

# Markham Official Plan 2014

## Performance Indicators

**June 2020**

Policy and Research, Development Services Commission

## Performance Indicators

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## Introduction

### What is the Official Plan?

The City of Markham's Official Plan 2014 (Official Plan) provides a long term framework for guiding sustainable growth and land use planning decisions in Markham, leading to a vibrant and liveable city. The vision for sustainable growth is based on four key themes: protecting natural environment and agricultural lands, building healthy complete communities, increasing mobility options and maintaining a vibrant and competitive economy.

The Official Plan directs the majority of growth to existing centres and corridors, with supporting policies to create compact and efficient communities that are well served by public transit and that have a balance of housing, jobs and community amenities.

The Official Plan reflects the goals, policies, and targets set out in Markham's endorsed Growth Alternative to 2031, Building Markham's Future Together Strategic Plan, and Greenprint Community Sustainability Plan, as well as York Region's Official Plan, and the Provincial Growth Plan and Greenbelt Plan.

The Official Plan was adopted by Council on December 10, 2013 and approved by York Region on June 12, 2014 and is for the most part in effect.

### What are Official Plan Performance Indicators, and why are they important?

Performance Indicators measure progress toward the Official Plan's vision, to ensure that its policies remain relevant and that the city is on track to meet the Official Plan's objectives and targets. Official Plan indicators also contribute to a better understanding of the effectiveness of Official Plan policies to help inform the review of the Official Plan.

Section 10.12 of the Official Plan provides for the regular monitoring of the policies of this Plan to measure their success in managing growth. The policies direct the development of a framework to monitor growth and the establishment of a tracking system and database to measure, among other things:

- a) Population and employment growth;
- b) Population and employment densities;
- c) Residential and employment intensification;
- d) Employment and housing mix and affordability;
- e) Development activity and land absorption;
- f) Distribution of community infrastructure; and
- g) Various targets identified in other city plans.

This report is an initial step in providing for the comprehensive monitoring envisioned, which will be developed more fully over time as data becomes available.



## Introduction (cont'd)

### How are we doing?

The indicators in this report relate to the Official Plan's thematic areas of sustainable growth, building complete communities, and increasing mobility options. Future reports will aim to identify and monitor additional thematic areas of the Official Plan.

For each indicator the following information is provided:

- What is Being Measured
- Official Plan Policy Reference
- Reason to Measure and Monitor
- Results and Progress

Various data sources are used to track progress of the indicators and data availability varies between one year (e.g., housing completions) and five years (e.g., modal split).

## Sustainable Growth

### Population and Employment Growth

**What is Being Measured:** Population and job growth in 5 year intervals.

#### Official Plan Policy Reference:

- 2.3 The York Region Official Plan growth forecast for Markham, ..., shown in Table 2.3 ..., proposes almost 150,000 residents and 100,000 new jobs in Markham between 2006 and 2031. This represents over one-quarter of the population growth, and almost one-third of the employment growth within York Region during this period.
- 5.1.1.3 To promote economic growth and diverse employment opportunities in order to:
- b) Achieve an appropriate balance between population and employment with the goal of 1 job for every 2 residents;

#### Reason to Measure and Monitor:

This indicator tracks if the City is achieving the rate of growth anticipated in the Official Plan.

#### Results and Progress:

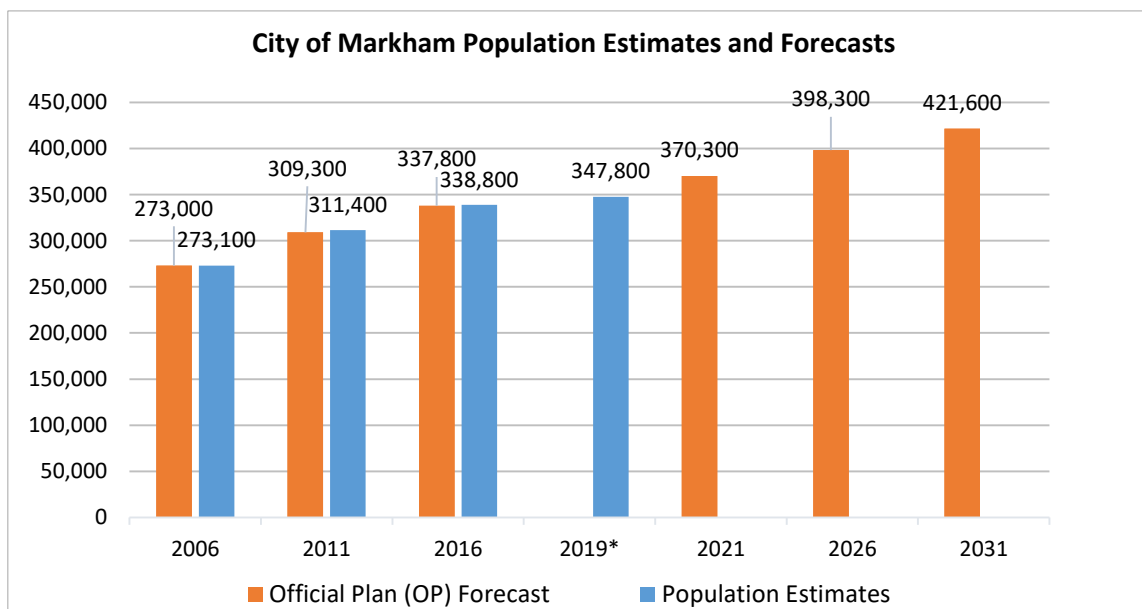
Markham's population increased by approximately 66,000 residents between 2006 and 2016, reaching approximately 338,800 in 2016. This growth is in line with Markham's forecasted population of 337,800 for 2016. However, since 2016, growth has slowed relative to the forecast. The estimated 2019 population of 347,800 residents in Markham was about 22,500 less than the 2021 forecasted population of 370,300. In order to meet the 2021 forecast, Markham would have to experience annual growth of over 11,000 residents per year for the next two years, which is well above the 6,500 resident annual population growth seen between 2006 and 2016. Based on annual average growth from 2016 to 2019 of 3,000 residents, Markham's population in 2021 could be at least 15,000 residents less than the 2021 forecast.

