

City of Markham 2014 Official Plan Performance Indicators

December 2022

Policy and Research, Development Services Commission



Table of Content

Page

Introduction

4

Sustainable Growth

Population and Employment Growth

6

Residential Intensification Rate

8

Regional Centre Density

9

Designated Greenfield Area Density – Future Urban Area

11

Protecting the Natural Environment

Tree Canopy Cover

12

Area of Wetland and Woodland Cover

13

Public Ownership of Greenway Designated Land

15

- Public and Private Ownership of Greenway Designated Land
- Jurisdiction of Public Ownership of Greenway Designated Land

Building Complete Communities

New Housing Supply By Type

17

- Housing Completions by Unit Type
- Housing Stock

New Housing Affordability

19

- Affordable New Ownership Units
- Affordable New Ownership Units by Type
- Affordable Rental

Protection of Cultural Heritage Resource

21

- Markham Register of Property of Cultural Heritage Value or Interest
- Individually Designated Properties
- Heritage Easement Agreements



Increasing Mobility Options

| | |
|---|----|
| Modal Split | 22 |
| Walking Distance to Higher Order Transit Stations | 23 |
| • Residents within 800 Metre Walking Distance | |
| • Residential Units by Type within 800 Metre Walking Distance | |
| Active Transportation Infrastructure | 25 |
| • Cycling Paths/Bike Lanes | |
| • Multi-use Pathways/Trails | |

Maintaining a Vibrant and Competitive Economy

| | |
|--|----|
| Inventory of Employment Spaces | 27 |
| • Inventory of Vacant Employment Land | |
| • Total Existing Employment Floor Area | |
| • Vacancy Rate of Commercial and Industrial Spaces | |
| Assessed Value of Commercial and Industrial Properties | 29 |
| Building Permit Activity | 30 |
| • New Residential Unit Permit Issuances | |
| • Non-Residential Building Area Permit Issuances | |



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 performance 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 so as to measure progress towards achieving the policies of this Plan 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 edition marks the third consecutive year of reporting on the indicators.



Introduction (cont'd)

How are we doing?

The indicators in this report relate to the Official Plan's thematic areas of sustainable growth, protecting the natural environment, building complete communities, increasing mobility options, and maintaining a vibrant and competitive economy.

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 (e.g., housing completions) and five years (e.g., modal split). The data needed to update these indicators are not all available at a regular interval but subsequent reports will be updated when data becomes available.

Sustainable Growth

Population and Employment Growth

What is Being Measured: The number of residents and jobs 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:

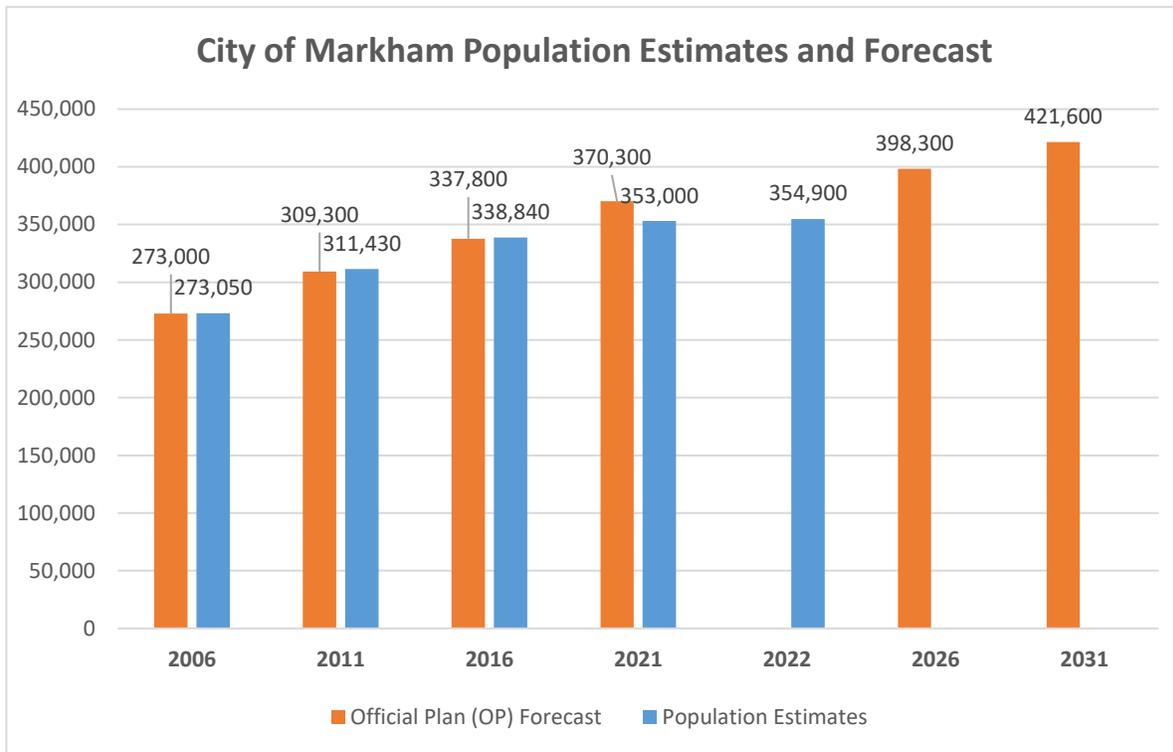
Markham's population increased by approximately 66,000 residents between 2006 and 2016, reaching approximately 338,800 in 2016. This growth is in line with Markham's forecasted population of 337,800 for 2016. However, since 2016, growth has slowed relative to the forecast. The estimated 2022 population of 354,900 residents in Markham is about 21,000 less than the 2022 forecasted population of 375,900. Based on annual average growth from 2016 to 2022 of around 2,700 residents, Markham's population in 2026 could be at least 32,600 residents less than the 2026 forecast of 398,300. Development in the Future Urban Area and along the City's centres and corridors is expected to increase the rate of population growth and reduce the gap.

