

Markville



# Secondary Plan Study

DRAFT

Final Study Report

May 2025

EVERYONE IS

WELCOME



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# Table of Contents

- 1 Introduction..... 5
  - 1.1 Study Purpose & Overview ..... 5
  - 1.2 Study Process..... 6
  - 1.3 Report Purpose & Structure..... 7
- 2 Policy Context..... 9
  - 2.1 *Planning Act*..... 10
  - 2.2 Provincial Planning Statement, 2024..... 11
  - 2.3 York Region Planning Authority ..... 13
- 3 Existing Conditions..... 14
  - 3.1 Land Use & Existing Conditions Report..... 14
  - 3.2 Existing Municipal Servicing Conditions Assessment Report..... 20
  - 3.3 Baseline Transportation Conditions Assessment Report..... 24
- 4 Consultation & Engagement ..... 26
  - 4.1 Overview of Consultation & Engagement..... 26
- 5 Key Themes & What We Heard..... 28
  - 5.1 Land Use ..... 28
  - 5.2 Transportation ..... 30
  - 5.3 Community Services and Facilities..... 31
  - 5.4 Parks and Open Space ..... 32
  - 5.5 Urban Design ..... 34
  - 5.6 Servicing and Infrastructure ..... 35
- 6 Vision & Guiding Principles ..... 37

<b>7</b>	<b>Refined Plan .....</b>	<b>39</b>
7.1	Overview and Framework .....	39
7.2	Markville Secondary Plan Districts .....	42
7.3	Development Components.....	43
7.4	Population & Employment .....	54
7.5	Community Facilities and Services.....	58
7.6	Cultural Heritage .....	60
7.7	Transportation Analysis .....	61
7.8	Servicing Analysis .....	72
<b>8</b>	<b>Policy Recommendations.....</b>	<b>76</b>
8.1	Community Structure .....	76
8.2	Environmental Systems.....	77
8.3	Healthy Neighbourhoods and Communities .....	79
8.4	Public Realm and Sustainability .....	82
8.5	Transportation, Services and Utilities .....	86
8.6	Land Use .....	88
8.7	Area and Site-Specific Policies .....	90
8.8	Implementation and Monitoring.....	94
<b>9</b>	<b>Conclusion and Next Steps.....</b>	<b>97</b>

## **Appendix A – Multi-Modal Transportation Report**

## **Appendix B – Urban Design Report**

## **Appendix C – Community Facilities and Services Report**

## **Appendix D – Cultural Heritage Resource Assessment Report**

## **Appendix E, F, and G – Engagement Summary Reports**

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



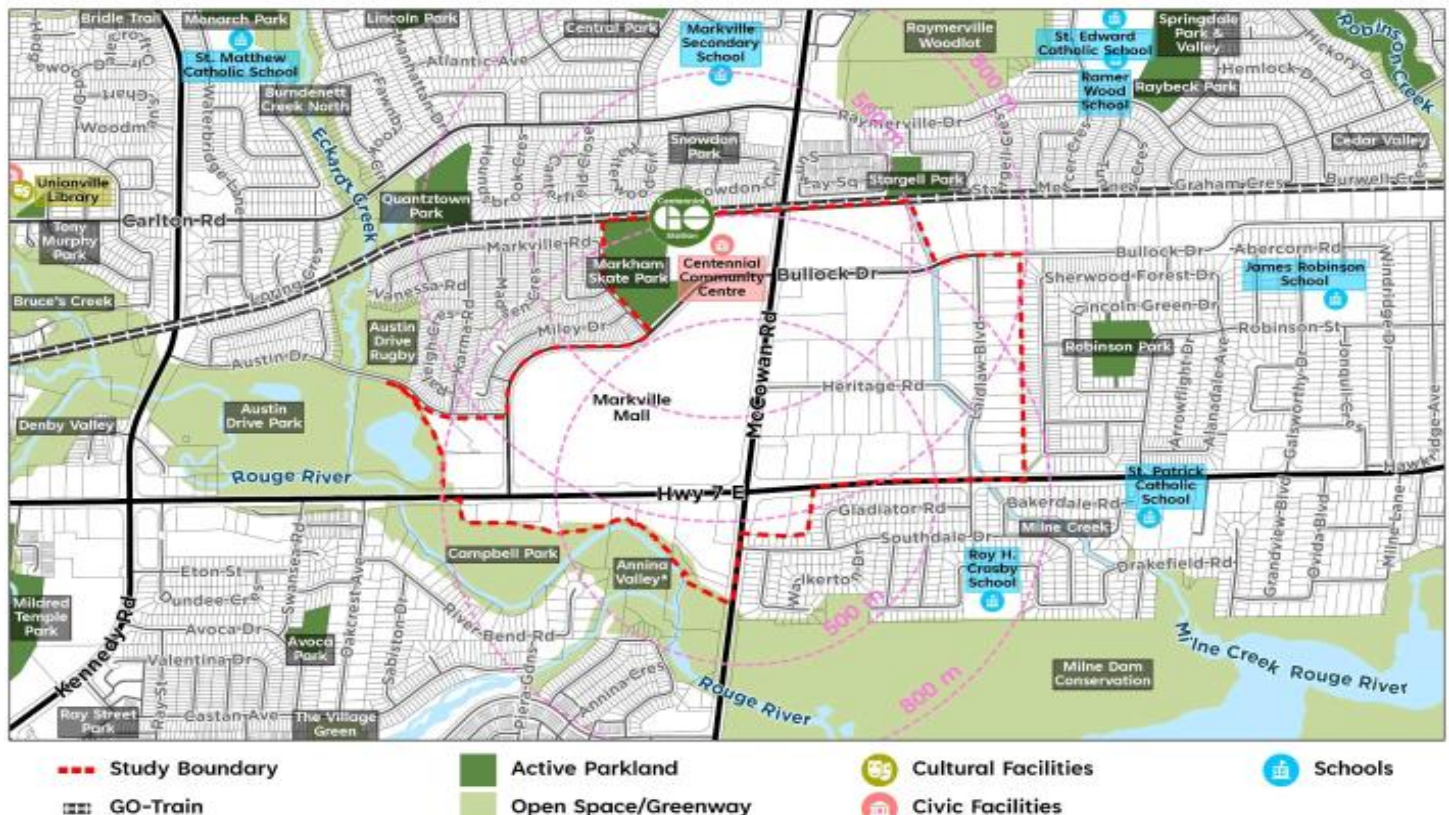
# 1 Introduction

## 1.1 Study Purpose & Overview

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

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

Located between historic Markham Village and historic Unionville Village on Highway 7, the Secondary Plan Area forms an important part of an east-west thoroughfare and transit route for Markham. The Secondary Plan Area is defined by the Stouffville GO right-of-way (“ROW”) to the north and the Rouge River Greenway to the south. It extends from Austin Drive Park and Bullock Drive in the west to the back of the properties fronting Laidlaw Boulevard to the east. The Secondary Plan Area and surrounding context is illustrated in **Figure 1**.