Markham's total employment increased by 41,000 jobs during the same 10-year period to approximately 167,000 jobs in 2016. This growth is about 33,200 jobs lower than Markham's forecasted employment of 200,300 for 2016. The estimated 2019 employment of 179,900 jobs in Markham was about 41,600 less than the 2021 forecasted employment of 221,500. To achieve the 2021 forecast, an annual growth of close to 21,000 jobs per year would have to occur for the next two years, which is above the 4,100 annual jobs growth between 2006 and 2016. Based on an annual average growth since 2016 of 4,300 jobs, Markham's employment in 2021 could be at least 30,000 jobs less than the 2021 forecast.

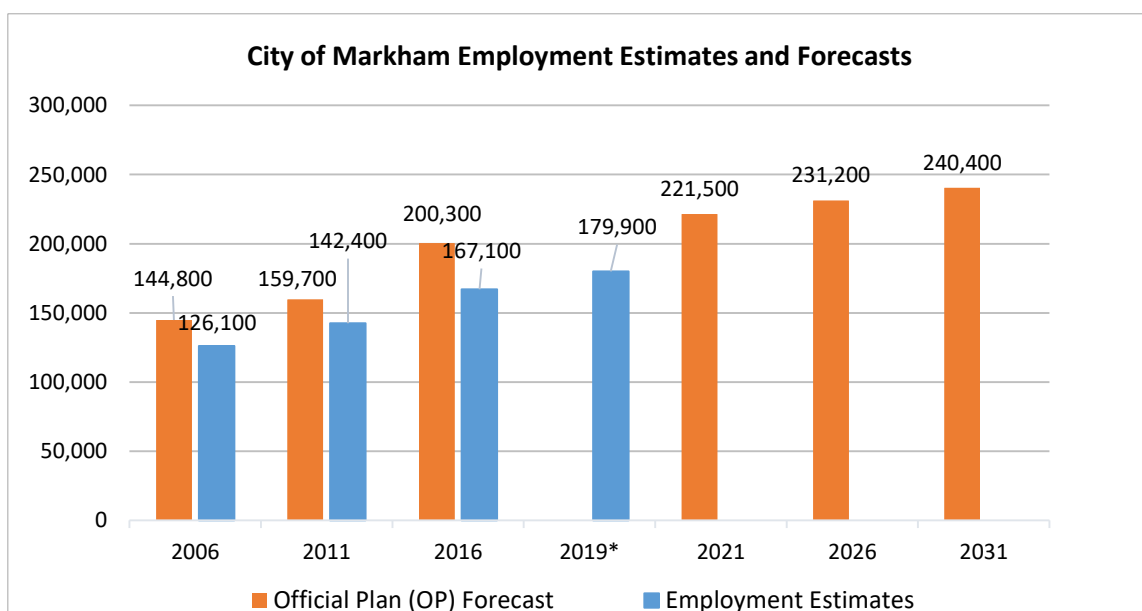
The City has generally been successful in achieving the goal of 1 job for every 2 residents since 2006, with the ratio ranging from 0.92 jobs per 2 residents in 2006 to 0.99 in 2016.

## Sustainable Growth

### Population and Employment Growth (cont'd)



Source: York Region Mid-Year Population Estimates



Source: York Region Employment Survey



## Sustainable Growth

### Residential Intensification Rate

**What is Being Measured:** The annual percentage of new residential units that are within the Provincial built boundary (Markham's built-up area).