Markham's total employment increased by 39,600 jobs from 2006 to 2016 to approximately 182,650 jobs in 2016. This growth is about 17,650 jobs lower than Markham's forecasted employment of 200,300 for 2016. The estimated 2022 employment of 177,440 jobs in Markham was about 44,000 less than the 2021 forecasted employment of 221,500. To achieve the 2026 forecast, an annual growth of about 13,500 jobs per year would have to occur for the next four years, which is above the 4,000 annual jobs growth between 2006 and 2016. The City has generally been successful in achieving the goal of 1 job for every 2 residents since 2006, with the ratio ranging from 1.05 jobs per 2 residents in 2006 to 1.08 in 2016 and 1.00 in 2022.

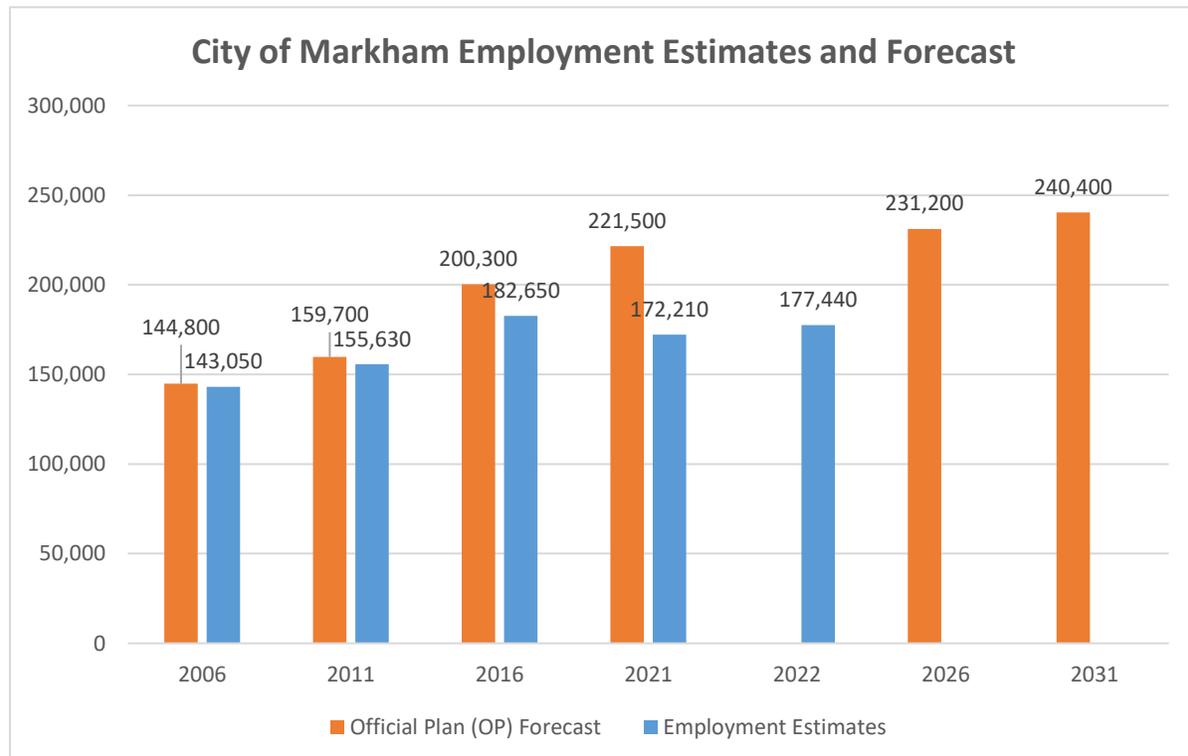
Note - The 2021 and 2022 employment estimate is from the Conference Board of Canada. The York Region Employment Survey was not undertaken in 2020 and 2021 due to COVID-19 and the 2022 Survey results were not available at the time of the completion of this report.

Sustainable Growth

Population and Employment Growth (cont'd)



Source: York Region



Source: York Region (2021 and 2022 prepared by Conference Board of Canada)

Sustainable Growth

Residential Intensification Rate

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

Official Plan Policy Reference:

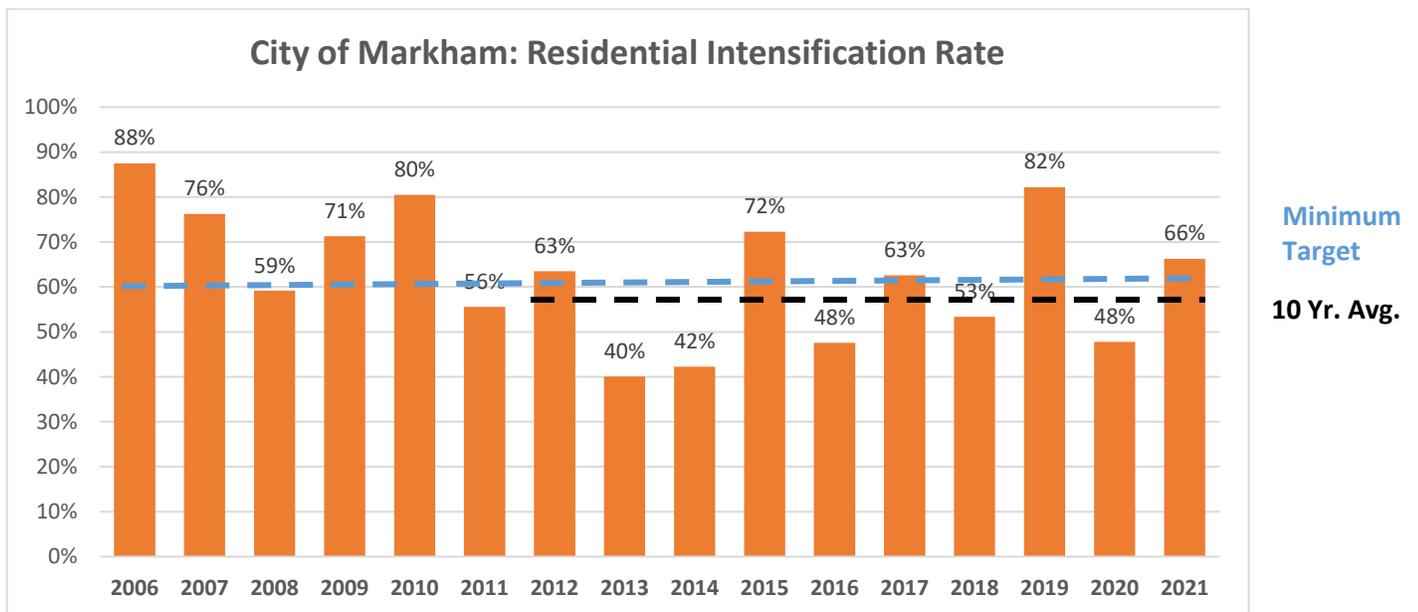
- 2.4.1 To work in coordination with the Region to ensure that by the year 2015 and each year thereafter, a minimum of 40 percent of all residential development in York Region occur within the built-up area of York Region.
- 2.4.2 To plan for the location of 60 percent or greater of all residential development 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 last 10 years (2012-2021) is 57%, approaching the 60% target in the Official Plan. The City's Centres and Corridors including Regional Centres, Regional Corridors, and Local Corridors will continue to develop and 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) a minimum of 2.5 floor space index for developable lands in each Centre;
 - b) 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
 - c) 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:

In 2019 Markham Centre had a 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 the developed lands, 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 well served by subway, GO rail and bus rapid transit, which is planned to meet the target.



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:

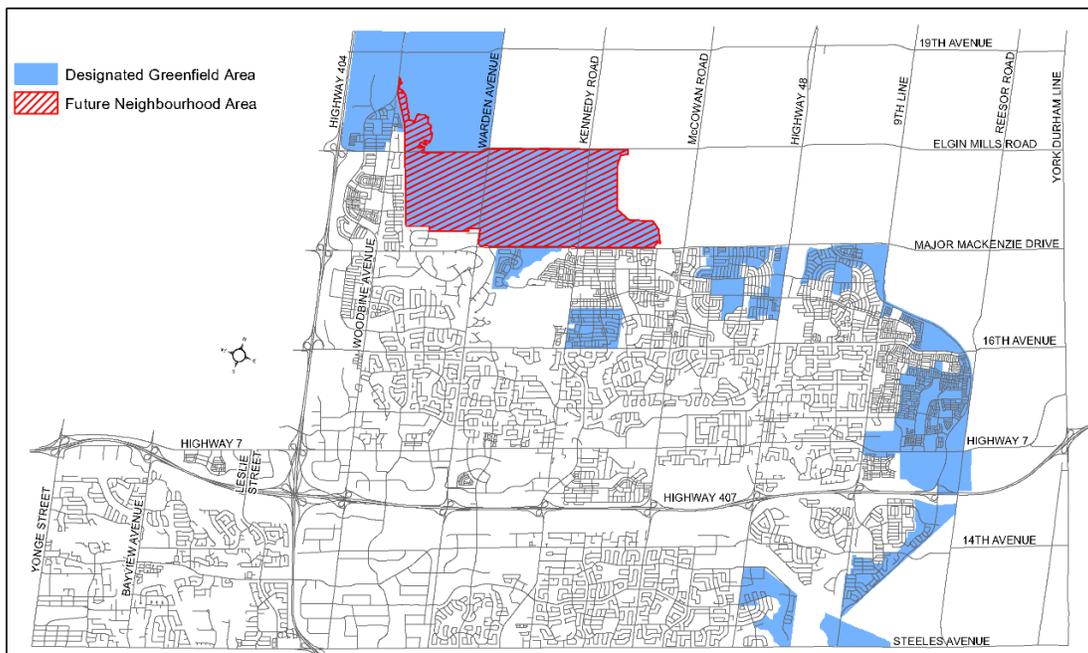
2.6.1 That the lands identified as ‘Neighbourhood Area’ within the ‘Future Urban Area’ north of Major Mackenzie Drive as shown on Map 1 – Markham Structure shall be planned to meet or exceed a minimum density of 20 residential units per hectare and a minimum density of 70 residents and jobs per hectare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



Document Path: Q:\Geomatics\Departmental Planning Policy\City of Markham Designated Greenfield and Urban Growth Centres\03A.rvt

Protecting the Natural Environment

Tree Canopy Cover

What is Being Measured: The percentage of Markham’s total land area covered by tree canopy.

Official Plan Policy Reference:

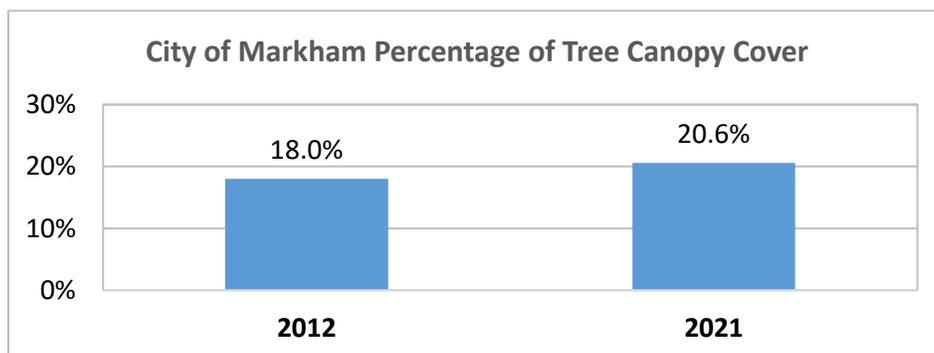
- 3.2.1 To protect, expand and integrate the urban forest in existing and new communities by:
 - a) encouraging the enhancement of a resilient and healthy urban forest by increasing tree canopy coverage and encouraging a diversity of tree species through tree planting and restoration of public lands in appropriate locations;
 - b) providing sustainable growth environments for trees by allocating adequate soil volumes and landscaped area through development, redevelopment and site alteration and infrastructure;
- 3.2.2. To develop in cooperation with York Region an Urban Forest Management Plan to address local tree canopy targets, tree species diversity, invasive species management, soil conservation strategies to implement tree canopy targets and the long-term maintenance of Markham’s urban forest including tracking and measuring the health benefits of the urban forest.