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

## 1.2 Study Process

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

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

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

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

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

### **Phase 4: Draft Transportation and Municipal Services: Analysis and**

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

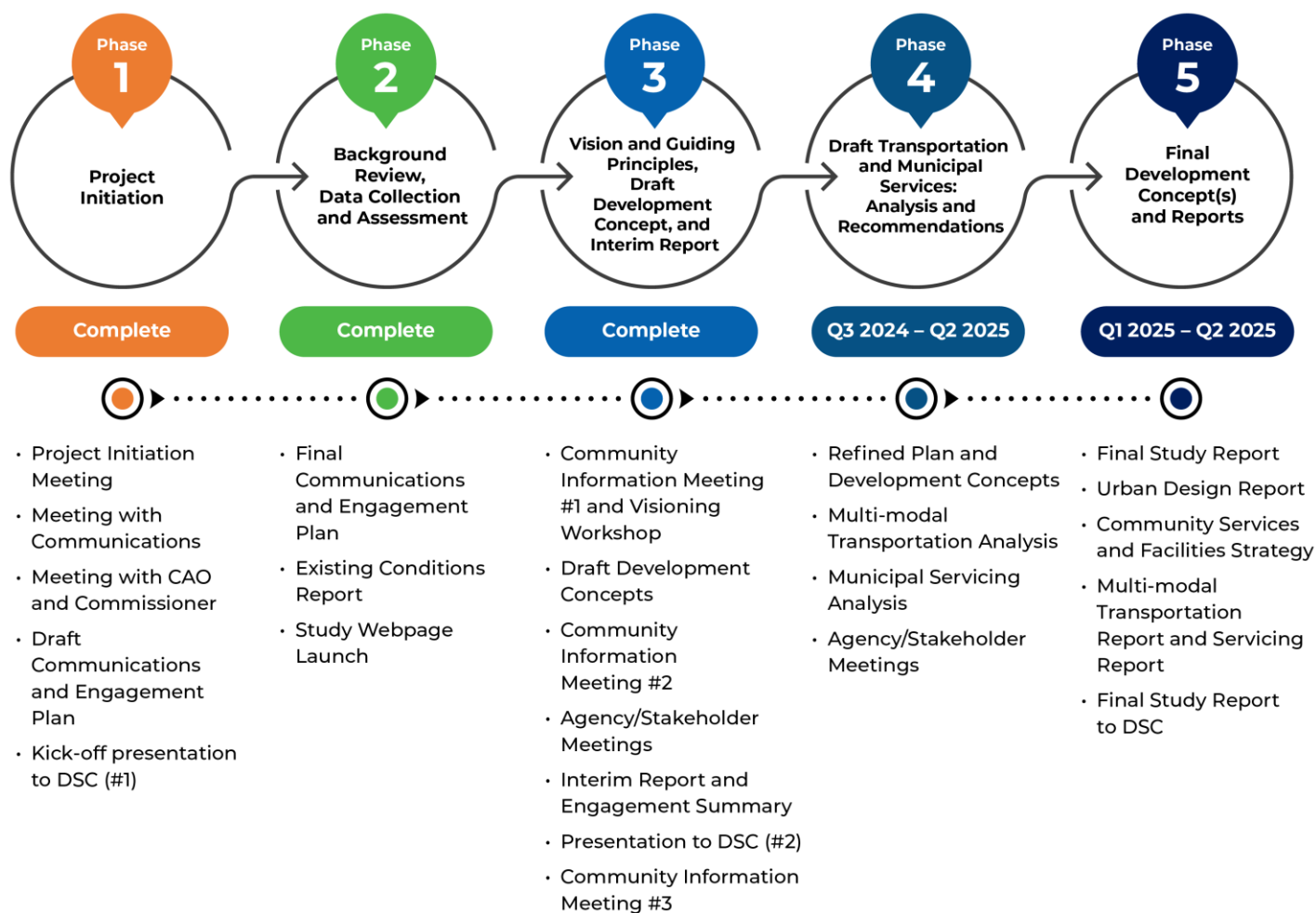
which would subsequently become the Refined Plan in the Final Study Report.

**Phase 5: Refined Plan and Final Reports:**

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

## **1.3 Report Purpose & Structure**

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



**Figure 2: Markville Secondary Plan Study Project Timeline**



## 2 Policy Context

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

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

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

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

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

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

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

## **2.1 Planning Act**

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

### **2.1.1 Employment Areas**

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

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

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

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

### **2.1.2 Parking Minimums in Major Transit Station Areas**

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

## 2.2 Provincial Planning Statement, 2024

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

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

### 2.2.1 Strategic Growth Areas

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

Planning authorities are encouraged to accommodate growth and development within

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

### 2.2.2 Major Transit Station Areas

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

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

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

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

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

### 2.2.3 Employment Areas

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

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



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

## 2.3 York Region Planning Authority

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

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

## 3 Existing Conditions

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

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

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

### 3.1 Land Use & Existing Conditions Report

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

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

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

### 3.1.1 Land Use and Built Form

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

#### Key Findings

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



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

### 3.1.2 Existing Employment and Business Opportunities

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

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

### Key Findings

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

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



### 3.1.3 Inventory of Community Assets

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

### Key Findings

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



**Figure 4: Centennial Park Skatepark**

### 3.1.4 Natural and Cultural Heritage Assets

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

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

### Key Findings

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



Figure 5: Milne Creek



Figure 6: Sabiston House

### 3.1.5 Public Realm and Urban Design

complexity of small and medium-footprint street related buildings.

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

#### Key Findings

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



### 3.2 Existing Municipal Servicing Conditions Assessment Report

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

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

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

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



### 3.2.1 Volume I: Water Distribution System

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

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

station discharge of the Markham PS 16th Avenue.

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

#### Key Findings

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

### 3.2.2 Volume II: Sanitary Collection System

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

#### Key Findings

Key findings presented in Volume II include:

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

- » The system under the 100-year design storm showed more surcharging when compared to the 25-year design storm, however, the system met the LOS requirement as the HGL freeboards of 2 m or greater were maintained at all maintenance holes, except for those that are shallow.

