional Council resolution for the implementation of whistle cessation for the 9th Line crossing; and further,
- 9) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried****11. MOTIONS**

There were no motions.

**12. NOTICES OF MOTION**

There were no notices of motion.

**13. 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".*

**13.1 METROLINX PURSUING MARKET-DRIVEN APPROACH TO NEW GO STATIONS**

Mayor Frank Scarpitti addressed the Committee regarding an amended resolution from the Regional Council meeting regarding Metrolinx's prioritization of a development-driven approach to GO expansion stations at Kirby and Mulock on the Barrie corridor. Mayor Scarpitti noted that the proposed recommendation was amended to include the Denison/14th Avenue and Major Mackenzie Drive on the Stouffville corridor.

It was suggested that this York Region resolution be circulated to City of Markham staff for advisement in future planning decisions.

**14. ANNOUNCEMENTS**

There were no announcements.

**15. CONFIDENTIAL ITEMS**

Moved by Mayor Frank Scarpitti  
Seconded by Councillor Alan Ho

1) That, in accordance with Section 239 (2) of the Municipal Act, Development Services Committee resolve into a confidential session to discuss the following matters:

**Carried**

**15.1 DEVELOPMENT AND POLICY ISSUES**

**15.1.1 DEVELOPMENT SERVICES COMMITTEE CONFIDENTIAL  
MINUTES – NOVEMBER 19, 2018 (10.0) [Section 239 (2) (c)]**

**15.1.2 LITIGATION OR POTENTIAL LITIGATION, INCLUDING  
MATTERS BEFORE ADMINISTRATIVE TRIBUNALS,  
AFFECTING THE MUNICIPALITY OR LOCAL BOARD – 2014  
OFFICIAL PLAN PART 1 - LPAT SETTLEMENT HEARING  
(10.0)[Section 239 (2) (e)]**

Development Services Committee consented to place this item on the  
February 12, 2019 Council agenda.

**16. ADJOURNMENT**

The Development Services Committee meeting adjourned at 1:44 p.m.

Moved by Councillor Khalid Usman

Seconded by Councillor Isa Lee

1) That the Development Services Committee adjourn.

**Carried**



**Historic Unionville Community Vision Committee  
June 20 2018 Minutes**

**City of Markham  
Location: Canada Room**

**Members:**

**Harry Eaglesham, Vice Chair  
Councillor Don Hamilton, Ward 3  
Wes Rowe, UVA  
Reid McAlpine, URA  
Kimberley Kwan, UHS  
Stanley Wu , MVC  
David Johnston, Heritage Markham  
Tony Lamanna, UBIA  
Sylvia Morris, UBIA  
Joseph Cimer, Community Rep  
Bill Bilkas, Community Rep**

**Regrets:**

**Regional Councillor Jim Jones  
Rob Kadlovski, UBIA (Chair)  
Scott Harper, Community Rep**

**Staff:**

**Regan Hutcheson, Manager of Heritage  
Planning  
Andrew Johnson, Streetscape Coordinator  
Urban Design  
Alex Sepe, Committee Clerk**

- 1. Disclosure of Pecuniary Interest**  
None disclosed
- 2. Confirmation of Agenda**  
That the agenda be confirmed as presented
- 3. Adoption of the Minutes of the May 17<sup>th</sup>, 2018 Meeting of the Historic Unionville  
Community Vision Committee**

**Recommendation:**

That the Minutes of the Historic Unionville Community Vision Committee meeting held on May 17, 2018 be adopted, as amended

Carried

Amend May 17 2018 committee minutes to reflect the following changes in regards to attendance:

Scott Harper Arrived Late  
Stanley Wu was in attendance.

**4. Business Arising from the Minutes****a) Update on Pattern Book**

Mr. Hutcheson provided an update on the status of the Pattern Book.

He noted the laneway adjacent to the Public School will be removed. It will be dealt with in a future secondary plan or site plan application.

A member was concerned that the Pattern Book illustrated a reduction in the Crosby Park size and will affect homes that back onto the park.

Another member raised the concern that a laneway should be placed behind the buildings on private property, similar to the east side.

**b) Update on Capital Budget Requests**

- Streetscape Master Plan: Planning Department was awarded \$75,000 to do a conceptual design component.
- Parkview School Gate: Director of Operations noted that project could be funded through the Ontario Main Street Revitalization Initiative Fund. Markham acquired \$320,000 for the three main streets of Markham. Rather than constructing a gate, the concept of bollards is being explored.

Mr. Hutcheson has spoken with the School Board Staff and they have agreed in principle, to occasional access, subject to conditions to be included in an Agreement.

**c) Electrification of GO Corridor**

- Mr. McAlpine provided an update on his request to GO for future consultation on any plans to electrify the GO railway corridor through Unionville.

**5. New Business****a) 206 Main Street (Stiver House Inc.)**

Mr. George Ledonne, owner of the property provided an overview of the proposals

- Proposing boutique 4 story, condominium (14 units). Size of residential units is 1500-1600 sq ft, commercial component on front portion of the property, underground parking for residential. Sustainable condominium, 80% renewable energy sourced.
- Outstanding issues
  - Mr. Hutcheson indicated that major issues (waste management, roadway access etc.) have been addressed. Minor architectural details must be addressed (brick colour, materials etc.)
- Main Street Closures
  - Mr. Ledonne stated that those who are purchasing a unit will have full knowledge of the traffic and annual street closures.
  - Most residents are aware of road closures, and it will also be provided in the Agreement of Purchase and Sale and Condo Declaration.
- Use of the Heritage building
  - Mr. Ledonne confirmed that the heritage building will be maintained as a retail building.
- Access Opportunities for Future

Historic Unionville Community Vision Committee Meeting Minutes  
June 20, 2018

- The opportunity for an access connection to the South is possible in the future.
- There is also potential for access to the North (Crosby Arena site) through the parking lot. It may be difficult; there is a limited space for a roadway on the Arena side.
- It was noted that the idea of a connection through the parking lot is a good idea, since the idea of the City redoing the façade of the Crosby Arena may be a possibility in the future. Need to consider the entire neighbourhood when discussing a connection through 206 Main Street. The development offers the potential for a continuous laneway.
- A major discussion point was that the laneway would be an emergency access for when Main Street is closed.
- It was noted that a laneway was not included in the Vision Plan or the revised Pattern Book.
- Height Issue
  - Development is 4 storeys, Pattern Book advocates for 3.5 storeys
  - The Official Plan limit is 2 storeys, but owner received an Official Plan amendment to allow for the increase in height.
  - The height allows for the solar panels.
- Parking Issues
  - Request for clarification of required parking
  - Parking requirements are satisfied, 28 below grade and 10 above grade.
- Trees
  - Roughly 30 trees will be removed, is there a plan for replacement trees?
  - Discussion has occurred with the school board for planting more trees on the school board property and throughout the neighbourhood.
- Property to South
  - People to the south were contacted to discuss the development, however they did not want to be involved in the project.
- Heritage Building Protection
  - What protections are in place with the heritage building? (Sprinkler System)
  - Still to be considered.
  - Owner noted they were instructed not to tamper with the heritage building
- Impact on Local Businesses
  - Owner to work with the BIA to have minimal disruptions to local businesses
  - Slow months of Main Street season (Dec-April) is when the project is planned to begin.
- Location of Underground Parking
  - To be accessed off of the commercial area parking lot and is under both - new building and parking lot.

**b) Main streetscape Master Plan- Initial Concept Review (Andrew Johnson)**

Mr. Andrew Johnson, the City's Streetscape Coordinator provided a presentation on the project including a review of study area boundaries, current conditions, the approach to improvements and an overview of three preliminary concepts.

The objective is to provide better pedestrian experience through reducing pavement width to create better walking circulation, increase tree canopy, incorporate gateway elements, introduce way finding and safety for actual users and pedestrians. Each concept was reviewed:

- Concept 1: Main Street becomes a one way southbound street, with northbound traffic on the east laneway; increased sidewalk widths (2m), provision of layby parking both sides of the road, taller heritage light poles and fixtures for spanning of seasonal lights (height is required to allow emergency vehicles to get through). A round-about traffic circle is introduced at Carlton and Main. Cost: \$2.5 million to \$3 million. (Price does not include infrastructure work).
- Concept 2: Main Street becomes a one way southbound street, with northbound traffic on the east laneway; increased sidewalk widths (2m), provision of layby parking only on east side of the road, taller heritage light poles and fixtures for spanning of seasonal lights (height is required to allow emergency vehicles to get through). A round-about traffic circle is introduced at Carlton and Main. \$2.5-\$3 m (price does not include infrastructure work)
- Concept 3: Traffic on Main Street continues as a 2 way-street in the same road alignment, sidewalk will be 1.5 m. Refresh the street concept. \$2-\$2.5 cost.

The following issues/questions were raised as part of the discussion with responses provided by staff:

- Why is traffic flow on Main Street southbound (Concept 1-2)?
  - Given the existing configuration of the road at Victoria Street/Main Street/concession laneway, it makes sense that northbound traffic continue straight up the concession laneway
  - Also with the fire station to north of Carlton, it makes sense that fire trucks can proceed directly southbound.
- What about fire trucks using the round-about?
  - Fire trucks can use a round-about intersection
- Public washroom?
  - Public washrooms are a separate matter that have been discussed in the past. If necessary, they could be discussed as the project progresses.
- Is there a buffer strip?
  - In all concepts there is a buffer strip between the road and the sidewalks. Cycle path (1.5m) is only on one side of one-way concepts.
  - It was suggested that it is important to maximize pedestrian space; trees can also be installed on some private front lot areas
- Is there any support or opposition to remove all parking from Main Street to improve the pedestrian experience?
  - This would remove 28 spots currently on the west side.



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- Some members indicated that there would likely be opposition, most businesses would not support.
  - Some members did support parking removals from Main Street or at least no parking on the street during busy times, allowing pedestrians to enjoy the boulevard areas (but only during the busy time of the year). During slow times of the year, parking could be allowed. If not eliminated, it should be introduced where it works best and be delineated to prevent intrusion into sidewalk areas. It was noted that there is currently a parking restriction on Main Street up to Labour Day and afterwards, parking is allowed again.
  - It was suggested that the City should expand the scope of the study to include the area along Carlton Road north of the Art Gallery to explore the potential of additional parking spaces.
  - It was suggested that additional parking spaces could be found in the valleyland area. A member indicated that City residents should not have a tax increase to pay for parking for businesses. Businesses should also put money forward to pay for the new parking spots.
- Can businesses have an extended patio space?
    - There could be more available amenity space along the boulevard area if parking is not permitted, roughly 2.5 metres.
  - Issue of introducing the round-about intersection
    - Possibility of a round-about is not entirely accepted, some would rather have a 4 way intersection. It was noted by a member that the round-about would comply with engineering road standards for vehicular use.
    - Some concerns raised about pedestrian safety using round-about concept especially with the volume of pedestrian traffic often in the village
    - Staff noted that it is still being explored with Markham's Transportation Planning staff.

Staff asked members if a one-way street system is warranted given it will be more expensive and timely to implement. Or should the available funds be used to rejuvenate the current streetscape as Concept 3 would be quickest and least expensive.

- 4-5 members expressed support to consider a one-way street option/concept.
- Perhaps too early to decide if a one-way roadway is the preferred concept, keep options open.
- It was suggested that residents in the area should have input.
- It was noted that improvements proposed at the south-end of Main Street would be beneficial, allowing traffic to connect to Carleton through the laneway.
- It was indicated by a member that they would rather have a traditional intersection to slow down traffic, keep the image of Main Street and heritage of a two-lane street.
- The issue of whether a one-way street system hurts or benefits merchants was raised.

Committee members thanked Andrew Johnson for his presentation and noted that the Committee may need more education on some of the concepts including more visuals or real

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life examples. Staff indicated that they would be working on the project over the summer months and would return to the Committee for further feedback.

**c) Incoming Planning Applications**

Mr. Hutcheson reviewed the application summary chart.

**d) Potential Expansion of Committee**

Kimberley Kwan raised the issue of whether this committee would benefit by having a member from the School Board and other stakeholders and members of the Curling Club. It was indicated that the president of the Curling Club has contacted members from the committee to discuss joining further discussions. Most agreed that it was a good idea for the Curling Club to be more involved.

Staff noted that Council would have to allow additional members to join the committee. It was suggested we could add the Curling Club to the Committee mailing list to receive information from the committee.

It was suggested we also send the agenda to the Principal of the school, so parents involved with the school can become aware of the committee's activities.

Moved by Don Hamilton  
Seconded by Bill Bilkas

That of Parkview Public School principal and president of the Unionville Curling Club and Secretary of the Curling Club be put on the mailing list for the Committee agenda so that they are aware of meetings.

Carried

Moved by Don Hamilton  
Seconded by Kimberley Kwan.

That the Committee revisit the discussion of adding more committee members in the fall and ask if any individuals from either body (Curling Club/School) are interested in joining the committee.

Carried

**e) Public Washroom Info Card**

Mr. Hutcheson reviewed the design concept for the Crosby Arena washroom information card and asked if the card should be sent to the BIA.

- It was noted that the washroom location shown on the card is deceiving; an "X" should be used to highlight the location and include the address, and a compass arrow to highlight North direction. Should be smaller size to hand out to customers. The original intention was that the card could be placed in the window area of commercial businesses and restaurants to notify people where the public washroom was located.

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- Possibility of putting a QR code rather than consistently printing out paper.

**6. Adjournment**

Committee adjourned at 9:35 PM.

**Next meeting will be at the call of the chair or held on Wednesday September 19, 2018 at 7:00pm.**



**Historic Unionville Community Vision Committee  
September 19<sup>th</sup>, 2018 Minutes**

**City of Markham  
Location: Canada Room**

**Members:**

**Harry Eaglesham, Vice Chair  
Councillor Don Hamilton, Ward 3  
Wes Rowe, UVA  
Kimberley Kwan, UHS  
Stanley Wu , MVC  
David Johnston, Heritage Markham  
Tony Lamanna, UBIA  
Sylvia Morris, UBIA  
Joseph Cimer, Community Rep  
Scott Harper, Community Rep  
Peter Miasek, URA (Alternate)**

**Regrets:**

**Regional Councillor Jim Jones  
Rob Kadlovski, UBIA (Chair)  
Reid McAlpine, URA  
Bill Bilkas, Community Rep  
Sandra Tam, Culture Department**

**Staff:**

**Regan Hutcheson, Manager of Heritage  
Planning  
Liz Wimmer, Senior Planner Urban Design  
Mary Creighton, Director of Recreation  
Alex Sepe, Committee Clerk**

**1. Disclosure of Pecuniary Interest**

None disclosed

**2. Confirmation of Agenda**

The agenda was confirmed as presented.

**3. Adoption of the Minutes of June 20th, 2018**

Moved by Scott Harper  
Seconded by Sylvia Morris

That the Minutes of the Historic Unionville Community Vision Committee meeting held on June 20, 2018 be adopted, as distributed.

Carried

**4. Business Arising from the Minutes**

**a) Update on Pattern Book**

- The Pattern book went before Council in June and was adopted, subsequently posted on City of Markham Website under Major Planning Studies.

**b) Potential Expansion of Committee**

- At the last meeting, members indicated an interest in further discussing the potential of involving individuals from Parkview Public School and the Unionville Curling Club.

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September 19<sup>th</sup>, 2018

- Members noted that Parkview Public School was involved with the Vision Plan, the parents of the children that go to Parkview live in the surrounding area and are therefore stakeholders in the area. The same is true for the Curling Club.
- It was noted that although one of the new committee members is involved with the school, they do not formally represent the school interests.
- The consensus was that Parkview School should decide who will represent the school interests (i.e. school staff, a rep from the school community council or a rep from the School Board).
- One committee member recommended to work with the School Board (YRDSB) as the plan effects property of the school rather than the actual school administration.
- It was also noted that each group could be kept informed of the Committee's work through agenda/minute distribution.

### **Recommendation**

Moved by Kimberley Kwan  
Seconded by Stanley Wu

To request that staff ask Parkview Public School (through the Principal) and Unionville Curling Club (through the President of Club) if they had any interest in participating as a formal member of the Historic Unionville Community Vision Committee.

CARRIED

## **5. New Business/Other Matters**

### a) Review of Main Street Streetscape Master Plan document

Mr. Hutcheson, assisted by Ms. Wimmer, provided a presentation on the work undertaken to date and the three revised concepts. The following was noted by staff:

- Public safety issues with parking on west boulevard due to proximity of street to the sidewalk.
- Lifecycle money is available and will be utilized at the implementation stage.
- Goal is to enhance pedestrian experience while strengthening the area.
- Part of the area is within the TRCA floodplain (Special Policy Area).
- The main goal of the 1985 Streetscape Plan was to achieve a natural look- without creating an overly tailored appearance.
- Heritage Conservation District plan provides some direction on design.
- General improvement goals: reduce pavement width, improve pedestrian circulation, increase boulevard amenity spaces, reduce heat island effect by increasing green spaces, introduce way finding, incorporate traffic calming, upgrade street lighting.
- Constraints- Existing underground utilities can potentially impact part of the street resulting in a limited ability to plant new trees. Driveways on the west side also impact the boulevard and pedestrians. Any changes to road alignment or traffic flow

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September 19<sup>th</sup>, 2018

would appear to trigger an Environmental Assessment (EA) (Schedule B – Any project under 2.4 million).

- Detailed design principles- preserve village like presence, maintain casual character, protect and enforce the areas unique heritage character, create more attractive environment to encourage private investment, maintain the shopping environment, improve overall pedestrian experience through physical layout.
- Should bollards be introduced on the street to offer protection?
  - Staff noted the street is already narrow so traffic moves slower. Bollards are a non-traditional look that does not reflect a village like character.
- Concept 1 “Refresh the Street”
  - Remove and replace asphalt pavement paving in existing alignment (7m).
  - Resurface boulevard with unit paver or textured colour pavement.
  - Increase sidewalk width to 1.5 metres (where possible).
  - Replace streetlights with heritage style poles.
  - Increase tree canopy.
  - Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
  - Define gateway node with denser tree planting.
  - Maintain current intersection configurations.
  - parking (if desired) will still be available on the west side.
- Concept 2 Modified 2-Way traffic
  - This concept would appear to trigger an EA as the centre-line of the road would be realigned to allow for equal boulevard space on both sides of the street. Asphalt reduced to 6m
  - Introduce concession road lighting, new perpendicular parking (west side) and tree areas.
  - Increase tree canopy.
  - Replace streetlights with heritage style poles.
  - Increase sidewalk width to 1.5 metres.
  - Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
  - Define gateway node with denser tree planting.
  - Resurface boulevard with unit paver or textured colour pavement.
- Concept 3 Main Street to become one-way south bound
  - Along concession road the parking will be angular parking- this would be a northbound only street.
  - 5 m of asphalt and a rolled curb of 0.5 metres on Main Street.
  - Sidewalk width will be 2.0 m on both sides.
  - Define gateway nodes through denser tree planting.
  - Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
  - Replace streetlights with heritage style poles.

**Review of the concepts****Concept 1**

- **Cost:** This was the most desirable in comparison to the other options that were presented from a cost perspective (estimated to cost \$1.86 million).
- **Parking:**
  - All concepts will reduce parking spaces due to the infrastructure required for the lighting. Current engineering standards of spacing per metre to ensure adequate coverage is provided. Lighting quality also has to reflect heritage quality.
  - It was noted that in summer parking is restricted on Main Street but on-street parking is permitted after Labour Day. Parking is vital for the local businesses as tourism is slow and less pedestrians are moving around post Labour Day.
- **Lighting:**
  - It was suggested that the City may have to examine alternative methods for lighting, and other opportunities that do not take away from parking or tree planting.
  - Street lamps were chosen due to their style being closest to what is in place right now.
- **Safety:** Concern expressed over safety of Main Street, as people are apprehensive to sit on street due to it being so narrow; member suggested removing tables from the street.

**Concept 2-**

- Cost estimate of \$2.08 million,
- Increased constraint due to trees.
- More pedestrian protection if parking is permitted on both sides of the street.
- Narrow pavement width could affect cyclists.

**Concept 3-**

- Cost estimate \$2.76 million.
- Meets AODA standards.
- Cycling opportunities due to wider width.
- Increased TRCA involvement due to being in floodplain.
- EA would also complicate work and make it a more time extensive project.
- Concern regarding closing Main Street for festival uses with concession road being northbound only- from a fire services perspective
- Concern with one-way system and what happens if concession road is flooded, and whether Fire was concerned about Main Street being closed for events.
- It was noted that there will need to be extensive consultation with businesses located on the street if this was to be pursued.

The Committee discussed what type of feedback they should provide to Council with respect to the concepts. The following summarized the discussion:

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September 19<sup>th</sup>, 2018

- Combined Concepts -In response to the question as to whether there could be a hybrid of the different concepts, staff noted that this was possible. Members expressed an interest in exploring a hybrid model where parking along concession road is enhanced in all concepts.
- Timing Issue - Support for Concept 2, however concerned with the TRCA. This option will allow more parking. Some members noted despite this option taking an extra year (EA), the infrastructure will be in place for decades to come. Some members were still concerned about extended timeframe. Staff was asked if changes can be made to avoid an EA
- Impact on Business Environment - It was suggested that a one-way street will be detrimental to local businesses, shoppers would be reluctant to visit without parking. Mr. Hutcheson noted that there is published research on this topic indicating minimal impact and the material can be made available to members.
- Concept 1 - Some members supported Concept 1 because it maintains the original heritage qualities of the street. There was some support for the decorative grey wood street poles as it was felt they also contribute to pedestrian safety and provided a “village character”.
- Sidewalks/Patios – It was suggested sidewalks be kept away from the road curb and whether it was safe to have restaurant patios.
- Parking on Main Street - It was pointed out that during the summer there is no parking on Main Street and this should continue. During cold months there should be parking allowed as the street is much quieter. Can the City introduce parking fees on Main Street for people who park there all day? It was also suggested that local businesses should be asked if they support parking on both sides or one side or no parking on Main Street.
- Parking General – It was suggested that there may be other parking opportunities nearby such as on Carlton Road north of the Varley Gallery using the boulevard area. Also that the parking space lines along concession road need maintenance.
- Victoria St Intersection – It was noted that this is a dangerous road condition and is not addressed in Concept 1 or 2. The issue of whether additional land/expropriation would be required to improve the area was raised.
- New Developments – City needs to consider traffic issues that will result based on new development behind Main Street.
- Further Consultation – There is a desire to consult with the businesses on Main Street, as well as residents- Staff indicated that further discussion will be needed with Senior Staff as to when public consultation would occur. Members also noted it is difficult for them to provide feedback without consulting with their respective organizations.
- Next Steps – in response to what happens next, staff indicated that a report would be sent to Development Services Committee in November to update Council and seek direction on public consultation and funding.

### **Recommendation**

Moved by Don Hamilton  
Seconded by Peter Miasek



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September 19<sup>th</sup>, 2018

That the Committee recommends that the City hold public consultations on the streetscape concepts identified as Concept 1 and 2 with all community stakeholders which would include business owners and tenants as well as local residents, and that Concept 3 not be pursued;

That the Committee recommends that Options 1 and 2 should be further refined with both concepts including the option of additional parking and road improvements to the concession road;

That the laneway identified as the concession road be upgraded to a standard municipal road condition; and

That any civic improvements to the concession road area should be conditional upon improvements to the existing parking areas on private properties.

CARRIED

The Committee also suggested that staff not use the word “street rooms” as it could prove confusion to the public and that perhaps vehicles should be shown parked on the boulevards. Staff noted that a discussion on materials and design elements would likely be on the October agenda for Committee’s input.

The Chair asked members of the public in attendance if they had any questions or input and the following was provided:

- Suggestion of a major gateway on Hwy 7.
- If parking is to remain on Main Street, then put a time restriction on the parking spaces.
- Will the changes affect the street south of the railway? (no)
- During 8am-10am on weekdays there is a lot of traffic through Main Street. Can this be addressed and how can the area become more walkable?

**b) Planning applications**

- No substantial developments have been brought forth.
- Mr. Hutcheson noted that the development application for 206 Main Street was approved by Council in June. He noted that in response to a suggestion by the Deputy Mayor, staff are working with the applicant to seek improvement to the private/public lands between the new development and the Crosby Arena (South Side) by having just one pathway with enhanced landscaping. It appears that the applicant has agreed to cover these costs. Negotiations continue with City staff.

**c) New Business**

- A member asked that the matter of property standards/ by-law enforcement for properties in the commercial core area be added to the next agenda and that an update be provided by By-law Enforcement staff.

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- A member noted that the homeless man occupying the vacant property at Main Street and Highway 7 will be removed by September 25<sup>th</sup>.

**6. Adjournment**

The Committee adjourned at 9:20 pm.

**7. Next Meeting**

Next meeting will be at the call of the chair or held on Wednesday Oct 17<sup>th</sup> at 7:00pm.



**Historic Unionville Community Vision Committee  
October 17, 2018 Minutes**

**City of Markham  
Location: Canada Room**

**Members:**

**Rob Kadlovski, UBIA, Chair  
Harry Eaglesham, Community Rep, Vice  
Chair  
Regional Councillor Jim Jones  
Councillor Don Hamilton, Ward 3  
Wes Rowe, UVA  
Kimberley Kwan, UHS  
Stanley Wu , MVC  
David Johnston, Heritage Markham  
Tony Lamanna, UBIA  
Sylvia Morris, UBIA  
Joseph Cimer, Community Rep  
Rob Kadlovski, UBIA (Chair)  
Bill Bilkas, Community Rep**

**Regrets:**

**Scott Harper, Community Rep  
Reid McAlpine, URA**

**Staff:**

**Regan Hutcheson, Manager of Heritage  
Planning  
Andrew Johnson, Streetscape Coordinator  
Alex Sepe, Committee Clerk**

**The meeting of the Historic Unionville Community Vision Committee convened at 7:09 pm with Rob Kadlovski presiding as Chair.**

**1. Disclosure of Pecuniary Interest**

None disclosed

**2. Confirmation of Agenda**

Mr. Hutcheson requested that the Crosby Arena Walkway be added as a topic under new business.

Moved by Don Hamilton  
Seconded by Sylvia Morris

That the agenda be confirmed as amended with the addition of the Crosby Arena Walkway under New Business.

Carried

### **3. Adoption of the Minutes of September 19<sup>th</sup>, 2018**

Moved by Harry Eaglesham  
Seconded by Don Hamilton

That the Minutes of the Historic Unionville Community Vision Committee meeting held on September 17, 2018 be adopted, as distributed.

Carried

### **4. Business Arising from the Minutes**

#### **a) Potential Expansion of the Committee Composition**

The following update on the potential committee expansion was provided by Regan Hutcheson:

Letters were sent by staff to each body to explore their interest in potentially participating as a formal committee member.

#### Parkview Public School:

- The Principal of Parkview Public school referred the matter to the York Region District School Board (YRDSB).
- The YRDSB Planning & Property Development Services indicated that it wishes to receive upcoming committee agendas and minutes and to arrange for a representative to attend meetings when there is an agenda topic relevant to the school.

#### Unionville Curling Club:

Mr. Hutcheson spoke with the President of the Unionville Curling Club at length regarding the club's involvement with the committee. The club's President has indicated that it would be advantageous for a representative of the club to join the committee.

#### Recommendation

Moved by Harry Eaglesham  
Seconded by Kimberley Kwan

That Markham Council be requested to amend the composition of the Historic Unionville Community Vision Committee to include a representative of the Unionville Curling Club; and,

That the agendas and minutes of the Historic Unionville Community Vision Committee be circulated to the York Region District School Board (Planning & Property Development Services) who will monitor the agendas and attend/participate in the meetings if there is an item that may potentially impact the school.

Carried

**b) Main Street Unionville Streetscape Master Plan Study**

The following update on the Main Street Unionville Streetscape Master Plan Study was provided by Mr. Hutcheson:

- A Work Program status chart was distributed. There are four stages to the project.
- Stage 1: Concept Development- is being completed in-house by Markham Planning staff and consists of four phases: 1) Background Analysis, 2) Issues, Opportunities and Option Development, 3) Public Consultation and 4) Preferred Concept.
- We are currently at the end of Phase 2.
- Stage 2: Detailed Design of Preferred Concept- City Planning Staff will need to retain an external consultant to undertake this component. The need for a consultant is due to the complexity of the work and the time commitment required to accomplish the task.
- The money saved by using internal staff for Stage 1 “Concept Development” is proposed to be used to retain a consultant.
- If streetscape concept 2 is pursued, then an environmental assessment may be required to allow for a street realignment and pavement narrowing. Undertaking an environmental assessment may delay the project.
- It was suggested by a member that a traffic study be conducted on Carleton Road prior to committing to any particular concept.
- A few members expressed concern regarding the impact the construction will have on businesses on Main Street Unionville. The issue of timing of construction work and finding the least impactful period was raised.
- Staff noted that normally the Capital Administration section of Engineering would coordinate the Stage 2 work. However, due to work commitments anticipated for 2019, it appears unlikely that they will be able to undertake the coordination work and the detailed design could be delayed until 2020 (unless Council provides direction to undertake this project).
- A report on the Master Plan study will be brought forward to the Development Services Committee on Nov 19<sup>th</sup>, 2018 seeking permission to undertake public consultation.

**c) Property Standards/By-law Enforcement Issues- Commercial Core**

Regan Hutcheson reported that the Deputy Clerk will attend the November 21<sup>st</sup> 2018 meeting to discuss By-law Enforcement and Property Standards relating to the commercial core area.

**5. New Business/Other Matters****a) Main Street Unionville Streetscape Master Plan Study- Streetscape Elements**

Andrew Johnson, Streetscape Coordinator, presented material related to the streetscape elements that would be associated with the Streetscape Master Plan for Main Street Unionville. Staff had previously provided committee members with a document summarizing typical streetscape elements and a recommended approach.

## Discussion

A member asked if the streetscape project would address the Recycling Depot. Andrew Johnson indicated that it was not part of the study other than the right of way in front of the property.

Members inquired if the “amenity alcoves” are meant to function as crosswalks. Andrew Johnson indicated that the intention is not to transform the alcoves into crosswalks, rather the alcoves function will be to guide pedestrians into a more structured pattern.

A number of members questioned if providing parking spaces on the boulevard areas would function to mitigate or exacerbate pedestrian circulation and overall safety on Main Street. Some members expressed concerns about vehicles parked on either one or both of the boulevards. Staff advised that the previous concepts drafted by staff had removed the parking spaces on the boulevards, but at the request of the committee at the last meeting, had revised the concepts to illustrate the opportunity for boulevard parking spaces.

Members also noted that the additional parking spots, light fixtures, amenity alcoves, bicycle racks and other street furniture, could potentially diminish the overall pedestrian circulation and heritage feel of Main Street. It was suggested that the street not be cluttered with furniture, allow unobstructed walking areas and consider using private areas for some furniture.

Some members were concerned with the overall safety of sitting on Main Street. They wanted to ensure vehicles would not be able to drive into pedestrian crowds on Main Street. The issue of barriers were discussed as was using a valet system. The concept of business deliveries need for parking, drop off or loading zone was raised.

A number of members questioned if it was necessary to have LED lighting along Main Street. Some thought the brightness would detract from the heritage aspect of Main Street. Andrew Johnson advised that that the street will feature a new heritage style LED fixtures, which will provide better lighting and the intensity could be addressed. Mr. Johnson confirmed that the spacing will likely be 30m between the new fixtures. It was suggested that the committee meet with staff on the street to look at lighting and other features so as to not get rid of the elements of the current street that are supported.

A member inquired if the different concepts for Main Street considered the accessibility of the street and access to businesses. Staff expressed that although enhanced accessibility is always a key objective, the scope of the streetscape plan is to improve the general pedestrian experience within the public right of way.

One member suggested there should be a start date for the construction process. City staff instructed that they are unable to provide a start date at this point given that initiating the construction process is dependent on budgeting and funding.

A number of members suggested that the laneway improvements should be funded by the City even if the adjacent private parking lots do not agree to consolidate and undertake improvements. However, the committee previously passed a motion in September indicating that any civic

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October 17, 2018

improvements to the concession road area should only be pursued if the adjacent private property owners undertake improvements to the existing private parking areas.

**Recommendation**

Moved by Tony Lamanna  
Seconded by Wes Rowe

That the recommendation from the September 19<sup>th</sup>, 2018 meeting of the Historic Unionville Community Vision Committee indicating “That any civic improvements to the concession road area should be conditional upon improvements to the existing parking areas on private properties” be rescinded.

Motion Retracted.

**Recommendation**

Moved by Wes Rowe  
Seconded by Bill Bilkas

That the following resolution passed by the Historical Unionville Community Vision Committee at its September 19, 2018 meeting be reconsidered after obtaining feedback at the proposed consultation meetings:

“That any civic improvements to the concession road area should be conditional upon improvements to the existing parking areas on private properties”.

Carried

**b) Gate at Parkview Public School**

The following update was provided by Regan Hutcheson on the gate project at Parkview Public School:

- The gate would only be used on special events to allow vehicular access to and from the Main Street and to the parking lots on the west side when Main Street is closed.
- YRDSB has indicated that they are agreeable to the concept of limited access between Parkview Public School and Main Street during specified events, as long as the City and the School Board agree with respect to the following issues:
  - The designated events are to be specified;
  - Someone (City Staff or its Designate) will manage and or staff the gate during the time it is being used;
  - An initial term of 5 years for the agreement with option for additional renewal periods;
  - The agreement will terminate if a laneway is constructed along the eastern frontage of the school.
- The City would be responsible for drafting the agreement and the YRDSB would not be responsible for any associated costs.
- Staff is consulting with the City’s Legal Department on the preparation of and form of an agreement.

- The project will likely be paid for using funding provided to the City of Markham through Ontario's Main Street Revitalization Initiative Fund. There are other projects for Main Street Unionville under consideration. When total costs of eligible projects are finalized, they will be shared with Council.

c) **Crosby Arena Walkway**

The following update was provided by Regan Hutcheson on the Crosby Arena Walkway:

- Project at 206 Main Street went to Council for approval, Council asked staff to investigate if the walkway area between the two properties could be enhanced, coordinated and improved.
- The current pathway is used by school children and by sports field users. The developer was planning on providing a sidewalk from his property, which would have run parallel to the City's gravel walkway.
- Planning staff reached out to the Recreation and Operations staff on this project along with the developer in the area. The developer has agreed (in principle) to remove his sidewalk and pay for the costs of an improved 1.5 m concrete sidewalk on the City property. This sidewalk would connect to the sidewalk leading to a secondary/emergency exit located on his north elevation. The developer has also agreed to pay for landscaping improvements in this area including on the City property.
- City staff are currently working with other City departments to determine a means to fund the engineering costs associated with the project. Staff are also working with the City's legal department to identify any legal impediments.

Members raised the issue of other nearby pathways that are not being connected and inquired if there are other development options for the City to connect the Crosby path to the surrounding area, specifically through pathways.

Staff advised the Committee that the Crosby Arena Walkway was a small piece of infrastructure that will be improved at the cost of the developer. Any new improvements or preliminary studies to integrate Crosby Park pathways with the general area would have to undergo a formal study prior to receiving funding from the City.

A member of the public asked how an individual or body could fund a civic project using private funds. Staff offered to investigate.

**Recommendation**

Moved By Bill Bilkas

Seconded By Sylvia Morris

That the City of Markham be requested to investigate the possibility of improving connectivity throughout the existing path system at Crosby Park.

Carried



**6. Adjournment**

The Committee adjourned at 9:15 pm.

**7. Next Meeting**

The next meeting will be at the call of the Chair or held on Wednesday November 21<sup>st</sup>, 2018 at 7:00 pm.



**Historic Unionville Community Vision Committee  
November 21, 2018 Minutes**

**City of Markham  
Location: Council Chambers**

**Members:**

**Rob Kadlovski, UBIA, Chair  
Harry Eaglesham, Community Rep, Vice  
Chair  
Regional Councillor Jim Jones  
Wes Rowe, UVA  
Stanley Wu , MVC  
Tony Lamanna, UBIA  
Sylvia Morris, UBIA  
Bill Bilkas, Community Rep  
Ken Davis, Heritage Markham  
Peter Miasek, URA**

**Regrets:**

**Scott Harper, Community Rep  
Reid McAlpine, URA  
Kimberley Kwan, UHS  
Councillor Don Hamilton, Ward 3  
Joseph Cimer, Community Rep  
Sandra Tam, Sen. Business Dev. Officer**

**Staff:**

**Regan Hutcheson, Manager of Heritage  
Planning  
Michael Killingsworth, Deputy Clerk, By-law  
Enforcement, Licensing and Regulatory  
Services  
Mary Creighton, Director of Recreation  
Anna Lee, Committee Clerk**

**The meeting of the Historic Unionville Community Vision Committee convened at 7:13 pm with Rob Kadlovski presiding as Chair. Ken Davis was introduced as the new Heritage Markham Committee representative on this Committee.**

**1. Disclosure of Pecuniary Interest**

None disclosed

**2. Confirmation of Agenda**

Agenda Confirmed as presented.

**3. Adoption of the Minutes of October 17<sup>th</sup>, 2018**

Moved by Harry Eaglesham  
Seconded by Sylvia Morris

Historic Unionville Community Vision Committee Meeting Minutes  
November 21, 2018

That the Minutes of the Historic Unionville Community Vision Committee meeting held on October 17, 2018 be adopted, as distributed.

Carried

#### **4. Business Arising from the Minutes**

##### **a) Potential Expansion of the Committee Composition**

- At this time, Agenda and Minutes will be sent to York Region District School Board and the Unionville Curling Club.
- Senior Leadership is currently analyzing which Advisory Committees will be needed going forward which could impact the potential expansion of the Committee.

##### **b) Main Street Unionville Streetscape Master Plan Study**

- A report on the Master Plan study was brought forward to the Development Services Committee on Nov 19<sup>th</sup>, 2018 seeking permission to undertake public consultation.
- Options 1 and 2 will be going forward and will be presented to Council.
- There will be a presentation and public open house to let the community give feedback on options and concepts. It was suggested by the committee that cost, renderings and specifications need to be reviewed by the committee before the public presentation. It was suggested that this could potentially occur at the January 2019 meeting.
- Andrew Johnson, Streetscape Co-ordinator, who was co-managing this project, has left the employment of City of Markham, so the Planning Department is currently looking for someone to continue with this project. Possibility of hiring a consultant (perhaps Andrew Johnson, now a consultant) to complete the remaining phases of this project.

##### **c) Property Standards/By-law Enforcement Issues- Commercial Core**

Michael Killingsworth, Deputy Clerk (By-law Enforcement, Licensing and Regulatory Services attended the meeting to discuss by-law enforcement and property standards relating to the commercial core area. Mr. Killingsworth noted the following:

- Engaged with BIA and UVA and toured Main Street to get an idea of what planning is needed and any property deficiency standards.
- Revisiting internal processes to modernize for best efficiency and to analyze the needs of the City as well as the By-laws and Property Standards for any updates that may be needed. Resources can be better aligned and improved once analysis of complexity and volume of work is done. Need to manage expectations as his staff is responsible for the whole City.
- Looking at the need for a dedicated Heritage Officer for expertise and to be the point of contact/liaison to create efficiencies.
- Need to work with Landlords and Tenants to communicate the By-laws and Property Standards in a clear and concise manner. We want to be more proactive than reactive.
- Need to create networks and relationships with and between residents and business owners for better communication and balance.
- Michael Killingsworth will return with a list of issues and processes to resolve issues. Will be more available to committee and associations including regular communication.

The Committee discussed the following matters:

- Whether By-laws staff can work with the landlords to ensure better compliance and understanding of issues; finding the correct balance between owner's desire and city objectives.
- The issue of only responding on a complaint basis versus By-law staff addressing glaring issues.
- Whether this is a staffing issue or is the answer better organization and use of technology (Mr. Killingsworth indicated he is still exploring and is preparing a solid business case);
- City needs to lead by example;
- Prefer a greater transparency in how offences are addressed;
- How can citizens or this committee help the City (By-laws) - it was suggested that peer pressure on others on the street can sometimes work or the creation of a welcome package from the BIA offices to notify new people of the objectives and "rules".

## **5. New Business/Other Matters**

### **a) Planning Applications**

The Manager of Heritage Planning reviewed the planning and building permit applications from July to November.

### **b) Replacement Member for URA**

With the election of Reid McAlpine to Ward 3 Councillor, it was noted that the Unionville Ratepayers Association would need a new representative for this committee. Peter Miasek indicated that the URA had selected Geoff Pyne.

### **c) Future Agenda Items**

The Manager of Heritage Planning encouraged members to provide him with agenda items prior to the agenda preparation and the meeting itself which were of interest and were in compliance with the mandate of the committee. Committee members suggested topics such as the secondary plan, and capital budget 2019.

The Committee also briefly discussed the status of the Toogood Pond Pavilion. Mary Creighton, Director of Recreation offered to provide more detail at the next meeting as well as an update on the Crosby exterior washroom facade improvements (awnings) in the Spring.

Members suggested that the Committee needs to be more aware and mindful of timing during meetings to discuss items that are being pushed aside due to bigger projects.

### **d) Recreational Facilities**

The Director of Recreation also noted that the Recreation team is working at developing a campaign "*Live Here, Play Here*" to increase awareness and use of the community facilities.

**6. Adjournment**

The Committee adjourned at 9:00 pm.

**7. Next Meeting**

The next meeting will be at the call of the Chair or held on Wednesday, January, 16<sup>th</sup>, 2019 at 7:00 pm.

**Minutes from the Main Street Markham Committee Minutes  
Meeting held on May 16, 2018**

**City of Markham  
Canada Room- Markham Civic Centre**

<p><b>Members:</b> Jason McCauley Siobhan Covington Jennifer Peters-Morales Peter Ross Graham Dewar Paul Cicchini Gunter Langhorst Harvey Thompson Ardy Reid Councillor Collin Campbell.</p> <p><b>Staff:</b> Regan Hutcheson, Manager of Heritage Planning Laura Gold, Council/Committee Coordinator Alexander Sepe, Council/Committee Coordinator</p>	<p><b>Regrets:</b> Dianne More John Himanen Tanya-Kay Melbourne Councillor Karen Rea.</p>
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The meeting of the Main Street Markham Committee convened at 5:45 PM with Councillor Colin Campbell presiding as Chair.

1. **Disclosure of Pecuniary Interest**  
None disclosed.
2. **Confirmation of Agenda**  
The agenda was confirmed as presented.

### 3. Adoption of Minutes

Moved by Ardy Reid  
Seconded by Gunter Langhorst

That the Minutes of the March 21, 2018 Main Street Markham Committee be adopted as distributed.

Carried

### 4. Business Arising from the Minutes

Peter Ross provided an update on the reconstruction of Main Street Markham.

#### a) Main Street South Update

##### Planting of New Shrubs

Dagmar, the contractor has replaced the shrubs that did not survive on Main Street Markham South with a new type of shrub that is more resilient. The shrubs were replaced under the City's warranty, but the City will have to cover the additional expense of the new shrubs, as the new shrubs are more expensive than the original shrubs. The next steps is for the City to inspect the work and to maintain the new shrubs. The property owners on Main Street Markham South should also help maintain the shrubs.

**Action:** Members requested that staff submit an ACR for a watering truck to continue down Main Street Markham South to water the new plants.

##### Entrance Pathway to Main Street South

The entrance to the pathway on Main Street South will be revitalized. The contract is in the processes of being awarded. The work is scheduled to be completed by December this year.

##### Vinegar Hill Parkette

The railing associated with the culvert still needs to be fixed by the contractor. The City is working with the consultant on resolving this matter.

##### Other

It was noted that the flexible strip road candles have again been installed on Main Street South, south of James Scott Road to help focus traffic coming off of the Highway 407 into the proper lane. The Committee also

noted that there is an issue with dual lanes allowing northbound turns onto Main Street South.

**b) Entrance Feature at Highway 7 and Main Street South**

The Committee was advised that the City will be creating a Public Art Master Plan in 2018. The plan will provide a framework for engaging the public on public art, assessing public art, and determining the location of public art.

The Committee still wanted to proceed with a 2019 capital budget request for a public art feature at Highway 7 and Main Street South. This item was discussed further under item 4. c) Capital Budget Requests.

**c) Capital Budget Request**

Markham Village Library

A Member spoke about how people are walking on the grass hill to access the Markham Village Library and suggested adding in a staircase. Another Member suggested planting thorn bushes as a deterrent, as it is very expensive to build a staircase. Issues of cost, liability and winter maintenance were discussed. The Committee was advised that this was discussed at a previous meeting and decided against any action.

Tree at the Old Town Hall

The Committee requested that a new tree/Christmas tree be planted on Main Street Markham near the old Town Hall, as the existing tree is dying. It was noted that the tree is 26 years old

Moved by Paul Cicchini  
 Seconded by Jason McCauley

That the City investigate the replacement of the tree/Christmas tree near the Old Town Hall on Main Street Markham with a new tree of a similar size, as a 2019 Capital Budget Request.

Carried

Public Art Feature at Hwy7 and Main Street.

Members requested that a 2019 Capital Budget Request be submitted for a public art works, which they suggested be an entrance feature that is representative of Markham Village's history. It was suggested that the public art work be placed where the yellow sign and light pole are and that



these items be relocated. It was also noted that that Markham Museum should be consulted on the public art feature.

Moved by: Jason McCauley

Seconded by: Jennifer Peter Morales

That the Main Street Markham Committee request that Council support a 2019 capital budget request for a a village entrance feature just south of Highway 7 on the existing Main Street South landscape island which generally reflects the direction of the Vision Plan in that the feature:

- Is built to a design from a public design competition;
- It reflects common elements or materials used in other public areas in the village; and
- It has a historical component focussed on Town founders (a statue or commemorative structure marks the earlier settlers and it reflects both the men and woman involved).

That the public art feature be selected in accordance with the Public Art Master Plan being developed by the City; and,

That the Committee to be consulted on the design of the pubic art feature.

Carried

The Committee requested that the motion be forwarded to appropriate staff including, the Public Art Coordinator, the Manager of the Art Gallery, and the Director of Culture & Economic Development.

**ACTION:** staff to forward all capital budget requests to appropriate City staff.

## 5. New Business

### a) Incoming Planning applications

See attachment A.

### b) Distribute the Main Street Markham Vision Plan

Regan Hutcheson had circulated an electronic version of the document entitled "Main Street Markham - A Vision for the Millennium", which was created in 1999 and distributed paper copies at the meeting. A Sub-Committee was created at a previous meeting to review the plan.

This item was deferred to the next meeting, as a number of members needed more time to read the plan.

## 6. Updates/News from Committee Representatives

Members provided the following updates:

### a) Councillor

- Advised that a new stop sign has been installed at Elm Street and Church Street.

- 

### b) Business Improvement Area (BIA)

- Reported that businesses are struggling with the lack of parking on Main Street Markham.
- Advised that condo owners are upset with the Markham Music Festival, as they cannot drive down the street during the festival.
- Investigating the possibility of bringing in cement barriers to prevent condo residents from driving through the festival grounds.

Moved by Paul Cicchini  
 Seconded by Peter Ross

That the Main Street Markham Committee supports the Markham Music Festival and the Markham Village BIA's decision to have more parking and traffic/vehicle access enforcement at the festival.

