

**SUBJECT:** Markville Secondary Plan Study – Draft Final Study Report

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**RECOMMENDATION:**

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

**PURPOSE:**

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

**BACKGROUND:**

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

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

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

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

## **OPTIONS/ DISCUSSION:**

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

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

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

#### **A. Community Information Meeting #3 Feedback**

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

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

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### Land Use

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

### Height and Density

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

### Parks and Open Space

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

### Community Facilities and Services

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

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### Transportation

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

### Sustainability

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

### Phasing

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

## B. Refined Concept Plan and Population and Employment Forecasts

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

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

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

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

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

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

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

### C. Technical Modelling and Analysis Results

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

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

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

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

#### D. Policy Directions

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

#### **NEXT STEPS:**

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

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

**FINANCIAL CONSIDERATIONS**

Not applicable.

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

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

**BUSINESS UNITS CONSULTED AND AFFECTED:**

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

**RECOMMENDED BY:**

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

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Arvin Prasad, RPP, MCIP  
Commissioner, Development  
Services

**ATTACHMENTS:**

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