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

### 3.2.3 Volume III: Stormwater Management System

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

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

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

#### Key Findings

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

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

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

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

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

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

### 3.3 Baseline Transportation Conditions Assessment Report

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

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

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

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

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

## Key Findings

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

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

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



## 4 Consultation & Engagement

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

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

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

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

### 4.1 Overview of Consultation & Engagement

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

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

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

**Table 1: Summary of Phase 1 to 4 Consultation**

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

## 5 Key Themes & What We Heard

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

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

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

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

### 5.1 Land Use

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

#### Diversifying Commercial Areas

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

## Employment Uses

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

## Community Uses and Housing

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

## Implementation

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

## 5.2 Transportation

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

### Active Transportation

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

### Transit

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

### Vehicular Traffic

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

### Parking

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



## 5.3 Community Services and Facilities

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

### Schools

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

### Health and Safety

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

### Community Facilities

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

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

## 5.4 Parks and Open Space

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

### Parkland Supply

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

## Park Types and Sizes

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

## Park Design and Programming

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

## POPS and Other Open Spaces

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

## Natural Heritage Areas and Flooding

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

## 5.5 Urban Design

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

### Building Heights

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

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

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

### Urban Design and Sustainability

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

## 5.6 Servicing and Infrastructure

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

### Coordination and Phasing

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



## **Sustainable Infrastructure**

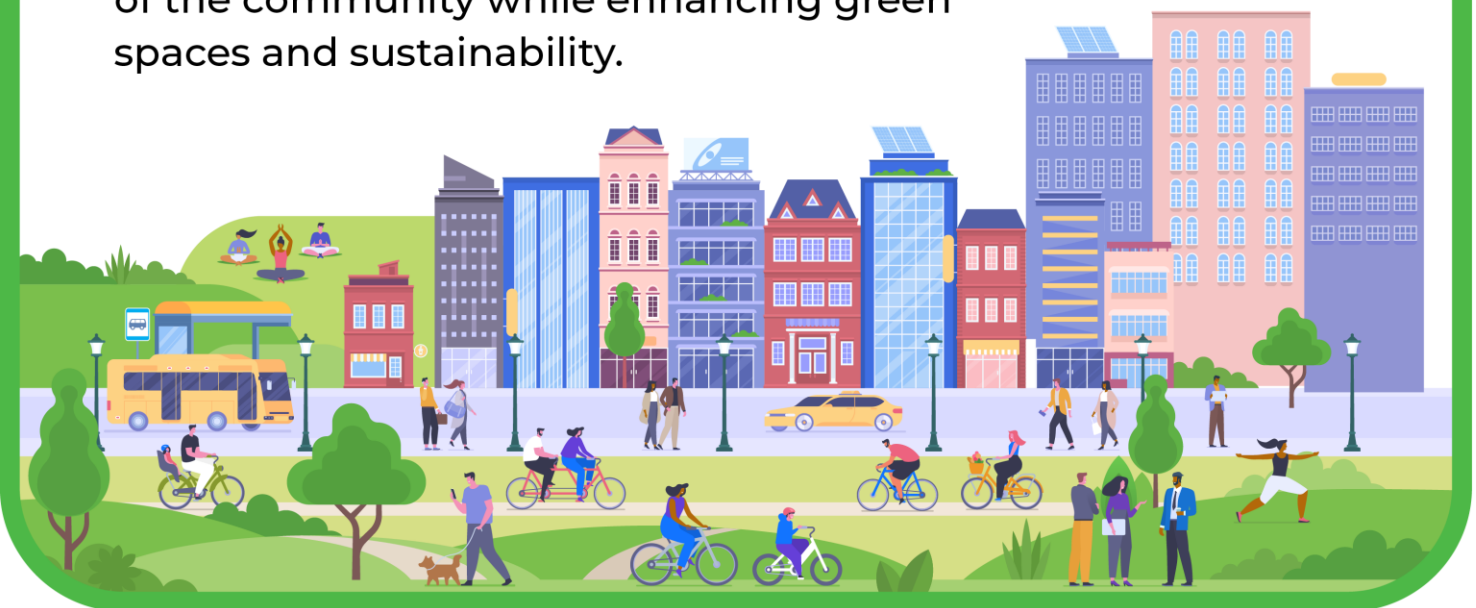
- » There is a need for sustainable and progressive development which provides enough service infrastructure.
- » Incorporate low-impact designs like blue-green roof systems and permeable pavements.

