



Development Services Committee Meeting

City Initiated Official Plan and Zoning By-law Amendments

City of Markham

Major Transit Stations Areas (All Wards except 7)

File: PR 24 196907

May 13, 2025



- **June 14, 2023** - A Council resolution directing staff to submit a HAF application
- **Oct 11, 2023** – Following the City's HAF submission, the City received a letter from Federal Minister requesting enhancements to the City's HAF submission to consider permitting a minimum of 4-storeys within Major Transit Station Areas (MTSAs)
- **Dec 13, 2023** – As a response to the Federal Minister's request, Council resolution directed Staff to initiate the MTSA policy work for future Council consideration.
- **Jan 25, 2024** - City's HAF application was approved including Council's December resolution agreeing to the Federal Minister's request
- **Dec 3, 2024** – Statutory Public Meeting held for a proposed Official Plan and Zoning By-law Amendment to permit up to 4-storeys in Major Transit Station Areas





What is an MTSA?

- Defined as the area within an approximate 500 to 800 metre radius of a transit station (Bus Rapid Transit station, GO stations and subway stations).
- According to the *Planning Act*, inclusionary zoning can only be implemented in MTSAs.
- Markham has a total of 22 MTSAs.

How are MTSA boundaries established?

- Under the Provincial Growth Plan, York Region in consultation with Markham Council and staff was required to delineate boundaries and set minimum density targets for all 22 MTSAs through the York Region Official Plan (YROP) review. The YROP was approved by the Province in 2022.
- Effective July 1, 2024, the York Region Official Plan is deemed to be a part of Markham's local Official Plan, absorbing the MTSA policy framework set by the Region.

Can MTSA boundaries be modified?

- Any modifications to MTSA boundaries and minimum densities would require Provincial approval.



Prescribed Bodies

- Draft OPA & ZBA supported by York Region, Metrolinx, Enbridge, Bell Canada, and Rogers Communications
- Toronto and Region Conservation Authority (TRCA) staff suggested wording modifications to the strengthen the proposed Amendments, modify Schedule 'A' to depict Special Policy Area (SPA) lands in MTSA 12 Unionville, and include provisions on determining zone boundary lines and the applicability of the proposed by-law on hazard lands

Landowners and Developers

- General support of the proposed OPA & ZBA
- Remove exemption regarding lands in the Special Policy Area (SPA) in MTSA 15 McCowan BRT Station that only permits 3 storeys

Council

- Concerns regarding the potential impacts on established neighbourhoods and introducing four-storey buildings on established residential streets



- Proposed OPA Policy 8.1.5.2. was modified to include the exempted Special Policy Area lands in MTSA 12 and a provision:
 - *“8.1.5.2 That notwithstanding any other provisions of this Plan to the contrary, for lands within Major Transit Stations Areas, as shown on Appendix 2 of the York Region Official Plan, a minimum height, of up to four storeys, shall be established for land use designations which permit residential dwelling units through the implementing zoning by-laws, with the exception of lands identified as Special Policy Area within **Major Transit Station Area 12 Enterprise BRT Station and Major Transit Station Area 15 McCowan BRT Station.***

Development within these MTSA lands shall be permitted, in accordance with Provincial policy, regulations, guidelines, standards and procedures”



- Zoning By-Laws
 - Revised for clarity on the applicability of existing caps on the maximum number of storeys over and above the proposed 4-storey permissions
 - Revised to include provisions on determining zone boundary lines and the applicability of the proposed by-law on hazard lands identified by the TRCA.
 - *“In determining the applicable zone boundary line of this by-law, where the flooding hazard limit established by the Toronto and Region Conservation Authority extends into the area identified on Schedule A, the provisions of this by-law shall not apply.”*
- Mapping updates to Schedule ‘A’
 - Clearly identifies the Special Policy Area lands in MTSA 15 McCowan BRT Station exempted from the proposed Amendments
 - Identifies and includes the Special Policy Area Lands in MTSA 12 Enterprise BRT Station also exempted from the proposed Amendments
 - Amended the lands designated as “Greenway” from the zoning boundaries to align with the Provincial policy (*TRCA Conservation Act*).



