



Electronic Development Services Committee Meeting

Revised Agenda

Meeting No. 20
December 8, 2020, 9:30 AM
Live streamed

Note: Members of Development Services Committee will be participating in the meeting remotely.

Due to COVID-19, our facilities are closed to the public.
Access is not permitted to the Markham Civic Centre and Council Chamber.

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

Members of the public who wish to make virtual deputations must register by completing an online [***Request to Speak Form***](#) or e-mail clerkspublic@markham.ca providing full name, contact information and item they wish to speak to. Alternatively, you may connect via telephone by contacting the Clerk's office at 905-479-7760 on the day of the meeting.

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Electronic Development Services Committee Meeting

Revised Agenda

Revised Items are Italicized.

Meeting Number 20
December 8, 2020, 9:30 AM - 1:00 PM
Live streamed

Please bring this Development Services Committee Agenda to the Council Meeting on December 9, 2020.

Pages

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY INTEREST

3. APPROVAL OF PREVIOUS MINUTES

3.1. DEVELOPMENT SERVICES COMMITTEE MINUTES – NOVEMBER 23, 2020 (10.0)

7

1. That the minutes of the Development Services Committee meeting held November 23, 2020, be confirmed.

4. PRESENTATIONS

4.1. PRESENTATION OF SERVICE AWARDS (12.2.6)

Todd Wilkinson, Supervisor, Licensing & Standards, Legislative Services & Communications, 30 years

Ron Roffey, Supervisor, Roads, Operations, 30 years

Kyle Eden, Sewer Flusher/Camera Operator, Environmental Services, 20 years

Freda Mo, Website Administrator ITS, Information Technology Services, 20 years

Tapio Koponen, Gardener, Operations, 20 years

Rachel Shumski, Gardener, Operations, 20 years

Teresa Cabral, Architectural Plans Examiner II, Building Standards, 15 years

Stephanie Di Perna, Acting Director, Building Standards, Building Standards, 15 years

Peter Solymos, Supervisor, Waterworks, Environmental Services, 15 years

Valantina Gharibo, Human Resources Clerk, Human Resources, 15 years

Ryan McKillop, Fitness Counsellor, Recreation Services, 15 years
 Anik Glaude, Curator and Program Co-ordinator, Economic Growth, Culture & Entrepreneurship, 10 years
 Michael Lafete, Engineering Technologist/Inspector, Engineering, 10 years
 Simei Fei, Compliance Engineer, Environmental Services, 10 years
 Stephanie Edwards, Provincial Offences Officer II, Legislative Services & Communications, 10 years
 Alan Ho, Councillor Ward 2, Mayor and Council, 10 years
 Joe Li, Regional Councillor, Mayor and Council, 10 years
 Michael Benincasa, Working Supervisor, Operations, 10 years
 Tyler Burns, Working Supervisor, Operations, 10 years
 Jason Ramsaran, Facility Assets Coordinator, Sustainability & Asset Management, 10 years
 Timothy Powis, Waterworks Operator II, Environmental Services, 5 years
 Robert Cole, Acting CIO and Manager, Applications, Information Technology Services, 5 years
 Brian Campbell, Working Supervisor, Fleet, Operations, 5 years
 David Plant, Sr. Mgr, Parks, Horticulture & Forestry, Operations, 5 years
 Nizar Moosa, Supervisor, Community Program, Recreation Services, 5 years

5. DEPUTATIONS

6. COMMUNICATIONS

7. PETITIONS

8. CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES

- | | | |
|------|--|----|
| 8.1. | HERITAGE MARKHAM COMMITTEE MINUTES – NOVEMBER 11, 2020 (16.11) | 25 |
| 1. | That the minutes of the Heritage Markham Committee meeting held November 11, 2020, be received for information purposes. | |
| 8.2. | CYCLING AND PEDESTRIAN ADVISORY COMMITTEE (CPAC) MINUTES – SEPTEMBER 17, 2020 AND OCTOBER 15, 2020 (16.34) | 36 |
| 1. | That the minutes of the Cycling and Pedestrian Advisory Committee (CPAC) meeting held September 17, 2020 and October 15, 2020, be received for information purposes. | |
| 8.3. | <i>MILLIKEN SUB-COMMITTEE MINUTES - MILLIKEN CENTRE SECONDARY PLAN UPDATE – NOVEMBER 25, 2020 (10.0)</i> | 48 |
| 1. | That the minutes of the Milliken Sub-Committee – Milliken Centre Secondary Plan Update meeting held November 25, 2020, be received | |

for information purposes.

8.4. PARKING AND TRANSIT REVIEW, PART OF LOT 11, CONCESSION 9, NORTH SIDE OF HIGHWAY 7, EAST OF 9TH LINE (2341988 ONTARIO LTD.), WARD 5, FILE SPC 19 136375 (10.6, 5.0) 53

L. Cheah, ext. 4838 & J. Palmisano, ext. 6200

Note: On November 23, 2020 Development Services Committee requested staff to report back on the resident parking and transit parameters associated with the proposed parking supply for the subject development to a future meeting.

1. That the Memorandum titled “Parking and Transit Review, Part of Lot 11, Concession 9, north side of Highway 7, east of 9th Line (2341988 Ontario Ltd.), Ward 5, File SPC 19 136375” be received.

9. REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES

9.1. RECOMMENDATION REPORT RECOMMENDATIONS FOR AN AGE-FRIENDLY COMMUNITY (10.0) 59

S. Corr, ext. 2624 & S. Muradali, ext. 2008

Note: For background information, presentation titled “19 Recommendations for an Age Friendly Community” from the Development Services Committee meeting dated March 18, 2019 is attached.

1. That the report titled “RECOMMENDATION REPORT, Update on Recommendations for an Age-Friendly Community”, dated December 8, 2020, be received;
2. That a Council workshop be held as part of the Urban Design Study process to develop Age Friendly Design Guidelines; and further,
3. That staff report back to Development Services Committee on Age Friendly Design Guidelines once the guidelines are completed.

10. REGULAR REPORTS - TRANSPORTATION AND INFRASTRUCTURE ISSUES

10.1. MARKHAM CENTRE VIVA RAPIDWAY UPDATE (WARD 3) (5.10) 98

J. Chan, ext. 4745, B. Lee, ext. 7507 & M. Jones, ext. 4857

1. That this report titled “Markham Centre Viva Rapidway Update” be received; and,
2. That the Mayor and Clerk be authorized to execute agreements to convey easements to Metrolinx for the Transit Rapidway (including station locations), between Birchmount Road to Kennedy Road in locations satisfactory to the Director of Engineering, after the Transit

Rapidway in these locations has been constructed, provided the form of the agreements are satisfactory to the Commissioner of Fire and Community Services and the City Solicitor; and,

3. That the agreement between the City and Metrolinx for the conveyance of an easement to Metrolinx for the Transit Rapidway (including station locations) over sections of South Town Centre Blvd., Cedarland Blvd. and Enterprise Blvd. and other City owned lands be ratified; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

10.2. DONALD COUSENS PARKWAY EXTENSION TRANSPORTATION PLANNING STUDY - KEY RESULTS (CITY-WIDE) (5.10)

104

L. Cheah, ext. 4838 & J. Palmisano, ext. 6200

Note: On November 23, 2020 Development Services Committee deferred consideration of the above subject matter to the meeting this date.

1. That the report entitled “Donald Cousens Parkway Extension Transportation Planning Study – Key Results”, be received; and,
2. That Council endorse the finding that no new road corridor and right-of-way west of Highway 48 is needed for the conceptual Donald Cousens Parkway Extension; and,
3. That York Region be requested to remove the Donald Cousens Parkway Extension Corridor west of Highway 48 from the Region’s Official Plan 2010; and,
4. That Map 10 and all associated policies of the City of Markham’s Official Plan, 2014 be amended to remove the Donald Cousens Parkway Extension Corridor west of Highway 48; and,
5. That the City Clerk send a copy of this report and Council resolution to York Region and request York Region to confirm its concurrence; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

11. REGULAR REPORTS - CULTURE AND ECONOMIC DEVELOPMENT ISSUES

11.1. MARKHAM SMALL BUSINESS CENTRE 2019-2020 BUSINESS RESULTS AND 2021 OBJECTIVES (10.16)

117

D. De Los Santos, ext. 3663

Note: On November 23, 2020 Development Services Committee deferred consideration of the above subject matter to the meeting this date.

Councillor Alan Ho, Chair, Culture and Economic Development, Christina Kakaflikas, Acting Director, Economic Growth, Culture & Entrepreneurship and Don De Los Santos, Manager, Markham Small Business Centre will be in attendance to provide a presentation on this matter.

1. That the report entitled “Markham Small Business Centre 2019-2020 Business Results and 2021 Objectives” be received and endorsed; and,
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

12. MOTIONS

13. NOTICES OF MOTION

14. 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".*

15. ANNOUNCEMENTS

16. CONFIDENTIAL ITEMS

16.1. DEVELOPMENT AND POLICY ISSUES

16.1.1. DEVELOPMENT SERVICES COMMITTEE CONFIDENTIAL MINUTES – OCTOBER 13, 2020 AND NOVEMBER 9, 2020 (10.0) [Section 239 (2) (e) (f)]

16.1.2. INFORMATION EXPLICITLY SUPPLIED IN CONFIDENCE TO THE MUNICIPALITY OR LOCAL BOARD BY CANADA, A PROVINCE OR TERRITORY OR A CROWN AGENCY OF ANY OF THEM; - RAPID HOUSING INITIATIVE (10.0) [SECTION 239 (2) (h)]

17. 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

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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.

**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.**



Electronic Development Services Committee Meeting

Minutes

Meeting Number 19

November 23, 2020, 9:30 AM - 1:00 PM

Live streamed

Roll Call	<p>Mayor Frank Scarpitti</p> <p>Deputy Mayor Don Hamilton</p> <p>Regional Councillor Jack Heath</p> <p>Regional Councillor Joe Li</p> <p>Regional Councillor Jim Jones</p> <p>Councillor Keith Irish</p> <p>Councillor Alan Ho</p>	<p>Councillor Reid McAlpine</p> <p>Councillor Karen Rea</p> <p>Councillor Andrew Keyes</p> <p>Councillor Amanda Collucci</p> <p>Councillor Khalid Usman</p> <p>Councillor Isa Lee</p>
Staff	<p>Andy Taylor, Chief Administrative Officer</p> <p>Arvin Prasad, Commissioner, Development Services</p> <p>Claudia Storto, City Solicitor and Director of Human Resources</p> <p>Chris Bird, Director, Building Standards</p> <p>Christina Kakaflikas, Acting Director, Economic Growth, Culture & Entrepreneurship</p> <p>Biju Karumanchery, Director, Planning & Urban Design</p> <p>Brian Lee, Director, Engineering</p> <p>Bryan Frois, Chief of Staff</p> <p>Joel Lustig, Treasurer</p> <p>Veronica Siu, Senior Financial Analyst</p> <p>Ron Blake, Senior Development Manager, Planning & Urban Design</p> <p>Rick Cefaratti, Senior Planner, West District</p> <p>Geoff Day, Senior Planner, Zoning & Special Projects</p>	<p>Loy Cheah, Senior Manager, Transportation</p> <p>Stephen Corr, Senior Planner, East District</p> <p>Lilli Duoba, Manager, Natural Heritage</p> <p>Regan Hutcheson, Manager, Heritage</p> <p>Brad Roberts, Manager, Zoning and Special Projects</p> <p>Francesco Santaguida, Assistant City Solicitor</p> <p>John Yeh, Manager, Strategy & Innovation</p> <p>Scott Chapman, Corporate Privacy & Records Coordinator</p> <p>Hristina Giantsopoulos, Election & Committee Coordinator</p> <p>Luis Juarez, Planner II, Central District</p> <p>Don De Los Santos, Manager, Markham Small Business Centre</p> <p>Grace Lombardi, Acting Election & Committee Coordinator</p> <p>Stephanie DiPerna, Manager of Plans</p>

Review

Alternate formats for this document are available upon request

1. CALL TO ORDER

In consideration of the ongoing public health orders, this meeting was conducted electronically to maintain physical distancing of participants. With the recent passage of Bill 197 COVID-19 Economic Recovery Act, municipal Council Members are now permitted to meet remotely and count towards quorum.

The Development Services Committee meeting convened at the hour of 9:40 AM with Regional Councillor Jim Jones presiding as Chair.

The Development Services Committee recessed at 12:41 PM and reconvened at 1:29 PM.

Deputy Mayor Don Hamilton arrived at 9:47 AM.

Mayor Frank Scarpitti left the meeting at 12:06 PM and returned at 1:40 PM.

2. DISCLOSURE OF PECUNIARY INTEREST

None disclosed.

3. APPROVAL OF PREVIOUS MINUTES**3.1 DEVELOPMENT SERVICES COMMITTEE MINUTES – NOVEMBER 9, 2020 (10.0)**

Moved by Councillor Khalid Usman

Seconded by Councillor Andrew Keyes

1. That the minutes of the Development Services Committee meeting held November 9, 2020, be confirmed.

Carried

**3.2 DEVELOPMENT SERVICES PUBLIC MEETING MINUTES
NOVEMBER 3, 2020 (10.0)**

Moved by Councillor Khalid Usman

Seconded by Councillor Andrew Keyes

1. That the minutes of the Development Services Public Meeting held November 3, 2020, be confirmed.

Carried

4. PRESENTATIONS

4.1 PRESENTATION OF SERVICE AWARDS (12.2.6)

The Development Services Committee recognized the following members of staff:

Nathalie Orsi, Supervisor Admin Development Services, Office of the Commissioner of Development Services, 30 years
 Raymond Johnston, Building Inspector II, Building Standards, 20 years
 Lando Sisti, Building Inspector II, Building Standards, 20 years
 Misbah Irfan, Lead, Data Management, Information Technology Services, 20 years
 Denise Round, Customer Service Representative, Building Standards, 15 years
 Jerry Arkema, Captain, Fire & Emergency Services, 15 years
 David Asals, Captain, Fire & Emergency Services, 15 years
 Nicholas Atwell, Firefighter, Fire & Emergency Services, 15 years
 Wilson Chung, Firefighter, Fire & Emergency Services, 15 years
 Kevin Comrie, Captain, Fire & Emergency Services, 15 years
 Colin Francis, Firefighter, Fire & Emergency Services, 15 years
 Robert Garland, Captain, Fire & Emergency Services, 15 years
 Christopher Haley, Captain, Fire & Emergency Services, 15 years
 Stuart Hart, Captain, Fire & Emergency Services, 15 years
 Aaron Hiley, Captain, Fire & Emergency Services, 15 years
 Jonathan Howard, Firefighter, Fire & Emergency Services, 15 years
 Robert Klassen, Captain, Fire & Emergency Services, 15 years
 Giuseppe Lanni, Fire Plan Examiner, Fire & Emergency Services, 15 years
 Benny Loughlin, Captain, Fire & Emergency Services, 15 years
 Rocky Mino, Training Officer, Fire & Emergency Services, 15 years
 Richard Mitchell, Firefighter, Fire & Emergency Services, 15 years
 Nirav Patel, Captain, Fire & Emergency Services, 15 years
 Steve Servinis, Captain, Fire & Emergency Services, 15 years
 Katherine Sonnichsen, Firefighter, Fire & Emergency Services, 15 years
 Bradley Sterling, Captain, Fire & Emergency Services, 15 years
 Donald Sutherland, Firefighter, Fire & Emergency Services, 15 years
 Kevin Tsang, Firefighter, Fire & Emergency Services, 15 years
 Howie Tse, Firefighter, Fire & Emergency Services, 15 years

Kevin Dent, Truck Driver, Operations, 15 years

Claude Maillet, Facility Operator II, Milliken Mills C.C., Recreation Services, 15 years

Michael Savoie, Facility Operator II, Recreation Services, 15 years

Alison Yu, Senior Financial Analyst, Financial Services, 10 years

Jacqueline Chan, Assistant City Solicitor, Legal Services, 10 years

Crystle Cruz, Business Compliance Certification Clerk, Environmental Services, 5 years

Ryan Weir, Waterworks Operator II, Environmental Services, 5 years

5. DEPUTATIONS

Deputations were made for the following items:

9.5 - Status Report - Comprehensive Zoning By-law Project.

9.6 - Improving the State of Infill Housing: A Municipal Strategy.

Refer to the individual item for the deputation details.

6. COMMUNICATIONS

There were no communications.

7. PETITIONS

There were no petitions.

8. CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES

8.1 INTENTION TO DESIGNATE A PROPERTY UNDER PART IV OF THE ONTARIO HERITAGE ACT, GEORGE AND ISABELLA PEACH FARMHOUSE, 10961 VICTORIA SQUARE BOULEVARD, WARD 2 (16.11.3)

Moved by Councillor Khalid Usman

Seconded by Councillor Karen Rea

1. That the report titled “Intention to Designate a Property under Part IV of the Ontario Heritage Act, George and Isabella Peach Farmhouse, 10961 Victoria Square Boulevard, Ward 2”, dated November 23, 2020, be received; and,
2. That as recommended by Heritage Markham, the George and Isabella Peach Farmhouse -10961 Victoria Square Boulevard be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest; and,

3. That the Clerk's Department be authorized to publish and serve Council's Notice of Intention to Designate as per the requirements of the Ontario Heritage Act; and,
4. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption; and,
5. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board; and,
6. That if the designation is referred to the Conservation Review Board, Council authorize the City Solicitor and appropriate staff to attend any hearing held by the Board in support of Council's decision to designate the property; and further,
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.2 DICKSON HILL ROAD – PROPOSED ROAD CLOSURE (WARD 5) (5.10)

Moved by Councillor Khalid Usman

Seconded by Councillor Karen Rea

1. That the memorandum entitled "Dickson Hill Road – Proposed Road Closure (Ward 5)", be received; and,
2. That staff be directed to obtain feedback from the residents on Dickson Hill Road regarding the road closure; and,
3. That staff be directed to close Dickson Hill Road as outlined in this memo upon receiving majority support for the road closure; and further,
4. That staff be directed to do all things necessary to give effect to this resolution.

Carried

9. REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES

9.1 DEVELOPMENT FEE AND BUILDING FEE BY-LAWS UPDATE (10.0)

Arvin Prasad, Commissioner, Development Services, introduced and provided members of Committee with a high level overview of the staff presentation with respects to the proposed Development Fee and Building By-laws update. Mr. Prasad provided clarification on the consequences of the Committee denying the proposed fees. He informed that a draft development strategy which will address housing affordability issues will be presented to the Committee in 2021. Mr. Prasad confirmed that the increase proposed includes development fees for staff to process an application and does not include an increase to the development charges that contribute to funding developments.

John Yeh, Manager, Strategy & Innovation, delivered a presentation and provided an overview of the Planning and Engineering Fees, Building Permits Fee, Consultation with Development Industry, and next steps. Due to the concerns with the COVID-19 pandemic, staff are recommending a 5% increase in 2021 to the Planning and Engineering Fees and Building Permit Fees. Staff recommend that in 2022 the fee increase for Planning & Urban Design and Engineering be limited to inflation provided no unexpected circumstances occur. This would be subject to the approval of the Commissioner of Development Services and the City's Treasurer. After consultation with representatives of Development Industry, staff confirmed that the representatives are in agreement with the proposed changes. Mr. Yeh advised that the proposed changes for 2021 will be referred to the December 1, 2020 Statutory Public meeting, then the December 9, 2020 Council meeting and if approved by Council would be effective as of January 1, 2021. Mr. Yeh advised that the consultation with the Development Industry on the review of Development Fee By-law will occur in 2021.

The Committee discussed the following relative to the staff presentation:

- Concerns with the proposed fees potentially impacting housing affordability;
- Providing the public with awareness and clarification on the intent of the fees;
- Conducting a comparison on the proposed fees with surrounding municipalities;
- Consequences with not approving the proposed fees; and,
- Potential impact of no increase in fees on the Planning and Urban Design, Engineering, and Building Standards reserve fund.

Moved by Regional Councillor Jack Heath

Seconded by Deputy Mayor Don Hamilton

1. That the Report titled “Development Fee and Building Fee By-laws Update” dated November 23, 2020 be received; and,
2. That the proposed amendments be referred to the Development Services Committee Public Meeting to be held on December 1, 2020; and further,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9.2 RECOMMENDATION REPORT 2431988 ONTARIO LTD. SITE PLAN CONTROL APPLICATION TO PERMIT A 12-STOREY 259 UNIT MIXED USE APARTMENT BUILDING AND 312 STACKED TOWNHOUSES ON PART OF LOT 11, CONCESSION 9, NORTH SIDE OF HIGHWAY 7, EAST OF 9TH LINE (WARD 5) (10.6)

Ron Blake, Senior Development Manager, Planning & Urban Design, addressed the Committee and provided a high level overview of the staff recommendation report. Mr. Blake confirmed that staff are reviewing opportunities, where feasible, to potentially extend the Markham District Energy to the subject location. He informed that this is part of the final review prior to granting the applicant endorsement of the site plan. Mr. Blake provided clarification on the staff recommendations and the minor variances that require approval from the Committee of Adjustment. It was noted that additional parks will be considered for future developments to the east and north of the subject property which will provide significant green space. Mr. Blake confirmed that the appropriate City departments have reviewed the application and confirmed there are no concerns with the proposed waste component.

Brian Lee, Director, Engineering, provided clarification on the variance for the onsite parking standards and the proxy site survey conducted by the applicant for another site of a similar nature. Mr. Lee advised that the VIVA bus rapid transit service near the subject property provides a better service than local buses because of fewer stops and shorter travel time. It was noted that staff will provide a memo to elaborate on the parking and the transit service at a future meeting.

Michael Larkin, Larkin+ Land Use Planners, and Mark Zwicker, Architecture Unfolded, consultants to the applicant, addressed the Committee and provided an overview of the subject property which included the master site plan, garbage rooms, waste collection, and an overall view of the proposed location. Mr. Zwicker confirmed that the garbage rooms will be air-conditioned and provided the process of the garbage collection. He clarified that the stormwater

management pond south of lands subject to the site plan is temporary until storm sewers along Highway 7 are installed.

The Committee discussed the following relative to the staff report:

- Potential opportunities to extend Markham District Energy services to the subject development;
- Concerns with the proposed reduction of parking spaces and whether the adjacent VIVA bus terminal under construction is sufficient reason for reduced parking;
- Focusing on development in surrounding areas to assist with additional green space;
- Potential to include purpose built rental apartment units and affordable housing units within the subject development;
- Ensuring appropriate snow storage areas are provided; and,
- Ensuring the garbage rooms are equipped with sensors and sprinklers.

Moved by Councillor Andrew Keyes

Seconded by Regional Councillor Jack Heath

1. That the report titled “RECOMMENDATION REPORT, 2431988 Ontario Ltd, Site Plan Control application to permit a 12-storey 259 unit mixed use apartment building and 312 stacked townhouses on Part of Lot 11, Concession 9, north side of Highway 7, east of 9th Line (Ward 5), File SPC 19 136373”, be received; and,
2. That the Site Plan application (SPC 19 136373) submitted by 2431988 Ontario Ltd. be endorsed in principle, subject to the conditions attached as Appendix ‘A’ to this report, and that Site Plan approval be delegated to the Director of Planning and Urban Design or his designate; and,
3. That site plan endorsement shall lapse after a period of three (3) years from the date of endorsement in the event that a site plan agreement is not executed within that period; and,
4. That Council assign servicing allocation for up to 571 dwelling units for Site Plan Control application SPC 19 136373; and further,
5. That Staff be authorized to do all things necessary to give effect to this resolution.

Carried

9.3 RECOMMENDATION REPORT 3500 STEELES AVENUE EAST LP (CANDEREL) SITE PLAN CONTROL APPLICATION TO PERMIT AN 844 STALL (21,606 m2) FOUR-STOREY PARKING STRUCTURE ON THE EXISTING SURFACE PARKING LOT LOCATED AT 3500 STEELES AVENUE EAST

ON THE NORTH SIDE OF STEELES AVENUE EAST OF VICTORIA PARK AVENUE (WARD 8) (10.6)

Ron Blake, Senior Development Manager, Planning & Urban Design, introduced the item and provided Committee with an overview of the staff recommendations of a Site Plan Control application submitted by 3500 Steeles Avenue East LP (Canderel) to permit a 844 stall, four-storey parking structure on a portion on the existing complex surface parking lot. Mr. Blake informed the Committee that the parking structure is visible from Esna Park and is not visible from Steeles Avenue.

Lincoln Lo, consultant, provided clarification on the current parking issues at the subject location and informed that the proposed four-storey parking structure will provide sufficient parking to assist with these issues.

Committee suggested that wired plugs for electric vehicles be included throughout the four-storey parking structure to support future needs. Committee discussed the potential of repurposing the subject property for non-parking uses in the future.

Moved by Councillor Isa Lee

Seconded by Regional Councillor Joe Li

1. That the report dated November 23, 2020, titled "RECOMMENDATION REPORT, 3500 Steeles Avenue East LP (Canderel), Site Plan Control application to permit an 844 stall (21,606 m2), four-storey parking structure on the existing surface parking lot located at 3500 Steeles Avenue East, on the north side of Steeles Avenue, east of Victoria Park Avenue (Ward 8)", be received; and,
2. That the application for Site Plan Control approval (SPC 20 120899) be endorsed, in principle, subject to the conditions attached as Appendix 'A'; and,

3. That Site Plan Control approval be delegated to the Director of Planning and Urban Design, or his designate, to be issued following execution of a Site Plan Agreement. Site Plan Control approval is only issued when the Director or his designate has signed the plans; and,
4. That endorsement shall lapse after a period of three years from the date of endorsement in the event that a Site Plan Agreement is not executed within that period; and further,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9.4 RECOMMENDATION REPORT SITE PLAN CONTROL APPLICATION BY 10057428 CANADA CORP. (IRISTEL) TO CONSTRUCT A FIVE (5) STOREY OFFICE BUILDING AT 220 CACHET WOODS COURT FILE NO. SPC 20 112635 (WARD 2) (10.6)

Ron Blake, Senior Development Manager, Planning & Urban Design, addressed the Committee and summarized the details outlined in the staff report. Mr. Blake provided clarification on the several minor variances that require approval from the Committee of Adjustment.

Nick Wood, Corbett Land Strategies, consultant to the applicant, delivered a presentation on the context map of 220 Cachet Woods Court. Mr. Wood provided clarification on the proposal perspectives, and landscape terraces.

The Committee provided comments on their support of this report and the opportunities that this provides for other tech companies. There was discussion on the retail spaces not being allowed to have an exterior door or signs as part of the zoning. The Committee felt that this may affect future tenants.

Moved by Councillor Alan Ho

Seconded by Mayor Frank Scarpitti

1. That the Report dated November 23, 2020 entitled, "Recommendation Report, Site Plan Control Application by 10057428 Canada Corp. (IRISTEL), to construct a five (5) storey office building at 220 Cachet Woods Court, File No. SPC 20 112635 (Ward 2)" be received; and,
2. That the Site Plan application by 10057428 Canada Corp., be endorsed in principle subject to the conditions set out in Appendix 'A' to this report, and

that Site Plan approval be delegated to the Director of Planning and Urban Design or his designate; and,

3. That site plan endorsement shall lapse after a period of three (3) years from the date of Staff endorsement, in the event that the site plan agreement is not executed within that period; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9.5 STATUS REPORT – COMPREHENSIVE ZONING BY-LAW PROJECT (CITY-WIDE) (10.5)

Arvin Prasad, Commissioner, Development Services, introduced and provided a high level overview of the status on the Comprehensive Zoning By-law Project.

Brad Roberts, Manager, Zoning & Special Projects, delivered a presentation on the update of the Phase 3B of the Comprehensive Zoning By-law Project which included background information, challenges and opportunities, project charter, and project timelines. Mr. Roberts informed the Committee that the draft of the draft by-law is targeted for release by the first quarter of 2021 and will be presented to the Committee at a future meeting. He indicated that staff are proposing to conduct non-statutory open houses which will allow the public to provide their feedback on sections of the by-law. Mr. Roberts confirmed that a Statutory Public meeting will be scheduled at a future date. It was noted that staff are reviewing policies on soft landscaping especially in the rear and side yards to ensure appropriate function of drainage swales.

Ian Free, resident, addressed the Committee and expressed concerns with the delay in the project. Mr. Free advised that the current process takes too long and believes that timeline for the project should be shorter.

Christine Bergauer-Free, resident, addressed the Committee and expressed concerns with the project taking too long. Ms. Bergauer-Free believes that developers are pushing to process applications under the current by-law and zoning to have permits passed prior to the completion of the comprehensive zoning by-law project.

There was discussion on addressing the issues in the interim to assist resident concerns. There was also discussion on concerns with addressing paving that occurs in the rear and side yards.

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the report titled, “Status Report – Comprehensive Zoning By-law Project – (City-wide) File #: PR 13 128340” dated November 23, 2020, be received; **and,**
2. **That the deputation of Christine Bergauer-Free and Ian Free, be received.**

Carried

9.6 IMPROVING THE STATE OF INFILL HOUSING: A MUNICIPAL STRATEGY (10.13)

Chris Bird, Director of Building Standards, delivered a presentation on the Infill Housing Strategy which included the strategy development, goals, issues, and actions for encouraging good construction practices, improving communication, effective complaints management and enforcement, and next steps. Mr. Bird provided clarification on the information that is required and not required to be placed on the project information signs. It was noted that building inspectors under the *Ontario Building Code* are required to provide seven mandatory inspections and during the course of their inspections, inspectors will have the opportunity to address other concerns that may have been expressed at a location. Mr. Bird advised the Committee that an infill inspector has been reassigned and will be implemented once the inspector is up to date.

Ian Free, resident, addressed the Committee and supported the process. Mr. Free expressed concerns relative to only having one inspector and believes that the issues with responding to residents' concerns in a timely manner will not be addressed. He advised that an inspector should be available to respond to immediate concerns as they are occurring.

Christine Bergauer-Free, resident, address the Committee and expressed concern with not receiving responses relative to afterhours and weekend issues. Ms. Bergauer-Free expressed the importance of informing neighbouring households with surrounding infill projects and advised that fines should be issued to those violating by-laws.

The Committee discussed the following relative to the presentation:

- The typical number of infill projects occurring throughout Markham at a given time;

- Considering proactive enforcement in addressing infill concerns and issuing fines for violations;
- Concerns that there are not enough inspectors;
- Providing proper communications to the builder and the neighbouring households to keep them informed;
- Potentially providing additional phone numbers on the project information signage; and,
- Consider a direct contact for all departments to assist the public with communication.