#### Official Plan Policy Reference:

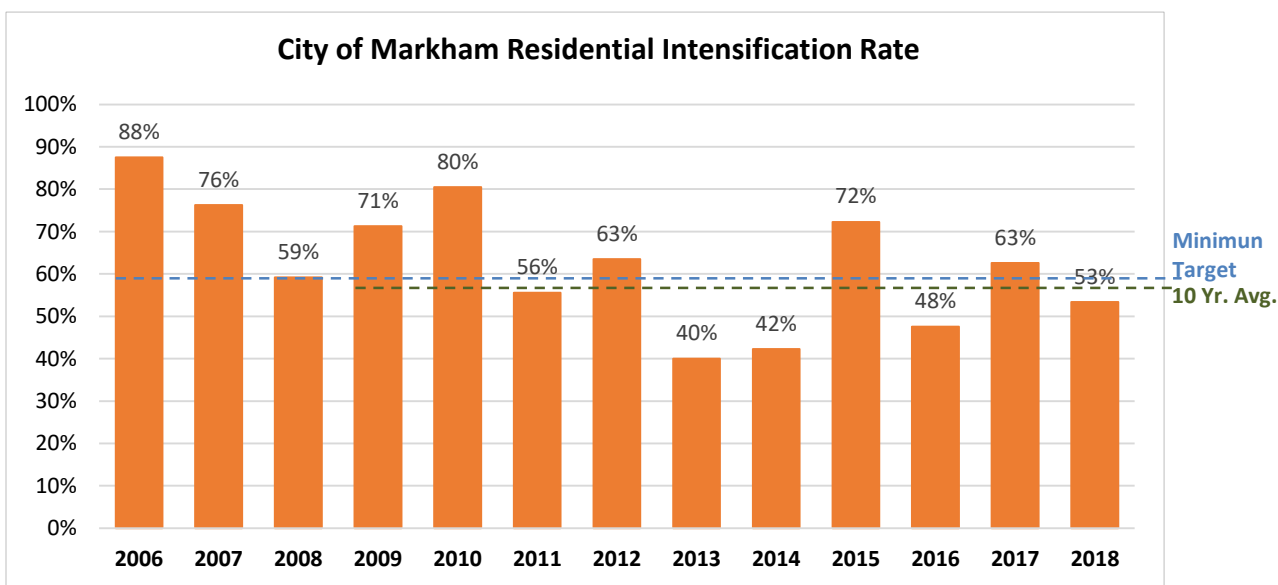
- 2.4.1 To work in coordination with the Region to ensure that by the year 2015 and each year thereafter, a minimum of 40 percent of all residential development in York Region occur within the built-up area of York Region.
- 2.4.2 To plan for the location of 60 percent or greater of all residential development in Markham within the built-up area of Markham, shown on Map 12 - Urban Area and Built-Up Area, between 2006 and 2031.

#### Reason to Measure and Monitor:

A higher proportion of residential units built through intensification optimizes the use of existing land and infrastructure, contributes to creating compact, walkable and complete communities, supports public transit investment, and reduces the loss of agricultural land.

#### Results and Progress:

The average intensification rate in Markham over the 10 year period 2009-2018 was 58%, approaching the 60% target in the Official Plan. There is still substantial potential for intensification in the City's Centres and Corridors including Markham Centre, Langstaff Gateway and Cornell Centre, among others, will continue to contribute to achieving the residential intensification target.



Source: York Region

## Sustainable Growth

### Regional Centre Density

**What is Being Measured:** The combined number of residents and jobs divided by the total land area within each Regional Centre.

#### Official Plan Policy Reference:

- 2.5.1.1 That Markham Centre and the Langstaff Gateway shown on Map 1 - Markham Structure and Map 2 - Centres and Corridors and Transit Network be planned to function as the primary focal points for intensive development in Markham, with the greatest concentration of residential, employment, live-work, mobility, investment, cultural, sports and entertainment and government functions.
- 2.5.1.2 That Markham Centre and the Langstaff Gateway will contain the highest development densities and greatest mix of uses in Markham, and once developed will support an overall long-term density target of:
- a minimum of 2.5 floor space index for developable lands in each Centre;
  - a minimum of 3.5 floor space index for developable lands in the Langstaff Gateway at, and adjacent to the Langstaff/Longbridge and Richmond Hill Centre Stations on the Yonge Subway Extension; and
  - a gross minimum density of 200 residents and jobs per hectare by 2031 in each Centre based on provincial urban growth centre boundaries shown on Map 12 - Urban Area and Built-Up Area.

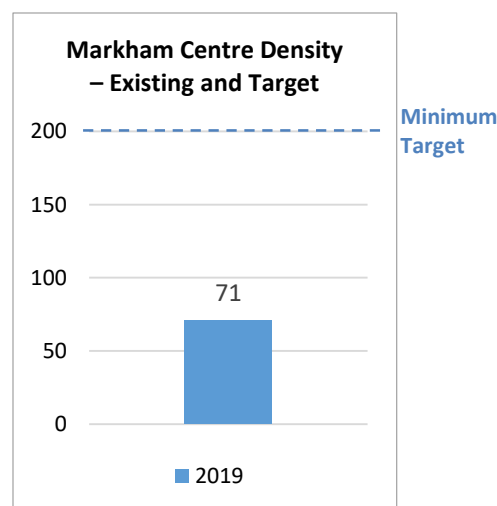
#### Reason to Measure and Monitor:

The Markham Centre and Langstaff Gateway Regional Centres are the key focus areas for population and employment growth in Markham, with high density development and a mix of uses that are well served by public transit. Densities within the Centres are monitored to measure progress toward achieving the level of intensity envisioned.