## 6 Vision & Guiding Principles

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

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

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



**Figure 7: Vision Statement for the Markville Secondary Plan Area**



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



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



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



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



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



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



**“Create fiscally viable development and Affordable Housing opportunities.”**



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

## 7 Refined Plan

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

### 7.1 Overview and Framework

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

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

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

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

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

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

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

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

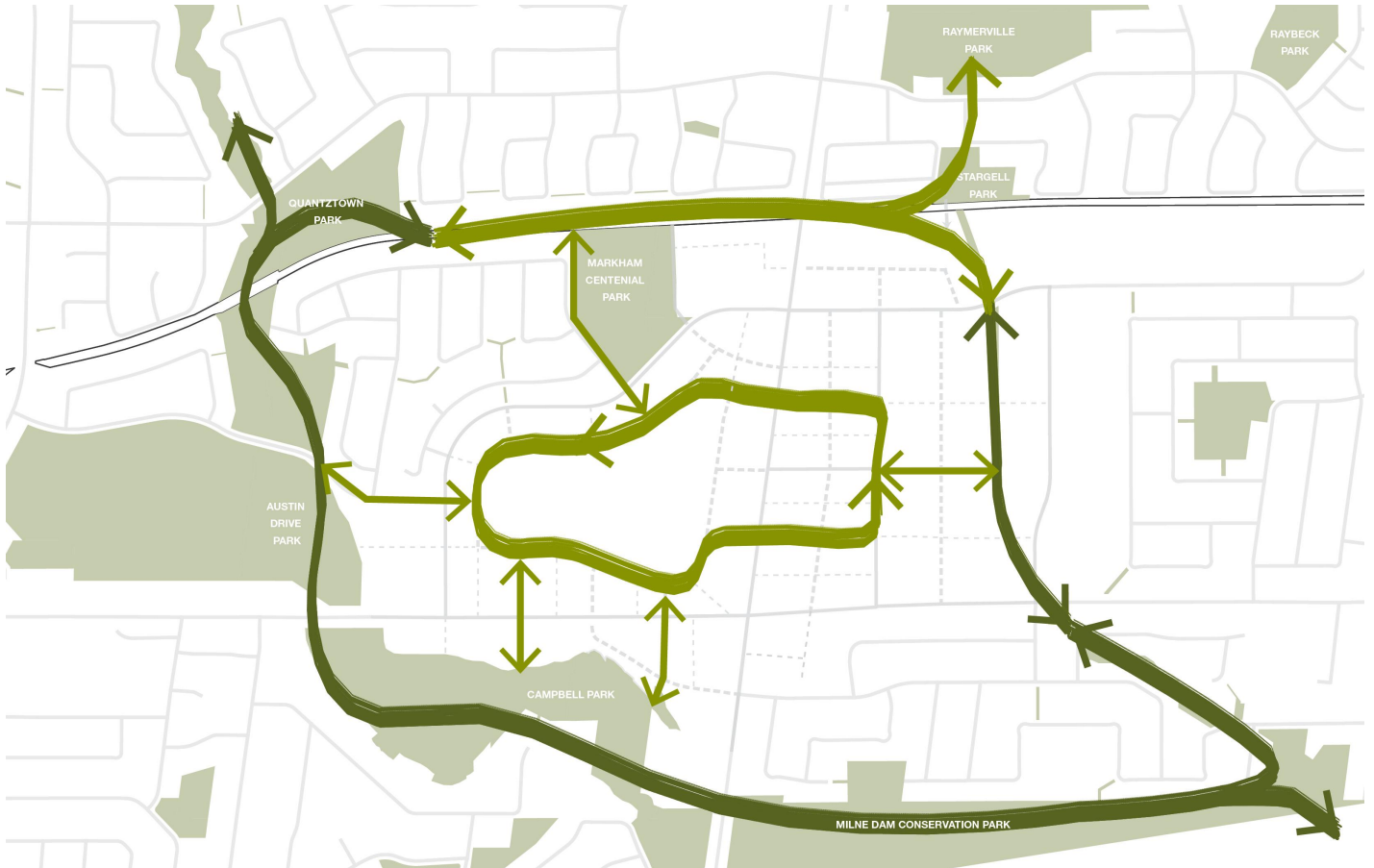
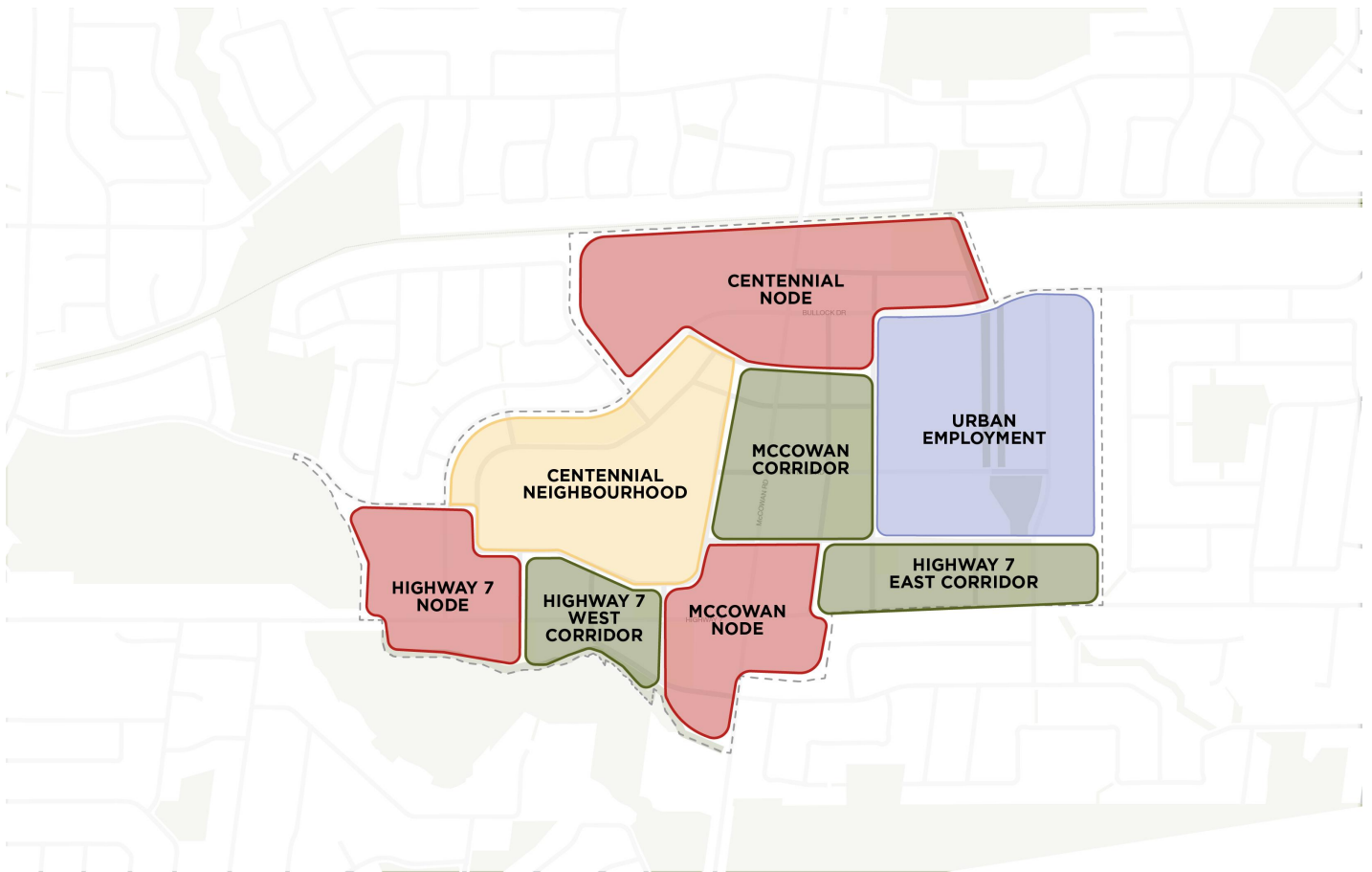


Figure 8: Green Loops





**Figure 9: Proposed Districts of the Refined Plan**

## 7.2 Markville Secondary Plan Districts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 7.3 Development Components