Example of Established Neighbourhoods

Strategic Plan 2020-2026

Building Markham's Future Together





Example of Established Neighbourhoods

Strategic Plan 2020-2026

Building Markham's Future Together





Example of Established Neighbourhoods

Strategic Plan 2020-2026

Building Markham's Future Together





Example of Established Neighbourhoods

Strategic Plan 2020-2026

Building Markham's Future Together





Low-rise Designated Lands in MTSAs

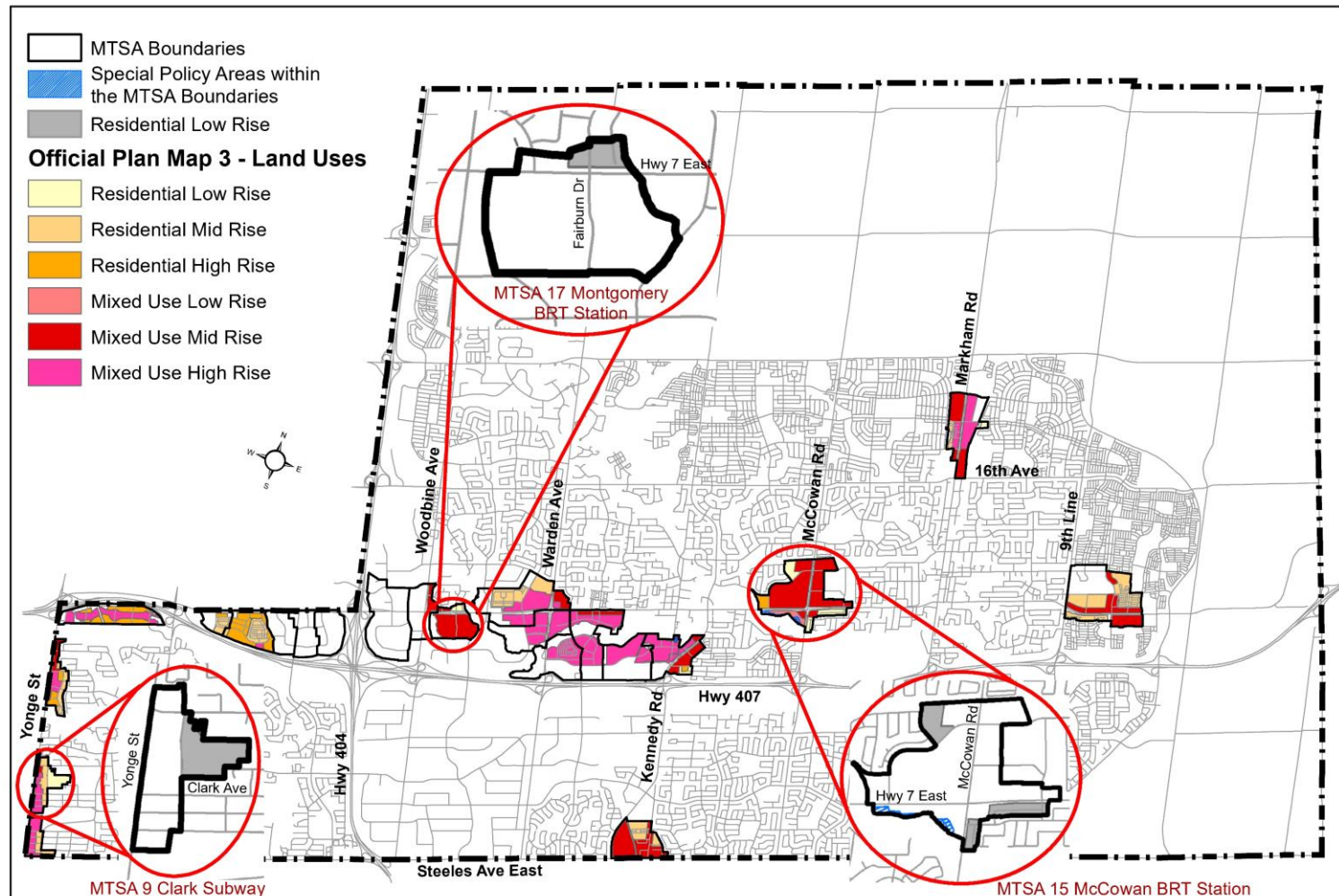
Strategic Plan 2020-2026

Building Markham's Future Together