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the infill housing strategy proposed by the Chief Building Official in the report titled “Improving the State of Infill Housing: A Strategy” dated November 23, 2020, be adopted by Council and implemented by all affected departments to minimize the impact of infill construction on existing residential neighbourhoods; and,
2. **That the deputations of Christine Bergauer-Free and Ian Free, be received; and,**
3. That the Chief Building Official monitor the actions in this Strategy and bring forth a status report in Q4 of 2021, and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9.7 FURTHER AMENDMENTS TO THE CONSERVATION AUTHORITIES ACT IN BILL 229: PROTECT, SUPPORT AND RECOVER FROM COVID-19 ACT (BUDGET MEASURES), 2020 (10.0)

Arvin Prasad, Commissioner, Development Services, introduced and provided the Committee with an overview of the proposed additional changes to core roles, function and mandate of conservation authorities under Bill 229. Mr. Prasad advised that Bill 229 was issued as Bulletin on the Environmental Registry of Ontario with no formal consultation. Given the significant impact of the proposed

amendments, staff are recommending that the Province pause approval and consult with relevant stakeholders on this matter.

It was requested that the staff report and resolution also be forwarded to the Regional Municipality of York; the Premier of the Province of Ontario; the Ministry of the Environment, Conservation, and Parks; the Ministry of Municipal Affairs and Housing; the Ministry of Natural Resources and Forestry; and all Members of Provincial Parliament representing constituencies within the Regional Municipality of York.

Moved by Regional Councillor Jack Heath

Seconded by Deputy Mayor Don Hamilton

1. That the report entitled “Further Amendments to the Conservation Authorities Act in Bill 229: Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020” be received; and,
2. That the City of Markham request that the Province withhold the enactment of Schedule 6 of Bill 229, the *Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020* related to changes to the Conservation Authorities Act to allow for further review and consultation with municipalities, conservation authorities and the public; and,
3. That the staff report and resolution be forwarded to the Province of Ontario and Toronto and Region Conservation Authority; **the Regional Municipality of York; the Premier of the Province of Ontario; the Minister of the Environment, Conservation, and Parks; the Minister of Municipal Affairs and Housing; the Minister of Natural Resources and Forestry; and all Members of Provincial Parliament representing constituencies within the Regional Municipality of York;** and further,
4. 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 DONALD COUSENS PARKWAY EXTENSION TRANSPORTATION PLANNING STUDY - KEY RESULTS (CITY-WIDE) (5.10)

That the Development Services Committee consented to postpone the item to its next meeting.

Moved by Councillor Khalid Usman

Seconded by Regional Councillor Joe Li

1. That the report entitled “Donald Cousens Parkway Extension Transportation Planning Study – Key Results”, be received; and,
2. That Council endorse the finding that no new road corridor and right-of-way west of Highway 48 is needed for the conceptual Donald Cousens Parkway Extension; and,
3. That York Region be requested to remove the Donald Cousens Parkway Extension Corridor west of Highway 48 from the Region’s Official Plan 2010; and,
4. That Map 10 and all associated policies of the City of Markham’s Official Plan, 2014 be amended to remove the Donald Cousens Parkway Extension Corridor west of Highway 48; and,
5. That the City Clerk send a copy of this report and Council resolution to York Region and request York Region to confirm its concurrence; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Postponed

10.2 AUTHORITY TO PROVIDE DEVELOPMENT CHARGE CREDITS AND/OR REIMBURSEMENTS TO LINDWIDE DEVELOPMENTS (CORNELL) LIMITED FOR THE CONSTRUCTION OF INFRASTRUCTURE ON THE CITY’S BEHALF (WARD 5) (7.11, 5.0)

Brian Lee, Director Engineering, addressed the Committee and summarized the details outlined in the report. Mr. Lee advised that the proposed development charge credits specifically addresses the engineering infrastructure that was established in the 2017 background study and confirmed that the implementation Cornell trails is not affected by the recommendations of this report.

There was discussion on the details of the Cornell trails and the future trails on Donald Cousens Parkway north of the 407ETR.

Moved by Councillor Andrew Keyes

Seconded by Regional Councillor Joe Li

1. That the report entitled “Authority to provide Development Charge Credits and/or Reimbursements to Lindwide Developments (Cornell) Limited for the Construction of Infrastructure on the City’s Behalf (Ward 5)” be received; and,
2. That Council authorize a City Wide Hard Development Charge credit and/or reimbursement not exceeding \$331,740, to Lindwide Developments (Cornell) Limited relating to its portion of the construction costs associated with a pressure reducing valve (“PRV”) and a Chamber at the intersection of Cornell Rouge Blvd. and Highway 7 and a watermain on Highway 7 from Cornell Rouge Blvd. to Donald Cousens Parkway; and,
3. That Council authorize a City Wide Hard Development Charge credit and/or reimbursement not exceeding \$713,837, to Lindwide Developments (Cornell) Limited relating to its portion of the property and construction costs associated with the right-of-way, exceeding 23 metres and asphalt exceeding 11.0 metres, on Bur Oak Avenue from Highway 7 to 260 metres South; and,
4. That Council authorize a City Wide Hard Development Charge credit and/or reimbursement not exceeding \$550,717, to Lindwide Developments (Cornell) Limited relating to its portion of the property and construction costs associated with the right-of-way, exceeding 23 metres and asphalt exceeding 11.0 metres, on William Forster Road from Highway 7 to 200 metres South; and,
5. That all of the above credits or reimbursements shall be the absolute value of the credits and reimbursements, and that HST, interest and/or indexing shall not be credited or reimbursed; and,
6. That the Mayor and Clerk be authorized to execute a Development Charge Credit and/or Reimbursement Agreement(s), if required, in accordance with the City’s Development Charge Credit and Reimbursement Policy, with Lindwide Developments (Cornell) Limited, or its successors in title to the satisfaction of the Treasurer and the City Solicitor; and further;
7. That staff be directed to do all things necessary to give effect to this report.

Carried

11. REGULAR REPORTS - CULTURE AND ECONOMIC DEVELOPMENT ISSUES

11.1 MARKHAM SMALL BUSINESS CENTRE 2019-2020 BUSINESS RESULTS AND 2021 OBJECTIVES (10.16)

That the Development Services Committee consented to postpone the item to its next meeting.

Moved by Councillor Khalid Usman

Seconded by Regional Councillor Joe Li

1. That the report entitled “Markham Small Business Centre 2019-2020 Business Results and 2021 Objectives” be received and endorsed; and,
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Postponed

12. MOTIONS

There were no motions.

13. NOTICES OF MOTION

There were no notices of motion.

14. NEW/OTHER BUSINESS

There were no new/other business.

15. ANNOUNCEMENTS

There were no announcements.

16. CONFIDENTIAL ITEMS

The Development Services Committee did not proceed into confidential session.

16.1 DEVELOPMENT AND POLICY ISSUES

16.1.1 DEVELOPMENT SERVICES COMMITTEE CONFIDENTIAL MINUTES – OCTOBER 13, 2020 AND NOVEMBER 9, 2020 (10.0) [Section 239 (2) (e) (f)]

The Development Services Committee consented to postpone consideration of this item to a future meeting.

16.1.2 LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD; LPAT

APPEAL - 73 MAIN STREET MAIN STREET SOUTH [SECTION 239 (2) (e)]

The Development Services Committee consented to refer this matter directly on the November 24, 2020 confidential Council agenda for consideration.

17. ADJOURNMENT

Moved by Councillor Khalid Usman

Seconded by Councillor Keith Irish

That the Development Services Committee meeting adjourn at 3:23 PM.

Carried



Heritage Markham Committee Minutes

Meeting Number: 10
November 11, 2020, 7:15 PM
Electronic Meeting

Members	Councillor Keith Irish Councillor Karen Rea Councillor Reid McAlpine Graham Dewar Paul Tiefenbach Evelin Ellison	Ken Davis Doug Denby Shan Goel Anthony Farr Lake Trevelyan
Regrets	David Nesbitt	Jason McCauley
Staff	Regan Hutcheson, Manager, Heritage Planning Peter Wokral, Senior Heritage Planner	Laura Gold, Council/Committee Coordinator

1. CALL TO ORDER

Graham Dewar, Chair, convened the meeting at 7:15 PM by asking for any disclosures of interest with respect to items on the agenda.

2. DISCLOSURE OF PECUNIARY INTEREST

Anthony Farr declared a disclosure of pecuniary interest on agenda item No. 6.1 Demolition Permit Application for 32 Colborne Street, as he lives next door to the property.

3. PART ONE - ADMINISTRATION

3.1 APPROVAL OF AGENDA (16.11)

Lake Trevelyan added an item under new business regarding the City's process for making decisions on heritage matters.

Recommendation:

That the November 11, 2020 Heritage Markham Committee agenda be approved.

Carried

3.2 MINUTES OF THE OCTOBER 14, 2020 HERITAGE MARKHAM COMMITTEE MEETING (16.11)

Recommendation:

That the minutes of the Heritage Markham Committee meeting held October 14, 2020 be received and adopted.

4. PART TWO - DEPUTATIONS

There were no deputations.

5. PART THREE - CONSENT

5.1 HERITAGE PERMIT APPLICATIONS

DELEGATED APPROVAL

HERITAGE PERMITS APPROVED BY HERITAGE SECTION STAFF

16 PETER STREET, MV

14 CHURCH STREET, MV

36 CHURCH STREET, MV (16.11)

FILE NUMBERS:

- HE 20 129850
- HE 20 129853
- HE 20 130740
- HE 20 130742

Extracts:

R.Hutcheson, Manager, Heritage Planning

P. Wokral, Senior Heritage Planner

Recommendation:

That Heritage Markham receive the information on heritage permits approved by Heritage Section staff under the delegated approval process.

Carried

5.2 BUILDING OR SIGN PERMIT APPLICATION

**DELEGATED APPROVAL
PERMITS APPROVED BY HERITAGE SECTION STAFF
10720 VICTORIA SQUARE BOULEVARD
177 MAIN STREET UNIONVILLE**

FILE NUMBERS:

- NH 19 131975
- AL 20 110839

Extracts:

R.Hutcheson, Manager, Heritage Planning
P. Wokral, Senior Heritage Planner

Recommendation:

That Heritage Markham receive the information on heritage permits approved by Heritage Section staff under the delegated approval process.

Carried

5.3 TREE PERMITS

**DELEGATED APPROVAL
TREE REMOVAL PERMITS
131 MAIN STREET UNIONVILLE**

FILE NUMBER:

TREE 20 130422

Extracts:

R.Hutcheson, Manager, Heritage Planning
P. Wokral, Senior Heritage Planner

Recommendation:

That Heritage Markham receive the information on the tree removal permit approved by Heritage Section staff under the delegated approval process.

Carried

5.4 INFORMATION

UNIONVILLE SUB-COMMITTEE OF HERITAGE MARKHAM STREETSCAPE FURNITURE – MAIN STREET UNIONVILLE UNIONVILLE HERITAGE CONSERVATION DISTRICT

Extracts: R.Hutcheson, Manager, Heritage Planning

Recommendation:

That Heritage Markham Committee receive the Meeting Notes/Recommendation from the Unionville Patio/Streetscape Furniture Sub-Committee as information.

Carried

5.5 COMMITTEE OF ADJUSTMENT

COMMITTEE OF ADJUSTMENT VARIANCE APPLICATION SECOND RESIDENTIAL UNIT 298 MAIN STREET UNIONVILLE

FILE NUMBER:

A/021/20

Extracts:

R.Hutcheson, Manager, Heritage Planning

P. Wokral, Senior Heritage Planner

J. Leung, Secretary, Committee of Adjustment, Planning & Urban Design

Recommendation:

That Heritage Markham has no comment from a heritage perspective on the requested variances at 298 Main Street Unionville to permit:

- an accessory dwelling unit in the existing house, whereas the only a single detached dwelling is permitted; and,
- a minimum parking space of 2.6m x 5.63m in a private garage, whereas a minimum of 2.6m x 5.8m is required; and,

That final review of the variance application A/021/20 be delegated to Heritage Section staff.

Carried**5.6 HERITAGE PERMIT APPLICATIONS****INTRODUCTION OF TEMPORARY MUSKOKA CHAIRS IN PUBLIC SPACES****UNIONVILLE HERITAGE CONSERVATION DISTRICT
146, 185 AND 216 MAIN STREET**

Extracts: R.Hutcheson, Manager, Heritage Planning

Recommendation:

That Heritage Markham has no objection to the Heritage Permit application in support of the installation of Muskoka style chairs (12 in total) at the three identified public realm locations within the Unionville Heritage Conservation District on a temporary basis (Nov 2020 – March 2021).

Carried**5.7 PLAN OF CONDOMINIUM****HART HAUS CONDOMINIUMS - STIVER LANE INC.
208 MAIN STREET, UNIONVILLE**

FILE NUMBER:

20 128605

Extracts:

R.Hutcheson, Manager, Heritage Planning and S. Bordone, Senior Planner

Recommendation:

That Heritage Markham Committee has no comment from a heritage perspective on the condominium application (Hart Haus Condominiums) at 208 Main Street, Unionville; and,

That the new address (208 Main Street Unionville) be added to the Markham Register of Property of Cultural Heritage Value or Interest.

Carried**5.8 INFORMATION**

**LOCAL PLANNING APPEAL TRIBUNAL (LPAT) DECISION
105 AND 107 MAIN STREET
UNIONVILLE HERITAGE CONSERVATION DISTRICT**

Extracts:

R.Hutcheson, Manager, Heritage Planning

Recommendation:

That Heritage Markham Committee receive as information.

Carried

6. PART FOUR - REGULAR

6.1 DEMOLITION PERMIT APPLICATION

**REMOVAL OF FIRE DAMAGED STRUCTURE
32 COLBORNE STREET
THORNHILL HERITAGE CONSERVATION DISTRICT**

FILE NUMBER:

DP 20 129726

Extracts:

R.Hutcheson, Manager, Heritage Planning

P. Wokral, Senior Heritage Planner

Peter Wokral, Senior Heritage Planner presented the staff memorandum and supporting material for the Demolition Permit Application for 32 Colborne Street, located in the Thornhill Heritage Conservation District. The permit is being requested due to fire damage to the structure.

Staff anticipated that a heritage application for the reconstruction of the house will be submitted to the Committee on a future date.

Committee provided the following feedback on the Demolition Permit Application:

- Recognized there is a lot of structural damage to the property, and that it needs to be demolished for health and safety reasons;
- Requested that the hedges, and the trees behind the house be protected when demolishing, and rebuilding the house.

Recommendation:

That Heritage Markham has no objection from a heritage perspective to the demolition of the existing fire damaged dwelling to the first level floor system at 32 Colborne Street; and,

That the design of any future dwelling to be constructed upon the existing foundation comply with the policies and guidelines for new dwellings contained in the Thornhill Heritage Conservation District Plan.

That the trees and the hedge at 32 Colborne Street be protected when demolishing, and re-constructing the house.

Carried

6.2 SITE PLAN CONTROL APPLICATION

PROPOSED REMODELLING AND ADDITION TO AN EXISTING NON-HERITAGE DETACHED DWELLING

40 ROUGE STREET

MARKHAM VILLAGE HERITAGE CONSERVATION DISTRICT

FILE NUMBER:

SPC 20 127950

Extracts:

R.Hutcheson, Manager, Heritage Planning

P. Wokral, Senior Heritage Planner

J. Mott, Technician, Planning & Urban Design

Regan Hutcheson, Manager, Heritage Planning presented the staff memorandum and supporting material regarding a Site Plan Control Application for the proposed remodeling and addition to an existing non-heritage detached dwelling, built in 1954, on 40 Rouge Street in the Markham Village Heritage Conservation District.

Staff had no objection to the Site Plan Control Application subject to the revisions to the windows and doors of the proposed east elevation to make them more reflective of typical historic windows and doors found in historic Markham Village

The Committee Members provided the following feedback on the remodeling and addition of 40 Rouge Street:

- A streetscape would have been useful;

- Suggested making the house 1 ½ story versus 2 story to be more compatible with the surrounding homes;
- Suggested that the addition may require a side setback variance;
- Satisfied with the size of the home being proposed;
- Requested that the scale of drawings be clearly included in future agenda packages.

Staff advised that that in accordance with the Markham Village Heritage Conservation District Plan, a 1-2 storey home is considered complimentary to the surrounding area, and that the Applicant will be required to bring forward a Committee of Adjustment Application to the Heritage Markham Committee if the addition requires a side setback variance.

Recommendation:

That Heritage Markham has no objection to the demolition of the existing dwelling (above the foundation); and,

That Heritage Markham has no objection from a heritage perspective to the proposed alterations and additions dated September 16, 2020 to the existing dwelling at 40 Rouge Street, subject to revisions to the windows and doors of the proposed east elevation to make them more reflective of typical historic windows and doors found in historic Markham Village; and,

That final review of the Site Plan application and any other development application required to permit the proposed alterations and additions be delegated to Heritage Section staff; and further,

That the applicant enter into a Site Plan Agreement with the City containing the standard conditions regarding windows, materials, colours, etc.

Carried

6.3 OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS

SPRINGHILL HOMES INC.

RETENTION OF FRANCIS PIKE HOUSE IN A HIGH RISE DEVELOPMENT

7170 HIGHWAY 7

FILE NUMBER:

PLAN 20 119576

Extracts:

R.Hutcheson, Manager, Heritage Planning
Stephen Corr, Senior Planner, East

Regan Hutcheson, Senior Manager of Heritage Planning presented the attached memorandum and supporting material for the retention of the Francis Pike House in a high-rise development. The developer is proposing to restore the heritage house on its original site, incorporate it into the high-rise development, and use it as a daycare.

Staff suggested that Heritage Markham have no comment from a heritage perspective on the Official Plan and zoning by-law amendments, but noted the buildings' original orientation would be reversed and, no longer be facing Highway 7.

Committee provided the following feedback on the proposal for the retention of the Francis Pike House in a high-rise development:

- Suggested it may be more appropriate to locate the house on a corner of the development parcel or closer to Arthur Bonner Street;
- Some Members were against the Heritage House being located between two high-rise buildings, and others felt it was a unique way of featuring it in the development;
- Committee felt that the heritage resource would be maintained by the Condominium Corporation if it remained in the proposed location;
- Suggested the house should be put in a location where it is more compatible with the surrounding area;
- Noted it may be difficult to access the heritage house in its proposed location if it is being used as a daycare.

Recommendation:

That Heritage Markham Committee has no comment from a heritage perspective on the Official Plan and zoning by-law amendments (File Plan 20 119576); and,

That the following constructive comments are provided from a heritage perspective for consideration in response to the conceptual site plan regarding the placement and use of the Francis Pike House:

- Positive Features – all components of the heritage building are proposed to be retained (veranda, main building and rear addition; the building remains on its original development lands; its new location is adjacent to the park space (enhanced visibility) and the lower 3 storey portions of the development; and a use is proposed (day care centre). The heritage building would be a central feature.
- Negative Features – the orientation of the building is reversed (now north facing) and there does not appear to be a drop off or road access to the day care centre use. Views from Hwy 7 would be of the rear addition. **In its proposed location, the building would be lost relative to any public presence. If this overall development plan stays more or less the same, Heritage Markham suggests that the house be moved closer to Arthur Bonner Avenue.**
- Other – if through re-design, the heritage building is required to move to another location, a corner lot on either side street could be explored with appropriate land for child drop off/parking.

And that Heritage Markham Committee be forwarded the future Site Plan Control Application which should contain an exterior restoration plan and landscape plan for the Francis Pike House.

Carried

7. PART SEVEN - NEW BUSINESS

Lake Trevelyan expressed concern that heritage decisions at the City seem to be subjective rather than objective, suggesting that a framework for making decisions on heritage matters may be required.

Staff advised that the Unionville Heritage Conservation District Plan was created to provide an objective framework for making decisions on heritage matters in the Unionville area. The plan was created to ensure consistency in the City's heritage decision-making and remove subjectivity. It includes guidelines for the types of heritage matters that would traditionally come before the Heritage Markham Committee. The plan won planning awards for its new approach for heritage district plans and for providing a comprehensive and illustrative framework for making heritage decisions, but staff noted that there is always room for improvement. Council direction and approval is required prior to making any changes to the plan.

Councillor Reid McAlpine, and Lake Trevelyan will discuss this matter with the Unionville Villagers Association prior to making any recommendations to this committee.

The concept of creating a Sub-Committee to review the Heritage District Plans was mentioned. Staff noted that staff will soon begin the process of updating the Markham Village Conservation District Plan, which is Markham's oldest plan.

Lake Trevelyan requested a copy of the Unionville Heritage Conservation District Plan.

8. ADJOURNMENT

The Heritage Markham Committee adjourned at 8:34 PM.



**CYCLING AND PEDESTRIAN ADVISORY COMMITTEE
THURSDAY, SEPTEMBER 17, 2020
ZOOM MEETING
MINUTES
7:00 – 9:00 PM**

Attendance

Committee:

David Rawcliffe, Chair
Peter Miasek, Vice Chair
Steve Glassman, Vice Chair
Councillor Isa Lee, Ward 8
Amit Arora
Anthony Ko
Colin Cassar
Doug Wolfe
Elisabeth Tan
Gordon Lawson
Jozsef Zerczi
Paul Salvo

Staff:

Fion Ho, TDM Coordinator, Transportation
Loy Cheah, Senior Manager, Transportation
Laura Gold, Committee Clerk

Agency:

Barry Martin, Accessibility Advisory Committee
Reena Mistry, YRDSB and YCDSB
Diana Kakamousias, York Region Transportation
Darryl Young, York Region Transportation
Sari Liem, York Region Public Health

Regrets:

Deputy Mayor Don Hamilton
Councillor Reid McAlpine, Ward 3
Daniel Yeung
Gerry Shaw
Zain Khan

The Cycling & Pedestrian Committee convened at 7:04 PM with David Rawcliffe in the Chair.

1. Disclosure of Conflict of Interest

There was no disclosure of conflict of interest.

2. Approval/Modification of the Agenda

It was noted that 6.9 will be covered under 6.1 and 6.4.

3. Review of Minutes from the August 6, 2020 Meeting

It was noted that the following items will be placed on the September 29, 2020 Development Services Committee Agenda:

Cycling & Pedestrian Advisory Committee

September 17, 2020

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- The July 16, 2020, Cycling & Pedestrian Advisory Committee Minutes with the Committee's recommendation to Council pulled out and placed on the Agenda;
- The August 6, 2020 Cycling and Pedestrian Advisory Committee Minutes to be received for information purposes (the recommendation made to staff in Minutes is referenced in the Road Safety Update – Staff Report);
- A Staff Report that provides a Road Safety Update.

The Committee discussed the Sub-Committee preparing and making deputation at the September 29 Development Services Committee meeting on its motion, and on the Staff report. The Sub-Committee was comprised of Peter Miasek, Elisabeth Tan, and Sari Liem (will only participate in the deputation if permission is obtained from York Region Public Health).

Moved by Peter Miasek

Seconded by Elisabeth Tan

That the Minutes from the August 6, 2020 Cycling and Pedestrian Advisory Committee be received as presented.

Carried

4. Pertinent Information from Guest Speakers

This item was not discussed.

5. Business Arising From the Last Meeting

This item was not discussed.

6. Standing Items and Ongoing Projects

6.1 City's Ongoing AT Project Updates

Staff provided an update on the City's ongoing active transportation projects, and provided the following responses to Committee inquiries:

John Street Multi Use Pathway and Feasibility Study for Trail Connections

- The construction of the John Street Multi Use Pathway, and the design work for the Unionville Main Street/ Highway 7 underpass have been deferred due to budget constraints;
- The City will not lose its provincial grant for the construction of the John Street Multi Use Pathway, as the deadline for the work to be completed has been extended due to COVID-19.

Sidewalk Completion Program

- The Communication Plan is an important component of the Sidewalk Completion Program and will be rolled out this Fall.

Markham Centre Multi Use Pathway

- The Markham Centre Multi Use Pathway will be located between Highway 7 and the 407 within the Rouge Valley.
- Having separate trails for pedestrians and cyclist in Markham Centre would substantially increase the cost of the project, as more land would be required;
- It is not a City practice to separate cycling and pedestrian trails nor is it a practice of many municipalities;
- The surface will likely be asphalt.

Members expressed concern regarding the risks associated with cyclists and pedestrians sharing multi-use pathways,

6.2 School Programs & Pilots

Reena Mistry, from York Region District School Board and York Catholic District School, provided an update on the Active School Travel Pilot Project. Some of the highlights of the update included:

- Additional bike racks were installed at 9 schools;
- New traffic safety tools are being used at 4 schools;
- Some aspects of the programs are reduced due to COVID-19 restrictions, such as data collection, handing out giveaways, celebrations and etc.
- Initiated “Walking Wednesdays” program on September 16;
- Parent volunteers erected family connection signs (signs meant to be used as family meeting spots);
- Majority of funds have been spent;
- Was successful in having the active school safety guidelines circulated with the re-opening of the schools;
- There is no data on the usage of the program, but will try to monitor the program going forward;
- New Members are welcome to join the Sub-Committee.

It was also noted that Markham Cycles donated 35 repaired bikes and helmets to Copper Glen Public School and Randall Public School, and offered a free webinar on bike safety.

The Committee suggested expanding the program to high schools, that there is a need to install video cameras near bike racks at school, and that the bicycle shop on Main Street Markham may be interested in getting involved with this program.

6.3 Active Transportation Master Plan – Updates

An update on the Active Transportation Master Plan was provided.

6.4 Reports to Council

Staff shared a list of upcoming Council Reports related to active transportation. It was highlighted that the “COVID-19 Traffic Operations Project Updates” will inform Council the effectiveness of various AT measures, and recommends similar implementation for next year.

It was also mentioned that the “Road Safety Update” report will be tabled with CPAC July and August meeting minutes at the September 29 DSC Meeting. A Road Safety Subcommittee is formed by Peter Miasek, Elisabeth Tan and Sari Liem. The Subcommittee will make a deputation at the DSC Meeting.

6.5 EA Updates

Staff provided an update on a list of City and Regional Environmental Assessments projects in Markham.

In response to an inquiry from the Committee regarding the intersection at McCowan Road & Highway 7, staff advised that York Region Staff committed to undertaking safety review of McCowan in this area (including this intersection) at a Cycling & Pedestrian Meeting held last year.

Diana Kakamousias, York Region will follow-up with York Region Staff on this matter.

6.6 Markham Cycling Day

This item was not discussed.

6.7 Cycling Gaps Committee

This item was not discussed.

6.8 York Region Projects – Bike Share Presentation

Darryl Young, York Region provided a presentation entitled “An Evaluation of Bike Share Program Potential in York Region”. A copy of the presentation will be circulated to the Committee for information purposes.

Some of the highlights of the presentation included:

- Vaughan, Richmond Hill, and Markham have the highest ridership potential;
- Areas with the highest bike share potential have high density, transit, and walkable destinations within 5 KM from each other;
- The Yonge Street Corridor would be a good location for a bike share program today;

- Markham GO, Unionville, Markham Civic Centre, and Langstaff Thornhill are areas that could potentially support a bike share program in the future;
- Envisioned as a local municipality-led pilot project with in-kind, and limited financial support from York Region.

Mr. Young provided the following responses to the Committee's inquiries:

- It is anticipated that e-bikes will be borrowed to go to the transit station or to the shopping mall, and dropped off at these locations;
- A forum of municipal representatives from various GTA municipalities have been meeting and sharing information on e-scooters;
- An update on e-scooters is anticipated to be provided to York Region Council, but it will not include recommendations;
- This summer, Toronto decided to refer action on e-scooter approval back to staff to develop an approach to reduce safety and liability concerns, by 2021. York Region is waiting for more Canadian municipalities to implement e-scooter sharing programs prior to considering this type of a program in the Region.

6.9 Pedestrian & Cycling Safety Measures

This item was not discussed.

7. Info Item/New Business/Announcements

7.1 Cycling & Pedestrian Program and Projects for 2021

This item was deferred to the next meeting, but it will be prioritized at the next meeting.

7.2 Federal COVID Resilience Funding

Peter Miasek, Vice-Chair advised that the Federal Government is providing COVID Resilience Funding to municipalities, which can be used towards active transportation. He inquired if the City would consider applying for funds under this program.

Loy Cheah, Senior Manager of Transportation advised that it is his understanding that the program will be a cost-sharing program administered by the Province, but information on the program has yet to release. The City will review the program once more information is available.

7.3 Status Markham Budget 2021 Planning

City staff continue to make refinements to the budget. All projects are under review due to budget constraints. The Budget would typically be approved at the end of 2020, or in early 2021. However, the schedule to approve the budget has yet to be released.

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7.4 Next Steps on Trail & Cycling Map

Committee requested that the interactive trail map on the City's website be updated to be consistent with the new trail map, and to include the type of trail.

Staff committed to work with ITS to update the interactive trail map.

8. Adjournment

The Committee adjourned at 9:00 PM.



**CYCLING AND PEDESTRIAN ADVISORY COMMITTEE
THURSDAY, OCTOBER 15, 2020
ZOOM MEETING
MINUTES
7:00 – 9:00 PM**

Attendance

Committee:

David Rawcliffe, Chair
Peter Miasek, Vice Chair
Steve Glassman, Vice Chair
Deputy Mayor Don Hamilton
Councillor Isa Lee, Ward 8
Councillor Reid McAlpine,
Ward 3
Amit Arora
Anthony Ko
Colin Cassar
Doug Wolfe
Elisabeth Tan
Jozsef Zerczi
Paul Salvo
Daniel Yeung

Staff:

Fion Ho, TDM Coordinator, Transportation
Loy Cheah, Senior Manager, Transportation
Laura Gold, Committee Clerk

Agency:

Barry Martin, Accessibility Advisory Committee
Reena Mistry, YRDSB and YCDSB
Sari Liem, York Region Public Health

Regrets:

Gerry Shaw
Zain Khan
Paul Salvo
Mauricio Martinez
Diana Kakamousias, York Region Transportation

The Cycling & Pedestrian Committee convened at 7:05 PM with David Rawcliffe in the Chair.

1. Disclosure of Conflicts of Interest

There were no disclosures of conflict of interests.

2. Approval/Modification of the Agenda

Peter Miasek suggested adding “Detailed Design of the Intersection at 16th Avenue and Warden and at Kennedy” to the agenda.