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

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

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



**Figure 10: Overall structure for the Refined Plan**



### 7.3.1 Parks and Open Space– Refined Plan

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

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



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



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

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

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

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

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

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

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

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



**Figure 12: Refined Plan - Parks and Open Space Network**

### 7.3.2 Land Use – Refined Plan

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

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

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

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

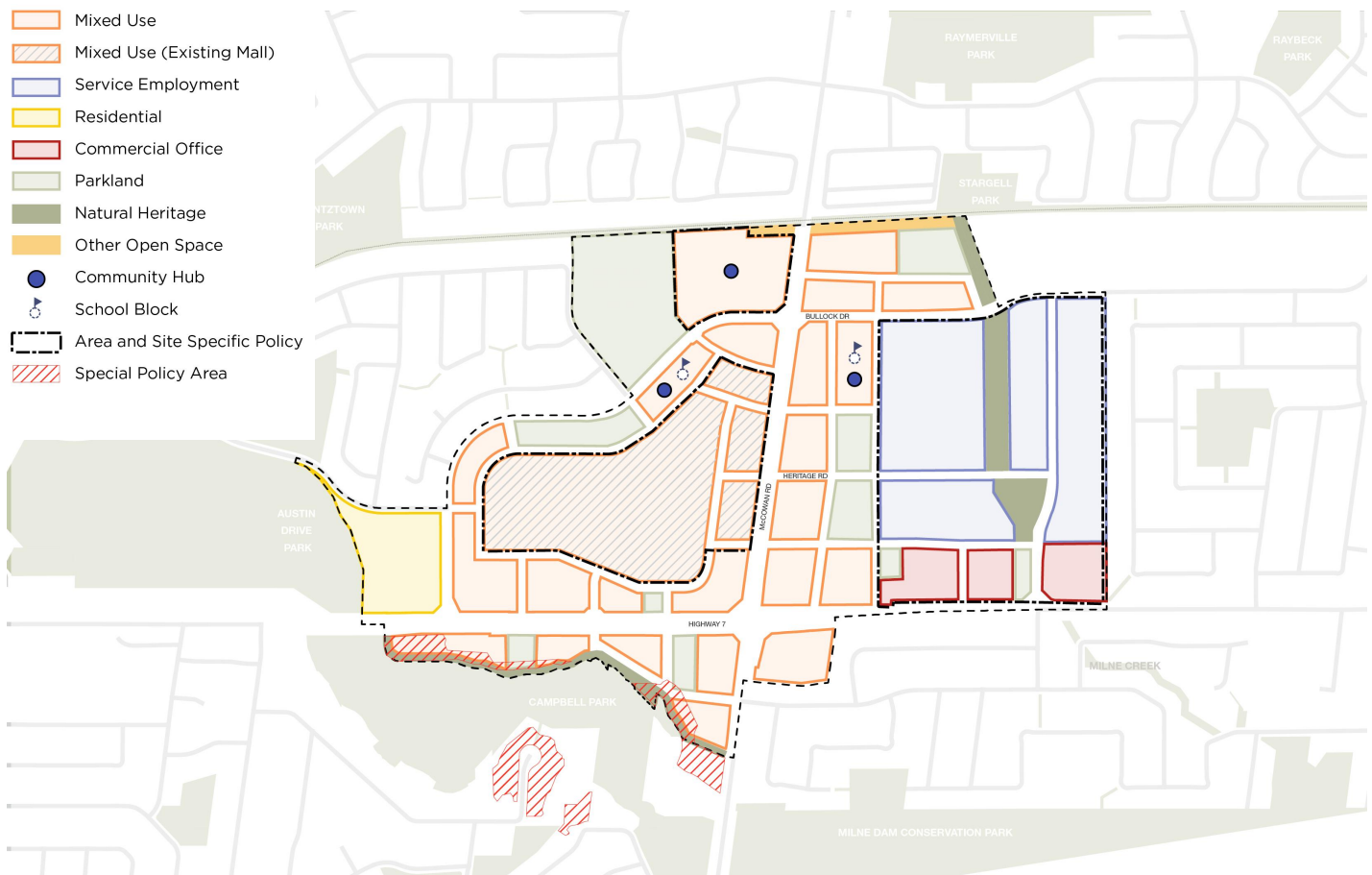
In recognition that the lands in the Centennial Neighbourhood District on which the physical mall or its attached parking structure have not been considered in the planning and forecasting exercises of this Study, any future redevelopment of those lands will require further study through a comprehensive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

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

opportunities are supported in the Secondary Plan Area.

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

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



**Figure 13: Refined Plan - Land Use**



### 7.3.3 Built Form – Refined Plan

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

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

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

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

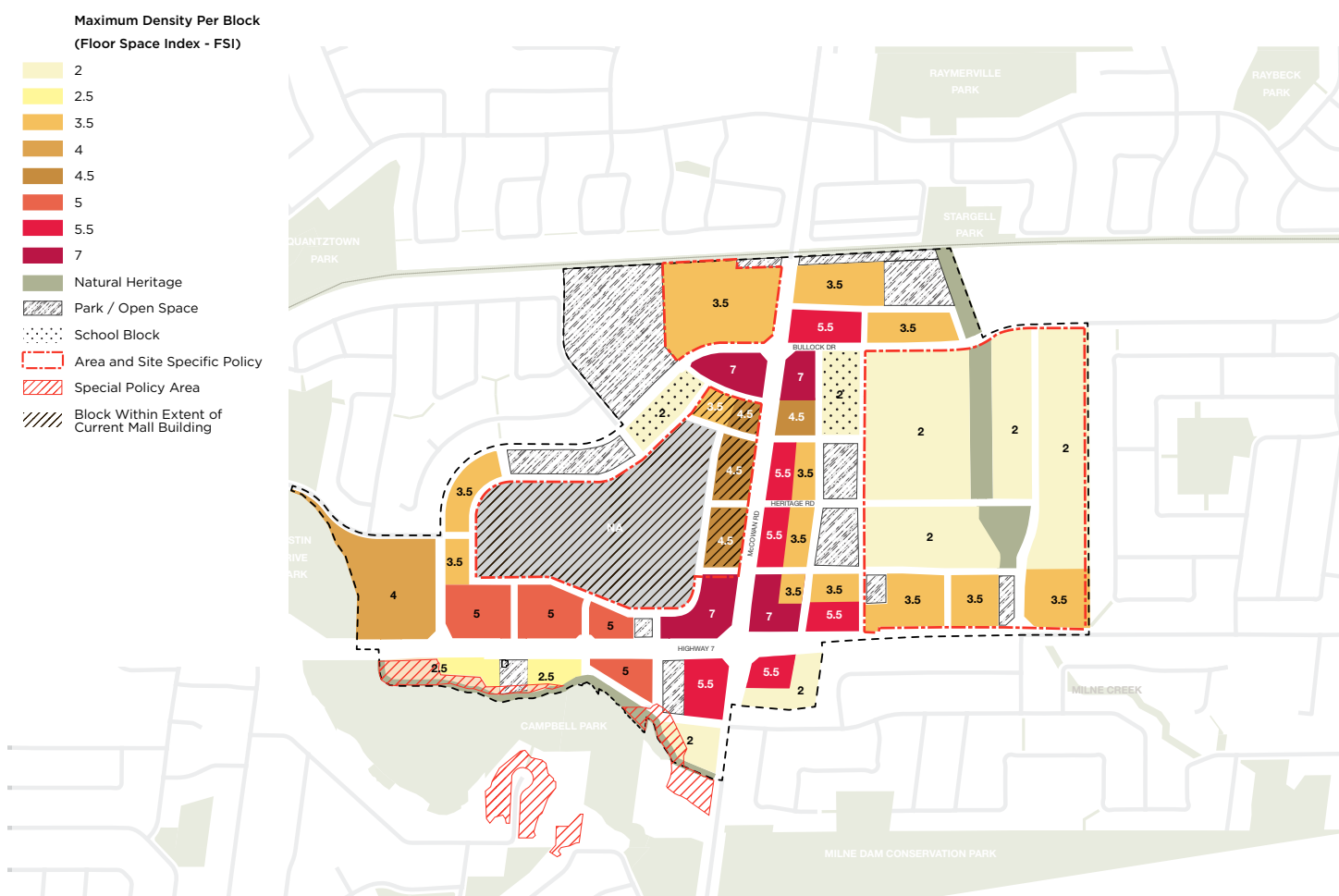
Outside the concentrations of tall, high-density development in the Nodes, the built form in the Corridors will range in maximum height/density