Carried

### c) Vinegar Hill Ratepayers Association

- Advised that their fundraising event is coming up, and that their newsletter will be coming out soon;
- Reported that there is a proposal to put three storey townhouses on top of the hill at Mill Street and Main Street South.

## 7. Parked items

### a) **Veterans Square and Cenotaph**

Veterans Square and Cenotaph (Former Library Square)-The opening of the new square is slated for June 9<sup>th</sup>, 2018, 10:00 AM.

### b) **Donald Cousens Parkway Extension**

Main Street Markham  
 May 16, 2018  
 Page 6 of 7

The Committee requested that the Donald Cousens Parkway Extension be discussed at the next meeting.

**Action:** Add to September agenda

#### 8. Next Meeting Date

The next meeting of the Main Street Markham Committee will be held on September 19 2018.

#### 9. Adjournment

The Main Street Markham Committee adjourned at 7:12PM.

### Attachment A

## Main Street Markham Committee Summary of Planning/Development Applications

Month: April, May 2018

Address	Application	Comments
<b>Site Plan Applications</b>		
303 Main St N	Loft addition to existing garage	
<b>Other Planning Applications</b>		
<b>Committee of Adjustment Applications</b>		
<b>Heritage Permits</b>		
16 Gleason Ave	Cladding Material issue	
<b>Building Permits</b>		
227 Main St N	Interior alterations commercial	
352 Main St N	3 storey mixed use building	
7 Town Crier	Demolition permit	

Main Street Markham  
May 16, 2018  
Page 7 of 7

5965 Highway 7	Sign Replacement ESSO Station	Circle K rebranding of convenience store
10 Beech St	Revised detached garage	
20 Water St	Repairs to concrete pad for generator	
380 Main St N	Sign Replacement ESSO Station	Circle K rebranding of convenience store

**Minutes from the Main Street Markham Committee Minutes  
Meeting held on September 19, 2018**

**City of Markham  
Canada Room- Markham Civic Centre**

<p><b>Members:</b> Paul Cicchini Siobhan Covington Tanya-Kay Melbourne Gunter Langhorst Dianne More Jennifer Peters-Morales Peter Ross Councillor Colin Campbell Councillor Karen Rea</p> <p><b>Staff:</b> Regan Hutcheson, Manager of Heritage Planning Bev Shugg Barbeito, Committee Coordinator</p>	<p><b>Regrets:</b> Graham Dewar John Himanen Jason McCauley Ardy Reid Harvey Thompson</p>
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The meeting of the Main Street Markham Committee convened at 5:45 PM with Councillor Karen Rae presiding as Chair.

**1. Disclosure of Pecuniary Interest**

None disclosed.

**2. Confirmation of Agenda**

It was requested and accepted to replace item 5 (B) "Widening of Steeles Avenue" with "407 ETR Signage Update".

**3. Adoption of Minutes (May 16, 2018)**

The Committee requested the following corrections in italics:

Planting of New Shrubs

Dagmar, the contractor has replaced the shrubs that did not survive on Main Street Markham South with *new types of shrubs and other plants that are more resilient*. The *plants* were replaced under the City's warranty, but the City will have to cover the additional expense of the new *plants*, as the new *ones* are more expensive than the originals.

Entrance Feature and Multi-Use Pathway Construction

The entrance to the pathway on Main Street South will be revitalized *via construction of an entrance feature as well as trail landscape and bridge work to the multi-use pathway east of Main Street South*. The contract is in the processes of being awarded. The work is scheduled to be completed by December this year.

Public Art Feature at Hwy7 and Main Street

Members requested that a 2019 Capital Budget Request be submitted for a public art works, which they suggested be an entrance feature that is representative of Markham Village's history. It was also noted that that Markham Museum should be consulted on the public art feature.

a) Vinegar Hill Ratepayers Association

- Advised that their *annual general meeting* is coming up, and that their newsletter will be coming out soon;
- Reported that there is a proposal to put three storey townhouses on top of the hill at Mill Street and Main Street South.

It was

Moved by Councillor Colin Campbell  
 Seconded by Gunter Langhorst

That the Minutes of the May 16, 2018 Main Street Markham Committee be adopted as amended.

Carried

**4. Business Arising from the Minutes**

Peter Ross provided an update on the reconstruction of Main Street Markham.

**a) Main Street South Update**

Planting of New Shrubs

Dagmar, the contractor has replaced the shrubs that did not survive on Main Street Markham South with a new type of shrub that is more resilient. David Plant, Manager Parks and Operations, has advised that the plants are now under the department's care and are being watered.

Entrance Pathway to Valleylands from Main Street South

The contract for this work has been awarded but the TRCA permit is still pending. Construction will begin immediately once the permit is received.

**b) Capital Budget 2019**

Tree at Old Town Hall

The Committee was advised that the City has the funding for a new tree/Christmas tree to be planted on Main Street Markham near the old Town Hall, but still needs to conclude an agreement with the owner.

Public Art Feature at Hwy 7 and Main Street

It was reported that Stephen Chait, Director of Economic Growth, Culture and Entrepreneurship advised that the City of Markham is undertaking a Public Art Master Plan which is anticipated to be submitted to Council in June 2019. The plan will provide a framework for engaging the public on public art, assessing public art, and determining the location of public art. There will be no funding for public art projects until Markham Council has considered the master plan.

The Committee was advised by a member that Markham Museum would be prepared to support this project at Hwy 7..

**c) Donald Cousens Parkway Extension**

The Committee has previously discussed the importance of the completion of the Donald Cousens Parkway to Hwy. 48 in order to relieve traffic congestion. The extension has been deferred to post 2025 by York Region. Each year, the Main Street Markham Committee passes a motion to request the Markham Regional Councillor to advocate for the extension during budget discussions at the Region.

It was

Moved by Peter Ross  
 Seconded by Dianne More

Whereas the extension of the Donald Cousens Parkway to Highway 48 has been deferred by the Region of York to sometime after 2026; and

Whereas the Donald Cousens Parkway extension is one of the regional priorities for Markham Council; and

Whereas there may be an opportunity to reinstate the extension to an earlier date due to the delay or reduction in costs of other capital projects when the ten year capital plan is revised annually during budget planning. That the Main Street Markham Committee requests that the Regional Councillors of Markham advocate for any opportunity to reinstate earlier dates for the Donald Cousens Parkway extension and raise the issue during capital budget discussions for 2019 when the ten year capital projects are reviewed during the Regional budget discussions.

Carried

**d) Main Street Markham Vision Plan**

It was reported that the Main Street Markham Committee Vision Plan was created in 1999, the Committee has completed a number of the initiatives included in the plan, and it was suggested that the Committee may wish to revisit the plan. It was suggested that a meeting be arranged near the end of January to review the plan and generate ideas for the future.

**5. New Business**

**a) Veteran's Square and Cenotaph Opening**

It was reported that the opening ceremony was excellent. The Firefighters' Memorial is still to be completed.

**b) 407 ETR Signage Update**

Peter Ross reported that the 407/ETR has agreed to post signage on both the east and west bound off-ramps to Markham Rd. in order to advise that heavy trucks are not permitted on Main Street in Markham Village.

It was

Moved by Peter Ross

Seconded by Paul Cicchini

That the Main Street Markham Committee wishes to thank David Poretta, Manager of Traffic Engineering, City of Markham, for his dedication to install signage to improve traffic flow and safety for Markham Rd. North and South, including Markham Village as well as acknowledging his success in obtaining new signage on the 407/ETR concerning the use of the Donald Cousens Parkway to Hwy. 48 and on the Main St. Markham off ramps to prevent northern heavy truck traffic through Markham Village.

Carried

A copy of the motion will be sent to Brian Lee, Director, Engineering.

**c) Morgan Park Pool Project**

This project will see the existing Morgan Park Pool buildings replaced with one new building to address a number of needs including a requirement to be AODA compliant. The project consultant is working with a staff committee on the project, but will be consulting with the Main



Street Markham Committee. Geotechnical investigation, including drilling, will occur on September 20 and October 2, 2018.

**d) Incoming Planning applications**

No new applications of note were identified.

It was reported that negotiations are ongoing between the City and the owner of 73 Markham St. South, who wishes to introduce a townhouse condominium project on the property.

**6. Updates/News from Committee Representatives**

Members provided the following updates:

a) Councillor

- No report was provided.

b) Business Improvement Area (BIA)

- Reported that 144 Main St. (Markham Village Lanes commercial centre) has been sold; Markham has provided the buyers with the appropriate context for planning.
- Reported that specific curbs need repairs and there are tree pit issues. Councillor Karen Rea will discuss the issue with Brian Lee, Director of Engineering.

c) Markham Village Conservancy

- Reported that the Conservancy had presented 17 special plaques for heritage buildings, including one to Peter Ross. The plaques are part of a special educational program to enhance Main St. Markham; they identify the name of the original owner, the occupation, and the year in which the building was built.
- Reported that Doors Open Markham 2018 on September 22<sup>nd</sup> will include a number of Markham Village sites including St Dimitriji's Church, the fire hall and the Train Station which will feature the theme of women's impact on the community.

- d) Old Markham Village Ratepayers Association  
 No report was provided.
- e) Vinegar Hill Ratepayers Association
- Advised that the Annual General Meeting was held in mid-July; the main issue discussed was the proposal to build three storey townhouses on top of the hill at the southeast corner of Mill Street and Main Street South.

It was noted that Heritage Markham is aware of public concerns and a public meeting will also be held later this year where the members of the public will be able to voice concerns about this project.

Councillor Colin Campbell assumed the chair.

It was

Moved by Karen Rea  
 Seconded by Peter Ross

That the Main Street Markham Committee wishes to voice its concerns about the three-storey height and the number of units of the townhouse project at 73 Main Street South.

Carried

It was requested to note that those voting against the motion were Councillor Colin Campbell, Paul Cicchini, and Gunter Langhorst.

#### 7. **Other Business**

Since this would be his final meeting, Councillor Colin Campbell thanked the Committee members for the privilege of working with them.

#### 8. **Next Meeting Date**

The next meeting of the Main Street Markham Committee will be scheduled for either November or late January 2019.

## 9. **Adjournment**

It was

Moved by Councillor Colin Campbell  
Seconded by Tanya-Kay Melbourne

That the Main Street Markham Committee adjourn at 7:05 PM.

**VARLEY- MCKAY ART FOUNDATION OF MARKHAM**

Monday, November 12, 2018

Varley Art Gallery

5:00 P.M. – 7:00 P.M.

**MINUTES****Attendance:**

Board of Directors Present: Amin Giga, Craig McOuat, Edie Yeomans, John Ingram, Howard A. Back, Terrence A. Pochmurski, Sammy Lee, Matthew Reilly

Staff: Niamh O’Laoghaire, *Director, Varley Art Gallery*, Francesca Dauphinais, *Cultural Development Officer*, and Anna Lee, *Committee Coordinator*

Regrets: Regional Councillor Nirmala Armstrong

<b>Item</b>	<b>Discussion</b>
1. <b>Call to Order</b>	The Varley-McKay Art Foundation of Markham convened at 5:15 PM.
2. <b>Disclosure of Pecuniary Interest</b>	None.
3. <b>Changes or Additions to the Agenda</b>	None.
4. <b>Approval of the Minutes</b>	Moved by Howard A. Back Seconded by Craig McOuat  That the Minutes from the September 17, 2018 Varley-McKay Art Foundation of Markham Board Meeting be adopted as presented.  CARRIED

<b>Item</b>	<b>Discussion</b>
5. <b>Director’s Report</b>	Rouge Varley Gala - congratulations to everyone on a fantastic evening.  OAC Statistics on the Arts – <i>Vital Arts, Vital Communities</i> brochure in PDF and Word format available for reference.  OAAG Awards Shortlist - shortlisted in 5 categories. Winners will be announced at the OAAG Awards gala on November 19 <sup>th</sup> and the Harbourfront Centre.  Request for Support from Varley-McKay Art Foundation of Markham for 2019 fiscal year for exhibitions, lunch and learn program, curatorial assistant position, Varley staff

	<p>professional development and a concert series. Review and discussion to be held in January.</p> <p>YCW grants for 2 full-time 6-month positions hired in October 2018 – YCW Curatorial Assistant and YCW Education Research and Administrative Assistant.</p> <p>Public Art Master Plan for the City of Markham – planning/discussion session with City staff November 14, 2018 and November 22<sup>nd</sup> for external stakeholders on November 22, 2018. Public Consultation will be had before April 2019.</p> <p>2019 Exhibition Program – theme will revolve around agency and voice. Will stagger the exhibitions to ensure there is constantly art on display for the public to view. There will be Main Exhibitions and Collections.</p> <p>Upcoming Public Programs and Events – PK Markham vol. 21, Very Varley Open House, and Lunch &amp; Learns. Lunch &amp; Learns are for free for Varley members, Markham Group of Artists and members of the York Region and Markham Arts Council and \$5 at the door for everyone else. People bring their own lunches and coffee and cookies are supplied.</p>
<p><b>6. Development Officer Report</b></p>	<p>Winter break volunteers are about 75% complete.</p> <p>Registration for winter programs and volunteer recruitment and scheduling go live on November 14<sup>th</sup>, 2018.</p> <p>Rouge Varley Gala: Net revenue this year was lower due to significantly less sponsorships. Will be using the same venue for 2019 – the space can comfortably accommodate 250-275 guests at most. We will be enhancing the silent auction (and removing the live auction) with a mix of art and lifestyle packages for a good variety. Sports tickets were the most popular item.</p> <p>We need funding improvement through sponsorship, donations and ticket sales. Will begin sponsorship inquiries in December 2018 for 2019 Gala. Looking for specific event sponsorships, for example, for wine, parking, reception, cocktails, etc. instead of levels of sponsorship. Will need the Board member to reach out to their network for sponsorships.</p> <p>2019 Rouge Varley Gala will be held on Friday, October 18<sup>th</sup>, 2019 at the Toronto Marriott Markham (parking fees will be discounted but not waived.)</p> <p>Action Item: Putting together messaging for 2019 Gala (Craig McOuat and Francesca Dauphinais).</p> <p>Vintages at the Varley (Wednesday, April 17<sup>th</sup>, 2019)– Santo has agreed to organize the event and Terry will be the Board member to lead. A succession plan is needed now that Santo isn't on the Board as this was his event concept. Looking at low cost marketing strategies (such as social media). Ideas to generate more revenue, such as a silent auction, a smaller version of the Wine Pull and selling art. A sponsorship package is being created to make this into a more profitable fundraiser.</p> <p>Events should be standalone and not dependent on a Board member or person so that they can transition smoothly. These events take a lot of attention and time and having more support/staff will assist with the growth and success of events. Greater research required to understand the need for a position to assist with events – ideas, programs to subsidize, budgeting, etc.</p>

	Work plan for November and December is included in the meeting package.
7. <b>Sub-Committee Reports</b>	<p><b>a) Art Acquisition Committee</b>  Report provided by Edie Yeoman.  Meeting took place November 12<sup>th</sup>, 2018, before the Board meeting.  Committee approved donation from the Estate of Sheldon Friedland which is now in progress. 4 of the 5 items will be standard gifted donations; the Morriseau painting will be a CCPERB donation. Paperwork will hopefully be wrapped up by end of the year.  3 approved standard charitable donations: a Jacques de Tonnancour painting, a Frederick Horsman Varley watercolour and 2 Daphne Odjig prints.  Approved in principal the purchase of 3 works by Jon Sasaki pending further information: edition size, museum discount, purchase price.  Approved for standard charitable donation of a Gordon MacNamara watercolour to Public Art Collection through this Committee/Board and managed separately by the City of Markham.  Deaccession from Public Art Collection of ten paintings by Bud Schapiro depicting Black Creek Pioneer Village buildings to be transferred to Black Creek Pioneer Village pending consultation with the artist and Black Creek Pioneer Village's willingness to acquire and accept the paintings.</p> <p>Moved by Edie Yeoman  Seconded by Craig McOuat</p> <p>MOTION to approve the actions of Art Acquisitions Committee and 3 donations to the permanent collection and 1 for purchase pending museum discount.</p> <p style="text-align: right;">CARRIED</p> <p><b>b) Rouge Gala Committee</b>  Report provided by Francesca Dauphinais (see Development Officer's Report above)</p> <p><b>c) Vintages at the Varley</b>  Report provided by Francesca Dauphinais (see Development Officer's Report above)</p> <p><b>d) Development Committee</b>  No report provided.</p> <p><b>e) Volunteer Committee</b>  No report provided.</p>

<p><b>8. Financial Report</b></p>	<p>Financial Report provided by Amin Giga.</p> <p>Assets – cash in bank and account receivables: interest on balance in bank (interest on investments increased and paid out in November – accrued on a monthly basis), Federal portion of Federal Rebate and Provincial Public Services Fund Rebate.</p> <p>Liabilities and Fund Balances – Accounts Payable: \$47,000 due to Art Gallery for funding request made as of September 30<sup>th</sup>, 2018 and \$5,000 paid to the Foundation for the Gallery from IBM. Revenues: (as of September 30<sup>th</sup>, 2018) donations received, fund raising activities from Rouge Varley Gala and Vintages of the Varley. Investment income – Bank account interest and education, conservation and art purchases.</p> <p>Expenditures – Fundraising activities for Rouge Varley Gala and Vintages of the Varley, Education and Conservation expenses, Art Acquisition costs, Contribution to Art Gallery (\$5,000 from IBM and \$12,000 from Foundation), Administration expenses (salaries, office expenses, etc.) and Program expenses – part of the annual transfer to the Gallery.</p> <p>YCW is not reflected in this statement.</p> <p>Budgets assigned to these numbers will be reviewed in more detail in January 2019 for the new year.</p> <p>Value of the collection itself would be considered an asset of the City of Markham (the Gallery, not the Foundation). Collection is documented, maintained and updated by the City of Markham as it belongs to the Corporation of the City of Markham.</p>
<p><b>9. New Business</b></p>	<p>Moved by Howard A. Back Seconded by Edie Yeoman</p> <p>That William J. Withrow Scholarship for Education Fund to be increased to at least \$2,500. Depending on demand, we can revisit the amount after a full year cycle. Funds will be from the Education and Development Fund, not general operations. This should be used in the most advantageous manner to attract the most schools/students visiting the Art Gallery in Bill Withrow’s honour. This needs to be announced, advertised and promoted to schools and Education boards via website, brochure, e-newsletter, etc.</p> <p style="text-align: right;"><b>CARRIED</b></p> <p>Plaque to recognize Board Members and the Foundation. Drawing to be etched in glass has been developed, depicting Varley Ferdinand the Bull and having the founding members’ names underneath the painting. Location would be in the space immediately to the right when entering the Art Gallery to always be on</p>

	<p>display and not take up any exhibition space. Cost will be presented to the Board in the new year.</p> <p>Strategic Plan – discussion will take place during January 2019 meeting. Focus should be on Board Governance, recruitment, secession and fundraising. The draft will be sent to the City in May/June 2019.</p>
<b>10. Next Meeting Date</b>	The next meeting of the Varley-McKay Art Foundation of Markham will be held on January 14, 2019, 5:00 p.m. at the Gallery.
<b>11. Adjournment</b>	<p>Moved by Sammy Lee Seconded by Amin Giga</p> <p>That the motion from the Board the meeting of The Varley-McKay Art Foundation of Markham adjourned at 5:45 p.m.</p> <p style="text-align: right;"><b>CARRIED</b></p>





Report to: Development Services Committee

Report Date: February 25, 2019

**SUBJECT:****PRELIMINARY REPORT**

Official Plan and Zoning By-law Amendment Applications submitted by 10-20 Fincham Inc. to permit fourteen townhouse and two semi-detached dwellings at 10 and 20 Fincham Avenue (Southeast intersection of 16<sup>th</sup> Avenue and Fincham Avenue) (Ward 4)

Files OP/ZA 18 108216

**PREPARED BY:**

Stephen Corr MCIP, RPP, ext 2624  
Senior Planner, East District

**REVIEWED BY;**

Sally Campbell, MCIP, RPP, ext 2645  
Manager, East District

**RECOMMENDATION:**

- 1) That the report titled "PRELIMINARY REPORT, Official Plan and Zoning By-law Amendment Applications submitted by 10-20 Fincham Inc. to permit fourteen townhouse and two semi-detached dwellings at 10 and 20 Fincham Avenue (Southeast intersection of 16<sup>th</sup> Avenue and Fincham Avenue) (Ward 4)", be received.

**PURPOSE:**

This report provides preliminary information on official plan and zoning by-law amendment applications submitted by 10-20 Fincham Inc. prior to the statutory Public Meeting. This report contains general information in regards to the proposal, applicable official plan or other policies as well as other issues. The report should not be taken as staff's opinion or recommendation on the applications. The application was deemed complete on October 23, 2018.

*Next Steps:*

- The ward 4 Councillor has arranged a Community Information Meeting for February 28, 2019 prior to the statutory Public Meeting.
- The Statutory Public Meeting is scheduled for March 5, 2019.
- A Site Plan Control application is required to allow review of the detailed design in conjunction with the proposed Official Plan and Zoning By-law amendment applications;
- A future recommendation report respecting the Official Plan and Zoning By-law amendment applications will be provided at a future Development Services committee meeting. Subject to the timing of the submission of the site plan application, the final report may also incorporate a recommendation relating to the site plan application.
- The applicant would be required to finalize the site plan to satisfy site plan endorsement conditions and enter into a site plan agreement with the City prior to development occurring on the subject lands.

- A draft Plan of Condominium application has been submitted for the common element condominium, which includes the shared private road, services and any other common spaces and amenities such as landscaping and walkways. The condominium cannot be draft approved until the site plan application is endorsed. Final condominium registration cannot occur until site plan approval is issued.

## **BACKGROUND**

### **Subject land and area context**

The 0.4 ha (1.0 ac) subject property (10 and 20 Fincham Avenue) is located at the southeast intersection of 16<sup>th</sup> Avenue and Fincham Avenue. The site is developed with two one-story multi-tenant commercial buildings. The interior of the site is an asphalt-paved parking area. Vehicular access is via driveways onto 16<sup>th</sup> Avenue and Fincham Avenue. Access to 16<sup>th</sup> Avenue is limited to right-in and right-out movements.

The surrounding area includes the following land uses:

- St. Brother Andre Catholic High School and the Avida storm pond are to the north (across 16<sup>th</sup> Avenue);
- The Mount Joy storm pond, Community Centre and a larger commercial shopping centre are further northwest, towards the intersection of 16<sup>th</sup> Avenue and Markham Road;
- Common element condominium townhouse developments to the north east (across 16<sup>th</sup> Avenue); and
- Single detached dwellings to the east, south and west.
- Fincham Pak is also located approximately 310 m (1015 ft) to the south.

### **Proposal**

The applicant is proposing to demolish the existing commercial plaza and redevelop the site with residential uses. More specifically, the Official Plan and Zoning By-law Amendment applications are to permit fourteen (14) townhouse dwellings within a common element condominium development and two (2) freehold semi-detached dwellings. The Conceptual Site Plan is shown in Figure 4 and Conceptual Elevations are shown in Figures 5, 6 and 7.

### **Townhouse Component**

The proposed townhouses will be freehold units but part of a common element condominium comprising the shared components of the site, such as the shared private access road and common spaces, services and amenities. The proposed development consists of two blocks with 7 units each, where one block fronts 16<sup>th</sup> Avenue and the other fronts the internal private street. Vehicle access to all the townhouses will be via the internal street that connects to Fincham Avenue. The proposed townhouse blocks will be 3-storeys in height, ranging between 10.94 m (35.9 ft) to 11.21 m (36.8 ft). The unit widths ranging from 5.5 m (18 ft) to 7.07 m (23 ft). With respect to parking, each townhouse unit will have a driveway and a single private garage to provide a total of two parking spaces. Visitor parking for three additional vehicles is proposed and shown on the conceptual site plan (Figure 4). The proposed amount of parking, including visitor space provisions, complies with the City of Markham Parking Standards By-law 28-97,

as amended. Private amenity space for the townhouse block fronting 16<sup>th</sup> Avenue is provided in the form of a balcony located above the garage. For the townhouses fronting the private street, amenity space is provided within a landscaped rear yard, having depths ranging between 6.08 m (19.9 ft) to 6.7 m (22 ft).

#### Semi-detached Component

The proposed semi-detached dwellings will front Fincham Avenue. Each unit will be 3-storeys, totaling 10.8 m (35.4 ft) in height. Each semi-detached unit is proposed to have a lot frontage of approximately 6.65 m (21.8 ft). The semi-detached dwellings will be freehold units and are not part of the common element condominium. Parking is proposed on a private driveway and within a single private garage to provide 2 spaces per dwelling. Private amenity space is provided as landscaped rear yard, with rear yard depths of 7.05 m (23.1 ft) and 7.51 m (24.6 ft).

#### **Provincial Policy Conformity**

Generally, the proposed development conforms to the applicable provincial policy framework. However, there are matters being assessed as part of the review of the official plan and zoning by-law amendment applications where conformity with the Provincial Policy Statement, 2014 and Growth Plan for the Greater Golden Horseshoe 2017, still needs to be determined. These matters will be addressed in a future recommendation report, and are summarized as follows:

- Assessing the proposal with respect to the range of housing, including but not limited to, unit types and sizes, affordability, rental housing, secondary suites, and accommodations for various age groups and accessibilities;
- Assessing measures to mitigate climate change and promoting environmental conservation, including the use of sustainable building technologies, low impact development, and related matters.

#### **Region of York Official Plan, 2010**

The subject lands are designated 'Urban Area' in the Region of York Official Plan, 2010 (ROP) which permits residential, commercial, industrial and institutional uses. The proposed lands uses conform to the Region of York Official Plan 2010. In a letter dated January 14, 2019, the Region of York delegated approval of the Official Plan Amendment to the City of Markham. This letter also provided preliminary comments on the proposed Official Plan and Zoning By-law amendment applications, including:

- That the Region "encourages the City to consider the role of the existing 'Mixed Use Low Rise' designation and how it serves the surrounding residential area and assists in creating a complete community". This is in relation to the proposed Official Plan Amendment to redesignate to 'Residential Low Rise' to permit residential uses only;
- Ensuring a 43 m right-of-way is protected for this section of 16<sup>th</sup> Avenue;
- That no vehicular access to 16<sup>th</sup> Avenue be permitted from the site; and,
- That at the site plan stage, the applicant is to contact the Region to discuss Transportation Demand Management options.

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**Official Plan and Zoning**

2014 Official Plan (as partially approved on November 24, 2017 and further updated on April 9, 2018 (the “2014 Official Plan”)).

The subject lands are designated “Mixed Use Low Rise” in the 2014 Official Plan, which provides for range of commercial and residential uses, within small scale non-residential or mixed use buildings not exceeding 3-storeys in height.

An Official Plan Amendment is required to permit solely residential uses in the townhouse and semi-detached typology proposed. Approval of the Official Plan Amendment would redesignate the subject lands to Residential Low Rise, which would allow the contemplated building typologies without any mixed use / non-residential component.

**Zoning**

The subject property is zoned Local Commercial (LC) under By-law 163-78, as amended, which permits a range of commercial retail and service uses reflecting the existing uses on the subject lands.

A zoning by-law amendment application is required to permit the proposed townhouses and semi-detached dwellings on the subject lands. Approval of the zoning by-law amendment would rezone the subject lands to a Residential Two (R2) zone in By-law 177-96, as amended, to permit the proposed residential use, including site-specific standards to implement the proposed and residential uses and built form.

**OPTIONS/ DISCUSSION:**

The following is a brief summary of concerns, issues raised to date and matters for consideration. These matters, and others identified through the circulation, public consultation and detailed review of the proposal, will be addressed in a final staff report:

- Appropriateness of the proposed development, including but not limited to, the compatibility of built form, building setbacks, landscaping, height, scale and massing;
- Assessing the proposed official plan amendment with respect to the loss of existing commercial land uses on the site, as contemplated by the current Mixed Use Low Rise designation.
- Interface and compatibility with the adjacent residential neighbourhood to the south, west and east;
- The applicant is advised to submit a site plan application to be reviewed in conjunction with the Official Plan and Zoning By-law Amendments prior to a recommendation report. This will initiate the technical review and therefore identify any potential constraints to development prior to final consideration of the official plan and zoning by-law amendments.
- Assessing any issues resulting from the review of technical studies including, but not limited to, stormwater management and servicing reports, tree preservation plan, grading and drainage plans;
- Confirmation of any outstanding financial obligations, including but not limited to, cash in lieu of parkland dedication, tree replacement/compensation and public

art contributions, to the satisfaction of the City of Markham and Region of York, as necessary;

- Assessing the provision for visitor and resident parking, including the sizes of parking within a private garage;
- Assessing the adequacy areas onsite for snow storage;
- Considerations for pedestrian connectivity from the site to 16<sup>th</sup> Avenue and to the adjacent existing community to the south, including potential for a public access easement through the site;
- Assessing matters related to provincial policy including the range and type of proposed housing, and inclusion of sustainable features within the development.

**FINANCIAL CONSIDERATIONS AND TEMPLATE:**

Not applicable.

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The proposal will be reviewed in the context of Growth Management, Transportation and Municipal Services.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

The applications have been circulated to various departments and external agencies and are currently under review. Requirements of the City and external agencies will be reflected in a future recommendation report and/or as conditions of approval.

**RECOMMENDED BY:**



Ron Blake R.P.P, M.C.I.P  
Senior Development Manager



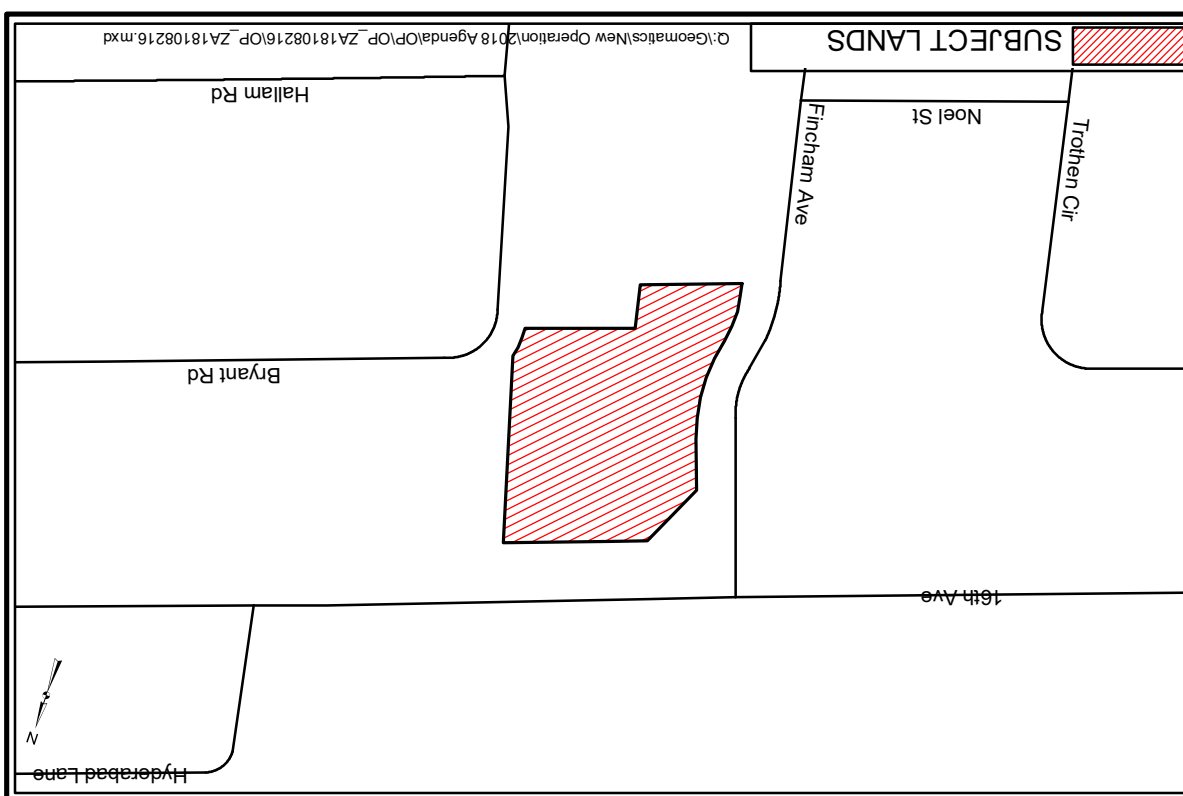
Arvin Prasad R.P.P, M.C.I.P  
Commissioner of Development Services

**ATTACHMENTS:**

- Figure 1: Location Map
- Figure 2: Area Context/Zoning
- Figure 3: Aerial Photo
- Figure 4: Site Plan
- Figure 5: Conceptual Elevations – Block 1 (16<sup>th</sup> Avenue Townhouses)
- Figure 6: Conceptual Elevations – Block 2 (Internal Street Townhouses)
- Figure 7: Conceptual Elevations – Block 3 (Semi-detached Dwellings)

**Agent:**

Adam Layton, Senior Associate Planner  
Evans Planning  
8481 Keele Street, Unit 12  
Vaughan ON L4K 1Z7






# AREA CONTEXT / ZONING

APPLICANT: 10-20 Fincham Inc.  
10 & 20 Fincham Ave.

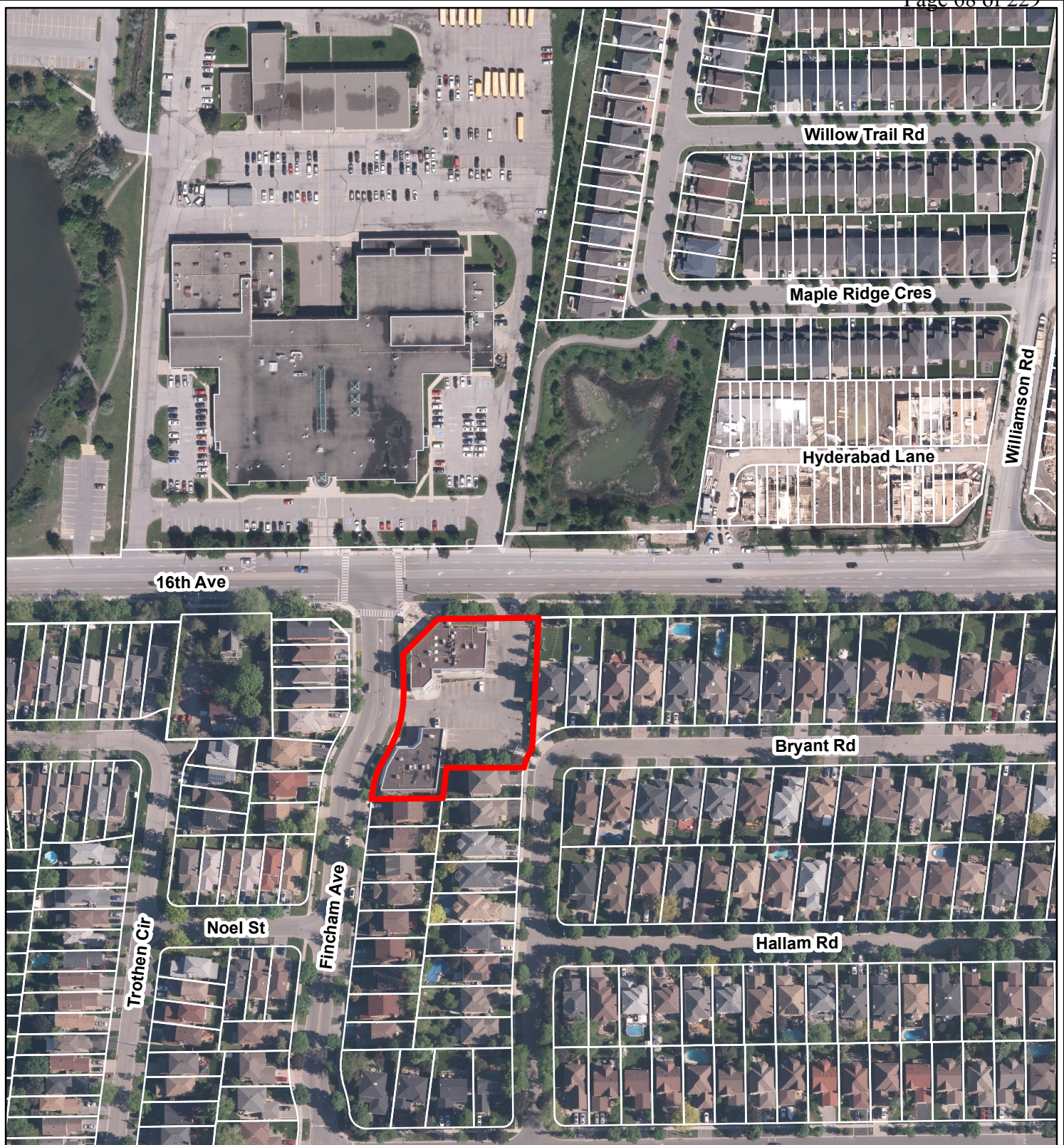
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 Subject Lands

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DATE: 22/10/2018






# AIR PHOTO (2017)

APPLICANT: 10-20 Fincham Inc.  
10 & 20 Fincham Ave.

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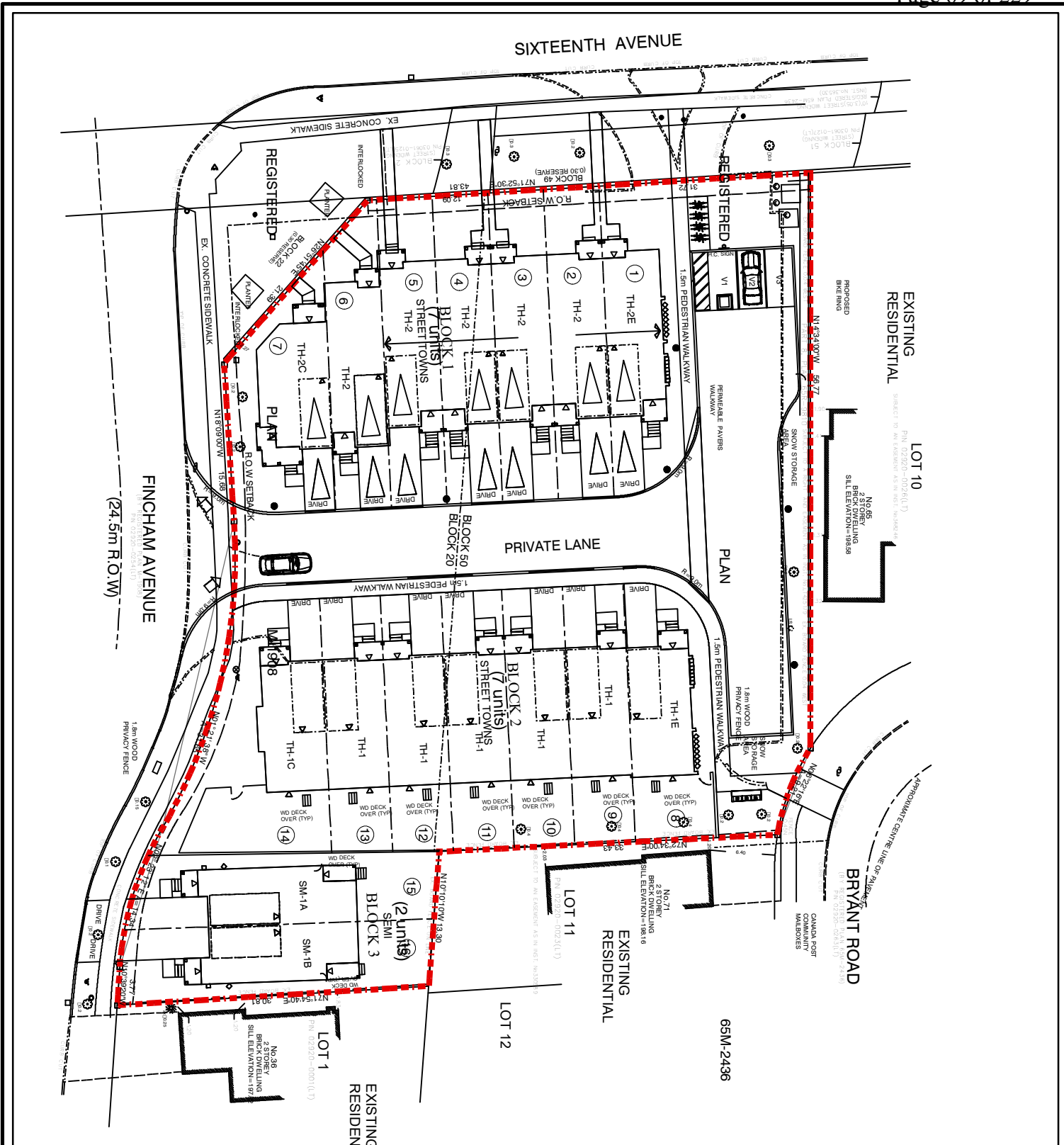
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 Subject Lands



DATE: 22/10/2018






# CONCEPTUAL SITE PLAN

APPLICANT: 10-20 Fincham Inc.  
10 & 20 Fincham Ave.

FILE No. OP\_ZA 18108216 (SC)

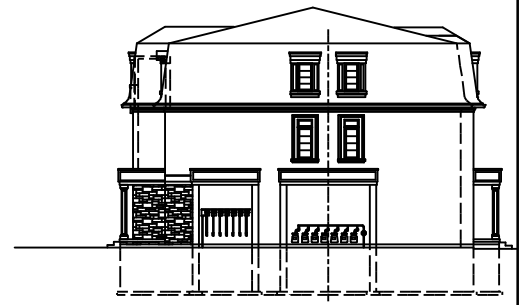
 Subject Lands

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DATE: 22/10/2018



PRIVATE LANE ELEVATION



RIGHT SIDE ELEVATION



SIXTEENTH AVENUE ELEVATION



LEFT SIDE ELEVATION

# CONCEPTUAL ELEVATIONS BLOCK 1

APPLICANT: 10-20 Fincham Inc.  
10 & 20 Fincham Ave.

FILE No. OP\_ZA 18108216 (SC)

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DATE: 22/10/2018



DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: SC

FIGURE No.5



FRONT ELEVATION



RIGHT SIDE ELEVATION



REAR ELEVATION



LEFT SIDE ELEVATION

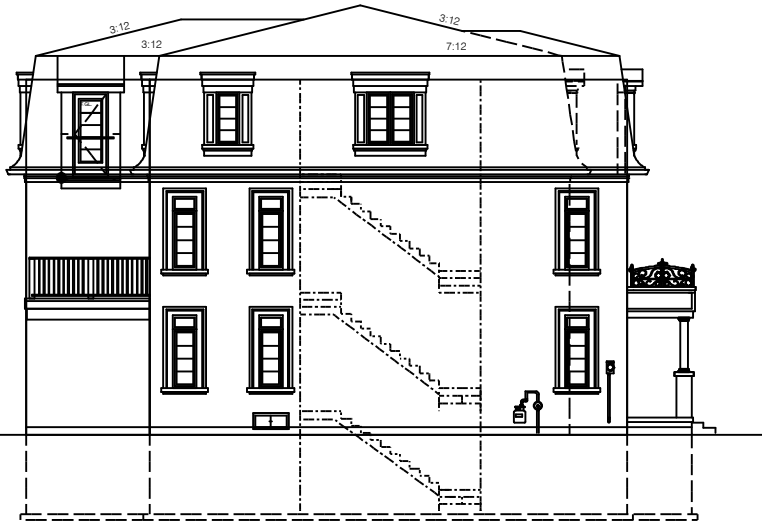
# CONCEPTUAL ELEVATIONS BLOCK 2

APPLICANT: 10-20 Fincham Inc.  
10 & 20 Fincham Ave.

FILE No. OP\_ZA 18108216 (SC)

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DATE: 22/10/2018



# CONCEPTUAL ELEVATIONS BLOCK 3

APPLICANT: 10-20 Fincham Inc.  
10 & 20 Fincham Ave.

FILE No. OP\_ZA 18108216 (SC)

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DATE: 22/10/2018



Report to: Development Services Committee

Report Date: February 25, 2019

**SUBJECT:** **Preliminary Report**  
 Scardred 7 Company Limited  
 4038 Highway 7 (north side, east of Village Parkway)  
 Applications for zoning by-law amendment and draft plan of  
 subdivision to permit a residential development  
 accommodating 50 townhouse dwellings and 20 single  
 detached dwellings (Ward 3)  
 File No. ZA/SU 18 180309

**PREPARED BY:** Scott Heaslip, MCIP, RPP,  
 Senior Development Coordinator, Central District ext. 3140

**REVIEWED BY:** Richard Kendall, MCIP, RPP, Manager, Central District  
 ext. 6588

**RECOMMENDATION:**

That the report titled "PRELIMINARY REPORT, Scardred 7 Company Limited, 4038 Highway 7 (north side, east of Village Parkway), Applications for zoning by-law amendment and draft plan of subdivision to permit a residential development accommodating 50 townhouse dwellings and 20 single detached dwellings (Ward 3), File No. ZA/SU 18 180309;" be received.

**EXECUTIVE SUMMARY:**

Not applicable.

**PURPOSE:**

This report provides preliminary information on the subject applications. It contains general information regarding applicable Official Plan or other policies and issues/concerns identified by staff from our preliminary review of the proposed development, and should not be taken as staff's opinion or recommendation on the applications. A Statutory Public Meeting has not been scheduled.

**BACKGROUND:**

The subject property is located on the north side of Highway 7, east of Village Parkway. (see Figures 1 and 3).

The property statistics are as follows:

- Area – 2.42 ha (5.8 acres)
- Frontage - 110 metres (361 feet)
- Depth 220 metres (722 feet).

The front portion of the property contains a 1-storey commercial building occupied by a Canada Computers store. The rear portion contains a vacant 2-storey building which was formerly occupied by the head office of White Rose Nurseries.

**Surrounding uses (see Figure 3):**

- To the west, a newly constructed condominium townhouse development consisting of a 4-storey building fronting on Highway 7 and 3-storey buildings in the remainder of the site.
- To the east, Volvo and Audi dealerships. The City has approved the redevelopment of this property with three new buildings accommodating Volvo, Audi and Jaguar/Land Rover dealerships.
- To the north, newly constructed single detached dwellings fronting on Fitzgerald Avenue and backing onto the subject property.
- To the south across Highway 7, a Whole Foods supermarket and a Sheridan Nurseries garden centre.

**Process to date:**

- The subject applications were deemed complete by staff on December 19, 2018.
- The preliminary report is to be considered by Development Services Committee on the current date (February 25, 2019)

**Next Steps:**

- A Statutory Public Meeting is required to provide an opportunity for formal public participation regarding the proposed zoning by-law amendment and draft plan of subdivision.

**Proposal**

The applicant is proposing to develop the subject property as follows (Figures 4, 5, 6 and 7):

- New public streets as shown on Figure 4 (Preliminary Site Plan) and Figure 5 (Draft Plan of Subdivision). The intersection of the easterly street and Highway 7 will be signalized. (The existing driveways at this location are currently signalized.) The intersection of the westerly street with Highway 7 will be restricted to right-turn-in/right-turn-out movements by the existing median in Highway 7. The plan provides the opportunity for the potential future connection to Ferrah Street, which currently terminates in a dead end at the east boundary of the subject property.
- A 1.2 hectare (3 acre) block in the south portion of the property to accommodate a 50-unit condominium townhouse development. The proposed 3-storey townhouse buildings (see Figure 6) will front onto either a public road or a private open space and back onto a private laneway providing access to attached 2-car garages. 12 on-site visitor parking spaces are also proposed in accordance with the City's by-laws.