Of the 22 MTSAs in the City of Markham, only 3 of the MTSAs (Clark Subway Station, McCowan BRT Station and Montgomery BRT Station) are partly designated as low-rise in the 2014 OP.

Please note, the Clark Subway MTSA will allow the opportunity for 4-storey development but currently there is only an existing school and church designated as low-rise.

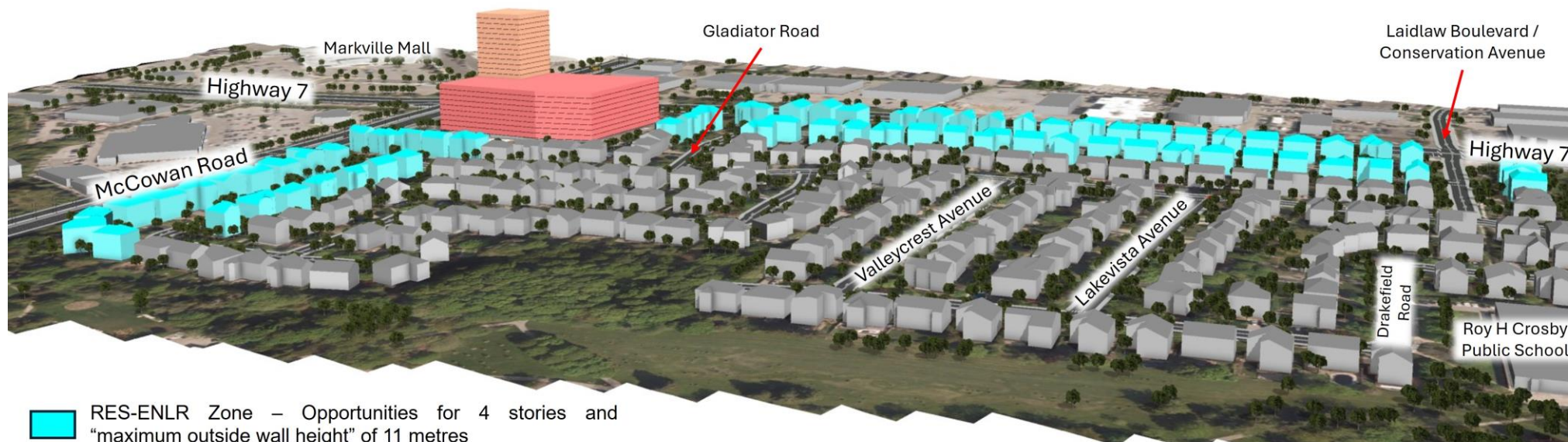
The following slides depict renderings of the McCowan BRT Station MTSA and the Montgomery BRT Station MTSA with opportunities for 4-storeys.