Also, Reena Mistry advised that Kathryn Shaw-Edmond from the York Region District School Board will be replacing her as the School Board Representative, effective the next meeting, as she will be going on maternity leave.

3. Review of the Minutes: September 17, 2020

Moved by Peter Miasek

Seconded by Councillor Reid McAlpine

That the Minutes from the September 17, 2020, Cycling & Pedestrian Advisory Committee be approved as presented.

Carried

4. Pertinent Information From Guest Speakers

There were no guest speakers at the meeting.

5. Business Arising From Last Meeting**5.1 CPAC Program & Projects for 2021**

Peter Miasek, Vice-Chair presented ideas for the “CPAC Programs and Projects for 2021”. As a reference, the list of projects and programs that CPAC is involved with or tracking as of June was presented. This list was reviewed at the CPAC meeting in July. The 2021 plan is largely to keep working on these items. The plan is typically presented to the Development Services Committee to keep Council informed of the Committee’s activities. The 2021 plan was presented to the Development Services Committee in May 2020.

The Committee suggested the following projects should be focused on in 2021:

- Road Safety/Vision Zero
- Bike Sharing
- Markham’s Cycling Network

Committee provided permission to Peter Miasek, Stephen Glassman, and Councillor Reid McAlpine to initiate discussion with Toronto Parking Authority and explore interests in operating in Markham. The Committee created the Bike Sharing Sub-Committee with the following Members were appointed to the Sub-Committee, with other CPAC members welcome to join:

- Peter Miasek, Chair
- Steven Glassman
- Councillor Reid McAlpine

Moved by Peter Miasek

Seconded by Stephen Glassman

That the Cycling & Pedestrian Committee provided permission to Peter Miasek, Steven Glassman, and Councillor Reid McAlpine to reach out to bike share providers to explore their interest in servicing specified areas of Markham.

Carried

Committee briefly discussed temporary biking facilities. Staff advised that a Report to Council on “Temporary Active Transportation Facilities related to COVID 19” will be brought forward to the Development Services Committee in November. The consideration of Open Street component for 2021 maybe suggested in this report. Staff will continue to work with CPAC to explore future opportunities.

There was also a comment that the project list details appear outdated. Peter will work with City Staff to review the table, and will circulate to the Committee once it’s updated.

6. Standing Items & On-Going Projects

6.9 Pedestrian & Cycling Safety Measures

a) SEPT 29 DSC Meeting Recap

Committee discussed the September 29, 2020 “Road Safety Update – Traffic Safety Audit Results” Report. The resolution was passed by Council without comment at its October 14, 2020 meeting. The Committee supported the Council resolution.

Staff advised that the resolution provides staff with the authority to proceed with the Road Safety Plan, but it does not provide the timeframe or funds to support the project. A 2021 Road Safety Plan budget request will be submitted. Projects that do not involve major expenditures will be done first. The City hopes to pilot the 30 km per hour on select City streets.

It was noted that the Unionville Business Improvement Area passed a motion at its October meeting recommending to Council that the speed limit on Main Street Unionville remain at 30 km per hour permanently.

The Committee created the Vision Zero Sub-Committee to study and prepare a background paper on the Vision Zero initiative. The following Members were appointed to the Sub-Committee, with other CPAC members welcome to join:

- Steven Glassman, Chair
- Doug Wolfe
- Elisabeth Tan

b) Safety Education & Awareness Campaign

Loy Cheah provided an update on the City's Safety Education & Awareness Campaign. The Social media content to be used in the campaign was displayed to the Committee. The campaign will run on an annual basis. He also mentioned the urban loops were promoted in the local paper in August, as well as a school campaign was launched in September under www.markham.ca/backtoschool.

Reena Mistry inquired if a link to the School Board's Active Transportation Safety Guidelines could be linked to the social media content being used in the campaign. It was noted that school pathways should be plowed in the winter months to support the active transportation to schools initiative, and to provide clear messaging to residents that both the City and the School Boards support the initiative.

Anthony Ko advised that the Senior's Advisory Committee has expressed concern regarding seniors and cyclists sharing multi-use pathways. Mr. Ko will report back to the Committee that the City is running a Safety Education & Awareness Campaign to help address safety concerns regarding cyclist and pedestrians (including seniors) sharing multi-use pathways.

The Committee created the Shared Path Sub-Committee to explore shared facilities, such as multi-use pathways, versus facilities where cyclists and walkers are separated, such as cycle tracks + sidewalks. . The Sub-Committee is comprised of the following Members, with other CPAC members welcome to join:

- David Rawcliffe, chair
- Peter Miasek
- Elisabeth Tan
- Anthony Ko
- Amit Arora

c) Warden/Kennedy & 16th Ave. Intersections

Peter Miasek provided an update on the 16th Ave. EA detailed design and noted that it is now a good opportunity to consider protected intersection design at Warden and at Kennedy.

The Committee provided permission to Peter Miasek to write a letter, on behalf of CPAC, to York Region inquiring protected intersection design for intersections at 16th Avenue and Warden, and at the intersection of 16th Avenue and Kennedy Road (intersections that scheduled to be re-constructed).

7. Info Item/ New Business/ Announcements

7.1 Denison Street and Kennedy Road - Road Under Rail Crossings Under Discussion

The Committee discussed the Denison Street Grade Separation project. The Committee is concerned that, based on the current drawing, only a 2m sidewalk is provided without any cycling connection for section under the rail track..

Staff advised that Metrolinx will only include and re-build elements that are in the existing condition. The Denison St. currently only has sidewalk but not MUP. The City would have to contribute to the cost of widening the bridge structure, as it is considered an enhancement to the project, and it's very expensive.

City Staff is still in discussion with Metrolinx to consider a wider sidewalk (i.e. 2.5m) to provide some level of cycling continuity on Denison Street. There could be opportunities to put up MUP signage in the future where it is safe and appropriate.

There is also the Kennedy Rd crossing just south of Denison. York Region is completing an EA on Kennedy Rd. They are negotiating with Metrolinx on the Active Transportation facilities at the crossing.

7.2 Resignation of Gord Lawson

The Chair advised that Gordon Lawson resigned from the Committee. Committee recognized and thanked Mr. Lawson for his service to the Committee.

7.3 Carlton Road Cyclist Fatality Report

Councillor McAlpine provided an update on the police investigation, and it suggested that the fatality was driver error and discounted road condition. Staff also advised that they attended the York Region Police (YRP) Fatal Collision Review meeting in October. YRP provided more details on the incident. The final report will be released in November, but will remain confidential, as the case is being deliberated in court.

7.4 Winter Trail Maintenance Pilot

Staff advised that the City (Operation's Department) will plow one trail per Ward, and one trail in Milne Dam Conservation this winter, as part of a pilot project. Only the paved section of the pathways will be plowed. Councillor Reid McAlpine will share the list of trails that will be plowed this winter once the information is available.

7.5 2021 Markham Budget Update

Loy Cheah, Senior Manager of Transportation advised that staff have been directed to only submit budget requests for projects that can be completed with existing staff resources for 2021. Projects that are not required in 2021 are being deferred due to budget constraints. For example, the Multi

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Use Pathway Cross-Ride construction on Markham Road is being deferred, but will be brought back in the future. The 2021 Budget is being brought forward in two Phases – I and II.

Staff advised that are trying to maximize external funding sources that are available, but projects cannot proceed until grant application guidelines are known.

7.6 Federal COVID Resiliency

Peter Miasek reported that the 3 billion dollars of Federal COVID Resiliency Funds will only be made available once bilateral agreements are signed between the Provinces and the Federal Government. Municipalities will then be able to apply for funds through their Provincial Government. Mr. Miasek will continue to provide the Committee with updates.

8. Agenda Items for the Next Meeting

The next meeting of the Cycling & Pedestrian Advisory Committee will be held on November 19, 2020.

9. Adjournment

The Cycling & Pedestrian Advisory Committee adjourned at 9:00 PM



Milliken Sub-Committee Minutes

November 25, 2020, 1:00 PM - 3:00 PM
Electronic Meeting

Committee Members	Regional Councillor Joe Li	Deputy Mayor Don Hamilton (Ex-Officio)
	Councillor Khalid Usman	Regional Councillor Jim Jones (Ex-Officio)
	Councillor Isa Lee	Councillor Keith Irish (Ex-Officio)
	Mayor Frank Scarpitti (Ex-Officio)	
Staff	Andy Taylor, Chief Administrative Officer	Darryl Lyons, Manager, Policy
	Arvin Prasad, Commissioner, Development Services	Marg Wouters, Senior Manager, Policy & Research
	Biju Karumanchery, Director, Planning and Urban Design	Liliana Da Silva, Senior Planner
	Brian Lee, Director, Engineering	Lilli Duoba, Manager, Natural Heritage
	Stephen Lue, Manager, Development, Central District	Alida Tari, Manager, Access and Privacy
	Sabrina Bordone, Senior Planner, Central District	Grace Lombardi, Acting Election and Committee Coordinator
		Hristina Giantsopoulos, Election and Committee Coordinator

1. CALL TO ORDER

In consideration of the ongoing public health orders, this meeting was conducted electronically to maintain physical distancing of participants. With the recent passage of Bill 197 COVID-19 Economic Recovery Act, municipal Council Members are now permitted to meet remotely and count towards quorum.

The Milliken Sub-Committee meeting convened at the hour of 1:04 PM with Regional Councillor Joe Li presiding as Chair.

2. DISCLOSURE OF PECUNIARY INTEREST

None disclosed.

3. MILLIKEN CENTRE SECONDARY PLAN UPDATE

Arvin Prasad, Commissioner, Development Services, addressed the Subcommittee and provided brief opening remarks relative to the Milliken Centre Secondary Plan.

Darryl Lyons, Manager, Policy, delivered a presentation providing an update regarding the Milliken Centre Secondary Plan. The presentation included, the process and status, draft vision, draft development concept, background and related public initiatives, and next steps. Mr. Lyons provided clarification on the additional areas that were added to the Milliken Centre Secondary Plan Area in the 2017 Draft Development Concept. He advised the Subcommittee that staff are currently reviewing the technical studies, and anticipate providing the Milliken Subcommittee with a draft Milliken Centre Secondary Plan in 2021. It was noted that in 2021 the draft Milliken Centre Secondary Plan will also be presented to the Development Services Committee and staff will host a Statutory Public meeting.

The subcommittee discussed the expanded areas; proposed completion timelines and the importance of expediting the completion of the Milliken Centre Secondary Plan.

Moved By Councillor Khalid Usman

Seconded By Councillor Isa Lee

1. That the presentation titled “Milliken Centre Secondary Plan Update” dated November 25, 2020 be received; and,
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

4. DEVELOPMENT APPLICATIONS UPDATE

Stephen Lue, Manager, Development, Central District, delivered a presentation providing an update on development applications within the Milliken Centre Secondary Plan area. Mr. Lue advised the Subcommittee that redevelopment within the Milliken Centre Secondary Plan area has been delayed due to the COVID-19 pandemic, and the fragmented landownership within the area.

Randy Peddigrew, Remington Group, addressed the Subcommittee and outlined some of factors that have caused the Remington Group development applications on the west side of the tracks to be delayed. Mr. Peddigrew advised that regardless of the court hearing

outcome, Remington Group would like to proceed with the application and continue to work with it.

The Milliken Subcommittee discussed the following relative to the development application update:

- Impact in delays of the development applications to complete the Milliken Centre Secondary Plan;
- Status on the process with existing and future applications;
- Importance of a well-designed pedestrian network ;
- Potential road pattern connectivity;
- Providing certainty to the development industry on the process of the Milliken Centre Secondary Plan;
- Ensuring staff are proactive with landowners and assist with any outstanding issues to allow landowners to proceed with their applications;
- The importance of staff working with landowners and Metrolinx to ensure the potential Denison GO Station is a priority;
- Importance of achieving an urban centre that with a vibrant neighbourhood, and destination for residents and visitors north of Steeles Avenue; and,
- Importance of staff working with the City of Toronto to ensure that the Milliken Centre Secondary Plan is well integrated with their plan.

Moved By Regional Councillor Jim Jones

Seconded By Deputy Mayor Don Hamilton

1. That the presentation entitled Development Applications Update, be received; **and,**
2. **That staff be directed to continue to work with landowners to advance the completion of the Milliken Centre Secondary Plan and resolve any outstanding issues; and**
3. **That staff be directed to request that the landowners work toward the completion of the Landowners Group agreement; and, further,**
4. **That Staff and landowners continue to collaborate to accelerate the process based on previous models used for other GO stations to advance the Denison Station with Metrolinx.**

Carried**5. MIDLAND AVENUE EXTENSION**

Arvin Prasad, Commissioner, Development Services, addressed the subcommittee and provided some opening remarks relative to the Midland Avenue Extension.

Brian Lee, Director, Engineering, delivered a presentation and provided the Subcommittee with a high-level overview of the status of the Midland Avenue Extension. Mr. Lee informed the Subcommittee that staff continue to work with the City of Toronto staff to ensure that all infrastructure projects along Steeles Avenue are coordinated. It was noted that the Midland Avenue extension needs to be completed soon to ease traffic congestion on Steeles Avenue, and to assist with traffic issues on Midland Avenue and Sun Yet Sen Avenue. Mr. Lee noted that the Midland Avenue extension will not begin until the required properties are available.

Members of the Milliken Subcommittee discussed the following relative to the Midland Avenue Extension:

- Issues with traffic congestion on Midland Avenue and Sun Yet Sen Avenue; and,
- Concerns with the delay in acquiring properties for the Midland Avenue extension right-of-way, and recommending that staff continue to assist with resolving these issues.

Moved By Councillor Isa Lee

Seconded By Regional Councillor Jim Jones

1. That the presentation titled "Midland Avenue Extension and Steeles Grade Separation and Proposed Denison GO Station" be received.

Carried**6. STEELES GRADE SEPARATION AND PROPOSED DENISON GO STATION**

Brian Lee, Director, Engineering, delivered a presentation on the status of the Steeles Grade Separation and Proposed Denison GO Station. Mr. Lee provided an overview of the railway connections to the Unionville GO Station, location of tracks, retaining walls and grade separation, and pedestrian connectivity. The grade separation work is funded by Metrolinx.

Mr. Lee also informed the Subcommittee that the Denison GO Station was supported by Council in a staff report in 2016. Mr. Lee is of the opinion that a new GO Station at

Denison Street will provide more benefit and service to the Secondary Plan than another station location at 14th Avenue.

Members of the Milliken Sub-Committee discussed the following relative to the Steeles Grade Separation and Proposed Denison GO Station:

- Sufficient passengers are needed to justify a GO Station; and,
- Incorporating shorter trains and more frequency to receive additional GO Station within the Milliken Centre Secondary Plan to assist with density; and further,
- Staff be asked to continue to work with Metrolinx to pursue a station at Denison Street.

Moved By Councillor Isa Lee

Seconded By Regional Councillor Jim Jones

1. That the presentation titled "Midland Avenue Extension and Steeles Grade Separation and Proposed Denison GO Station" be received.

Carried

7. ADJOURNMENT

Moved By Mayor Frank Scarpitti

Seconded By Councillor Isa Lee

The Milliken Sub-Committee meeting adjourned at 3:02 PM.

Carried



MEMORANDUM

To: Mayor and Members of Council

From: Brian Lee, Director, Engineering, Ext. 7507

Prepared by: Loy Cheah, Senior Manager, Transportation, Ext. 4838
Joseph Palmisano, Manager, Transportation Planning, Ext. 6200

Date: December 8, 2020

Re: **Parking and Transit Review, Part of Lot 11, Concession 9, north side of Highway 7, east of 9th Line (2341988 Ontario Ltd.), Ward 5
File SPC 19 136373**

RECOMMENDATION:

1. That the Memorandum titled "Parking and Transit Review, Part of Lot 11, Concession 9, north side of Highway 7, east of 9th Line (2341988 Ontario Ltd.), Ward 5, File SPC 19 136375" be received.

BACKGROUND:

On November 23, 2020, Development Services Committee (DSC) received a staff report titled "RECOMMENDATION REPORT, 2431988 Ontario Ltd., Site Plan Control application to permit a 12-storey, 259 unit mixed use apartment building and 312 stacked townhouses on Part of Lot 11, Concession 9, north side of Highway 7, east of 9th Line, Ward 5, File No. SPC 19 136373".

The 1.72 ha (4.24 ac) subject property is located within Cornell Centre, on the south side of a proposed extension of Rustle Woods Avenue and the north side of a proposed extension of Arthur Bonner Avenue (north of Highway 7 and west of Bur Oak Avenue) (see Figure 1). The applicant has filed a site plan control application to permit a 12-storey, mixed-use 259-unit apartment building and 312 stacked townhouses on the subject lands. Both the apartment building and stacked townhouses will have shared accesses to two levels of underground parking and surface parking.

The development is proposed to have an overall parking supply of 727 parking spaces (including 1 car-share space) and 218 bicycle parking spaces. The lower parking supply of 706 parking spaces referenced in the November 23, 2020 DSC staff report is preliminary and based on the initial submission from the applicant which have since been updated with the submission of a variance application.

The applicant is requesting variances to Parking Standards By-law 28-97, as summarized in Table 1 below.

Table 1 – Proposed Parking Minor Variance Application by the Applicant

Land Use	By-law 28-97 Requirements	Minimum Parking Requirement	Proposed Parking Rate	Proposed Parking Supply*	Proposed Parking Supply Variance
Apartment Dwelling	1.25 spaces/unit and 0.25 spaces/unit for visitors	324 spaces for residents and 65 spaces for visitors	1.05 spaces per unit and 0.15 spaces/unit for visitors	272 spaces for residents and 39 spaces for visitors	52 spaces for residents and 26 spaces for visitors
Stacked Townhouse Dwelling	1.25 spaces/unit and 0.25 spaces/unit for visitors	390 spaces for residents and 78 spaces for visitors	1.05 spaces per unit and 0.15 spaces/unit for visitors	328 spaces for residents and 47 spaces for visitors	62 spaces for residents and 31 spaces for visitors
Commercial Use	1 space per 23 m ² of GLA	36 spaces**	-	40 spaces***	-
Total	-	893 spaces	-	726 spaces plus 1 car-share space	167 spaces

* Based on the most recent site plan submitted by the applicant.

** Parking requirement calculated based on commercial GLA of 833 m²

*** Also available to residential visitors

At the request of DSC on November 23, 2020, staff prepared this follow-up Memorandum to DSC to elaborate on the resident parking and transit parameters associated with the proposed parking supply for the subject development.

DISCUSSION:

York Region Official Plan

The 2010 York Region Official Plan sets the framework for growth and development in the Region, including in the City of Markham. The Regional Plan emphasizes the need for appropriate densities in Regional Centres and Corridors. The Regional Plan includes policies that encourage Transportation Demand Management and parking management as a way to achieve the following goals:

- To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile use, and support public transit and Transportation Demand Management initiatives (Section 3.2.3); and
- That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses (Section 5.2.10).

2014 Markham Official Plan

A major goal of the Markham Official Plan is to accelerate Markham's transition from a primarily car-dependent community to one where walking, cycling, transit and carpooling are seen as increasingly viable and attractive alternatives. Future development is to be directed to higher density mixed-use centres and corridors that are designed to support good levels of transit service and to provide more

attractive conditions for pedestrians and cyclists. This shift in policy direction requires that future growth and the supply of off-street parking be balanced to meet essential parking needs without providing an abundance of free parking that would only serve to promote car use.

Section 7.1.5.1 of the Markham Official Plan addresses vehicle parking and speaks to the need to revise the parking standards contained in Markham's zoning by-law to:

- establish minimum parking standards that may vary by location in Markham;
- include a maximum parking standard for given land use classes in new mixed-use neighbourhoods and intensification areas and other areas well served by transit;
- permit lower levels of required parking in mixed-use development projects where different patterns of parking among compatible uses will be shared;
- permit reductions in the number of required parking spaces in multi-unit residential developments that provide dedicated car-share spaces.

The Markham Official Plan policies provide direction to Markham staff with regards to reviewing proposed parking standards and variances. The policies support the need for more balanced mobility and the need to facilitate the transition from a primarily auto dependent community to one where travel includes a greater share of other modes such as walking, cycling, transit and carpooling.

Resident Proxy Site Survey Findings

In support of the proposed resident parking supply for the subject development, the applicant was required to undertake a parking demand survey at a site with similar existing and future transportation context as the subject site in order to better understand the residential parking demand that could be anticipated for the proposed site. WSP, the transportation consultant for the applicant, commissioned parking surveys at the Grand Cornell Brownstones site located at the southeast quadrant of Highway 7 and 9th Line, which is located within 600 m of the subject site. Grand Cornell Brownstones development consists of a total of 250 stacked townhouse units with centralized underground parking. The surveys were undertaken between 12:00 AM and 2:00 AM on two weeknights in July 2020. The survey is taken at that time because most of the residents should be at home and the parking should be at its maximum. The site statistics for the Grand Cornell Brownstones and survey findings as provided by WSP are summarized in Table 2.

Table 2 – Site Statistics and Results of Parking Survey of Grand Cornell Brownstones Development

	Statistic
No. of Dwelling Units	250
No. of Residential Parking Spaces	316
Surveyed Parking Demand	237
Parking Demand/Dwelling Unit Ratio	0.95

A peak resident parking demand of 237 spaces was observed at the Grand Cornell Brownstone site, which is a 75% utilization of the available resident parking supply. This is equivalent to a peak resident parking demand rate of 0.95 spaces per unit on the basis of 250 occupied units, whereas 1.26 spaces per unit were provided.

The proposed development will have a higher proportion of bachelor and 1-bedroom units than the Brownstones proxy site, meaning that it should require a lower parking rate than the Brownstones development. Therefore, the residential parking rate of 1.05 spaces per unit proposed for the subject

development is appropriate and sufficient to meet the resident parking demands of the proposed development.

Transportation Demand Management

Transportation Demand Management (TDM) measures are more effective when implemented in conjunction with reduced resident parking supply. The applicant is required to implement a number of TDM measures to help reduce car dependency and resident parking demand. The site-specific TDM measures include the following:

- Unbundled parking: Parking will be unbundled for all residential units such that residents/buyers have the option and flexibility to purchase a dwelling unit without a parking space.
- Car-share program: An on-site car-sharing service will be available to all residents.
- Transit information package and Transit incentive program: A pre-loaded PRESTO card and transportation information package with transit and cycling maps will be provided to each residential unit.
- Bicycle parking: A total of 218 bike parking will be available to residents and visitors.
- Bike repair station: A bike repair station will be provided to support the occasional repair/maintenance needs of resident bicycles.

Transit Assessment

The subject property is located within Cornell Centre, identified as a Key Development Area along the Highway 7 rapid transit corridor in the Markham Official Plan. Currently, there are several ongoing or planned improvements to the transit system that will benefit the Cornell Centre area. Key improvements include the Cornell Bus Terminal and the future Highway 7 Viva Rapidway extension to Cornell Centre.

The Cornell Bus Terminal construction is nearing completion and is located immediately to the west of the subject property. The bus terminal will provide a total of 11 bus bays, including seven for standard buses, two for articulated buses, with the remaining two to accommodate other transit service providers, such as GO Transit and/or Durham Region Transit. The Cornell Bus Terminal will become the eastern terminus for the future Highway 7 Viva Rapidway extension.

Seven existing YRT and Viva routes that serve the Markham-Stouffville Hospital in the study area will access the Bus Terminal while another existing route (Route No. 2 – Milliken) will be re-routed to the new terminal, for a total of eight YRT and Viva routes servicing this site. In addition to these eight transit routes, YRT Express Route 303 also services the area. Detailed information on these transit routes are summarized in Table 3.

Table 3 – Transit Routes Serving the New Cornell Bus Terminal

Route	Route Description	Planned Rush Hour Frequency (mins)	Weekday Ridership At Bus Stops Near Markham Stouffville Hospital†	Weekday Route Ridership (Oct. 2019)
Viva Purple	Cornell Terminal - Richmond Hill Centre	9*	1,143	6,339
Route No. 1 – Highway 7	Smart Centres – Markham Boxgrove – Cornell Terminal – Richmond Hill Centre	30	58	1,459
Route No. 2 – Milliken	Smart Centres – Markham Boxgrove – Cornell Terminal – Finch Bus Terminal	Weekends/ holidays only	NA	NA
Route No. 9 – 9 th Line	Riverwalk Drive/9 th Line – Cornell Terminal – Whitchurch-Stouffville	43**	86	347
Route No. 16 – 16 th Avenue	Ilan Ramon Road/Rutherford Road – Cornell Terminal	30**	211	1645
Route No. 18 – Bur Oak	Angus Glen Community Centre – Cornell Terminal	27-30**	127	711
Route No. 25 – Major Mackenzie	Mackenzie Richmond Hill Hospital – Cornell Terminal	33-43	133	626
Route No. 522 – Markham Local	Hagerman's Corners – Cornell Terminal	Non-rush hour only	22	95
Route No. 303 – Bur Oak Express***	Mount Joy GO station - Cornell Terminal – Finch Bus Terminal and subway station	8	40	755

* Pre-COVID-19 service frequency

** Part of Frequent Transit Network (FTN). The ultimate vision is for these routes to operate at frequency of 15 minutes or less every day between 6 AM to 10 PM.

*** Route No. 303 will not stop at the Cornell Terminal

† Weekday sample in October 2019 (Boarding and Alighting number)

As shown in Table 3, the subject site will be well served by transit through the Viva Purple, the Frequent Transit Network routes and local bus routes. Although Route No. 303 is not planned to be re-routed to the Cornell Bus Terminal, the subject site is within its ridership catchment area (500 m walking distance of the Ninth Line/Rose Way bus stop).

Three of the nine transit routes in Table 3 provide frequent and convenient connections to major transit hubs at Finch TTC subway station, Unionville GO station and Richmond Hill Centre (see Table 4). Viva Purple provides fast, convenient and reliable service between the Cornell community and Richmond Hill Centre hub, with part of the route travelling on dedicated bus lanes along Highway 7. It also connects with the Stouffville GO line at Unionville station, where all-day, two-way, 15-minute train service during peak periods is planned to start in 2025. YRT Route No. 303, which runs partially on Highway 407, provides fast and frequent bus service between the Cornell community and the Finch TTC subway station. It also connects Cornell residents to the Mount Joy GO station.

Table 4 – Key Transit Routes Connecting Cornell Centre to Major Transit Hubs

Route	Route Description	Buses Per Hour (AM Peak Hour)	Travel Time (Westbound from Markham Stouffville Hospital to Richmond Hill Centre)
Viva Purple	Markham Stouffville Hospital - Richmond Hill Centre	7 buses per hour*	35 minutes
Route No. 1 – Highway 7	Smart Centres – Markham Boxgrove – Markham Stouffville Hospital – Richmond Hill Centre	3 buses per hour	47 minutes
Route No. 303 – Bur Oak Express	Mount Joy GO station - Markham Stouffville Hospital – Finch Bus Terminal and subway station	7 buses per hour	30 minutes

* Pre-COVID-19 service frequency

As shown in Table 4, Viva Purple provides a more frequent service than the local YRT Route 1. The route travel time for Viva Purple Line is 25 percent less than that for the local YRT route from Markham-Stouffville Hospital to Richmond Hill Centre. Although dedicated bus lanes are not available for the section of Viva Purple between the Markham-Stouffville Hospital and Warden Avenue, the travel time is 27 percent less than that for the local YRT Route 1 (16 minutes compared to 22 minutes) which runs parallel. This is partly due to fewer stops along that section of Highway 7 for the Viva Purple service.

CONCLUSION:

The proposed parking supply of 1.05 spaces per unit for the subject development is considered appropriate to accommodate the needs of the residents based on the following:

- Parking policies in the York Region and Markham Official Plans supports reduced parking;
- Observed parking demand at the proxy site is a good indication of parking demand at the subject site;
- TDM measures proposed will help encourage non-auto modes of travel and provide opportunities to reduce car ownership and use;
- Proximity of the site to the Cornell Bus Terminal and transit level of service available in the area will encourage transit use.



Report to: Development Services Committee

Meeting Date: December 8, 2020

SUBJECT: RECOMMENDATION REPORT
Recommendations for an Age-Friendly Community

PREPARED BY: Stephen Corr, MCIP, RPP, ext. 2624
Senior Planner, East District

Stacia Muradali, MCIP, RPP, ext 2008
Acting Manager, East District

REVIEWED BY: Ron Blake, MCIP, RPP, ext. 2600
Senior Development Manager

RECOMMENDATION:

- 1) That the report titled “RECOMMENDATION REPORT, Update on Recommendations for an Age-Friendly Community”, dated December 8, 2020, be received;
- 2) That a Council workshop be held as part of the Urban Design Study process to develop Age Friendly Design Guidelines; and
- 3) That staff report back to Development Services Committee on Age Friendly Design Guidelines once the guidelines are completed.

BACKGROUND:

On March 18, 2019, Development Services Committee (DSC) received a presentation titled “Recommendations for an Age-Friendly Community by the Committee for an Age-Friendly Markham”. The Committee for an Age-Friendly Markham comprises Regional Councillor Heath and four community members with a shared interest in senior housing issues. Their March 18, 2019 presentation made 18 recommendations to DSC on matters related to:

- The importance of incorporating age-friendly design and principles into planning, and developing age-friendly action plans;
- Municipal responsibilities and capabilities as opposed to those of other levels of government;
- The potential to integrate some of the proposed recommendations into key municipal plans such as official plans, urban design guidelines and street designs; and,
- Consultation with and involvement of a diverse range of stakeholders such as older residents, municipal staff, Council, developers and various service providers.

In accordance with the resolution (attached as Appendix ‘A’) adopted at the March 18, 2019 DSC Meeting, the recommendations were modified to direct staff to consider 12 recommendations deemed to be within the jurisdiction of the municipality. Accordingly, Committee consented to delete recommendations relating to Residential Hospices, Nursing and Personal Support Services, a Markham Parking Authority, Surplus School Property, Secondary Suites, and Coach Houses. The remaining 12 recommendations are discussed

in this report. Appendix B provides information on the modified recommendations to be considered by staff in this Information Report.

PURPOSE

The purpose of this Information Report is to provide staff input on the 12 recommendations made by the Committee for an Age-Friendly Markham. It should be noted that the information provided in this report is to advise on matters within the City's jurisdiction. Some of the recommendations are outside of the City's jurisdiction or requires partnerships or input from various groups, such as the development industry, landowners, or regional and provincial authorities. Additionally, some of the recommendations will be further explored in ongoing studies by the Planning and Urban Design Department and other departments, as noted in this report.