- 20 single detached lots in the north portion of the property (Figure 7). 12 of the lots are proposed to have a frontage of 12 metres (39 feet). The remaining 8 lots are proposed to have a frontage of 10.6 metre (35 feet).

The applicant has applied to the City for the following:

- An amendment to the City's zoning by-laws to permit the proposed use and built form program.
- A draft plan of subdivision to permit the public streets, single detached lots and townhouse block to be laid out as proposed.
- Site plan approval for the townhouse development. (Single detached dwellings are not subject to site plan approval.)

### **Provincial Policy Conformity**

When considering a development application staff assesses whether proposals are consistent with the Provincial Policy Statement (2014) and in conformity with relevant Provincial Plans, which in this case is the Growth Plan for the Greater Golden Horseshoe (2017). Matters still being assessed as part of the review of the zoning by-law amendment application include:

- Evaluating how the proposed development conforms with building strong healthy communities and managing growth;
  - a) by supporting the achievement of complete communities;
  - b) ensuring that there are adequate and accessible public and open spaces, parks and trails;
  - c) planning for sewage, water services and stormwater management;
  - d) providing transportation systems which are safe and energy efficient and facilitate the movement of people and goods and are appropriate to address projected needs; and
  - e) assessing the proposal with respect to the range (eg. type, sizes, affordability and accessibility) of housing proposed.

### **Region of York Official Plan**

The subject property is designated 'Urban Area' in the York Region Official Plan, 2010. This designation provides for the proposed residential development.

### **City of Markham Official Plan**

The applicable Official Plan policies include:

- The south portion of the subject property is designated 'Mixed Use Mid Rise' in the 2014 Official Plan ( as partially approved on November 24, 2017 and further updated on April 9, 2018). This designation permits residential buildings and mixed-use buildings (building containing a mix of commercial and residential uses). A site-specific policy permits a maximum height of 4 storeys.
- The north portion is designated Residential Low Rise.' A site-specific policy permits single detached dwelling only in this area.

The proposed development is consistent with these policies.

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The subject property is zoned "Special Commercial 1" (SC1) by By-law 118-79, as amended. This zoning permits a range of commercial uses.

**OPTIONS/ DISCUSSION:**

The following is a brief summary of issues raised to date. These matters, and others identified through the circulation and detailed review of the proposal will be addressed in a final report to Committee:

The proposed development conforms with the applicable Official Plan policies. The proposed layout of streets, lots and blocks and the proposed built form program are generally acceptable subject to refinement to address any technical issues identified by City staff and public agencies.

The nearest existing and proposed public parks are one block east on Ferrah Street and one block south on Rougeside Promenade. Staff have not identified a requirement for additional public parkland at this location. The applicant is proposing to satisfy their parkland requirement through the payment of "cash-in-lieu" of land dedication.

**Next Steps**

A Statutory Public Meeting is required to provide an opportunity for formal public participation regarding the proposed zoning by-law amendment and draft plan of subdivision.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The proposed development is to be evaluated in the context of growth management, environmental and strategic priorities of Council.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

The applications have been circulated to various internal departments and external agencies and are currently under review.

**RECOMMENDED BY:**

Ron Blake, M.C.I.P., R.P.P.  
Senior Development Manager  
Planning and Urban Design



Arvin Prasad, M.C.I.P.; R.P.P.  
Commissioner of Development Services



**ATTACHMENTS:**

Figure 1 - Location Map

Figure 2 - Area Context/Zoning

Figure 3 - Air Photo

Figure 4 - Preliminary Site plan

Figure 5 – Draft Plan of Subdivision

Figure 6 - Preliminary Elevations - Townhouses

Figure 7 - Preliminary Elevations - Single Detached Dwellings

**AGENT:**

Chris Pereira

M. Behar Planning and Design Inc.

25 Valleywood Drive

Markham, Ontario

L3R 5L9

Tel: (905) 470-6273, ext. 222

Email: [chris@mbpd.ca](mailto:chris@mbpd.ca);

**OWNER:**

Alex Shaw

Scardred 7 Company Limited

4038 Highway 7

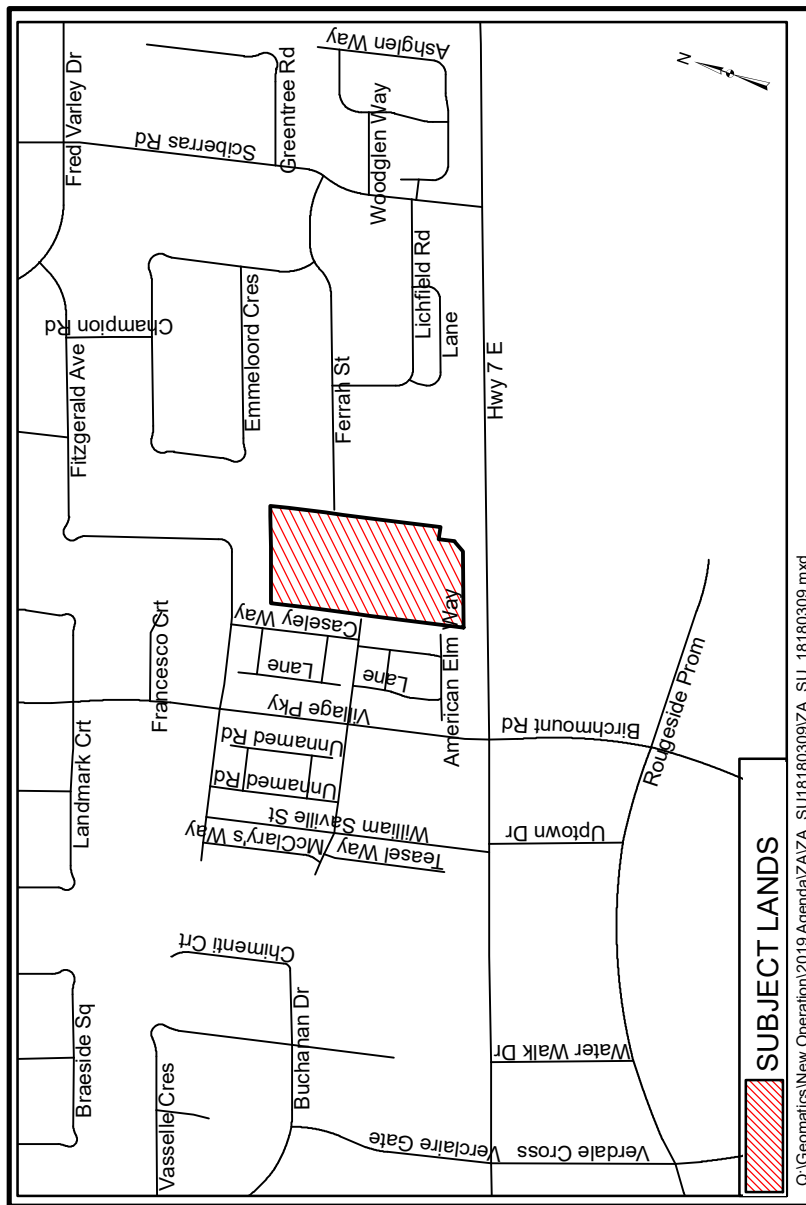
Markham, Ontario

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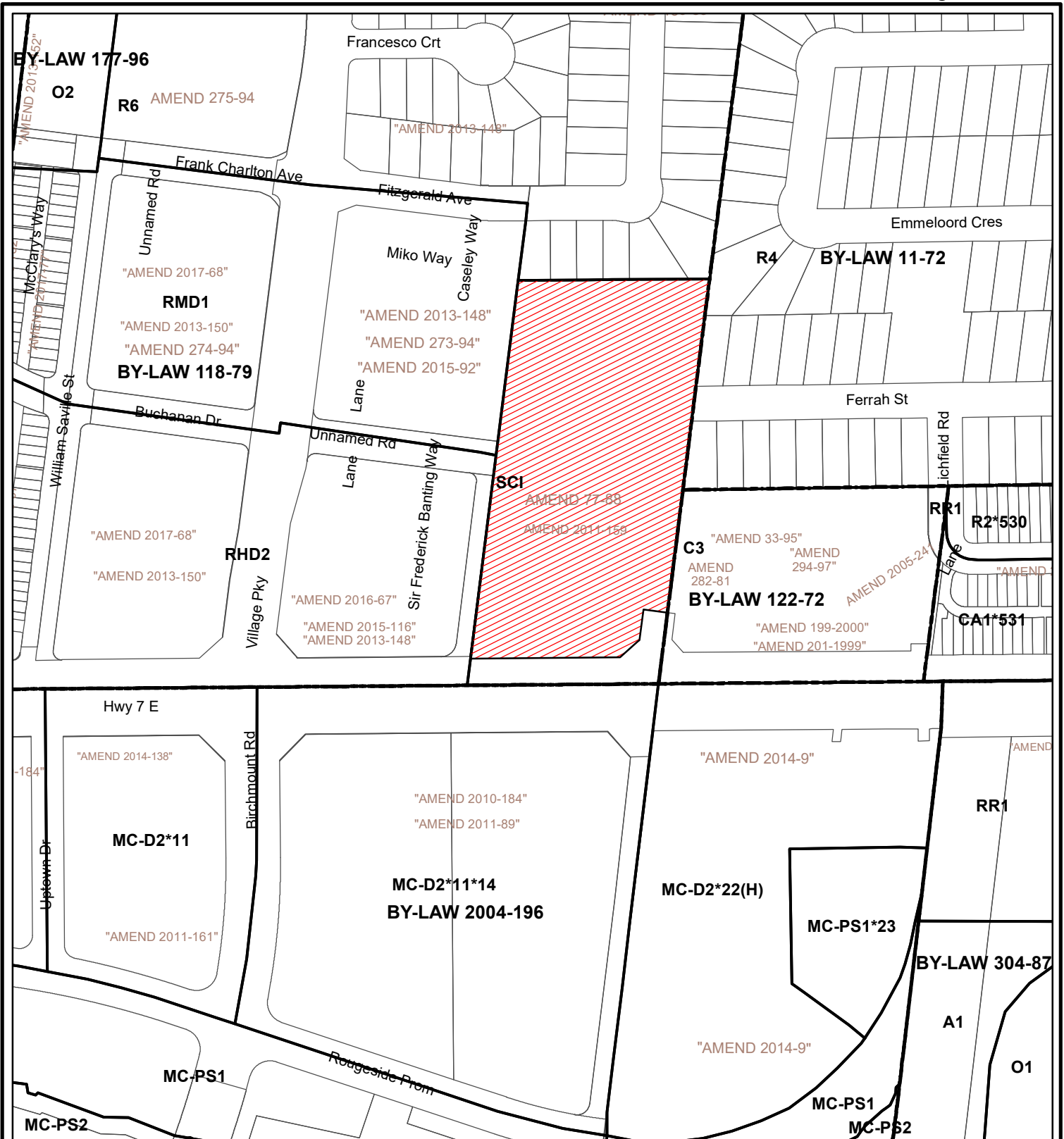
Tel: (905) 940-3339, ext. 130

Email: [alex.shaw@peakgarden.com](mailto:alex.shaw@peakgarden.com);

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# AREA CONTEXT/ZONING

APPLICANT: Scardred 7 Company Limited  
4038 Highway 7 (North side, east of Village Parkway)

FILE No. ZA\_SU 18180309 (SH)

 SUBJECT LANDS

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Date: 25/01/2019





# AERIAL PHOTO (2018)

APPLICANT: Scardred 7 Company Limited  
4038 Highway 7 (North side, east of Village Parkway)

FILE No. ZA\_SU 18180309 (SH)

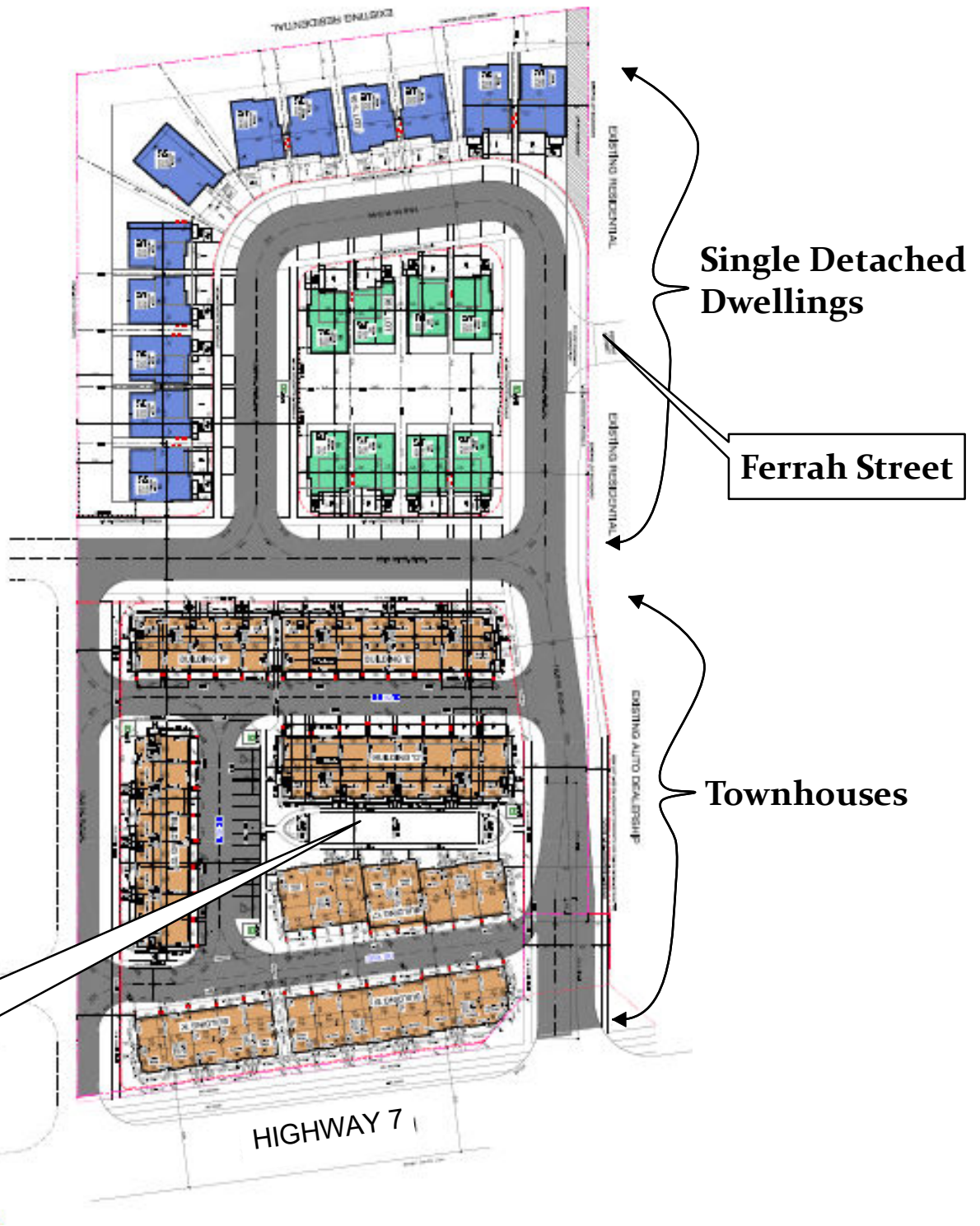
 SUBJECT LANDS

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Date: 25/01/2019







# PRELIMINARY SITE PLAN

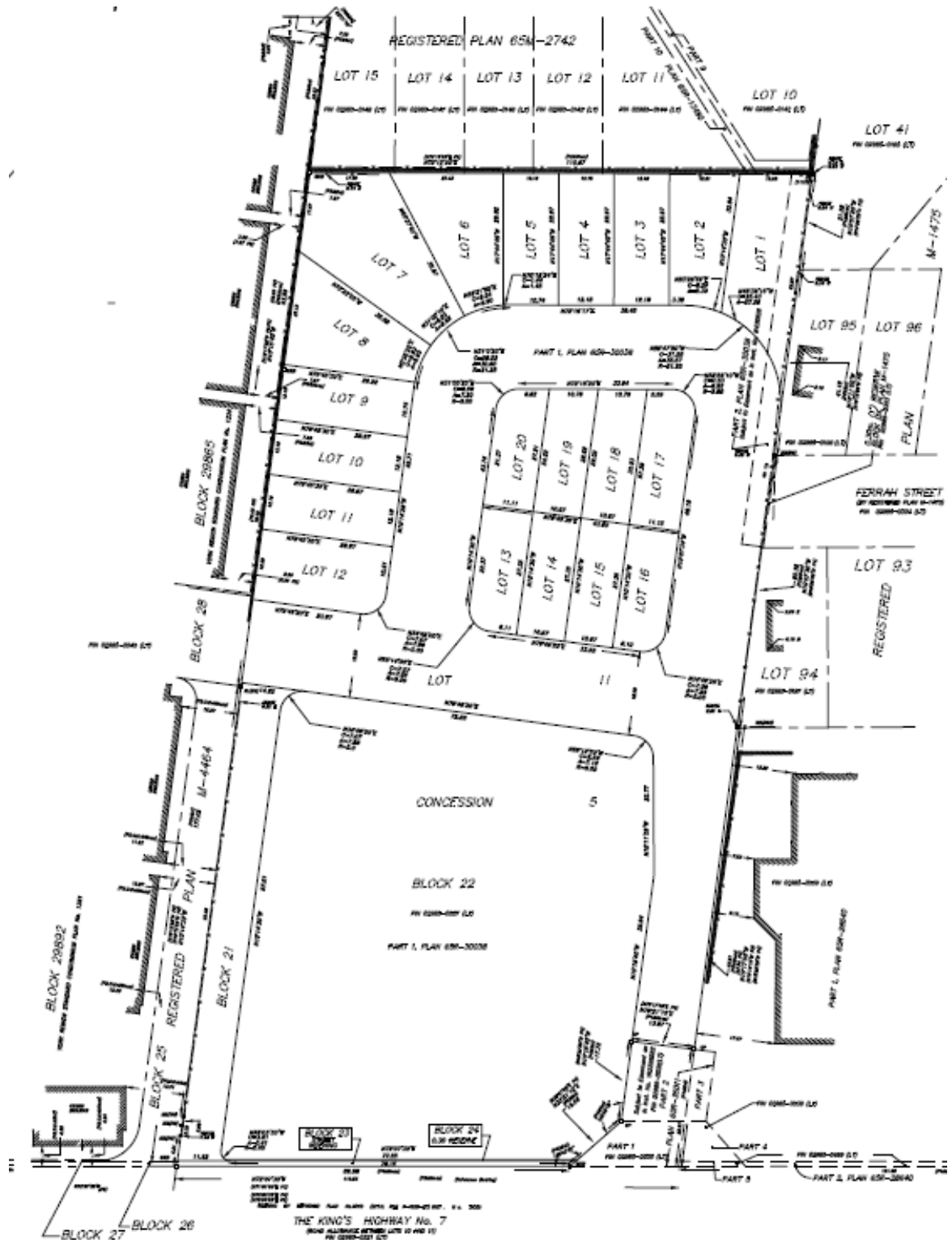
APPLICANT: Scardred 7 Company Limited  
4038 Highway 7 (North side, east of Village Parkway)

FILE No. ZA\_SU 18180309 (SH)

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Date: 25/01/2019





# DRAFT PLAN OF SUBDIVISION

APPLICANT: Scardred 7 Company Limited  
4038 Highway 7 (North side, east of Village Parkway)

FILE No. ZA\_SU 18180309 (SH)

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Date: 25/01/2019







# PRELIMINARY ELEVATIONS - TOWNHOUSES

APPLICANT: Scardred 7 Company Limited  
 4038 Highway 7 (North side, east of Village Parkway)

FILE No. ZA\_SU 18180309 (SH)

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Drawn By: CPW

Checked By: SH

FIGURE No. 6

Date: 25/01/2019







# PRELIMINARY ELEVATIONS - SINGLE DETACHED DWELLINGS

APPLICANT: Scardred 7 Company Limited  
 4038 Highway 7 (North side, east of Village Parkway)

FILE No. ZA\_SU 18180309 (SH)

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Drawn By: CPW

Checked By: SH

Date: 25/01/2019

FIGURE No. 7







Report to: Development Services Committee

Report Date: February 25<sup>th</sup>, 2019

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**SUBJECT:** **Preliminary Report**  
 Sarena Properties Ltd.  
 Zoning By-law Amendment application to extend permission for temporary uses at 197 & 199 Langstaff Rd  
 File No.: ZA 18 257917, Ward 1

**PREPARED BY:** Carlson Tsang, Planner II, West District, ext. 2945

**REVIEWED BY:** Dave Miller, MCIP, RPP, Manager, West District, ext. 4960

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**RECOMMENDATION:**

1. THAT the report dated February 25<sup>th</sup>, 2019, titled "PRELIMINARY REPORT, Sarena Properties Ltd., Zoning By-law Amendment application to extend permission for temporary uses at 197 & 199 Langstaff Road, File No.: ZA 18 257917, Ward 1", be received;

**PURPOSE**

The owner is proposing to extend permissions for the temporary uses at 197 and 199 Langstaff Road. This report contains general background information about the application. The report should not be taken as Staff's opinion or recommendation on the proposed Zoning By-law Amendment.

**Application Deemed Complete**

The Zoning By-law Amendment applications were deemed complete on January 8<sup>th</sup>, 2019.

**BACKGROUND**

**Property Description**

The subject properties are located west of Bayview Avenue, south of Highway 407, within the Langstaff Gateway Secondary Plan Area (see Figure 1). They have a combined area of approximately 0.8 ha (1.97 ac) and a combined frontage of approximately 61 m (200 ft). Both properties currently contain a single detached dwelling at the front and outdoor storage of vehicles at the rear.

Surrounding uses are as follows:

- Cemetery and funeral home to the south
- Outdoor storage of vehicles to the west
- Woodlot to the north
- Outdoor storage of vehicles, woodlot and resident dwellings to the east

**HISTORY/PROPOSAL**

On June 5<sup>th</sup>, 2008, the Ontario Municipal Board approved amendments to By-law 2551, as amended, for a number of properties (including the subject lands) within the Langstaff Gateway

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community to permit business offices and outdoor storage on a temporary basis until June 5<sup>th</sup>, 2011. In 2012, the City approved an extension to these By-laws for three years until January 24, 2015. These By-laws were further extended in 2015 for another three years until June 15, 2018. The applicant is now seeking a third extension to the By-laws to continue these uses on the subject properties. No new buildings or uses are being proposed.

The subject properties are located in the Langstaff Secondary Plan area and will be subject to redevelopment in the future. These uses are intended to be temporary until redevelopment occurs. The timing for redevelopment is uncertain at this time.

### **Recent Temporary Use By-law Extension in Langstaff**

Council recently approved similar temporary use by-law extensions to allow outdoor storage at 3, 5, 21 Essex Avenue and 201, 203, 205 Langstaff Road until June 15, 2021.

### **Official Plan and Zoning**

The subject lands are designated 'Greenway' and 'Mixed Use High Rise' in the 2014 Official Plan (as partially approved on Nov 24/17 and further updated on April 9/18) and 'Residential-Mixed Use' and 'Parks & Open Space' in the Langstaff Secondary Plan (OPA183).

The properties are currently zoned 'R1 – Residential' by By-law 2551, as amended.

### **DISCUSSION**

If the extension to these temporary use by-laws are approved, it will require further extension in 2021 as the Planning Act only allows an extension for a maximum of three years. It is staff's intention that all of the temporary use by-laws expire on the same date. This will help ensure that no single land owner will delay the future development anticipated in the Langstaff Secondary Plan. Consequently, if the temporary use by-law is extended, it should be from the expiration of the last temporary use by-law date.

If the applications are approved, the following special provisions, which are included in the existing Temporary Use By-laws, should continue to apply on the subject properties:

- a) business offices shall only locate within buildings existing on the date of the passing of the By-law;
- b) additions to existing buildings are not permitted;
- c) construction of new buildings is not permitted;
- d) outdoor storage shall be screened from Langstaff Road East; and
- e) the installation of additional impermeable surface material is not permitted.

### **FINANCIAL CONSIDERATIONS AND TEMPLATE:**

Not applicable.

### **HUMAN RESOURCES CONSIDERATIONS**

Not applicable

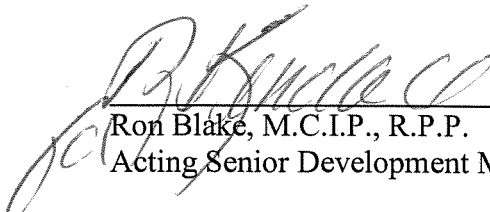
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**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Growth Management: A new Secondary Plan that reflects the City's priorities has been approved for the Langstaff community. The applicant's intention is to redevelop the subject property in accordance with the new Secondary Plan. The permission for the temporary use will allow business offices and outdoor storage to be maintained until such time a comprehensive redevelopment is underway and municipal services are provided by landowners


**BUSINESS UNITS CONSULTED AND AFFECTED:**

The application has been circulated to various City departments and external agencies and is currently under review.

**RECOMMENDED BY:**

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Ron Blake, M.C.I.P., R.P.P.  
Acting Senior Development Manager



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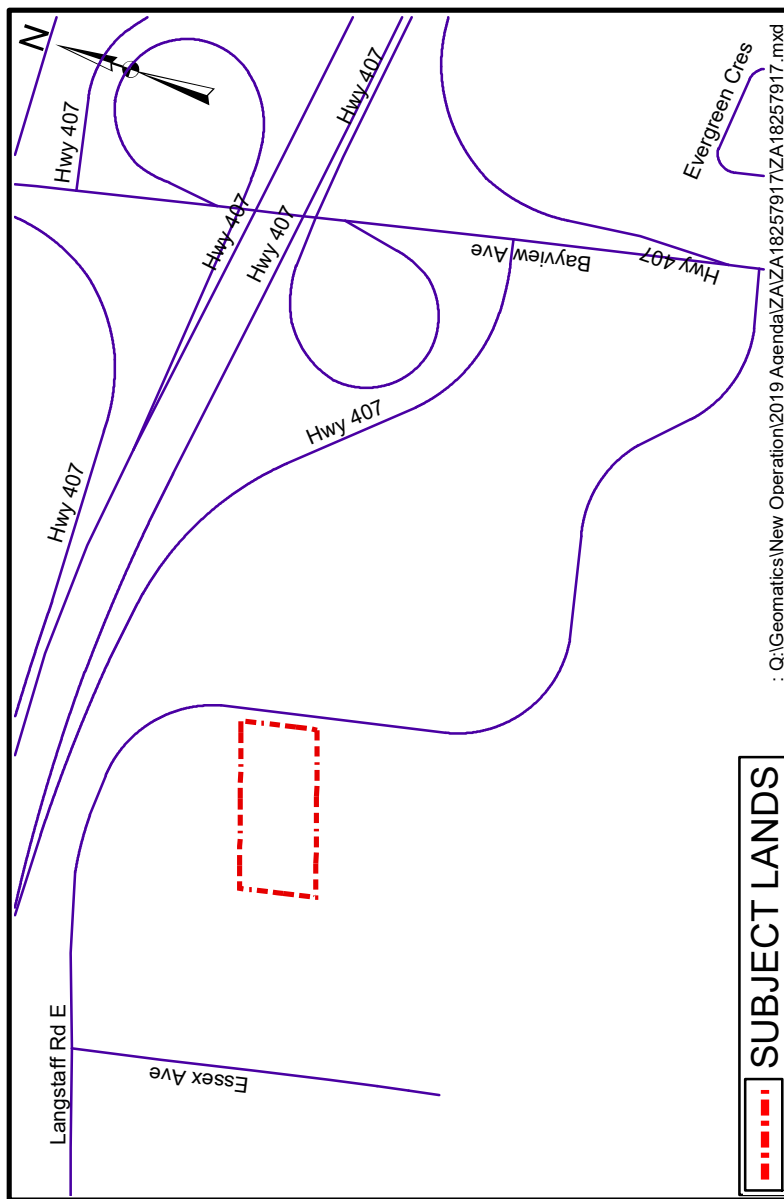
Arvin Prasad, M.C.I.P., R.P.P.  
Commissioner, Development Services


**ATTACHMENTS:**

Figure 1: Location Map  
Figure 2: Area Context/Zoning  
Figure 3: Aerial Photo

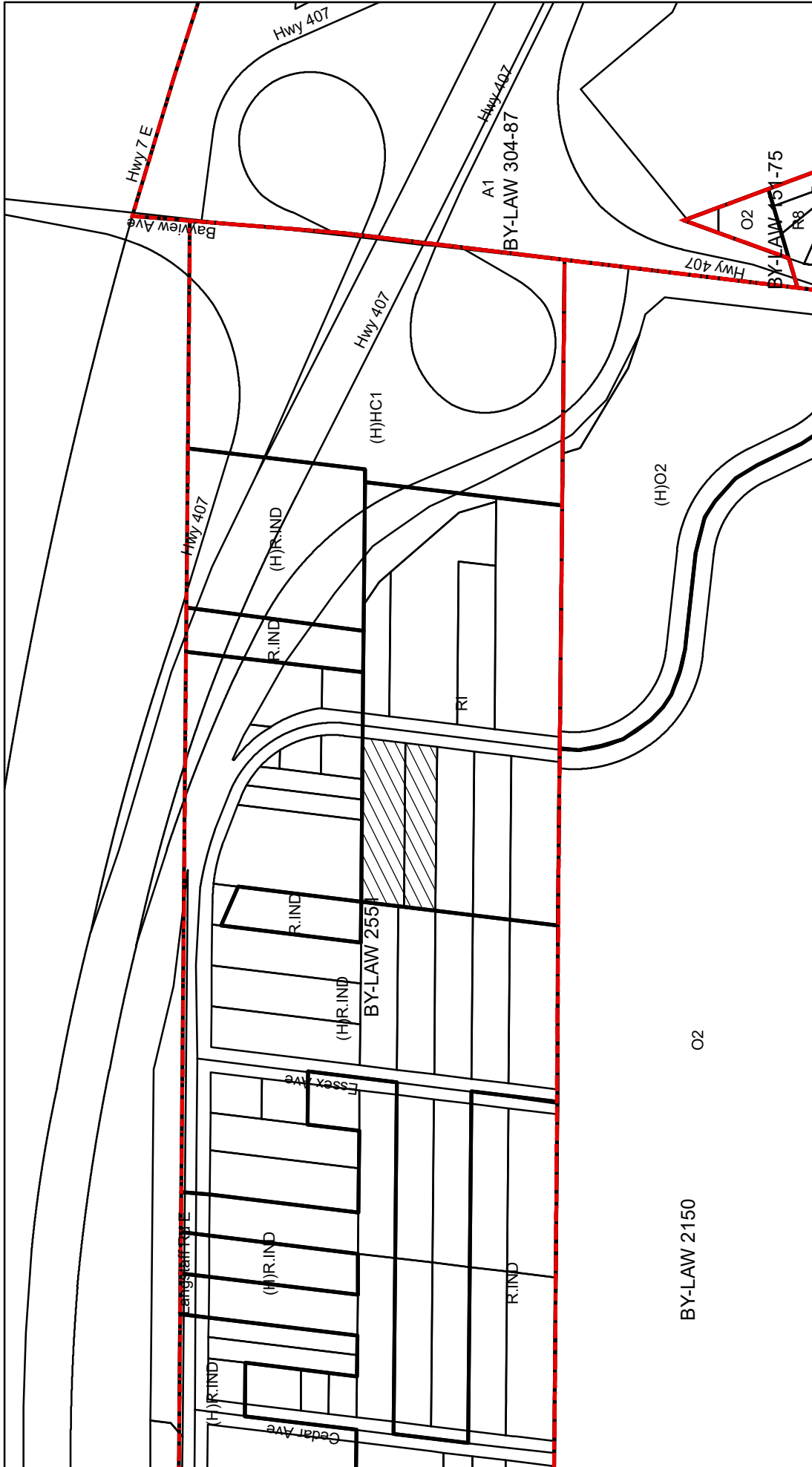
**APPLICANT/AGENT:**

Domenic Sinicropi  
Sarena Properties Ltd.  
139 Elgin Street  
Thornhill, Ontario, L3T 1W7  
Phone: 416-402-0038



 SUBJECT LANDS


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# AREA CONTEXT/ZONING

APPLICANT: SARENA PROPERTIES LTD  
197 & 199 LANGSTAFF ROAD

 SUBJECT LANDS

FILE No: ZA18257917(CT)

DATE: 01/21/19

FIGURE No. 2



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# AIR PHOTO 2018

APPLICANT: SARENA PROPERTIES LTD  
197 & 199 LANGSTAFF ROAD

FILE No: ZA18257917(CT)

 SUBJECT LANDS

DATE: 01/21/19

FIGURE No. 3





Report to: Development Services Committee

Report Date: February 25, 2019

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**SUBJECT:** **PRELIMINARY REPORT**  
 Condor Properties Ltd.  
 Langstaff Phase 1A Development  
 Zoning By-Law Amendment and Draft Plan of Subdivision to permit a mixed-use high rise development for 910 units at 25, 11, 9 and 5 Langstaff Road, southwest of Yonge Street and Highway 407  
 File Nos: ZA/SU 18 162178, Ward 1

**PREPARED BY:** Carlson Tsang, Planner II, West District, ext. 2945

**REVIEWED BY:** Dave Miller, M.C.I.P., R.P.P., Manager, West District, ext. 4960  
 Sean Hertel, M.C.I.P, R.P.P., Langstaff Gateway Project Manager  
 Francesco Santaguida, Assistant City Solicitor, ext. 3583

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**RECOMMENDATION:**

1. THAT the report dated February 25<sup>th</sup>, 2019, titled “Preliminary Report, Condor Properties Ltd., Langstaff Phase 1A Development, Zoning By-Law Amendment and Draft Plan of Subdivision to permit a mixed-use high rise development for 910 units at 25, 11, 9 and 5 Langstaff Road, south west of Yonge Street and Highway 407, File Nos: ZA/SU 18 162178, Ward 1”, be received; and
2. THAT the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications be referred to the Thornhill Sub-Committee for comments prior to the statutory Public Meeting.
3. THAT City Council direct the City Solicitor and Staff to oppose any appeal of the application for Zoning By-law Amendment and Draft Plan of Subdivision for 25, 11, 9 and 5 Langstaff Road, if an appeal(s)is/are made based on City Council's failure to make a decision within the statutory timeframe set out in the Planning Act, taking a position consistent with the planning comments set out in the report dated February 25<sup>th</sup>, 2019 and any further direction from the City Solicitor and the Commissioner of Development Services.

**PURPOSE:**

This report introduces the above zoning by-law amendment and draft plan of subdivision applications which, together, is the first development proposal submitted within the Langstaff Gateway community since the modification and approval by York Region of the Secondary Plan in June 2011. The report provides general information about the proposal, details of the applicable policies and requirements in the Secondary Plan, and some of the matters that need to be addressed prior to approval of the application.

**EXECUTIVE SUMMARY**

The Langstaff Gateway forms part of the Richmond Hill/Langstaff Gateway Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe (2017), and the Richmond Hill/Langstaff Gateway Regional Centre in York Region’s Official Plan (2010). It has been planned for a high concentration of development with a significant share of population and employment growth in the area, to be served by rapid transit and achieve a minimum density of 200 people and jobs per hectare.

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In December 2009, Markham's Development Services Committee endorsed the Langstaff Land Use & Built Form Master Plan which was prepared by Calthorpe Associates and Ferris + Associates. The Master Plan contains detailed design principles and implementation strategies that were intended to guide the preparation of the Langstaff Gateway Secondary Plan.

The Secondary Plan was adopted by Council in June 2010 through Official Plan Amendment No.183. It contemplates an ultimate population of 32,000 residents (15,000 units) and 15,000 jobs after full build out. Langstaff is planned to be a transit-dependent and complete community, characterized by direct access to subway and GO rail services, walking and cycling, and a diverse mix of uses including mixed use residential, retail, office, cultural, institutional, open space and park, recreational, community services and facilities.

The Langstaff Gateway area is divided into three Precinct areas in the Secondary Plan. Any development approvals within these Precincts will be conditional upon the provision of Precinct and Phasing Plans and related studies as required by the City and other review agencies including the Region. The Secondary Plan further establishes three phases across the precincts, where development is linked to benchmarks and triggers established in the Secondary Plan related to a number of requirements including transportation improvements (e.g. subway) and the delivery of community facilities (e.g. schools).

The key benchmarks for Phase 1 include the restoration of the Pomona Mills Creek, completion of the Pomona Mills Creek Park, Woodland Park, Linear Park, transit circulator connection to Richmond Hill Transit Station through and under the Highway 407, the northern grade separated crossing of the CN Rail line and the Cedar Avenue extension to High Tech Road in Richmond Hill. The key benchmarks for advancement to Phase 2 include the extension and operation of the Yonge Street subway line, the completion of an elementary school(s) to the satisfaction of the York Region and York Catholic District School Boards, and the construction of the southern grade separated crossing of the CN Rail line. The key benchmarks for the advancement to Phase 3 is to include the completion of the Highway 407 Transitway.

A zoning by-law amendment and draft plan of subdivision applications have been submitted by Condor Properties Ltd. to create the first development block (Phase 1A) within the West Precinct area. The applications will facilitate the construction of two residential towers totaling 910 units, including 27 townhouses integrated into the building podiums, as well as the reconstruction of the Yonge Street-Langstaff Road intersection and the construction of the southern segment of a new north-south public road, Creek Street. The City has received all the supporting studies, plans and reports required by the Secondary Plan, which includes a proposed Precinct Plan, Phasing Plan, Langstaff-wide transportation study, sustainable development strategy, environmental impact study, master servicing plan and sun and shadow analysis. The application was deemed complete on October 18<sup>th</sup>, 2018. The materials have been circulated to all City Staff and agencies for review.



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Many of the comments identified to date do not specifically relate to the Phase 1A development block. However, these comments must be addressed in the Precinct and/or Phasing Plans prior to any development approvals as required by the Secondary Plan. These matters include:

- Addressing ground floor retail spaces
- Securing a school site in the West Precinct to the satisfaction of the York District School Board;
- Developing plans for co-location of community facilities;
- Confirming the location and design of a temporary fire station;
- Addressing the timing and design of the major transportation improvements (such as the CN Rail crossings, Cedar Avenue extension and the multi-modal link connection to Richmond Hill Mobility Hub);
- Addressing timing and design of servicing improvements;
- Planning for the infrastructures to support district heating and Automated Vacuum Waste Collection System (AVAC);
- Determining the ultimate configuration and timing of conveyance of the Pomona Mills Creek park;
- Parkland dedication; and
- Providing mandatory ground floor retail/non-residential uses.

City staff, in coordination with external agencies, will continue to work with the applicant to address the above requirements throughout the in-progress review of the applications. Detailed comments will be provided to the Development Services Committee in a recommendation report following the statutory Public Meeting and a Thornhill Subcommittee meeting.

## **LOCATION AND AREA CONTEXT**

### Langstaff Gateway Area

The Langstaff Gateway community has a total area of approximately 47 ha (116ac) (See Figure 1). It is bounded by Holy Cross Cemetery to the south, Yonge Street to the west, Highway 407 to the north and Bayview Avenue to the east. Presently, the community is predominately occupied by various small-scale industrial uses such as warehouse, outdoor storage and auto repair, interspersed with single detached dwellings of varying styles and ages along Essex Avenue and the west end of Langstaff Road. There is a 3.12 ha (7.71 ac) environmentally significant woodlot on the east side of the Langstaff Gateway Community near Bayview Avenue. The west end of the community between Yonge Street and Ruggles Avenue is bisected by the Pomona Mills Creek, a tributary of the East Branch of the Don River. The central area of the community is bisected by a north-south CN Rail line used for freight and commuter/passenger service. There is a GO Transit parking lot at the north end that is connected to Richmond Hill's GO station by a walking platform along the east side of the rail corridor. There is one heritage home, municipally known as 10 Ruggles Avenue, located at the south end of Ruggles Avenue which was constructed in the 1850s by the Munshaw family.

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### Property Description - Phase 1A Development

The lands subject to the proposed zoning by-law amendment and draft plan of subdivision are municipally known as 25, 11, 9 and 5 Langstaff Road (See Figures 2 and 3). The lands have a combined area of approximately 0.9 ha (2.22 ac) and are located near the south east corner of the Yonge Street and Highway 407 intersection. The lands were previously used for various industrial activities including auto repair, construction material storage and landscaping supply. The site is presently vacant and is undergoing remediation following decades of occupancy by various industrial and storage operations.

### **BACKGROUND:**

#### Provincial Growth Plan - Richmond Hill/Langstaff Gateway Urban Growth Centre

The Greater Golden Horseshoe region is a rapidly growing metropolitan area with an expected population of 13.5 million and more than 6 million jobs by 2041. The Province released the “Places To Grow - Growth Plan for the Greater Golden Horseshoe” in 2006 (further updated in 2017) which provides a framework to direct the anticipated growth and implement the Province’s vision for building stronger, prosperous and complete communities in the Greater Golden Horseshoe region (See link on the last page). Developments within Urban Growth Centres must conform to the Growth Plan.

The Growth Plan promotes intensification within the built up areas with a focus on Urban Growth Centres where the potential for development at transit supportive densities is greatest. Richmond Hill/Langstaff Gateway is one of the two Urban Growth Centres identified in the City of Markham (along with Markham Centre) to accommodate the greatest levels of intensification based on a minimum density target of 200 residents and jobs per hectare by 2031. It is also the only Urban Growth Centre that crosses the boundaries of two local municipalities.

Developments within Urban Growth Centre must be consistent with the Provincial Policy Statement, 2014 (PPS, 2014), which provides direction on matters of Provincial interest including land use planning and development. The PPS, 2014 provides direction for the efficient use of land and development patterns, which supports sustainability by promoting strong, livable, healthy and resilient communities; protecting the environment and public health and encouraging safety and economic growth.

Staff have conducted an initial review on the application regarding conformity with the Provincial Growth Plan and the City’s applicable Official Plan policies, as well as consistency with the Provincial Policy Statement.

#### Regional Transportation Plan – Transforming Transportation in the Greater Toronto and Hamilton Area

In 2008, the regional transportation plan (RTP), “The Big Move- Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)” came into effect, and was updated by the “2041 Regional Transportation Plan” approved in 2017. The plan is prepared by the Province’s transit agency, Metrolinx, to coordinate the future transportation development of the GTHA based on the principles established in the Growth Plan. It identifies 60 different rapid transit lines to provide connectivity across the region. It also designates 51 Anchor and Gateway Mobility Hubs across the GTHA to serve as

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major transit stations to support the future developments of the Provincial Urban Growth Centres (See link on the last page).

The Langstaff GO Station within the Richmond Hill/ Langstaff Gateway Urban Growth Centre has been identified as an Anchor Mobility Hub. The Centre is an especially important regional hub, planned to be served by various modes of rapid transit, including the Yonge Subway and Highway 407 Transitway, and GO Express Rail.

#### Richmond Hill/Langstaff Gateway Regional Centre

Following the release of the “Places to Grow Growth Plan”, there was a shift in the Regional Planning policy towards a growth management model that complements the provincial policy and encourages development within the existing urban areas of the Region. The Region established four Regional Centres (based on the locations of the Provincial Urban Growth Centres) in its Official Plan in 2009 (See link on the last page).

The Regional Centres are intended to serve as primary locations for the most intensive and greatest mix of development. The Richmond Hill/Langstaff Gateway area was one of the Regional Centres identified by the Region. It is subject to a minimum density of 2.5 FSI per development block and 3.5 FSI for lands at and adjacent to the future Langstaff/Longbridge subway station.

To ensure the Richmond Hill/Langstaff Gateway Regional Centre will function cohesively between municipalities, the Region led a planning coordination process in mid-2009 with the City of Markham, Town of Richmond Hill, as well as the City of Vaughan, to work towards developing shared principles and approaches for the future development of the Regional Centre. The intent was to provide a level of structure and consistency for the planning and implementation process to achieve a Regional Centre that functions as a unified whole. The process focused on four key elements: physical infrastructure; planning and urban design; community facilities and services; and financial tools and models.

Looking at the Centre from a broader perspective, the Region initiated several supplemental studies such as a Centre-wide Transportation Study, Financial Assessment and Strategy, Community Facilities and Services Inventory/Requirements, and Water and Waste Water Servicing Capacity Analysis to guide the Region’s approval of the Secondary Plans for the Centre. The studies led to a number of key priorities being incorporated into the future planning of the Langstaff Gateway community which includes:

- The southern extension of Red Cedar Avenue under Highway 407 to Langstaff Road to provide a higher level of connectivity across the Centre. Timing of the extension is to be determined in the Phasing Plan.
- A covered transit, walkway, and cycling concourse under Highway 407, on the west side of the CN Rail, connecting Langstaff to the Richmond Hill Centre Transit Terminal. Timing of the concourse is to be determined in the Phasing Plan.
- Minimum and maximum thresholds of development for each phase of development based on pre- and post- subway construction scenarios
- Community facilities and services within each phase of development to be built to compact urban standards including multi-functional or integrated configuration

The application has been circulated to the Region for review and comments.

### Langstaff Gateway Land Use and Built Form Master Plan

On June 24, 2008, Markham Council approved Official Plan Amendment 171 to amend the City of Markham 1987 Official Plan and the Thornhill Secondary Plan (PD3-1) to create the “Langstaff Urban Growth Centre Study Area” which led to the development of a Master Plan. Official Plan Amendment 171 includes general development visions and principles that would guide the preparation of the master plan for the Langstaff area.

Following Official Plan Amendment 171, the City of Markham retained a multi-disciplinary team of consultants led by Calthorpe Associates to prepare the “Langstaff Gateway Land Use and Built Form Master Plan” (See Figure 4). The Master Plan was endorsed by Council on December 14, 2009 and would form the basis of the Secondary Plan (See link on the last page). Table 1 provides a brief summary from the Master Plan of the total area for each major land uses within the community.

**TABLE 1**

<b>LAND USE SUMMARY</b>	
Residential Spaces	146,750 m <sup>2</sup> (1,579,603 ft <sup>2</sup> )
Retail Spaces	35,670 m <sup>2</sup> (383,948 ft <sup>2</sup> )
Civic Space	13,275 m <sup>2</sup> (142,890 ft <sup>2</sup> )
Park Spaces	7.06 ha (17.44 ac)
Open Space	5.13 ha (12.67 ac)
Total Land Area	47.02 ha (116.18 ac)
<b>EMPLOYMENT</b>	
Office Space	217,850 m <sup>2</sup> (2,344,917ft <sup>2</sup> )
Jobs (office, civic and retail employment)	9,624
<b>HOUSING</b>	
Total Housing Units	15,140 units
Population	31,790 people
Density	322 units/ha

### Langstaff Gateway Secondary Plan

On June 8, 2010, Council adopted Official Plan Amendment 183 to establish a Secondary Plan for the Langstaff Gateway Planning District (No.44) (See Figure 5) (See link on the last page). The Secondary Plan implements the urban structure, design, land use and development frameworks established in the Master Plan. Most importantly, it translates the vision for an intensely urban and transit-focused community into specific policies and related requirements for the logical and successful implementation of the Langstaff Gateway, providing for an ultimate population of 32,000 (15,000 units) and approximately 15,000 jobs.