Reason to Measure and Monitor:

Markham’s Strategic Plan (Building Markham’s Future Together) identifies the growth of the City’s tree canopy as a priority action of Council. Markham’s GreenPrint Sustainability Plan has established a long term target to reach 30% tree canopy and vegetation coverage citywide. A healthy tree canopy provides benefits to both people and the environment, including mitigation of the urban heat island effect, minimizing stormwater run-off, soil conservation, habitat for urban wildlife and clean air.

Results and Progress:

20.6% of the City is covered by tree canopy in 2021, which is a slight increase from 18% from 2012. The increase in tree canopy coverage is likely to be caused by continuing reforestation efforts in the Rouge National Urban Park, and growth of existing trees in newer subdivisions. This has offset the losses to the urban canopy over the past 10 years including the 2013 ice storm and emerald ash borer.



Source: City of Markham Urban Forest Study, TRCA



Protecting the Natural Environment

Area of Wetland and Woodland Cover

What is Being Measured: The total area of wetland and woodland ecosystems. Wetlands are areas that are seasonally or permanently covered by shallow water or where the water table is close to or at the ground surface and are generally classified as swamps, marshes, bogs or fens. Woodlands are generally treed areas of land of at least 0.2 hectares in size with a specified minimum number of trees and tree size and excluding certain tree species.

Official Plan Policy Reference:

- 3.1.2.16 To protect and enhance woodlands and significant woodlands, as defined by the Province, the Region and the City by:
 - a) prohibiting development, redevelopment and site alteration except:
 - i. where infrastructure is provided in accordance with Section 3.1.2.9;
 - or
 - ii. as provided for in Section 3.1.2.17;
 - b) securing vegetation protection zones in accordance with Section 3.1.2.22; and
 - c) seeking public ownership of significant woodlands and woodlands through the development approval process where appropriate, and where this is not appropriate, securing conservation easements and other protection tools for the long-term protection of significant woodlands and woodlands in private ownership

- 3.1.2.19 To protect and enhance wetlands including provincially significant wetlands by:
 - a) prohibiting development, redevelopment and site alteration except:
 - i. where infrastructure is provided in accordance with Section 3.1.2.9;
 - or
 - ii. in wetlands that are not provincially significant wetlands, or identified in the York Region Official Plan, in accordance with Section 3.1.2.20;
 - b) securing vegetation protection zones in accordance with Section 3.1.2.22;
 - c) integrating wetlands into new communities as appropriate; and
 - d) seeking public ownership of wetlands through the development approval process.

Reason to Measure and Monitor:

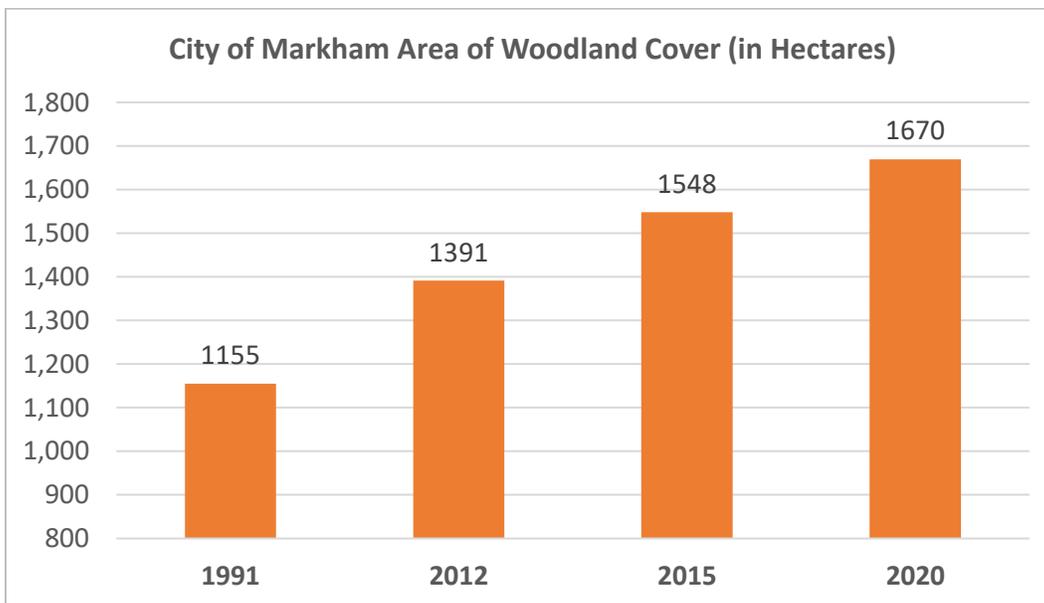
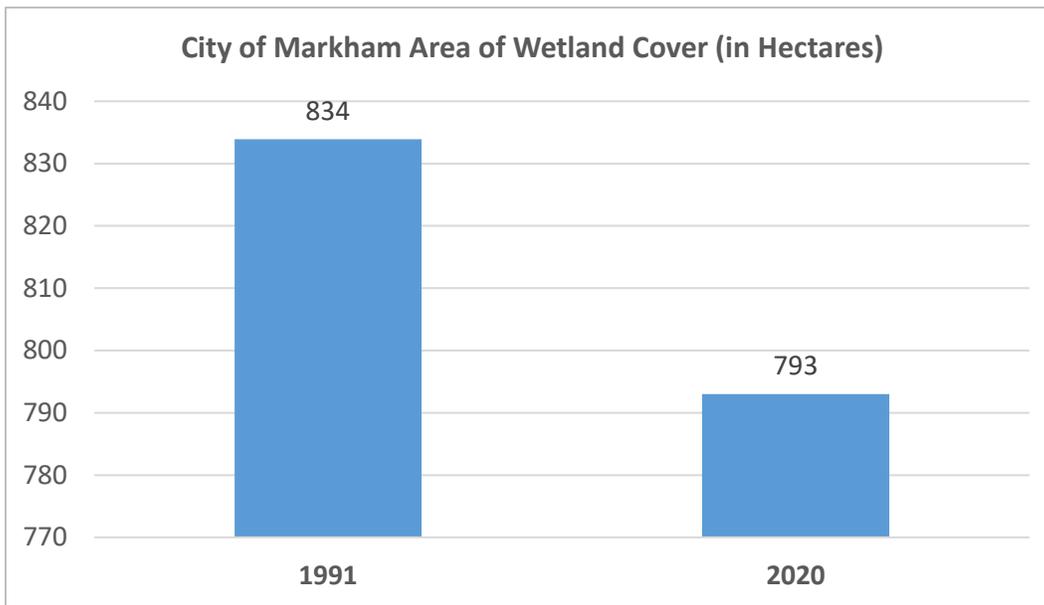
Both wetland and woodlands provide ecological, social, economic, and hydrological benefits to the City and its residents. Monitoring the total area of wetland and woodland cover within the City will help inform the City's efforts toward the protection of these natural heritage features.

