

OFFICIAL PLAN
of the
CITY OF MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended.

(Appendix 'A' Draft OPA By-law 2025-XX.docx)

(May 2025)

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To amend the Official Plan (Revised 1987), as amended.

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. ----2025-xx---- in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the XX day of MONTH, 2025.

Kimberley Kitteringham
City Clerk

Frank Scarpitti
Mayor



By-law 2025-XX

Being a by-law to adopt Amendment No. XXX
to the City of Markham Official Plan (Revised 1987), as amended

THAT COUNCIL OF THE CORPORATION OF THE CITY OF
MARKHAM, IN ACCORDANCE WITH THE PROVISIONS OF THE
PLANNING ACT, R.S.O., 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. XXX to the Official Plan (Revised 1987), as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS XXth
DAY OF MAY, 2025.

Kimberley Kitteringham
City Clerk
(Signed)

Frank Scarpitti
Mayor

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PART I - INTRODUCTION

(This is not an operative part of Official Plan Amendment No. XXX)

PART I - INTRODUCTION

1.0 GENERAL

- 1.1** PART I - INTRODUCTION, is included for information purposes and is not an operative part of the Official Plan Amendment.
- 1.2** PART II - THE OFFICIAL PLAN AMENDMENT, constitutes Amendment No. XXX to the Official Plan (Revised 1987), as amended. Part II is an operative part of this Official Plan Amendment.

2.0 LOCATION

This Amendment to the Official Plan applies to lands comprising approximately 28.2 ha (69.8 ac), located at the northwest corner of Highway 7 and McCowan Road and are municipally known as 5000 Highway 7 (the “Subject Lands”). The Subject Lands are currently occupied by CF Markville, a regional indoor shopping centre.

3.0 PURPOSE

The purpose of this Official Plan Amendment is to include a site-specific policy to facilitate the redevelopment of the underutilized surface parking of the Subject Lands with residential mixed-use development between 6 and 39 storeys while maintaining the existing mall building.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

An amendment to the Official Plan (Revised 1987), as amended, is being proposed to add site-specific development criteria for the redevelopment of the Subject Lands. The Official Plan currently designates the Subject Lands “Commercial” on Schedule A – Land Use and “Major Commercial” on Schedule H – Commercial/Industrial Categories. The redevelopment of the Subject Lands proposes to include residential uses while preserving commercial uses within the mall and conforms to the land use permissions within the Commercial designations. The Official Plan Amendment allows for the redevelopment of underutilized surface parking areas into a complete community, with a range of housing options located near transit, retail and services, and community facilities and the policies provide the guiding principles of this redevelopment.

The proposed development provides an attractive, mixed-use development that incorporates residential, retail, and community and open space uses that contributes to the development of vibrant, mixed-use complete communities. The built form of the proposed development is appropriate given its proximity to existing transit infrastructure along Highway 7 and the GO Transit line. The proposed development provides a development at a transit-supportive density that optimizes existing transit infrastructure and contributes towards the City’s intensification targets.

The proposed development is consistent with the policies of the Provincial Planning Statement, 2024 (the “2024 PPS”), as it promotes the efficient uses of land, resources, and infrastructure by providing a diversified housing stock and commercial uses at transit-supportive densities proximal to existing transit facilities to meet the requirements of current and future residents. The proposed development provides an intensification opportunity that efficiently uses existing and planned infrastructure including roads, higher order transit within the McCowan BRT Station Major Transit Station Area (“MTSA”), servicing and other community amenities on the Subject Lands while at the same time being appropriate and compatible with existing surrounding uses.

The proposed development also conforms to the 2022 York Region Official Plan (the “2022 YROP”). The proposed development is in the delineated “Urban Area” and designated “Community Area” in the 2022 YROP, where most of the housing and population-related jobs required to accommodate the forecasted population will be located. It provides a compact, pedestrian scaled, street- and transit-oriented intensification opportunity in a strategic location adjacent to a Regional Corridor and within a MTSA. It supports the Region’s growth management objectives by locating density in an area where density is to be focused. Further, the proposed development is within the McCowan BRT Station Protected MTSA and provides a scale of development and intensification that supports transit. As per the direction in the 2024 PPS, MTSA’s are part of a regional strategy to align transit with growth and must be planned to achieve specified minimum density targets. The 2022 YROP also identifies all MTSA’s as “Protected” MTSA’s (“PMTSA”) under the *Planning Act*. The 2022 YROP identifies a minimum planned density for the McCowan BRT Station PMTSA of 200 people and jobs per hectare.

The 2014 Markham Official Plan (the “2014 OP”) designates the Subject Lands ‘Mixed Use Mid Rise’; however, Section 9.14.4.3 states that until approval of an updated secondary plan for the Markville Key Development Area lands, the provisions of the Official Plan (Revised 1987), as amended, shall apply.

The proposed site-specific amendment to facilitate the redevelopment of the underutilized portion of the Subject Lands with residential mixed-use development ranging from 6 and 39 storeys in height is appropriate as it establishes detailed development criteria for master planning of the Subject Lands.

The proposed development makes efficient use of the underutilized surface parking areas of the CF Markville site, which is located in an area that the Province, Region and City have identified for intensification. The proposed development also supports Provincial, Regional and Municipal planning policy by making more efficient use of infrastructure, particularly higher order transit in proximity to the Subject Lands and represents good planning.