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

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



**Figure 14: Refined Plan - Building Heights**



**Figure 15: Refined Plan - Density (FSI)**

## 7.4 Population & Employment

### 7.4.1 Growth Assumptions

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

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

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

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

<sup>1</sup> 1 Block efficiency has been applied to convert development blocks within the secondary plan to development lots

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

**Table 2: Assumptions for Refined Plan**

<b>Unit Size (Apartment)</b>	80 square metres (sq. m.)
<b>Persons Per Unit (including under coverage)</b>	1.98
<b>Employment Density</b>	
» <b>Community / GO Station</b>	140 sq. m. / employee
» <b>Commercial</b>	40 sq. m. / employee
» <b>Service Employment</b>	80 sq. m. / employee
<b>Block Efficiency<sup>1</sup></b>	85%

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

before applying the floor space index density.

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

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

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

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

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



### 7.4.2 District Phasing

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

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

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

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

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

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

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

**Table 4: Markville Secondary Plan District Phasing Strategy**

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

## 7.5 Community Facilities and Services

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

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

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

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

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

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

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

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

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

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

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

The future population of the Markville Secondary Plan triggers the need for additional parks amenities in accordance with provision targets in the Integrated Leisure Master Plan. Due to land constraints, these amenities will be provided outside of the Secondary Plan Area or existing fields may be relocated and consolidated into a central location. Specifically, the future population of the Markville Secondary Plan triggers a provision for 9 soccer fields and 6 baseball diamonds.

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

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

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

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

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

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

## 7.6 Cultural Heritage

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

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

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

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

## 7.7 Transportation Analysis

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

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

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

Opportunities for further consideration include:

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



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

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

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

### 7.7.1 Active Transportation and Micromobility

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

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

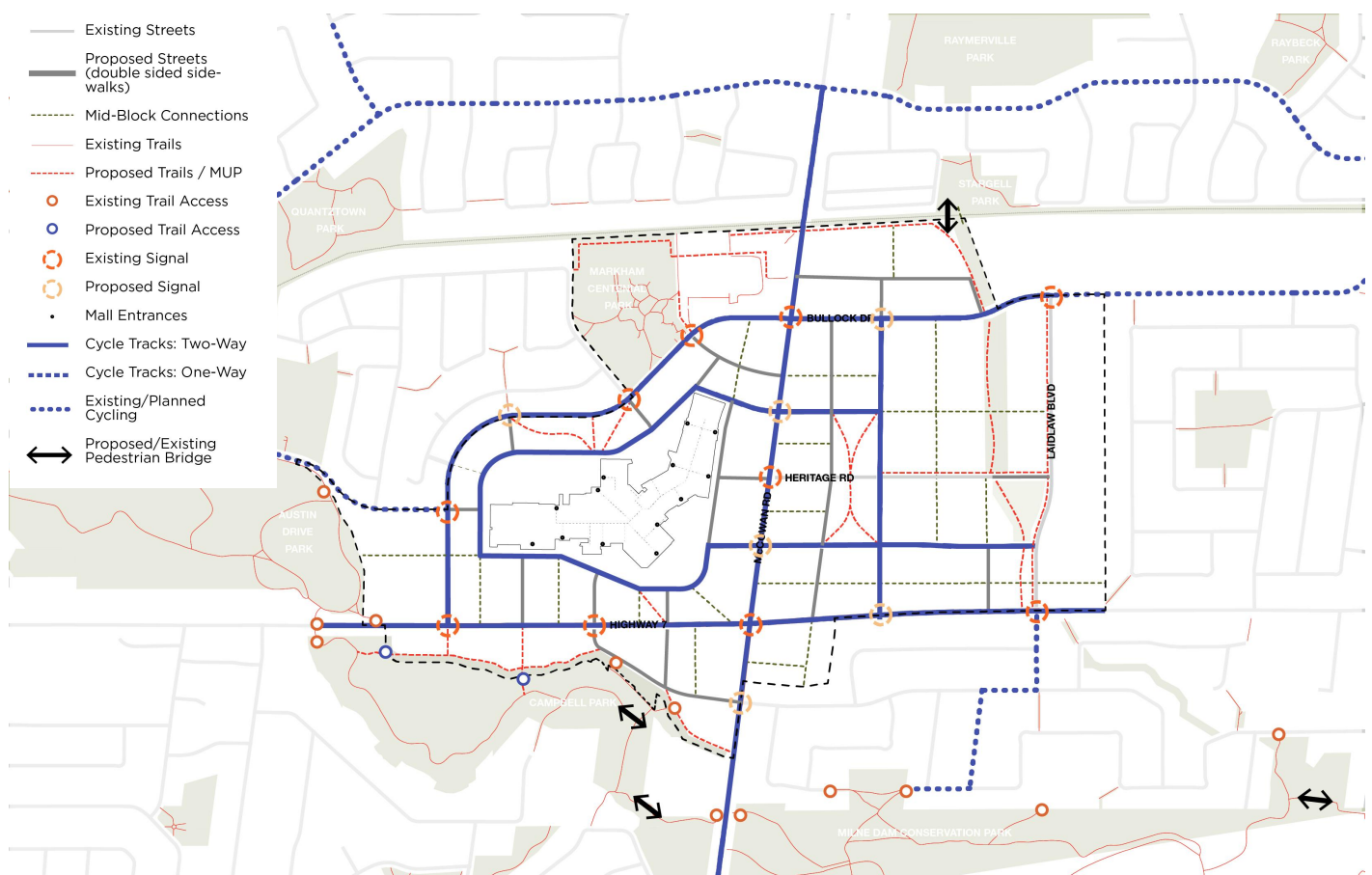
Pedestrians will experience an improved public realm through the introduction of all new and reconstructed streets, offering significant improvements over the existing conditions. In addition, there will be new connections, including private streets, and mid-block connections, as well as larger pedestrian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