Protecting the Natural Environment

Area of Wetland and Woodland Cover (cont'd)

Results and Progress:

Between 1991 and 2020, there was a decline of 40.9 hectares of wetland cover in the City. Over the same time period, there was an increase in woodland cover by 515 hectares. A combination of factors such as including natural changes in vegetation composition, urban development/removals and restoration have contributed to the decline of wetland and increase of woodland.



Source: City of Markham



Protecting the Natural Environment

Public Ownership of Greenway Designated Land

What is Being Measured: The total area of Greenway designation and the percentage of the Greenway within public ownership.

Official Plan Policy Reference:

- 3.1.1.2 To identify, protect and enhance Markham’s Greenway System as shown on Map 1 – Markham Structure by:
- a) protecting a network of natural heritage and hydrologic features (as defined as key natural heritage features, key hydrologic features, valleylands and woodlands, and their functions) and associated vegetation protection zones, protected agricultural lands and Natural Heritage Network Enhancement Lands, to improve the biodiversity and connectivity of natural heritage features and their ecological function;
 - b) directing permitted development, redevelopment and site alteration away from natural heritage and hydrologic features within the Greenway System;
 - c) protecting the ecological integrity of the Oak Ridges Moraine;
 - d) providing protection for agricultural lands and ecological features and functions in the Greenbelt;
 - e) providing public access to publicly owned natural areas for nature based recreation uses, where appropriate, in a manner that respects ecological sensitivities in support of a healthy and active community;
 - f) encouraging public acquisition of the Natural Heritage Network lands where possible over the long term; and
 - g) encouraging stewardship of privately owned natural areas by private landowners until the lands come into public ownership.
- 3.1.1.5 To coordinate with Parks Canada, the Province, York Region and the Toronto and Region Conservation Authority efforts to ensure a consistent approach towards the protection of a system of natural heritage and hydrologic features.
- 3.1.1.8 To collaborate with Parks Canada and the Toronto and Region Conservation Authority, where appropriate, to prepare plans to guide the management of public parks and recreation uses within the Greenway System while safeguarding and enhancing natural features and functions.

Reason to Measure and Monitor:

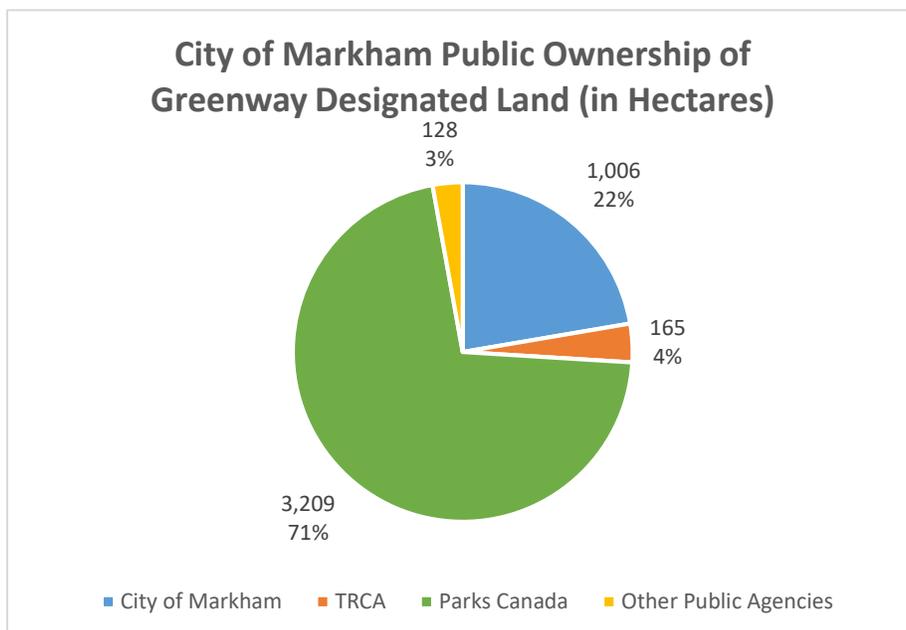
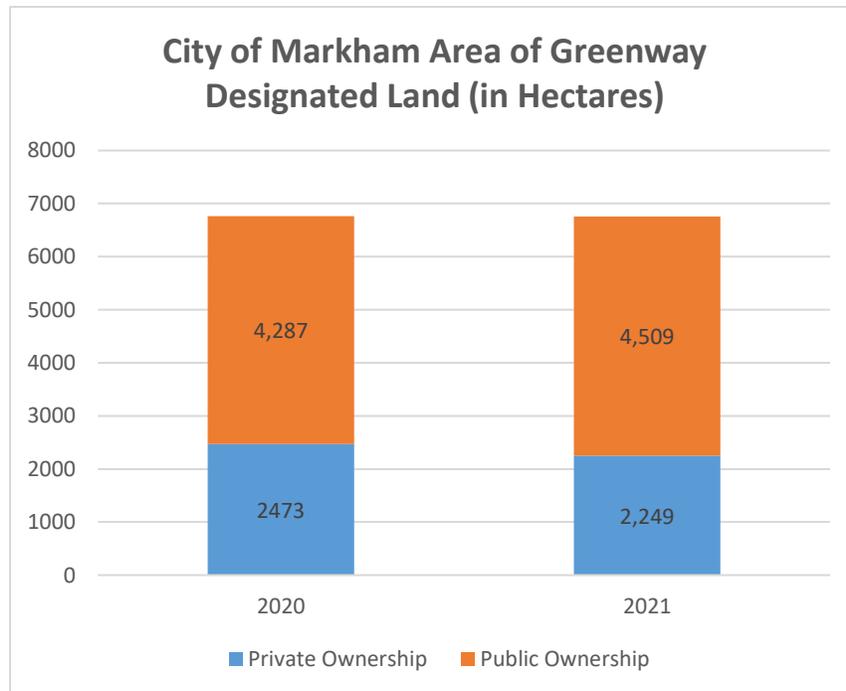
Markham’s Greenway designated lands serves as an interconnected system of natural open space, agricultural lands and enhancement areas that preserve areas of significant ecological value while providing, where appropriate, opportunities to improve biodiversity and connectivity of natural features and ecological function. Public ownership of these lands ensures the long term preservation and stewardship of natural areas and ensures that greenspace is publicly accessible.