Renderings

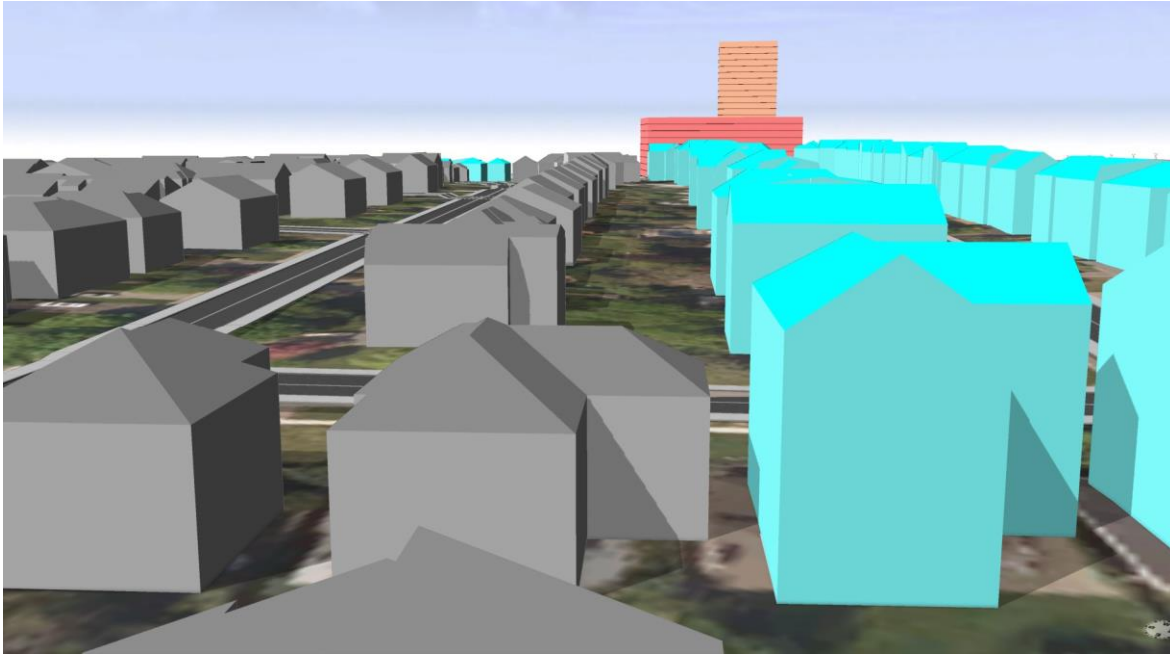
Southeast Quadrant of McCowan – McCowan BRT Station MTSA



-  RES-ENLR Zone – Opportunities for 4 stories and “maximum outside wall height” of 11 metres
-  Schematic Rendering of lands designated Mixed Use in the Draft Markville Secondary Plan
-  Schematic Rendering of intensification node on lands designated Mixed Use in the Draft Markville Secondary Plan



RES-ENLR Zone – Outside of MTSA Area – Existing 2 storey height and 7.0 metre “maximum outside wall height” apply



Street-level rendering of opportunities for 4-storeys on Southdale Drive/Conservation Avenue