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

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

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



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

### 7.7.2 Transit

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

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

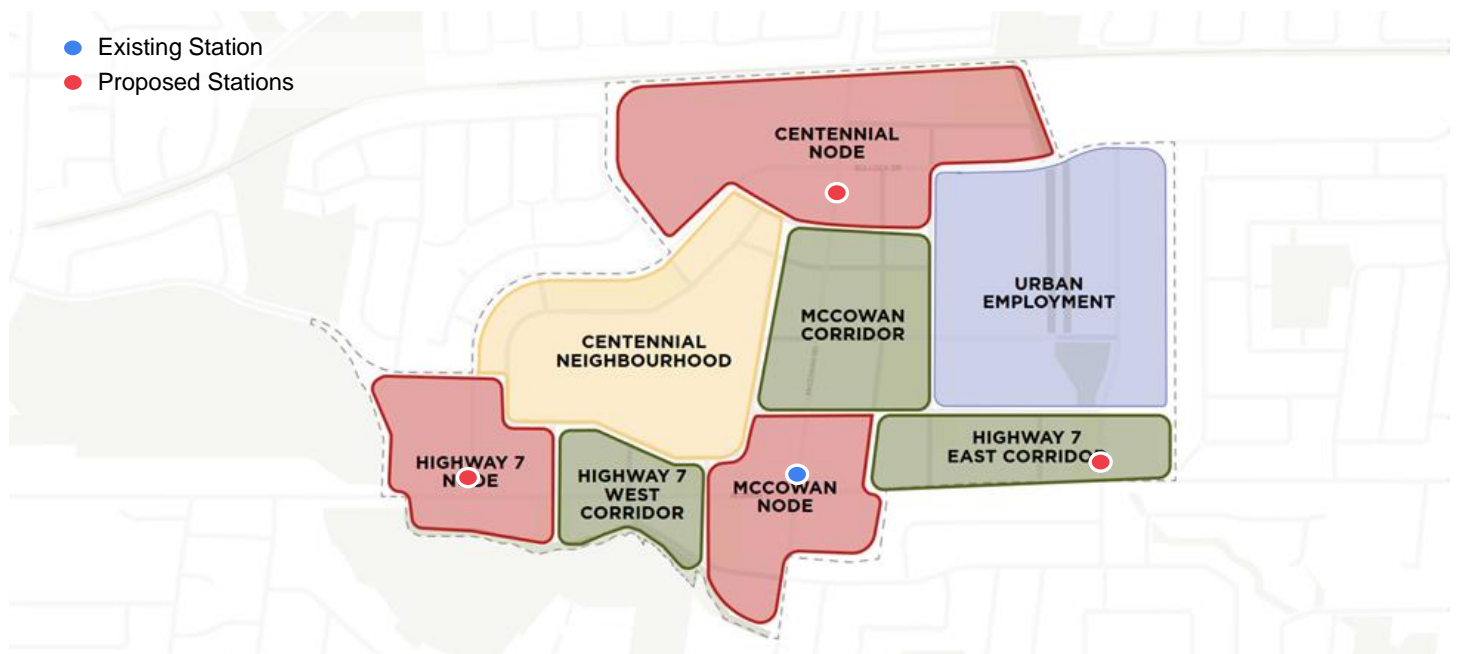
**Highway 7 Node** is based around the existing Bullock stop on VIVA Purple line (which currently operates in mixed traffic in the Secondary Plan Area), and assumes that the planned implementation of BRT ROWs for the VIVA Purple line will maintain the stop location. It encompasses existing higher density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