DISCUSSION AND COMMENTS ON COMMITTEE RECOMMENDATIONS

Committee Recommendation - 'Always Homes':

"That all future single, semi and townhome developments approved in Markham contain a minimum number of Always Homes, those which allow owners the option of aging longer in their home, considering:

- 10% of new home developments be Always Homes and built on grade with no basement thus ensuring greater affordability and accessibility; and,
- 10% of new home developments be Always Homes and built on grade with a full basement; and,
- 10% of new condo units being developed meet the Always homes guidelines as well."

Comment:

This recommendation outlines specific targets to incorporate "always homes" into new developments approved in the City, to support the ability for home owners to 'age in place' if and when their mobility needs change over time. In other words, having the ability to remain in one's current home longer, even if their needs change. There are a number of benefits to 'aging in place', including:

- Maintaining independence;
- Familiarity of settings, friends, family and routines;
- Improved health and quality of life; and
- Cost savings from continuing to live at home.

Aging in place has become even more important due to the Covid 19 Pandemic and the anxiety Seniors undoubtedly have over the potential need to move into long term care facilities. Staff fully recognize and appreciate the importance of aging in place, however there is no regulatory framework in place to allow the City to regulate or implement the targets referenced in this recommendation. Establishing such targets will require further analysis to determine if they are attainable and implementable, and will require input from the development industry and other industry stakeholders. Additionally, staff are concerned that not having a basement, in order to allow for at-grade developments, may in fact take away a revenue stream from potential property owners who wish to have a legal secondary suite in the basement.

There are challenges to requiring ‘always homes’ within low rise housing forms (singles, semi-detached, townhouse, stacked townhouses and back to back townhouses). For instance, there are no legislated requirements for these dwellings to be built with at grade entries or if not built at grade, to provide barrier free access through the use of elevators, access ramps, etc.

Notwithstanding the lack of legislative requirements, Development Services staff have had success in encouraging developers at either the subdivision or site plan review stages to incorporate design features that promote improved accessibility in new low rise developments over and above the requirements of the Ontario Building Code. Successes have included units with a reduced number of risers (stairs) to enter the unit, external porches or internal stairways wide enough to provide future retrofits of chairlifts, rough-ins for future retrofits of elevators, dwellings that contain elevators, and master bedrooms situated on the main floor, access ramps etc. For low rise housing the Ontario Building Code requires new residential dwelling units to have one bathroom in each dwelling unit equipped with additional wall reinforcement to accommodate future grab bar installation.

Staff have also encouraged developers to incorporate purpose built second suites into new low rise developments, to assist with affordability in general (for both the renters and the landlords) as well as to offer seniors (or other family members) the opportunity to live in extended family situations while retaining some independence. Some developers have also agreed to offer optional floor plans in the sales office so that the ground floor can be offered as an independent dwelling unit.

The incorporation of ‘always homes’ may be more feasible within multi-storey apartment units, which as per the recommendation are required by the Ontario Building Code to have access ramps for ingress/egress to the building, elevators and hallways that can accommodate a certain width for path of travel for unencumbered access. Additionally, new apartment/condominium units are required to have the following:

- 15% of all residential suites are required to be provided with a barrier free path of travel
- Barrier free path of travel is required from the entrance door to at least one bedroom, bathroom, a kitchen and a living space
- bathrooms to be provided with wall reinforcement to accommodate grab bar installation
- bathrooms to be big enough to accommodate the turning radius of a wheelchair

Committee Recommendation - ‘Always Homes’ Guidelines:

“That the City develop standards for Always Homes and units for implementation as soon as possible in all new developments, having consideration for:

- wheelchair accessibility including hallway widths
- better kitchen and bathroom design
- a shower on the main floor
- proper door handles
- a location for short-term sleeping quarters on the main floor
- no steps from grade to the front door, and to the main floor inside
- railing and ramp locations for future installation if required.”

Comment:

There is no legislation that will allow the measures noted in this recommendation to be required through the development application approval process. However, Planning and Urban Design staff will develop 'Age Friendly Design Guidelines' for the use of City Planners and Development Industry stakeholders to assess the private and public realm components of a proposed development so that specific age-friendly design features are taken into consideration to enhance long-term accessibility and adaptability for all users. The Guidelines will help create homes and communities that are accessible, functional, safe and adaptable to all members of society, with varying abilities. This would include maintaining independent living for seniors in their own homes. The proposals made by the Committee for an Age-Friendly Markham will be addressed through this study. This project is expected to commence in Q3 2021. Staff will report back to DSC upon completion of the study, with recommendations based on its findings.

Committee Recommendation - 'Home Elevators & Chair Lifts – New Homes':

"That, to improve mobility for seniors and others within their own homes thus allowing them to remain in them longer, the City require that all new singles, semis and townhouses being built in Markham include space and structural supports for future installation of home elevators and chair lifts if needed."

Comment:

As noted above, City staff have had success in working with some developers through the subdivision and site plan review process to include structural supports for future retrofits that improve the accessibility of a dwelling. Examples have included design of external porches and internal stairs to accommodate installation of chair lifts or ramps. Others have included rough-ins for the future installation of an elevator from the basement level to the top floor level of townhomes, including arranging the floor boards to easily be removed for this renovation. In some circumstances developers have agreed to provide these features within a certain percentage of the development and also promote these features as an option in the sales office.

While these measures are not required, and may not always be fully realized with every application, they may be considered as part of the strategy to implement the Age Friendly Design Guideline study by the Urban Design section noted above.

Committee Recommendation - 'Home Elevators & Chair Lifts – Existing Homes':

"That, to improve mobility for seniors and others within their own homes for those living in the City's existing homes, Markham and York Region conduct a pilot retrofit home elevator and chair lift program for different types of existing homes to determine the best ways to retrofit them."

Comment:

Successful implementation of this recommendation will require partnership between the City and Region, and/or higher level of government or non-profit agency(s) to establish a funding framework to provide the necessary financial assistance for the pilot projects.

Committee Recommendation - ‘The Supply of Land’ :

“That, since the cost and availability of land are the largest impediments to significantly increasing the supply of affordable housing for seniors and others, land presently being used for surface parking be obtained at no cost in exchange for underground parking and/or structured spaces within new developments for the purpose of building affordable townhouses, condo apartments and purpose built rentals, with particular consideration to parking lots found at:

- public utility companies;
- school boards;
- hospitals;
- public transportation agencies;
- governments at all levels; and,
- places of worship.”

Comment:

This item is complex and requires further consideration and direction from DSC. Committee should consider what type of role is envisioned for the City respecting the acquisition and/or exchange of land.

On September 12, 2018, Council requested Staff to report back on an updated Affordable and Rental Housing Strategy for the City of Markham. A two phase study has been undertaken. The Phase 1 report provides a housing needs assessment of current and emerging housing gaps in Markham considered by DSC on April 29, 2019. Phase 2: Policy Framework and Recommendations considered by DSC on February 24, 2020 included a Draft Affordable and Rental Housing Strategy. The Draft Affordable and Rental Housing Strategy includes actions that consider the use of City-owned surplus or underutilized lands, incentives and partnering with stakeholders to support the development of new affordable housing.

It will have to be determined whether the City will facilitate the acquisition and/or exchange of land between the developer and the organizations/landowners indicated above, or whether the City will take on a more active/developer type of role and be an active participant in related transactions. The Region would also have to be consulted to determine what role it will have with respect to providing affordable housing for seniors, hospice care and social services.

Committee Recommendation – “Preferable Locations”:

“That the City, in order to reduce the requirement for automobiles, concentrate on finding location opportunities for the Recommendation above (Supply of Land) near:

- good transit;
- important services such as medical and dental; and,
- amenities such as grocery stores, pharmacies and other retail shops.”

Comment:

If the City is to be an active participant in the acquisition of land for the development of affordable housing, or the facilitation of such development, then guidelines would need to be established by Council to guide the City’s participation in this process. Further

consideration would also be required if the City takes on the potentially conflicting roles of land developer and approval authority.

Committee Recommendation - 'Inclusionary Zoning':

"That the City implement an inclusionary zoning policy for Markham so that all future apartment developments, and other types of housing if possible, contain a reasonable percentage of affordable housing developments, as determined by Council through input by the public and stakeholders."

Comment:

Inclusionary zoning is being considered as part of the City's ongoing work to develop an updated Affordable and Rental Housing Strategy. On 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. It should be noted that the Province only permits inclusionary zoning to be implemented within Protected Major Transit Station Areas or areas where the Ministry of Municipal Affairs and Housing has ordered adoption of a Community Planning Permit System (also known as a Development Permit System). Staff will report back in 2021 as part of the updated Housing Strategy.

Committee Recommendation - 'Live Work Opportunities':

"That future developments in the City include increased allotments for live/work opportunities for neighbourhood services and residential areas in order that nearby residents, especially seniors, can walk to local services, and that the City look for opportunities to increase live/work opportunities within its existing urban boundary."

Comment:

The City's new 2014 Official Plan (as partially approved on November 24th, 2017 and further updated on April 9th, 2018) establishes mixed use land use designations throughout the City to encourage a diverse range of uses including retail, personal service, professional office, community, institutional and recreational uses to be located close to residents and businesses to serve them. Most low density homes are allowed to have certain home occupations up to a maximum floor area, and appropriate ground floor non residential uses are permitted in medium and high density developments.

City staff are working with the development industry to implement the vision of the 2014 Official Plan with the goal of creating compact and vibrant mixed-use communities that offer a range of housing, services and commercial amenities within close proximity of each other. These communities are planned to be transit supportive and pedestrian-oriented to provide residents with greater access to surrounding amenities without the reliance of car ownership.

Committee Recommendation - 'Seniors Snow Clearing':

"That, if the City does not provide a city-wide windrow clearing service in the near future, Markham improve the current service for seniors by making it quicker."

Comment:

The City has a Snow Windrow Removal Assistance Program, which is administered by the Roads, Survey and Utility Division of the Operations Department. This program is designed to help disabled and elderly residents maintain road access from their driveways during the winter season. Information on the City's website advises residents that:

"Crews will be dispatched to clear the centre portion of snow windrows (one car width only) on all roads following a 7.5 centimetres (3 inches) snow fall. Windrows will be cleared within 8 hours after crews plow the road. The City reserves the right to decide when snow windrow service will take place. Also note that the windrow left from the sidewalk plow is not included in this service."

Additionally, on November 18, 2019, General Committee received a Winter Maintenance Update presentation, which summarized a public opinion survey on improving winter maintenance service levels. This included consideration of increased taxes for city wide windrow clearance. According to the presentation, 44% of respondents were in support of paying an increase in tax, and 42% of respondents were opposed (13% were indifferent, and 1% were undecided). Operations staff also advise they will be conducting a post winter survey with the approximately 5,300+ residents currently approved for the Windrow Assistant Program to seek feedback before determining any improvement/enhancement areas. The findings of this survey will be presented to Council at a yet to be determined date. Note the survey was intended to be conducted following the 2019/2020 winter, but was held over due to the Covid19 Pandemic. Operations staff expect to conduct this study following the 2020/2021 winter. Budget implications will also have to be assessed by the Markham Budget Sub-Committee.

Committee Recommendation - 'Sidewalk Completion':

"That, in order to provide a safe environment for seniors and others wishing to walk for exercise and/or walk to services, the City target the "Finish-Date" of its Sidewalk Completion Program for Arterial and Collector Roads by 2026 or earlier."

Comment:

The Transportation Planning section of the Engineering Department is overseeing the Sidewalk Completion Program to fill in gaps in the City's sidewalk network. As a summary:

On May 23, 2017, DSC received a staff report entitled "Infill Sidewalk Prioritization Process and Methodology". That report provided information on:

- Health and community benefits of a comprehensive sidewalk network;
- Sidewalk policy in new subdivisions;
- Sidewalk network inventory by ward; and
- Five-step sidewalk infill process and methodology.

The report recommended that sidewalk gaps on arterial and collector roads be prioritized as most community amenities and services (e.g. employment areas, schools, public transit, community institutions, etc.) tend to be located along these corridors. Council endorsed the report recommendations.

On November 13, 2017, DSC endorsed a further staff report entitled “City-wide Infill Sidewalk Five-Year Capital Plan”. The report summarized the process and methodology with respect to identifying and closing sidewalk gaps in the City’s sidewalk network along arterial and collector roads. A proposed 5-year capital plan was outlined, where higher priority locations would be completed over the period of 2019 to 2023.

On November 19, 2018, DSC endorsed a report entitled “Arterial and Collector Road Sidewalk Completion Program, All Wards”. The report summarized the program planning and resource implications to complete the program over the period of 2019 to 2028. In addition, an overview of a public communications plan to complement the program was summarized with a Council direction to staff to develop a detailed public communications plan for the sidewalk network completion program starting in 2019. The Council resolution includes the following:

- 1) That the report entitled “Arterial and Collector Road Sidewalk Completion Program, All Wards” be received; and,
- 2) That the annual sidewalk capital program to close network gaps over the period of 2019 to 2028 be prioritized based on the projects in Attachment ‘C’ until the project list is exhausted or projects are eliminated; and,
- 3) That staff be directed to develop a public communications plan for the sidewalk network completion program starting in 2019; and,
- 4) That staff report annually on the proposed list of sidewalks to be completed within the year and that report be considered at the Budget Subcommittee; and further,
- 5) That staff report back on the sidewalk program by 2022 to complete the program earlier by 1 or 2 years, and to update the projects in Tables A.3 and Table A.4 where appropriate; and further,
- 6) That staff be authorized and directed to do all things necessary to give effect to this resolution.

Based on the above, staff will be reporting back to DSC prior to 2022 to update on the Sidewalk Completion Program, and advise on whether the program can be completed 1 to 2 years earlier, which would target completion by 2027 or earlier.

Committee Recommendation - ‘Implementation’:

“That City staff suggest an appropriate organization or organizations to oversee some of the projects envisioned above, such as:

- an independent non-profit agency;
- a current or new City/Regional agency; or,
- a special section within the Development Services Commission”.

Comment:

The Commissioner of Development Services will consider the implications of the age friendly planning recommendations on the resources and structure of the Commission and move forward to implement the recommendations.

Committee Recommendation - 'The Future Urban Area':

That Markham's Future Urban Area being developed in the Woodbine, Warden, and Kennedy Road areas north of Major Mackenzie, be designed with the above recommendations in mind.

Comment:

As noted earlier, staff have been in discussions with various developers, including those in the new urban area (FUA) and those proposing development in our intensification and infill residential areas. The initiatives noted in this report, such as working with developers to encourage the provision of purpose built secondary suites, structural elements/rough-ins to accommodate future installation of chair lifts or elevators, access ramps, master bedrooms on the main floors, will promote many of the recommendations proposed by the Committee for Age-Friendly Community.

As noted earlier, legislative authority to mandate these elements in residential developments is limited and many developers only agree to provide these elements on a voluntary basis and as options to the homebuyers. Staff will continue to work with developers to determine the success of options offered in the sales centers. Staff will provide this information at a future Council workshop.

CONCLUSION

Staff closely examined and assessed each recommendations of the Committee for an Age Friendly Markham for implementation. In some areas, implementation is possible but in other areas further discussion and direction is required. Staff are recommending a Council workshop be held as part of the Urban Design Study process to develop Age Friendly Design Guidelines to further explore solutions to provide for an age-friendly Markham. Development Services staff have had some success working with developers to include accessible design considerations in new housing on a voluntary basis to encourage aging in place. Staff will continue this positive dialogue with the industry.

FINANCIAL CONSIDERATIONS:

Certain recommendations by the Committee for Age-Friendly Community such as retrofitting existing homes and seniors snow clearing will have financial implications.

HUMAN RESOURCES CONSIDERATIONS

Not Applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

The proposed applications have been reviewed in the context of the City's Strategic Priorities of Growth Management, Transportation and Municipal Services.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Engineering, Legal Services and Operations departments were consulted in the preparation of this report.

Biju Karumanchery, M.C.I.P., R.P.P.
Director of Planning and
Urban Design

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

ATTACHMENTS:

Appendix 'A' – March 18, 2019 Development Services Committee Resolutions

Appendix 'B' – Modified 'Age-Friendly' Recommendations to be considered by Staff in
this Information Report

Appendix 'A' March 18, 2010 Development Services Committee Resolutions

Moved by Councillor Reid McAlpine

Seconded by Regional Councillor Jack Heath

1. That the presentation provided by the Members of the Committee for an Age-Friendly Markham (Regional Councillor Jack Heath, Andy Langer, Gail Leet, Christl Reeh and Diane Gabay) entitled "Recommendations for an Age-Friendly Community", be received; and,
2. That the deputations by Elisabeth Tan, Anthony Ko, and Lucy Giammarco regarding the Recommendations for an Age-Friendly Community be received; and,
3. That staff be directed to report back to Development Services Committee on the following recommendations for an Age-Friendly Markham by November 2019:
 - a. That all future single, semi and townhome developments approved in Markham contain a minimum number of Always Homes, those which allow owners the option of aging longer in their home, considering:
 - 10% of new home developments be Always Homes and built on grade with no basement thus ensuring greater affordability and accessibility; and,
 - 10% of new home developments be Always Homes and built on grade with a full basement; and,
 - 10% of new condo units being developed meet the Always guidelines as well; and,
 - b. That the City develop standards for Always Homes and units for implementation as soon as possible in all new developments, having consideration for:
 - wheelchair accessibility including hallway widths
 - better kitchen and bathroom design
 - a shower on the main floor
 - proper door handles
 - a location for short-term sleeping quarters on the main floor
 - no steps from grade to the front door, and to the main floor inside
 - railing and ramp locations for future installation if required; and,
 - c. That, to improve mobility for seniors and others within their own homes thus allowing them to remain in them longer, the City require that all new singles, semis and townhouses being built in Markham include space and structural supports for future installation of home elevators and chair lifts if needed; and,
 - d. That, to improve mobility for seniors and others within their own homes for those living in the City's existing homes, Markham and York Region conduct a pilot retrofit home elevator and chair lift program for different types of existing homes to determine the best ways to retrofit them; and,
 - e. That, since the cost and availability of land are the largest impediments to significantly increasing the supply of affordable housing for seniors and others, land presently being used for surface parking be obtained at no cost in exchange for underground parking and/or structured spaces within new developments for the purpose of building affordable townhouses, condo apartments and purpose built rentals, with particular consideration to parking lots found at:
 - public utility companies;
 - school boards;

-
- hospitals;
 - public transportation agencies;
 - governments at all levels; and,
 - places of worship; and,
- f. That the City, in order to reduce the requirement for automobiles, concentrate on finding location opportunities for Recommendation (e) above near:
- good transit;
 - important services such as medical and dental; and,
 - amenities such as grocery stores, pharmacies and other retail shops; and,
- g. That the City implement an inclusionary zoning policy for Markham so that all future apartment developments, and other types of housing if possible, contain a reasonable percentage of affordable housing developments, as determined by Council through input by the public and stakeholders; and,
- h. That future developments in the City include increased allotments for live/work opportunities for neighbourhood services and residential areas in order that nearby residents, especially seniors, can walk to local services, and that the City look for opportunities to increase live/work opportunities within its existing urban boundary; and,
- i. That, if the City does not provide a city-wide windrow clearing service in the near future, Markham improve the current service for seniors by making it quicker; and,
- j. That, in order to provide a safe environment for seniors and others wishing to walk for exercise and/or walk to services, the City target the "Finish-Date" of its Sidewalk Completion Program for Arterial and Collector Roads by 2026 or earlier; and,
- k. That City staff suggest an appropriate organization or organizations to oversee some of the projects envisioned above, such as:
- an independent non-profit agency;
 - a current or new City/Regional agency; or,
 - a special section within the Development Services Commission; and further,
- l. That Markham's Future Urban Area being developed in the Woodbine, Warden, and Kennedy areas north of Major Mackenzie, be designed with the above recommendations in mind.

Carried

Appendix 'B' Modified' Age Friendly Recommendations to be Considered by Staff in this Information Report

The Committee consented to modifying the recommendations to direct staff to consider only those recommendations that are deemed to be within the jurisdiction of the municipality.

The Committee suggested that the following proposed recommendations be referred to staff:

- "Always" Homes
- "Always" Guidelines
- Home Elevators & Chair Lifts for New Homes
- Home Elevators & Chair Lifts for Existing Homes
- The Supply of Land
- Preferable Locations
- Inclusionary Zoning
- Live/Work Opportunities
- Seniors' Snow Clearing Service
- Sidewalk Completion
- Implementation
- The Future Urban Area

The Committee consented that the following proposed recommendations be deleted:

- Residential Hospices
- Nursing and Personal Support Services
- Markham Parking Authority
- Surplus School Property
- Secondary Suites
- Coach Houses

RECOMMENDATIONS FOR AN AGE-FRIENDLY COMMUNITY



Presentation to the City of Markham Development Services Committee

March 18, 2019

“Making Markham an Age-Friendly Community!”

Markham's Older Adult Strategy 2017

THE NUMBERS



- We are facing a baby boomer / senior tsunami. By 2031, there will be 118,000 Markham residents over 60. That's 47,000 (66%) more than now!
- There are 6,385 senior households on the Housing York Inc.affordable housing wait-list looking for a unit in Markham
- Across Ontario, the current wait-list for long-term care beds is 34,862. The province just announced they are planning to add 30,000 new long-term care beds over 10 years. That doesn't even meet today's demand!

**CALLING THE NEXT 5 TO 20 YEARS “A SENIOR TSUNAMI” COULD BE
AN UNDERSTATEMENT**

HYI MAJOR PROJECTS

- Housing York's new 265-unit affordable building for seniors, to be located in Markham near Unionville (opens 2022)
- 162 units in Woodbridge (2019)
- 90-110 units in Stouffville (2022-23)

Opening across York to 2023:

537 units

*plus 32 MICAH units in Markham



A REALITY CHECK



- The demand for affordable housing for seniors and others is growing faster than government can build units. Impossible to catch-up
- The demand for long-term care beds is growing faster than government can provide them. Impossible to catch-up
- Land availability and cost are major impediments to providing significant increases in affordable housing and long-term care
- Seniors want to stay in their homes longer and, with the coming seniors' tsunami we may need them to, thus existing living accommodations and new builds need to be more age and health-care friendly
- Issues cross levels of government, but part of the solution is available here in Markham with minimal incremental costs

MARKHAM NEEDS TO PROVIDE LEADERSHIP

HERE'S HOW



PRESS CONFERENCE - FEBRUARY 26

- Markham Economist & Sun / Toronto Star / YorkRegion.com
- Markham Focus
- Fairchild TV
- OMNI TV
- Neighbours of Olde Thornhill Village
- Toronto TV
- Markham Review

#1: “ALWAYS” HOMES

- Most seniors want to live independently. Bungalows & condos are perfect, but many don't want to move to a condo
- Because of the price of land, the number of new bungalows has plummeted (being replaced by “bungalows in the sky?”)
- Most multi-level homes like townhouses are not presently senior-friendly

**MARKHAM CAN LEAD BY THINKING
AHEAD WITH ALWAYS HOMES**

It is recommended that all future single, semi, and townhome developments approved in Markham contain a minimum portion of Always Homes, those which allow owners the option of aging longer in their home. An Always Home is one with no impediments for people with accessibility or health issues who may be required to eat, sleep and use the washroom on the ground floor of their home now or at a later point in their lives. Proposal:

- 10% of new home developments be Always Homes and built on grade with no basement thus ensuring greater affordability,
- 10% of new home developments be Always Homes and built on grade with a full basement, and
- 10% of new condo units being developed meet the Always guidelines as well.

#2: “ALWAYS” GUIDELINES

- Homes can be made safer and more accessible for seniors and anyone with mobility issues. Always Homes are adaptable if circumstances change
- New and exciting designs are already being offered by leading builders
- There is minimal cost impact when these features are incorporated into the design

**MARKHAM CAN LEAD BY ADOPTING
SIMPLE DESIGN MODIFICATIONS TO
IMPROVE THE ABILITY TO AGE AT HOME**

It is recommended that the City develop standards for Always Homes and units for implementation as soon as possible in all new developments, having consideration for:

- wheelchair accessibility including hallway widths
- better kitchen and bathroom design
- a shower on the main floor
- proper door handles
- a location for short-term sleeping quarters on the main floor
- no steps from grade to the front door, and to the main floor inside
- railing and ramp locations for future installation if required.

#3: HOME ELEVATORS & CHAIR LIFTS FOR NEW HOMES

- Multi-level homes as currently constructed become increasingly difficult for seniors with mobility challenges and those with physical disabilities
- Designing and reinforcing for future installation of mobility upgrades should have minimal cost relative to the cost of the house as a whole
- Always Home modifications may bring increased property values in the future

**MARKHAM CAN LEAD BY IMPROVING
MOBILITY OPTIONS IN NEW HOMES**

It is recommended that, to improve mobility for seniors and others within their own homes thus allowing them to remain in them longer, the City require that all new singles, semis and townhouses being built in Markham include space and structural supports for future installation of home elevators and chair lifts if needed.

#4: HOME ELEVATORS & CHAIR LIFTS FOR EXISTING HOMES

- There are 87,000 existing ground-based homes in Markham
- Most of those which are not bungalows are not senior-friendly
- Gaining experience with retrofitting chair lifts and elevators into existing homes could help us understand what is needed to keep seniors in their homes longer

MARKHAM CAN LEAD BY IMPROVING MOBILITY OPTIONS IN EXISTING HOMES

It is recommended that, to improve mobility for seniors and others within their own homes for those living in the City's existing homes, Markham and York Region conduct a pilot retrofit home elevator and chair lift program for different types of existing homes to determine the best ways to retrofit them. The expectation is that the recommendations at the end of the pilot will transition into significant improvements in current programs.

#5: THE SUPPLY OF LAND

- Land costs can be as high as \$15M per acre in Markham. This makes affordable housing difficult if not impossible to deliver
- Restrictions, including the Greenbelt, make land availability an issue. Prices drop the further one gets away from needed services such as good transit
- There is underutilized, publicly-owned land close to needed services

**MARKHAM CAN LEAD BY SHIFTING LAND
FROM SURFACE PARKING TO
AFFORDABLE HOUSING**

It is recommended that, since the cost and availability of land are the largest impediments to significantly increasing the supply of affordable housing for seniors and others, land presently being used for surface parking be obtained at no cost for the purpose of building affordable townhouses, condo apartments and purpose-built rentals. In order to replace the lost parking, the new housing development would provide the former owner an equal number of underground and / or structured parking spaces within the new development at no cost. The largest parking lots that fit this category can be found at:

- public utility companies,
- school boards,
- hospitals,
- public transportation agencies
- governments at all levels, and
- possibly, places of worship.

#6: PREFERABLE LOCATIONS

- Locating living spaces close to day-to-day amenities and jobs is especially helpful in reducing car use
- Combating loneliness can be achieved with higher density and co-location with seniors centres and amenities

**MARKHAM CAN LEAD BY
IDENTIFYING IDEAL LOCATIONS FOR
AFFORDABLE HOUSING**

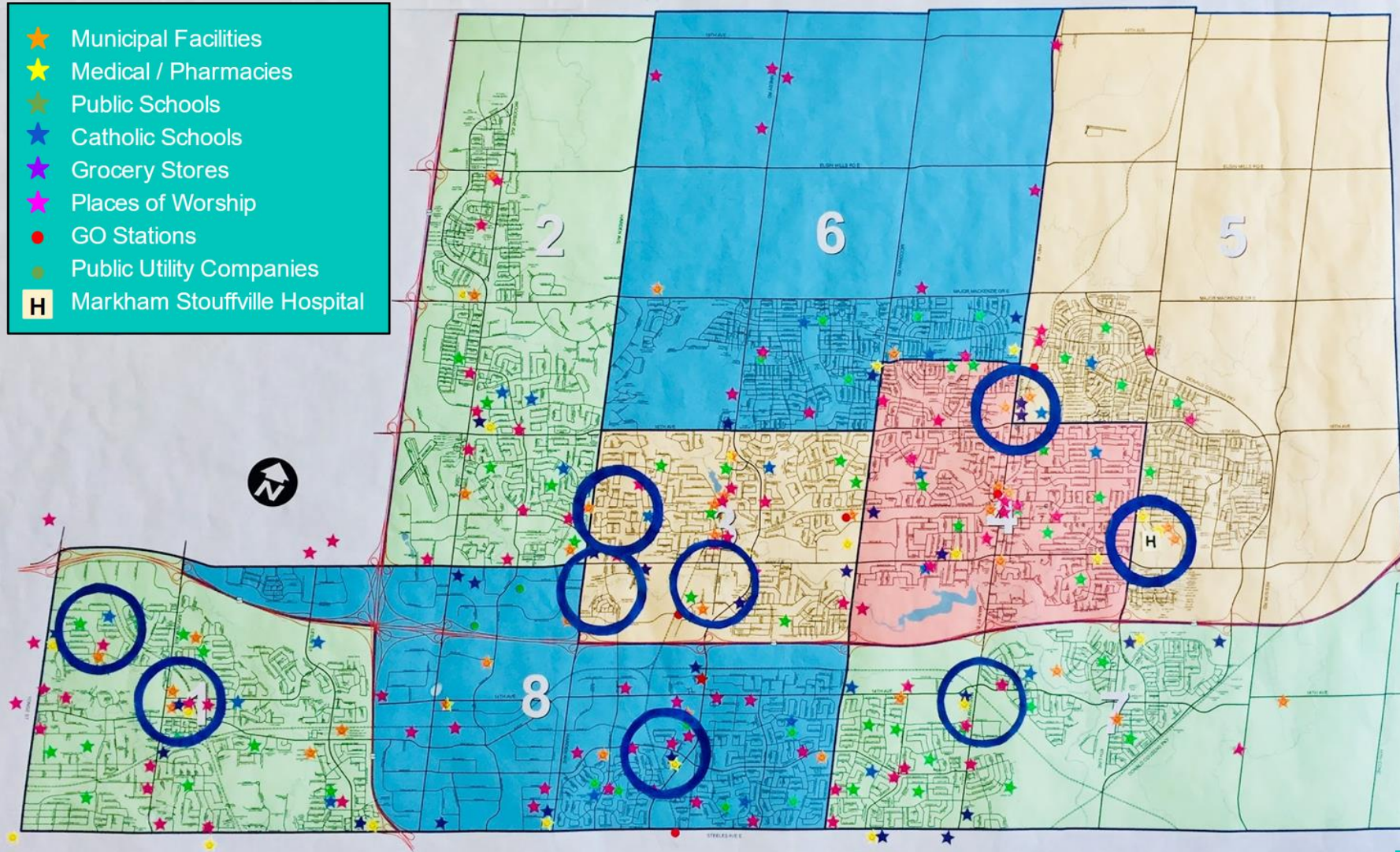
It is recommended that the City, in order to reduce the requirement for an automobile, concentrate on finding location opportunities for Recommendation #5 near:

- good transit
- important services such as medical and dental, and
- amenities such as grocery stores, pharmacies and other retail shops.