An associated Zoning By-law Amendment is required to implement the development standards in this Amendment.

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PART II - THE OFFICIAL PLAN AMENDMENT

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

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PART II - THE OFFICIAL PLAN AMENDMENT

1.0 THE OFFICIAL PLAN AMENDMENT

- 1.1 Section 1.1.2 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.
- 1.2 Section 3.4.6.1 of the Official Plan (Revised 1987), as amended, is hereby amended by adding the following new subsection e):
 - e) In addition to the land uses permitted in Section 3.4.6.1c) and notwithstanding any other policies in this Plan, medium and high density residential uses, private and commercial parking uses, privately-owned publicly accessible spaces (POPS), and park uses are permitted on the lands designated COMMERCIAL (Major Commercial Area) located at the northwest intersection of Highway 7 and McCowan Road on the lands municipally known as 5000 Highway 7 (CF Markville) in accordance with the following policies:
 - a. Development or redevelopment on these lands may proceed prior to the adoption of a new secondary plan for the Markville area.
 - b. CF Markville will continue to be recognized and maintained as a regional commercial node.
 - c. **Redevelopment of these lands will be designed to enhance the safety, accessibility, placemaking, walkability, and vibrancy of the community, including:**
 - i) **Visual and physical connections to the Rouge Valley System through the use of pathways, landscaping and wayfinding elements adjacent to Highway 7;**
 - ii) **A prominent entrance, taking the form of a street, located at the existing mid-block driveway entrance from Highway 7, combining wide pedestrian sidewalks, enhanced streetscape and adjoining programmable outdoor urban open space framed by mixed-use buildings with uses at-grade to create animated edges, a sense of enclosure and place. The street will also provide an important pedestrian connection and terminus vista from Highway 7 to the existing mall entrance (south side), creating prominence and address, enhanced**

navigation and wayfinding, and the sense of arrival to Markville Mall.

iii) The establishment of a gateway corner at the intersection of Highway 7 and McCowan Road that includes an open plaza with clear visibility to CF Markville.

- d. The maximum building heights and densities within each development block for the subject lands shall be as shown on Figure X.
- e. Redevelopment of the lands will occur in phases, as generally shown on Figure Y.
- f. Buildings less than 25 storeys in height fronting Highway 7 in Phase 4, as shown on Figure Y, shall include a building stepback above the 8th storey.
- g. A minimum of 2% of the total gross floor area of new development across the subject lands will consist of non-residential uses.
- h. Redevelopment within Phases 1 and 2 as shown on Figure Y shall not require the provision of affordable housing.
- i. For the lands identified as a school priority area on Figure Y, the following policies shall apply:
 - i. Within 30 days of the City circulating a zoning by-law amendment application for developments within the school priority area, the York Region District School Board and the York Catholic District School Board will be offered the opportunity, at their sole expense, to have conveyed to one or the other, an interest in a future mixed-use residential development for the construction of an elementary or secondary school. Should one of the Boards seek to acquire such an interest, such space will be conveyed to the Board at market value, free and clear of any encumbrances including, but not limited to, condominium maintenance fees. The amount of space to be conveyed will be determined in consultation with the Boards. Any such obligations will be secured through a site plan agreement for the relevant portions of the school priority area within Phase 2, prior to issuance of final site plan approval.

- ii. Should any of the school boards not express their interest in this matter within the 30 days, the requirement for a school will be deemed to have been satisfied.
- j. Parks shall be located as shown schematically on Figure Z. The location and size of the parks may be refined or modified within the subject lands without an amendment to this Plan provided the alternate site is consistent with the other policies of this Plan **and provided that a minimum of 1.45 hectares of public parkland be provided in a configuration to the satisfaction of the Director of Planning and Urban Design.**
- k. Parkland/**Open Space** will be provided on the subject lands through ~~a combination of~~ public parks and privately-owned publicly accessible open spaces.
- l. **Public parks and Open Space for the purposes of this Amendment shall be unencumbered.**
- m) That the following be provided prior to development on the Subject Lands, to the satisfaction of the City and the Toronto and Region Conservation Authority:
 - i) A Floodplain Study prepared by a qualified consultant for the proposed development of the Subject Lands. The development of the lands shall incorporate any mitigation measures required by the Floodplain Study;
 - ii) That any floodplain hazards shall be zoned in an appropriate Greenway or Open Space Zone; and
 - iii) Development of the lands shall incorporate appropriate Stormwater Management Practices.
- n) A Phasing assessment shall be submitted prior to approval of a Zoning By-law Amendment of the first phase of development to fully inform the timing and sequencing of transportation infrastructure delivery, including road and transit network improvements, and transportation demand management measures and other supportive programs necessary to support each phase of development, to the satisfaction of the Director of Engineering.
- o) Further to the Phasing assessment, that a Transportation Impact Study and Transportation Demand Management

plans be submitted as part of each phase of development to the satisfaction of the Director of Engineering.

- p) Prior to redevelopment of CF Markville or any lands on the property not noted in the Phasing Plan, the following shall be submitted concurrently with an Official Plan Amendment application:
 - i) A Comprehensive Block Plan as per the City's Terms of Reference to address matters, including but not limited to, public parkland and open space, and public road connections; and
 - ii) A Draft Plan of Subdivision for conveyance of public parks and roads, if applicable.

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2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law in conformity with the provisions of this Amendment.

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