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

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

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

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



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

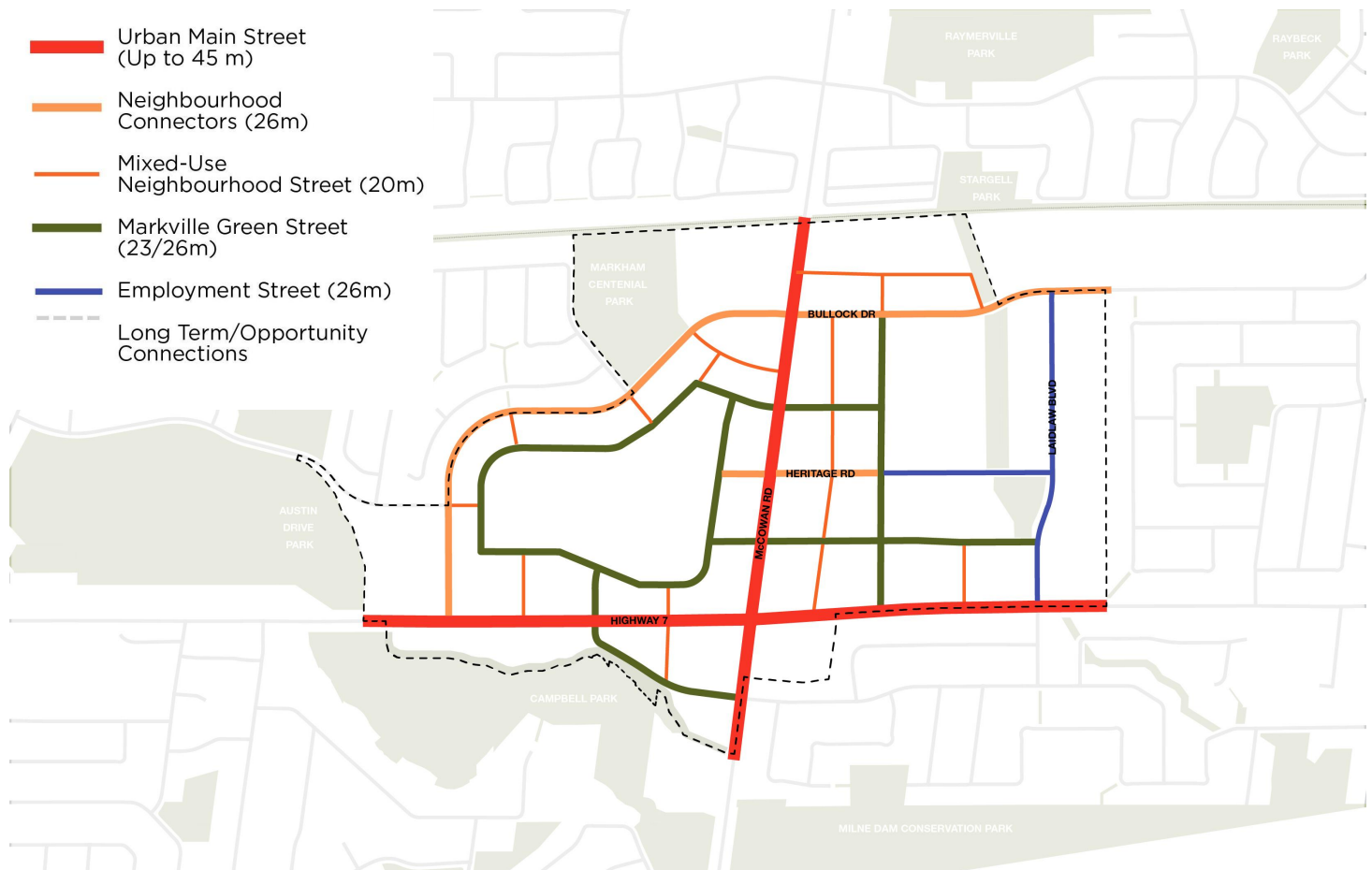


### 7.7.3 Road Network

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

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

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



**Figure 18: Proposed Road Network for the Secondary Plan Area**

### 7.7.4 Vehicle Parking

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

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

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

### 7.7.5 Bicycle Parking

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

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

### **7.7.6 Transportation Demand Management**

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

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

## 7.8 Servicing Analysis

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

### 7.8.1 Water

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

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

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

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

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

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

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

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

### **7.8.2 Wastewater**

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

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

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



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

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

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

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

### **7.8.3 Stormwater Management**

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

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

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

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

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

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

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

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

## 8 Policy Recommendations

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

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

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

### 8.1 Community Structure

#### Overview

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

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

#### Policy Direction

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

Establish the following eight district:

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

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

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

## 8.2 Environmental Systems

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

### 8.2.1 Milne Creek

#### Overview

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

#### Policy Direction

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

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

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

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

## **8.2.2 Rouge River Valley and Special Policy Areas**

### **Overview**

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

### **Policy Direction**

The Secondary Plan should include policies that address the following:

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

## 8.3 Healthy Neighbourhoods and Communities

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

### 8.3.1 GROWTH

#### Overview

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

#### Policy Direction

Policies will be included to achieve the following:

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

### 8.3.2 Parks and Open Space

#### Overview

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

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

#### Policy Direction

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

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

**Table 5: Markville Secondary Plan New Park Sizes**

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



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

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

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

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

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

rectangular dimensions to optimize programming opportunities.

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

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

### 8.3.3 Community Services and Facilities

#### Overview

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

#### Policy Direction

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

- » Community Centre and Indoor Recreational Spaces
- » Library

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

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

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

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

### 8.3.4 Housing

#### Overview

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

#### Policy Direction

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

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

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

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

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

### **8.3.5 Cultural Heritage**

#### **Overview**

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

#### **Policy Direction**

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

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

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

## **8.4 Public Realm and Sustainability**

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

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

### **8.4.1 Public Realm and Streetscaping**

#### **Overview**

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

#### **Policy Direction**

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

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

illustrated with cross sections in the Urban Design Recommendations Report:

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

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

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

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

to accommodate these users, and achieve the following:

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

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

## 8.4.2 Built Form and Site Development

### Overview

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

### Policy Direction

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

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

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

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

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

### 8.4.3 Sustainable Development

#### Overview

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

#### Policy Direction

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

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

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

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



## 8.5 Transportation, Services and Utilities

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

### 8.5.1 Transportation Network

#### Overview

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

#### Policy Direction

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

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

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

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

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

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

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

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

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

## 8.5.2 Servicing and Stormwater

### Overview

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

### Policy Direction

The Secondary Plan will include policies that direct:

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

## 8.6 Land Use

### Overview

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

### Policy Direction

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

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

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

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

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

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

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

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

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

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

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

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

## 8.7 Area and Site-Specific Policies

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

### 8.7.1 CF Markville Mall Lands

#### Overview

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

#### Policy Direction

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

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

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



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

- » Phasing of development within the mall lands
- » Projected additional population and employment within the mall lands
- » Land uses
- » Height and massing of proposed buildings
- » Integration with the public transit network
- » Transition to and relationship with lands and buildings outside the Area Specific Policy boundary
- » Contribution to public realm, including implementation of the Green Loop framework

Street network and active transportation connections

- » Ground-related uses and building relationship
- » Provision of parkland to meet additional population growth arising from the development of the mall lands
- » Location and dimensions of parks and other open spaces
- » Vehicular and loading paths and access points
- » Location of stormwater facilities
- » Urban design concept report
- » Shadow studies
- » Location of schools and community facilities, if required



**Figure 19: CF Markville Mall**



## 8.7.2 Urban Employment District and Highway 7 East Corridor

### Overview

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

### Policy Direction

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

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

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

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

### 8.7.2.1 Refined Plan

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

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

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

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

### 8.7.2.2 Alternative Option

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

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

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

### 8.7.3 Centennial Community Centre

#### Overview

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

#### Policy Direction

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

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

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

## **8.8 Implementation and Monitoring**

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

### **8.8.1 General Interpretation**

#### **Overview**

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

#### **Policy Direction**

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

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

intent of the goals, objectives, principles and policies are maintained

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

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

## 8.8.2 Development Phasing

### Overview

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

### Policy Direction

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

## 8.8.3 Developers Group Agreements

### Overview

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

### Policy Direction

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

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

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

## 8.8.4 Further Studies

### Overview

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

### Policy Direction

Further studies required:

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

## 8.8.5 Monitoring

### Overview

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

### Policy Direction

Policies should be included which provide that:

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

## 9 Conclusion and Next Steps

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

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