Based on the Master Plan, the Secondary Plan includes specific requirements such as land use mixes and ground floor uses, maximum heights and densities, location criteria for schools, and critical infrastructure and service requirements for each phase of development. The Secondary Plan plans for two transit nodes created as primary hubs of activity for the community with mandatory ground floor non-residential or retail uses on the ground floor. The West Transit Node will be located directly adjacent to the planned Langstaff/Longbridge Subway Station on the east side of Yonge Street. The East Transit

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Node is located near the existing Go Station, at the entrance of a Transit Concourse (covered passageway) which will provide a direct connection between Langstaff Gateway and Richmond Hill Centre. Employment uses will be concentrated in the two transit nodes for greater exposure to Highway 407 and buffer for the interior residential uses.

The Secondary Plan features an integrated transportation system that relies on walking, biking and public transit as the main modes of transportation. Pedestrian and bike routes are designed along most streets in the community. An internal transit circulation system will be focused at the centre of the community to create a transit spine along a linear park system that links the East and West Transit Nodes with the residential neighborhoods and the Richmond Hill Centre to the north. The Secondary Plan also envisions three crossings above the CN Rail line to provide east-west connections. The major collector roads circle the perimeter of the community, while local roads will generally run in a north-south direction. The road network is designed to support and promote pedestrian and cyclist activities. The Cedar Avenue is planned to be extended north into Richmond Hill to allow for greater connectivity between the two municipalities.

Pomona Creek (to the east of Condor's Phase 1A lands) and the woodlot located towards Bayview Avenue are planned to be re-naturalized and integrated with the park and open space system. The Secondary Plan provides six other parks (known as Transit Green, Linear Park West, Hub Green, Cedar Park, Linear Park East, and Promenade Park) for the community (See Figure 4). The community is planned to provide a total of 7.06 ha (17.44 ac) of parks and 5.13 ha (12.67 ac) of open spaces, in addition to private amenity space.

#### Precinct Plan Requirements

Langstaff Gateway community is divided into the West, East and Central Precinct Areas (See Figure 6). Phase 1A, subject to the current in-process applications, is located within the West Precinct. The West Precinct area is located west of the CN Rail corridor and includes the Pomona Mills Creek and the future Pomona Mills Creek Park, the West Transit Nodes, a portion of the East Transit Node, the northern crossing over CN Rail line and one future public elementary school. The East Precinct is the area east of Cedar Avenue. It includes a natural woodlot, one public and one catholic elementary school, the southern crossing over CN Rail line and the 0.71 ha (1.75 ac) Cedar Park. The Central Precinct is the balance of the community in the center. It includes the central crossing of CN Rail line, a portion of the East Transit Nodes and the majority of the CN Rail line.

Approval of development within each of these precincts is conditional upon the preparation by the applicant of a Precinct Plan and supporting reports and studies consistent with the requirements of the Secondary Plan and to the satisfaction of the City. The Precinct Plan is a non-statutory guidance document that articulates the policies and objectives of the Secondary Plan, demonstrating how each proposed development proposal will contribute to achieving the Langstaff Gateway Vision within each Precinct and development phase. Precinct Plans, which are "living documents", show a high level of information to help coordinate land use development, urban design requirements, and the timing and location of infrastructure and services improvements. The Precinct Plan must comply with the Secondary Plan. The Secondary Plan requires that each Precinct Plan include specific details including, but not limited to:

- Streets and block configuration
- Location of public institutions, day care centres, community services and facilities, and places of worship
- Distribution of housing units, employment spaces, retail and service uses
- The transportation network and required services
- Location, size and configuration of parks and open spaces
- Integration of Heritage Resources
- Affordable housing strategy
- Community services and facilities implementation strategy
- Location, size and phasing of schools
- Details of the grade separation of the CN Rail line

#### Required Studies, Reports and Plans

The Secondary Plan requires a number of studies, report and plans to be completed and approved by the City prior to consideration of any precinct plan. Development approvals shall be consistent with the recommendations and requirements from these materials. They include the following (See Figure 11 for more details):

- Phasing Plan
- Master Environmental Servicing Plan
- Environmental Site Assessment
- Community Energy Plan and Sustainable Development Strategy
- Master Operations and Maintenance Plan
- Financial Impact Analysis
- Master Emergency Servicing Plan
- Community Services and Facilities Implementation Strategy
- Woodlot Management Plan
- Land Use & Density Distribution Report
- Stormwater Management & Monitoring Study
- Servicing Implementation Plans
- Affordable Housing Implementation Strategy
- Phase 1 Archaeological Assessment
- Green Development Standard Plans
- Comprehensive Mobility Plan
- Microclimate, Wind and Shadow Study

#### Phasing Plan Requirements

The Secondary Plan requires a Phasing Plan, prepared in concert with the Precinct Plan, to be endorsed by Council prior to any development approval (See Figure 6). The Phasing Plans demonstrates how development will be coordinated with the timely and efficient implementation of the key infrastructures and services needed to support the Langstaff Gateway Community. The Phasing Plan must comply with the Secondary Plan. Each phase is subject to specific development requirements and parameters as outlined below (See Figure 11 for more details):

**TABLE 2**

<b>Phase 1 Development</b>	
Maximum number of residential units	5,000
Minimum retail and service commercial space	21,600 m <sup>2</sup> (232,500 ft <sup>2</sup> )
Minimum community services and facilities space	6,100 m <sup>2</sup> (65,659 ft <sup>2</sup> )
Minimum office space	33,600 m <sup>2</sup> (361,667 ft <sup>2</sup> )
Minimum Public Park and Open Space	4.83 ha (11.93 ac)

The key benchmarks for Phase 1 include the completion of the Pomona Mills Creek Park, Woodland Park, Linear Park, transit circulator connection to Richmond Hill Transit Station through the Highway 407, the northern grade separated crossing over CN Rail line and the Cedar Avenue extension to High Tech Road in Richmond Hill.

**TABLE 3**

<b>Phase 2 Development</b>	
Maximum number of units	3,650
Minimum retail and service commercial	20,300 m <sup>2</sup> (218,507 ft <sup>2</sup> )
Minimum community services and facilities	5,350 m <sup>2</sup> (57,586 ft <sup>2</sup> )
Minimum office space	132,700 m <sup>2</sup> (1,428,370 ft <sup>2</sup> )
Minimum Public Park and Open Space	1.64 ha (4.05 ac)

The key benchmarks for advancement to phase 2 include the extension and operation of the Yonge Street subway line, the completion of an elementary school(s) to the satisfaction of the School Boards, and the construction of the southern grade separated crossing over CN Rail line.

**TABLE 4**

<b>Phase 3 Development</b>	
Number of units	6,514
Minimum retail and service commercial	24,400 m <sup>2</sup> (262,639 ft <sup>2</sup> )
Minimum community services and facilities	1,775 m <sup>2</sup> (19,105 ft <sup>2</sup> )
Minimum office space	126,555 m <sup>2</sup> (1,362,226 ft <sup>2</sup> )
Minimum Public Park and Open Space	0.5 ha (1.23 ac)

The key benchmarks for the advancement to Phase 3 shall include the completion of the Highway 407 Transit way and a multi-level covered passageway that provides connection to the Richmond Hill Transit Terminal.

### **PROPOSAL (PHASE 1A):**

#### Pre-Consultation

On May 31<sup>st</sup>, 2017, Condor Properties Ltd. submitted a pre-consultation meeting request (File # PR 17 138286) for the first block of development within the Langstaff Gateway, triggering the future submission of the current draft plan of subdivision and zoning by-law amendment applications (See Figure 7). The subject property is 3.49 ha (8.62 ac) in area and is bounded by Langstaff Road to the east and north, Ruggles Avenue to the west and the Holy Cross Cemetery to the south. The proposal was to establish a development block

(identified as W-03 in the Master Plan) for a high density residential development, private and public streets, and an open space block where the Pomona Creek is located.

A pre-consultation meeting was held on June 27, 2017 between the applicant, City Staff, and external agencies to discuss the concept plan and submission requirements for the forthcoming formal applications. Following the pre-consultation meeting, a submission checklist was provided to the applicant on November 24, 2017 to confirm all the requirements for the application.

The development block is planned to facilitate the construction of two residential towers that are 47 and 38 storeys in height (See Figure 8 & 9). The proposal also includes 27 townhouses (with permissive non-residential uses on ground floor) that will be integrated into the base of the two towers (See Figure 9). The development will have a total gross floor area of 82,500 m<sup>2</sup> (888,022 ft<sup>2</sup>) and will result in a total of 910 residential units. There will be 957 parking spaces provided in 4 levels of underground parking.

The conceptual site plan and renderings attached are for illustration purposes. The design may be subject to changes. The applicant will be required to submit a site plan application following the approval of the subdivision to finalize the layout and design of the proposed development.

#### Application Deemed Complete

Condor made three planning application submissions. The first submission was on April 28<sup>th</sup>, 2018 which was deemed incomplete. The second submission was made on July 10, 2018 and the third submission was on September 18<sup>th</sup>, 2018. The application was deemed complete by Staff on October 18<sup>th</sup>, 2018.

Under the Planning Act, if the local council does not make a decision on a zoning by-law amendment application within 150 days and draft plan of subdivision within 180 days, of the receipt of what is deemed to be a complete application, the applicant may appeal to the Local Planning Appeal Tribunal (LPAT) for a non-decision. The 150-day review and decision period for the proposed zoning by-law amendment application ends on March 17, 2019. The 180 day review period for the proposed draft plan of subdivision application ends on April 16, 2019.

Consequently, Staff recommend that Council give the City Solicitor authority to defend an appeal if one is made based on Council's failure to make a decision within the statutory timeframe set out in the Planning Act.

#### **OFFICIAL PLAN AND ZONING BY-LAW:**

##### 2014 Official Plan and Secondary Plan Policies

The Phase 1A lands are designated 'Mixed Use High Rise' in the 2014 Markham Official Plan and 'Residential – Mixed Use' in the Langstaff Gateway Secondary Plan, which are intended to serve as priority locations for intensification and to provide retail and service functions for large populations intermixed with high density residential and office uses. It provides for mixed use apartment or other multiple dwelling forms in accordance with area specific requirements respecting density, height and ground floor uses.



In the Secondary Plan, the subject lands are restricted to a maximum FSI of 15.5, which translates to a maximum gross floor area of approximately 140,399m<sup>2</sup> (1,511,242 ft<sup>2</sup>). The proposed development has a total gross floor area of 82,500 m<sup>2</sup> (888,022.61 ft<sup>2</sup>), which represents a FSI of 9.10. The overall size and configuration of the proposed development block is also generally consistent with the Development Block Map in the Secondary Plan.

The maximum height for the two corners where the proposed towers are located is between 15-50 storeys. The proposed towers are 38 and 47 storeys in height. The maximum heights for the balance of the subject development block range from between 3-4 storeys and 4-10 storeys. The proposed development meets the height requirements of the Secondary Plan.

The Secondary Plan requires the subject lands to provide ground floor retail uses. The applicant is proposing approximately 1,870 m<sup>2</sup> (20,128 ft<sup>2</sup>) of “permissive” retail uses on the ground floor of the proposed buildings. The applicant indicates that the ground floor uses may be residential or non-residential depending on the market demands and the needs of the future occupants. Further details about the ground floor retail requirements in the Secondary Plan are provided in the option/discussion section.

#### Zoning By-law 2551

The subject site and the majority of lands within Langstaff are presently zoned for industrial uses under By-law 2551, as amended, which do not permit the proposed development (See Figure 2). The lands must be rezoned to accommodate the intensification anticipated in the Langstaff Gateway community. Presently, the subject lands are zoned as follows:

**TABLE 5**

Address	Zone	Permitted Uses
25 Langstaff Road	M.CS – Select Industrial with Controlled Storage	one residential dwelling, private club and health centre, warehouse, assembly of manufactured goods, repair and servicing of goods, data processing centre, research laboratories, printing establishment and open storage of goods
11 Langstaff Road	R.IND – Rural Industrial Zone	Wholesaling, manufacturing, processing, packaging, bottling, printing and repairing.
9 Langstaff Road	(H) R.IND - Rural Industrial Zone Hold	Wholesaling, manufacturing, processing, packaging, bottling, printing and repairing.
5 Langstaff Road	M – Select Industrial	Warehouse, assembly of manufactured goods, repair and servicing of goods, data processing, research laboratories, printing establishments.

### **OPTION/DISCUSSION:**

#### Requirements for Mixed Use Development

The Langstaff Gateway community, being one of the Urban Growth Centres identified in the Provincial Growth Plan, must be planned to accommodate the highest concentration and greatest mix of intensity of uses and activities. The subject Phase 1A lands are located within one of the major clusters of density near the future Langstaff/Longbridge subway station. It is intended to accommodate a significant density and diverse mix of uses to

maximize transit-oriented development and transit access. Therefore, to implement the Province's vision for a mixed use centre as required by the Provincial Policy Statement and the Growth Plan, it is critical that the elements of a mixed use development, such as ground floor retail spaces, park and open space (including the creek), civic uses and community service facilities, be provided within Phase 1A.

The Secondary Plan requires ground floor retail and non-residential uses in areas within the major clusters of density. The subject lands are within the area where ground floor retail is required. The applicant is proposing that the ground floor component of the proposed development would accommodate a permissive mix of at grade uses including residential. This proposal would allow the at-grade floor space to be used entirely for residential purposes at the outset of development, when demand for retail may be weak. While retail development typically lags residential development, staff are concerned that if residential uses establish themselves on the ground floor at the outset, it will be unlikely that they would be converted to retail uses in the future as the community matures. It is important to note that to be successful mixed-use development, the ground floor space and its relationship to the public realm will need to be designed and built to a commercial standard.

In the Secondary Plan, there is a minimum requirement for each phase with respect to retail and service, community services and facilities and parks and open space (see Table 2). The distribution of these requirements needs to be addressed in both the Precinct and Phasing Plans. Every development block within each phase should contribute to meeting the minimum requirement, as established by the Secondary Plan. However, some of these requirements are proposed to be deferred to other blocks in future sub-phases.

In order to provide a truly mixed-use development, the park and open space, including the creek, should be designed and constructed to the satisfaction of the City, and then conveyed to the appropriate public authority, as a condition of approval.

While the proposed development is generally consistent with the Province's vision with respect to scale and density, staff are not yet satisfied that the proposed development would fully contribute to the achievement of a complete community. Staff are concerned that the retail elements of mixed use development are not being proposed within Phase 1A as mandated by the Secondary Plan. Consequently the delivery of a true mixed-use centre, as anticipated by Provincial Policies, is not being implemented by this proposal. Staff will continue to work with the applicant to ensure an appropriate mix of uses is provided within Phase 1A. This includes refining the Precinct Plan to ensure the community requirements are appropriately distributed across the Community as contemplated by Provincial Policy and as required by the Secondary Plan.

#### Preliminary Comments for the Precinct and Phasing Plans

The Secondary Plan requires that the Precinct Plan and Phasing Plan be endorsed by Council prior to any development approvals within the Langstaff Gateway community. While a Precinct and Phasing Plan have been submitted, staff has identified a number of outstanding matters in the proposed Precinct Plan and Phasing Plan. Although the details of these required Plans may not all be directly related to the Phase 1A development block,

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the Secondary Plan requires all lands within the West Precinct must be addressed by the Precinct Plan and Phasing Plan before moving forward with the application. In order to provide a comprehensive and coordinated approach to development in the short and long-term, some of the key matters identified to be addressed as a part of the Phasing Plan and Precinct Plan to date include:

**1. Modification to the Master Plan**

The proposed precinct plan shows changes to the Mater Plan that incorporate reconfiguration of the railway crossing; parks; Pomona Creek and various road and block patterns. Staff are working with the landowners to refine these changes, which will require an update to the Langstaff Master plan, and will also be reflected in the Precinct and Phasing Plans. Staff will also review matters related to the Secondary Plan conformity that may arise from these proposed revisions.

**2. School Site and Community Facilities**

The Secondary Plan requires that one public elementary school be provided in the West Precinct area between Ruggles Avenue and the CN Rail line. The specific location and size of the school site is to be determined in consultation with the York Region District School Board. The School Boards currently require a 5-acre site for each school in order to secure funding from the Ministry of Education. The School Board indicates that once a school site of this size is secured, negotiations and planning would follow to explore opportunities to reduce the size, up to or including co-location with compatible agencies. The Precinct Plan submitted by the applicant does not currently show a site to the satisfaction of the School Board.

The Secondary Plan encourages schools to be co-located with community services/facilities (i.e. recreation centre, library, day care centre and social service centre, etc) to serve the community. Staff have been working with the School Boards, Recreational Services, Public Library and York Region Community Services to explore suitable co-location programs for joint facilities. Further discussions are required to determine how these programs will be incorporated into the precinct plan. Some of these programs may be incorporated into the spaces of the Phase 1A development. The implementation of these program should be guided by a City-led Vertical Community Hub Design Study and Implementation Strategy.

**3. Temporary Fire Hall**

Fire Department requires an interim fire station be operational within the West Precinct area at the time of occupancy of the two proposed residential towers. The station should be approximately 464.51 m<sup>2</sup> (5,000 ft<sup>2</sup>) in size and may be relocated to another permanent location, possibly incorporated as part of a mixed-use building.

The Precinct Plan submitted shows a fire station located within the Central Precinct on Phase 3 lands located east of the CN Rail line, which will otherwise not be developed until the subway and 407 transitway are completed. Planning Staff need to have further discussions with Fire Department to confirm whether the proposed location and size of the proposed temporary fire hall would meet the City's needs.

**4. District Energy Plant**

The Secondary Plan requires district heating and cooling facilities to serve all development within the Langstaff Gateway community. The location of the production plant needs to be clearly identified in the Precinct Plan. The Phasing Plan needs to address the timing for the construction and installation of the required major infrastructure as it will affect the design of the road rights-of-way. This work needs to be coordinated with Markham District Energy and Alectra Utilities. Staff will continue to work with the applicant and the appropriate agencies to develop appropriate implementation strategies for the District Energy requirements.

**5. Parkland Acquisition**

Approximately 6.97 ha (17.22 ac), which is 14.8 percent of the total Langstaff Gateway area, is to be dedicated as parkland. The Secondary Plan policies are established in a manner that assumes that the parkland dedication requirements for the Langstaff Gateway area will be consistent with the policies in the Official Plan. The obligation to meet this requirement will be achieved through a combination of land dedication and cash-in-lieu of parkland. The ultimate amount and location of parkland still needs to be further refined through the Precinct Plan process.

**6. Pomona Mills Creek Park**

The Secondary Plan requires the Pomona Mills Creek to be restored, protected and enhanced to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority (TRCA), through appropriate treatments including naturalization, buffers and native planting along its length. The creek is to be integrated into the development of the 0.36 ha (0.9ac) Pomona Mills Creek park on top of the eastern bank. The Master Plan provides for a pedestrian bridge across the centre of the creek to accommodate east-west pedestrian connectivity through the park. The park is planned to serve as a major focal point that offers active and passive recreational opportunities for the community.

While the park is not within Phase 1A development lands, the City will require the completion of the park as a condition of approval for the subdivision. This ensures the park will be provided to serve the first residents and employees generated by phase 1 development. The valley land is also to be conveyed as a condition prior to final approval of development application within the Secondary Plan.

Based on the engineering plans submitted with the application, Condor is proposing to keep a portion of the creek open with retaining walls installed along each side. The plans are currently under review by City and TRCA staff. The overall design of the park shall be developed based on a City-led Parks and Open Space Design Study and Implementation Strategy which will establish requirements for passive and active recreational opportunities within the park and the valley open space. Further discussion is required to determine the ultimate design and configuration of the Pomona Mills Park within the Precinct Plan.

**7. Transportation Matters**

Full build-out of the Langstaff Gateway community is anticipated to extend beyond the 2031 time horizon. It is important to fully understand how the transportation

network will function during the initial, interim and full build-out stages of development to ensure that trips by walking, cycling and transit are prioritized at each development stage. Staff are working with the applicant, in consultation with senior levels of government and other external agencies, to address the following:

- The design of the right-of-way and cross sections for the interim and ultimate road network;
- Timing and design of the construction of the Cedar Avenue extension, the crossings of the CN Rail line, and the multi-modal link (i.e. concourse) connection to Richmond Hill Mobility hub;
- Phasing strategy for the transportation requirements;
- Intersection design of Yonge Street and Langstaff Road;
- Role and responsibility for key transportation system elements such as the CN Rail crossings, internal transit circulator and multi-modal link connection to Richmond Hill Mobility Hub;
- Physical integration with the Yonge Subway Station; and
- Address the Environmental Assessment requirements for the collector roads.

#### **8. Urban Design Matters**

Developments within the Langstaff Gateway community need to respond to and implement the Langstaff Gateway Urban Design and Streetscape Guidelines, and other design principles set out in the Master Plan. Urban Design staff has identified a number of matters that need to be addressed, including:

- Street and block pattern must provide flexibility of development options (e.g. school blocks) and provide adequate tower separation distances (preferably 35 m);
- Design of the public realm, street and active transportation network connections between the west & east side of the CN tracks. The City also needs to determine how and when to secure them (i.e. Letter of Credit);
- Mid-rise podium buildings should provide attractive and appropriately scaled street wall conditions to create a pedestrian-oriented streetscape as envisioned by the Master Plan;
- Residential tower floor plates should be limited to a maximum of 800m<sup>2</sup>;
- Minimizing shadow and wind effects on parks and school outdoor play areas;
- Incorporating a higher percentage of family-sized dwellings with 2 to 3 bedroom units in order to meet the City's vision to establish a complete, age-friendly community within the Urban Growth Centres;
- Park grades should be at a maximum of 2% and should match the grades of adjoining streets.
- Incorporating retail space, as indicated above.

#### **9. Engineering Matters**

Engineering Staff have identified a number of matters, including the following:

- Physical integration of the future Langstaff/Longbridge subway station and future development blocks, including possible designs for direct at- and below-grade pedestrian connections with development;

- 
- Details related to the timing and responsibility for the construction of the crossings of CN Rail (including temporary diversion of tracks);
  - Roads and development blocks will need to respect the 36 inches Enbridge gasmain in the easement along the south limit of the plan;
  - York Region needs to confirm servicing capacity allocation for the Langstaff community; and
  - Finalize the design and agreements for the underground stormwater management tanks proposed under road rights-of-way and public park.

#### **10. Thornhill Sub-committee**

The Thornhill Sub-committee acted as the steering committee for the original masterplan/secondary plan process. As such, it is important for the Thornhill Sub-committee to review and provide comments on the proposal, and the Precinct Plan and Phasing Plan prior to scheduling a statutory Public Meeting.

Given all the outstanding issues identified in the report, staff are not yet satisfied that the applications including the supporting Precinct and Phasing Plans, in their current forms, conform to the Secondary Plan. Therefore, it would be premature at this time for staff to provide a final recommendation on the proposed zoning by-law and draft plan of subdivision applications. Should the applications be appealed for a non-decision, staff will have the necessary direction to defend against the appeal. Staff will continue to work with the applicant and stakeholders to address the outstanding matters, including those related to Precinct and Phasing Plans.

#### **FINANCIAL CONSIDERATIONS:**

There are no direct financial impacts associated with this report. However, prior to and concurrent with development in the Urban Growth Centre/Regional Centre, significant amounts of capital-intensive infrastructure such as roads, services, transit concourse and local transit circulator system will be required. The City of Markham, Town of Richmond Hill and York Region have been individually and collectively exploring options for new innovative financial tools and models to ensure that the development will pay for itself. Options include Development Charges, Developer Group Agreements, and the use of Planning Act tools such as a Section 37, whereby the City passes a by-law enabling the provision by applicants of specified community benefits (e.g. funding for day care spaces) in return for increased height and density permissions.

#### **HUMAN RESOURCES CONSIDERATIONS**

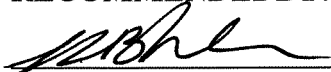
Not applicable

#### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

The developments anticipated in the Langstaff Gateway Area will align with Council's six areas of strategic focus: Growth Management; Transportation/Transit; Environment; Parks, Recreation, Culture and Library Master Plan, Public Safety; Municipal Services; and Diversity.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Internal Departments, external agencies, adjoining municipalities, senior levels of government, transit service providers, school boards, and other stakeholders have participated in the review process of the proposed zoning by-law amendment and draft plan of subdivision application.

**RECOMMENDED BY:**

Ron Blake, M.C.I.P., R.P.P.  
Senior Development Manager



Arvin Prasad, M.C.I.P., R.P.P.  
Commissioner, Development Services

Figure 1: Phase 1A Location Map

Figure 2: Area Context/Zoning

Figure 3: Aerial Photo

Figure 4: Langstaff Gateway Land Use and Built Form Master Plan

Figure 5: Langstaff Secondary Plan Schedule "AA"- Land Use Map

Figure 6: Langstaff Secondary Plan Schedule "II" - Development Precinct & Phasing Plan

Figure 7: Draft Plan of Subdivision

Figure 8: Concept Site Plan

Figure 9: Renderings

Figure 10: Proposed Precinct Plan

Figure 11: Precinct and Phasing Plan Requirements

**APPLICANT/AGENT:**

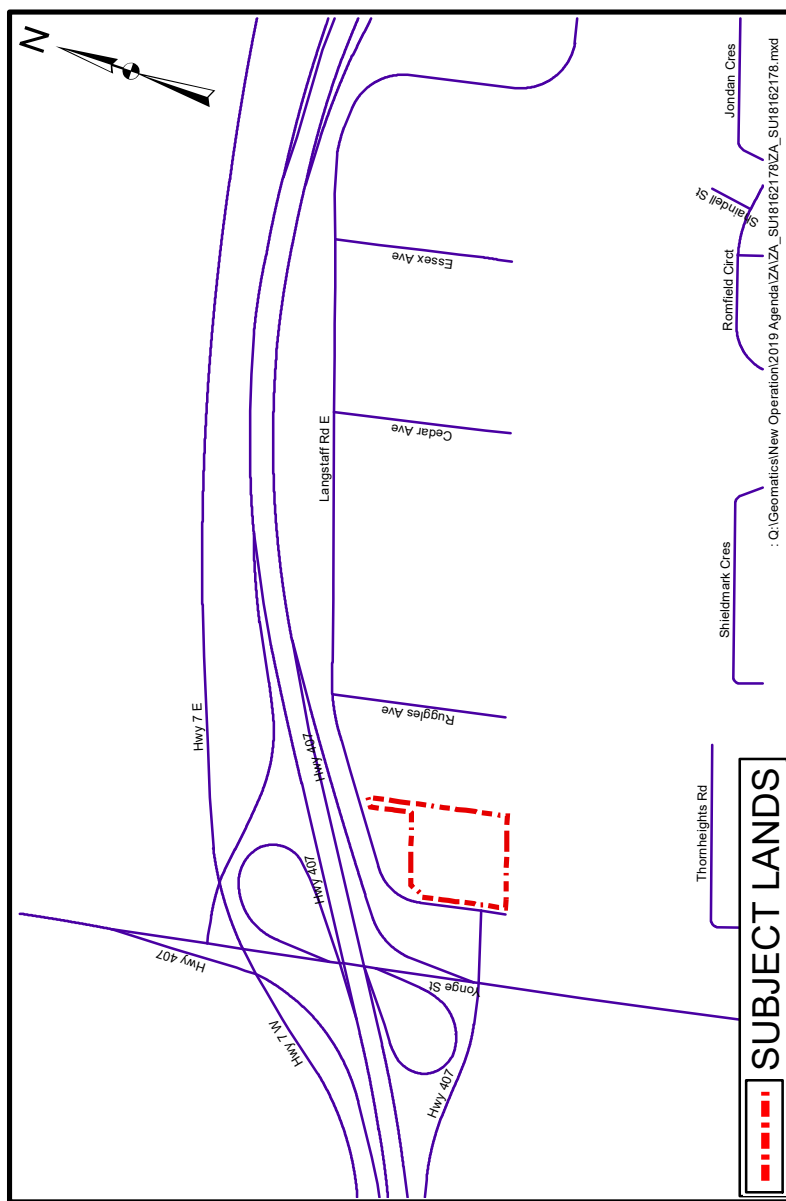
Andrew Ferancik, Walker, Nott, Dragicevic Associates Ltd.  
90 Eglinton Avenue E, Suite 970, Toronto, Ontario, M4P 3Y3  
Phone: 416-968-3511 (x120)

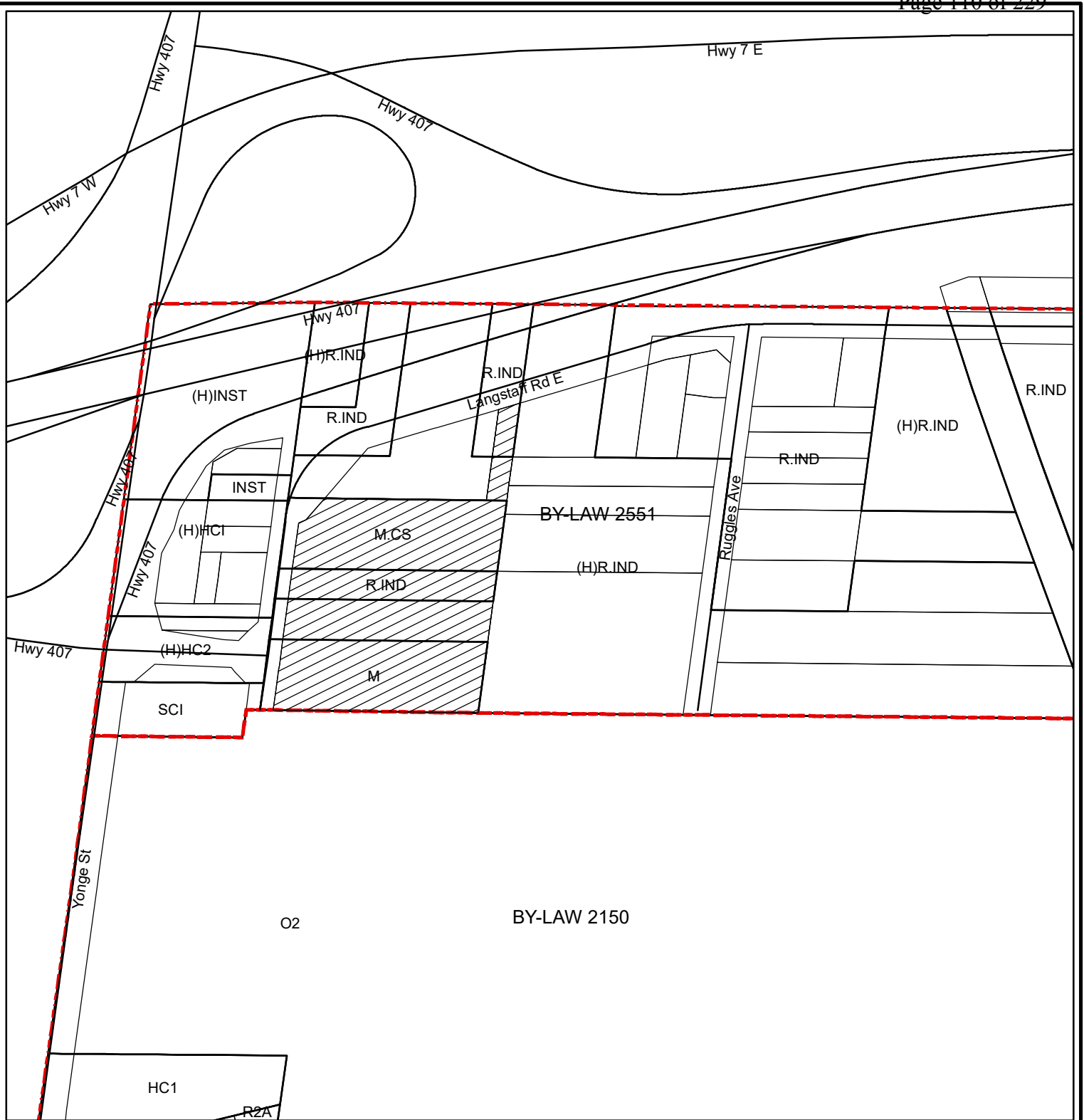
**Links:**

1. Langstaff Gateway Secondary Plan OPA 183 and Langstaff Gateway Land Use and Built Form Master Plan:  
<https://www.markham.ca/wps/portal/home/business/planning/planning-documents-and-studies/studies/langstaff-master-plan-project>
2. Growth Plan for the Greater Golden Horseshoe:  
[https://www.placestogrow.ca/index.php?option=com\\_content&task=view&id=9](https://www.placestogrow.ca/index.php?option=com_content&task=view&id=9)
3. York Region Official Plan  
<https://www.york.ca/wps/portal/yorkhome/yorkregion/yr/regionalofficialplan>
4. The Big Move – Transforming Transportation in the GTHA:  
[http://www.metrolinx.com/en/regionalplanning/bigmove/big\\_move.aspx](http://www.metrolinx.com/en/regionalplanning/bigmove/big_move.aspx)



Figure 1





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# AREA CONTEXT/ZONING

APPLICANT: CONDOR PROPERTIES LTD.  
25,11,9 & 5 LANGSTAFF RD.

FILE No: ZA\_SU18162178(CT)

 SUBJECT LANDS

DATE: 02811/19







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# AIR PHOTO 2018

APPLICANT: CONDOR PROPERTIES LTD.  
25,11,9 & 5 LANGSTAFF RD.

FILE No: ZA\_SU18162178(CT)

 SUBJECT LANDS

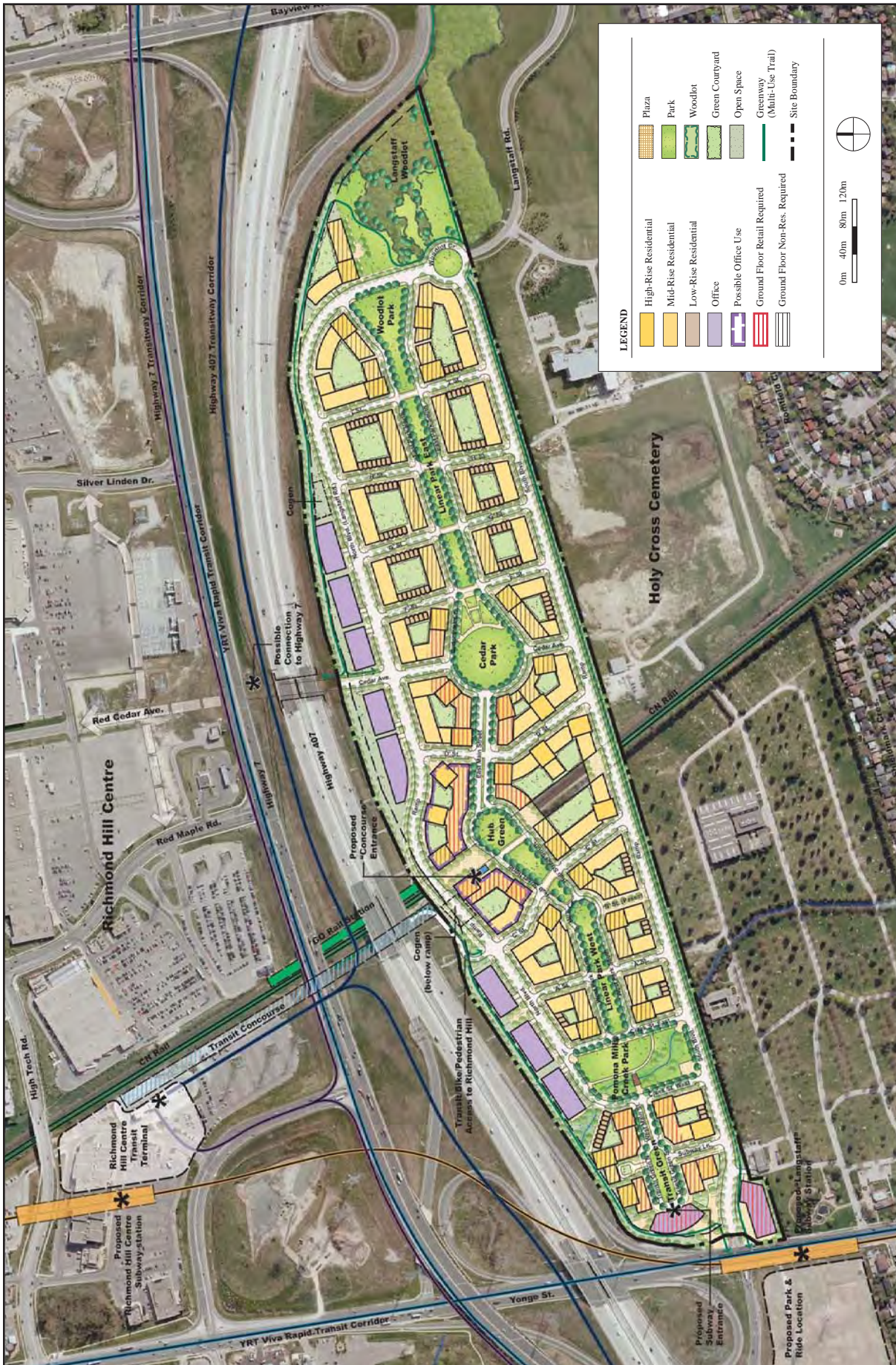
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FIGURE No. 3





LAND USE & BUILT FORM MASTER PLAN



The Langstaff Land Use and Built Form Master Plan (above) is a true mixed-use plan that focuses density, office and retail at the two transit nodes that access the subway and rail stations.

Figure 4





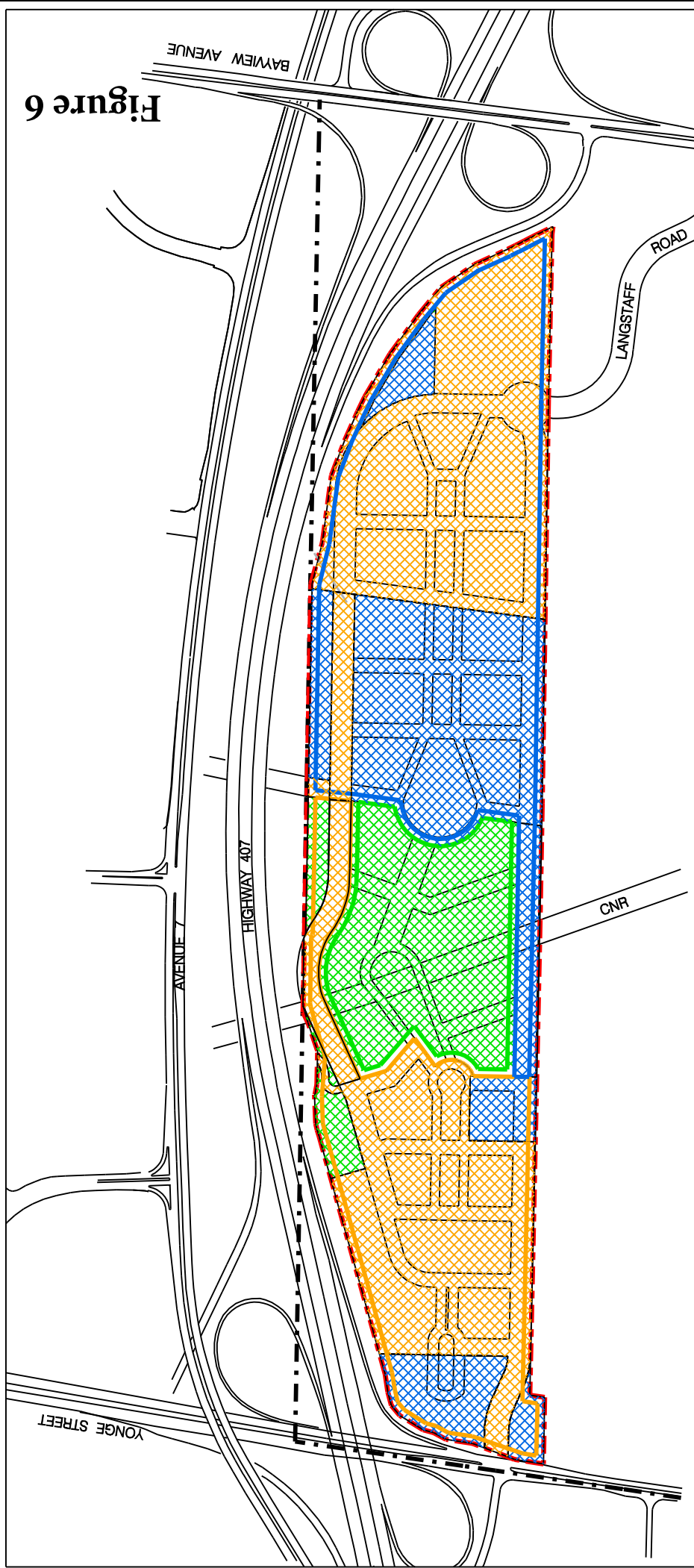
Figure 5

# SCHEDULE 'AA' - DETAILED LAND USE PLAN

## SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

- |   |   |  |
|---|---|--|
| <b>LANGSTAFF GATEWAY REGIONAL CENTRE</b>        | <b>BOUNDARY OF AREA COVERED BY THIS AMENDMENT</b>                       | <b>(SEE SECTION 6.4 e)</b>                     |
| <b>RESIDENTIAL</b>                              | <b>TOWN BOUNDARY</b>  | <b>ELEMENTARY SCHOOLS (PUBLIC)</b>             |
| <b>RESIDENTIAL - MIXED USE</b>                  | <b>ENVIRONMENTAL PROTECTION AREA - WOODLOT (See Section 6.7.1b)</b>     | <b>ELEMENTARY SCHOOLS (PUBLIC &amp; CATHC)</b> |
| <b>OFFICE</b>                                   | <b>ENVIRONMENTAL PROTECTION AREA - VALLEYLANDS (See Section 6.7.2b)</b> |  |
| <b>OFFICE OUTSIDE AREA COVERED BY THIS PLAN</b> | <b>TRANSPORTATION &amp; UTILITIES</b>                                   |  |
| <b>PARKS &amp; OPEN SPACE</b>                   |   |  |

Figure 6



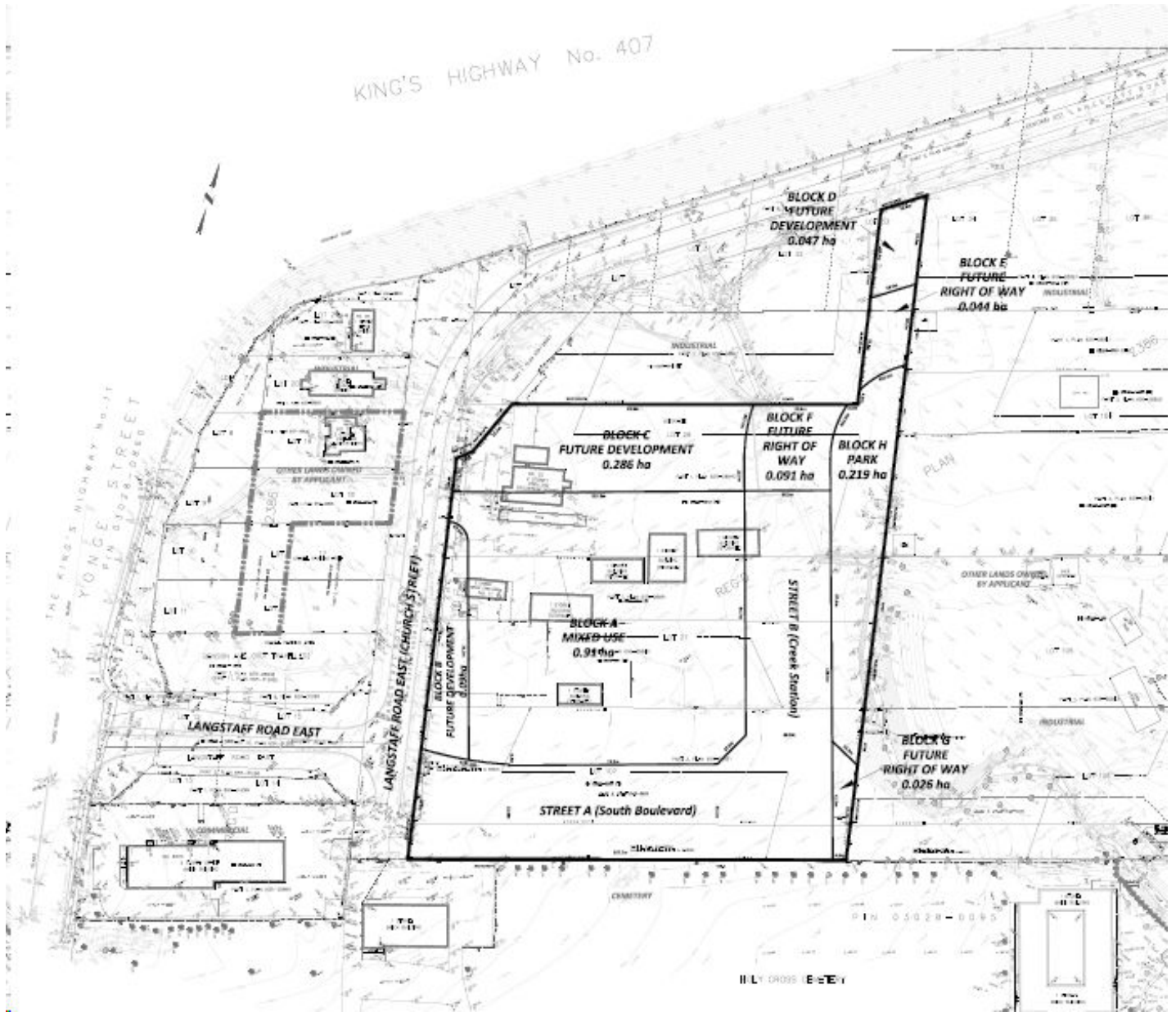
# SCHEDULE 'I' - DEVELOPMENT PHASING AND PRECINCT PLAN SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

- BOUNDARY OF AREA COVERED BY THIS AMENDMENT
- TOWN BOUNDARY
- WEST PRECINCT
- EAST PRECINCT
- CENTRAL PRECINCT
- PHASE 1
- PHASE 2
- PHASE 3

THE TRANSPORTATION, SERVICING AND COMMUNITY SERVICE AND FACILITIES, MINIMUM NON-RESIDENTIAL FLOOR AREA AND PUBLIC PARK AND OPEN SPACE REQUIREMENTS FOR EACH PHASE SHALL BE MET PRIOR TO APPROVAL OF DEVELOPMENT IN ANY SUBSEQUENT PHASE.