[See Slide #12 which shows Community Hubs across the City which meet the location criteria]

COMMUNITY HUBS

- ★ Municipal Facilities
- ★ Medical / Pharmacies
- ★ Public Schools
- ★ Catholic Schools
- ★ Grocery Stores
- ★ Places of Worship
- GO Stations
- Public Utility Companies
- H** Markham Stouffville Hospital



#7: RESIDENTIAL HOSPICE

- Markham is the 7th largest city in Ontario but the only one in the top 17 that does not have a residential hospice
- Based on Ontario guidelines, Markham should already have 23 hospice beds; we should be planning for 30 or more by 2031
- Residential hospices are more cost-effective compared to hospitals. Ontario's annual savings? \$5.3M

**MARKHAM CAN LEAD BY MEETING WITH
STAKEHOLDERS TO DISCUSS
DEVELOPING A HOSPICE**

It is recommended that, in order to meet the need for palliative, end-of-life, services in Markham, the City:

- support the establishment of 2 to 4 residential hospices over the next 12 years with a target of 30 or more residential hospice beds,
- provide the land at little or no cost for the first hospice site, and
- endorse the first hospice for 10 or more beds being built as quickly as possible.

#8: NURSING AND PERSONAL SUPPORT SERVICES

- Many seniors are struggling to remain in their homes as their costs rise for Personal Support Workers and Nurses
- With appropriate support, more than 20% of seniors admitted to long-term care in Canada could remain at home
- It costs less to fund at-home care than long-term care and hospitals. It also helps reduce hallway medicine
- Certification and licensing for PSWs would improve quality and accountability

MARKHAM CAN LEAD BY CALLING FOR IMPROVED HOME-CARE

It is recommended that York Region and the Province dramatically ramp-up at-home care for both nursing and personal support services including corporate and individual registration and qualifications, training, financial assistance, etc., in order to encourage seniors needing lower levels of such care to remain in their homes longer before being required to transfer to a facility with higher levels of care.

#9: MARKHAM PARKING AUTHORITY

- The City does not have a Parking Authority
- The proposal in Recommendation #5 and #6 is to build housing on publicly-owned parking lots. They are generally used only in the daytime. Using a small portion of the lot for overnight and off-hours parking would reduce the cost of structured parking for the affordable housing
- There are revenue opportunities for the Parking Authority

**MARKHAM CAN LEAD BY IMPLEMENTING
OFF-HOURS PARKING**

It is recommended that the City create a Markham Parking Authority with one of their responsibilities being the development of an “Off-Hours Parking Program” for overnight parking permits on lots listed in Recommendation #5 above to assist the nearby development of affordable housing by reducing the number of underground and / or structured parking spaces needed by the new housing development.

#10: SURPLUS SCHOOL PROPERTY

- Surplus School Board lands are currently sold to buyers, including the City, at market value
- Some of these sites are well located for affordable housing
- These sites were originally purchased with public money decades ago

MARKHAM CAN LEAD BY CALLING ON THE PROVINCE TO REQUIRE A LOWER VALUE IF SURPLUS PROPERTY WILL BE USED FOR AFFORDABLE HOUSING

It is recommended that the Province, in order to reduce the price of land and increase its availability for affordable housing for seniors and others, introduce a requirement that the sale of surplus school board property to municipal governments or agencies, if for affordable housing purposes, be at the value of the original land purchase plus carrying costs as opposed to current market value.

#11: INCLUSIONARY ZONING

- Integrating affordable housing with market value housing is a leading planning practice
- Inclusionary zoning in Markham would see a given share of new residential construction to be dedicated to affordable housing, for both ground-based and condo units

**MARKHAM CAN LEAD BY IMPLEMENTING
INCLUSIONARY ZONING**

It is recommended that the City implement an inclusionary zoning policy for Markham so that all future apartment developments, and other types of housing if possible, contain a reasonable percentage of affordable housing units. The percentage would be set by Council after input by the public and stakeholders.

#12: SECONDARY SUITES

- There are about 7,500 Secondary Suites in Markham today, but that's difficult to pin down. Only one in ten are legal
- Regulation and inspection of Secondary Suites would improve safety for the tenants and neighbours
- Increasing the number of Secondary Suites would provide more affordable housing

MARKHAM CAN LEAD BY LICENSING AND REGULATING ALL SECONDARY SUITES

It is recommended that the City, in order to maintain and provide housing options for a larger range of residents:

- permit secondary suites by right across the city,
- legalize all secondary suites in the municipality which meet the parking requirements and establish a five-year program to register them thus ensuring that those already in existence meet safety and reasonable living standards as set out in the fire and building codes and property standards, and
- develop a program to encourage the provision of more secondary suites in the future.

#13: COACH HOUSES

- Coach houses in Cornell are well accepted as additional living spaces
- Coach houses improve housing affordability and provide additional income opportunities

**MARKHAM CAN LEAD BY
DEMONSTRATING THE PRACTICAL
IMPLEMENTATION OF SMALLER HOMES**

It is recommended that the City encourage the building, within the current urban boundary and in the Future Urban Area, of a significantly increased number of smaller homes such as Coach Houses, which are defined as homes above garages not attached to the main house, in order to provide greater opportunities for affordable rentals and purchases for seniors and others.

#14: LIVE / WORK OPPORTUNITIES

- Live / work arrangements improve the vibrancy of cityscapes and can reduce road congestion
- They provide opportunities for small businesses which are key employment generators
- Walkability opportunities improve the health of all citizens

**MARKHAM CAN LEAD BY INCREASING
LIVE / WORK OPPORTUNITIES**

It is recommended that future developments in the City include increased allotments for live / work opportunities for neighbourhood services and small businesses in residential areas in order that nearby residents, especially seniors, can walk to local services. It is also recommended that the City look for opportunities to increase live / work opportunities within its existing urban boundary.

#15: SENIORS' SNOW CLEARING SERVICE

- The number of seniors will increase dramatically in Markham in the next decade
- Demand for seniors' snow clearing will increase at the same time
- The issues are doctor's appointments, emergency access, dependability, and accessibility

**MARKHAM CAN LEAD BY IMPROVING
ACCESSIBILITY FOR SENIORS**

It is recommended that, if the City does not provide a city-wide windrow clearance service in the near future, Markham improve the current service for seniors by making it quicker.

#16: SIDEWALK COMPLETION

- Markham has started an Arterial and Collector Road Sidewalk Completion Program - Council is to be commended
- There is no set target date for completion, likely 2028 or later. Too far away!
- Locating sidewalks on all arterials and collectors means greater safety and improved public health

**MARKHAM CAN LEAD BY IMPROVING
PEDESTRIAN SAFETY ON ARTERIAL AND
COLLECTOR ROADS**

It is recommended that, in order to provide a safe environment for seniors and others wishing to walk for exercise and / or walk to services, the City target the “Finish-Date” of its Sidewalk Completion Program for Arterial and Collector Roads as 2026 or earlier.

#17: IMPLEMENTATION

- A number of these recommendations fall within existing City mandates
- Monitoring implementation is possible
- Especially for the affordability housing opportunities, some oversight is needed. Both public and private developers would be involved
- In a practical way, the City could have a direct impact on increasing the amount of affordable housing and helping seniors stay in their homes

**MARKHAM CAN LEAD BY DEMONSTRATING
REAL PROGRESS IS POSSIBLE**

It is recommended that City staff suggest an appropriate organization or organizations to oversee some of the projects envisioned above. Possibly:

- an independent non-profit agency, or
- a current or new City / Regional agency, or
- a special section within the Development Services Commission.

#18: THE FUTURE URBAN AREA

- Markham can start quickly by taking these recommendations into consideration while planning the Future Urban Area (FUA) to the north and other new developments coming to Council in the near time-frame

**MARKHAM CAN LEAD BY BEING
PROACTIVE ABOUT THESE
PROPOSALS**

It is recommended that Markham's FUA being developed in the Woodbine, Warden, and Kennedy areas north of Major Mackenzie, be designed with the above recommendations in mind.

#19: PROCESS



It is recommended that these **Recommendations for an Age-Friendly Markham** be received by Development Services Committee and sent to staff for public and stakeholder input with a draft report coming back to DSC by November 2019, and that staff in Markham and York Region also give consideration to developing further incentive programs if required to accomplish the above.

Thank you for your consideration

Questions?



**Prepared and presented by “The Committee for an Age-Friendly Markham”
(Andy Langer, Christl Reeh, Gail Leet, & Diane Gabay), Regional Councillor Jack Heath,
Melissa Qi, & Melinda Phuong**



Report to: Development Services Committee

Meeting Date: December 8, 2020

SUBJECT: Markham Centre Viva Rapidway Update (Ward 3)
PREPARED BY: Jacqueline Chan, Assistant City Solicitor, Ext. 4745
 Brian Lee, Director of Engineering, Ext. 7507
 Morgan Jones, Director of Operations, Ext. 4857

RECOMMENDATION:

- 1) That this report titled “Markham Centre Viva Rapidway Update” be received;
- 2) That the Mayor and Clerk be authorized to execute agreements to convey easements to Metrolinx for the Transit Rapidway (including station locations), between Birchmount Road to Kennedy Road in locations satisfactory to the Director of Engineering, after the Transit Rapidway in these locations has been constructed, provided the form of the agreements are satisfactory to the Commissioner of Fire and Community Services and the City Solicitor;
- 3) That the agreement between the City and Metrolinx for the conveyance of an easement to Metrolinx for the Transit Rapidway (including station locations) over sections of South Town Centre Blvd., Cedarland Blvd. and Enterprise Blvd. and other City owned lands be ratified; and
- 4) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

Not Applicable.

PURPOSE:

The purpose of this report is to (a) obtain authority from Council to convey an easement to Metrolinx for the Transit Rapidway between Birchmount Road and Kennedy Road after the Transit Rapidway is completed in this location; and (b) obtain Council ratification of the easement to Metrolinx for the Transit Rapidway between South Town Centre Blvd. and Birchmount Road.

BACKGROUND:

The Transit Rapidway (also referred to as the Viva Rapidway) is a designated bus lane constructed by York Region Rapid Transit Corporation (“YRRTC”) with funding from Metrolinx. The Region of York (through YRRTC) operates the Transit Rapidway while the Transit Rapidway assets (including the bus shelters) are owned by Metrolinx.

Part of the Transit Rapidway between Warden Avenue and Kennedy Road is located over parts of City owned lands and other lands within Markham Centre. The sketch attached as Attachment “A” to this report shows the portion of the Transit Rapidway constructed and to be constructed on City owned rights-of-way and lands.

The City and the Region of York entered into an agreement titled “Licence to Operate and Maintain the Transit Rapidways”, dated June 22, 2010 (“**Licence Agreement**”) authorizing the Region of York to use the City’s lands and rights-of-way to maintain, repair and operate the Transit Rapidway.

OPTIONS/ DISCUSSION:

In the previous Council report dated May 20, 2014, entitled “Markham Centre VIVA Rapidway Next Phase H3.4 Project”, Staff obtained Council endorsement for the general configuration of the Transit Rapidway in Markham Centre. Council also authorized conveyance of property interests from the City to the Region of York for the Transit Rapidway for the benefit of Metrolinx between Warden Avenue and Sciberras Road.

Since this report, Staff have been working with the Region and Metrolinx to finalize the property interests required by the Region and Metrolinx for the Transit Rapidway. Metrolinx advised that because they own the Transit Rapidway assets (including the bus shelters) they require an easement directly from the City over those portions of the local road and City lands that form or will form the Transit Rapidway. Based on authority obtained in the previous Council report, Staff agreed to convey an easement to Metrolinx over those portions of the Transit Rapidway located on City owned lands including parts of South Town Centre Blvd., Cedarland Drive and Enterprise Blvd. to allow Metrolinx to retain ownership of the Transit Rapidway assets. The portions of the City rights-of-way and lands subject to the easement to Metrolinx are shown in the sketch included as Attachment “B”. The Region of York will continue to be responsible for operating and maintaining the Transit Rapidway in accordance with the Licence Agreement with the City.

Metrolinx has also requested that the City grant them an easement over those portions of the Transit Rapidway east of Birchmount Road after construction of the Transit Rapidway has been completed. Staff recommend that the City grant Metrolinx an easement over such lands to allow Metrolinx to retain ownership of the Transit Rapidway assets after the Transit Rapidway east of Birchmount is constructed.

FINANCIAL CONSIDERATIONS

None. The operation, maintenance and capital replacement of the Transit Rapidway are already addressed in the Licence Agreement with the Region of York.

HUMAN RESOURCES CONSIDERATIONS

None.

ALIGNMENT WITH STRATEGIC PRIORITIES:

Facilitating the development and operation of the Transit Rapidway aligns with the strategic goals of Transportation and Transit, and the growth vision of Markham Centre.

BUSINESS UNITS CONSULTED AND AFFECTED:

This report was prepared jointly by the Operations Department, Engineering Department and the Legal Department.

RECOMMENDED BY:

Claudia Storto, City Solicitor
and Director of Human Resources

Andy Taylor, Chief Administrative
Officer

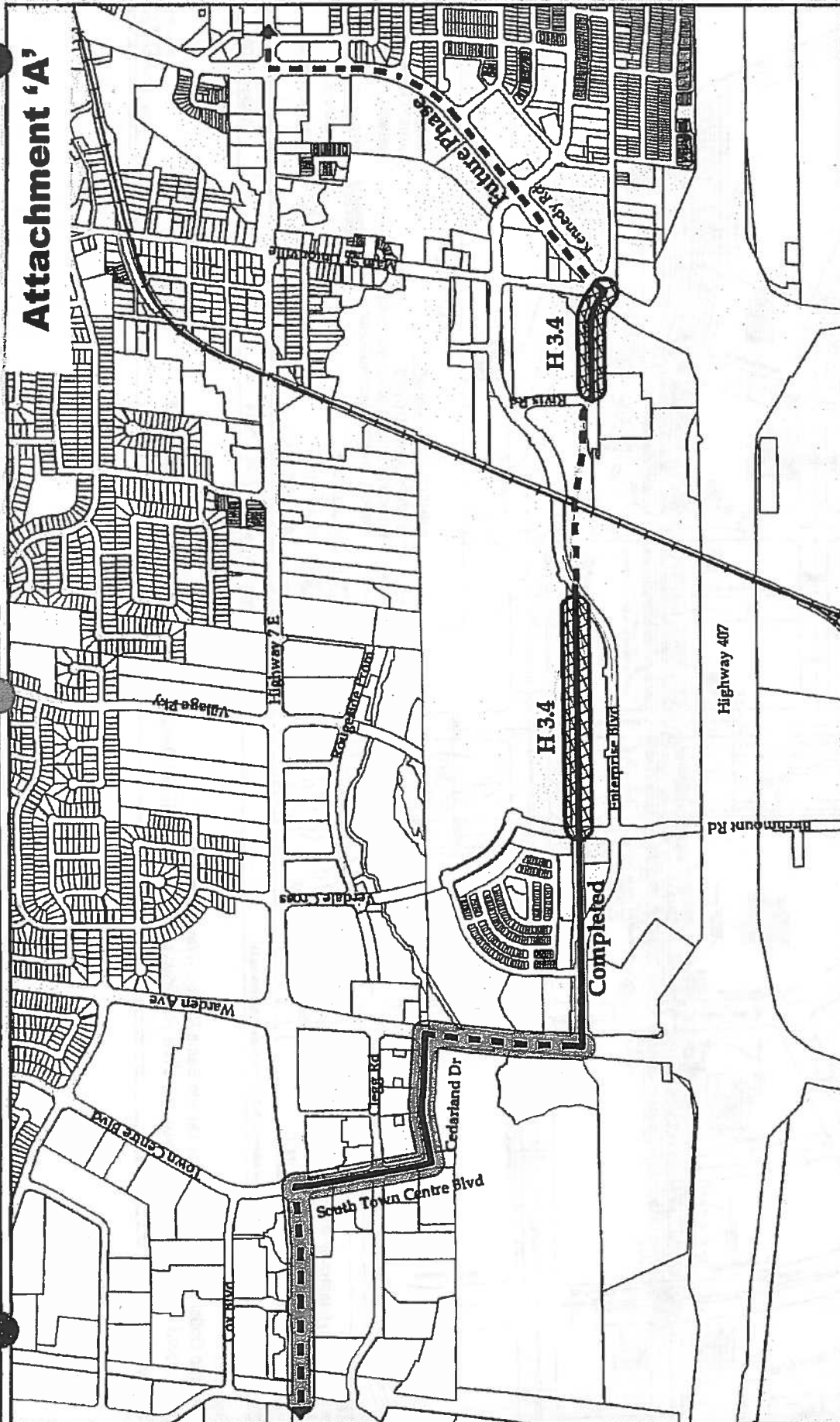
Arvin Prasad, Commissioner, Development Services

ATTACHMENTS:

Attachment "A" – Sketch of Transit Rapidway

Attachment "B" – Sketch of Easement to Metrolinx

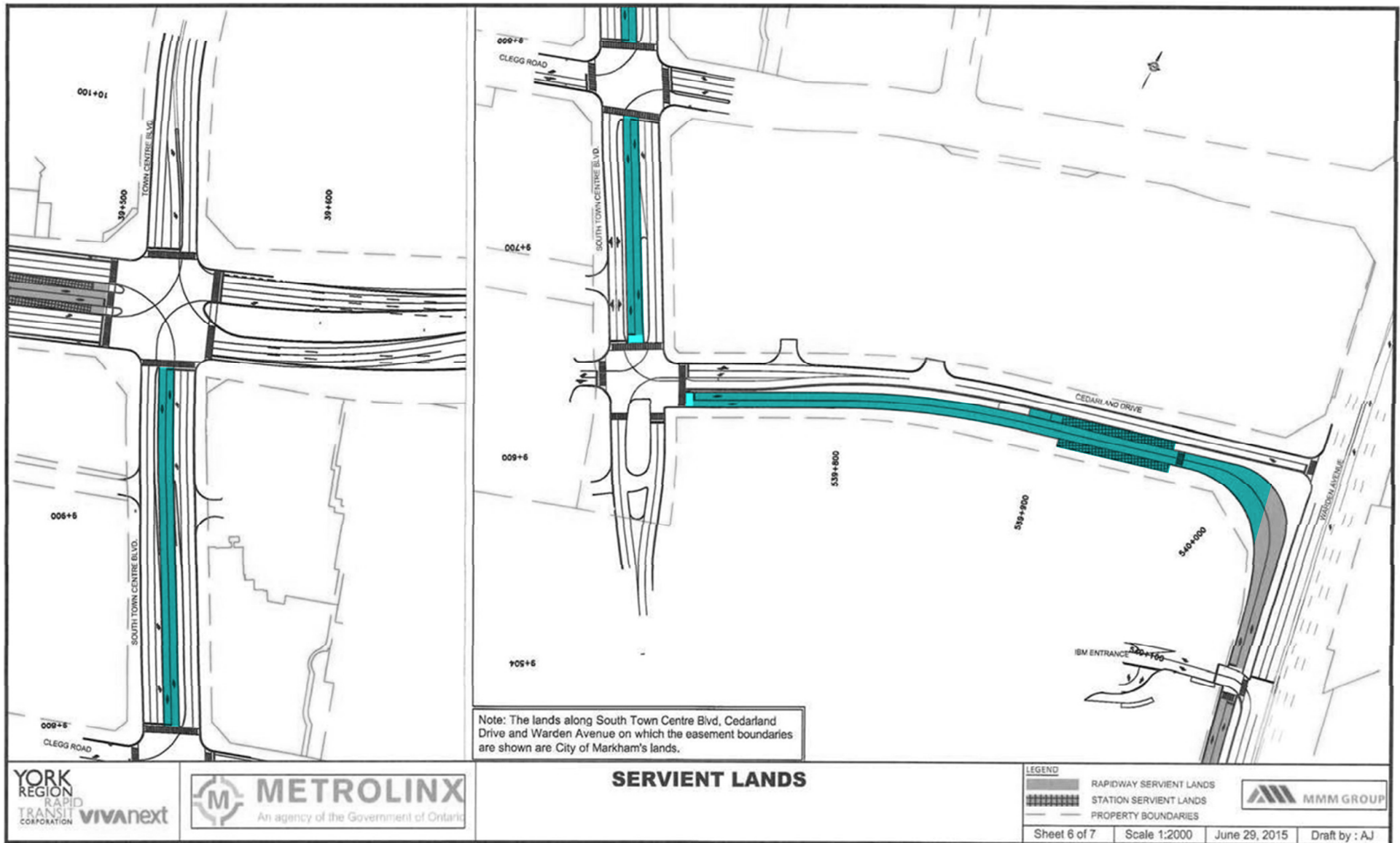
Attachment 'A'

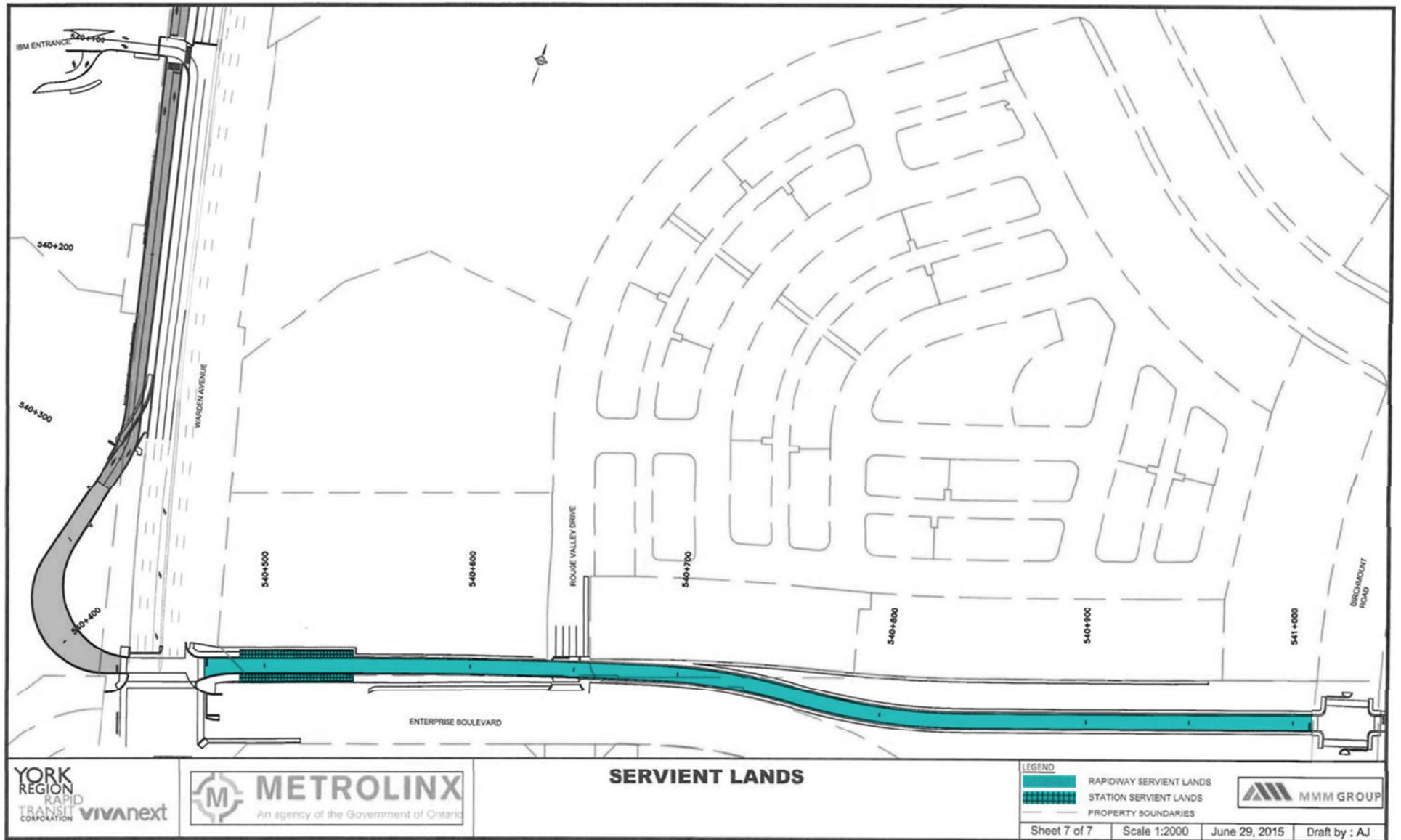


Transit Rapidway on Municipal R.O.W. or City Owned Land

- | | | | |
|---|------------------------------|--|--|
|  | H 3.4 |  | Other Parts of Transit Route |
|  | Under Construction |  | Transit Route on Municipal R.O.W. or City Owned Land |
|  | Scheduled Completion Q4 2014 | | |

Attachment 'A'







Report to: Development Services Committee

Meeting Date: November 23, 2020

SUBJECT: Donald Cousens Parkway Extension Transportation Planning Study - Key Results (City-Wide)

PREPARED BY: Loy Cheah, Senior Manager, Transportation, ext. 4838
Joseph Palmisano, Manager, Transportation, ext. 6200

RECOMMENDATION:

1. That the report entitled “Donald Cousens Parkway Extension Transportation Planning Study – Key Results”, be received; and
2. That Council endorse the finding that no new road corridor and right-of-way west of Highway 48 is needed for the conceptual Donald Cousens Parkway Extension; and
3. That York Region be requested to remove the Donald Cousens Parkway Extension Corridor west of Highway 48 from the Region’s Official Plan 2010; and
4. That Map 10 and all associated policies of the City of Markham’s Official Plan, 2014 be amended to remove the Donald Cousens Parkway Extension Corridor west of Highway 48; and
5. That the City Clerk send a copy of this report and Council resolution to York Region and request York Region to confirm its concurrence; and further
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report presents the key results of the joint study conducted with York Region to determine whether a new corridor is required for the extension of Donald Cousens Parkway (DCP) west of Highway 48, or if existing road corridors can be expanded to accommodate future travel demands.

BACKGROUND:

Donald Cousens Parkway Corridor west of Highway 48 to Highway 404 is conceptual

The York Region Official Plan 2010, (Map 12 - Street Network) identifies the extension of Donald Cousens Parkway west of Highway 48 as a 43-metre wide corridor that will extend west to Highway 404. This conceptual alignment is also identified in the Markham Official Plan, 2014. The Donald Cousens Parkway extension is further

detailed in the 2016 York Region Transportation Master Plan as a potential 4-lane arterial road that will connect to a future Highway 404 interchange at 19th Avenue. See Attachment 1.

Donald Cousens Parkway Corridor west of Highway 48 impacts the Future Urban Area and development planning in north Markham

The status of the Donald Cousens Parkway west of Highway 48 requires clarification and definition in light of planning for future development in the North District, and the need to inform affected landowners and stakeholders with a greater degree of certainty on the right-of-way width and alignment requirements that will need to be protected. The lands impacted by the conceptual DCP alignment in north Markham includes the northern portion of the Future Urban Area Employment Block, particularly the lands adjacent to 19th Avenue (see Attachment 2). The Future Urban Area Employment Block is part of the Markham Innovation Exchange (MiX) district which extends from Highway 404 to Warden Avenue, and is seen as a distinct employment district containing innovative and knowledge-based employment activity.

Consequently, the Regional road network and its function in north Markham was the subject of a joint study

There is also increasing regional traffic to/from north and east of Markham, particularly to/from Town of Whitchurch-Stouffville and Durham Region. The local road function of Elgin Mills Road and 19th Avenue is quickly evolving into a regional function with the changing travel patterns. The City currently has jurisdiction of Elgin Mills Road from east of Victoria Square Boulevard to York-Durham Line and 19th Avenue from Highway 404 to York-Durham Line. Both roads are expected to carry increasing proportions of regional traffic as a result of continuing growth and developments in Markham and surrounding municipalities.

In that context, on May 29, 2018, Council adopted the following resolution:

1. That Staff be authorized to engage York Region to jointly evaluate and address related environmental and financial matters necessary for the transfer of Elgin Mills Road into the York Region road system as per the Regional Road Assumption Policy Update (June 2014); and,
2. That Staff be authorized to engage York Region to conduct a joint Donald Cousens Parkway Extension transportation planning study in 2019 to re-assess the Regional function of Donald Cousens Parkway Extension and 19th Avenue; and,
3. That, upon completion of the Elgin Mills Road evaluation and the Donald Cousens Parkway transportation study, staff be directed to report back, on findings and recommendations.

Subsequent to the above Council resolutions, in Q4 2019 the City and York Region jointly initiated the “Transportation Planning and Preliminary Engineering Study for Road Network Improvements in the Donald Cousens Parkway Corridor between

Highway 48 and Highway 404” to re-assess the Regional function of Donald Cousens Parkway Extension and 19th Avenue.

OPTIONS/ DISCUSSION:

Study approach involves testing alternative networks

The key objective of the joint study is to determine if the extension of Donald Cousens Parkway (DCP) west of Highway 48 in its own right-of-way is necessary or if widening of existing concession and arterial roads in the subject area could provide sufficient traffic capacity to meet future travel demands. The guiding principle here is the possible elimination of an arterial road corridor and its associated impacts on developable land, the Greenway System and development patterns.

The approach taken in the study to determine the need for the DCP Extension is to test alternative road networks with and without the DCP Extension against a 2041 travel demand forecast. Details on this approach are contained in Attachment 3.

Results show that the baseline network can accommodate 2041 demand

While the westbound traffic movement is constrained, particularly between Warden Avenue and Kennedy Road, the results indicate that there will generally be sufficient network capacity, with appropriate road widenings, to accommodate future traffic demands in all tested networks including the baseline network. Therefore, it is concluded that the traffic capacity of the DCP Extension is not needed to meet future traffic demands as they can be accommodated by widening existing road corridors.

