

**CITY OF MARKHAM**  
**OFFICIAL PLAN AMENDMENT NO. 64**

To amend the City of Markham Official Plan, 2014, as amended.

*(Major Transit Station Area's within the Municipality)*

**June 24, 2025**

**CITY OF MARKHAM**  
**OFFICIAL PLAN AMENDMENT NO. 64**

To amend the City of Markham Official Plan, 2014, as amended.

This Official Plan Amendment was adopted by the Corporation of the City of Markham By-law No. 2025-48 in accordance with the *Planning Act*, R.S.O., 1990 c. P.13, as amended, on the 24<sup>th</sup> day of June, 2025.

---

Kimberley Kitteringham  
City Clerk

---

Frank Scarpitti  
Mayor



## By-law 2025-48

Being a by-law to adopt Amendment No. 64  
to the City of Markham Official Plan, 2014, as amended

---

THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM, IN ACCORDANCE WITH THE PROVISIONS OF THE *PLANNING ACT*, R.S.O., c. P.13, 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. 64 to the City of Markham Official Plan, 2014, as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS 24<sup>th</sup> DAY OF JUNE, 2025.

---

Kimberley Kitteringham  
City Clerk

---

Frank Scarpitti  
Mayor

# CONTENTS

<b><u>PART I – INTRODUCTION</u></b> .....	6
<u>1.0 GENERAL</u> .....	6
<u>2.0 LOCATION</u> .....	6
<u>3.0 PURPOSE</u> .....	6
<u>4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT</u> .....	6
<b><u>PART II – THE OFFICIAL PLAN AMENDMENT</u></b> .....	9
<u>1.0 THE OFFICIAL PLAN AMENDMENT</u> .....	9
<u>2.0 IMPLEMENTATION AND INTERPRETATION</u> .....	10

**PART I – INTRODUCTION**

(This is not an operative part of the Official Plan Amendment No. 64)

## **PART I – INTRODUCTION**

### **1.0 GENERAL**

- 1.1. PART I – INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2. PART II – THE OFFICIAL PLAN AMENDMENT constitutes Official Plan Amendment No. 64 to the City of Markham Official Plan, 2014, as amended. Part II is an operative part of this Official Plan Amendment.

### **2.0 LOCATION**

This Official Plan Amendment (“Amendment”) applies to lands use designations in the 2014 Markham Official Plan that permit residential units within the Major Transit Station Areas, as identified in the 2022 York Region Official Plan Appendix 2, within the geographic boundary of the City of Markham.

### **3.0 PURPOSE**

The Official Plan Amendment establishes the enabling policy framework in the Markham Official Plan, 2014, which with corresponding amendments to the implementing zoning bylaws that will fulfill HAF Initiative 3 of the City’s HAF Action Plan.

The Amendment introduces provisions for a minimum height of up to four storeys within certain lands that permit residential dwelling units within Major Transit Stations Areas, 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, as well as lands identified as Residential Low Rise within Major Transit Station Area 15 McCowan BRT Station and Major Transit Station Area 17 Montgomery BRT Station.

### **4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT**

The Official Plan Amendment is consistent with the Provincial Planning Statement, 2024 and conforms to the 2022 York Region Official Plan.

The Provincial Planning Statement, 2024, issued under the Planning Act, provides principles and policy direction on matters of provincial interest relating to land use planning and development. These matters include building strong communities with an emphasis on efficient development and land use patterns, wise use and management of resources and protecting public health and safety. The Provincial Planning Statement, 2024, directs the focus of growth and development to settlement areas, which include Major Transit Station Area (“MTSA”), and specifically encourages the promotion of development and intensification within these areas. The Amendment is consistent with

the policies of the Provincial Planning Statement, 2024 as it promotes the efficient use of existing land, resources and infrastructure, while supporting active transportation and transit.

The Amendment conforms to the York Region Official Plan, 2022 by incorporating policies in local official plans to facilitate a range of housing options, unit sizes, tenure and affordability. The York Region Official Plan, 2022 identifies that MTSA are planned and designed to support existing and planned transit infrastructure and to accommodate a range and mix of land uses, housing types, employment, active transportation amenities and activities. The Amendment supports residential development within MTSA's which helps to promote a scale of development that supports transit.

The Markham Official Plan 2014 builds on the urban structure and growth hierarchy as identified in the York Region Official Plan. The 2014 Markham Official Plan also identifies residential intensification within the built-up area and promotes policies which support transit-oriented development. The Amendment is consistent with the urban structure of Markham's Official Plan and will support the development of complete communities.

Overall, the Official Plan Amendment represents good planning as it makes efficient use of land within MTSA's that the Province, Region and City have identified for intensification and redevelopment. The recommended Amendment is appropriate and supports Provincial, Regional, and Local planning policy by contributing a range and mix of housing types and promoting the use of active transportation and transit with MTSA's by allowing for an increase to the minimum permitted heights for residential units within these identified delineated areas.

**PART II – THE OFFICIAL PLAN AMENDMENT**  
(This is an operative part of Official Plan Amendment No. 64)

## PART II – THE OFFICIAL PLAN AMENDMENT

### 1.0 THE OFFICIAL PLAN AMENDMENT

1.1 The following sections of Part I of the City of Markham Official Plan, 2014, as amended, are hereby amended as follows:

- a) Amending Section 8.1.5, by maintaining the existing subtitle as Section 8.1.5 and renumbering the remainder of the existing Section 8.1.5 to be the new Subsection 8.1.5.1, as follows:

“8.1.5 Height and Density for all Land Use Designations

8.1.5.1 That where the maximum heights and densities are identified in a land use designation of this Plan, it is not intended that every building in a *development approval* will achieve the maximum height and density. The appropriate height shall be the key determinant on what density can be achieved on a site along with the provision of adequate transportation and water and waste water infrastructure, and community infrastructure such as public schools and parks and open spaces.

Secondary Plans may establish height and density provisions that exceed those identified in Chapter 8 of this Plan. Increases in height above the maximum height permitted in a designation may be considered for a development provided it is within the context of an approved secondary plan or site specific policy and the application for zoning by-law amendment to permit a height increase and a site plan and/or *comprehensive block plan* is consistent with the secondary plan or site specific policy.

Increases in height and density above the maximum permitted in a designation within a *Special Policy Area* shown on Map 8 – Special Policy Areas shall not be permitted unless approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry as part of a comprehensive secondary plan review.”

- b) Adding a new Section 8.1.5.2 as follows:

“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:

- I. Special Policy Area within Major Transit Station Area 12 Enterprise BRT Station;
- II. Special Policy Area within Major Transit Station Area 15 McCowan BRT Station;
- III. 'Residential Low Rise' lands within Major Transit Station Area 15 McCowan BRT Station
- IV. 'Residential Low Rise' lands within Major Transit Station Area 17 Montgomery BRT Station

Development within the Special Policy Area MTSA lands shall be permitted in accordance with Provincial regulations, guidelines, standards and procedures.”

## **2.0 IMPLEMENTATION AND INTERPRETATION**

The provisions of the City of Markham Official Plan, 2014, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law, and other Planning Act approvals, in conformity with the provisions of this Amendment.

This Amendment is exempt from approval by the Ministry of Municipal Affairs and Housing and the decision of Council is final if a notice of appeal is not received before or on the last day for filing such notice.

Prior to Council's decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and associated figure(s) and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. The notice provisions of Section 10.7.5 of the City of Markham Official Plan, 2014, as amended, shall apply.