KING'S HIGHWAY No. 407



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# SUBDIVISION PLAN

APPLICANT: CONDOR PROPERTIES LTD.  
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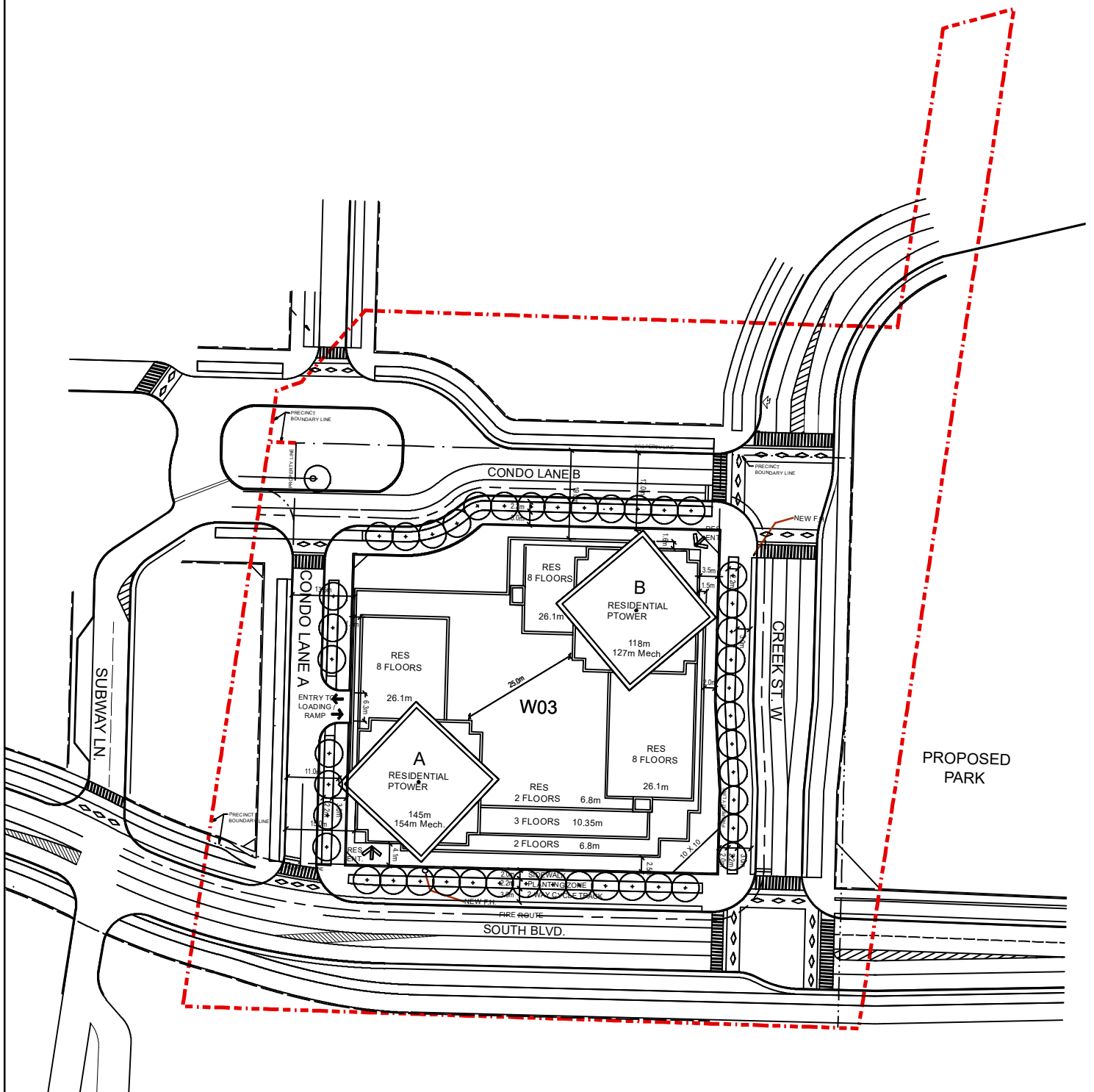
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 SUBJECT LANDS

DATE: 02811/19

FIGURE No. 7





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# CONCEPTUAL SITE PLAN

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# RENDERINGS

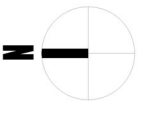
APPLICANT: CONDOR PROPERTIES LTD.  
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DATE: 02811/19



**YONGE & LANGSTAFF  
WEST PRECINCT  
PROPOSED MASTER PLAN**  
DEC 12, 2016



**IBI GROUP ARCHITECTS**  
7th Floor-55 St. Clair Avenue West  
Toronto ON M4V 2Y7 Canada  
tel 416 596 1930 fax 416 596 0644  
ibigroup.com



-  BOUNDARY OF WEST PRECINCT
-  ELEMENTARY SCHOOL ( PUBLIC )

**Figure 10**



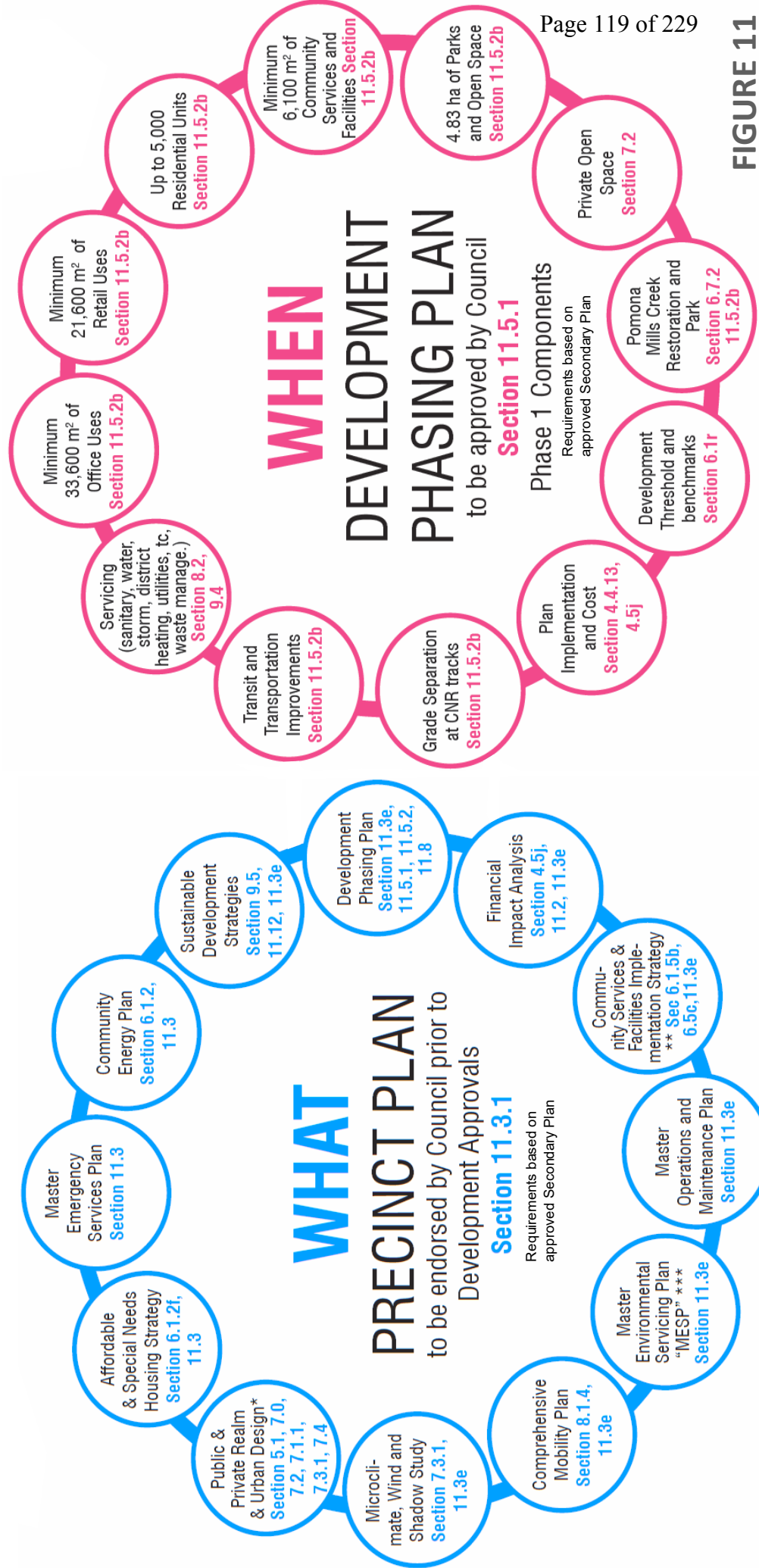
# Langstaff Gateway Secondary Plan Precinct Plan and Phasing Plan Requirements

\* Public & Private Realm & Urban Design includes detail design of grade separation of CNR tracks - **Section 7.1.1**, refinement of community structure - **Section 5.1** development blocks, public roads, parks & open spaces, and EPA Section - **6.1j,p, 6.6.2g, 6.6.2c, 8.1.1a** and strategy for integrating heritage resources - **Section 10.0f**

Public Realm is comprised of public streets, lanes, parks and open spaces, and public use activity areas of public lands and buildings. Private realm includes private open space, tower placements, parking, siting and massing - **Section 7.2, 7.4**

\*\* Community Services and Facilities Study includes the exact location, size, configuration and phasing of Schools - **Section 6.5.1g** and location of public institutions, places of worship, day care centres - **Section 6.1d, 6.5.3c**

\*\*\* MESP includes Environmental Management Study – EPA Valleyland - **Section 8.2.5, 9.6, 11.3e** and Environmental Site Assessments - **Section 9.7.1a, 9.7.2, 11.3e**





**Engineering Department  
Development Services Commission**

TO: Mayor and Members of Council

CC. Arvin Prasad, Commissioner, Development Services  
Brian Lee, Director, Engineering

FROM: Loy Cheah, Senior Manager, Transportation, Ext. 4838

DATE: February 25, 2019

**Re: Steeles Avenue Widening Update – East of Markham Road to Ninth Line (Wards 7 & 8)**

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### **Recommendations**

1. That the memorandum titled “Steeles Avenue Widening Update – East of Markham Road to Ninth Line (Wards 7 & 8)” be received; and,
2. That Council reiterates to the Regional Municipality of York the importance of timely completion of Steeles Avenue East between east of Markham Road and Ninth Line; and,
3. That the Regional Municipality of York be requested to confirm the timing of the completion of Steeles widening with the City of Toronto; and further,
4. That Staff be directed to do all things necessary to give effect to this resolution.

### **Background**

This memorandum provides further updates to the information contained in the memorandum presented to Development Services Committee on September 5, 2018 (Attachment A).

The widening of Steeles Avenue East from east of Markham Road to Ninth Line was planned as part of the Donald Cousens Parkway to Morningside Avenue Link Environmental Assessment (EA), connecting Highway 48 and the 407ETR to Morningside Avenue in the City of Toronto. As part of the environmental assessment approval, York Region and the City of Toronto are required to resolve the current jurisdictional issues and agree on roles and responsibilities in implementing this project. Principles for an agreement between York Region and the City of Toronto were endorsed in 2014 by both Councils, and a draft agreement setting out the roles and responsibilities for each agency for capital and operating parameters was developed in 2017.

In addition to the Steeles Avenue widening, the EA also includes a widening of Ninth Line from Steeles Avenue to Box Grove Bypass and extension of Morningside Avenue to Steeles Avenue.

## **Update**

Staff is not aware of any change to the implementation schedule of the Steeles Avenue East widening project. That is:

1. The detailed design assignment being undertaken by the City of Toronto is still on-going and is scheduled for completion by the end of 2019, and
2. Construction of the widening is programmed to start sometime in 2021, according to the 2018 City of Toronto capital budget (Attachment B).

Given the significant changes to the structure of City of Toronto Council from the previous municipal term and as the City of Toronto is developing its 2019 budget, Staff recommends that Markham Council and York Region Council reiterate the of importance of timely completion of this project.

For the other major components of the Donald Cousens Parkway Extension project:

1. York Region is initiating the detailed design for the widening of Ninth Line from Box Grove Bypass to Steeles Avenue. Pending approval by York Region Council, construction of this widening is tentatively programmed to start in 2022.
2. The City of Toronto had previously indicated that the extension of Morningside Avenue will be implemented through their development approval process.

## Attachments

- A. September 5, 2018 DSC Memorandum “Steeles Avenue Widening Updates (Wards 7 & 8)”
- B. Toronto 2018 Budget extract



Engineering Department  
Development Services Commission

TO: Mayor and Members of Council

CC. Arvin Prasad, Commissioner, Development Services  
Brian Lee, Director, Engineering

FROM: Loy Cheah, Senior Manager, Transportation, Ext. 4838

DATE: September 5, 2018

Re: **Steeles Avenue Widening Updates (Wards 7 & 8)**

Background

On March 19, 2018, Development Services Committee directed staff "to provide a presentation to Development Services Committee regarding the widening of Steeles Avenue from Kennedy Road to the eastern boundary of the City of Markham, and include any restrictions imposed by the City of Toronto on development applications within this area."

This memorandum provides an update on the status of road widening projects and agreements between York Region and City of Toronto on Steeles Avenue from Kennedy Road to the eastern boundary of Markham.

York Region and Toronto finalizing agreement on cost-sharing for Steeles Avenue

Steeles Avenue is under the jurisdiction of the City of Toronto. York Region and the City of Toronto are finalizing an agreement to cost-share operations, maintenance and capital improvements of Steeles Avenue for the Kennedy Road to Ninth Line section. The cost-sharing agreement, which has been under discussion and negotiation for over four decades, is necessary to move critical capital road improvement and maintenance projects forward.

Two Steeles Avenue widening projects from Kennedy Road to Ninth Line planned

York Region Committee of the Whole received a memorandum (see Attachment 1) at its June 7, 2018 meeting that provided an update on the status of the two widening projects on Steeles Avenue. Updates on the two projects are provided below.

Project	Update
1. Widening to 6-lanes between Kennedy Road and Midland Avenue and grade separation at the Stouffville GO line	York Region, City of Toronto and Metrolinx partnered to conduct a Class Environmental Assessment for widening Steeles Avenue to six lanes and a grade separation at the Stouffville GO line. The study was

	<p>completed in March 2017 and approved by the Ministry of the Environment and Climate Change in July 2017.</p> <p>The follow-on detailed design and construction of the project is integrated into the Stouffville GO Regional Rail Express (RER) improvements. That Metrolinx design/build project is currently underway with construction anticipated to start in 2019 and be completed by 2025.</p>
<p>2. Widening to 6-lanes between east of Markham Road to Ninth Line</p>	<p>As part of the Donald Cousens Parkway to Morningside Avenue Link project, Steeles Avenue between Tapscott Road and Ninth Line is to be widened to six lanes.</p> <p>City of Toronto is the lead for the on-going detailed design assignment for the widening, which is expected to be completed in 2019. Construction of the widening is anticipated to commence no earlier than 2021, subject to property acquisition and utility relocation completions.</p>

City of Markham have been involved in the development of both projects in the following ways:

- For the section of Steeles Avenue from Kennedy Road to Midland Avenue, development of the draft Conceptual Milliken Secondary Plan identified access needs to development parcels, relocation and upsizing of municipal sewers, relocation of water mains, closure of Turf Avenue, and pedestrian and cycling access to the Milliken GO station from the north side of Steeles Avenue among other things;
- For the section of Steeles Avenue from east of Markham Road to Ninth Line, the design of the future Kirkham Drive and Steeles Avenue intersection and sewage pumping station in the Fairtree East subdivision plan is being incorporated in the Steeles Avenue widening design project.

#### Restrictions imposed on development applications within this area

The Fairtree East subdivision plan between the Morningside Tributary and Parkview Golf Course on the north side of Steeles Avenue has been approved with phased development tied to various conditions. One such condition is the southern extension of Kirkham Drive to Steeles Avenue which puts certain development blocks within the subdivision plan on hold pending its construction. Further, the City of Toronto will permit the construction of the intersection only as part of the widening of Steeles Avenue. In the meantime, its design is included in the on-going detailed design assignment of the Steeles Avenue widening project that Toronto is leading.

The Parkview Golf Course redevelopment plan will also be subject to the extension of Kirkham Drive to Steeles Avenue and the widening of Steeles Avenue. A subdivision plan has been submitted but has yet to be approved.

Attachment

A. June 7, 2018 York Region Committee of the Whole Memorandum





Office of the Commissioner  
Transportation Services

## Memorandum

To: Committee of the Whole

From: Paul Jankowski, Commissioner of Transportation Services

Date: June 7, 2018

Re: **Toronto/York Steeles Avenue Agreement Update  
Kennedy Road to Ninth Line**

---

This memorandum provides an update on the Toronto/York Steeles Avenue Agreement. In December 2017, after many years of discussions, Toronto City Council endorsed the principles of a proposed agreement to implement long-awaited capital improvements to Steeles Avenue that will benefit both York Region and City of Toronto travellers.

Council directed staff to work with Toronto to develop an agreement for Steeles Avenue from Markham Road to Ninth Line

Road improvements to Steeles Avenue, from east of Markham Road to Ninth Line, were identified in the Individual Environmental Assessment study completed by York Region for the Donald Cousens Parkway to Morningside Avenue Link. In addition to widening Steeles Avenue to six lanes from east of Tapscott Road to Ninth Line, the study also recommends widening Ninth Line to four lanes from Steeles Avenue to Box Grove, and the extension of Morningside Avenue from Steeles Avenue south to the existing terminus at McNicoll Avenue, as a new four-lane road. The study was approved by the Ministry of the Environment and Climate Change on January 23, 2013.

In giving approval to proceed with the undertaking, the Minister of the Environment and Climate Change imposed a number of conditions, one of which requires the development of a cost-sharing and implementation agreement with the City of Toronto.

In [June 2014](#), Council endorsed a set of principles to guide the development of a Steeles Avenue Agreement from east of Markham Road to Ninth Line.

City of Toronto staff coordinated a similar report to Toronto City Council in [July 2014](#) and received endorsement of the same principles.

June 7, 2018

Toronto/York Steeles Avenue Agreement Update  
Kennedy Road to Ninth Line

The original agreement limits were later extended west to Kennedy Road

In [September 2015](#), Council agreed to a York Region, Toronto and Metrolinx partnership to cost-share in a Class Environmental Assessment study for improvements to Steeles Avenue from Kennedy Road to Midland Avenue, including widening of Steeles Avenue to six lanes, and a grade separation at the Stouffville GO Rail corridor.

At that time, Council endorsed extending the limits of the Steeles Avenue Agreement to include the entire section from Kennedy Road to Ninth Line. This represents a seven kilometre section of the overall 40 kilometre Steeles Avenue boundary between the City of Toronto and York Region (see Attachment 1).

In [December 2017](#), Toronto Council endorsed the extended Kennedy Road to Ninth Line limits for the Agreement, matching the limits agreed to by Regional Council.

The following is an overview of the Toronto/York Steeles Avenue Agreement:

- The proposed agreement is for a term of ten years, from January 1, 2019 to December 31, 2028
- Toronto will maintain jurisdictional ownership over Steeles Avenue
- Toronto will operate and maintain Steeles Avenue on behalf of both parties, including traffic systems, guided by mutually-agreed standards and protocols
- A joint, ten-year capital plan will be created for consideration by both Councils; capital works will need to be approved by both Councils
- All municipal maintenance, operations and capital costs will be split equally
- Toronto will be responsible for planning, design and construction of all capital works and the Region will be a co-proponent
- City of Toronto will acquire any lands necessary for capital works

Local residents and businesses will benefit from improvements to Steeles Avenue

City of Markham residents and businesses will benefit from the Steeles Avenue road widening and grade separation projects that have already been advanced with Regional cost-sharing. These projects will also include improvements to sidewalks, bike lanes, streetscape and transit facilities.

June 7, 2018

Toronto/York Steeles Avenue Agreement Update  
Kennedy Road to Ninth Line

In addition, a new municipal road intersection is currently proposed for the Forest Bay Homes subdivision on the north side of Steeles Avenue between the Morningside tributary and the Parkview Golf Course. This proposed intersection is being included in the ongoing design assignment for Steeles Avenue, from east of Markham Road to Ninth Line, and is expected to be constructed concurrently with the Steeles Avenue widening.

Staff have been working with City of Toronto to advance two Steeles Avenue capital projects

In approving the Agreement principles in June 2014, Council authorized staff to work with the City of Toronto to advance the detailed design for widening Steeles Avenue, from east of Markham Road to Ninth Line, on a 50/50 cost-sharing basis. The ongoing design assignment is being led by the City of Toronto and is scheduled to be completed in 2019.

York Region was also a partner in the Class Environmental Assessment for improvements to Steeles Avenue from Kennedy Road to Midland Avenue. Council agreed to cost-sharing the study equally between York Region, City of Toronto and Metrolinx. The study was led by the City of Toronto and was completed in March 2017.

The follow-on design and construction of the Steeles Avenue grade separation at the Stouffville GO line is being led by Metrolinx

The follow-on detailed design and construction of the undertaking, including widening of Steeles Avenue to six lanes and a grade separation at the Stouffville GO line, has been incorporated by Metrolinx in the Regional Express Rail program. A Metrolinx design/build contract is underway and, in addition to the Steeles Avenue works, the contract also includes construction of double tracks and a number of station upgrades on the Stouffville GO line.

The Region's share for Steeles Avenue costs will be considered as part of the 2019 multi-year budget submission to Council

The Region's current financial commitment to Steeles Avenue is limited to the ongoing detailed design from east of Markham Road to Ninth Line, and the already-completed Class Environmental Assessment for improvements from Kennedy Road to Midland Avenue.

The Region's future financial commitments related to the Steeles Avenue Agreement will now need to be considered as part of the prioritization process used in developing the draft 2019 multi-year budget submission to Council. Operating costs such as those for winter and summer maintenance, operation of traffic signals and illumination, as well as the Region's share of capital costs for various Steeles Avenue improvements, will

June 7, 2018

Toronto/York Steeles Avenue Agreement Update  
Kennedy Road to Ninth Line

have to be addressed. These capital improvements will include widening and grade separation from Kennedy Road to Midland Avenue, and widening from Tapscott Road to Ninth Line as part of the Donald Cousens Parkway to Morningside Avenue Link. Construction of the Stouffville GO grade separation by Metrolinx is scheduled to begin in 2019. Construction of the Steeles Avenue widening between Tapscott Road and Ninth Line is anticipated to commence in 2021.

With Toronto Council's approval of the principles and limits previously endorsed by Regional Council, the Steeles Avenue Agreement is being finalized

With Toronto Council's approval of the principles in December 2017, the details of the agreement are now being finalized with City of Toronto staff. The agreement is expected to be in force in 2019 or early 2020.

The Steeles Avenue Agreement supports much-needed transportation infrastructure in the Markham/Toronto boundary area. The agreement will represent a significant achievement in building a partnership with the City of Toronto and will set the stage for an agreement for the remainder of Steeles Avenue and other joint priorities with the City.

For more information, please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901.

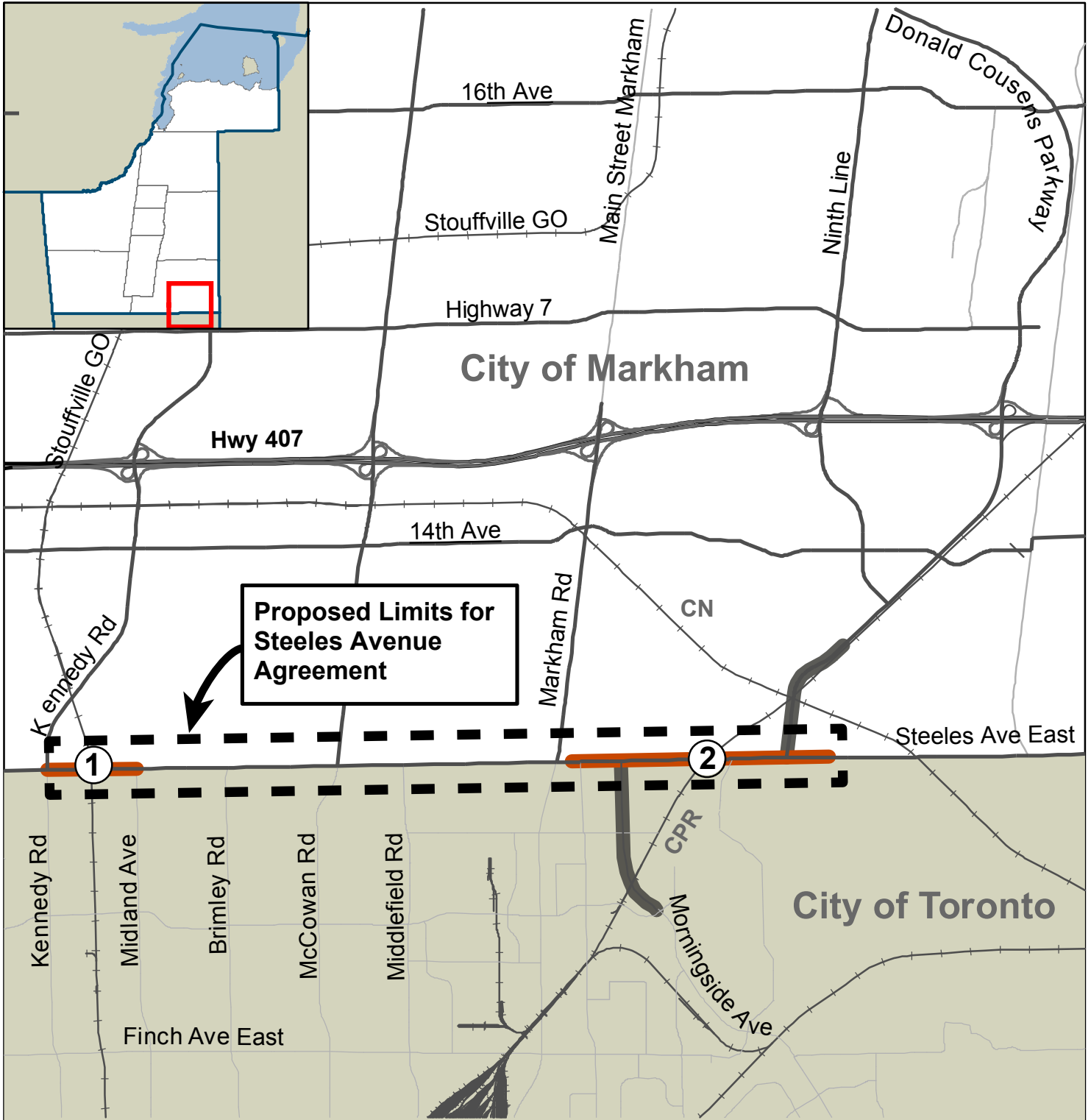
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Paul Jankowski  
Commissioner of Transportation Services

SM/sm

Attachment (1)

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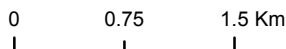


## York/Toronto Steeles Avenue Agreement Update, Kennedy Road to Ninth Line



June 14, 2018



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### Legend

-  Steeles Agreement Limits
-  Project Areas
- ① Environmental Assessment, Steeles Ave. from Kennedy Rd. to Midland Ave.
- ② Detailed Design, Steeles Ave. from east of Markham Rd. to Ninth Line



# Toronto 2018 BUDGET



## CAPITAL BUDGET NOTES



## Transportation Services

### 2018 – 2027 CAPITAL BUDGET AND PLAN OVERVIEW

Transportation Services maintains infrastructure comprised of 5,600 km of roads, 7,950 km of sidewalks, 900 bridges/culverts and 2,400 traffic control signals. The 2018 - 2027 Preliminary Capital Budget and Plan of \$5.152 billion focuses on maintaining these assets in a state of good repair (SOGR). Specifically, SOGR funding of \$654.348 million is included for major road rehabilitation, \$758.660 million for local road rehabilitation and \$2.300 billion for the F.G. Gardiner Expressway.

Included in the 10-Year Preliminary Capital Plan are investments of \$12.630 million and \$7.000 million in debt funding for the Glen Road Pedestrian Bridge and York Street Tunnel respectively. This funding will address the current state of deterioration of the Glen Road Pedestrian Bridge (requiring rehabilitation in 2019) and provide the City's contribution for the construction of the York Street Tunnel to provide further extension of the PATH system along York Street south of Bremner Boulevard.

The 10-Year Preliminary Capital Plan also includes funding that has been allocated for safety improvement projects such as Light Emitting Diode (LED) signal module conversions and growth projects such as the King-Liberty Pedestrian & Cycling Bridge.

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## Significant Capital Project Changes in Transportation Services:

Cash flow funding for the following previously approved capital projects have been adjusted based on historical spending rates, capacity and expected progress and completion of the projects, as outlined below:

### Changes to Previously Approved Projects' Future Year Commitments

#### Project Cost Decreases:

- *Bathurst Street Bridge Rehabilitation* – Project has been consolidated into the *City Bridge Rehabilitation Program*.
- *Legion Road Extension & Grade Separation, Scarlett/St. Clair/Dundas, and Steeles Widenings (Tapscott Road – Beare Road)* –Decreased due to updated land valuations and engineering cost estimates.
  - *Legion Road Extension & Grade Separation* – Based on a review of project staging, project completion has been deferred from 2021 to 2023.
  - *Scarlett/St. Clair/Dundas* – Based on a review of project readiness, project completion has been accelerated from 2022 to 2021.
  - *Steeles Widenings (Tapscott Road – Beare Road)* – Based on a review of project staging, project completion has been deferred from 2021 to 2022.
- *Ingram Drive Extension & Grade Separation* – Project experienced significant cost escalation as a result of property acquisition requirements. The implementation of the project will be re-evaluated pending further review.
- *Six Points Interchange Redevelopment* –Decreased due to revised cash flow needs for project completion.
- *Work for TTC and Others* –Decreased as anticipated work funded by third parties is expected to decrease in 2018.

#### Project Cost Increases:

- *City Bridge Rehabilitation* – Based on review of project readiness and historical spending capacity, these project costs were increased to align with actual project timelines and activities. The *Bathurst Street Bridge Rehabilitation* has been included in the program.
- *Port Union Road* – Increased due to updated engineering estimates and land acquisition requirements, not previously identified.
- *North York Service Road* – Increased due to land acquisition requirements and works required within private lands, not previously identified.
- *Road Safety Plan (RSP)* – Increased to reflect funding needs to implement planned 2018 RSP road works.

#### Deferrals/Accelerations:

- *Local Road Rehabilitation / Major Road Rehabilitation* – Based on the capacity to spend and the readiness to proceed with the projects, cash flow funding was deferred reflecting a decrease in 2018 and increase in 2019 and 2020.



## 2018 Capital Budget

## Transportation Services

Table 3 below details all capital projects, by category, included in the 2018 - 2027 Preliminary Capital Budget and Plan for Transportation Services:

**Table 3**  
**2018 - 2027 Capital Plan by Project Category (In \$000s)**

	Total App'd Cash Flows to Date**	2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2018 - 2027 Total	Total Project Cost
<b>Total Expenditures by Category</b>													
<b>Health &amp; Safety</b>													
Accessible Pedestrian Signals (Audible Signals)		990	1,490	1,490	1,490	1,490	1,490	1,490	1,490	2,300	2,300	16,020	4,250
Guide Rail Program	2,300	1,950										1,950	
New Traffic Control Signals / Devices		2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	21,800	
Pedestrian Safety and Infrastructure Programs		734	744	756	767	779	790	803	814	826	838	7,851	
Road Safety Plan (Local Geometrics Traffic Safety)	5,763	3,645										3,645	
Salt Management Program		1,131	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	11,562	
Tactile Domes Installation		1,000	1,015	1,030	1,045	1,061	1,077	1,093	1,109	1,126	1,143	10,699	
Traffic Signals Major Modifications		1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	17,900	
<b>Sub-Total</b>		<b>13,420</b>	<b>8,378</b>	<b>8,405</b>	<b>8,431</b>	<b>8,459</b>	<b>8,486</b>	<b>8,515</b>	<b>8,542</b>	<b>9,381</b>	<b>9,410</b>	<b>91,427</b>	
<b>State of Good Repair</b>													
City Bridge Rehabilitation		40,883	34,143	33,503	34,021	34,546	35,079	35,621	36,170	36,727	37,293	357,986	32,789
Critical Interim Road Rehabilitation Pool	24,000	8,789										8,789	
Ditch Rehabilitation and Culvert Reconstruction		1,500	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,500	
Don Valley Parkway Rehabilitation		2,496	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	25,518	
Dufferin Street Bridge Rehabilitation	600	350	1,150	5,000	2,000	9,000	9,000					26,500	
F. G. Gardiner*	157,486	73,370	216,770	244,750	251,650	253,550	258,850	1,000,600				2,299,540	
Facility Improvements		1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000	
Laneways		2,226	1,800	1,827	1,854	1,882	1,910	1,939	1,968	1,998	2,027	19,431	
Local Road Rehabilitation		56,394	64,753	67,735	70,042	73,925	77,685	81,525	85,645	89,898	91,058	758,660	
Major Road Rehabilitation		54,733	63,120	64,578	64,812	65,070	66,154	67,263	68,598	70,010	70,010	654,348	
Major SOGR Pooled Contingency		3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	38,000	
Neighbourhood Improvements		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000	
Retaining Walls Rehabilitation		1,850	1,320	1,339	1,359	1,380	1,400	1,421	1,443	1,464	1,486	14,462	
Sidewalks		15,247	17,480	16,715	16,955	17,198	17,445	17,695	17,950	18,208	18,208	173,101	
Traffic Plant Requirements/ Signal Asset Management		3,700	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	62,200	
<b>Sub-Total</b>	<b>182,086</b>	<b>268,838</b>	<b>417,894</b>	<b>452,805</b>	<b>460,051</b>	<b>473,909</b>	<b>484,881</b>	<b>1,223,422</b>	<b>229,132</b>	<b>235,663</b>	<b>237,440</b>	<b>4,484,035</b>	
<b>Service Improvements</b>													
Advanced Traffic Signal Control		970	1,350	1,350	1,350	1,350	1,350	1,350	1,350			10,420	855
Traffic Wardens / Construction Staging Compliance (Vehicles)		855										855	
Cycling Infrastructure		8,100	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	82,827	
Engineering Studies		7,344	5,150	3,038	3,038	3,038	3,038	3,038	3,038	3,038	3,038	36,798	
LED Signal Module Conversion		1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	17,000	
PTIF Projects	75,800	19,885										19,885	
Signs and Markings Asset Management		1,310	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,310	
System Enhancements for Road Repair & Permits	580	903	500									1,403	
Traffic Calming		450	450	450	450	450	450	450	450	450	450	4,500	
Traffic Control - RESCU		250	250	100	100	100	100	100	100	100	100	1,300	
Transportation Safety & Local Improvement Program		1,316	1,336	1,356	1,377	1,397	1,418	1,439	1,461	1,483	1,483	14,066	
<b>Sub-Total</b>	<b>76,380</b>	<b>43,083</b>	<b>20,039</b>	<b>17,297</b>	<b>17,318</b>	<b>17,338</b>	<b>17,359</b>	<b>17,380</b>	<b>17,402</b>	<b>16,074</b>	<b>16,074</b>	<b>199,364</b>	
<b>Growth Related</b>													
Design Cherry St Realignment and Bridges	4,200	1,400										1,400	5,600
Gardiner York/Bay/Yonge Reconfiguration	34,550	38										38	34,588
Georgetown South City Infrastructure Upgrades	40,260	13,420	13,420									26,840	67,100
Glen Road Pedestrian Bridge			12,630									12,630	12,630
John Street Revitalization Project	2,000				5,100	9,700						14,800	16,800
King Liberty Cycling Pedestrian Bridge	1,850	10,320	1,510									11,830	13,680
LARP (Lawrence-Allen Revitalization Project)	2,810	450	1,813	2,475	1,313	1,575	787					8,413	11,223
Legion Road Extension & Grade Separation	490		607	1,307	8,395	8,395	7,695					26,399	26,889
Metrolinx Additional Infrastructure				5,000	2,750	5,000	5,000					17,750	17,750
New Courthouse Streetscape					2,500							2,500	2,500
North York Service Road Extension	17,190		750	1,400	3,400	4,200						9,750	26,940
Port Union Road	1,700	450	4,500	2,400	2,000							9,350	11,050
Regent Park Revitalization	3,712	45	240	110	370							765	4,477
Scarlett/St Clair/Dundas	800	3,575	11,700	14,200	5,600							35,075	35,875
Six Points Interchange Redevelopment	37,502	7,140	16,332	12,706								36,178	73,680
St Clair TMP: Keele to Old Weston	4,960		1,240	9,810	11,550	11,550	11,550					57,250	62,210
Steeles Avenue East/Kennedy Road Grade Separation	500				6,000							6,000	6,500
Steeles Widening (Tapscott Road - Beare Road)	2,000		1,500	1,500	13,000	13,000						29,000	31,000
Third Party Signals		300	300	300	300	300	300	300	300	300	300	3,000	
Traffic Congestion Management	21,800	6,930	7,030	11,480								25,440	47,240
Work for TTC & Others			4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	36,000	
York Street Tunnel			7,000									7,000	7,000
<b>Sub-Total</b>		<b>44,068</b>	<b>84,572</b>	<b>66,688</b>	<b>66,278</b>	<b>57,720</b>	<b>29,332</b>	<b>15,850</b>	<b>4,300</b>	<b>4,300</b>	<b>4,300</b>	<b>377,408</b>	
<b>Total Expenditures by Category (excluding carry forward)</b>		<b>369,409</b>	<b>530,883</b>	<b>545,195</b>	<b>552,078</b>	<b>557,426</b>	<b>540,058</b>	<b>1,265,167</b>	<b>259,376</b>	<b>265,418</b>	<b>267,224</b>	<b>5,152,234</b>	

\*The total project cost for the Gardiner reflects the 2012 - 2027 costs.

\*\*Life to Date approved cash flows are provided for multi-year capital projects with cash flow approvals prior to 2017, excluding ongoing capital projects (i.e. Civic Improvement projects)





Report to: Development Services Committee

Report Date: February 25, 2019

**SUBJECT:** City of Markham Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017

**PREPARED BY:** Policy and Research Group, Development Services Commission  
Contact: Marg Wouters, MCIP, RPP, Senior Manager (ext. 2909)

**RECOMMENDATION:**

- 1) That the report entitled, “City of Markham Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017”, dated February 25, 2019, be received;
- 2) That this report, including specific recommendations for changes to Proposed Amendment 1, as summarized in Appendix ‘A’, be forwarded to the Assistant Deputy Minister of Municipal Affairs and Housing, and York Region, as the City of Markham’s comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, the associated proposed framework for provincially significant employment zones, and the associated proposed Ontario regulation changes;
- 3) That the Province not allow urban expansions outside of a municipal comprehensive review, except where such expansions are initiated by a local municipality, are minor and are contiguous to an existing urban area with full servicing;
- 4) That the Province be advised that the City of Markham does not support the conversion of employment lands outside of the municipal comprehensive review process;
- 5) That the Province consult with the City of Markham and York Region staff on the proposed provincially significant employment zones to further refine the mapping having regard to local planning considerations;
- 6) That the Province provide a predictable program of transit funding to ensure delivery of higher order transit that is critical to support intensification in Markham;
- 7) And further that staff be authorized and directed to do all things necessary to give effect to this resolution.

**EXECUTIVE SUMMARY:**

The Province is proposing a number of changes to the Growth Plan for the Greater Golden Horseshoe, 2017 through a Proposed Amendment 1. The stated intent of the amendment is to increase housing supply; ensure a faster process for development in transit areas; attract investment and create and maintain jobs; and make growth planning easier for rural communities. The Growth Plan 2017 was the result of a 10-year review

of Provincial Plans undertaken in 2015-2017. Many of the changes in Proposed Amendment 1 relate to policy changes made as part of the 10-year review.

In general, staff support the continued focus in the Growth Plan on intensification and development of compact, complete communities supported by transit as the primary means of accommodating future growth in the inner Greater Golden Horseshoe municipalities, including York Region. The proposed simplification of the intensification and density targets is supported, however, staff recommend a 50% minimum intensification rate for York Region, rather than the 60% target proposed, and reinforce the need for a predictable program of long term transit funding to support intensification. Staff also recommend that the designated greenfield area density target (60 residents and jobs per hectare for York Region) be uniformly applied across all municipalities subject to the Growth Plan.

Other proposed major policy changes would allow for urban boundary expansions and employment land conversions outside of a municipal comprehensive review (MCR) process. Urban expansion outside an MCR process should not be allowed, except where such expansions are initiated by a local municipality, are minor and are contiguous to an existing urban area with full servicing. Staff also recommend that proposed policies allowing for employment land conversion outside of an MCR be removed, and further that prior to commenting on the proposed provincially significant employment zone mapping, staff have an opportunity to meet with the Province to understand the criteria for the selection of the zones and further refine the mapping having regard to local planning considerations.

Staff recommend that this report be forwarded to the Province as Markham's comments on Proposed Amendment 1 by February 28, 2019. Staff will report back to Development Services Committee on the final Amendment 1 once a Provincial decision has been made.

**PURPOSE:**

This report provides the City of Markham's comments on the Province's Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017.

**BACKGROUND:**

On January 15, 2019, the Minister of Municipal Affairs and Housing released Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe 2017 (the Growth Plan), which proposes a number of key policy changes. The Province has provided a 44-day commenting period which closes on February 28, 2019.

The Provincial Growth Plan, first enacted in 2006 and updated in May, 2017 after a comprehensive 10-year review, outlines the Province's growth management framework for the Greater Golden Horseshoe region (GGH) in southern Ontario. The Growth Plan, along with the Provincial Greenbelt Plan 2017 and Oak Ridges Moraine Conservation Plan 2017, provide strong provincial direction on sustainable growth management in York Region and in Markham. The York Region Official Plan (YROP) must be in

conformity with these Provincial Plans, and Markham's Official Plan, in turn, must conform with the YROP.

With the release of Proposed Amendment 1, the Province also released the following related documents:

- a Proposed Framework for Provincially Significant Employment Zones; and
- proposed modifications to Ontario Regulation 311/06 and Ontario Regulation 525/97 under the Planning Act, to implement the changes in Proposed Amendment 1 to the Growth Plan.

Since November 2018, the Province has released two other notable planning-related documents for public comment, as follows:

- The November, 2018 Housing Supply Action Plan consultation document on increasing housing supply in Ontario, which staff reported on at the January 21, 2019 and February 4, 2019 General Committee meetings, and the February 12, 2019 Council meeting; and
- Bill 66, *Restoring Ontario's Competitiveness Act*, released on December 6, 2018, and reported on at the January 28, 2019 Development Services Committee, which among other things proposed changes to the Planning Act to allow for the use of a special open-for-business zoning by-law for employment uses (this provision was subsequently withdrawn by the Province).

The Province is also considering changes to the Provincial Policy Statement (PPS), the Planning Act, and the Local Planning Appeals Tribunal (LPAT), which are expected to be released for comment in the coming months.

The comments in this report pertain only to the Proposed Amendment 1 to the Growth Plan, the associated proposed framework for provincially significant employment zones and proposed Ontario regulation changes.

#### **DISCUSSION:**

The main proposed changes to the Growth Plan are grouped into the following six areas:

- Intensification and density targets
- Major transit station areas
- Settlement area boundary expansions
- Employment planning
- Agricultural and Natural Heritage Systems
- Rural settlements

According to the Province, the changes to the policies in these areas are intended to increase housing supply; ensure a faster process for development in transit areas; attract investment and create and maintain jobs; and make growth planning easier for rural communities.

Many of the changes refer to requirements of the municipal comprehensive review (MCR). The MCR is defined in the Growth Plan as a new official plan or an official plan amendment initiated by an upper-tier or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan.

One of main components of the MCR is a land needs assessment, which considers how the Growth Plan population and employment forecasts assigned to upper-tier municipalities, should be allocated to local municipalities, considering the intensification and density targets, infrastructure requirements and other policy considerations in the Growth Plan. York Region is currently undertaking an MCR for the 2041 planning horizon under the 2017 Growth Plan.

The nature of the proposed changes in Proposed Amendment 1, staff comments on the implications for Markham, and recommendations for changes are provided below for each group.

### 1. Intensification and Density Targets

*Proposed Amendment 1 changes and associated change to Ontario Regulation 311/06: (Growth Plan policy provided in parentheses)*

- Changing the intensification target and designated greenfield area (DGA) density targets as follows: (2.2.2.1, 2.2.7.2)

Upper/Single Tier Municipality	Intensification Target	DGA Density Target
(A) City of Hamilton; York, Peel and Waterloo Regions	60 percent annually	60 residents and jobs combined per hectare
(B) Durham, Halton, and Niagara Regions; Barrie, Brantford, Guelph, Orillia, Peterborough (City)	50 percent annually	50 residents and jobs combined per hectare
(C) Kawartha Lakes, Brant, Dufferin, Haldimand, Northumberland, Peterborough (County), Simcoe, Wellington	Maintain or improve on existing targets in official plans	40 residents and jobs combined per hectare

- Simplifying phase-in for the intensification target (new targets would take effect at the next MCR with no further increase to 2031) (2.2.2.1)
- Encouraging intensification generally throughout the delineated built-up area (2.2.2.3)
- Changing measurement of the DGA density target in the inner ring so that it would be measured across the entire DGA (i.e., across both existing and any new urban area expansion lands), while retaining the same net-outs (2.2.7.2)
- Simplifying criteria for requesting alternative intensification and DGA density targets (2.2.2.4, 2.2.2.5, 2.2.7.4, 2.2.7.5)
- The 2041 planning horizon, population and employment forecasts for 2031 and 2041, and the built boundary all remain unchanged.

*Staff Comments and Recommendations:*

The intensification target in the Growth Plan represents the amount of development which must occur annually within the delineated built-up area or built boundary of municipalities. The target applies Region-wide. The built boundary, which was established by the Province when the Growth Plan was first released in 2006, represents all lands with the urban area that were developed at the time.

The DGA represents the remaining lands within an urban area that are outside the built boundary. The built boundary, and the intensification and DGA lands in Markham are identified in Figure 1.

In Proposed Amendment 1, the intensification target applicable to York Region would be 60% of all residential development occurring annually, effective as of the next MCR. Currently the 2017 Growth Plan provides for: a phased-in intensification target of 40% (i.e., the current YROP target) for each year to the next MCR; 50% for each year between the next MCR and 2031; and 60% for each year from 2031 to 2041.

Staff support the continued focus on intensification and the development of compact, complete communities supported by transit as the primary means of accommodating future growth in York Region. Staff also support the deletion of the phased-in intensification target as it simplifies implementation of the target.

However, staff have previously expressed concern about the implications of achieving a 60% Region-wide intensification target for Markham. The current YROP 40% Region-wide intensification target to 2031 translated into a target of approximately 52% for Markham. Markham Council chose a minimum 60% intensification target, which is reflected in the Markham Official Plan 2014.

The main concern, as stated in the City's October 2016 submission to the Province as part of the 10-year review of the Growth Plan, is that although a 60% intensification target is currently achievable (Markham has been successful in achieving at or near the 60% residential intensification target in recent years), a 60% target Region-wide target would likely require a 70% or higher intensification target for Markham.

Markham staff have consistently questioned the ability of the market to absorb the number of apartment buildings required to achieve an intensification target higher than the equivalent 60% intensification target (in terms of number of units per year) adopted by Markham Council for 2031 growth.