Costs and impacts of alternative networks cannot be justified

Although there are slight improvements in the projected traffic levels of service with the addition of the DCP Extension in testing alternative networks, a new alignment does not justify the significant costs and environmental impacts.

The DCP Extension will have impacts related to fish habitat, Provincially significant wetlands, fragmentation of environmental features, and crossing of Bruce Creek and many small streams which support regulated habitat of Redside Dace. As such, the environmental and cost impacts of the DCP Extension from Highway 48 to Highway 404 will very likely outweigh transportation and other benefits.

Baseline network without the DCP Extension is the optimal network scenario

The results indicate that the baseline network (Alternative 1) represents the most optimal scenario as it will accommodate the future 2041 travel demand without the more significant environmental impacts associated with the other tested alternatives and is the lowest cost network alternative.

Next Steps:**Protect 19th Avenue and finalize the study report**

The DCP Extension Transportation Planning Study follows a 2-stage review process. The transportation demand modelling and analysis undertaken represents the first stage of review, which aims to determine whether the extension of DCP west of Highway 48 is necessary. The findings of the first stage review provides the basis to proceed to the second stage which is the evaluation of widening of other roads in the baseline network, as the need for the DCP Extension cannot be justified .

Accordingly, it is recommended that the study proceed to define the alignment and right-of-way requirements for the future 19th Avenue and to document and finalize the study findings in a Study Report.

Jurisdiction of 19th Avenue to be the subject of a future report to Council

As noted above, 19th Avenue is a City street with an evolving Regional transportation function. Upon completion of the study, City and Regional staff will work towards a recommendation on jurisdictional transfer of 19th Avenue to York Region and will table a report to Council at the appropriate time.

Updates to York Region and City of Markham Official Plans

Subject to Council's endorsement of the findings that no new road corridor and right-of-way west of Highway 48 is needed for the conceptual Donald Cousens Parkway Extension, it is recommended that:

- a. York Region be requested to remove the Donald Cousens Parkway Extension Corridor west of Highway 48 from the Region's Official Plan 2010; and
- b. That Map 10 and associated policies of the City of Markham's Official Plan, 2014 be amended to remove the Donald Cousens Parkway Extension Corridor west of Highway 48.

FINANCIAL CONSIDERATIONS

Longer term financial implications of the recommendations of this report accrue to York Region as well as the City in that the DCP extension is a York Region project while 19th Avenue is a City road. Elimination of the DCP extension west of Highway 48 will eliminate the associated capital planning, design and construction costs for York Region, a potential cost savings of at least \$60M as estimated in the 2016 York Region Transportation Master Plan.

Similar associated costs for the future widening of 19th Avenue from Highway 404 to Warden Avenue would also be the responsibility of York Region if the jurisdiction of the road is transferred. An interchange with Highway 404 would be included in the future widening of 19th Avenue. A high level cost estimate of the 19th Avenue widening and interchange with Highway 404 is \$66M.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The recommendations of this report align with City's strategic focus on growth management, transportation and the environment.

BUSINESS UNITS CONSULTED AND AFFECTED:

Planning was consulted on the drafting of this report.

RECOMMENDED BY:

Brian Lee, P.Eng.
Director, Engineering

Arvin Prasad, MCIP, RPP
Commissioner, Development Services

ATTACHMENTS:

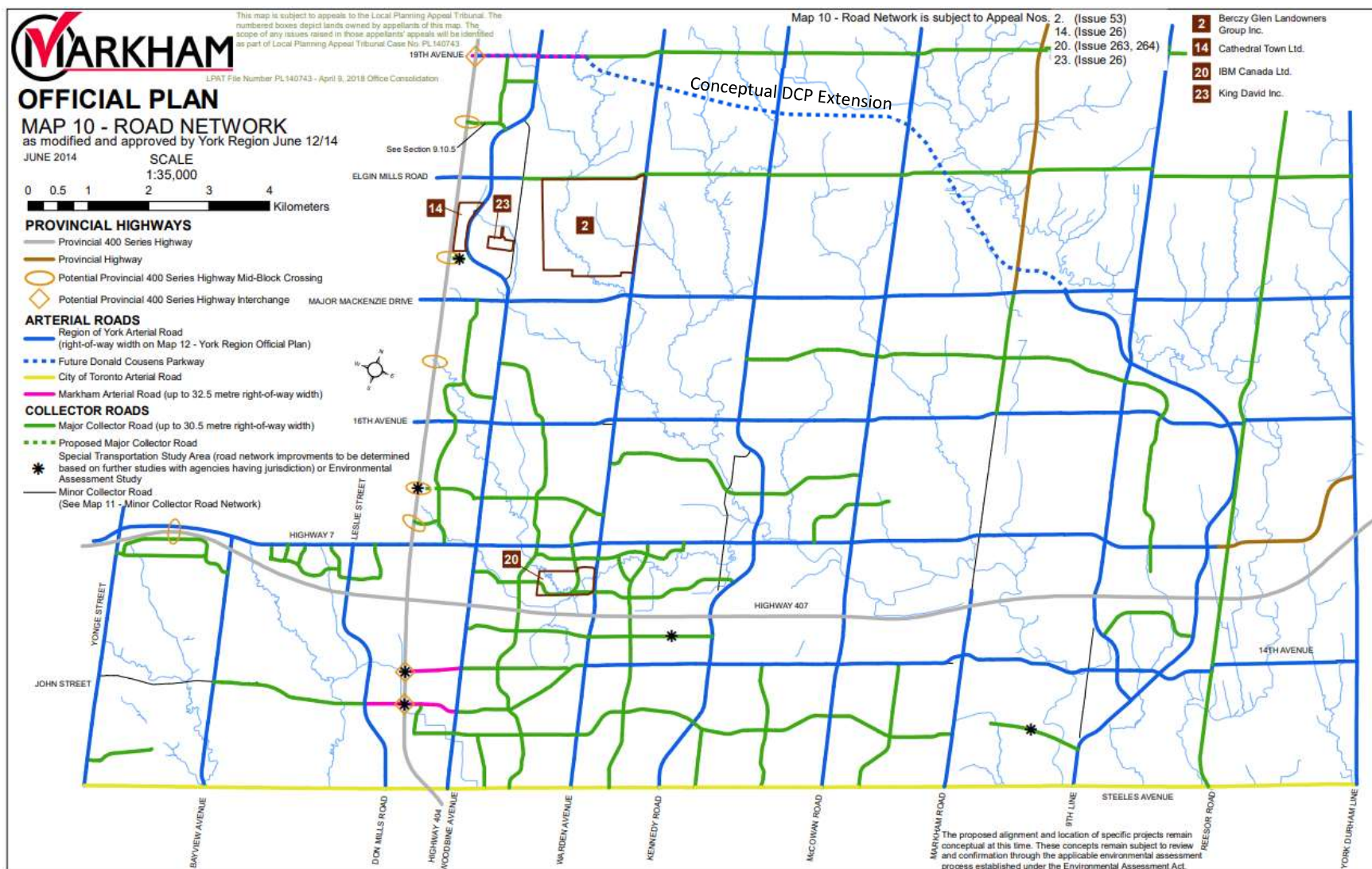
Attachment 1 - Conceptual Donald Cousens Parkway west of Highway 48

Attachment 2 - Future Urban Area and the Conceptual Donald Cousens Parkway

Attachment 3 - Analysis of Alternative Road Networks

Attachment 1

Conceptual Donald Cousens Parkway west of Highway 48



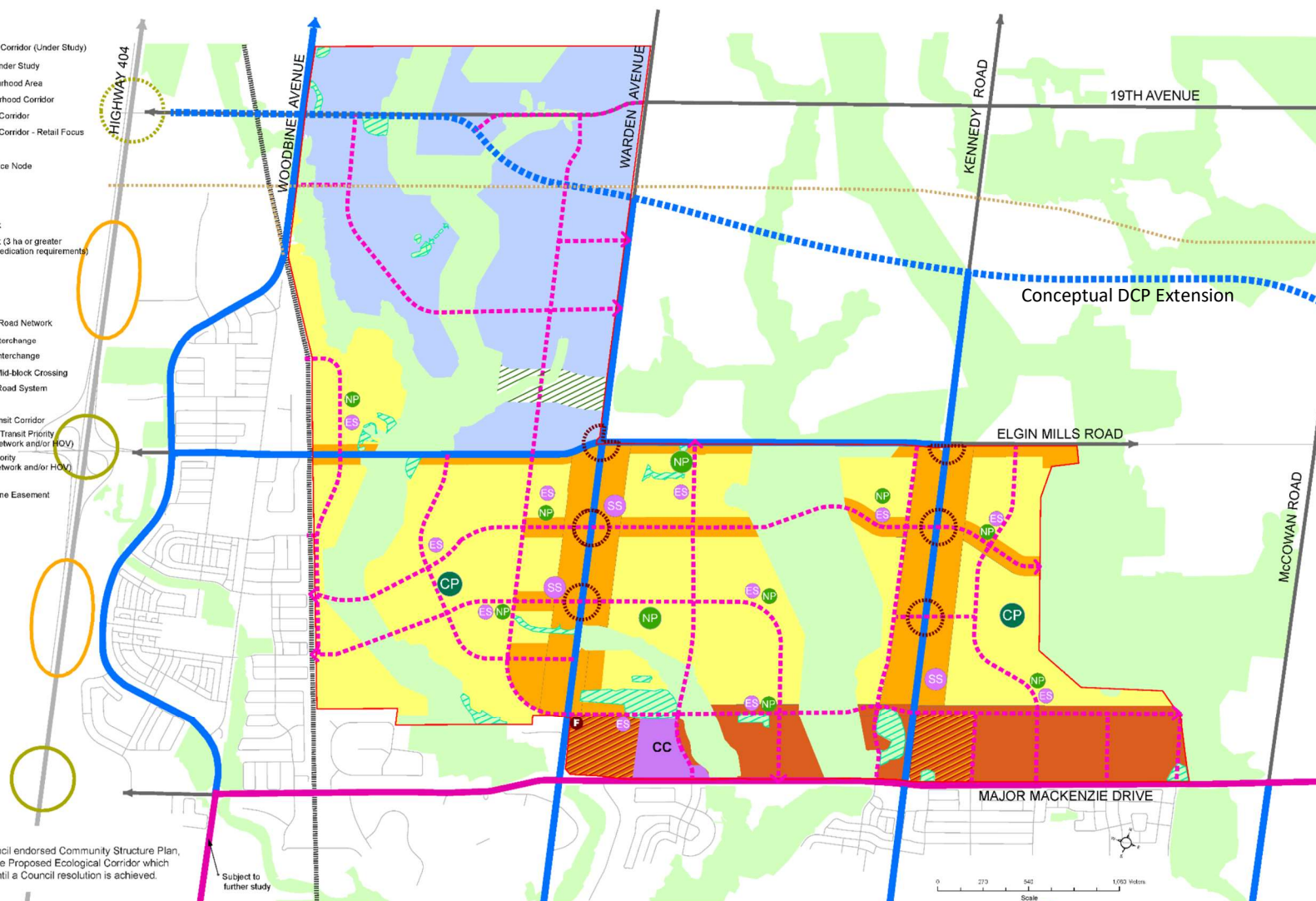
Attachment 2

Future Urban Area and the Conceptual Donald Cousens Parkway Extension

Community Structure Plan

Legend

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



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

Subject to further study

Attachment 3

Summary Analysis of Network Options to Donald Cousens Parkway Extension

Overview of analysis approach

The major road network in north Markham is planned for expansion through the York Region Transportation Master Plan and Council-endorsed Future Urban Area Conceptual Master Plan. Both plans included a conceptual extension of Donald Cousens Parkway (DCP) west of Highway 48 to connect with Highway 404 at 19th Avenue.

As the key objective is to determine whether the extension of the DCP is necessary, network alternatives with and without the DCP extension are developed and tested against a 2041 travel demand forecast. Starting with a baseline road network, alternative road networks developed are described below.

Baseline road network defined based on published and endorsed plans

- a. Elgin Mills Road at four-lanes, from Woodbine Avenue to Highway 48 per the York Region Transportation Master Plan 2016 (York Region TMP) and the recommendation of the Markham Future Urban Area Conceptual Master Plan (as endorsed by Markham Council in October 2017).
- b. Future Highway 404 interchange at 19th Avenue and 19th Avenue at four-lanes from Leslie Street to Warden Avenue. The York Region TMP identifies the need for a future Highway 404 interchange at 19th Avenue to accommodate growth in Markham and Richmond Hill. The new interchange will include the four-lane widening of 19th Avenue from Leslie Street to Warden Avenue.
- c. North Markham Area Collector Road Network per the recommendation of the Markham Council endorsed Future Urban Area Conceptual Master Plan.
- d. Warden Avenue at four-lanes from Major Mackenzie Drive East to 19th Avenue per the York Region TMP.
- e. Kennedy Road at four-lanes from Major Mackenzie Drive East to Elgin Mills Road per York Region's TMP and 10-Year Roads and Transit Capital Construction Plan.
- f. Major Mackenzie Drive at six-lanes to accommodate HOV/transit lanes per York Region TMP between Yonge Street and Kennedy Road.

Four alternative networks developed for testing

In the baseline network, the higher east-west traffic capacity available in North Markham between Highway 404 and Warden Avenue is reduced as 19th Avenue returns to two-lanes east of Warden Avenue. Additions are made to the baseline network to represent alternative network scenarios with and without the Donald Cousens Parkway extension, with the objective of providing sufficient east-west traffic capacity east of Warden Avenue to meet 2041 travel demand. Summarized in **Table 1**, these alternative networks are illustrated in **Appendix A**.

Table 1 – Alternative Networks

Alternative	Baseline Network in all Alternatives (as described in bullets a - f above)	DCP Extension included	19th Ave widening east of Warden Ave included
1 (Baseline network)	Elgin Mills Rd. widened to four lanes from Woodbine Ave. to Highway 48 19 th Ave. widened to four lanes from Leslie St. to Warden Ave including a Hwy 404 Interchange.	No	No
2	Future Urban Area Collector road system.	From Hwy 404 to Hwy 48	No
3	Warden Ave. widened to four lanes from Major Mackenzie Dr. E. to 19 th Ave. Kennedy Rd. widened to four lanes from Major Mackenzie Dr. E. to Elgin Mills Rd.	No	From Warden Ave to Kennedy Ave
4	Major Mackenzie Dr. E. widened to include HOV/transit lane between Yonge Street and Kennedy Road.	From Hwy 404 to Kennedy Rd	No

Overall:

- Alternative 1 is the baseline alternative with the above noted baseline transportation network described in bullets (a) to (f).
- Alternative 2: baseline alternative (Alt. #1) plus the full DCP extension from Highway 48 to Highway 404/19th Avenue interchange.
- Alternative 3: baseline alternative (Alt. #1) plus widening of 19th Avenue from Warden Avenue to Kennedy Avenue. No DCP extension.
- Alternative 4: baseline alternative (Alt. #1) plus a segmented DCP extension from Kennedy Road to Highway 404/19th Avenue Interchange.

2041 growth and travel demand scenario used for testing the alternative networks

This study adopted the 2041 growth scenario used in the 2016 York Region TMP as the basis for developing future travel demand for testing the effectiveness of alternative networks.

Alternative networks tested against 2041 travel demand forecast

York Region developed traffic forecasts for each network alternative using the York Region AM peak period travel demand forecasting model.

The projected traffic levels of service (volume to capacity ratio) for the alternative networks are summarized for the overall E-W and N-S movements in north Markham at different locations in the road network as tabulated in Table 2 and Table 3.

Table 2 – Total Directional Northbound/Southbound Volume/Capacity Ratio

	Alternative Network, v/c (volume/capacity ratio)							
	Alt 1		Alt 2		Alt 3		Alt 4	
Location	NB	SB	NB	SB	NB	SB	NB	SB
1 – b/t 19 th and Elgin Mills	0.39	0.83	0.30	0.84	0.39	0.83	0.28	0.79
2 – b/t Elgin Mills and Major Mackenzie	0.38	0.63	0.33	0.63	0.38	0.63	0.38	0.64

Table 3 – Total Directional Eastbound/Westbound Volume/Capacity Ratio

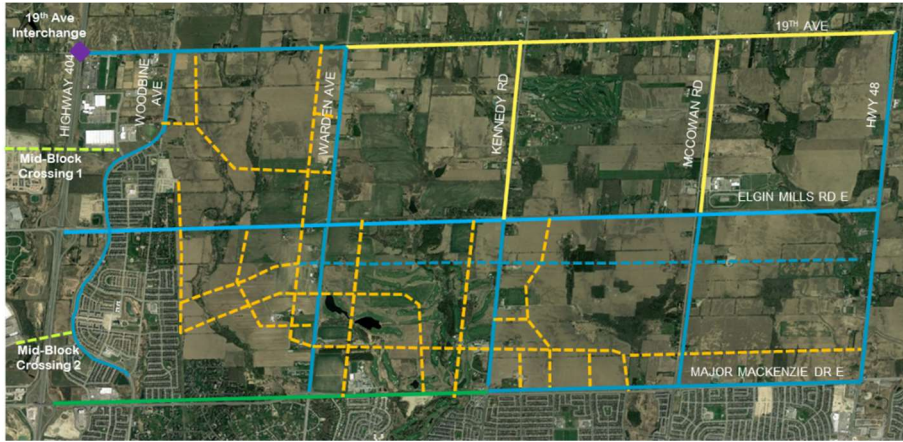
	Alternative Network, v/c (volume/capacity ratio)							
	Alt 1		Alt 2		Alt 3		Alt 4	
Location	EB	WB	EB	WB	EB	WB	EB	WB
3 – b/t Highway 404 and Woodbine	0.63	0.62	0.63	0.65	0.62	0.63	0.63	0.64
4 – b/t Woodbine and Warden	0.42	0.82	0.44	0.88	0.43	0.83	0.51	0.77
5 – b/t Warden And Kennedy	0.42	0.93	0.38	0.85	0.39	0.88	0.36	0.82
6 – b/t Kennedy and McCowan	0.40	0.78	0.37	0.77	0.41	0.83	0.40	0.83
7 – b/t McCowan and Highway 48	0.37	0.57	0.33	0.56	0.37	0.58	0.37	0.58

All network alternatives are able to accommodate 2041 travel demand

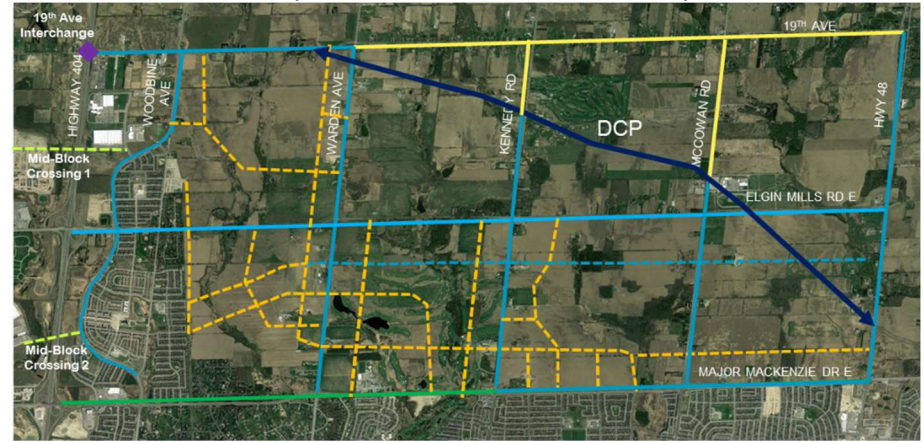
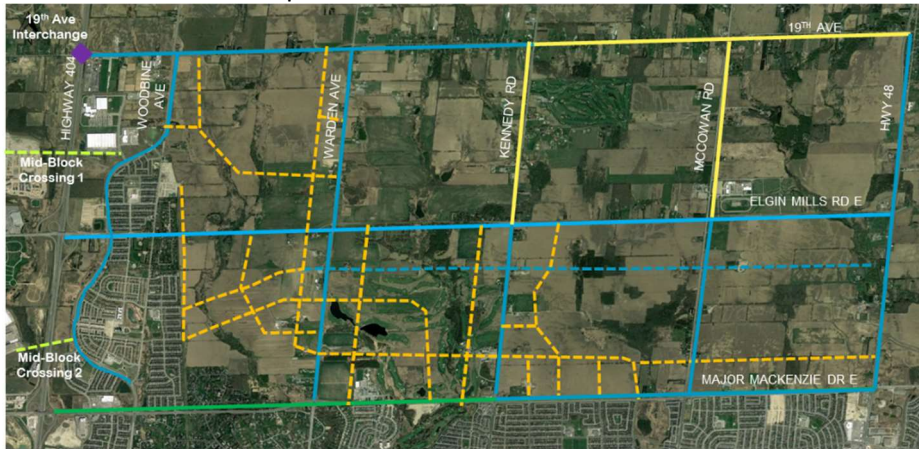
The results in Table 2 and Table 3 indicate that the 2041 forecast travel demand can be accommodated by all network alternatives, including the baseline network.

Appendix A – Alternative Road Networks for Testing

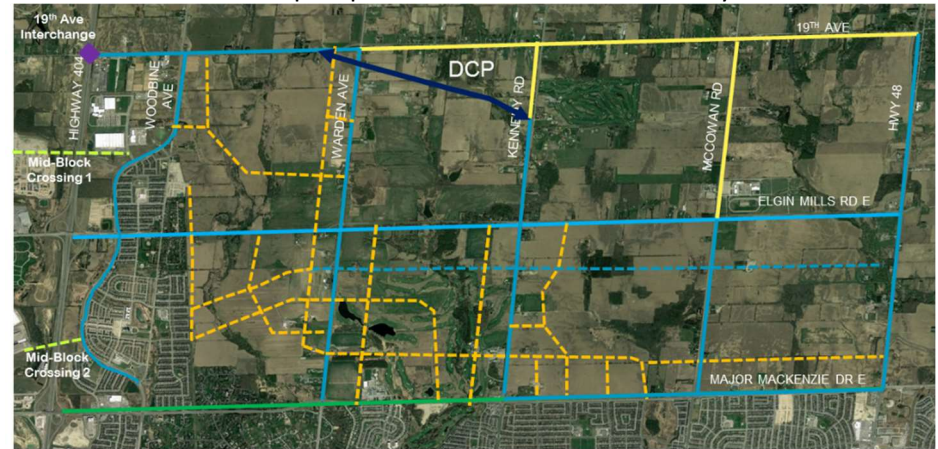
Alternative 1 – Baseline network (2041)



Alternative 2 – Baseline plus full Donald Cousens Parkway extension

Alternative 3 – Baseline plus 4-lane 19th Ave to Warden Ave

Alternative 4 – Baseline plus partial Donald Cousens Parkway extension



LEGEND:

2-lane road	-----
4-lane road	-----
4-lane road plus HOV lanes	-----



Markham Small Business Centre 2019-2020 Business Results and 2021 Objectives

Nov 23, 2020



**Prepared by: Don De Los Santos, Manager,
Markham Small Business Centre, ext. 3663**

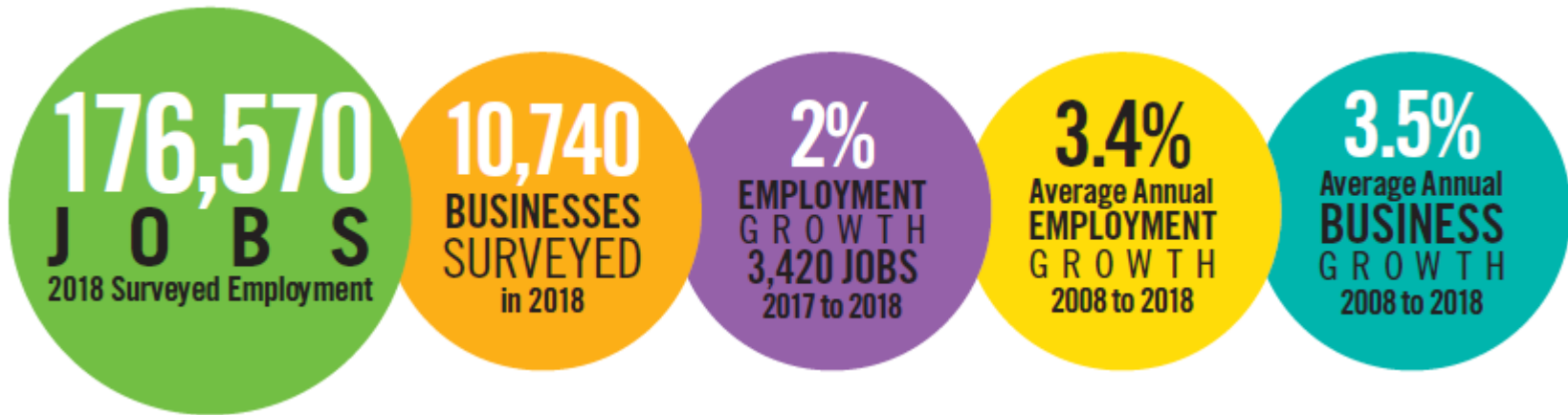


Contents

- Markham's Economic Landscape
- MSBC Programs & Services
- Response to COVID-19 Disruption
- MSBC Administers Provincial and Federal Government Entrepreneurship Programs
- KPIs and Client Demographics
- 2021 Key Objectives



Economic Landscape





Employment

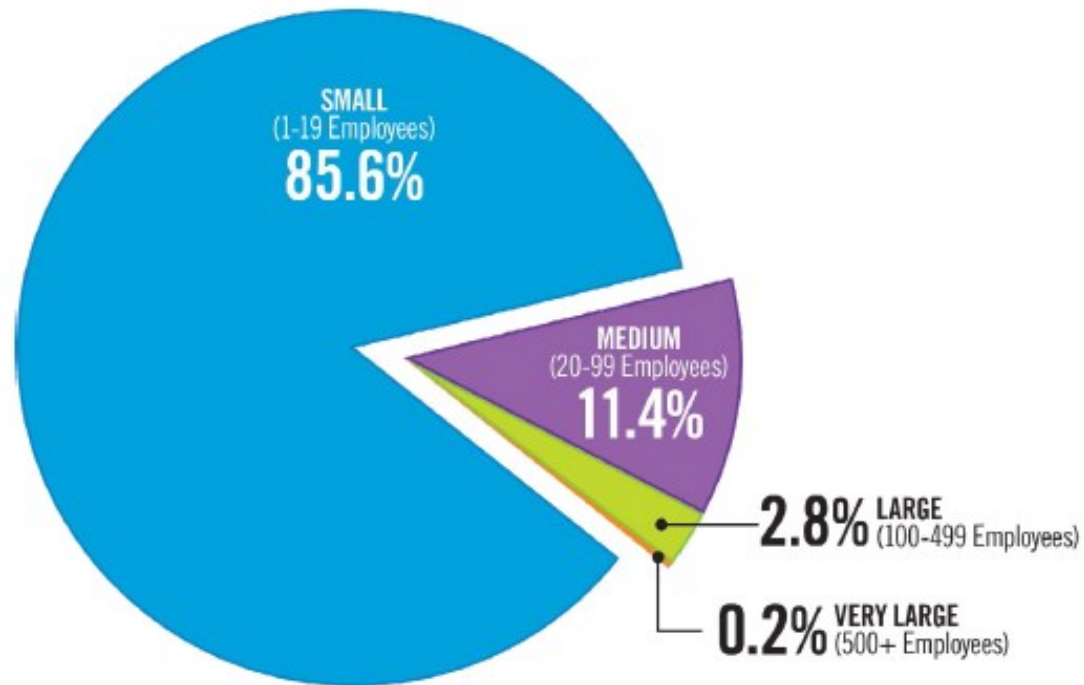
Distribution of Employment by Sector, 2008 and 2018





Businesses in Markham

Surveyed Businesses by Size, 2018





Markham's Entrepreneur Landscape

IBM Innovation Space



**MARKHAM SMALL
BUSINESS CENTRE**
HELPING SMALL BUSINESS GROW



**innovation
york** | **YORK
UNIVERSITY**

Seneca HELIX

YSpace
Markham



**MARKHAM • RICHMOND HILL • VAUGHAN
CHINESE BUSINESS ASSOCIATION**
萬錦市 • 烈治文山市 • 旺市華商會



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Mentoring | Partnering | Connecting

**Markham
Board of Trade**
MARKHAM'S PREMIER BUSINESS ASSOCIATION



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Excellence

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OFFICEscape

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critrepreneur



National Research
Council Canada

Conseil national de
recherches Canada

Industrial
Research
Assistance
Program

Programme
d'aide à la
recherche
industrielle

Canada

Regus



**ASSOCIATION of
CHINESE
CANADIAN
ENTREPRENEURS**
創業協會

NAAAP

National Association
of Asian American
Professionals





Markham Small Business Centre

- Markham Small Business Centre (MSBC) is an innovative public and private sector alliance providing a complete source of services and programs for Markham entrepreneurs and small businesses.
- Funded by the City of Markham and the Ontario Ministry of Economic Development, Job Creation and Trade, MSBC provides Markham's aspiring entrepreneurs and existing small businesses with high quality one-on-one management consulting, educational training, and the business resources needed to sustain their growth in today's competitive marketplace.
- MSBC also works to encourage entrepreneurship as a career option for Markham's youth.