#### Results and Progress:

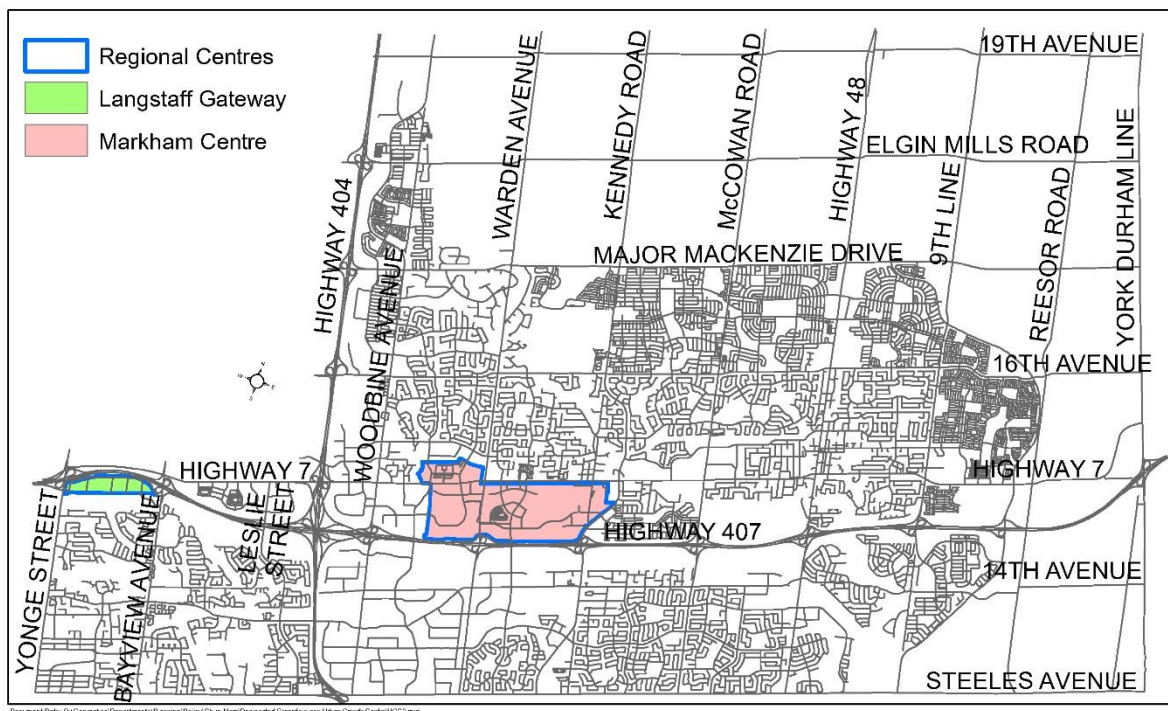
Markham Centre has a current density of 71 residents and jobs per hectare when measured across the entire Regional Centre, or 180 residents and jobs per hectare when measured across only lands developed to date, which approaches the 200 residents and jobs per hectare target. There is considerable development potential remaining in Markham Centre which will help to achieve the target over time.

Although development in Langstaff Gateway has not yet begun, the Langstaff Gateway Secondary Plan provides for a 47 hectare high density Centre of 30,000 residents and 15,000 jobs well served by subway, GO rail and bus rapid transit, which when fully developed would well exceed the target.





## Sustainable Growth Regional Centre Density (cont'd)



Source: City of Markham

## Sustainable Growth

### Designated Greenfield Area (DGA) Density – Future Urban Area

**What is Being Measured:** The combined number of residents and jobs per developable hectare in development areas outside the Provincial built boundary.

#### Official Plan Policy Reference:

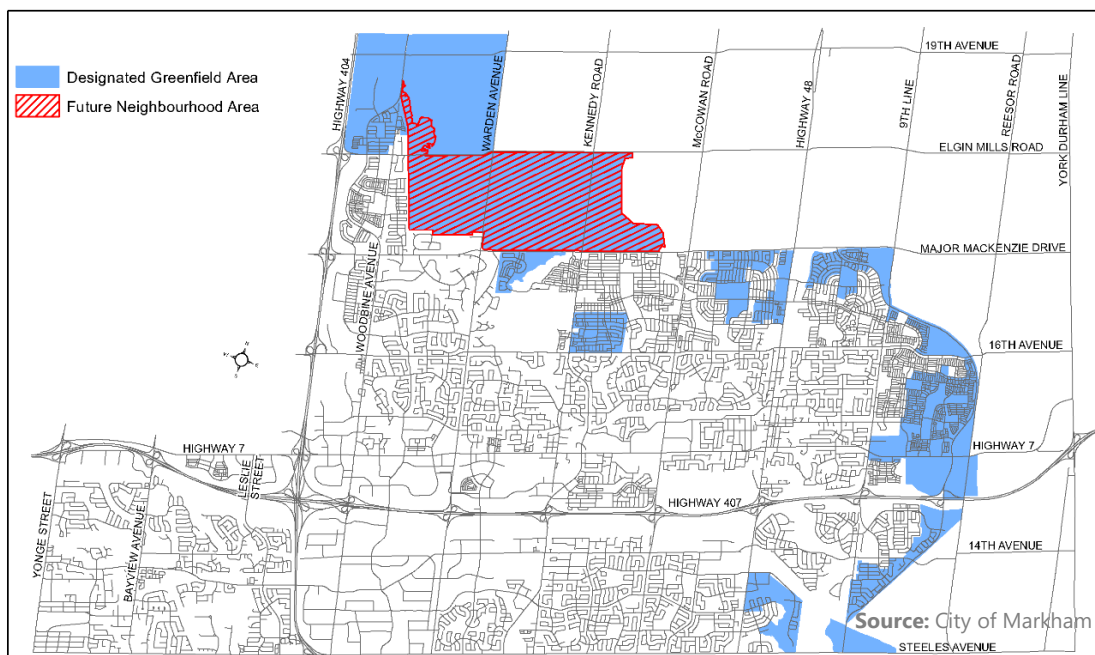
- 2.6.1 That the lands identified as 'Neighbourhood Area' within the 'Future Urban Area' north of Major Mackenzie Drive as shown on Map 1 – Markham Structure shall be planned to meet or exceed a minimum density of 20 residential units per hectare and a minimum density of 70 residents and jobs per hectare for developable lands.