In the October 2016 comments, staff suggested that a Region-wide intensification target reflecting an effective intensification rate of around 60% in Markham for growth to 2041 would likely be achievable (i.e., closer to 50% Region-wide than 60%). Without the benefit of the Region's updated land needs assessment for the 2041 forecasts based on revised Growth Plan intensification and DGA density assumptions, it is difficult to assess the implications of a 60% Region-wide intensification target on Markham. Staff suggest

that, as the intensification target is a minimum, a more conservative target of 50% Region-wide should be reflected in the Growth Plan. This would not prevent the Region from striving to exceed the minimum target, and it may be more a realistic target in terms of allocating the Region-wide 2041 population forecast.

Staff also expressed concern that in order to support the higher intensification target, higher order transit needs to be in place. Provincial staff have confirmed that the three geographical groupings used to provide for the varying intensification and DGA targets were based on the availability of higher order transit, and therefore the ability to deliver intensification and higher DGA densities. Transit delivery has been lagging behind growth in Markham and York Region, putting the City in the difficult position of planning for higher transit-supportive densities without the required transit in place. Consistent with comments first submitted in 2015 during the 10-year review, staff recommend that the Growth Plan include policies that provide municipalities with the ability to phase growth in line with delivery of infrastructure, and that a predictable program of transit funding be provided to support intensification in Markham.

With respect to the proposed changes in the DGA density targets, staff support the proposed 60 residents and jobs per hectare target for York Region. Staff also support the proposed removal of the DGA density target of 80 residents and jobs per person for lands designated after July 2017, which staff did not consider to be achievable at the outer limit of the City.

However, staff are not supportive of lowering of DGA density targets for neighbouring regions, particularly Durham Region and Halton Region. A major underlying principle in the 2006 Growth Plan was that it established a level playing field for development throughout the GGH or at least throughout the inner ring (GTAH). The potential impact of a lower DGA density target in Durham Region and Halton Region on growth in York Region needs to be understood before a lower density target is permitted in these areas in the Growth Plan.

Finally, Proposed Amendment 1 proposes to reinstate a policy that encourages intensification generally within the delineated built-up area. This policy was originally in the 2006 Growth Plan and proved problematic as it was used by development proponents to justify intensification in established areas of the City that were not identified in the City's intensification strategy. In response to comments by Markham and other municipalities, this policy was revised in the 2017 Growth Plan. Staff again recommend that the policy be revised to clarify that intensification within the built-up area should be in accordance with municipal intensification strategies, rather than "generally throughout the delineated built-up area".

**Recommendation 1:** That the proposed Regional residential intensification target of 60% for York Region be revised to 50%.

**Recommendation 2:** That policies be included that provide municipalities with the ability to phase growth in line with delivery of infrastructure, and that a predictable

program of transit funding be provided to ensure delivery of the higher order transit that is critical to support intensification in Markham (i.e., Yonge subway extension, remainder of Highway 7 BRT, Major Mackenzie Drive Rapid Transit Corridor, Highway 407 Transitway).

**Recommendation 3:** That DGA density targets should be consistent throughout the GGH, particularly for municipalities within Groups A and B.

**Recommendation 4:** That proposed policy 2.2.2.3 c) encouraging intensification generally throughout the delineated built-up area should be revised as follows: “to encourage intensification generally throughout the delineated built-up area in accordance with local municipal intensification strategies”.

## 2. Major Transit Station Areas (MTSAs)

### Proposed Amendment 1 changes:

- Simplifying the process and criteria for alternative targets. For certain MTSAs, targets lower than those established in the Plan could be approved through Minister’s approval of an official plan amendment (2.2.4.4)
- Allowing municipalities to delineate and set density targets for MTSAs in advance of the MCR, provided the protected MTSA tool under the Planning Act is still used (still subject to provincial approval) (2.2.4.5)
- Clarifying that MTSAs are within an approximate 500 to 800 metre radius of a transit station representing a 10-minute walk (previously defined as approximately 500m) (definitions)

### Staff comments and recommendations:

The Growth Plan requires major transit station areas (MTSAs) on the Priority Transit Corridors identified on Schedule 5 of the Growth Plan to be delineated in municipal official plans and supported by updated zoning which would implement prescribed minimum density targets and prohibit land use or built form that would adversely affect the achievement of the minimum density targets. The minimum densities specified are 200 residents and jobs for subway stations, 160 residents and jobs for bus rapid transit, and 150 residents and jobs for Express Rail GO stations.

Staff are supportive of the increased flexibility in the geographical delineation of MTSAs (from a 500m radius to an 800m radius), the simplified process for requesting alternative targets, and the ability to delineate and set density targets in official plans in advance of an MCR. The duration of an MCR, and the intervening period between MCRs, can be several years during which time detailed planning for various higher order transit corridors may be progressing. Allowing revisions to the delineation and setting of density targets for MTSAs in advance of a municipal comprehensive review could help to provide justification for higher order transit stations, and ensure development outcomes are achieved (as MTSA policies are not appealable).



With respect to alternative density targets, although the provision for averaging the minimum densities across four or more MTSAs along the same Priority Transit Corridor or subway line has been removed, staff are satisfied that the provisions for alternative density targets will accommodate certain stations in Markham that have limited development potential.

Although no changes to the Priority Transit Corridors identified in Schedule 5 are proposed, consistent with the October 2016 comments, staff continue to recommend that a number of Markham's transit projects critical to Markham's intensification initiatives (such as the Yonge Subway extension to the Richmond Hill/Langstaff Urban Growth Centre), be added to Schedule 5.

**Recommendation 5:** That the following proposed higher order transit corridors in Markham be identified as Priority Transit Corridors on Schedule 5 Moving People – Transit:

- a. Yonge Subway extension to the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre;
- b. Highway 7 Rapid Transit Corridor east of Markham Centre;
- c. Major Mackenzie Drive Rapid Transit Corridor; and
- d. The full extent of the Highway 407 Transitway.

### 3. Settlement Area Boundary Expansions

#### Proposed Amendment 1 changes:

- Introducing new policy that allows municipalities to adjust settlement area boundaries outside of the MCR if there is no net increase in land within settlement areas, subject to criteria (2.2.8.4)
- Introducing new policy that allows municipalities to undertake settlement area boundary expansions that are no larger than 40 hectares outside the MCR process, subject to specific criteria (2.2.8.5, 2.2.8.6); and
- Clarifying policy to focus on outcomes rather than specifying types of studies to justify the feasibility and location of settlement area boundary expansions (2.2.8.3).

#### Staff comments and recommendations:

The current Growth Plan only permits settlement area boundary expansions (i.e., urban area expansions) through an MCR. The MCR process ensures that decisions about the need for urban expansion are undertaken in a comprehensive, integrated manner, taking into consideration natural heritage and agricultural systems, water resource systems, and the availability of infrastructure and public service facilities.

It is encouraging that the Province has recognized that local autonomy in growth planning needs to be balanced with Provincial policy, which is important given that the interval between MCRs may be five or more years. Any urban expansion outside of an MCR should be minor, be initiated by a local municipality, and be contiguous to an existing urban area with full servicing.

Staff are also supportive of the proposed replacement of prescribed studies in favour of focus on outcomes in identifying the analysis needed to support urban expansions, as long as the comprehensive analysis is still undertaken.

**Recommendation 6:** That the Province not allow urban expansions outside of a municipal comprehensive review, except where such expansions are initiated by a local municipality, are minor and are contiguous to an existing urban area with full servicing.

#### **4. Employment Planning**

##### Proposed Amendment 1 changes:

- Providing a one-time window to allow municipalities to undertake some conversions in advance of the next MCR, where appropriate, and where subject to criteria (including requirements to maintain a significant number of jobs) (2.2.5.10)
- Introducing provincially significant employment zones (29) identified by the Minister that must be protected and cannot be converted outside the MCR (2.2.5.12, 5.2.2.1)
- Removing requirement for an employment strategy and changing density targets for employment areas (to multiple targets from a single target) (2.2.5.13)
- New policy ensuring space be retained for a similar number of jobs when redeveloping employment lands (2.2.5.14)
- Clarifying that non-employment uses within office parks should be limited and changing definition of office parks (2.2.5.16, definitions)
- Clarifying direction on locating and preserving employment areas adjacent to major goods movement facilities and corridors (2.2.2.5)
- Clarifying that upper-tier and single-tier municipalities can designate employment areas at any time before the next MCR, including adding existing lower-tier municipal designations (2.2.5.6.)
- Removing the 'prime employment area' designation while clarifying the direction regarding the interface between employment area and non-employment (2.2.5.7)
- Clarifying direction on buffering around industrial/manufacturing uses to protect these uses against encroachment (2.2.5.8)

##### Staff comments and recommendations:

Staff's interpretation of the proposed changes to the employment land protection framework is that it represents a loosening of controls on employment land conversions, which is not supported.

Under the current 2017 Growth Plan, conversion of employment lands to non-employment uses can only be considered during an MCR. Through Proposed Amendment 1, the Province is proposing a one-time window of allowing municipalities to consider conversions outside of an MCR, for employment areas not within provincially significant employment zones (described in further detail below). Moreover, two conversion 'tests' related to maintaining a sufficient supply of employment lands (arguably the most important criteria) do not apply during this one-time window, and applications are only required to maintain a 'significant number of jobs' on the lands.

Staff have consistently held the view that employment land conversions must be evaluated in a comprehensive manner as part of an MCR as was the case during the consideration of employment conversion requests prior to Markham Council adoption of the 2014 Official Plan, and therefore do not support policy 2.2.5.10 which would allow for conversions outside of an MCR. Although the Provincial guidance documents suggest the consideration of conversions outside of an MCR is a 'one-time window' before the next MCR, the policy as proposed would appear to allow for conversions between subsequent MCRs as well.

In addition, staff do not support the criteria regarding the maintenance of a significant number of jobs on the lands, as it is very difficult, if not impossible, to guarantee that any jobs are delivered when employment lands are converted to another use, and the magnitude of 'significant number of jobs' is not defined. The 'significant number of jobs' criteria is also problematic as it does not differentiate between the difference in quality of jobs related to employment areas (manufacturing, processing, etc) versus the jobs associated with other employment uses (e.g., retail and service).

The Province is proposing to remove the 'prime employment area' designation, but include mapping for 'provincially significant employment zones' (PSEZ) in the Growth Plan. Employment areas within the PSEZ could only be considered for conversions during an MCR, and any decisions/official plan amendments arising from the Region's MCR conformity exercise are subject to approval by the Province.

The 2017 Growth Plan already provides for this level of control through the Regional Official Plan, which is required to contain employment area mapping and appropriate policies for protection against conversions. The Province is the approval authority for Regional Official Plans. It is unclear what additional protection is provided through similar mapping in the Growth Plan. Staff support the inclusion of employment areas in the Growth Plan only if a higher level of protection of the lands will be afforded, over and above the level of protection already provided in the Regional Official Plan.

The 'prime employment area' designation, introduced in the 2017 Growth Plan, provided additional protection for certain land intensive employment uses that relied on major goods movement facilities and corridors, in the form of prohibition of institutional and sensitive land uses, as well as residential uses. With the proposed deletion of the 'prime employment area' designation this additional level of protection (prohibiting institutional and sensitive land uses) is being removed – the policies for PSEZ only limit sensitive land uses, and are silent on institutional uses. Staff recommend that the level of protection of the 'prime employment area' designation be added to the new PSEZ, if they remain in the Growth Plan.

Of the 29 proposed 'provincially significant employment zones' identified in the Growth Plan, only one zone (zone 7) is identified in Markham. Zone 7 extends mainly along the Highway 404/Highway 407/Woodbine Ave corridor (see Appendices 'B' and 'C'). Although the Province is seeking comments on this proposed mapping before the February 28<sup>th</sup> commenting deadline, prior to making any recommendations about the

mapping, staff require further discussion with the Province to understand how these employment areas were selected (i.e., why other employment lands in Markham were not included in the mapping), the intent and use of the PSEZ, and to consider refinement to the mapping to reflect local planning considerations.

Staff also request clarification on the proposed process for the Province to review an update the PSEZ in response to a municipal request, as provided for in proposed policy 5.2.2.3.

The Province is also seeking input on whether PSEZ could be part of an MTSA. Staff support the identification of PSEZ within MTSA's, as high density employment areas (developed with offices) are appropriate near transit stations on higher order transit corridors such as Highway 7.

With respect to the other proposed changes, staff strongly support the proposed wording change to policy 2.2.5.7 d) to replace reference to 'integrating employment areas and non-employment areas' with 'providing an appropriate interface between employment areas and non-employment areas'. Staff had requested a similar change in our October 2016 comments on the 2017 Growth Plan.

Staff also support the new policy 2.2.5.8 regarding protection of industrial, manufacturing and such uses against negative impacts caused by sensitive land uses and major retail uses, but would remove 'major office uses' from this list, and would suggest clarification of what specifically is meant by 'encroachment'.

Proposed Amendment 1 introduces a new policy for existing office parks that ensures non-employment uses, if appropriate, would be limited and not negatively impact the primary function of the area. A revision to the definition of office park is also proposed which removes reference to office parks being defined as employment areas. The additional policy limitation on non-employment uses would be more useful if the original definition of office park as being an employment area were maintained. It is unclear why ancillary uses should be limited in office parks that are not protected employment areas, as it would be in those very areas that a mix of uses should be supported.

Similarly, staff question the rationale behind the proposed new policy 2.2.5.14 which states that "outside of employment areas, the redevelopment of any employment lands should retain space for a similar number of jobs to remain accommodated on the site." In Markham's Official Plan, 'employment lands' are defined as the equivalent of 'employment areas' and are subject to protection policies. Employment uses outside of employment areas/lands would consist mainly of retail plazas, and small individual commercial uses. It is not clear if these employment uses (rather than employment lands) are being referred to in the new policy 2.2.5.14. It is also not clear how the requirement of providing space for a number of jobs would be calculated or implemented.

With respect to the proposed changes to policies related to employment density targets, staff support identification of specific density targets for specific employment areas

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(rather than one overall average density target) but staff continue to question (as in the October 2016 comments) how that density target is to be applied. Staff are particularly concerned with the proposed policy 2.2.5.13 d) which states that the minimum employment targets will be implemented in zoning by-laws. This requirement was included in the 2017 Growth Plan, but staff maintain that a municipality should not be put in a position of having to deny an application, or require a zoning amendment, for a legitimate employment use in an employment area because it does not meet a minimum density. Although staff support minimum density requirements for residential development, it is much more problematic to require minimum densities for employment area uses.

**Recommendation 7:** That proposed policy 2.2.5.10 regarding the one-window opportunity to consider conversion outside the MCR be removed.

**Recommendation 8:** That rather than including the proposed provincially significant employment zones in the Growth Plan, the current level of protections in the 2017 Growth Plan with respect to upper-tier official plans should be maintained, including the prohibition of institutional and sensitive land uses in employment areas that would have qualified as ‘prime employment areas’.

**Recommendation 9:** That in the event provincially significant employment zones remain in the Growth Plan it is requested that, prior to providing recommendations on mapping changes, Markham staff be provided the opportunity for further discussion with Provincial staff regarding the criteria for selection of the mapped employment areas, the intent and use of the PSEZ, and refinement to the mapping to reflect local planning considerations.

**Recommendation 10:** That staff support the inclusion of provincially significant employment zones in MTSAs.

**Recommendation 11:** That proposed policy 2.2.5.8 be amended to remove reference to ‘major office uses’ and to clarify what is meant by ‘encroachment’.

**Recommendation 12:** That proposed policy 2.2.5.13 d) be amended by removing the reference to “...and zoning by-laws”.

**Recommendation 13:** That the intent behind proposed policy 2.2.5.14 regarding the redevelopment of employment lands outside of employment areas, and the Province’s definition of employment lands, be clarified.

## **5. Agricultural and Natural Heritage Systems**

### **Proposed Amendment 1 changes and associated changes to Ontario Regulation 525/97:**

- Provincial mapping of the agricultural land base and the Natural Heritage System for the Growth Plan will not apply until it has been implemented in upper-tier and single-tier official plans (4.2.2.4, 4.2.6.8)

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- During the period before provincial mapping is implemented in upper-tier and single-tier official plans, the Growth Plan policies for protecting prime agricultural areas and natural heritage systems and features will apply to municipal mapping (4.2.2.4, 4.2.6.8)
  - Clarifying that municipalities can request technical changes to mapping and that provincial mapping can be updated and re-issued in response to such requests (5.2.2.3)
  - Allowing municipalities to refine and implement provincial mapping in advance of the MCR (4.2.2.5, 4.2.6.9)
  - Clarifying that once provincial mapping has been implemented in official plans, further refinements may only occur through an MCR (4.2.2.5, 4.2.6.9)

*Staff comments and recommendations:*

Staff are supportive of the proposed policy changes. Staff agree that the provincial mapping needs to be verified/ground-truthed by municipalities before being embedded in upper-tier official plans, and that this work can occur outside of an MCR. Staff have no recommended changes to these proposed policies.

## **6. Rural Settlements**

*Proposed Amendment 1 changes:*

- Introducing new defined term ‘rural settlement’ as a subset of ‘settlement areas’ and removing the term ‘undelineated built-up areas’ (definitions)
- Clarifying that rural settlements are not part of the designation greenfield area (definitions)
- Introducing new policy that allows minor rounding out of rural settlements not in the Greenbelt Area, outside of an MCR subject to criteria (2.2.9.7)

*Staff comments and recommendations:*

Rural settlements include existing hamlets or similar small settlement areas that are long-established and identified in official plans. These communities are serviced by individual private on-site water and wastewater systems and contain a limited amount of undeveloped lands that are designated for development. Examples of rural settlements in Markham are the hamlets of Almira, Dickson Hill, Locust Hill and Cedar Grove, the latter two being within the Greenbelt Plan Area.

Staff do not support the new proposed policy allowing the minor rounding of hamlets. There is no direction in the proposed policy on what ‘minor rounding out’ means with respect to acceptable land area increases, leaving the possibility that substantial subdivisions or non-residential development could be approved without being considered as part of a comprehensive MCR process.

**Recommendation 14:** That proposed policy 2.2.9.7 providing for the minor rounding out of rural settlements outside of an MCR be removed.

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**Additional Proposed Changes*****Proposed Amendment 1 changes:***

- Removing the requirement for upper-tier municipalities to develop a municipal housing strategy (2.2.6.1)

***Staff comment and recommendations:***

Although the requirement for a housing strategy is proposed to be removed, the Growth Plan still outlines the need for upper-tier municipalities to plan for housing choice through the same criteria that were listed as components of a housing strategy. These include achieving minimum intensification and density targets, identifying a range and mix of housing options and densities including second units and affordable housing, establishing targets for affordable ownership and rental housing, and identifying land use and financial tools to support the implementation of housing choices.

Staff continue to support planning for a mix of housing types and affordable housing and, consistent with comments submitted in 2015 during the 10-year review, recommend that the Province continue to provide policy incentives (e.g., inclusionary zoning) and appropriate financial incentives for Regional and local municipalities to work with the private sector to implement affordable housing targets.

***Recommendation 15:*** That the Province continue to provide policy incentives (e.g., inclusionary zoning) and appropriate financial incentives for Regional and local municipalities to work with the private sector to implement affordable housing targets.

**NEXT STEPS:**

It is recommended that this report be forwarded to the Ministry of Municipal Affairs and Housing as the City of Markham's comments on Proposed Amendment 1 to the Growth Plan, prior to February 28, 2019.

In anticipation of proposed changes to the Provincial Policy Statement, Planning Act and Local Planning Appeal Tribunal being released in the coming months, staff request that the Province allow a minimum of 60 days for comment on these documents in order to ensure municipalities have sufficient time to fully understand the proposed changes and to provide comments through their councils.

Staff will report back to Committee on the final Amendment 1 to the Growth Plan, once it is released.

**HUMAN RESOURCES CONSIDERATIONS:**

Not applicable.

**FINANCIAL CONSIDERATIONS:**

Not applicable

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

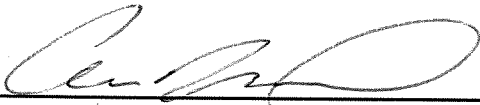


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The comments in this report on Proposed Amendment 1 to the Growth Plan support the City's efforts to enable a strong economy, manage growth, protect natural heritage and agriculture, and maximize infrastructure investments in areas already planned for growth, which are key elements of the Engaged, Diverse and Thriving City; Safe and Sustainable Community; and Stewardship of Money and Resources strategic priorities.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

Comments from the Planning and Economic Development departments were included in this report.



**Arvin Prasad, R.P.P., M.C.I.P.**  
**Commissioner, Development Services**

**FIGURES:**

Figure 1: Lands Subject to Intensification and Designated Greenfield Area Targets

**ATTACHMENTS:**

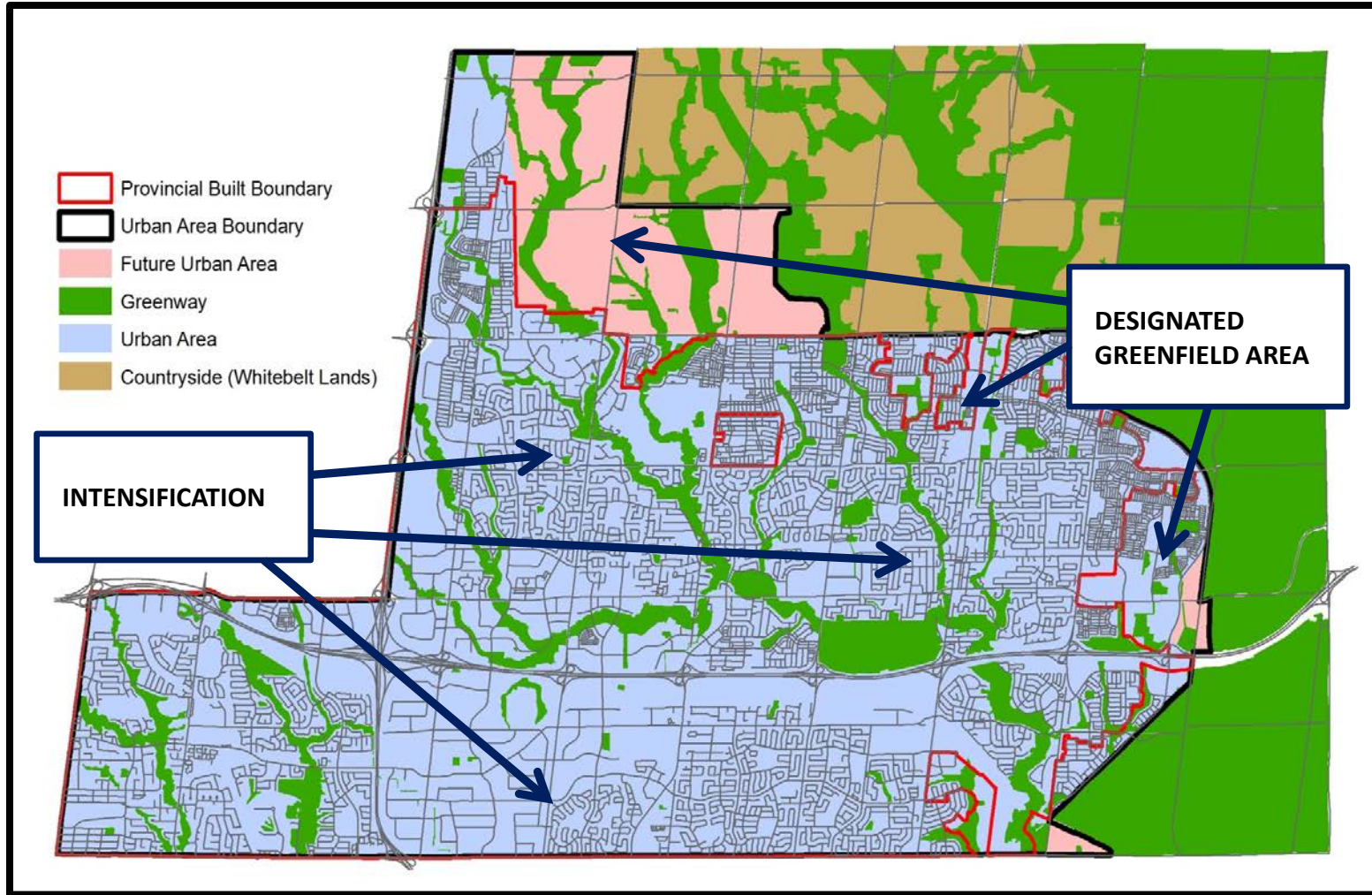
Appendix 'A': Consolidated Recommendations from Staff Report "City of Markham Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017", dated February 25, 2019

Appendix 'B': Proposed Provincially Significant Employment Zones

Appendix 'C': Proposed Provincially Significant Employment Zones in Markham

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Figure 1: Lands Subject to Intensification and Designated Greenfield Area Targets



## Appendix 'A'

### Consolidated Recommendations from Staff Report “City of Markham Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017”, dated Feb 25, 2019 (in response to ERO 013-4504, 013-4505, 013-4506, 013-4507)

**Recommendation 1:** That the proposed Regional residential intensification target of 60% for York Region be revised to 50%.

**Recommendation 2:** That policies be included that provide municipalities with the ability to phase growth in line with delivery of infrastructure, and that a predictable program of transit funding be provided to ensure delivery of the higher order transit that is critical to support intensification in Markham (i.e., Yonge subway extension, remainder of Highway 7 BRT, Major Mackenzie Drive Rapid Transit Corridor, Highway 407 Transitway).

**Recommendation 3:** That DGA density targets should be consistent throughout the GGH, particularly for municipalities within Groups A and B.

**Recommendation 4:** That proposed policy 2.2.2.3 c) encouraging intensification generally throughout the delineated built-up area should be revised as follows: “to encourage intensification generally throughout the delineated built-up area in accordance with local municipal intensification strategies”.

**Recommendation 5:** That the following proposed higher order transit corridors in Markham be identified as Priority Transit Corridors on Schedule 5 Moving People –Transit:

- a. Yonge Subway extension to the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre;
- b. Highway 7 Rapid Transit Corridor east of Markham Centre;
- c. Major Mackenzie Drive Rapid Transit Corridor; and
- d. The full extent of the Highway 407 Transitway.

**Recommendation 6:** That the Province not allow urban expansions outside of a municipal comprehensive review, except where such expansions are initiated by a local municipality, are minor and are contiguous to an existing urban area with full servicing.

**Recommendation 7:** That proposed policy 2.2.5.10 regarding the one-window opportunity to consider conversion outside the MCR be removed.

**Recommendation 8:** That rather than including the proposed provincially significant employment zones in the Growth Plan, the current level of protections in the 2017 Growth Plan with respect to upper-tier official plans should be maintained, including the prohibition of institutional and sensitive land uses in employment areas that would have qualified as ‘prime employment areas’.

**Recommendation 9:** That in the event provincially significant employment zones remain in the Growth Plan it is requested that, prior to providing recommendations on mapping changes, Markham staff be provided the opportunity for further discussion with Provincial staff regarding the criteria for selection of the mapped employment areas, the intent and use of the PSEZ, and refinement to the mapping to reflect local planning considerations.

**Recommendation 10:** That staff support the inclusion of provincially significant employment zones in MTSAs.

**Recommendation 11:** That proposed policy 2.2.5.8 be amended to remove reference to ‘major office uses’ and to clarify what is meant by ‘encroachment’.

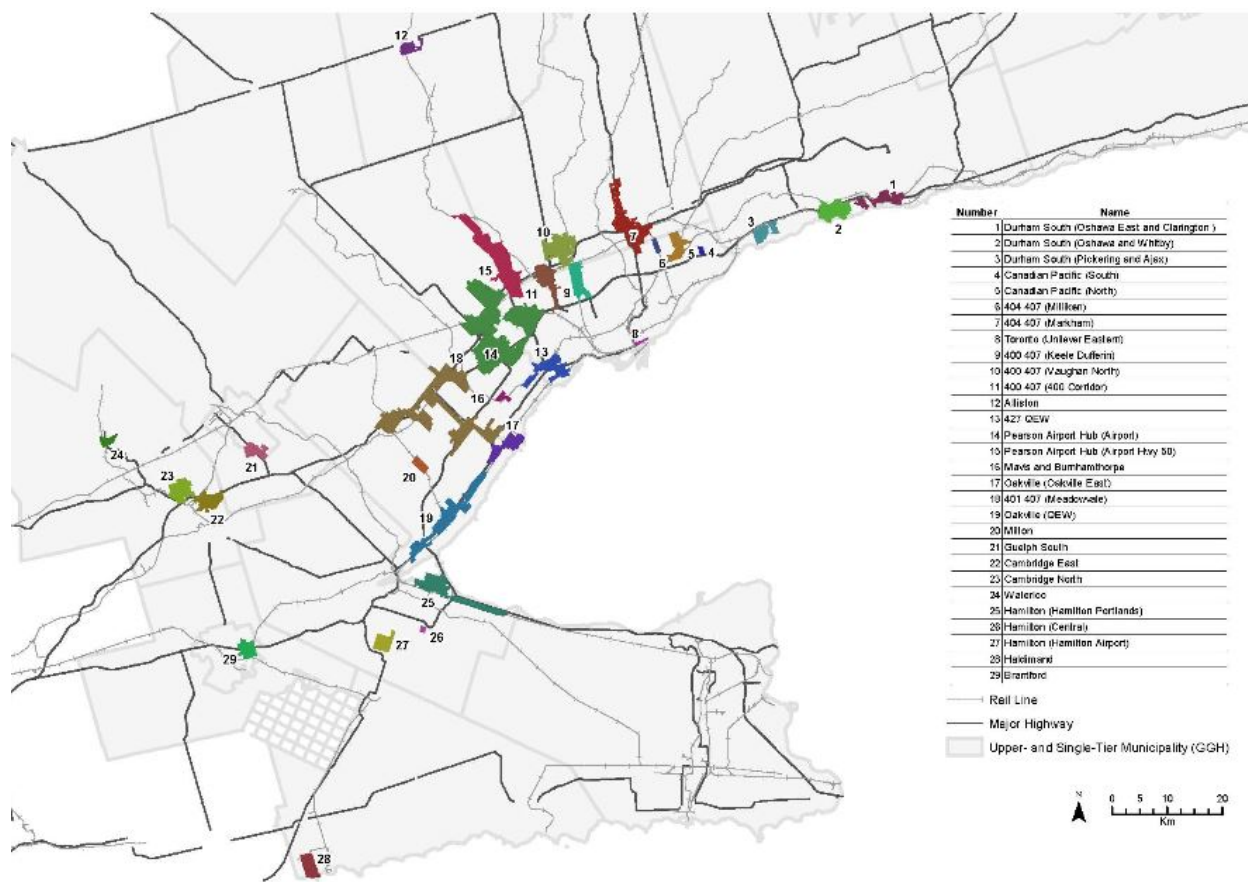
**Recommendation 12:** That proposed policy 2.2.5.13 d) be amended by removing the reference to “...and zoning by-laws”.

**Recommendation 13:** That the intent behind proposed policy 2.2.5.14 regarding the redevelopment of employment lands outside of employment areas, and the Province’s definition of employment lands, be clarified.

**Recommendation 14:** That proposed policy 2.2.9.7 providing for the minor rounding out of rural settlements outside of an MCR be removed.

**Recommendation 15:** That the Province continue to provide policy incentives (e.g., inclusionary zoning) and appropriate financial incentives for Regional and local municipalities to work with the private sector to implement affordable housing targets.

## Appendix 'B'

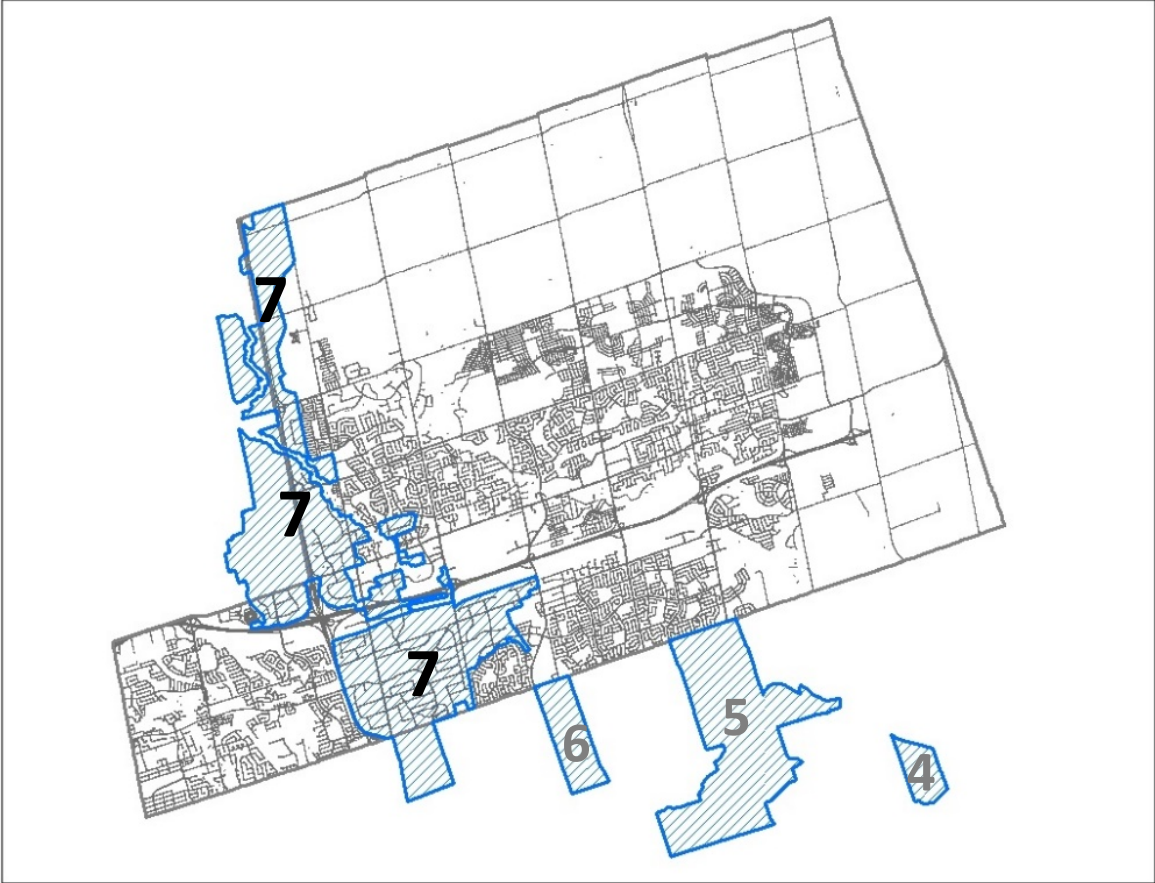


**Proposed Provincially Significant Employment Zones**

**Appendix 'C'**

**Proposed Provincially Significant Employment Zones in Markham**

**Zone 7: 404 407 (Markham)**





Report to: Development Services Committee

Report Date: February 25, 2019

**SUBJECT:** Federal, Provincial and Regional Affordable and Rental Housing Initiatives

**PREPARED BY:** Murray Boyce M.C.I.P., R.P.P., Ext 2094  
Senior Policy Coordinator

**REVIEWED BY:** Marg Wouters M.C.I.P., R.P.P., Ext. 2909  
Senior Manager, Policy and Research

**RECOMMENDATION:**

- 1) That the report entitled “Federal, Provincial and Regional Affordable and Rental Housing Initiatives” dated February 25, 2019 be received;
- 2) That the Federal Minister responsible for the Canada Mortgage and Housing Corporation be advised of Council’s support for the National Housing Strategy and the City of Markham’s interest in partnering with senior levels of government, non-profit housing organizations and rental cooperatives, and the private sector on a future eligible affordable and rental housing project in Markham;
- 3) That the report entitled “Federal, Provincial and Regional Affordable and Rental Housing Initiatives” dated February 25, 2019, be forwarded to:
  - a) the Assistant Deputy Minister of Municipal Affairs and Housing and that Council express its support for inclusionary zoning and request the Province to provide additional financial incentives such as the deferral of provincial education development charges and an allocation of a portion of the non-resident speculation tax collected in York Region, in support of future eligible affordable and rental housing projects in Markham; and
  - b) the Commissioner of Corporate Services and the Chief Planner of York Region in response to the request for comments on the draft Rental Housing Incentives Guideline for purpose built rental housing, and that Council express its support for the Guideline and request the Region to consider a 60 month Regional development charge deferral, and a tax increment equivalent grant program for the Regional portion of property taxes for up to 10 years, in support of future eligible affordable and rental housing projects in Markham;
- 4) That the updated Affordable and Rental Housing Strategy for the City of Markham, to be brought forward for Markham Council considerations, include options for inclusionary zoning and additional financial incentives in response to the Region’s draft Rental Housing Incentives Guideline, including a 60 month development charge deferral, a 48 month development application fee deferral, and an incentive



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equivalent to a 10 year tax increment equivalent grant on the Markham portion of the property taxes, for eligible affordable and rental housing projects in Markham;

- 5) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

**EXECUTIVE SUMMARY:**

This report outlines recent affordable and rental housing initiatives underway by senior levels of government including the Federal National Housing Strategy and Seed Funding Programs; the Provincial Regulation for Inclusionary Zoning, and the Region's draft Rental Housing Incentives Guideline.

While the current housing supply in Markham is meeting the demands of the majority of its residents, the needs of many low and modest income households are not adequately being met in the traditional market. Markham continues to work in close partnership with senior levels of government, non-profit housing organizations and community cooperatives, and the private sector to increase affordable and rental housing options at all price points.

It is recommended that Council express its support for these Federal, Provincial and Regional Housing Initiatives, and forward this report containing initial comments to Provincial and Regional Staff, in support of future affordable and rental housing projects in Markham. It is also recommended that Staff provide further detailed comments on these initiatives including options for implementing the provincial inclusionary zoning regulation and additional financial incentives proposed by York Region, within the context of an update to the City's Affordable and Rental Housing Strategy.

**PURPOSE:**

To provide an update and initial comments on recent Federal, Provincial and Regional affordable and rental housing initiatives and obtain directions for the City's Affordable and Rental Housing Strategy.

**BACKGROUND:**

Updating Markham's Affordable and Rental Housing Strategy

At its meeting of September 12, 2018, Council requested staff to report back on an updated Affordable and Rental Housing Strategy for the City of Markham, including options for inclusionary zoning and additional financial incentives, in response to provincial and regional housing incentives.

Staff has begun work and will be reporting separately on an updated housing needs assessment in support of this Strategy. The housing needs assessment will identify the current and emerging housing needs in Markham and will determine, among other things, who is in greatest housing need and how these needs can be addressed by an inclusionary zoning policy and/or additional financial incentives for affordable and rental housing.

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### Affordable and Rental Housing

Affordable Housing is aimed at households in the lowest 60 percent of the income distribution in Markham, many of which are likely experiencing affordability challenges because they are having to spend more than 30 percent of their income on ownership or rental housing. In 2017, for households with incomes of \$112,670 or less, the affordable ownership threshold was \$457,694 and the affordable rental thresholds ranged from \$1,115 for a bachelor unit to \$1,905 for a unit with three or more bedrooms.

Rental housing is provided through purpose-built rental housing developments (which may be rented at market or affordable rents or a combination thereof) or the secondary rental market (which are individually rented dwelling units in condominium apartment buildings or ground related dwellings including secondary suites). While the investor-owned condominium rental market continues to provide a significant secondary source of rental housing in Markham, the overall rental market vacancy rate fell from 1.4 percent in 2016 to 0.9 percent in 2017.

No significant purpose-built market rental developments have been constructed in Markham for some time and only 120 non-profit government assisted affordable rental housing units (East Markham Non-Profit Homes/Tony Wong Place) have been built in the past ten years.

Markham has undertaken a number of policy initiatives aimed at increasing the supply of new affordable and rental housing units, including but not limited to:

- completion of an Affordable and Special Needs Housing Study, and a Shared and Supportive Housing Policy Review in 2011;
- release of a Draft Strategy for Affordable and Special Needs Housing in 2011;
- adoption of a new affordable and shared housing policy framework in the 2014 Official Plan; and
- release of a Draft Strategy for Secondary Suites in 2018.

During that time, Council approved financial incentives in support of eligible affordable ownership units in the Old Kennedy Co-operative development, and eligible affordable rental units in the East Markham Non-Profit Homes developments at Tony Wong Place and 20 Water Street. Markham's current financial incentives framework for affordable and rental housing is contained in Appendix 'A' to this report.

### **DISCUSSION:**

#### Federal Affordable and Rental Housing Initiatives

In November 2017, the Federal government announced a 10-year \$40 billion National Housing Strategy, administered in part by the Canada Mortgage and Housing Corporation (CMHC), which includes over \$10 billion in program funding to support construction of new affordable and rental housing, notably:

- 
- a 10-year \$7.45 billion National Housing Co-Investment Fund providing low-cost loans and/or financial contributions to support and develop new mixed-income, mixed-tenure, mixed-use affordable housing; and
  - a 4-year \$3.75 billion Rental Housing Construction Financing program providing low-cost loans to encourage the construction of new rental housing.

All applications for funding will be prioritized based on the achievement of National Housing Strategy outcomes including factors such as affordability, energy efficiency, accessibility, proximity to transit, amenities and community supports, partnerships, social inclusion and supporting federal priority groups. In addition to the National Housing Strategy, CMHC also provides Seed Funding in the form of interest-free loans and non-repayable contributions to help with costs related to pre-development activities for new affordable and rental housing construction.

An overview of these federal housing initiatives is contained in Appendix 'B' to this report. They are currently available to a variety of housing providers including non-profit housing organizations and rental cooperatives, provincial and municipal governments, and the private sector.

Partnerships are a central feature of the Federal Seed Funding and National Housing Strategy Funding programs. Partnerships maximize investments, ensure coordination of efforts and remove barriers to eligible development projects. Partners will be required to contribute to an eligible project and all projects must have support from another level of government either in the form of a financial contribution or even a letter demonstrating the need and support for the project.

#### Comments on National Housing Strategy and Seed Funding

If Markham were to partner with a non-profit, Housing York or private sector partner or combination thereof, an eligible affordable or rental housing project could receive:

- CMHC Seed Funding of up to \$500,000, and/or CMHC low-cost loans of between 75-95% of eligible costs; and/or
- CMHC financial contributions between 15-40% of eligible costs through the National Housing Strategy Co-Investment Fund; and/or
- a CMHC low interest loan of between 90-100% of the cost through the National Housing Strategy Rental Construction Financing Program.

It is recommended the Federal Minister responsible for CMHC be advised of Council's support for the National Housing Strategy and the City of Markham's interest in partnering with a senior levels of government, non-profit housing organizations and rental cooperatives, and the private sector on a future eligible affordable and rental housing project in Markham.

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### Provincial Affordable and Rental Housing Initiatives – Inclusionary Zoning

In 2016, the Province introduced new Planning Act legislation under the Promoting Affordable Housing Act enabling municipalities to adopt Official Plan policies and pass zoning by-laws related to inclusionary zoning. Inclusionary zoning is a planning tool that allows municipalities to require developers to include affordable ownership and rental units in residential developments. Inclusionary zoning decisions must be consistent with the Provincial Policy Statement which provides a definition of “affordable” as generally households which do not pay more than 30 percent of household income on accommodation and with household incomes in the lowest 60 percent of the income distribution in Markham.

The inclusionary zoning legislation came into effect on April 12, 2018 when the Province passed regulations authorizing municipalities to apply inclusionary zoning by-laws to developments of ten or more units for both ownership and rental units based on local needs and priorities. A copy of the inclusionary zoning regulation and an outline of the main components of the regulation is contained in Appendix ‘C’ to this report.

### Comments on Inclusionary Zoning and Other Provincial Incentives

The City supports the inclusionary zoning regulation introduced by the Province and at the request of Council, will be moving forward with development of options for inclusionary zoning that will require large-scale development to include affordable and rental housing units. Work is underway on an updated housing needs assessment that will, among other things, address the inclusionary zoning regulation requirement for an assessment report. Staff will be reporting out on the housing needs assessment this Spring and reporting on inclusionary zoning options to Council as part of the update to the City’s Affordable and Rental Housing Strategy.

City Finance Staff are currently reviewing extending its current development charges fee deferral program for affordable ownership and affordable rental housing to purpose-built market rental housing. While it is disappointing that the previous government’s commitment of \$2.85 million in Development Charge Rebate funding has been discontinued, the City looks forward to working with the Province on other provincial incentives to promote the development of new rental housing.

In place of the discontinued rebate program, the Province could participate in a development charge deferral program for purpose-built market rental housing complementary to the deferral programs contemplated by York Region and Markham. Similarly, the Province could participate in the proposed Regional municipal tax increment equivalent grant program for purpose-built market rental housing by contributing the portion of the provincial non-resident speculation tax collected in York Region as outlined further in this report.

It is recommended that this report be forwarded to the Province and that Council express its support for inclusionary zoning and request the Province to provide additional financial incentives such as the deferral of provincial education development charges and

an allocation of a portion of the non-resident speculation tax collected in York Region, in support of future eligible affordable and rental housing projects in Markham.

### Regional Affordable and Rental Housing Initiatives

In 2016, Regional Council supported the formation of a York Region/Local Municipal Housing Working Group and directed Staff to report back on the necessity and/or extent of a housing incentives framework. In addition to the existing Regional development charges incentives for affordable rental housing projects and purpose-built high density rental buildings, the Working Group focused on the development of incentives for the mid-range affordable segment of the housing market.

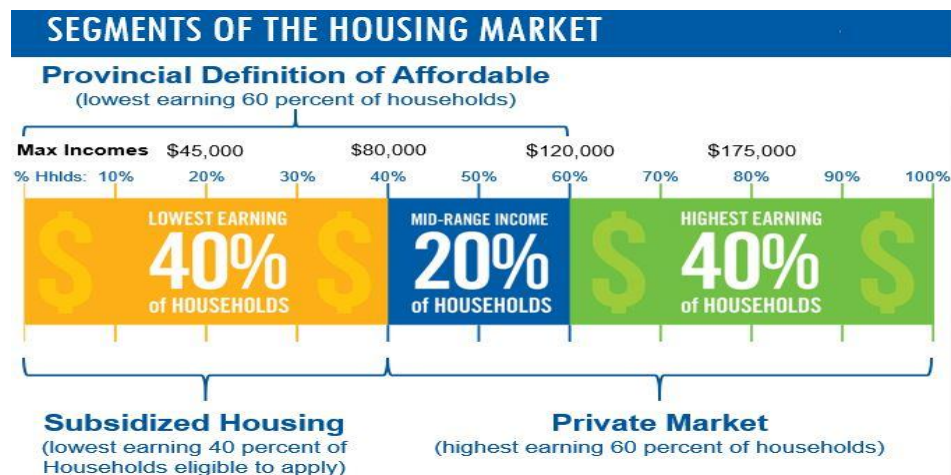
As shown in the Region's figure below, there are three distinct segments of Regional households based on household incomes, although it is recognized there is overlap and gaps in the segments particularly between the low and mid-range income households.

The subsidized housing segment refers to those households that are unlikely to find housing they can afford in the private market and are in need of some type of subsidy. This is the lowest earning 40 per cent of households, and they earn up to an income of \$80,000 per year.