Renderings

Strategic Plan 2020-2026

Building Markham's Future Together

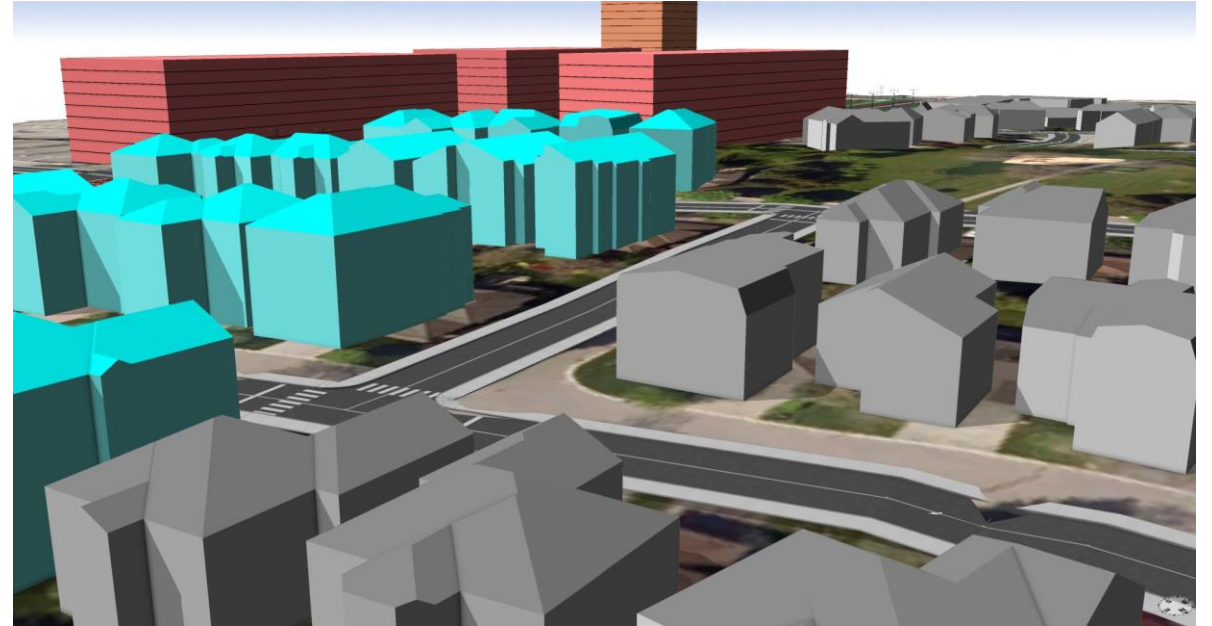
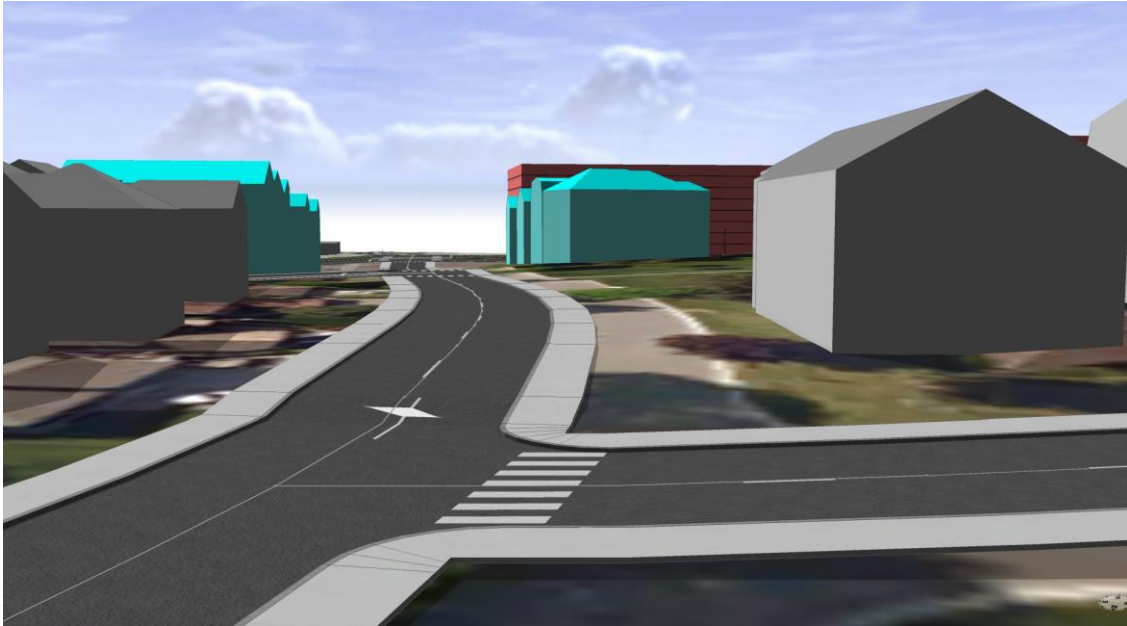
Northern Quadrant of Montgomery MSTA



-  RES-ENLR Zone – Opportunities for 4 stories and “maximum outside wall height” of 11 metres
-  Schematic Rendering of lands designated Mixed Use in the 2014 Official Plan
-  Schematic Rendering of active OPA and ZBLA – Lands designated Mixed Use in the 2014 Official Plan



RES-ENLR Zone – Outside of MTSA Area – Existing 2 storey height and 7.0 metre “maximum outside wall height” apply



Street-level rendering of opportunities for 4-storeys on Montgomery Court



Next Steps

- Council adoption and enactment of the draft Official Plan and Zoning By-law Amendments for MTSAs