#### Reason to Measure and Monitor:

The DGA minimum density target is intended to support compact and efficient development, complete communities, and higher level of public transit. The Future Urban Area (FUA) lands are designated greenfield area (DGA) lands that were brought within the City's Urban Area through a Regional settlement area boundary expansion. The Official Plan density targets for the 'Neighbourhood Area' designations within the Future Urban Area reflect the Growth Plan 2006 DGA density target of 50 residents and jobs per developable hectare Region-wide, and the Regional Official Plan density target of 70 residents and jobs per hectare, and 20 units per hectare for these lands.

#### Results and Progress:

Development has not yet begun in any of the FUA lands, but the approved Secondary Plans for the Berzcy Glen and Robinson Glen communities contain land use designations and associated density ranges which are planned to achieve both targets. A number of recently draft approved plans of subdivision in the Berzcy Glen community demonstrate the targets can be reached. The achievement of the density targets will continue to be monitored as the lands develop over time.



## Building Complete Communities

### New Housing Supply by Type

**What is Being Measured:** The number of new housing units completed and occupied annually by type.

#### Official Plan Policy Reference:

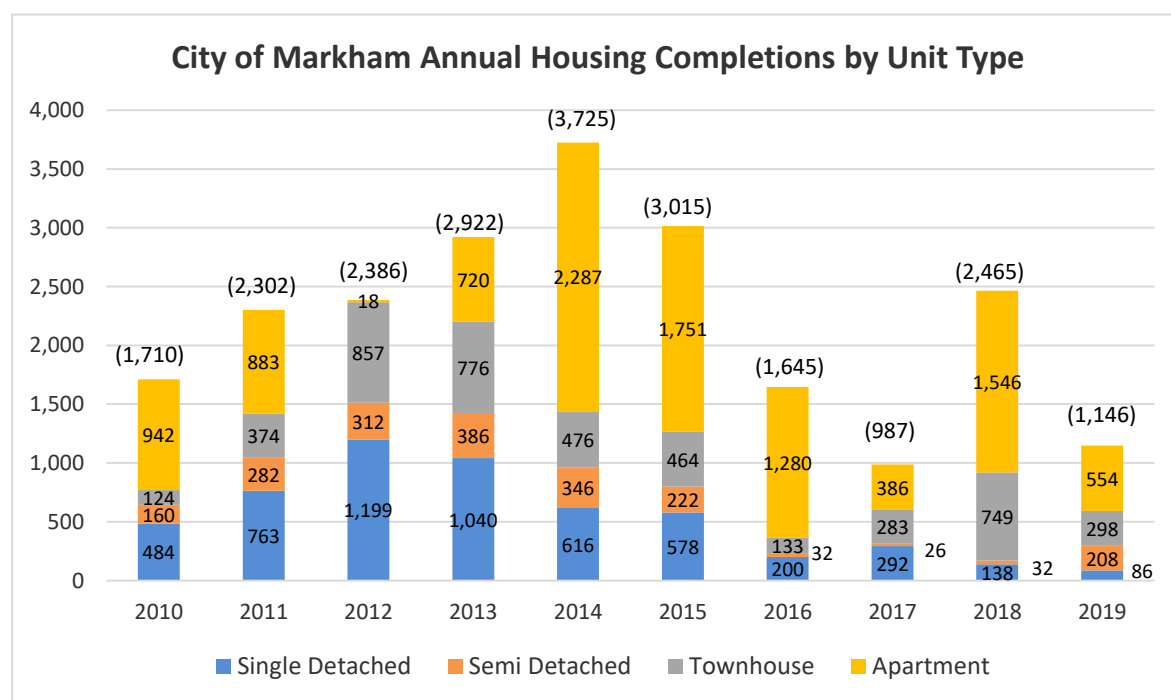
- 4.1.2.2 To encourage development of a full range of unit types and unit sizes to respond to changes in household composition over time.
- 4.1.2.4 To support further diversification of the housing stock by encouraging:
- a greater share of apartment and multiple units, including stacked townhouses and townhouse units, be added to the housing stock.

#### Reason to Measure and Monitor:

To accommodate the forecasted growth of 421,600 people in Markham by 2031, a range of housing types need to be constructed to meet the diverse needs of Markham residents. A greater proportion of housing units should be higher density (apartment and townhouse) to contribute to creating compact, walkable and complete communities.

#### Results and Progress:

Generally the City has seen a greater proportion of higher density new units (apartments and townhouses) annually from 2010 to 2019. 2018 had the greatest proportion of higher density new units with 2,295 units that comprised 93% of all new units. For the most recent period of 2015 to 2019 there were 7,444 higher density new units which made up 80% of all new units. The period of 2010 to 2014 had a similar number of 7,457 higher density new units but made up 57% of all new units.



Source: Canada Mortgage and Housing Corporation

## Building Complete Communities

### New Housing Affordability

**What is Being Measured:** Proportion of new housing units in the City that meet the City's affordability threshold for low and moderate income households (the lowest 60% of the income distribution).