The mid-range household income segment includes households classified as requiring housing that is affordable based on the Provincial definition of affordable. These households have incomes that are too high to be eligible to apply for subsidized housing, but too low to afford much of what is available in the private market. They have household incomes that range between \$80,000 and \$120,000 per year.

The remaining highest earning segment includes the 40% of households that earn an income of over \$120,000 per year.

### **Distribution of Regional Income Households**



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Currently, the private sector is not delivering a product like purpose-built market rental housing that is affordable to mid-range income households.

In June 2018, Regional Council endorsed a draft Rental Housing Incentives Guideline to address the purpose-built market rental housing supply and affordability issues for mid-range income households.

The proposed Regional Housing Incentives consist of:

- the existing 36 month Regional development charge deferral;
- a proposed tax increment equivalent grant for the Regional portion of property taxes for up to five years; and
- a 48 month deferral of development application fees for eligible purpose-built market rental developments.

In support of its proposed tax increment equivalent grant program, the Region is requesting the Province to provide a share of the 15 percent non-resident speculation tax revenue collected from York Region property transactions. A copy of the Region's report and draft Guideline is contained in Appendix 'D' to this report. Regional staff has been requested to consult with local municipal, agency, and development industry stakeholders and report back on a final version of the Guideline.

#### Comments on Draft Rental Housing Incentives Guideline

The draft Guideline is based on principles endorsed by Regional Council. To be eligible for rental housing financial incentives a development must be rental in tenure for a minimum of 20 years, have local municipal support, and be willing to share pro forma work.

Developments will be prioritized if they:

- are located in a Regional Centre or Corridor or Local Centre;
- are mid or high rise developments;
- receive support from senior levels of government; and
- achieve additional housing related goals (i.e. greater duration of rental tenure, duration and/or depth of affordability).

The draft Guideline incorporates a criteria that, on average, rents may not exceed 175 percent of average market rent of purpose-built market rental apartments by bedroom type. This rent threshold not only recognizes that the average market rent for York Region is too low given it is derived from an aging rental stock but also ensures developments eligible to receive incentives are non-luxury and affordable to the mid-range income households.

On this basis, the Region has determined that the maximum affordable rent for mid-range income households across York Region ranges from approximately \$2000 to \$3000 per month based on the standard that a maximum of 30 percent of income be spent on housing. As shown in the Region's figure below, 175 percent of average market rent

provides for affordable bachelor units for all mid-range income households and affordable 1 to 3 bedroom units for the fifth and sixth income decile of the Region's household income distribution.

### Eligible rents and mid-range income affordability, 2017

	Bach	1-Bdrm	2-Bdrm	3+ Bdrm	Total
Average Market Rent of Private Purpose Built Apartments*	\$892	\$1,170	\$1,346	\$1,526	\$1,279
175% Average Market Rent	\$1,561	\$2,048	\$2,356	\$2,671	\$2,238
Maximum Affordable Rent for Mid-Range Households (4 <sup>th</sup> Decile)	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Maximum Affordable Rent for Mid-Range Households (5 <sup>th</sup> Decile)	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Maximum Affordable Rent for Mid-Range Households (6 <sup>th</sup> Decile)	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000

Note: Grey highlighted cells denote affordability by household income decile and bedroom type

\*Source: CMHC Rental Market Report, Greater Toronto Area, 2017 Table 1.1.2, "Private Apartment Average Rents" (does not include secondary or government assisted/non-profit units)

In addition to the existing 36 month Regional development charges deferral, Regional Council has endorsed the following new Regional incentives for purpose-built market rental housing developments:

- a 48 month deferral for Regional development application fees, applicable from the date the building permit is issued; and
- a 5 year tax Increment equivalent grant for the Regional portion of property taxes.

A tax increment equivalent grant is an annual grant equal to all or a portion of the property tax increase following the completion of an eligible project that has resulted in an increase in the assessed value of the property. In order to access this grant for the Regional portion of property taxes, an eligible development would also require a financial incentive from Markham equivalent to the local municipal portion of the property taxes either through a City of Markham tax increment equivalent grant and/or another incentive such as a reduction in cash-in-lieu of parkland.

City staff are generally supportive of the Region's draft Rental Housing Guideline but would recommend that the Region consider extending the period of their existing development charge deferral to 60 months and their proposed tax increment equivalent grant to 10 years to increase the viability of these financial incentive for rental housing while not significantly increasing the financial impact on the Region or Markham.



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Staff are also recommending that the Region's Rental Housing Guideline consider prioritizing mixed use developments, where a retail or office component combined with a purpose-built market rental housing could reduce the overall financial impact of providing transit, roads and other community infrastructure on the residential tax rate.

As noted below, City Planning and Finance staff will be assessing the potential impact of Markham providing financial incentives equivalent to those proposed by the Region and reporting to Council as part of the update to the City's Affordable and Rental Housing Strategy.

At this time, it is recommended that this report be forwarded to York Region in response to the request for comments on the draft Rental Housing Incentives Guideline for purpose built rental housing, and that Council express its support for the Guideline and request the Region to consider prioritizing mixed use developments, and extending the Regional development charge deferral period to 60 months, and the proposed tax increment equivalent grant program for the Regional portion of property taxes for up to 10 years, in support of future eligible affordable and rental housing projects in Markham.

Updating the City's Affordable and Rental Housing Strategy/Housing Needs Assessment  
Council has requested staff to report back on an update to the City's Affordable and Rental Housing Strategy. The current Strategy and complementary Official Plan policy framework evolved out of an Affordable and Special Needs Study initiated by the City with SHS Consulting in 2009.

Concurrent with York Region's 10-Year Housing Plan update and municipal comprehensive review, the City is reviewing and updating its Affordable and Rental Housing Strategy and policy framework to respond to recent provincial and regional affordable and rental housing initiatives. The 10 year update of Markham's Strategy will consider options for inclusionary zoning and additional financial incentives in response to the above noted provincial and regional incentive programs. An update of the housing needs assessment required to inform the Strategy is underway.

City Planning and Finance staff are currently investigating options to refine Markham's existing financial incentives for affordable ownership housing and affordable rental housing (i.e. those incentives dealing with the lowest earning 40 percent of households in Markham) to make them more easily accessible to eligible proponents without putting additional unnecessary financial burden on the City.

At the same time, City staff are investigating options for additional financial incentives to increase market affordability of purpose-built rental units for mid-range income households to make them more accessible to eligible proponents and to specifically address unit types suitable for family households. These additional incentives include, but are not limited to, extending the deferral of Markham development application fees to 48 months after a building permit is issued, extending the deferral of Markham

development charges to 60 months and providing a tax increment equivalent grant and/or equivalent incentive for the Markham portion of property taxes for up to 10 years.

As part of the background work on the Strategy, City staff will be specifically working with SHS Consulting on the development of options for Council to consider for moving forward with inclusionary zoning that could potentially require large-scale development to include affordable and/or rental units.

It is recommended that the updated Affordable and Rental Housing Strategy for the City of Markham, include, among other things, options for inclusionary zoning and additional financial incentives in response to the Region's draft Rental Housing Incentives Guideline including a 60 month development charge deferral, a 48 month development application fee deferral, and an incentive equivalent to a 10 year tax increment equivalent grant on the Markham portion of the property, for eligible affordable and rental housing projects in Markham.

**FINANCIAL CONSIDERATIONS:**

Not applicable.

**HUMAN RESOURCES CONSIDERATIONS:**

Not applicable.

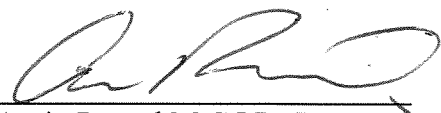
**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The update of the City's Affordable and Rental Housing Strategy relates to the Growth Management strategic priority.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

The recommendations of this report have been discussed with Staff from the Finance Department and their comments have been incorporated.

**RECOMMENDED BY:**



Arvin Prasad M.C.I.P., R.P.P  
Commissioner of Development Services

**ATTACHMENTS:**

Appendix A - City of Markham Incentives for Affordable and Rental Housing  
Appendix B - Federal National Housing Strategy and Seed Funding Programs  
Appendix C - Ontario Regulation 232/18 for Inclusionary Zoning  
Appendix D - York Region Draft Rental Incentives Guideline Staff Report

## APPENDIX A

<b>City of Markham Financial Incentives for Affordable and Rental Housing</b>			
	<b>Affordable Ownership Housing</b>	<b>Affordable Rental Housing</b>	<b>Purpose-Built Market Rental Housing</b>
<b>Development Charges</b>			
Approval Authority	Council Approved Policy	Council Approved Practice	Council Approved Policy
Type of Incentive and Duration	Deferral for the lesser of 20 years or when the unit is no longer owned by the original purchaser	Conditional Grant but eligible rental units must remain affordable for a minimum of 20 years	Deferral for 3 years but must be operated as a rental property for a min of 20 years
Criteria	Development must be eligible to receive Federal, Provincial and Regional funding. Must be Government Agency or Non-Profit Organization. Excludes ASDCs	Development must receive Provincial and/or Regional funding	Development must be a minimum of four storeys
<b>Reduced Cash-in-Lieu of Parkland</b>			
Approval Authority	Council Approved Practice	Council Approved Practice	No current policy or practice
Type of Incentive and Duration	Deferral for the lesser of 20 years or when the unit is no longer owned by the original purchaser	Conditional Grant but eligible rental units must remain affordable for a minimum of 20 years	
<b>Deferral of Development Application Fees</b>			
Approval Authority	Council Approved Practice	Council Approved Practice	No current policy or practice
Type of Incentive and Duration	Deferral of Planning Fees until Building Permit issued	Deferral of Planning Fees until Building Permit issued	

APPENDIX B



## Component Overview

*Compiled by the Hon. Jane Philpott's Office  
(Not an Official Government Document)*

<https://www.placetocalhome.ca/>

**APPENDIX B****What is the NHS?**

The NHS is a 10-year strategy that involves approximately \$40 billion in federal funding to ensure that more Canadians have access to affordable, good housing options. This money has already been set aside and was committed in Budget 2016 and 2017. Through direct federal funding and partnering with Provinces and Territories the NHS will dramatically improve the affordable and community housing environment.

At least 25% of NHS investments will support projects that specifically target women and girls.

**What are the Non-Monetary Portions of the NHS?**

1. Legislation will be introduced to ensure the government must maintain the NHS and report to Parliament on its targets and outcomes.
  - a. The report will be required every three years, starting in 2020
2. Creation of a Federal Housing Advocate that will examine and recommend solutions to systemic barriers in accessing affordable housing. They will advise the responsible minister and CMHC.
3. Creation of a National Housing Council, which will promote participatory and evidence-based analysis
  - a. Will have representatives from the federal government, provinces and territories, municipalities, the housing sector, and those with lived experiences
  - b. Provide ongoing input on the NHS
  - c. To begin in 2018
4. A new public engagement campaign that seeks to reduce stigma and discrimination and highlight the benefits of affordable and inclusive housing
5. Creation of a new community-based tenant initiative that provides funds to local organizations that assist people in housing need, allowing these organizations to better participate in housing policy and decision-making

### What are the Monetary Components/Programs of the NHS

The NHS is proposing to invest approximately \$40 billion over the next decade. The breakdown of this investment is as follows:

National Housing Co-Investment Fund, the Rental Construction Financing Initiative and Innovation Fund, low-interest loans	\$17.5 B
Baseline funding for existing agreements	\$9.8 B
Canada Community Housing Initiative	\$8.6 B
Canada Housing Benefit	\$4 B
Funding for local priorities	\$2.2 B
Homelessness Partnering Strategy	\$2.2 B
Federal Community Housing Initiative	\$500 M
Funds set aside for Northern Housing	\$300 M
Research, Data, and Demonstrations	\$241 M
Federal Lands Initiative	\$200 M
<b>Total Investment</b>	<b>\$45.5 B</b>

#### ***The National Housing Co-Investment Fund, Rental Construction Financing Initiative and Innovation Fund (\$17.5 B):***

The NHCF aims to support the creation and repair of affordable homes, with priority given to projects that support the most vulnerable citizens, such as women and children fleeing family violence, or indigenous peoples. There are two streams to the NHCF: the *housing construction stream* and the *housing repair and renewal stream*. Approximately \$2.35 billion is set aside for repairs stream, while the remainder will go towards building new units. A majority of the housing construction funds are in the form of low-interest loans.

It is estimated that these initiatives will:

- Create 60,000 new affordable homes
- Repair 240,000 current affordable and community homes
- Create or repair at least 4000 shelter spaces for victims of family violence
- Create at least 7000 new affordable homes for seniors
- Create at least 24000 new affordable homes for people with developmental disabilities

Projects under the NHCFC must have partnership buy-in and investment from another level of government, have 30% of units at less than 80% of median market rents for a minimum of 20 years, a 25% reduction in energy consumption over national building and energy codes, and 20% of units must meet accessibility standards.

Because of the public-private relationship, applications are accepted from community housing providers, municipalities, Provinces and Territories, Indigenous governments or organizations, and the private sector.

***Research, Data, and Demonstrations (\$241 M):***

Over the 10 year period the CMHC will use this funding to run research, surveys awards, scholarships, and innovation labs, to further general research on housing. This may include: a CMHC scholarship program, a collaborative housing research network, CMHC housing research awards, enhanced research collaborations, CMHC standalone research, and demonstrations to showcase innovative practices and technologies.

***Canada Community Housing Initiative (\$8.6 B):***

The Canada Community Housing Initiative is an investment of \$4.3 billion by the federal government with an equivalent expected match by Provinces and Territories. This fund is meant to preserve the existing supply of housing. It will allow approximately 330,000 low-income households to keep affordable housing.

***The Canada Housing Benefit (\$4 B):***

The CHB will be launched in 2020 and aims to provide affordability and deal with local housing needs and priorities. This benefit will be directed at families to offset total rent costs. The federal government is providing \$2 billion and Provinces and Territories are expected to match this amount, bringing the total to \$4 billion.

The benefit will be administered by Provinces and Territories and is estimated to provide an average household with approximately \$2500 per year. At the end of the NHS the benefit is expected to reduce or eliminate housing affordability challenges for more than 300,000 households.

***Homelessness Partnering Strategy (\$2.2 B):***

The HPS is a community-based program that aims to prevent and reduce the rates of homelessness. The program will provide direct support and funding to 61 designated communities, in addition to organizations that address Indigenous homelessness across Canada.

***Federal Community Housing Initiative (\$500 M):***

This initiative will be delivered in two phases. Phase one focuses on federally administered housing that rely on subsidies to maintain affordable housing options. The \$500 million will allow these housing units to maintain their subsidy until March 31, 2020. This will stabilize approximately 55,000 housing units.

Phase two will be discussed through consultation with appropriate stakeholder groups.



***Federal Lands Initiative (\$200 M):***

The Federal Lands Initiative is a fund that supports the transfer of surplus federal lands and buildings for use in housing projects. These can be available at discounted or no cost, dependent on the level of social outcomes achieved by proposals.

***Funds for Northern Housing (\$300 M):***

The federal government is investing \$300 million to offset the cost of housing in the North. This will help 3000 Northern families find affordable housing. These funds are in addition to Indigenous-specific housing investments. Additionally, these funds are in addition to other province and territory funding.

**Timeline****2016**

- *The Affordable Housing Innovation Fund*

**2017**

- *Rental Construction Financing Initiative*

**Spring 2018**

- *Phase 1 of the Federal Community Housing Initiative*
- *National Housing Co-Investment Fund, Housing Construction Stream*
- *National Housing Co-Investment Fund, Repair and Renewal Stream*
- *Funding for Northern Territories*
- *National Housing Council*
- *Federal Housing Advocate*
- *Federal Lands Initiative*

**2019**

- *Province and Territory Priority Funding*

**2020**

- *Phase 2 of the Federal Community Housing Initiative*
- *Canada Community Housing Initiative*
- *Canada Housing Benefit*



## National Housing Co-Investment Fund - New Construction Stream

Low-cost loans and capital contributions

There are two streams within National Housing Co-Investment Fund. This is the Housing Construction Stream for new construction and provides \$5.19 billion in loans and \$2.26 billion in capital contributions.

The Housing Repair and Renewal Stream is to repair or renew the existing community and affordable housing supply.

### OVERVIEW

The National Housing Co-Investment Fund provides low-cost loans and/or financial contributions to support and develop mixed-income, mixed-tenure, mixed-use affordable housing. This housing must be energy efficient, accessible and socially inclusive. The National Housing Co-investment Fund prioritizes projects that support partnerships between governments, non-profits, private sector, and others to make federal investment go further. It covers a broad range of housing needs, from shelters to affordable homeownership.

The National Housing Co-Investment Fund will:

- create 60,000 new units
- repair 240,000 units
- create or repair at least 4,000 shelter spaces for victims of family violence
- create at least 7,000 new affordable units for seniors
- create at least 2,400 new affordable units for people with developmental disabilities

Projects funded through the initiative will also:

- support Canada's climate change goals
- improve accessibility of housing for people with disabilities by promoting accessibility, universal design and visitability

There are two streams within the fund:

- Housing Construction Stream is for new construction
- Housing Repair and Renewal Stream is for the preservation and renewal of the existing community and affordable housing supply

Applications for both streams are accepted throughout the year. CMHC will review and prioritize applications every 60 days. Page 170 of 229

**NOTE:** For funding to renovate or repair an existing community or affordable housing project, please apply through the Housing Repair and Renewal Stream of the Co-Investment Fund.

#### **HOUSING CONSTRUCTION STREAM - FUND DETAILS**

Proponents are eligible for loans and/or financial contributions depending on the needs of the project and the level of achievement of the National Housing Strategy outcomes. Different combinations of loans and/or contribution are possible. There is:

- \$5.19 billion available through low-cost repayable loans over 10 years
- \$2.26 billion available through capital contributions over 10 years

Low-interest loans will be available for up to 20 years to fund projects demonstrating financial viability and long-term affordability.

Each loan offers:

- A 10-year term (closed to pre-payment) with a fixed interest rate locked in at first advance. The term will be renewable for another 10 years and the interest rate will reset when renewed.
- Up to a 50-year amortization for smaller monthly payments and long-term viability.
- Up to 95% loan to cost for residential space and up to 75% loan to cost for non-residential space. There is up to 75% loan to cost (residential) for municipalities, provinces, territories, and private sector.
- Interest-only payments once loan is fully advanced.

When feasible, a loan should be considered as the first option by proponents and may be combined with a contribution. Capital contributions may be available in addition to a Co-investment loan in the following circumstances:

- additional funding for higher performing projects to offset higher costs of meeting or exceeding minimum requirements
- where cash flow is insufficient and contribution is needed to attain break-even cash flow

A project may be eligible to receive a contribution without a Co-investment loan in the following cases:

- where a loan is not a feasible option
- as a top-up contribution where the project has external funding to cover the majority of total project cost
- additional funding as an incentive for higher performing projects

The maximum eligible low-interest loan and/or contribution amount will be determined through a scoring grid. [Click here for more information on the funding eligibility.](#) The Product Highlight Sheet provides further details on the loan characteristics.

Contact an affordable housing specialist today to learn more about submitting an application for funding. Our affordable housing specialist can help assess your need, identify possible solutions and help you navigate the application process.

The National Housing Co-Investment Fund – Housing Construction Stream is open to:

- community housing providers (i.e. Public or private non-profit housing organizations or rental co-operatives)
- municipalities
- provinces and territories
- Indigenous governments and organizations
- private sector

The following projects can be considered for funding:

- community and affordable housing
- urban indigenous community housing
- mixed use market / affordable rental
- new construction and/or conversion from a non-residential use to affordable multi-residential
- shelters
- transitional and supportive housing

### **Minimum Requirements**

All projects must:

- have a minimum of 5 units/beds
- have primary use as residential
- meet minimum requirements for partnerships, financial viability, affordability, energy efficiency, and accessibility (as outlined below)

### **Partnerships**

Partnerships are a central feature of the National Housing Co-Investment Fund. Partnerships maximize investments, ensure coordination of efforts and remove barriers to the development process. Partners will be required to contribute to the project (monetary or in-kind) and the level of contribution may vary from project to project.

Projects must have support from another level of government (such as municipalities, Provinces and/or Territories, Indigenous Government) to ensure a coordination of investments. Support can be financial in nature (monetary or in-kind) or in the form of a letter demonstrating support of the project. For financial support (capital or operating), funding would need to be confirmed at the assessment stage prior to receiving a final approval from CMHC.

### **Financial Viability**

Applicants will have to:

- demonstrate their financial and operational ability to carry the project
- provide evidence of the financial viability of the proposed project itself
- have the capacity to deal with development risks, such as cost over-runs and delays in construction

### **Affordability**

Applicants must:

- keep rents for a minimum of 30% of units below 80% of the Median Market Rental rate (as described in the most recent CMHC Rental Market Survey for the market and unit type in question)
- commit for a minimum of 20 years.

### **Accessibility:**

Proponents will be expected to meet the minimum accessibility requirement that:

- Option 1 - Proponents will be expected to meet the minimum accessibility requirement that 20% of all units within the project meet or exceed accessibility standards as prescribed in Table A and that access to the project and its common areas is barrier free
- Option 2 - The entire project (common areas and dwelling units) has full universal accessibility design.

[Click here to learn more about accessibility requirements.](#)

### **Energy Efficiency:**

New projects are required to achieve a 25% decrease in energy consumption and greenhouse gas (GHG) emissions. This decrease must be relative to the most recent national building and energy codes (such as 2015 National Energy Code for Buildings or the 2015 National Building Code).

**Note:** Once your project is selected, we require a confirmation of the energy efficiency and GHG emissions reduction by a qualified energy professional. [Click here to learn more about Energy Efficiency requirements.](#)

When your project is selected to proceed, you may also wish to apply for Solutions Labs or Demonstrations to allow you to overcome barriers to your projects or capitalize on opportunities to improve performance and enhance outcomes.

## **APPROVAL PROCESS**

CMHC will accept applications on a continuous basis and will follow this review process:

- CMHC will review and prioritize applications every 60 days
- Once your application has been reviewed you will be notified of the end-date of the current 60-day prioritization window. You will also receive the target date to complete the prioritization of the submitted applications.
- Once prioritization of the applications is complete you will be informed whether your application was:
  - selected to proceed for further assessment
  - retained for the next prioritization window
  - declined
- Selected applications will be provided with a list of required documents that must be submitted. These are subject to approval based on a financial and borrower assessment.

### **Prioritization of applications**

All applications for funding will be prioritized based on the achievement of National Housing Strategy outcomes. Provincial and Territorial input on regional housing need will also be considered in the prioritization of applications. A higher score will be assigned to those that exceed minimum requirements. Factors used to prioritize and select applications for further assessment include:

- affordability
- energy efficiency
- accessibility
- proximity to transit, amenities and community supports
- collaboration/partnerships
- social inclusion
- supporting federal priority groups

CMHC will use a scoring grid to determine the eligible loan and/or contribution amount. The score obtained will determine the amount of funding your project could be eligible to receive. Learn more about funding eligibility.

## RESOURCES

The following resource are available to help you prepare your application:

- [Product Highlight Sheet \(PDF\)](#)
- [Required Documentation Listing \(PDF\)](#)
- [Energy Efficiency and Accessibility Requirements Guide \(PDF\)](#)
- [CMHC Rental Market Survey](#)
- [Scoring Grid/Viability Assessment Calculator \(XLSX\)](#)
- [Funding eligibility \(PDF\)](#)
- [National Housing Co-Investment Fund Application Guide \(PDF\)](#)
- [Integrity Declaration \(PDF\)](#)

## SUBMIT YOUR FUNDING APPLICATION

The application form will consist of up to 200 questions over several pages. You can see your progress through the steps of the application at the top of each page.

As you move forward through the application, the completed pages will be saved automatically. Partially completed pages – those that are missing required fields – will not be saved.

You may leave the application portal and return at a later time; your application progress will be saved.

The following information must be completed and uploaded inside the portal for your application to be considered:

1. **Demonstration of need:** Proponents must attach at least one of the following documents to the application to demonstrate how the project is in demand.

- A letter from the municipality, the province/territory or Indigenous Government that confirms the demand/need for the project.
- A market study, with quantitative and/or qualitative indicators demonstrating housing need.
- Documentation describing waiting lists for existing social housing within the same community.

2. **Signed Integrity Declaration**: To ensure the integrity of persons or entities applying for funding under the National Housing Co-investment Fund.

3. **Completed Scoring/Viability Assessment Calculator**: To determine funding eligibility and assess project viability.

Consult the Application Guide and Financial Viability Guide for detailed information and guidance to help you fill out the form and calculator.

**Important:** Give yourself ample time to fill out the detailed, multi-page, online form.

## CONTACT

For help in completing your application, contact your Affordable Housing Specialist. They can help you understand and assess your needs, identify possible solutions, provide information on how CMHC can support your goals and help you navigate our application process.

General inquiries about the NHS or technical support

- Phone: 1-800-668-2642 - Business hours (ET): 7:30 a.m. to 7:30 p.m.
- Email: [contactcentre@cmhc.ca](mailto:contactcentre@cmhc.ca)

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## Rental Construction Financing

Low-cost loans encouraging the construction of sustainable rental apartment projects across Canada.

The Rental Construction Financing provides low-cost loans encouraging construction of rental housing across Canada where the need is clearly demonstrated. It provides up to \$3.75 billion in loans and will run from 2017 to 2021.

### OVERVIEW

The Rental Construction Financing provides low-cost loans to encourage the construction of rental housing across Canada. It supports sustainable apartment projects in areas where there is a need for additional rental supply. The initiative has a total of \$3.75 billion in available loans, and is open from 2017 to 2021.

The initiative focuses on standard apartment projects in Canada with general occupants.

It does not support construction of niche housing types such as retirement homes, single room occupancy and student housing.

Projects situated on a reserve may be eligible for financing if the borrower can demonstrate that enforceable security over the lands can be granted to CMHC.

**Note:** To learn about funding for niche housing types such as retirement homes, single room occupancy, student housing and supporting housing, we invite you to visit Rental Housing Solutions for more information.

### LOAN DETAILS

The loan offers:

- a **10-year term** (closed to pre-payment) and a **fixed interest rate** locked in at first advance for certainty during the most risky periods of development
- up to a **50-year amortization period**
- CMHC mortgage loan insurance that is effective from first draw and for the duration of the amortization period to simplify loan renewal. The **borrower does not pay the premium**, only the PST if applicable

- up to **100% loan to cost** for residential space and up to **75% loan to cost** for non-residential space (depending on the strength of the application)
- **interest only payments financed by the loan** during construction through to occupancy permit
- **principal and interest payments** are due after 12 months of stabilized effective gross income

Download the product highlight sheet for complete loan characteristics.

**Please note:** at the end of the term, the applicant is responsible to arrange take-out financing with a CMHC Approved Lender.

## ELIGIBILITY AND REQUIREMENTS

### All projects must

- have at least 5 rental units
- have a loan size of at least \$1 million
- respond to a need for rental supply
- have zoning in place, a site plan in process with municipality and a building permit available. The first construction draw must be within 6 months of date of the executed loan agreement
- meet minimum financial viability and social outcome requirements described below

### Financial viability requirements

You must have the financial and operational ability to carry the project without ongoing operating subsidies. This includes the capacity to deal with development risks such as cost overruns, delays in construction and lease-up.

Projects must meet the minimum debt coverage ratio (DCR) requirements. Contact your CMHC representative to get an interest rate stress test of 100 bps over the indicative rate.

### Social Outcome 1: Affordability requirements

You must meet one of the following affordability requirements criteria.

#### Criteria A:

- The total residential rental income must be at least 10% below its gross achievable residential rental income. This must be supported by an independent appraisal report.
- At least 20% of units must have rents at or below 30% of the median total income for all families for the area.
- Affordability must be maintained for at least 10 years from date of first occupancy

#### Criteria B:

- The affordability requirement may be met if the proposal has been approved under another affordable housing program or initiative (federal, provincial, territorial or municipal). This can include capital grants, municipal concessions or expedited planning processing.
- Affordability must be maintained for at least 10 years from date of first occupancy

### Social Outcome 2: Energy-efficiency requirements

Projects must decrease energy use and greenhouse gas emissions. Both must be 15% below the **2015 National Energy Code for Buildings** or the **2015 National Building Code** at minimum.

If we advance your application to the underwriting stage, we will require a confirmation of the energy efficiency and emissions levels by a qualified energy professional. See Appendix B of the Required Documentation fact sheet.

### **Social outcome 3: Accessibility requirements**

At least 10% of the project's units must meet or exceed accessibility standards as regulated by local codes. In addition, access to the project and all common areas must be barrier-free as regulated by the local codes or the 2015 National Building Code. See Appendix A of the Required Documentation fact sheet.

Download the eligibility and requirements details.

## **APPROVAL PROCESS**

We accept applications on a continuous basis. We will notify you of the end-date of the current 60-day prioritization window after we review your application. We will inform you within 5 business days of the end of this window whether your application was selected for underwriting, retained for the next prioritization window or declined.

Selected applications are subject to approval based on an underwriting assessment of the borrower, the property and the market. CMLS Financial has been contracted to complete the underwriting assessment on CMHC's behalf.

### **Prioritization of applications**

We prioritize and select applications for underwriting based on the following:

- social outcomes
- readiness for construction
- local need for rental supply
- financial viability
- CMHC's borrower exposure

Your project's assessment from the Social Outcome Grid will also assist in determining your projects' loan-to-cost ratio.

### **Documentation requirements**

The required documentation provides the minimum information and documentation required when an application is selected for underwriting and before final credit approval.

### **Application fees**

Once your application has been selected for an underwriting assessment, the following fees will be required:

**Residential portion:**

- \$200/unit for the first 100 units
- \$100/unit for subsequent units
- up to maximum of \$55,000 for the residential portion of the application fees

**Non-residential portion:**

- 0.30% of the non-residential loan amount if it exceeds \$100,000

Once your application has been approved and funded, the application fees will be credited back to you. The credit will be through a reduction in the loan's interest rate.

- If your application is declined or withdrawn, we will retain a portion of the fees (minimum 10%) for the underwriting work rendered. Once CMHC has issued a commitment Letter of Intent, no refund will be available, even if the loan is not advanced.

**RESOURCES****Rental Construction Financing Social Outcome Grid (XLSM)**

This tool will help you look at various scenarios. It will provide information regarding the proposed project such as costs, financing and sources of equity. It will also help you determine if your project meets the mandatory minimum requirements for financial viability, affordability, energy efficiency and accessibility.

Applications are scored on additional criteria linked to social outcomes.

**Required:** Download and complete the Social Outcome Grid (XLSM)

**For reference:** Learn more about resource-efficient homes, accessible and adaptable housing

NHS Rental Housing Construction Product Highlight Sheet

**SUBMIT YOUR LOAN APPLICATION**

**Reminder:** Please have your completed Social Outcome Grid (.XLSM) ready to submit with your application.

**Important:** Give yourself ample time to fill out the detailed, multi-page, online form.

**CONTACT**

For help in completing your application, contact your Affordable Housing Specialist. They can help you understand and assess your needs, identify possible solutions, provide information on how CMHC can support your goals and help you navigate our application process.

**General inquiries about the NHS or technical support**

- **Phone:** 1-800-668-2642 - Business hours 7:30 a.m. to 7:30 p.m. ET

- Email: [contactcentre@cmhc.ca](mailto:contactcentre@cmhc.ca)

**Mailing address:**

Canada Mortgage and Housing Corporation  
 Attention: Rental Construction Financing  
 700 Montreal Road  
 Ottawa, Ontario  
 K1A 0P7

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## Seed Funding

Interest-free loans and non-repayable contributions to develop and preserve affordable housing.

The Seed Funding program supports affordable housing through interest-free loans and non-repayable contributions. There are two funding streams: one for new construction/conversions, and one to preserve existing community housing projects.

For full details, see the information below and the [Product Highlight Sheet \(PDF\)](#).

### FUND DETAILS

#### **Interest-free loans**

Available under the New Construction Stream, loans offer a 3-year period to complete and advance all activities. They can be combined with non-repayable contributions.

#### **Non-repayable contributions**

Available under both the New Construction and Preservation Streams, contributions offer a 2-year period to complete and advance all activities.



Maximum funding amounts are decided during the scoring and prioritization process. For more information, see "Application and Approval Process" below and the [Product Highlight Sheet \(PDF\)](#).

## **NEW CONSTRUCTION STREAM**

The New Construction Stream provides interest-free loans and/or non-repayable contributions to help with costs related to pre-development activities. This can include business plans, preliminary designs, development permits and more.

### **Who can apply?**

- community housing providers
- municipalities, provinces and territories
- Indigenous governments and organizations
- private sector groups

### **Eligible project types**

- Indigenous community housing
- community and affordable housing
- mixed-used market / affordable rental
- shelters, transitional housing and supportive housing
- conversion of non-residential buildings to affordable multi-residential
- renovation of existing affordable units at risk of being abandoned or demolished

### **Minimum requirements**

Your project must:

- be primarily residential
- have a minimum of 5 affordable units/beds
- be considered affordable, as determined by the Municipality, Province or Territory, or as accepted under other CMHC programs

## PRESERVATION STREAM

The Preservation Stream provides non-repayable contributions to support costs related to preservation activities. This can include a Building Condition Audit/Assessment, capital replacement reserve planning, an operating viability analysis and more.

### Who can apply?

The Preservation Stream is open to community housing sector groups who were previously under a federally administered operating agreement or to those transferred under a Social Housing Agreement whose federal operating agreements have ended.

If you hold an active federally administered operating agreement and need this type of funding, please visit [Preservation Funding for Community Housing](#).

### Minimum Requirements

Your project must:

- be primarily residential
- have a minimum of 5 affordable units/beds
- be considered affordable, as determined by the Municipality, Province or Territory, or as accepted under other CMHC programs

## APPLICATION AND APPROVAL PROCESS

We accept applications on a continuous basis, and we review and prioritize them every 30 days. Once this process is complete, you will be informed whether your application was approved or declined.

### Prioritization and scoring

Applications are prioritized and scored on the application content and on how well the proposed project supports the following focus areas:

- housing for those in greatest need (vulnerable Canadians)
- housing for those in the North (Yukon, Northwest Territories and Nunavut)

- partnerships and collaborations
- social sustainability
- economic sustainability
- environmental sustainability

## RESOURCES

The following resources are available to help you prepare your application:

- [Product Highlight Sheet \(PDF\)](#)
- [Seed Funding Application \(New Construction\) – Document Requirements \(PDF\)](#)
- [Preservation Funding Application – Document Requirements \(PDF\)](#)
- [Development Checklist for Affordable Housing](#)
- [Rental Market Data](#)

## APPLY TODAY

Download and complete one (1) of the following forms, depending on the relevant stream:

- [Seed Funding Application Form – New Construction \(PDF\)](#)
- [Preservation Funding Application Form \(PDF\)](#)

**Important:** Please ensure that you are using the latest version of Adobe Acrobat to view this application.

For **Safari users**, to access this interactive PDF, right-click (*Ctrl + click on Mac*) the link to save the file, and then open it in Adobe Acrobat.

**Chrome users** are unable to open this interactive PDF, we apologize for any inconvenience this may cause however as an interim solution please use an alternative browser such as Internet Explorer or Safari.

For additional assistance, please contact the [Affordable Housing Specialist](#) for

your region.

Please submit your completed application to [SF-PFintake@cmhc.ca](mailto:SF-PFintake@cmhc.ca).

You will need to download the [Seed Funding Application \(New Construction\) – Document Requirements \(PDF\)](#), or the [Preservation Funding Application – Document Requirements \(PDF\)](#) to help prepare your application.

**Note:** All fields in the application are mandatory.

## CONTACT

For help completing your application, please contact the [Affordable Housing Specialist](#) for your region.

For general inquiries or technical support, call 1-800-668-2642 (7:30 a.m. to 7:30 p.m. ET) or email [contactcentre@cmhc.ca](mailto:contactcentre@cmhc.ca).

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## APPENDIX C

### Français

#### ONTARIO REGULATION 232/18

made under the

#### PLANNING ACT

Made: April 11, 2018

Filed: April 11, 2018

Published on e-Laws: April 11, 2018

Printed in The Ontario Gazette: April 28, 2018

#### INCLUSIONARY ZONING

#### Definitions

##### 1. In this Regulation,

"inclusionary zoning by-law" means a by-law passed under section 34 of the Act to give effect to the policies described in subsection 16 (4) of the Act; ("règlement municipal relatif au zonage d'inclusion")

"non-profit housing provider" means,

- (a) a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing,
- (b) a corporation without share capital to which the *Canada Business Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing,
- (c) a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*, or
- (d) an organization that is a registered charity within the meaning of the *Income Tax Act* (Canada) or a non-profit organization exempt from tax under paragraph 149 (1) (l) of that Act, and whose land is owned by the organization, all or part of which is to be used as affordable housing; ("fournisseur de logements sans but lucratif")

"offsite unit" means an affordable housing unit that is required in an inclusionary zoning by-law and that is erected or located in or on lands, buildings or structures other than those that are the subject of the development or redevelopment giving rise to the by-law requirement for affordable housing units. ("logement hors site")

#### Assessment report

2. (1) An assessment report required by subsection 16 (9) of the Act shall include information to be considered in the development of official plan policies described in subsection 16 (4) of the Act, including the following:

1. An analysis of demographics and population in the municipality.

2. An analysis of household incomes in the municipality.
  3. An analysis of housing supply by housing type currently in the municipality and planned for in the official plan.
  4. An analysis of housing types and sizes of units that may be needed to meet anticipated demand for affordable housing.
  5. An analysis of the current average market price and the current average market rent for each housing type, taking into account location in the municipality.
  6. An analysis of potential impacts on the housing market and on the financial viability of development or redevelopment in the municipality from inclusionary zoning by-laws, including requirements in the by-laws related to the matters mentioned in clauses 35.2 (2) (a), (b), (e) and (g) of the Act, taking into account:
    - i. value of land,
    - ii. cost of construction,
    - iii. market price,
    - iv. market rent, and
    - v. housing demand and supply.
  7. A written opinion on the analysis described in paragraph 6 from a person independent of the municipality and who, in the opinion of the council of the municipality, is qualified to review the analysis.
- (2) The analysis described in paragraph 6 of subsection (1) shall take into account the following related to growth and development in the municipality:
1. Provincial policies and plans.
  2. Official plan policies.
- (3) An updated assessment report required by subsection 16 (10) or (11) of the Act shall contain the information specified in subsection (1).

**Official plan policies**

3. (1) Official plan policies described in subsection 16 (4) of the Act shall set out the approach to authorizing inclusionary zoning, including the following:
1. The minimum size, not to be less than 10 residential units, of development or redevelopment to which an inclusionary zoning by-law would apply.
  2. The locations and areas where inclusionary zoning by-laws would apply.
  3. The range of household incomes for which affordable housing units would be provided.
  4. The range of housing types and sizes of units that would be authorized as affordable housing units.
  5. For the purposes of clause 35.2 (2) (a) of the Act, the number of affordable housing units, or the gross floor area to be occupied by the affordable housing units, that would be required.
  6. For the purposes of clause 35.2 (2) (b) of the Act, the period of time for which affordable housing units would be maintained as affordable.
  7. For the purposes of clause 35.2 (2) (e) of the Act, how measures and incentives would be determined.



8. For the purposes of clause 35.2 (2) (g) of the Act, how the price or rent of affordable housing units would be determined.
  9. For the purposes of section 4, the approach to determine the percentage of the net proceeds to be distributed to the municipality from the sale of an affordable housing unit, including how net proceeds would be determined.
  10. The circumstances in and conditions under which offsite units would be permitted, consistent with paragraphs 2, 3 and 4 of section 5.
  11. For the purposes of paragraph 2 of section 5, the circumstances in which an offsite unit would be considered to be in proximity to the development or redevelopment giving rise to the by-law requirement for affordable housing units.
- (2) Official plan policies described in subsection 16 (4) of the Act shall set out the approach for the procedure required under subsection 35.2 (3) of the Act to monitor and ensure that the required affordable housing units are maintained for the required period of time.

**Net proceeds from sale of affordable housing unit**

4. (1) An inclusionary zoning by-law may require a portion of the net proceeds from the sale of an affordable housing unit to be distributed to the municipality.
- (2) A by-law referred to in subsection (1) shall set out the percentage of the net proceeds to be distributed to the municipality, which shall not exceed 50 per cent.
- (3) If a by-law referred to in subsection (1) is in force, an agreement referred to in clause 35.2 (2) (i) of the Act shall provide that, where an affordable housing unit is sold, a percentage of the net proceeds from the sale shall be distributed to the municipality in accordance with the by-law.

**Restrictions on offsite units**

5. The authority of a council of a municipality under clause 35.2 (5) (a) of the Act is subject to the following restrictions:
  1. Offsite units shall not be permitted unless there is an official plan in effect in the municipality that sets out the circumstances in and conditions under which offsite units would be permitted.
  2. Offsite units shall be located in proximity to the development or redevelopment giving rise to the by-law requirement for affordable housing units.
  3. The land on which the offsite units are situated shall be subject to an inclusionary zoning by-law.
  4. Offsite units shall not be used to satisfy the by-law requirement to include a number of affordable housing units, or gross floor area to be occupied by affordable housing units, that applies to the development or redevelopment in which the offsite units are permitted.

**Restrictions on the use of s. 37 of the Act**

6. The authority of a council of a municipality under section 37 of the Act is subject to the following restrictions and prohibitions:
  1. Any increase in the height and density of a development or redevelopment permitted in return for facilities, services or matters under section 37 of the Act is deemed not to include:
    - i. the height and density associated with the affordable housing units required in an inclusionary zoning by-law,
    - ii. any increase in height and density permitted in an inclusionary zoning by-law as an incentive described in clause 35.2 (2) (e) of the Act.

2. For greater certainty, the council shall not use its authority under section 37 of the Act with respect to a development or redevelopment giving rise to a by-law requirement for affordable housing units in an area in which a community planning permit system is established.

#### Reports of municipal council

7. (1) For the purposes of subsection 35.2 (9) of the Act, if a council of a municipality passes an inclusionary zoning by-law, the council shall ensure that a report is prepared and made publicly available at least every two years.
- (2) The council shall ensure that each report describes the status of the affordable housing units required in the by-law, including the following information for each year that is the subject of the report:
1. The number of affordable housing units.
  2. The types of affordable housing units.
  3. The location of the affordable housing units.
  4. The range of household incomes for which the affordable housing units were provided.
  5. The number of affordable housing units that were converted to units at market value.
  6. The proceeds that were received by the municipality from the sale of affordable housing units.

#### Exemptions from inclusionary zoning by-law

8. (1) An inclusionary zoning by-law does not apply to a development or redevelopment where,
- (a) the development or redevelopment contains fewer than 10 residential units;
  - (b) the development or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which,
    - (i) a non-profit housing provider has an interest that is greater than 51 per cent, and
    - (ii) a minimum of 51 per cent of the units are intended as affordable housing, excluding any offsite units that would be located in the development or redevelopment;
  - (c) on or before the day an official plan authorizing inclusionary zoning was adopted by the council of the municipality, a request for an amendment to an official plan, if required, and an application to amend a zoning by-law were made in respect of the development or redevelopment along with an application for either of the following:
    - (i) approval of a plan of subdivision under section 51 of the Act, or
    - (ii) approval of a description or an amendment to a description under section 9 of the *Condominium Act, 1998*; or
  - (d) on or before the day the inclusionary zoning by-law is passed, an application is made in respect of the development or redevelopment for a building permit, a development permit, a community planning permit, or approval of a site plan under subsection 41 (4) of the Act.
- (2) Despite clause (1) (b), an inclusionary zoning by-law applies to any offsite units that would be permitted in a development or redevelopment.

#### 9. Clause (a) of the definition of "non-profit housing provider" in section 1 is revoked and the following substituted:

- (a) a corporation to which the *Not-for-Profit Corporations Act, 2010* applies that is in good standing under that Act and whose primary object is to provide housing,

#### Commencement

10. (1) Subject to subsection (2), this Regulation comes into force on the later of the day subsection 10 (1) of

Schedule 4 to the *Promoting Affordable Housing Act, 2016* comes into force and the day this Regulation is filed.

(2) Section 9 comes into force on the later of the day subsection 211 (1) of the *Not-for-Profit Corporations Act, 2010* comes into force and the day this Regulation is filed.

Made by:

Pris par :

*Le ministre des Affaires municipales,*

**BILL MAURO**

*Minister of Municipal Affairs*

Date made: April 11, 2018

Pris le : 11 avril 2018

Français

Markham Planning Staff overview of the main components/requirements of inclusionary zoning

1. An assessment report in support of the development of Official Plan policies including, among other things, an analysis of :
  - demographics and population;
  - household incomes;
  - current and planned housing supply by housing type;
  - housing types and sizes of units that may be needed to meet anticipated demand for affordable housing;
  - current average market price and current average market rent for each housing type, taking into account location; and
  - potential impacts on the housing market and the financial viability of development or redevelopment from inclusionary zoning by-laws taking into account the value of land, cost of construction, market price, market rent and housing demand and supply;
2. Official Plan policies authorizing the use of inclusionary zoning by-laws with no appeal including, among other things;
  - the minimum size of development or redevelopment to which an inclusionary zoning by-law would apply;
  - the locations and areas where inclusionary zoning by-laws would apply;
  - the range of household incomes for which affordable units would be provided;
  - the number of affordable units or the gross floor area to be occupied by affordable units; and
  - the period of time affordable units would be maintained as affordable;
3. Implementing inclusionary zoning by-laws addressing the Official Plan provisions with no appeal;
4. An agreement between the City and the owner or subsequent owner which may be registered on title to secure the affordable and rental units for the time period established; and
5. Monitoring and reporting out to Council through a report made publicly available at least every 2 years on the status of the affordable and rental housing units required in the inclusionary zoning by-laws.

**APPENDIX D**

Clause 4 in Report No. 11 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**4****Draft Rental Housing Incentives Guideline and  
Community Improvement Plan**

Committee of the Whole recommends:

1. Receipt of the presentation by Paul Freeman, Chief Planner.
2. Adoption of the following recommendations contained in the report dated June 8, 2018 from the Commissioner of Corporate Services and Chief Planner:
  1. Council endorse the Draft Rental Housing Incentives Guideline included as Attachment 1 and approve staff consultation with local municipal, agency, industry and other stakeholders prior to reporting back to Council with a final version.
  2. Staff be authorized to initiate preparation of a Community Improvement Plan required to implement the tax increment equivalent grants proposed in the Draft Rental Housing Incentives Guideline.
  3. The Regional Chair write to the Ministers of Finance, Housing and Municipal Affairs to request assistance to fund York Region rental housing incentives, including allocating funds from the Non-Resident Speculation Tax collected in York Region.
  4. The Regional Clerk circulate this report to local municipal Planning Commissioners and Directors.