Thank You



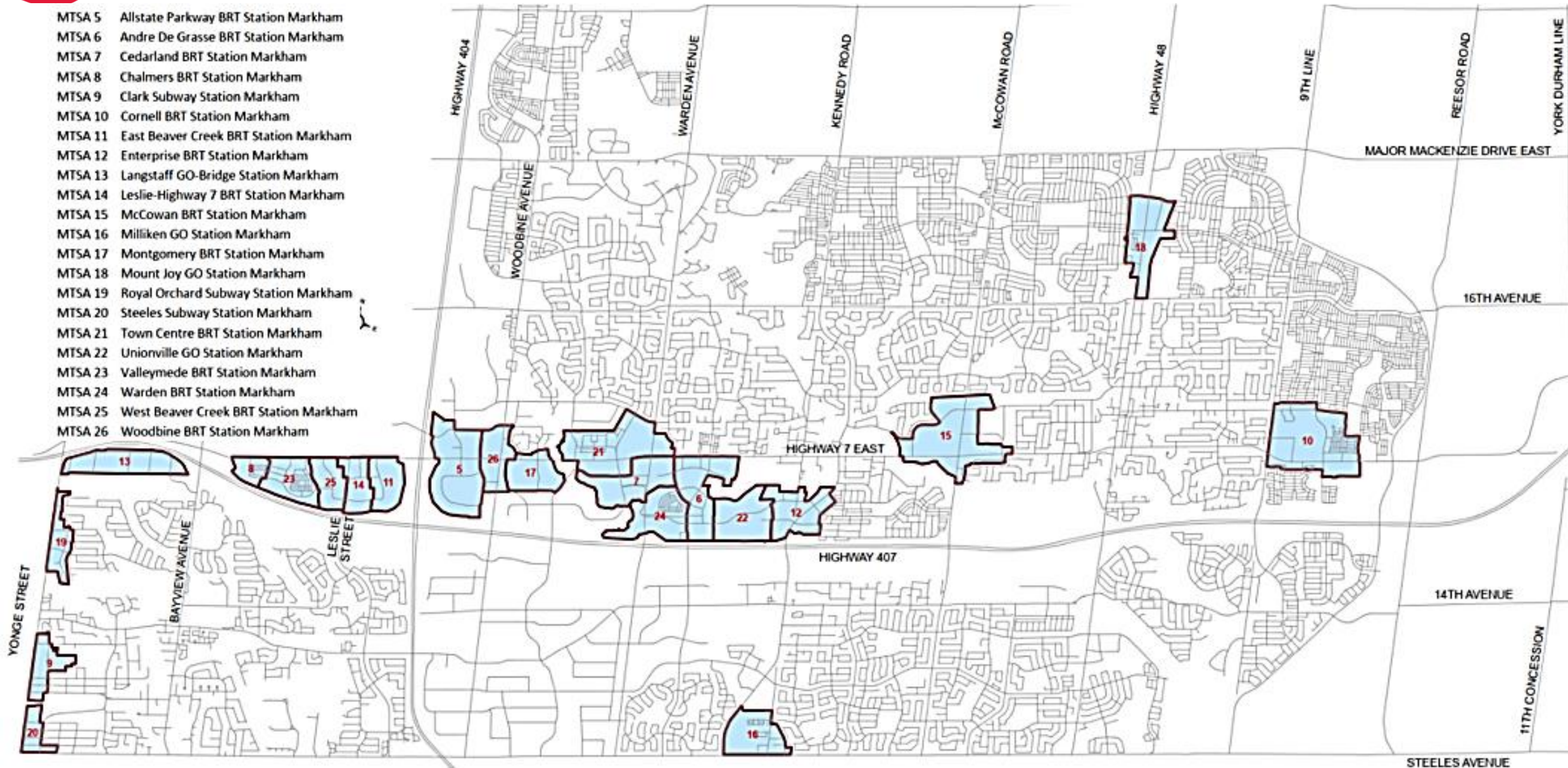
Appendices



Appendix 1: 22 Major Transit Station Areas (MTSA) Strategic Plan 2020-2026

Building Markham's Future Together

- MTSA 5 Allstate Parkway BRT Station Markham
- MTSA 6 Andre De Grasse BRT Station Markham
- MTSA 7 Cedarland BRT Station Markham
- MTSA 8 Chalmers BRT Station Markham
- MTSA 9 Clark Subway Station Markham
- MTSA 10 Cornell BRT Station Markham
- MTSA 11 East Beaver Creek BRT Station Markham
- MTSA 12 Enterprise BRT Station Markham
- MTSA 13 Langstaff GO-Bridge Station Markham
- MTSA 14 Leslie-Highway 7 BRT Station Markham
- MTSA 15 McCowan BRT Station Markham
- MTSA 16 Milliken GO Station Markham
- MTSA 17 Montgomery BRT Station Markham
- MTSA 18 Mount Joy GO Station Markham
- MTSA 19 Royal Orchard Subway Station Markham
- MTSA 20 Steeles Subway Station Markham
- MTSA 21 Town Centre BRT Station Markham
- MTSA 22 Unionville GO Station Markham
- MTSA 23 Valleyside BRT Station Markham
- MTSA 24 Warden BRT Station Markham
- MTSA 25 West Beaver Creek BRT Station Markham
- MTSA 26 Woodbine BRT Station Markham