#### Official Plan Policy Reference:

- 4.1.1.1 To promote an appropriate and adequate range of housing choices by type, tenure, and affordability level, to accommodate the needs of all Markham residents and workers regardless of age, income level, ability, culture and family composition.
- 4.1.1.2 To diversify Markham's housing stock to provide for a broader variety of housing forms and sizes to respond to changes in household composition over time, and increase opportunities for more affordable housing choices and options for shared housing and special needs housing.
- 4.1.3.2 To work, in cooperation with the Region, to identify targets for new housing in the strategy for affordable and shared housing and monitor annual housing growth towards the targets by:
  - c) unit affordability: 25 percent of new housing units across Markham, and 35 percent of new housing units in Markham Centre, the Langstaff Gateway, and key development areas, be affordable to low and moderate income households.

#### Reason to Measure and Monitor:

Planning for complete communities includes a diverse range of housing by type, tenure (ownership and rental), and affordability. The provision of affordable housing contributes to improved quality of life of residents and community health and well-being.

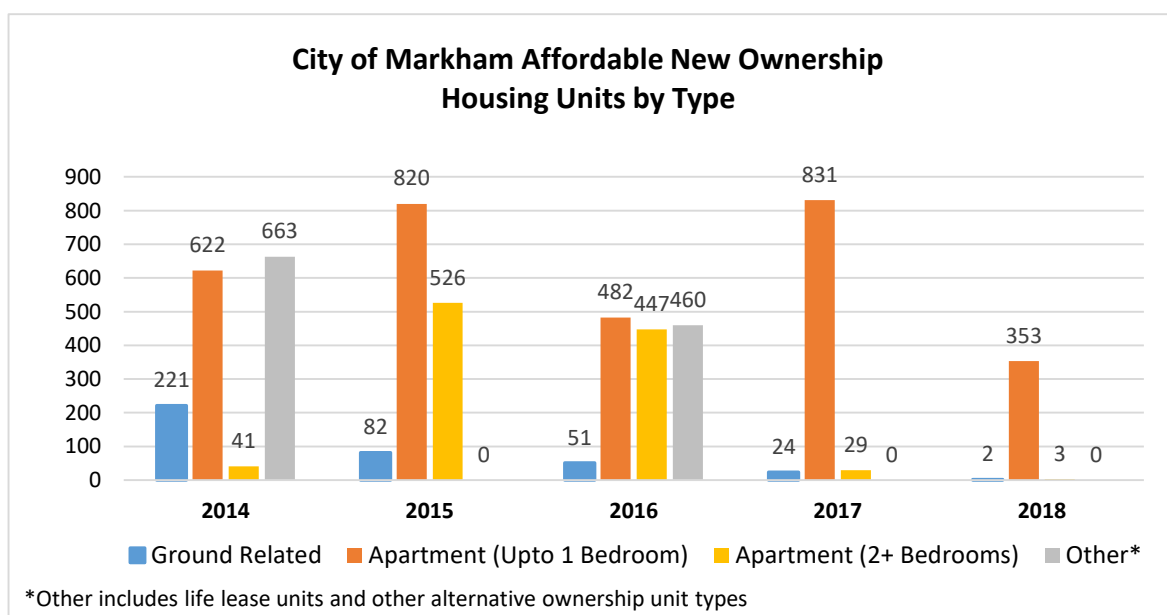
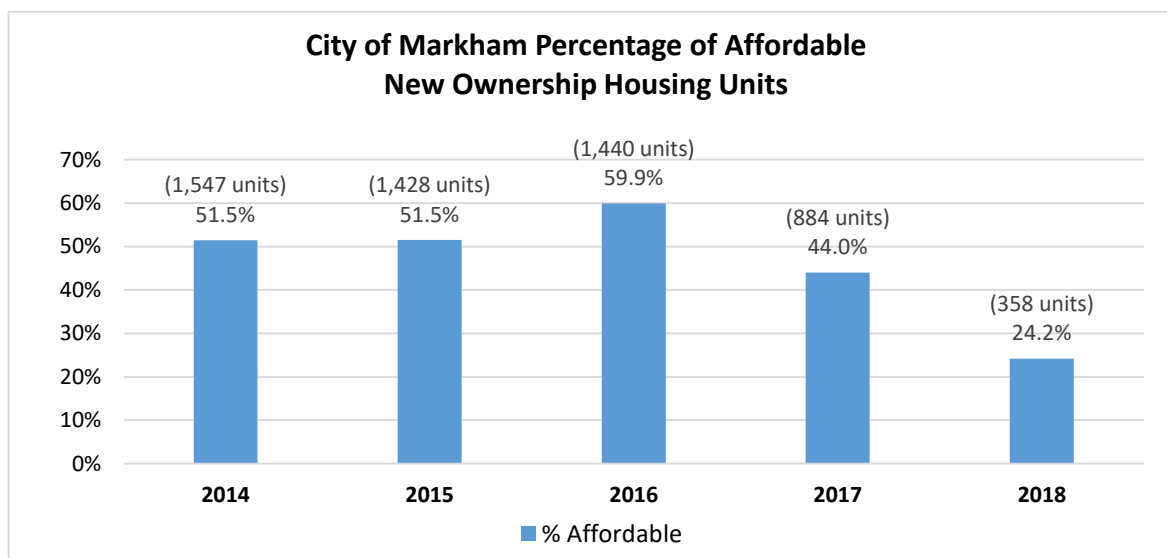
#### Results and Progress:

For 2018, according to York Region the ownership affordability threshold for Markham was \$449,884. Of the 1,480 new ownership housing units built in 2018, 358 (24%) were considered affordable (i.e., selling below the affordability threshold price). Of these 358 affordable new units, nearly all (353) were studio and 1 bedroom apartment units. Only 5 were family sized units, such as apartments with 2 or more bedroom and ground related housing. Recent results have shown that family sized apartment units have become increasingly unaffordable to households with incomes in the lowest 60th percentile, with the number of affordable new 2 or more bedroom units dropping from 526 in 2015 to 3 in 2018.