Markham Small Business Centre

- Office of the City of Markham, part of the Economic Development function within the City's department of **Economic Growth, Culture and Entrepreneurship**, Development Services Commission
- 2 FT staff and 1 temporary FT re-deployed staff
 - Don De Los Santos, Manager
 - Tiffany Mak, Small Business Coordinator
 - Linda Stott, Small Business Assistant (temporary re-deployment)
- In early/mid-March, MSBC undertook immediate special response measures to assist the small business community during the COVID-19 disruption (over and above regular operations), and transitioned to virtual delivery of workshops, seminars, and consultation services





Markham Small Business Centre





Markham Small Business Centre

- Free and confidential business consultations
- Business workshops and seminars
 - Start Up Regulations, Business Planning, Financial Forecasting, Sources of Financing, Taxation and Recordkeeping, Import/Export, Marketing, Market Research
- Entrepreneurship programs (training and mentorship)
- Starter Company Plus Grant and Small Business Recovery and Digital Resilience stream





Markham Small Business Centre

- Networking opportunities
- Business plan development
- Financing options
- Market research guidance
- Access to business tools and resources
- Youth entrepreneurship programs and grants
 - Summer Company, Business Plan and Pitch Competitions, Camps and Conferences



MSBC Response to COVID-19 Disruption

- MSBC undertakes special response measures to assist the small business community during the COVID-19 disruption (over and above regular operations):
 - Timely and regular updates to website for business-related COVID-19 resources, news, announcements and updates
 - Pivot to provide virtual consultation services
 - Maintain regularly scheduled seminars and workshops by switching to virtual and introduce new content to support COVID-19 response
 - Re-purpose the Starter Company Plus grant program to deliver the Small Business Recovery and Digital Resilience Program
 - Increase visibility on social media and web platforms
 - Issue monthly Economic Development e-news



Digital Main Street ShopHERE

Eligibility:

- For independent businesses and artists

Intake:

- On-going

Program Benefits:

- Since the program's launch in Toronto, the City of Markham is the first municipality to join this Canada-wide initiative (June 2020)
- Get an e-commerce website built for your business at no cost, in a matter of days

Uptake:

- As of October 14, 2020 – over 190 Markham-based businesses and artists have applied for assistance with ShopHERE





Starter Company Plus Program (on-hold)

Eligibility:

- For participants no longer in school nor working full-time elsewhere and pursuing a business idea full-time
- **Note:** We encourage all who are eligible to apply, we can help with the business plan but preference to receive a grant will be given only to those applicants whose proposals have a realistic plan for:
 - Creating employment opportunities for individuals other than the business owner; and/or,
 - Opening a physical location outside of a home office; and/or,
 - Expanding an existing business; and/or,
 - Operating in a priority sector (e.g., Regulated professions, Scientific, Technical, Medical, Life Sciences services or Technologies that are market ready with demonstrated traction).



Starter Company Plus Program (on-hold) cont'd

Deadline:

- Currently on-hold as program has pivoted to the Small Business Recovery and Digital Resilience program
- Normally, two cohorts each year, deadlines in August and December each year

Program Benefits:

- Training towards completion of a business plan
- Hands-on business coaching training and mentoring

Awards:

- Up to \$5,000 to start or purchase a business or grow an existing business
- Since 2014, we have helped Markham-based businesses receive over **\$425,000** in Provincial grants from this Program



Small Business Recovery and Digital Resilience Program (Starter Company funded)

Eligibility:

- For existing brick and mortar businesses actively operating since March 2020 (or earlier)
- **Note:** All who are eligible are encouraged to apply. Provide help with the business recovery/pivot plan. Preference to receive a grant will be given to applicants whose proposals have a realistic plan for:
 - Employment for individuals other than the business owner; and/or,
 - Operating a brick-and-mortar physical location outside of a home/shared/temporary office; and/or,
 - Expansion towards new lines of product/service (particularly online/virtual); and/or,
 - Operating in a priority sector





Small Business Recovery and Digital Resilience Program (Starter Company funded)

Deadline:

- Multiple cohorts, until funding is depleted, upcoming deadline: December 7

Program Benefits:

- Training towards completion of a business recovery/pivot plan
- Hands-on business coaching training and mentoring

Awards:

- Up to \$5,000 to start or purchase a business or grow an existing business
- One-time contribution from York Region of **\$110,000** to expand Program impact

Business as ~~usual~~ virtual.

Markham Small Business Recovery and Digital Resilience Program

Apply by December 7, 2020

FREE seminars & workshops also available!

 markham.ca/msbc 



Workshops and Seminars

Core learning topics

- Understanding Start Up Regulations and Requirements
- Business Planning for Solid Foundations
- Budgeting and Financial Forecasting for Stability

Special Interest topics

- Import/Export, e-commerce, Amazon, digital marketing, social media, employment law, mental health, COVID-19 impacts, tax tips, recordkeeping, intellectual property

Collaborative (jointly-delivered) programming

COVID-19 INNOVATORS SERIES

Month	Date	Topic
JUNE	22 MON	Time Management & Work-Life balance
	29 MON	Remote Work Health & Wellbeing Tips
	6 MON	Mental Health & Mindfulness
JULY	13 MON	Staging the Re-Opening
	20 MON	Building Resiliency – The New Opportunity
	10 MON	Coping with Stress While Working from Home
AUGUST	17 MON	Digital Skills for Success
	31 MON	Driving Impact Through Online Communities
	14 MON	Learning in the Digital Age
SEPTEMBER	21 MON	Entrepreneur of the Future

Register Here:
<https://yspace.yorku.ca/events/>

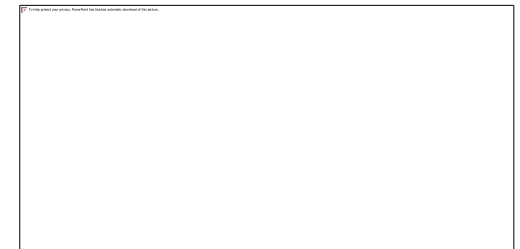
Logos: MARKHAM SMALL BUSINESS CENTRE, MARKHAM, innovation york, YORK UNIVERSITY

LaunchYU

11 WORKSHOPS TO KICK-START YOUR ENTREPRENEURIAL CAREER

FOUNDER FUNDAMENTALS

Logos: MARKHAM SMALL BUSINESS CENTRE, MARKHAM, innovation york, YORK UNIVERSITY





Business Plan Competition

Eligibility:

- Students in Grades 9-12 at any high school of Markham; or Post-Secondary students that live in Markham or who attend Seneca College; can work alone or in a group (maximum 3 students)



Intake:

- Feb-May

Judging Panel:

- Government representatives, members of the local business and education communities

Awards:

- Up to \$600; recognition also for most innovative and best video pitch



Summer Company Program

Eligibility:

- For students aged 15-29, returning to school in the Fall



Intake:

- Feb-May

Program Benefits:

- Hands-on business coaching training and mentoring

Awards:

- Up to \$3,000 to help get a business up and running
- Since 2001, we have helped Markham-based student businesses receive over **\$525,000** in Provincial grants from this Program



Summer Company Program



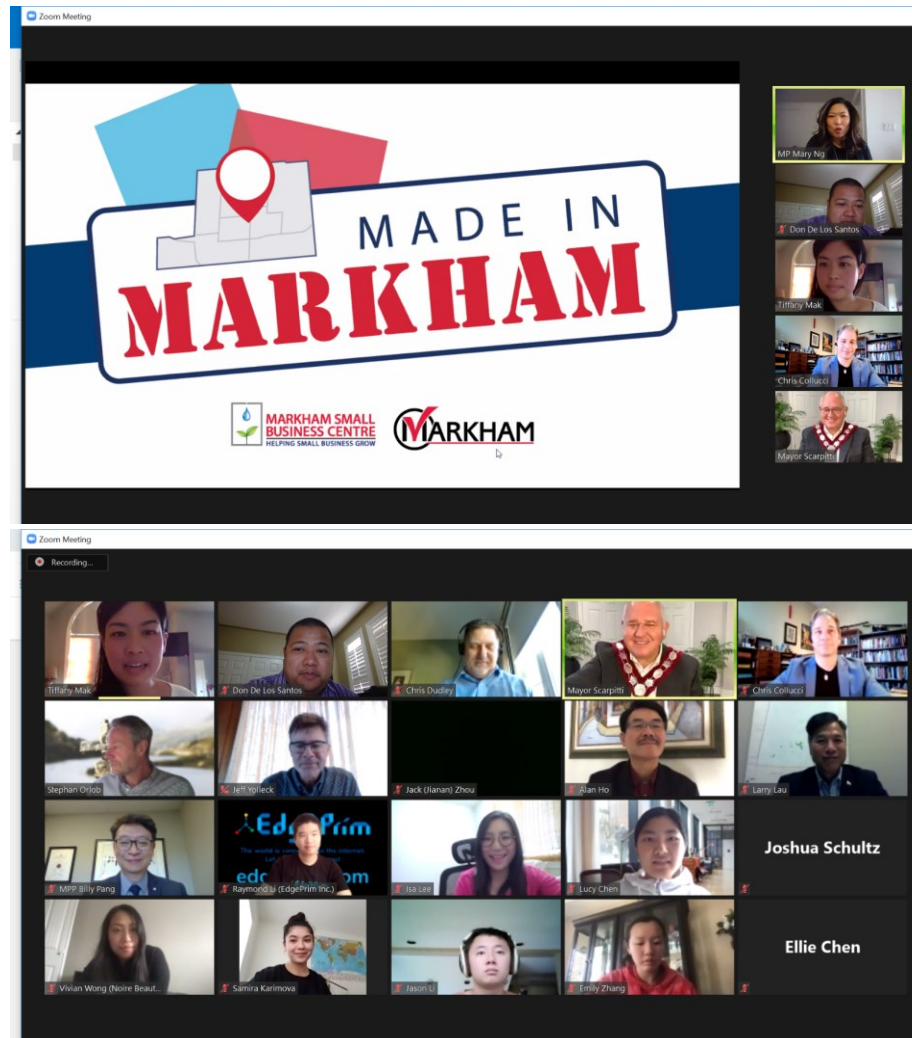


Made in Markham Entrepreneur Recognition (before)





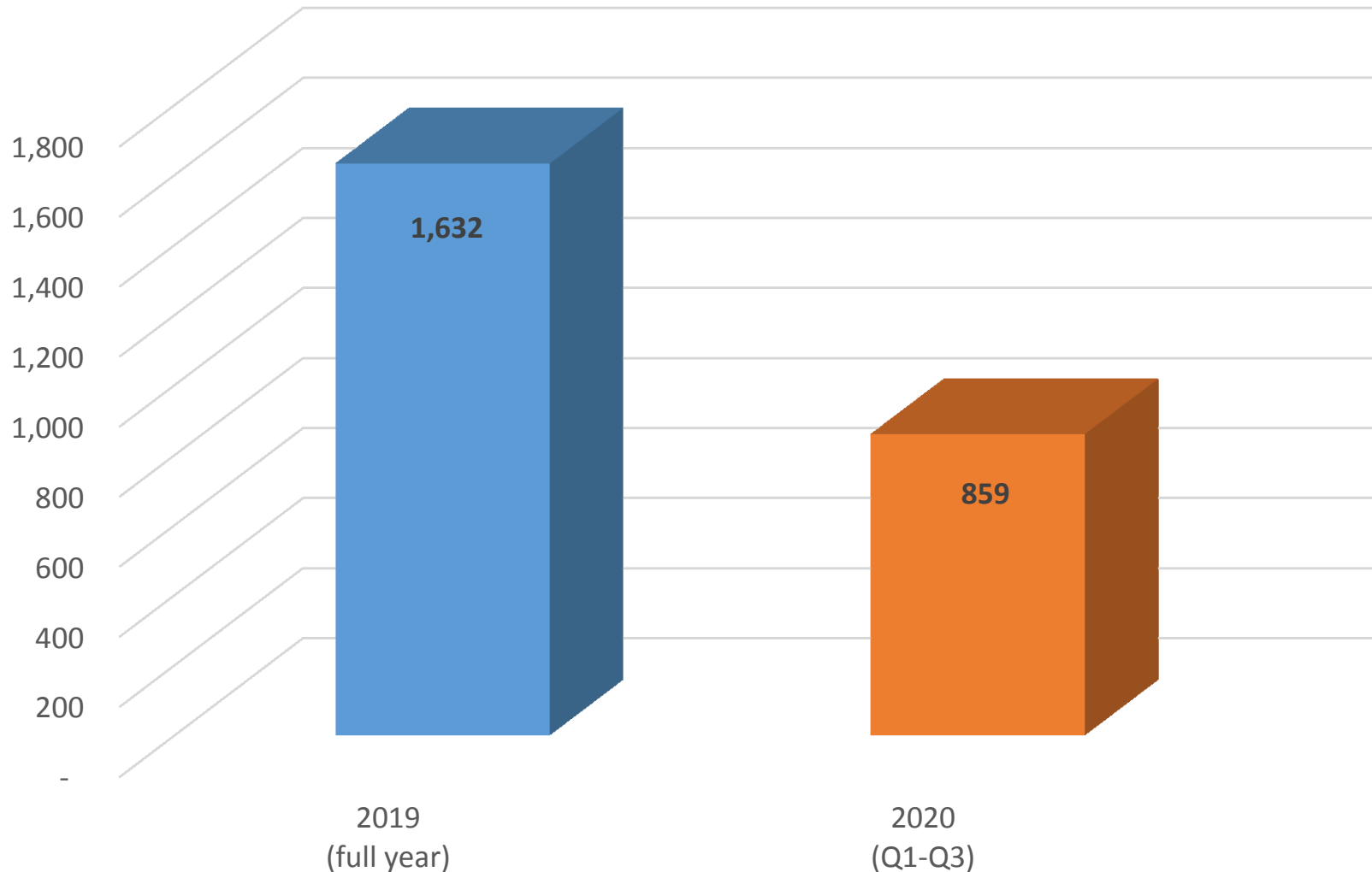
Made in Markham Entrepreneur Recognition (virtual this year)





Business Inquiries

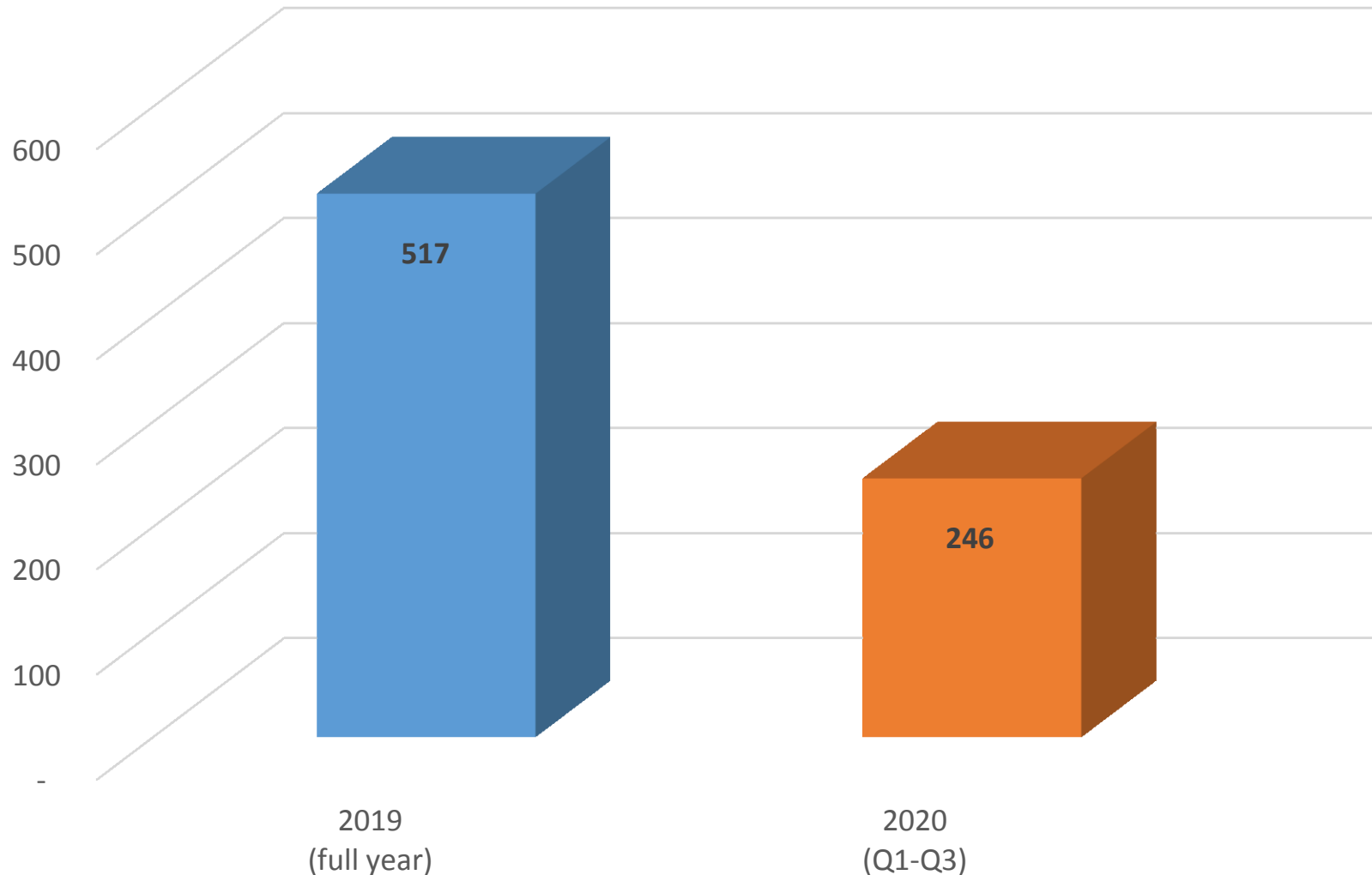
Business Inquiries Responded to





In-Depth consultations

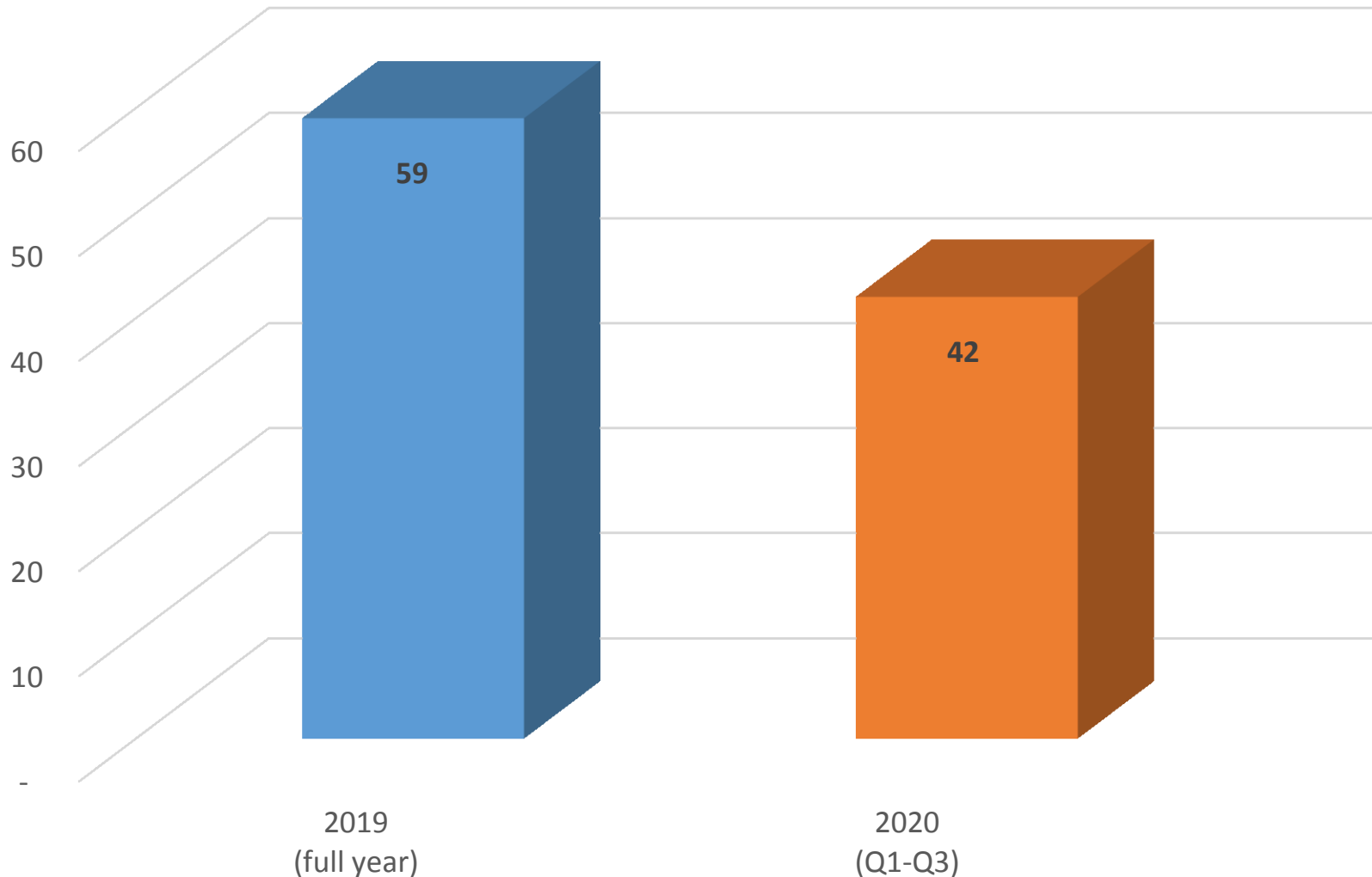
In-Depth Consultations





Seminars/Workshops

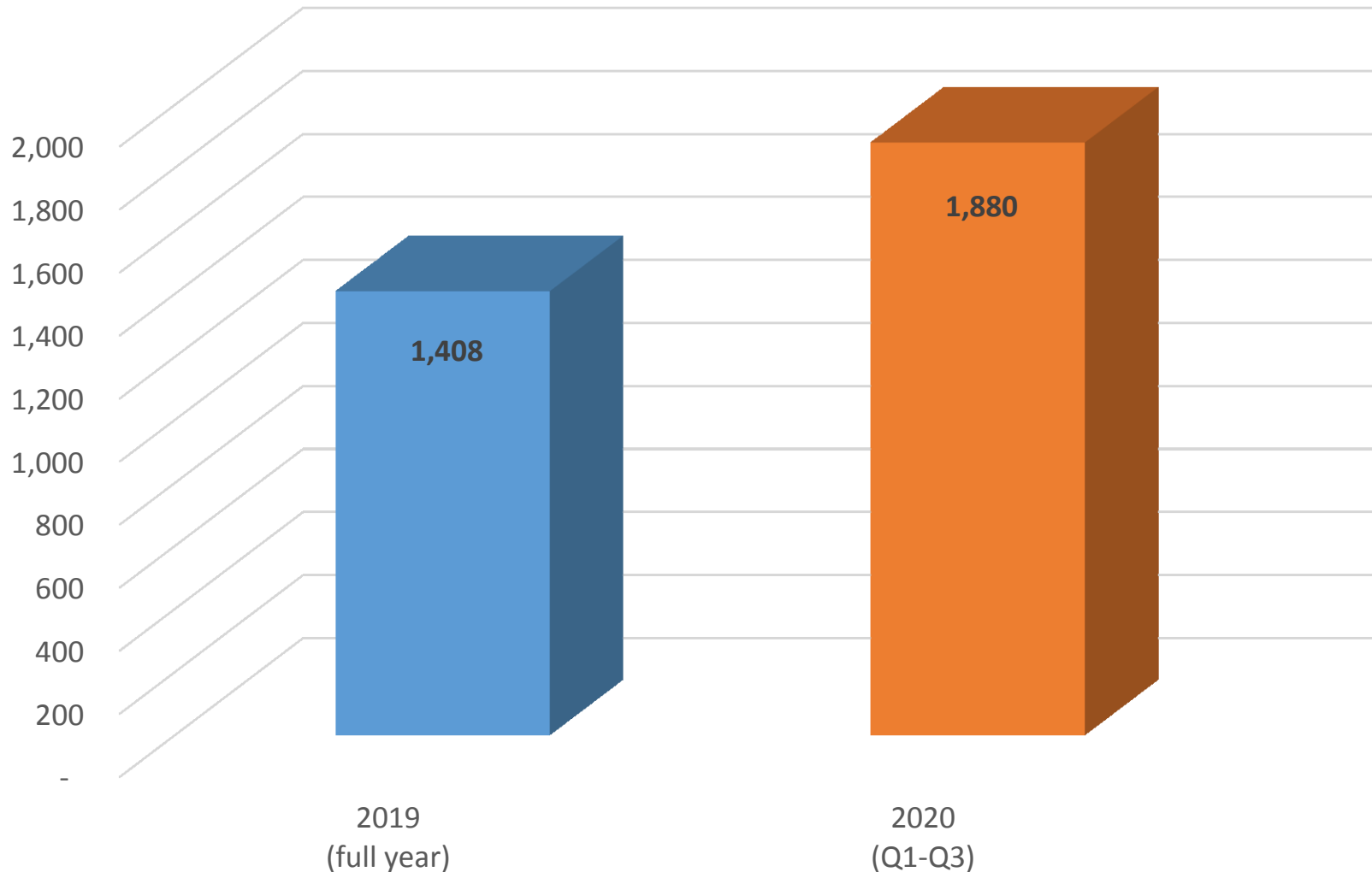
Seminars/Workshops Delivered





Seminars/Workshops

Attendees at Seminars/Workshops

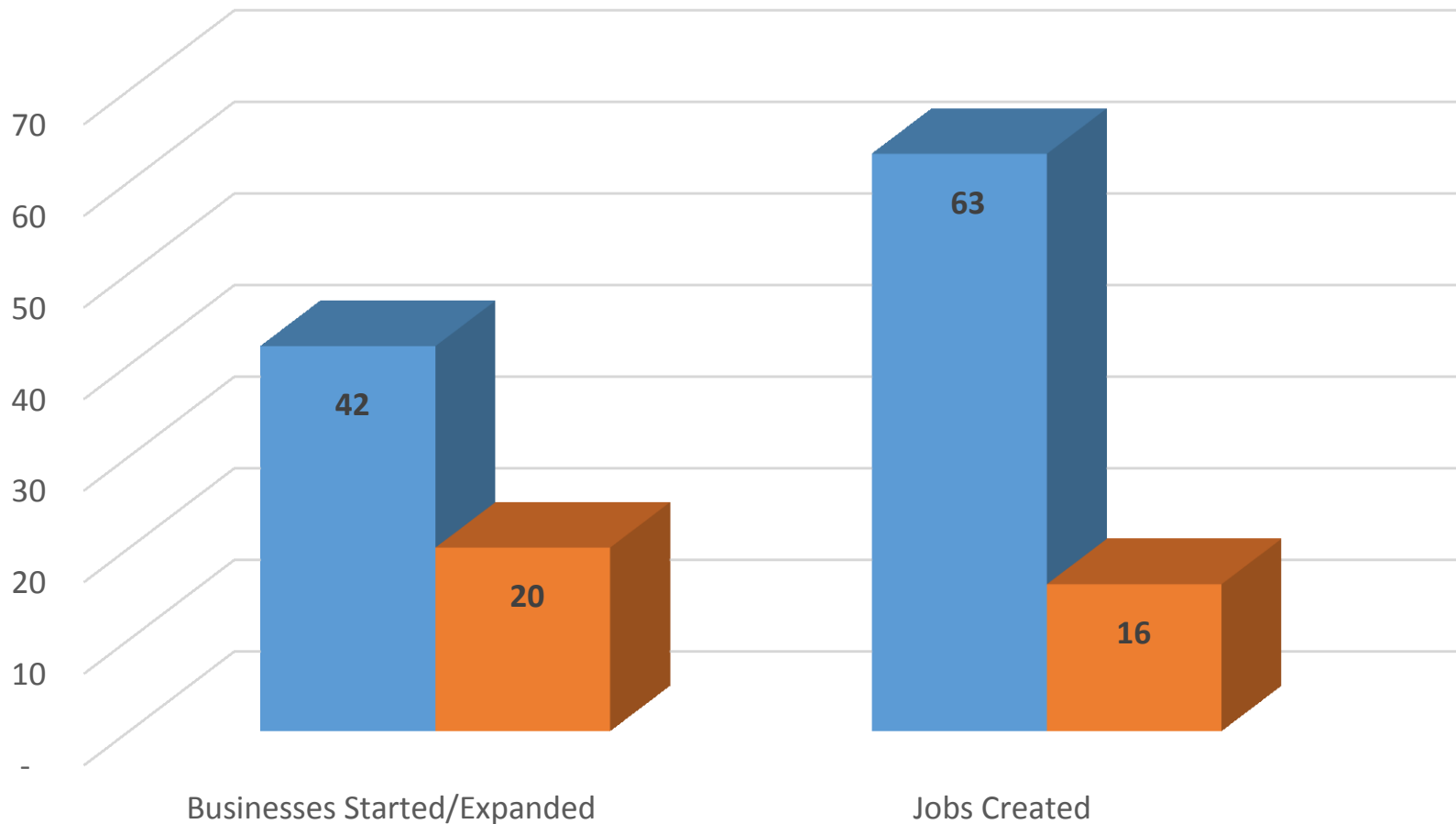




Economic Impact

Economic Impact

■ 2019 (full year) ■ 2020 (Q1-Q3)

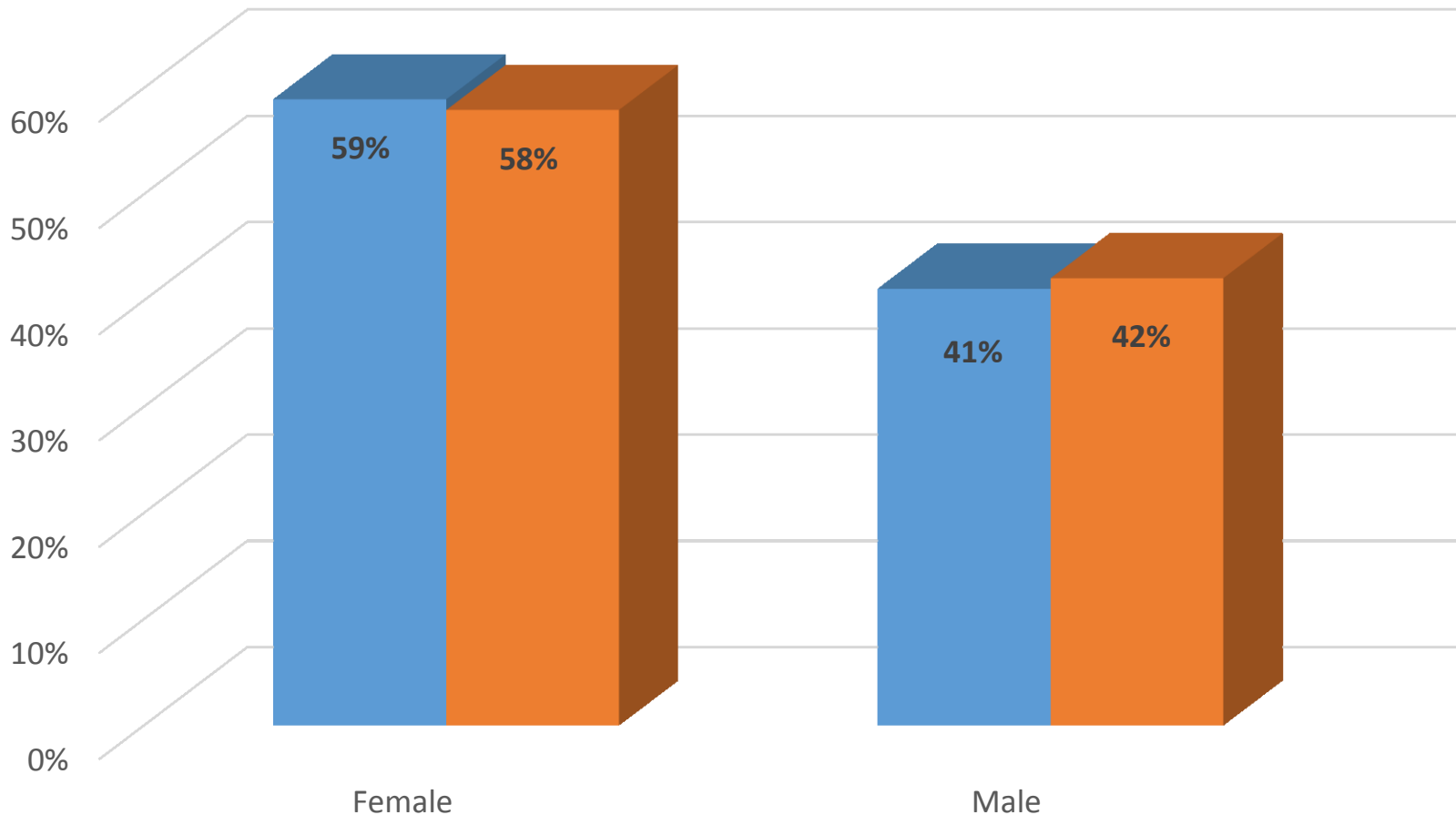




Client Demographics

Gender

■ 2019 (full year) ■ 2020 (Q1-Q3)