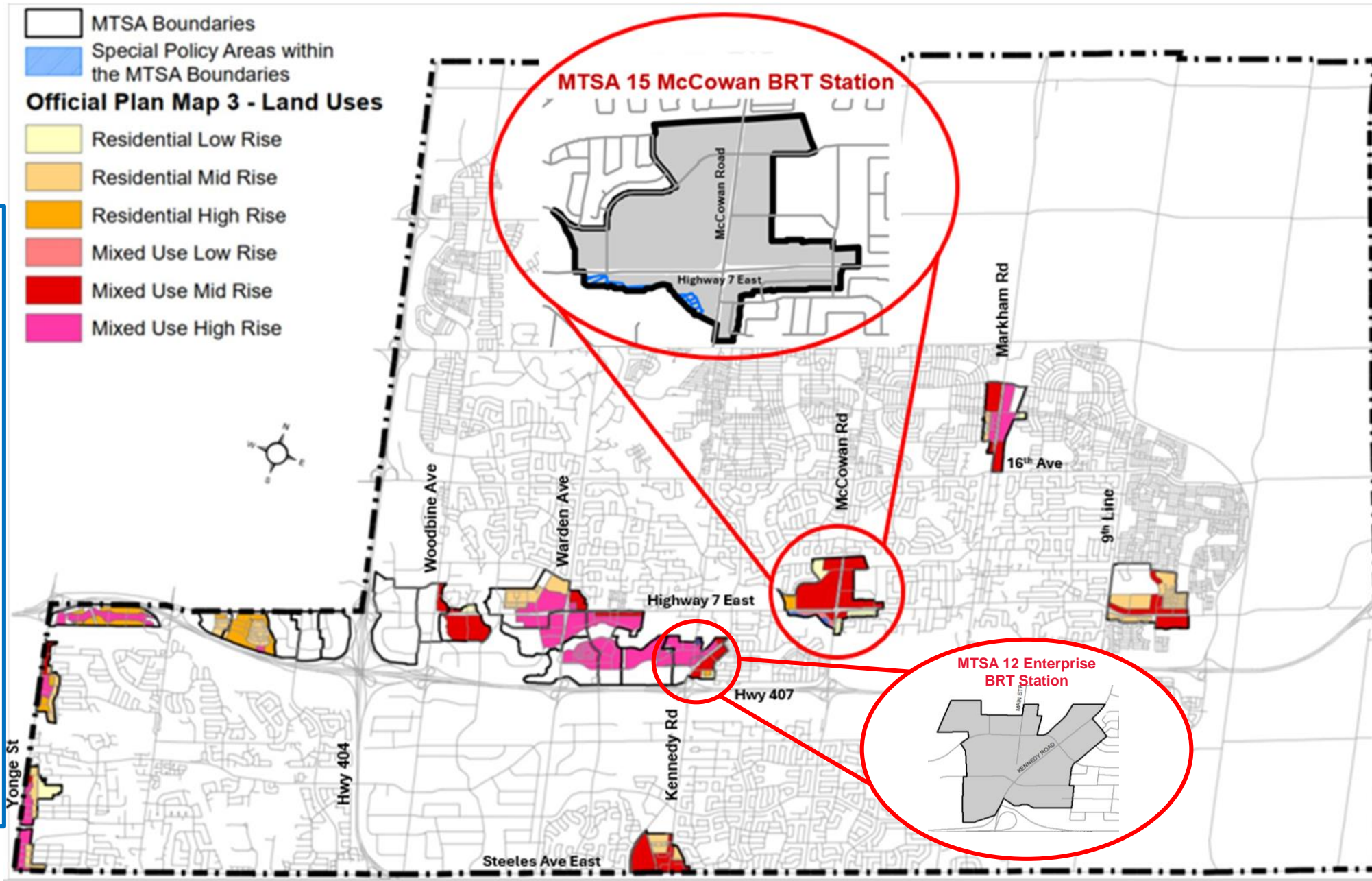


Appendix 2: Proposed Official Plan Amendment Strategic Plan 2020-2026

Building Markham's Future Together

Proposed Official Plan Amendment

Establishes permissions for a minimum height of up to 4 storeys for lands that permit residential dwelling units within MTSAs through the implementing zoning by-laws, with the exception of lands