With respect to rental housing, there were a small number of affordable new rental units built in the past 5 years, averaging less than 7 units a year between 2014-2018.

## Building Complete Communities

### New Housing Affordability (cont'd)



Source: York Region Measuring and Monitoring Housing Affordability Report



## Building Complete Communities

### Protection of Cultural Heritage Resources

**What is Being Measured:** The number of culture heritage resources protected through the following means: properties listed on the Markham Register of Property of Cultural Heritage Value or Interest, individually designated properties and heritage easement agreements.

#### Official Plan Policy Reference:

- 4.5.2.2 To maintain a Register of Property of Cultural Heritage Value or Interest which is accessible to the public and identifies properties to be conserved and maintained consistent with standards and guidelines adopted by Council. It is recognized that there may be properties of cultural heritage interest that are not yet identified or designated, or included in the Register but may still be worthy of conservation and inclusion in the Register.
- 4.5.2.3 To recognize Markham's significant cultural heritage resources by designating individual properties and groups of properties by by-law under Parts IV and V of the Ontario Heritage Act.
- 4.5.3.2 To give immediate consideration to the designation of any significant cultural heritage resource under the Ontario Heritage Act if that resource is threatened with demolition, inappropriate alterations or other potentially adverse impacts.
- 4.5.3.6 To require, where considered appropriate, the provision of a heritage conservation easement, pursuant to the Ontario Heritage Act, as a condition of certain development approvals or as a condition of financial assistance ...

#### Reason to Measure and Monitor:

The protection and conservation of our cultural heritage is essential to the character of our community and contributes to other social, cultural, economic and environmental objectives of the City. Tracking the protection of cultural heritage resources help demonstrates the ongoing efforts by the City to protect and our cultural heritage.

#### Results and Progress:

There are currently 327 listed properties on the Markham Register of Property of Cultural Heritage Value of Interest, not including individually designated or non-heritage properties within a heritage conservation district. It is rare for additional properties to be added to the Register as most cultural heritage resources are already captured.

There were 247 individual Property Designations in 2019, with 7 added during 2019 and 143 Heritage Easement Agreements in 2019, with 2 added during 2019.

Source: City of Markham



## Increasing Mobility Options Modal Split

**What is Being Measured:** The percentage of travelers choosing various modes of transportation during morning peak commuting hours.

### Official Plan Policy Reference:

- 7.1.1.1 To work in cooperation with the Region and the Province to develop a sustainable transportation system that is accessible to users of all ages and abilities and:
- effectively and safely accommodates the demand for persons trip within and beyond Markham and increase travel choices, with particular emphasis on pedestrians, cyclists and transit riders;

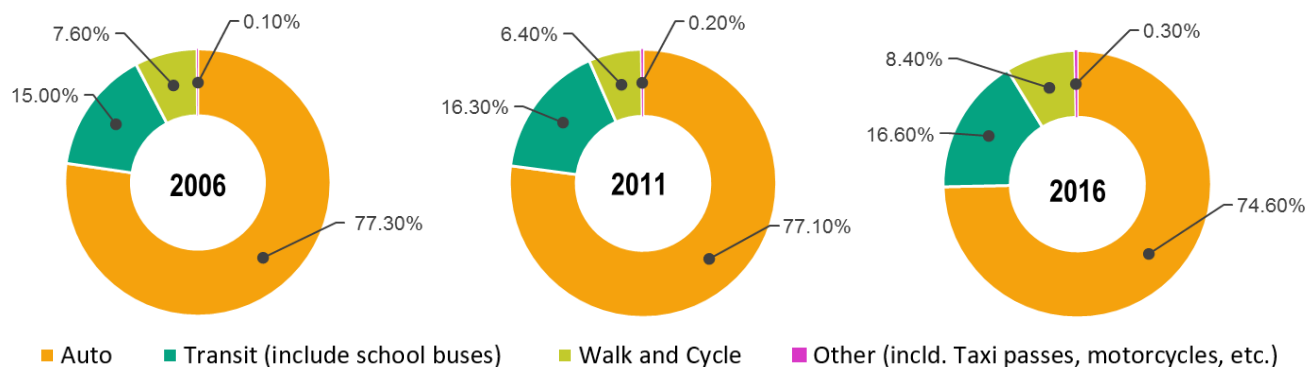
### Reason to Measure and Monitor:

A balanced multi-modal transportation system is needed to move people and goods more efficiently. This can be accomplished by increasing transit use and active transportation that will also lead to improved community well-being and work/life balance. The City continues to plan for active transportation (walking and cycling) and work with other levels of government to invest in transit infrastructure that will support a reduction in auto dependency.

### Results and Progress:

The combined choices of walking and cycling and transit have increased slightly since 2006, from 22.6% to 25% in 2016 while auto use has decreased slightly from 77.3% in 2006 to 74.6% in 2016.

### City of Markham Modal Split



Source: Transportation Tomorrow Survey

## Increasing Mobility Options

### Residents Within 800m Walking Distance of Higher Order Transit Stations

**What is Being Measured:** The number of residents living within 800 metres of a higher order transit station (e.g., VIVA Bus Rapid Transit and GO Transit rail). A distance of 800 metres represents about a 10 minute walk.