Report dated June 8, 2018 from the Commissioner of Corporate Services and Chief Planner now follows:

## **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

### **1. Recommendations**

It is recommended that:

1. Council endorse the Draft Rental Housing Incentives Guideline included as Attachment 1 and approve staff consultation with local municipal, agency, industry and other stakeholders prior to reporting back to Council with a final version.
2. Staff be authorized to initiate preparation of a Community Improvement Plan required to implement the tax increment equivalent grants proposed in the Draft Rental Housing Incentives Guideline.
3. The Regional Chair write to the Ministers of Finance, Housing and Municipal Affairs to request assistance to fund York Region rental housing incentives, including allocating funds from the Non-Resident Speculation Tax collected in York Region.
4. The Regional Clerk circulate this report to local municipal Planning Commissioners and Directors.

### **2. Purpose**

This report summarizes the Draft Rental Housing Incentives Guideline (Guideline) to be circulated for review and comment prior to finalization. The Guideline responds to previous Council direction to address private purpose built rental housing supply and affordability pressures in York Region.

### **3. Background and Previous Council Direction**

#### **Private purpose built rental housing is a key component of the housing market**

Complete communities include rental options that meet the needs of residents of all ages, stages and abilities. Rental options are the most viable option for many mid-range income households. Without sufficient rental supply, businesses may struggle to attract employees while senior and young adults leave communities in search of housing that meets their needs.

## **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

### **Council has a long history of identifying and addressing housing need with an increased focus on private purpose built rental**

The 1994 Regional Official Plan, 2002 [Housing Supply Strategy](#) and [October 2004 Housing and Our Economy](#) study identified a need for a full mix and range of housing options to support the Region's population and economic viability.

In 2010 Council adopted the Region's updated [Official Plan](#) which provides more detailed direction to achieve a full mix and range of housing options, particularly rental options. The Region's 10-year Housing Plan: [Housing Solutions: A Place for Everyone](#) was approved in [June 2014](#) and included goals focused on increasing and sustaining the rental supply.

In coordination with the Housing Plan, the [Make Rental Happen Collaborative Advocacy Plan](#) was developed and implemented by the York Region Human Services Planning Board. As part of this initiative, in [November 2013](#) Council supported the development of a 225 unit private market rental development through the provision of a 36 month development charge (DC) deferral on a pilot basis. In [May 2017](#) Regional Council approved a permanent [policy](#) for 36 month Regional DC deferrals for purpose built rental buildings of four stories or greater.

The updated [Growth Plan](#) provides more specific direction on the preparation of a Housing Strategy, including targets and implementation mechanisms for both affordable ownership housing and rental housing. The Guideline forms a component of this work and the current Municipal Comprehensive Review.

Over time Council has increased focus on the need to stimulate development of private purpose built rental housing as one of several initiatives required to help address significant housing challenges.

### **The York Region/Local Municipal Housing Working Group determined the need to support the development of new private purpose built rental housing**

In [November 2016](#), Council supported the formation of a York Region/Local Municipal Housing Working Group (Working Group) and staff were directed to report back on the necessity and/or extent of housing incentives. The Working Group consists of local municipal planning staff as well as Regional Planning and Economic Development, Community and Health Services and Finance staff.

The Working Group evaluated the entire housing system (ownership and rental), and concluded that financial incentives should focus on increasing the private purpose built rental supply affordable to mid-range income households.

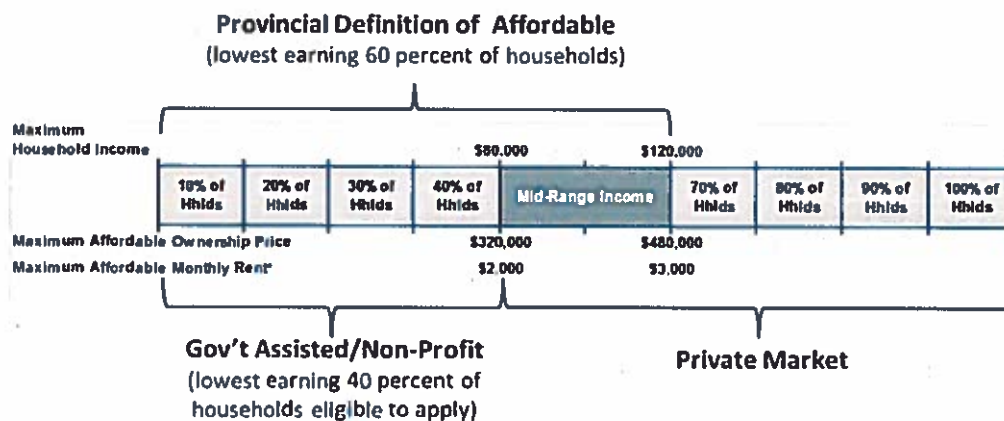


## Draft Rental Housing Incentives Guideline and Community Improvement Plan

### Mid-range income households range from the fourth to sixth decile of the household income distribution

The Guideline has been developed to address housing supply gaps for mid-range income households. The mid-range income group are those households that fall between the fourth and sixth deciles of the income distribution (Figure 1). The Provincial definition of affordable requires affordable housing options for these households which do not qualify to apply for government assisted/non-profit housing supports. They are meant to be housed by the private market. However, the private market is not delivering a product that is affordable for this income range and many of these households are struggling to make ends meet.

**Figure 1**  
**Mid-Range Income Households, 2017**



### The Guidelines are based on Council endorsed Principles and average rents must be affordable to mid-range income households

Based on the research and findings of the Working Group, in [February 2018](#) Council endorsed Principles to develop the Guideline. In addition to the Council endorsed Principles, the Guideline incorporates criteria that, on average, rents may not exceed 175 per cent of average market rent of private purpose built apartments by bedroom type. The rental threshold recognizes that York Region average market rent is derived from an aging rental housing stock, and ensures developments that receive incentives are non-luxury and affordable to the mid-range income cohort.

The maximum affordable rent for mid-range income households ranges from approximately \$2,000 to \$3,000 per month based on the standard that a maximum of 30 per cent of income be spent on housing. As is shown by the

## Draft Rental Housing Incentives Guideline and Community Improvement Plan

highlighted cells in Figure 2, 175 per cent of average market rent provides for affordable bachelor units for all mid-range income households, affordable 1 and 2-bedroom units for households at the fifth and sixth deciles, and affordable 3-bedroom units at the sixth decile of the income distribution.

**Figure 2**  
**Eligible rents and mid-range income affordability, 2017**

	Bach	1-Bdrm	2-Bdrm	3+ Bdrm	Total
Average Market Rent of Private Purpose Built Apartments*	\$892	\$1,170	\$1,346	\$1,526	\$1,279
175% Average Market Rent	\$1,561	\$2,048	\$2,356	\$2,671	\$2,238
Maximum Affordable Rent for Mid-Range Households (4 <sup>th</sup> Decile)	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Maximum Affordable Rent for Mid-Range Households (5 <sup>th</sup> Decile)	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Maximum Affordable Rent for Mid-Range Households (6 <sup>th</sup> Decile)	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000

Note: Grey highlighted cells denote affordability by household income decile and bedroom type

\*Source: CMHC Rental Market Report, Greater Toronto Area, 2017 Table 1.1.2, "Private Apartment Average Rents" (does not include secondary or government assisted/non-profit units)

## 4. Analysis and Implications

### Staff analyzed potential Regional housing incentives and propose two new incentives as reflected in the Guideline

Based on an analysis of potential financial incentives for feasibility and effectiveness by the Working Group, the following new Regional incentives are proposed:

1. Tax Increment Equivalent Grants for the Regional portion of property taxes for up to 5 years
2. 48 month deferrals for Regional [development application fees](#).

A tax increment equivalent grant (TIEG) is an annual grant equal to all or a portion of the property tax increase (increment) following the completion of a project that has resulted in an increase in the assessed value of the property. The Guideline incorporates a five year TIEG with a grant for 80 per cent of the tax increment in year one, reduced by 20 per cent a year to full taxes paid in year five.

## **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

Based on preliminary estimates, staff calculated that the cost of providing a 5-year TIEG is approximately \$1,750 per unit. Due to limited data on current purpose built rental projects, the TIEG analysis has been applied to the rental development at 212 Davis Drive in Newmarket as a hypothetical example.

Staff estimate that the cost of the 48 month deferral for Regional development application fee's is nominal (approximately \$50 per unit for lost interest). The deferral has been incorporated into the Guideline in order to signal that the Region is addressing rental housing need through the use of all financial incentives available. Staff will continue to consult on the merits of including this incentive.

In addition to Regional incentives, the Guideline identifies incentives that are available to local municipalities but not to York Region. The Guideline does not prescribe which incentives local municipalities should offer. Rather, a principle that local municipalities offer similar or better incentives is embedded.

### **The 36 month Regional development charge deferral is an existing incentive to help facilitate the development of purpose built rental buildings**

In addition to the two new incentives proposed in the Guideline, [the existing 36 month Region development charge deferral](#) continues to be an incentive available to purpose built rental buildings. Developers are not required to meet any new criterion to access the development charge deferral.

### **Provincial Non-Resident Speculation Tax revenue should be directed to this Program**

In April 2017 the Province released the [Fair Housing Plan](#), a package of measures to help more people find affordable homes, increase supply, protect buyers and renters and bring stability to the real estate market. One of the measures introduced through the Fair Housing Plan is the 15 per cent [Non-Resident Speculation Tax](#) (NRST), which is applied to all municipalities in the Greater Golden Horseshoe.

The Ministry of Finance reported on the taxes collected during the six month period from [April to November 2017](#) and the three month period from [November 2017 to February 2018](#). Based on these reports, approximately \$173 million was collected, almost \$53 million (or 31 per cent) of which was collected from York Region property transactions. Staff recommend that the Regional Chair request the Province to provide a share of the NRST to support implementation of rental housing initiatives which would help realize the objectives of the Fair Housing Plan.

## **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

### **A Community Improvement Plan is necessary to implement the proposed Tax Increment Equivalent Grants**

In order for a municipality to offer grants, a legal mechanism is required by the *Municipal Act*. As such a Community Improvement Plan (CIP) for the purposes of implementing the TIEGs is recommended. Staff are seeking authorization to initiate the multi-step process to develop a CIP which will include subsequent reports to Council that:

1. Recommend a CIP project area and approach
2. Seek final adoption of the CIP including funding requirements

Authorization to initiate the CIP process will allow staff to conduct background research and analysis and to engage in preliminary consultation with stakeholders. This process may be combined with the current Municipal Comprehensive Review. The Guideline recommends that a CIP be in place for five years.

## **5. Financial Considerations**

The work completed by staff and the York Region/Local Municipal Housing Working Group towards developing a Rental Housing Incentives Guideline has been completed within the existing Regional staff complement, and within the approved business plan and budget.

Preliminary estimates yield that the cost of the planning application fee deferral and five-year TIEGs is approximately \$1,800 per unit. The Final Guideline will include proposed annual targets and a budget based on the Provincial response to the funding request and further analysis.

## **6. Local Municipal Impact**

Local municipalities are key partners in addressing mid-range income affordable housing needs through the private market. Input received through the York Region/Local Municipal Housing Working Group has been instrumental in gaining a better understanding of local housing markets and challenges. For the Guideline to be successful, local municipal participation will be required.

## **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

### **7. Conclusion**

A key component of mid-range income affordable housing options is a healthy rental supply that incorporates a full mix and range of private purpose built options. Council direction to sustain and grow the private purpose built rental supply has been articulated through a number of guiding policy documents including the Regional Official Plan and the York Region 10-Year Housing Plan.

In order to help stimulate the development of private purpose built rental housing, staff are recommending that the attached Draft Rental Housing Incentives Guideline be endorsed for circulation and consultation prior to finalization. Authorization to initiate a CIP is recommended in order to implement the proposed TIEGs.

For more information on this report, please contact Sandra Malcic, Manager Policy and the Environment at 1-877-464-9675 ext. 75274.

The Senior Management Group has reviewed this report.

June 8, 2018

Attachment (1)

#8547024

Accessible formats or communication supports are available upon request

## Attachment 1

# York Region Rental Housing Incentives Guideline, 2018

## 1.0 Background

### 1.1 Housing is a cornerstone of Complete Communities

Complete communities include a variety of housing options that meet the needs of residents of all ages, stages and abilities. A variety of housing options includes a mix and range of both ownership and rental housing that is affordable, suitably sized and in good condition. A diverse mix and range of housing options, including affordable options, is a major contributor to the quality of life of residents and workers, the economy, individual and community health and well-being.

### 1.2 There are Gaps in York Region's Housing Supply

Since York Region was incorporated in 1971, it has changed from a largely homogeneous series of bedroom communities to a more diverse and integrated Region embarking on a number of city building initiatives. York Region forecasts to 2041 indicate that continued strong population, job and household growth are anticipated. Much of this growth will be concentrated in the Region's Centres and Corridors, further establishing a more mature and interconnected urban structure. While this diversification of the housing stock is a positive contributor to increasing the mix and range of housing options, there remains a number of gaps in the York Region housing supply, including:

<p><b>Not Enough Rental Housing</b></p> <p>At 14%, York Region has the lowest supply of rental housing in the Greater Toronto and Hamilton Area</p>	<p><b>Households Spend Too Much on Housing</b></p> <p>With 28% owners and 52% of renters spending more than 30 per cent of income on housing costs, York Region has the highest proportion of households of both tenures spending too much on housing costs</p>	<p><b>Affordability is not Equally Distributed</b></p> <p>Affordability is not equally distributed within and among local municipalities in York Region, leading to pockets of affordability rather than the equal distribution in complete communities</p>	<p><b>Unit Sizes are not Equally Distributed</b></p> <p>Over 95% of ground related units have 3 bedrooms or more and over half of high density units have 1 bedroom or less leading to larger units in peripheral developments and smaller units in core developments</p>
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\*Based on 2016 data

### 1.3 Private purpose built rental housing is a key component of the housing market

Insufficient rental housing contributes to negative effects on the social and economic wellbeing of a community. Without sufficient rental supply, businesses may struggle to attract employees while senior and young adults leave communities in search of housing that meets their needs.

Over the past few decades, growth in the York Region private rental market has been almost entirely reliant on individuals buying ownership units and renting them out, which is referred to as the secondary rental market. While this is an important segment of the overall rental market, there are a number of unhealthy side effects to an over reliance on it. Tenancy is less stable in the secondary



market due to the landlord's own-use provisions that permit easier evictions. Small scale landlords may be less aware of responsibilities and obligations to tenants than professional property managers. The secondary market for rental supply has contributed to property speculation contributing to increases in home-ownership prices.

Like the secondary market, government assisted/non-profit rental housing is also an important segment of the overall rental market. Similar to the secondary market, government assisted/non-profit housing cannot be relied on to meet all rental needs. There are income and asset eligibility criteria that exclude a number of households in need of rental housing from accessing this segment of the market which provides greater depths of affordability and requires greater levels of investment to achieve. The private purpose built rental market targets households with more moderate incomes. Purpose-built rental developments are not being pursued with current incentives available (see section 2.2). Additional incentives are required to stimulate private purpose-built rental that is affordable to mid-range income households, but the amount of investment required is less than for those in the government assisted/non-profit market.

#### 1.4 York Region/Local Municipal Housing Working Group

In November 2016 Regional Council received a [report](#) on the formation of a York Region/Local Municipal Housing Working Group (Working Group) to explore options to address housing supply and affordability issues. Council recommended "staff report back to Council on the outcome of discussions held at the York Region/local municipal housing working group on the necessity and/or extent of a housing incentives Framework."

The Working Group has determined financial incentives for ownership housing are not necessary, and this Guideline should only apply to purpose-built rental developments. This Housing Incentives Guideline addresses the use of incentives to increase the supply of private purpose built rental housing which may be the most viable housing option for mid-range income households.



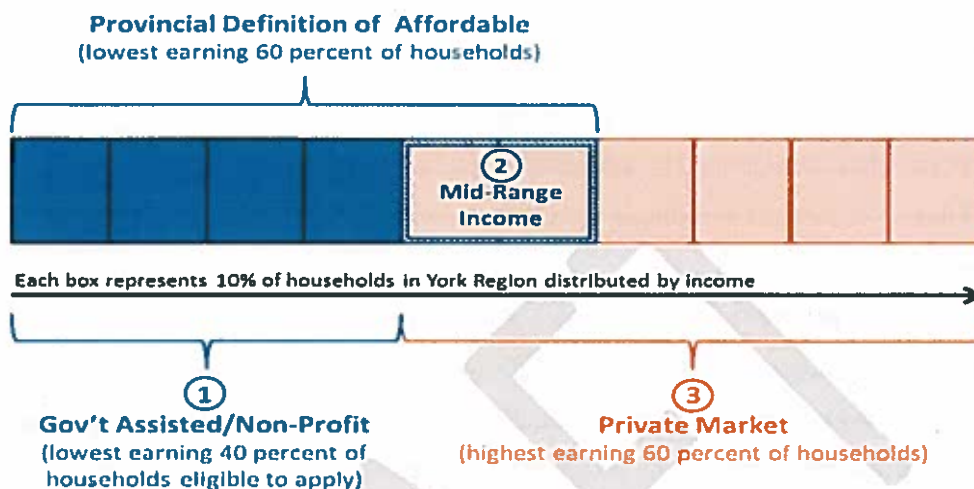
**YORK REGION**  
**Local Municipal**  
**Housing**  
**Working GROUP**



## 1.5 Focus on mid-range income

From an income perspective, the housing market can be viewed as containing three distinct but overlapping segments (Figure 1).

**Figure 1 Housing Market Segments**



1. The Government Assisted/Non-Profit segment includes those households that may qualify to apply for additional supports to find acceptable housing in the Region. This is the lowest earning 40 per cent of households. From an income perspective, these households are eligible to apply for non-profit/government assisted housing through the centralized waitlist.
2. The Mid-Range Income segment includes households classified as requiring affordable housing options based on the Provincial definition, but do not qualify for additional supports. This segment includes 20 percent of the households in the Region between the lowest to the highest earning 40 per cent of households. The intention is that this segment be served by the private market.
3. The Private Market segment consists of the highest earning 60 per cent of households and incorporates the mid-range affordable segment. Households in this segment have traditionally been able to afford market housing.

Although the entire private market segment has traditionally been able to afford market housing, disparities between income and housing cost increases coupled with gaps in housing supply such as a lack of private purpose built rental units has led to many households in the mid-range income segment with few, if any housing options.

The York Region/Local Municipal Housing Working Group and this Housing Incentives Guideline focus on the Mid-Range Income segment of the income distribution and housing market.

## 1.6 Guideline Principles

Based on the findings of the Working Group, Council received an [update report](#) in February 2018 whereby the principles to develop an incentives guideline to support purpose built rental units for mid-range income housing needs were endorsed. This York Region Rental Housing Incentive Guideline, 2018 (the Guideline) is based on these principles:

- a. Apply to purpose built rental tenure only
- b. Priority given to high-rise and mid-rise developments
- c. Priority given to development in regional and local centres and corridors
- d. York Region incentives be contingent on the local municipality offering similar or better incentives
- e. Proponents be required to share pro forma work with staff
- f. Projects with support from senior levels of government be prioritized
- g. Restrictive covenant registered on title requiring that the property be developed and operated as a rental apartment complex for no less than 20 years
- h. Incentives offered may be tied to the duration the project will remain rental, duration of affordability and/or depth of affordability provided

## 2.0 York Region Rental Housing Incentive Guideline

### 2.1 Purpose of the Guideline

This Housing Incentives Guideline has been developed to address housing supply gaps for mid-range income households, many of which are spending more than 30 per cent of income on housing costs. Many of these households are over extending their budgets to pay for housing and/or are having issues finding adequate housing that meets their needs. The Working Group has determined that financial incentives for ownership housing are not needed through this Guideline. As such, the Guideline focuses on increasing the supply of private purpose built rental units that are affordable to the mid-range income group as a viable and reasonable housing option.

### 2.2 The existing 36 month Region development charge deferral is an existing incentive to build purpose built rental housing

In addition to two new incentives proposed in the Guideline, the existing 36 month Region development charge deferral program is acknowledged as an existing incentive to build purpose built rental housing. No new criteria is applied to access the development charge deferral. Developments that meet the criteria of the [development charge deferral for purpose built high density rental buildings policy](#)<sup>1</sup> approved by Council on May 25, 2017 may continue to access the program.

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<sup>1</sup> "High density" refers to developments with a minimum of four (4) stories.

## 2.3 New Regional Incentives

Based on an analysis of potential Regional financial incentives for feasibility and effectiveness as well as stakeholder consultation, the following new incentives are included in the Guideline:

1. A 48 month deferral for development application fees, applicable from the date the building permit is issued.<sup>1</sup>
2. A Tax Increment Equivalent Grant for the Regional portion of property taxes.<sup>2</sup>

A tax increment equivalent grant (TIEG) is an annual grant equal to all or a portion of the property tax increase (increment) following the completion of a project that has resulted in an increase in the assessed value of the property. The Guideline incorporates a five year TIEG with a grant for 80 per cent of the tax increment in year one, reduced by 20 per cent a year to full taxes paid in year five.

## 2.4 Requirements to Access the Guideline

In accordance with the established principles, in order to be eligible to apply for the development application fee deferral or tax increment equivalent grant, a development should:

1. Be affordable to the mid-range income group (maximum 175% of average market rent).<sup>3</sup>
2. Be developed, marketed and maintained as a rental property for a minimum of 20 years.<sup>4</sup>
3. Have Local Municipal support including similar or better incentives.
4. Include open pro forma work shared with Regional staff.
5. Demonstrate that attempts have been made to access senior government incentives.

In order for staff to evaluate a development, proponents will be required to provide Submission Details as outlined in Attachment 1.

## 2.5 Evaluation and Allocation of Funds

Eligible developments will be further assessed using the evaluation factors in Attachment 2. Potential incentives based on the evaluation will be brought forward in accordance with the procedure outlined in Section 3.

<sup>1</sup> Applies to Regional fees related to plans of subdivision, plans of condominium and site plans. Only initial application fees are considered for deferral (Revisions and Resubmission fees do not qualify). The maximum duration of this deferral from the time application fees are due (at submission) is 54 months.

<sup>2</sup> Tax Increment Equivalent Grants will generally be over a five year period with an 80% grant in year 1 down to a 20% grant in year 4 and full taxes in year 5.

<sup>3</sup> Starting rents should not exceed 175% of average market rent by bedroom type on average. Individual units may exceed the identified rents as long as the average rents of all units of the same bedroom type do not exceed the maximum rents identified.

<sup>4</sup> The development may be registered as a condominium, but it must be operated as a rental property for a period of not less than twenty (20) years.

## 2.6 Local Municipal Incentives

A principle of this Guideline is that local municipalities offer similar or better incentives. Incentives to be offered by the local municipality are not prescribed. Potential incentives that could be offered by local municipalities include:

- Development Charge Fees (deferrals, reductions or grants)
- Development Application Fees (deferrals, reductions or grants)
- Building Permit Fees (deferrals and waivers)
- Parkland Fee's (deferrals, reductions or waivers)
- Parking reductions
- Height and Density (Section 37, Planning Act)
- Service allocation

## 3.0 Implementation Details

### 3.1 Process

In order for a project to be considered for incentives, the following process will be followed:

1. Proponent initiates pre-application consultation with Local Municipal staff
  - a. Pre-application only refers to development applications (subdivision, site plan, condominium)
  - b. Proponent interest in accessing incentives established
  - c. Local Municipal support and interest in providing incentives established in principle at the staff level
2. Local Municipal staff contacts Region to express interest in accessing incentives
  - a. Local Municipal staff provides Submission Details and associated pro forma work (Attachment 1 – Populated by Proponent)
3. Regional staff confirm eligibility for incentives (including confirmation of local municipal support in principle)
4. Proposal evaluated by Regional staff based on proponent Submission
  - a. As outlined in Attachment 2
5. Eligibility evaluation vetted by York Region staff level review panel
6. Opportunity and recommendations presented to Regional Housing Steering Committee
  - a. Committee provides direction to staff regarding Council recommendations (support as is, re-negotiate with proponent, do not support)
7. Staff provide Regional Council staff report based on Housing Steering Committee recommendations
8. Regional staff draft Agreement(s) to enter into with proponent based on Regional Council recommendations

#### 4.0 Monitoring, Reporting and Continuous Improvement

These guidelines are intended to be in place for five years following adoption of the enabling Community Improvement Plan. Staff will monitor the outcomes of the incentives program on an ongoing basis. Factors such as number and location of units facilitated by the incentives, cost of delivering and status of the developments will be captured. This information will be reported to Council as an attachment to the annual Housing Plan progress reports.

The Guideline is viewed as a first component of a broader Housing Strategy required by the Provincial Growth Plan. Staff will continue to explore additional opportunities to facilitate the development of rental product and address affordability of both ownership and rental units. Future opportunities may include leveraging surplus land assets, the provision of a development shepherd to expedite planning approvals and the implementation of inclusionary zoning. Additional policy approaches will be considered through development of the Housing Strategy through the Municipal Comprehensive Review, updates to the Regional Official Plan, Housing Matters, the Housing Plan and the Affordable Housing Measuring and Monitoring Guidelines.

## Attachment 1 – Submission Details

1. Site Address:

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2. Proponent Name and Contact Information:

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3. Local Municipal Planner Name and Contact Information:

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4. Development Description (site size, number of stories, number of units):

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5. Has the pro forma work associated with the development application been shared with York Region staff or included with this submission?

Yes

No

6. Does your application require an Official Plan amendment to change the designation?

Yes

No

7. Does your application require a Zoning By-law Amendment to change the zoning?

Yes

No

8. Other planning applications required (site plan, subdivision, condominium, minor variance, consent)

---

9. Units proposed and average rents per bedroom type:

	Bachelor	1-Bedroom	2-Bedroom	3-Bedroom +
Number of Units				
Average Rent				



10. Do you intend to incorporate any affordable units into the project? Please provide parameters below.

	Bachelor	1-Bedroom	2-Bedroom	3-Bedroom +
100-125% Average Market Rent				
80-100% Average Market Rent				
80% or less of Average Market Rent				

11. Minimum length of time affordability will be maintained:

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12. Minimum length of time building will remain rental:

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13. Description of senior level of government funding applied for and any results:

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14. Description of Local Municipal support for project:

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## Attachment 2 – Evaluation Factors

The following evaluation factors will be used to assess projects that have been deemed eligible to apply for incentives through the Guidelines. Priority and incentives will be given to projects that align with the Regions objectives as articulated through the following factors:

1. Duration of rental tenure (minimum 20 years)
2. Built Form (greater than 4 stories)
3. Location (alignment with urban structure and transportation investments)
4. Local Municipal contribution (meets or exceeds request for Regional contribution)
5. Incorporation of affordable units
6. Depth of affordability
7. Duration of affordability
8. Planning status (is designation and zoning in place)
9. Presence of family sized units (percent of units with 3 bedrooms or more)
10. Other Regional Objectives (sustainable building, incorporation of mixed use, distance to transit stop, partnerships with non-profit organizations)

# Draft Rental Housing Incentives Guideline and Community Improvement Plan

PRESENTATION TO COMMITTEE OF THE WHOLE

June 21, 2018

Paul Freeman, Chief Planner

[paul.freeman@york.ca](mailto:paul.freeman@york.ca)

ext. 71534



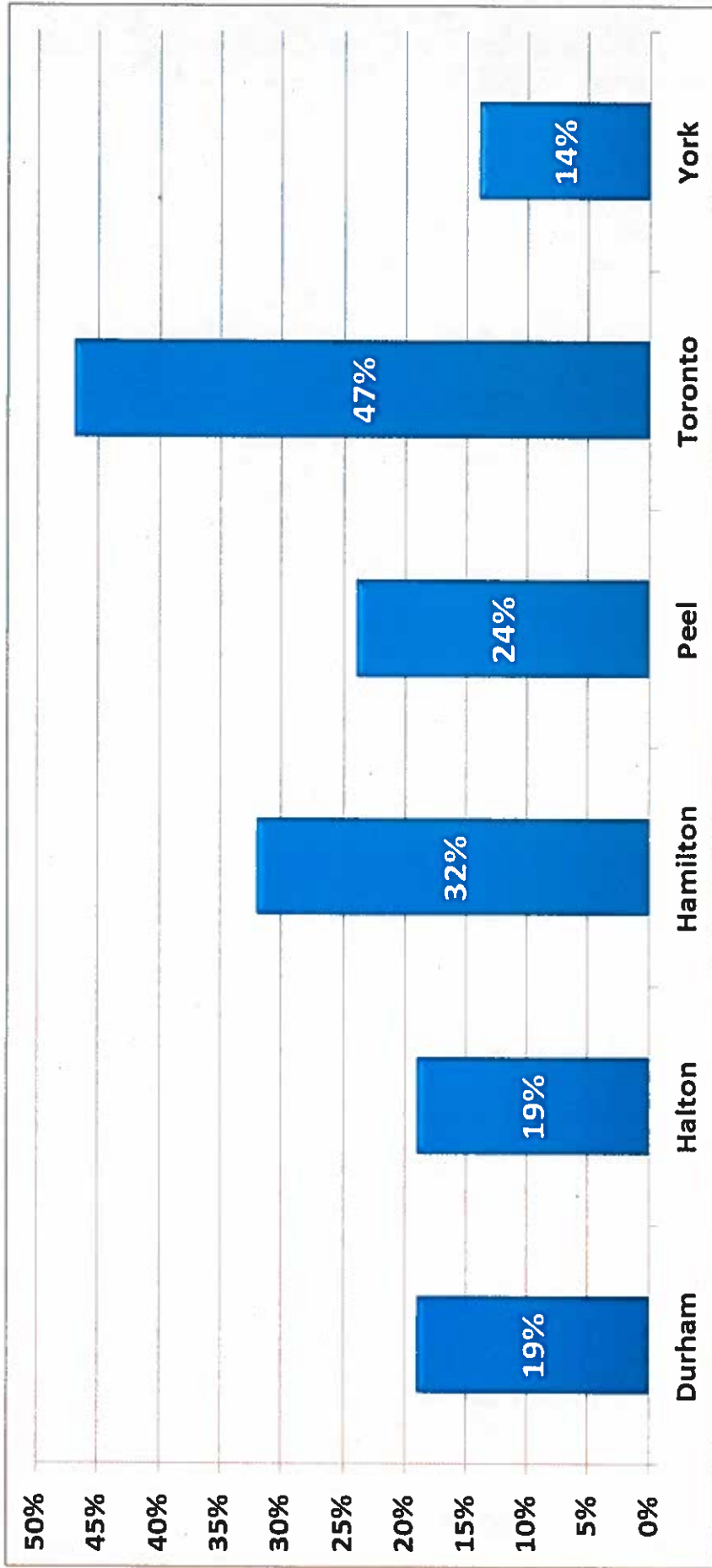
## OUTLINE

1. York Region Housing Challenge
2. Draft Rental Housing Incentive Guideline
3. Community Improvement Plan and Recommendations

# THE CHALLENGE

# GTHA RENTAL SUPPLY, 2016

## Percentage of Housing Stock that is Rental



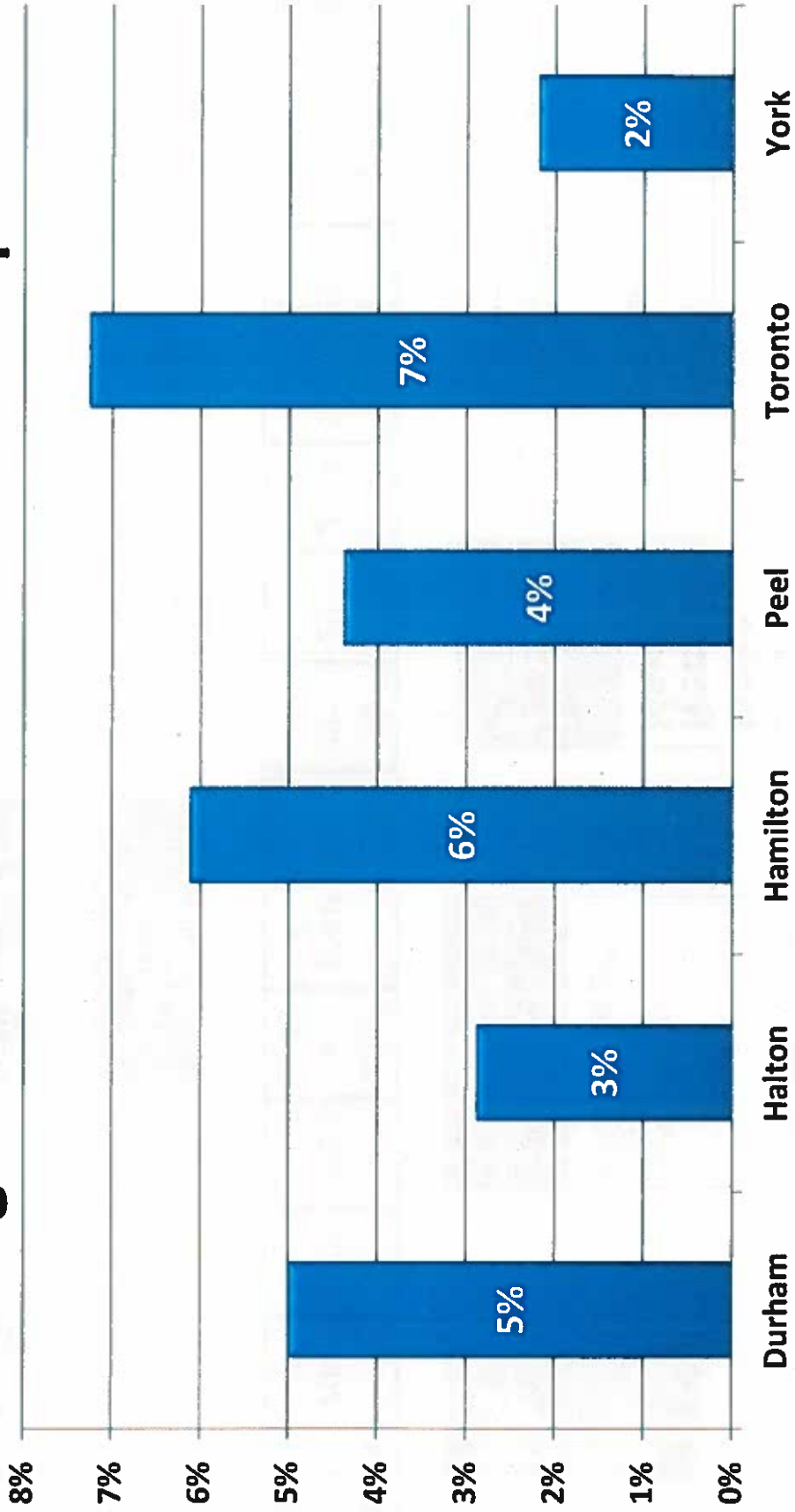
Source: Statistics Canada 2016 Census of Population

York Region has lowest proportion of rental housing stock in GTHA



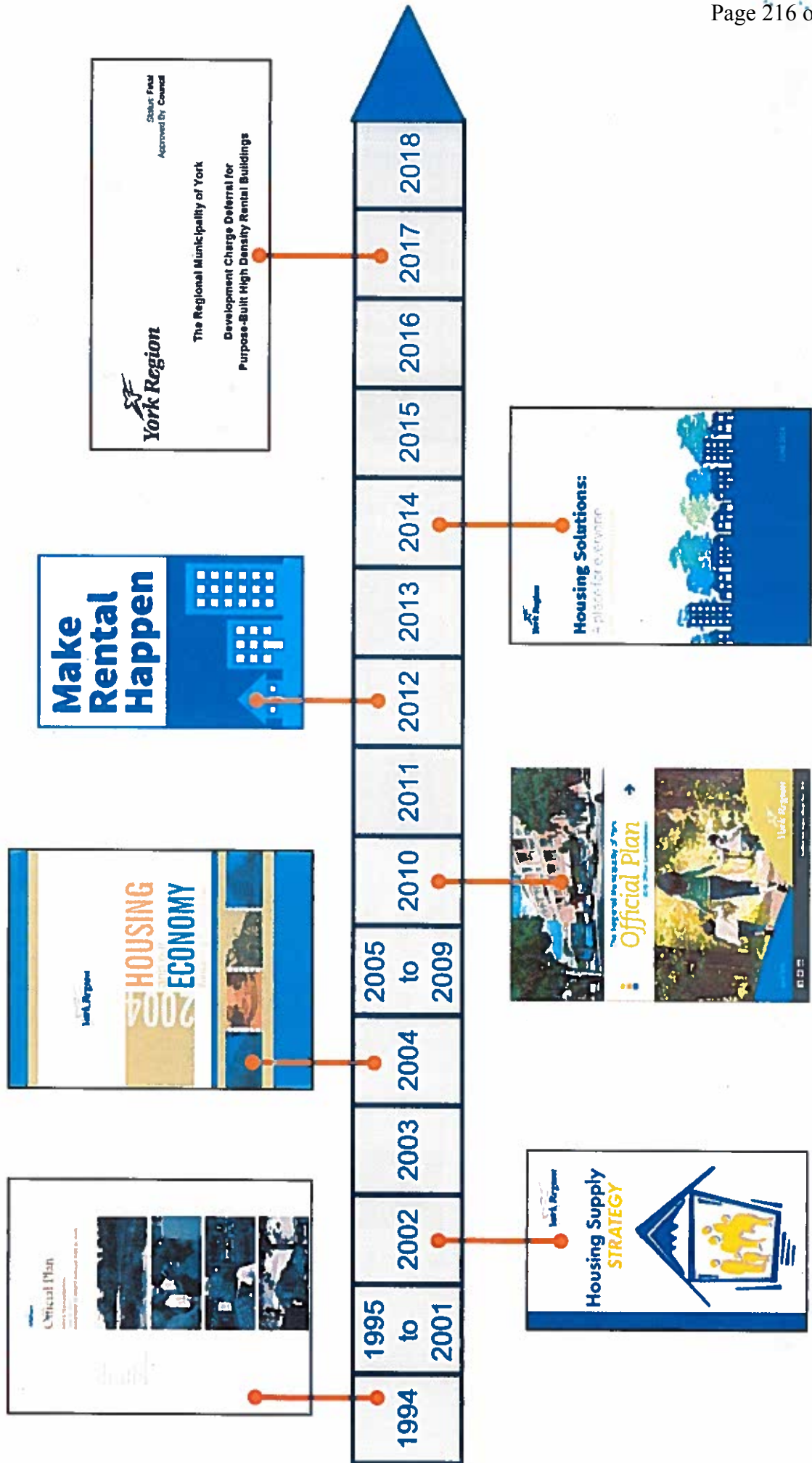
# GTHA RENTAL SUPPLY GROWTH, 2008-2017

## Percentage of Rental Residential Completions



York Region has the lowest growth in purpose built rental stock in the GTHA

# HOUSING POLICIES AND PROGRAMS





# DRAFT RENTAL HOUSING INCENTIVES GUIDELINE

## AFFORDABLE HOUSING SOLUTIONS

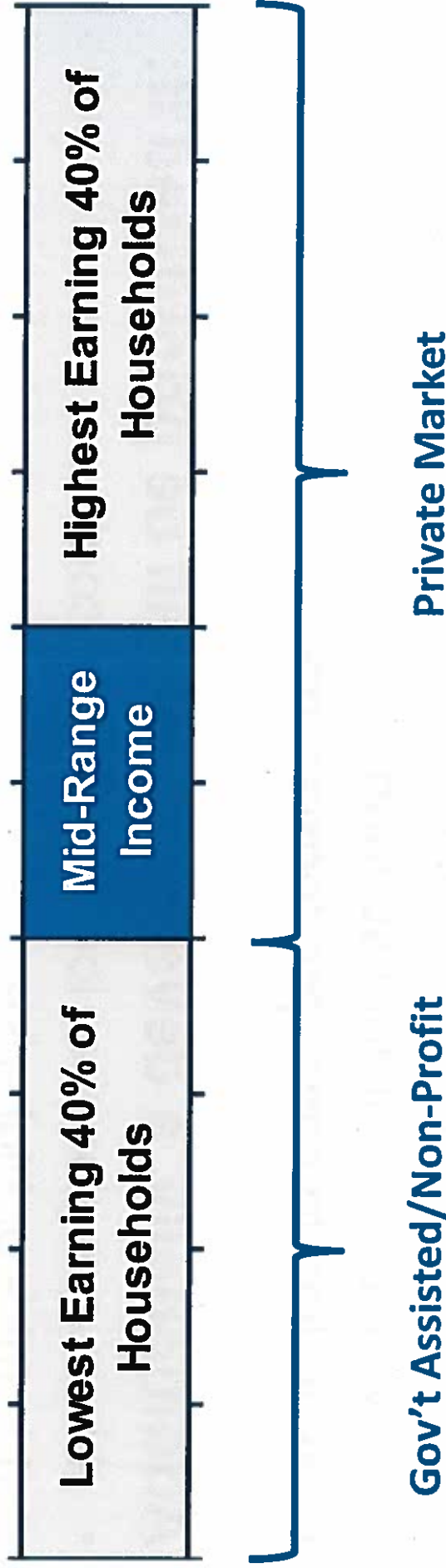
### Council Support for Housing Incentives

- Working Group Formation: Nov. 2016
- Endorsement of Guideline Principles: Feb. 2018
- Draft Rental Housing Incentives Guideline: Jun. 2018



# TARGET HOUSEHOLDS

Provincial Definition of Affordable



**Mid-Range Income Households** are included in Provincial definition of “affordable” but do not qualify to apply for housing supports. They are meant to be housed by the private market.

**In order to qualify to access the Guideline, a development must:**

- Be rental tenure (minimum 20 years)
- Have local municipal support
- Be willing to share pro forma work

**Additionally, a development will be prioritized if:**

- It is in a regional or local centre or corridor
- It is mid- or high-rise
- It has received support from senior levels of government
- It achieves additional housing related goals (greater duration of rental tenure, duration and/or depth of affordability)

## RENTAL HOUSING INCENTIVES

### **Regional Incentives Considered**

- Development Charge deferral, reduction, exemption
- Planning Fee deferral, reduction, exemption
- Tax Increment Equivalent Grant

## RENTAL HOUSING INCENTIVES

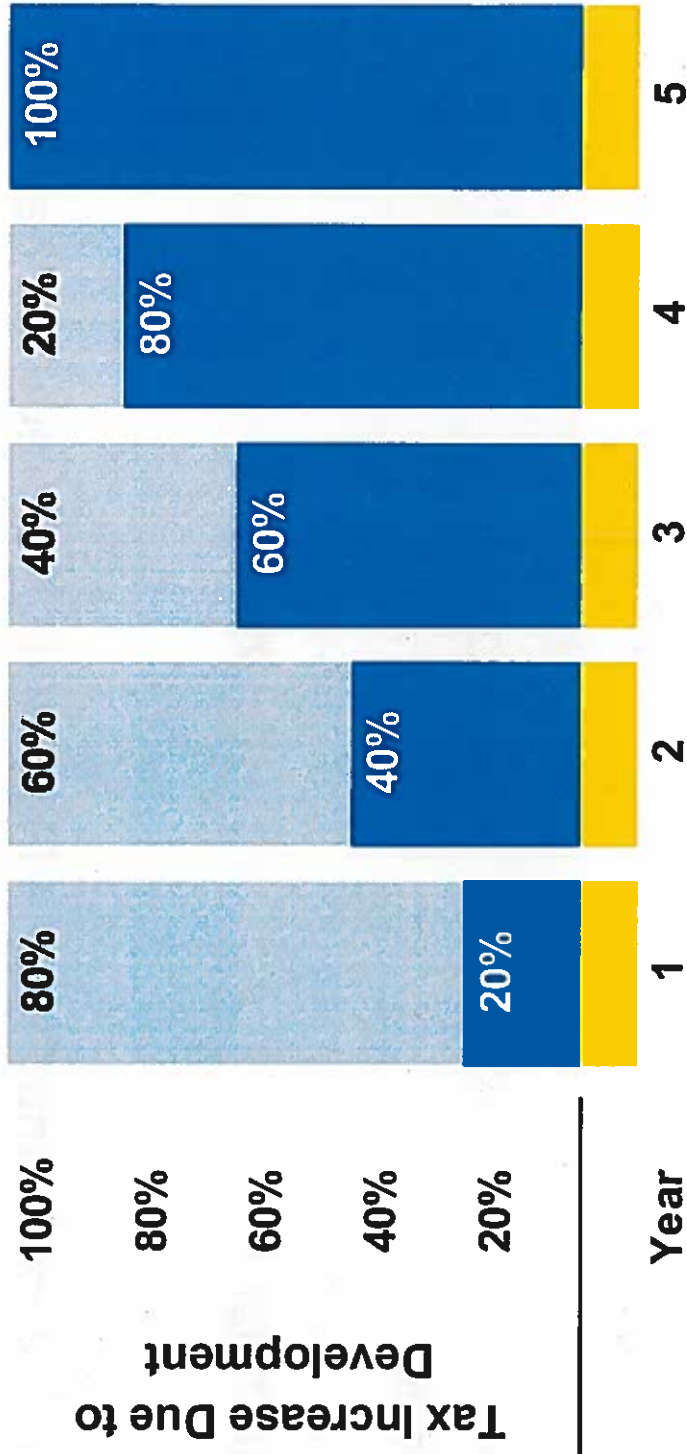
### **Regional Incentives Recommended**

- Development Charge deferral (Existing Policy – 36 month)
- Planning Fee deferral (48 month)
- Tax Increment Equivalent Grant

### **Additional Potential Local Municipal Incentives (not prescribed)**

- Building permit fee deferral, reduction, exemption
- Parking requirement reductions
- Parkland reductions
- Additional height and density for affordable units

# TAX INCREMENT EQUIVALENT GRANT



**% GRANT** Portion of tax increase granted by municipality  
**% PAID** Portion of tax increase paid by owner  
 Original assessment - prior to development



# NON-RESIDENT SPECULATION TAX

	NRST Collected April 2017 to Feb. 2018 (\$ millions)	Percent of Total NRST Collected
Other GGH Regions	13.6	7.8%
Durham	1.8	1.0%
Halton	9.2	5.3%
Peel	12.9	7.4%
Toronto	82.8	47.8%
York	53.0	30.6%
<b>GGH Total</b>	<b>173.3</b>	<b>100%</b>

Staff recommend that the Regional Chair request the Province provide a share of the NRST to support rental housing initiatives to help realize the of Fair Housing Plan.

# COMMUNITY IMPROVEMENT PLAN

## COMMUNITY IMPROVEMENT PLAN (CIP)

A legal mechanism is required by the *Municipal Act* for municipalities to offer grants.

Staff are seeking authorization to initiate the process to develop a Regional CIP which will include subsequent reports to Council that:

1. Recommend a CIP project area and approach
2. Seek final adoption of the CIP including funding requirements



## NEXT STEPS

1. Circulate and consult on Draft Guideline
2. Initiate preparation of Community Improvement Plan
3. Finalize Guideline and Community Improvement Plan parameters for Council consideration in 2019
4. Continue to work in partnership on implementation with local municipal staff

## SUMMARY OF RECOMMENDATIONS

1. Endorse Draft Rental Housing Incentives Guideline for consultation prior to reporting back to Council with a final version
2. Initiate preparation of a Community Improvement Plan
3. Regional Chair to write to the Province requesting assistance to fund York Region rental housing incentives from Non-Resident Speculation Tax revenues
4. Regional Clerk circulate to local municipal Planning Commissioners/Directors

# THANK YOU

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ext. 71534