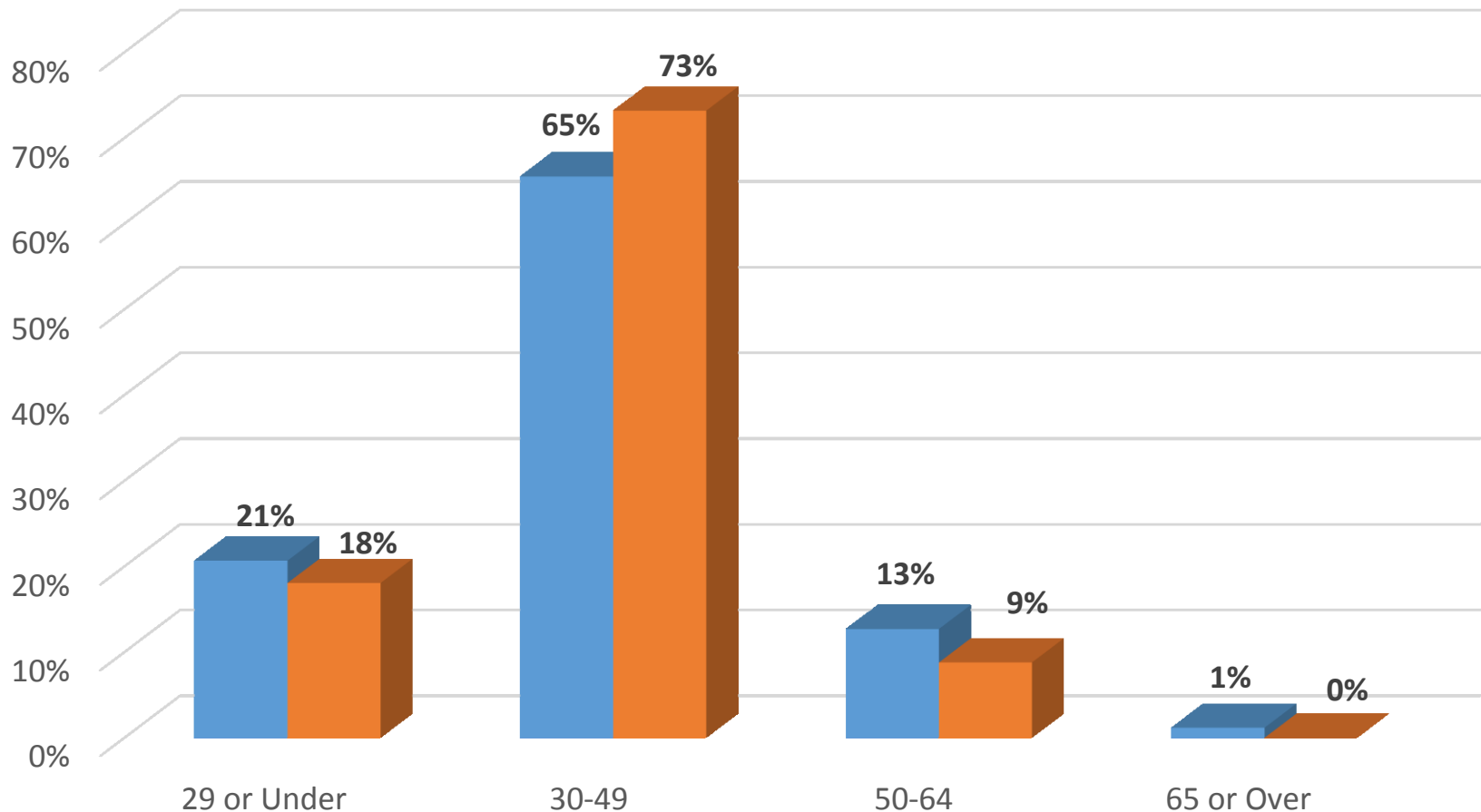




Client Demographics

Age Group

■ 2019
(full year) ■ 2020
(Q1-Q3)

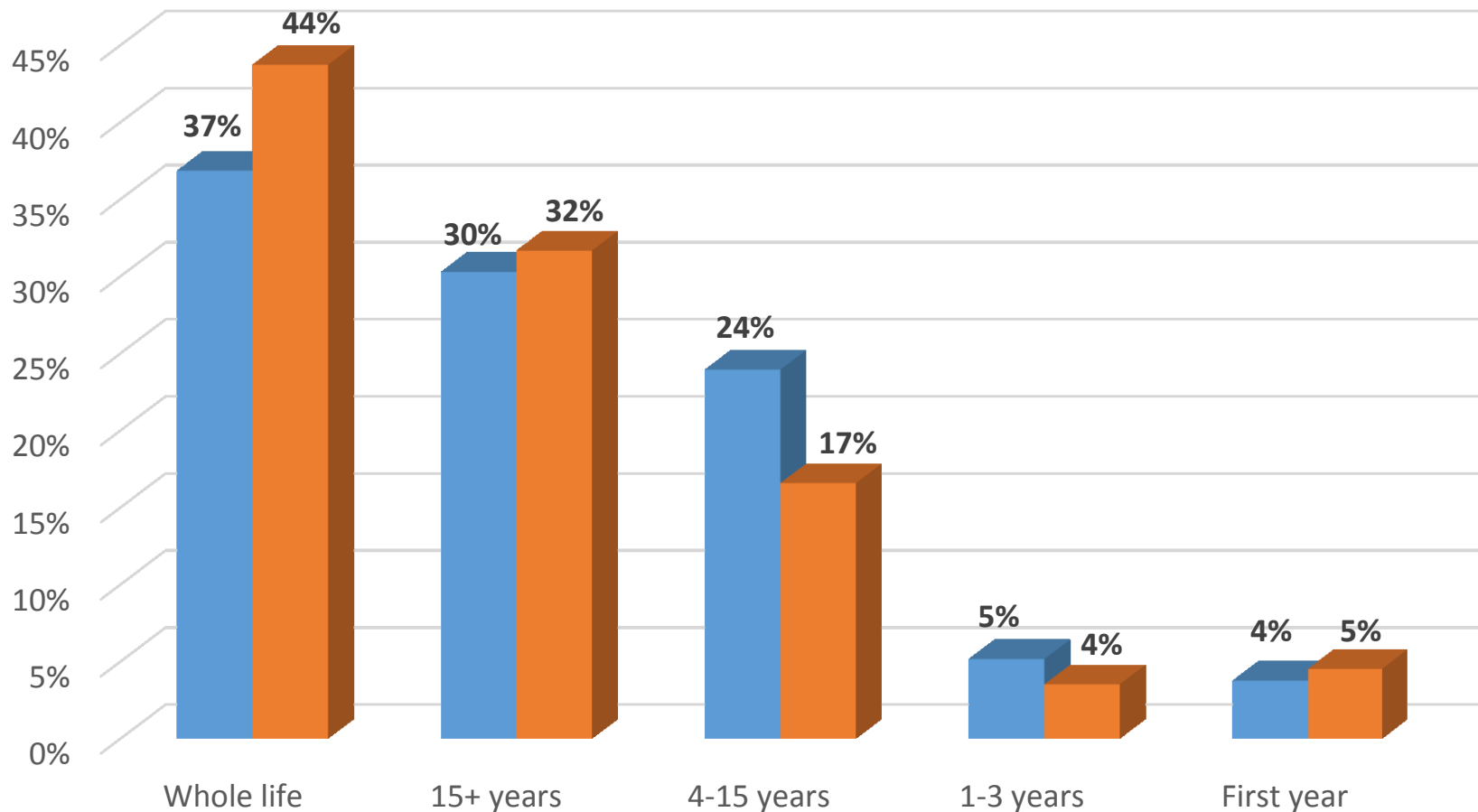




Client Demographics

Years in Canada

■ 2019
(full year) ■ 2020
(Q1-Q3)

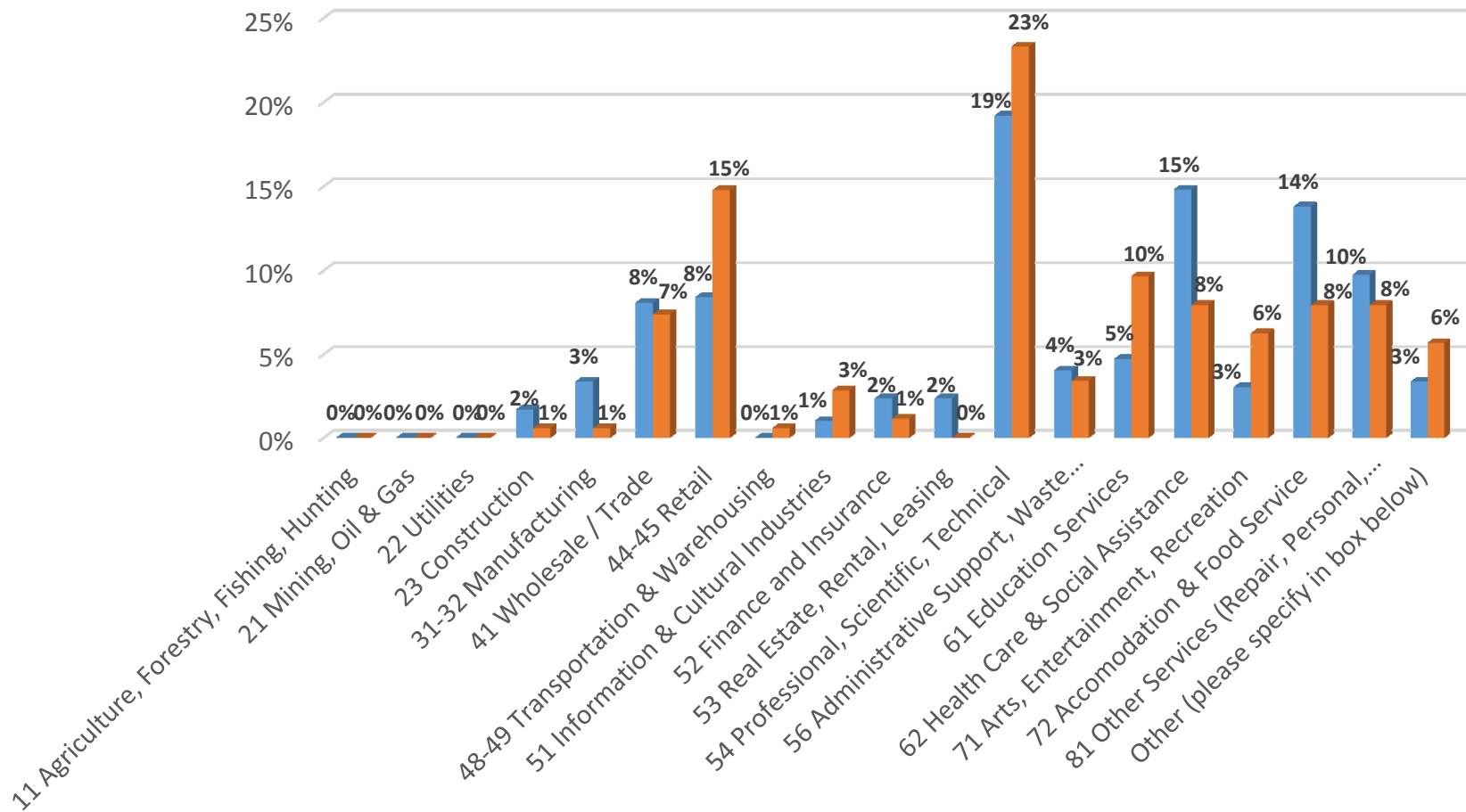




Client Demographics

Industry Sector

■ 2019
(full year) ■ 2020
(Q1-Q3)





2021 Key Objectives

- Maintain COVID-19 special response measures, including:
 - Timely and regular updates to website for business-related COVID-19 resources, news, announcements and updates
 - Continue to provide virtual access to consultation services through phone, email and web conferencing
 - Maintain virtual delivery of seminars and workshops and introduce new content to support COVID-19 response
 - Re-purpose the Starter Company Plus grant program to deliver the Small Business Recovery and Digital Resilience Program
 - Maintain visibility on social media and web platforms
 - Issue monthly Economic Development e-news



2021 Key Objectives

- Pursue strategic partnerships with diverse business groups:
 - Statistics show that Markham is the most ethnically diverse community in Canada. In keeping with Markham's Diversity Action Plan, MSBC plans to raise its awareness among immigrant entrepreneurs and other underserved communities
 - Maintain regular communication with local youth groups, business heads and teachers to inform them of youth entrepreneurship programs.
 - As facilities re-open, enhance information displays in libraries and community centres.
 - Outreach to settlement service providers and ethnic business associations.



2021 Key Objectives

- Enhance MSBC's services to support existing businesses:
 - Continue to develop collaborative programming with Markham's two Business Improvement Areas (BIAs) to promote education, training and support programs (Digital Main Street, Recovery and Resilience Program funding)
 - Expand "Ask the Expert" one-on-one consultation/mentoring program beyond Legal and Accounting access, to technology and digital marketing
 - Host industry specific events
 - Present seminar/workshop topics that are more advanced and/or relevant to existing businesses
 - Capacity permitting, re-establish site visits to existing businesses to bring services to the businesses, to address their common needs and to collect market intelligence, which in turn will benefit the small business community



2021 Key Objectives

- Improve outreach of MSBC services to Small Businesses in Markham:
 - MSBC will work to increase its profile and raise awareness of its virtual services by undertaking additional marketing efforts and keeping all partners and stakeholders updated on changes
 - Leveraging temporary staff re-deployment, MSBC has added capacity to activate marketing through social media channels Facebook and Twitter as well as LinkedIn



2021 Key Objectives

- Work towards further streamlining services and maximizing staff resources
 - In prior years, Provincial funding support to deliver the Starter Company Plus and Summer Company programs included an allocation for program administration support which allowed MSBC to hire a full-time Small Business Assistant position. Due to Province-wide funding reductions from the Ministry of Economic Development, Job Creation and Trade, to reduce both the number of grants available and program administration funding, there is insufficient Provincial funding available to support the hire of a full-time equivalent in 2021 and onward. As a result, options will be considered including re-allocating workload of existing full-time staff and the use of contracted services to meet our business needs.



2021 Key Objectives

- Work towards further streamlining services to account for upcoming reduced staff capacity
 - Continue to nurture existing and seek out new potential partnership opportunities with community organizations such as York University, Seneca HELIX, Markham Board of Trade and ventureLAB to co-deliver programming



2021 Key Objectives

- While 2020 has been challenging due to the pandemic, the MSBC has responded swiftly and achieved success supporting small businesses in Markham during these unprecedented times.
- For the 2021 program year, MSBC plans to assist 850 client inquiries, offer 445 consultations, and deliver 40 seminars/networking events/workshops.
- MSBC will also continue promotion and administration/delivery of youth entrepreneurship programs such as Summer Company and Business Plan Competition. MSBC will continue to enhance the programs and services that are offered.



Markham Small Business Centre

IBM Innovation Space – Markham Convergence Centre

3600 Steeles Ave E, Markham, ON

905-477-7000 x6722

msbc@markham.ca

www.markham.ca/msbc

IBM Innovation Space





Report to: Development Services Committee

Meeting Date: November 23, 2020

SUBJECT: Markham Small Business Centre 2019-2020 Business Results and 2021 Objectives

PREPARED BY: Don De Los Santos, Manager, Markham Small Business Centre, ext. 3663

RECOMMENDATION:

1. That the report entitled “Markham Small Business Centre 2019-2020 Business Results and 2021 Objectives” be received and endorsed; and,
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

The Markham Small Business Centre (MSBC) is a core service within the City’s Economic Development program. The MSBC’s 2021 Objectives are designed to build on the success of the program to-date, and to respond to the extenuating circumstances caused by the COVID-19 Pandemic.

PURPOSE:

To highlight the performance and business results achieved in 2019-2020, and to present the Markham Small Business Centre’s 2021 Objectives.

BACKGROUND:

MSBC was established in June 2003 and is funded by the City of Markham and the Ontario Ministry of Economic Development, Job Creation and Trade (MEDJCT), in partnership with the private sector. MSBC provides Markham’s aspiring entrepreneurs and existing small businesses with high quality one-on-one management consulting, educational training, and the business resources needed to sustain their growth in today’s competitive marketplace. MSBC focuses on providing support to start-up and small enterprises (SMEs) during their first five years of operation by building strategic partnerships, providing excellent management assistance, educational programs and helpful resources. MSBC is managed by a full-time Economic Development staff, Don De Los Santos, a full-time Small Business Coordinator, Tiffany Mak and currently has the support of a temporarily redeployed full-time Small Business Assistant, Linda Stott.

OPTIONS/ DISCUSSION:

Performance Indicators

Among the key accomplishments of the MSBC in 2019-2020 were:

1) Economic Impact

MSBC is dedicated to strengthening Markham businesses and creating economic growth. Its efforts have made an impressive impact on the small business community. By providing useful business information and advice to start-ups and existing small businesses in Markham, MSBC facilitates new business starts, business expansions and increased employment. Based on the results of on-going client follow-up, 62 businesses were either started or expanded in 2019-2020 (Table A).

Most importantly, by providing early-stage support to SMEs, MSBC caters to helping these businesses succeed, thereby generating a long-term impact that benefits the small and medium size business sectors.

TABLE A

Economic Impact	2019 (full year)	2020 (Q1-Q3)	2019-2020 Total
Business Started	27	15	42
Business Expanded	15	5	20
Jobs Created	63	16	79

2) MSBC Response to COVID-19 Pandemic

MSBC undertook immediate special response measures to assist the small business community during the COVID-19 disruption (over and above regular operations). MSBC acted swiftly to accomplish:

- Timely and regular updates to website for business-related COVID-19 resources, news, announcements and updates (daily during the first 4-6 weeks of the Pandemic, and as-needed going forward)
- Pivot to provide virtual access to consultation services through phone, email and web conferencing
- Maintain regularly scheduled seminar and workshop activity by switching to virtual and introduce new content to support COVID-19 response
- Re-purpose the Starter Company Plus grant program to deliver the Small Business Recovery and Digital Resilience Program
- Increase visibility on social media and web platforms
- Issue monthly Economic Development e-news
- Partner with the Digital Main Street ShopHERE initiative. Since the program's launch in Toronto, the City of Markham is the first municipality to join this Canada-wide initiative. As of October 14, 2020 – over 190 Markham-based businesses and artists have applied for assistance with ShopHERE.

3) Support and Encourage Entrepreneurship

MSBC has been involved in many programs, activities and events to support and serve the small business community in Markham. In 2019-2020 MSBC received/completed:

- 2,491 general client inquiries
- 33,620 web page views
- 763 in-depth consultations
- 101 seminars/workshops/networking events

In addition, MSBC continued to deliver the following premier small business events/programs to facilitate small business growth and development:

- In August 2019, Seneca HELIX delivered its 2-week intensive “Summer Institute” program, sponsored by the City of Markham, and tackling healthcare issues led by Markham-based St. Elizabeth Healthcare and Markham Stouffville Hospital.
- In October 2019, MSBC hosted its annual “Markham Small Business Forum”, 84 attended, 95% would recommend this event to others. This program is delivered in collaboration with the Markham Board of Trade and ACCE.
- Through 2019 and 2020, MSBC continues to successfully administer the Starter Company Plus program for full-time business owners in the Community. Since 2014, MSBC has helped Markham-based businesses receive over \$425,000 in Provincial grants from this program.
- In 2020, MSBC re-purposed the Starter Company Plus program to support existing brick and mortar businesses actively operating since March 2020 (or earlier) and experiencing declines due to the COVID-19 pandemic. MSBC received a one-time contribution from York Region in the amount of \$110,000 to expand the program impact. This re-purposed program is delivered under the name “Markham Small Business Recovery and Digital Resilience Program”.

4) Provide specialized support to the Cultural Industries

- In April 2019, York Region Arts Council, in partnership with the MSBC and other York Region Small Business Enterprise Centres (YR SBECs) launched the 7th cohort of the Artrepreneur program, a 12-week learning program geared specifically for artists looking to turn their passion into a business.

5) Address diverse needs of Markham businesses

- In March 2020, York University, in partnership with the Markham Small Business Centre and other YR SBECs, launched the “ELLA – Entrepreneurial Leadership & Learning Alliance” women’s entrepreneurship strategy (WES)-funded program. 200 attendees attended the launch event.
- In March 2020 and July 2020, presented virtually to the Centre for Immigrant & Community Services (CICS) Immigrant Youth Centre to raise awareness of entrepreneurship opportunities, funding and programming in the City of Markham

6) Promote and encourage Youth Entrepreneurship among Markham youths

- Delivered the 17th (2019) and 18th (2020) annual Business Plan Competition to High School and Post-Secondary students in Markham. In the two years combined, 67 business plans were submitted, from 72 students, representing 10 distinct Markham High Schools and 9 Colleges/Universities. This program is generously sponsored by Seneca HELIX and BDO Canada LLP, Chartered Accountants & Advisors.
- Presented “Entrepreneurship” sessions (2019-20), to a mix of High School and Post-Secondary students: made 8 in-class/youth event presentations, at 6 different schools/events, to 266 students/teachers
- Successfully administered the Ontario Summer Company program (2019-20). Since 2001, over 150 students have successfully completed the Summer Company program with the MSBC. This has resulted in MSBC directly helping Markham-based student businesses receive over \$525,000 in Provincial grants from this Program
- MSBC successfully partnered with the Recreation Dept. to deliver the Entrepreneurship Summer Camp (2019), a week-long program for ages 12-14 (Grades 6-8). This served 20 participants.

7) Maximize and leverage partnerships and collaborations to benefit clients and stakeholders

- MSBC continues to offer “Ask the Expert” one-on-one consultation/mentorship on Legal and Accounting expertise. Programs supported by volunteer practitioners from the private sector (mentoring firms include: Element Law and BDO Canada)
- In March 2020, MSBC and York University YSpace launched their 12-week partnered learning series program, “Founder Fundamentals” hosted in Markham. This educational program is designed to help entrepreneurs gain the knowledge and skills needed to launch their startup.
- In June 2020, MSBC and York University YSpace launched a new 12-week partnered learning series program, “COVID Innovators”. The COVID-19 Global Pandemic has forced our innovators and entrepreneurs to redefine the norm and adapt to a completely new and unprecedented environment. Launching during Markham’s Innovation Month, the webinar series explored the human and innovation element of the new normal. The 12 sessions delivered from June to September aimed to drive positive conversations and share helpful insights to support our communities with adjusting to the new realities of physical distancing and virtual connectivity.
- In September 2020, MSBC and York University’s LaunchYU program initiated the current cohort of the “Founder Fundamentals” 12-week learning series.
- MSBC is co-located in the IBM Innovation Space – Markham Convergence Centre, alongside key entrepreneurship program delivery partners including: ventureLAB, Markham Board of Trade, and TechConnex. This allows for great opportunities for cross-promotion to each organization’s member clients.

8) Promote and position Markham/MSBC as a leader in providing business development assistance

A key strategy in promoting MSBC's positioning as a leader in providing business development assistance is to highlight, showcase and amplify the successes of businesses that MSBC assists. Some notable client successes included:

- In November 2019, Vienna Zhou, TROES Corp., 2018 Starter Company participant, won first prize in the "Made in York Region" investors pitch competition, including a prize of \$10,000.00.
- In January 2020, the Markham Life magazine, distributed to every household in Markham (85,000) – featured an article on SV Robotics - Yspace – 2020 Starter Company participant, 2019 Summer Co participant. The business had secured new contracts with U of T, Yamaha Summer Camps. The business was also featured on Fairchild TV Cantonese News (July 2019).
- Also in January 2020, CHCH Morning Live interviewed Igor Klivanov, Fitness Solutions Plus, 2015 Starter Company participant and current Summer Company mentor, about his book, "The Mental Health Prescription."
- In June 2020, reported on Yahoo Finance news: Planet Green Holdings Corp. (the "Company") (NYSE American: PLAG) announced that on June 5, 2020, the Company has entered into a Share Exchange Agreement with Fast Approach Inc ("Target") and each shareholder [Yong Yang, Starter Company 2019] of the Target (collectively "Sellers"). Pursuant to the Share Exchange Agreement, the Company will acquire all outstanding equity interests of Target. The Company closed the acquisition transaction on the same day. Fast Approach Inc. is a Canadian company that runs Demand Side Platform ("DSP") targeting Chinese market. At the closing, the Company issued an aggregate of 1,800,000 shares of common stock (valued at nearly USD\$5M) of the Company to the original shareholders of Target in exchange for the transfer of all of the equity interests of the Target to the Company.

2021 Key Objectives and Strategic Plan

- 1) Maintain COVID-19 special response measures, including:
 - Timely and regular updates to website for business-related COVID-19 resources, news, announcements and updates
 - Continue to provide virtual access to consultation services through phone, email and web conferencing
 - Maintain virtual delivery of seminars and workshops and introduce new content to support COVID-19 response
 - Re-purpose the Starter Company Plus grant program to deliver the Small Business Recovery and Digital Resilience Program
 - Maintain visibility on social media and web platforms
 - Issue monthly Economic Development e-news

-
- 2) Pursue strategic partnerships with diverse business groups:
 - Statistics show that Markham is the most ethnically diverse community in Canada. In keeping with Markham's Diversity Action Plan, MSBC plans to raise its awareness among immigrant entrepreneurs and other underserved communities.
 - Maintain regular communication with local youth groups, business heads and teachers to inform them of youth entrepreneurship programs.
 - As facilities re-open, enhance information displays in libraries and community centres.
 - Outreach to settlement service providers and ethnic business associations.
 - 3) Enhance MSBC's services to support existing businesses:
 - Continue to develop collaborative programming with Markham's two Business Improvement Areas (BIAs) to promote education, training and support programs (Digital Main Street, Recovery and Resilience Program funding).
 - Expand "Ask the Expert" one-on-one consultation/mentoring program beyond Legal and Accounting access, to technology and digital marketing.
 - Host industry specific events.
 - Present seminar/workshop topics that are more advanced and/or relevant to existing businesses.
 - Capacity permitting, re-establish site visits to existing businesses to bring services to the businesses, to address their common needs and to collect market intelligence, which in turn will benefit the small business community.
 - 4) Improve outreach of MSBC services to Small Businesses in Markham:
 - MSBC will work to increase its profile and raise awareness of its virtual services by undertaking additional marketing efforts and keeping all partners and stakeholders updated on changes.
 - Leveraging temporary staff re-deployment, MSBC has added capacity to activate marketing through social media channels Facebook and Twitter as well as LinkedIn.
 - 5) Work towards further streamlining services and maximizing staff resources
 - In prior years, Provincial funding support to deliver the Starter Company Plus and Summer Company programs included an allocation for program administration support which allowed MSBC to hire a full-time Small Business Assistant position. Due to Province-wide funding reductions from the Ministry of Economic Development, Job Creation and Trade (MEDJCT), to reduce both the number of grants available and program administration funding, there is insufficient Provincial funding available to support the hire of a full-time equivalent in 2021 and onward. As a result, options will be considered including re-allocating workload of existing full-time staff and the use of contracted services to meet our business needs.
 - Continue to nurture existing and seek out new potential partnership opportunities with community organizations such as York University, Seneca HELIX, Markham Board of Trade and ventureLAB to co-deliver programming.

Conclusion

While 2020 has been challenging due to the pandemic, the MSBC has responded swiftly and achieved success supporting small businesses in Markham during these unprecedented times. For the 2021 program year, MSBC plans to assist 850 client inquiries, offer 445 consultations, and deliver 40 seminars/networking events/workshops.

MSBC will also continue promotion and administration/delivery of youth entrepreneurship programs such as Summer Company and Business Plan Competition. MSBC will continue to enhance the programs and services that are offered.

FINANCIAL CONSIDERATIONS

Not applicable

HUMAN RESOURCES CONSIDERATIONS

Not applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

The Markham Small Business Centre is a core service within the approved Markham 2020 economic strategy. MSBC's 2021 objectives are in synch with Markham's Sustainability Plan by seeking to foster increased local economic prosperity and to reduce travel to receive services. This initiative aligns with the strategic focus for community engagement to promote meaningful involvement and participation of residents, businesses and organizations that result in improved citizen engagement.

BUSINESS UNITS CONSULTED AND AFFECTED:

Economic Growth, Culture & Entrepreneurship

RECOMMENDED BY:

Christina Kakaflikas
Acting Director, Economic Growth,
Culture & Entrepreneurship

Arvin Prasad, MPA, RPP
Commissioner,
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ATTACHMENTS:

Markham Small Business Centre 2019-2020 Business Results and 2021 Objectives.pptx