identified as Special Policy Area within MTSA 12 Enterprise BRT Station and 15 McCowan BRT Station



- ## SCHEDULE 'A' TO BY-LAW



Appendix 4: MTSAs with Residential Low-Rise Designations

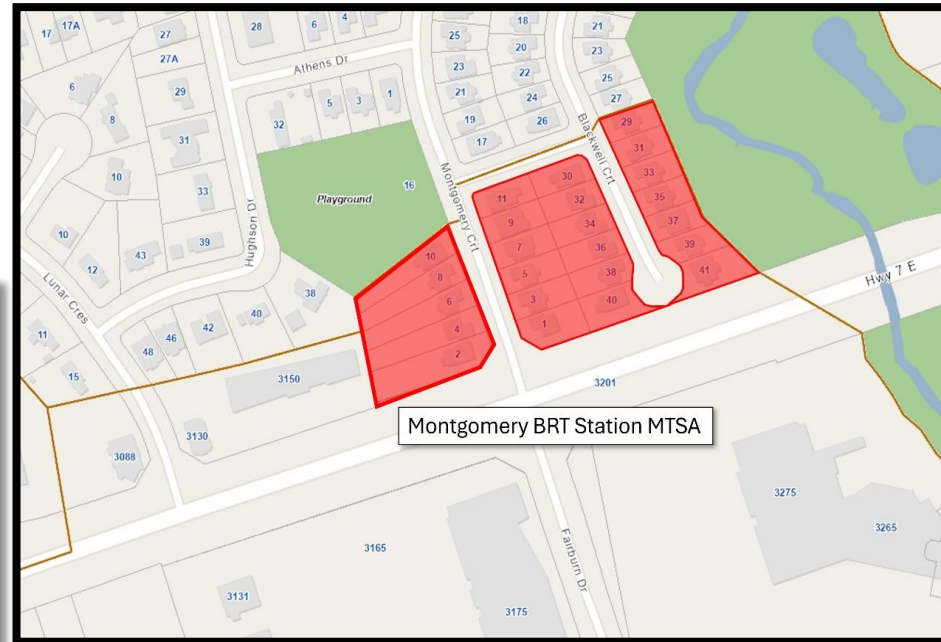
Strategic Plan 2020-2026

Building Markham's Future Together

McCowan BRT Station MTSA



Montgomery BRT Station MTSA



Clark Subway Station MTSA