#### Official Plan Policy Reference:

- 2.2.2.1 To provide for an appropriate mix and density of land uses within walking distance of transit, with multi-storey buildings integrating retail and service activities, and community facilities to support the needs of residents, businesses and workers.
- 2.2.2.2 To effectively move people and goods within and beyond Markham by providing residents, employees and businesses with choices and accessibility in travel and movement, with particular attention to the promotion of walking, cycling and increased transit ridership.
- 7.1.2.3 To plan and design new communities, major new developments and redevelopments in accordance with Markham, Regional and Provincial guidelines and policies for transit-supportive development, including reducing walking distances to transit stops.

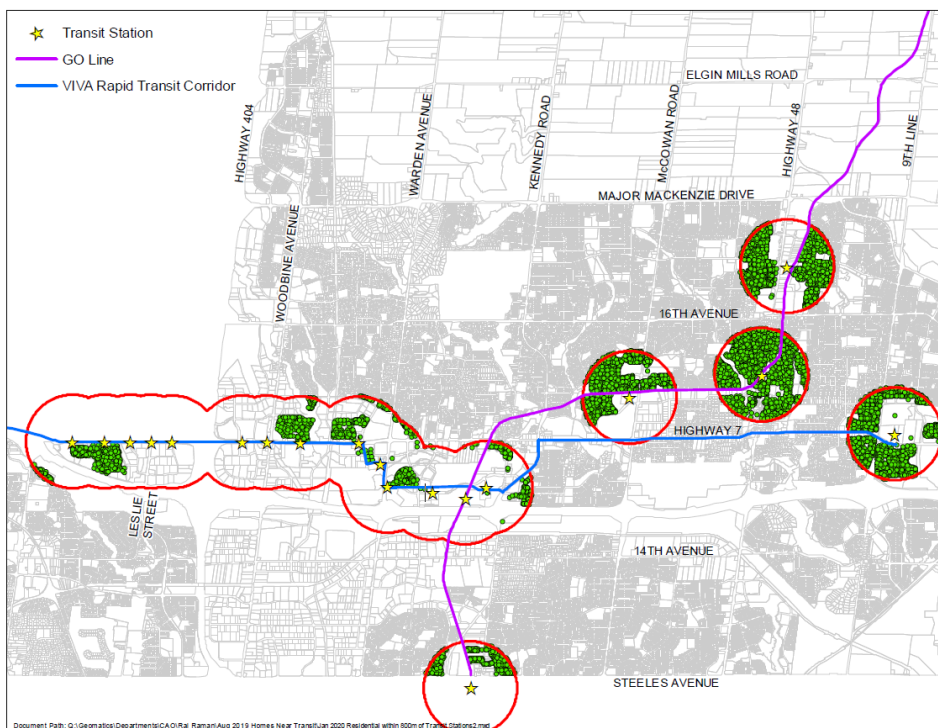
#### Reason to Measure and Monitor:

The Official Plan has policies encouraging the development of higher density built form within walkable distance of transit stops to support transit ridership.

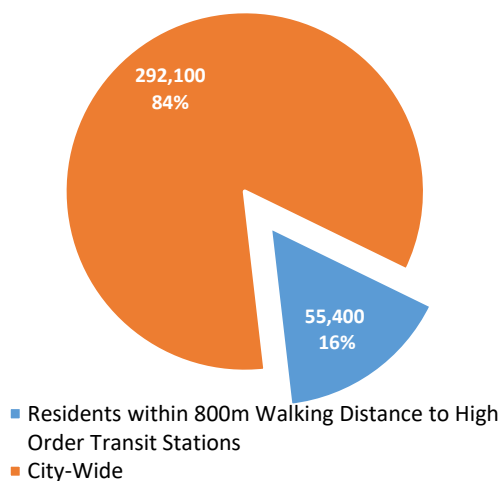
#### Results and Progress:

Approximately 55,400 residents or 16% of the City's residents currently live within 800 metres of higher order transit stations along the VIVA Bus Rapid Transit Line on Highway 7 and Stouffville GO Train line. The majority (58%) of housing unit types within 800 metres are apartment units. As development continues to concentrate in, the City's centres and corridors, the share of residents living near higher order transit will increase.

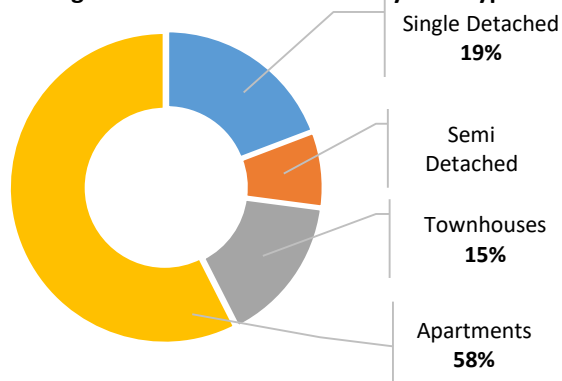
## Increasing Mobility Options Residents Within 800m Walking Distance of Higher Order Transit Stations (cont'd)



**Residents within 800m Walking Distance to Higher Order Transit Stations**



**Residents within 800m Walking Distance to Higher Order Transit Stations by Unit Type**



Source: City of Markham