Protecting the Natural Environment

Public Ownership of Greenway Designated Land (cont'd)

Results and Progress:

As of 2021, 4,509 hectares or nearly 67% of the lands with Greenway designation in the City of Markham are publicly owned. Of the publicly owned lands, 71% are owned by Parks Canada, 22% by the City of Markham, 4% by the Toronto and Region Conservation Authority, and 3% by other public agencies. Public ownership provides a more consistent and more comprehensive level of protection for these lands.



Source: City of Markham



Building Complete Communities

New Housing Supply by Type

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

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) 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:

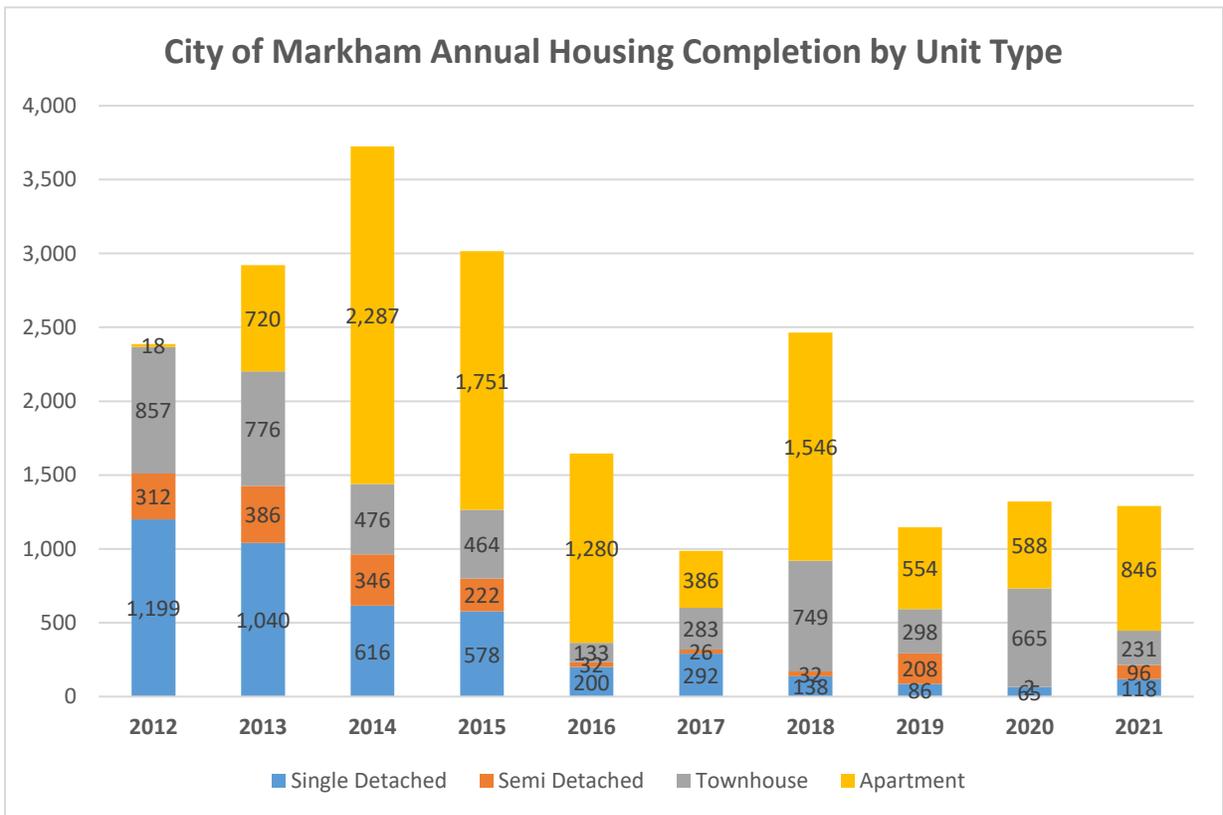
To accommodate the forecasted growth of 421,600 people in Markham by 2031, a range of housing types need to be constructed to meet the diverse needs of Markham residents. A greater proportion of housing units should be higher density (apartment and townhouse) to contribute to creating compact, walkable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

Results and Progress:

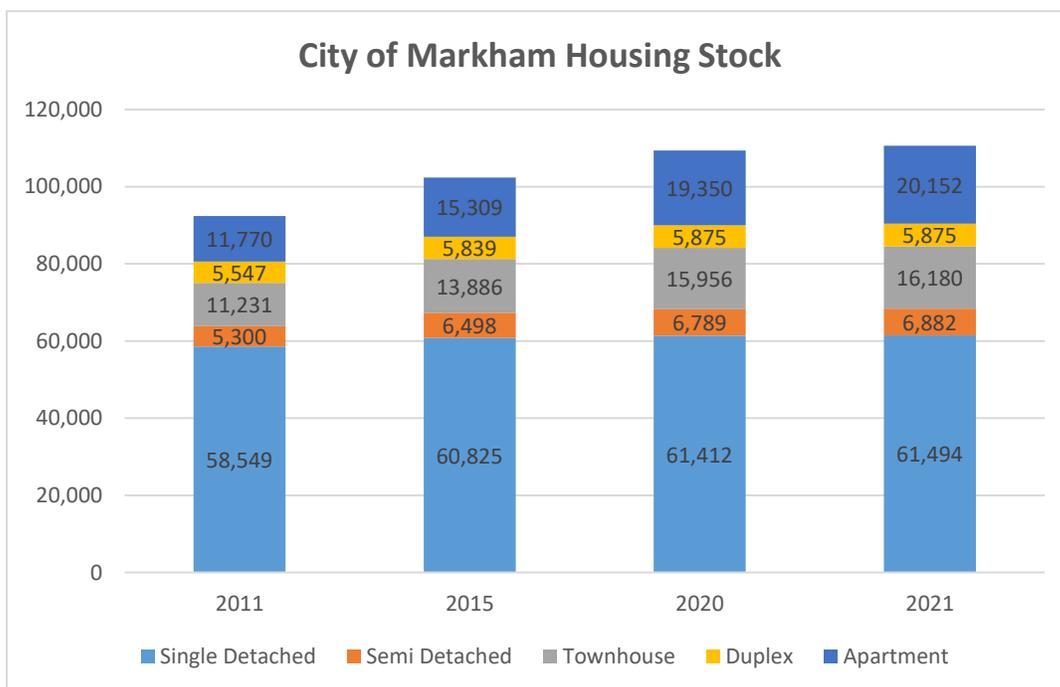
The City has seen a greater proportion of higher density new unit types (apartments and townhouses) annually from 2014 to 2021. More recently, 2018 and 2020 had the greatest proportion of higher density new units with 2,295 units that comprised of 93% of all units and 1,253 units comprised of 95% of all units respectively. For the period of 2016 to 2021 there were 7,559 higher density new units which made up 85% of all new units. In 2021 there was a total of 36,332 higher density units (apartments and townhouses) which comprised 33% of the total housing stock, an increase from 25% in 2011.

Building Complete Communities

New Housing Supply by Type (cont'd)



Source: Canada Mortgage and Housing Corporation



Source: York Region



Building Complete Communities

New Housing Affordability

What is Being Measured: The number and percentage of new ownership housing units and by unit type 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.

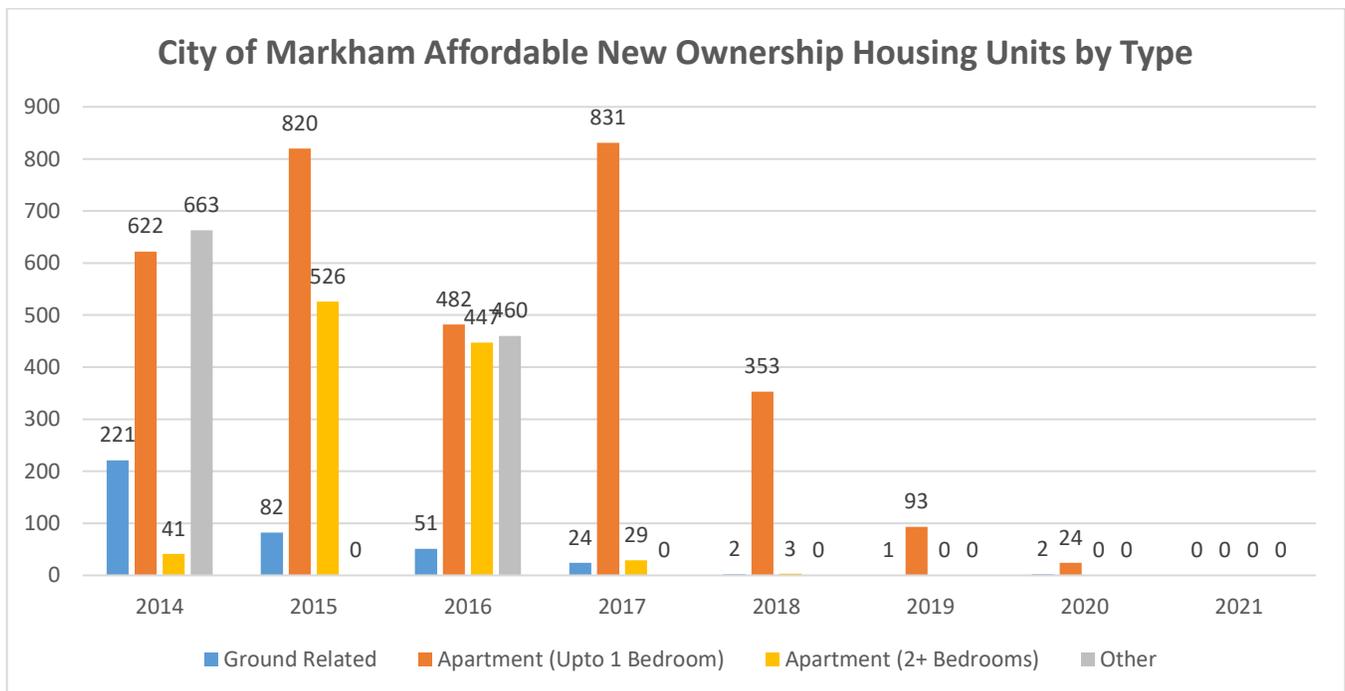
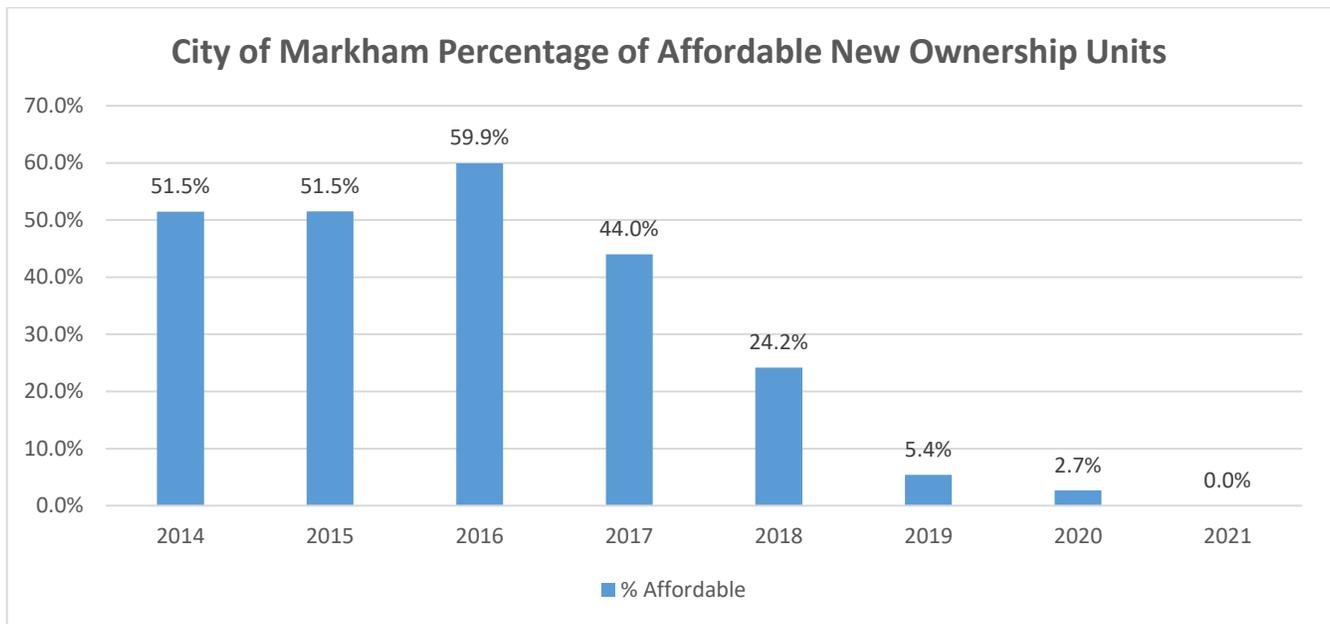
Results and Progress:

For 2021, York Region calculated an ownership affordability threshold for Markham of \$511,151 and 438 new ownership housing units were built and none were below the affordability threshold.

For rental housing, there were 16 affordable rental units built in 2021 (all of which were second units with a total of 25 second units built over the period 2017-2021).

Building Complete Communities

New Housing Affordability (cont'd)



Source: York Region



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 staff to protect and promote Markham’s cultural heritage.

Results and Progress:

As of June 2020, there were 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 248 individual Property Designations as of June 2020, with 7 added during 2019 and 1 added up to June 2020. There were also 144 Heritage Easement Agreements as of June 2020, with 2 added in 2019 and 1 added up to June 2020.

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:
 - a) 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;

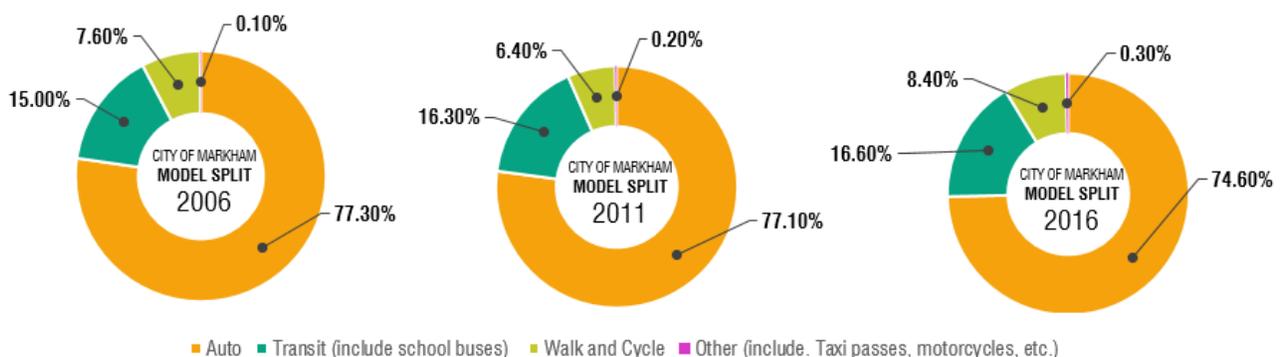
Reason to Measure and Monitor:

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 will continue 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 MODEL SPLIT



Source: Transportation Tomorrow Survey



Increasing Mobility Options

Walking Distance to Higher Order Transit Stations

What is Being Measured: The number of residents living and percentage of residential units within 800 metres to 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:

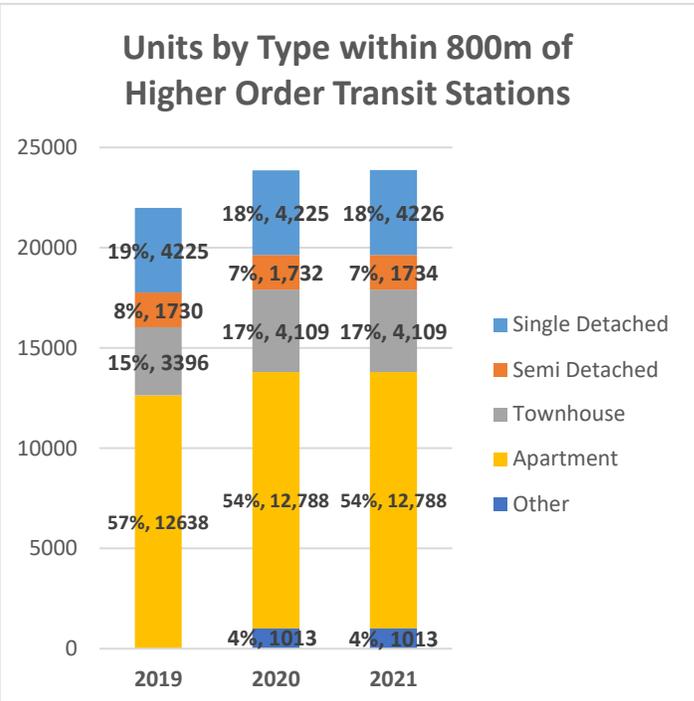
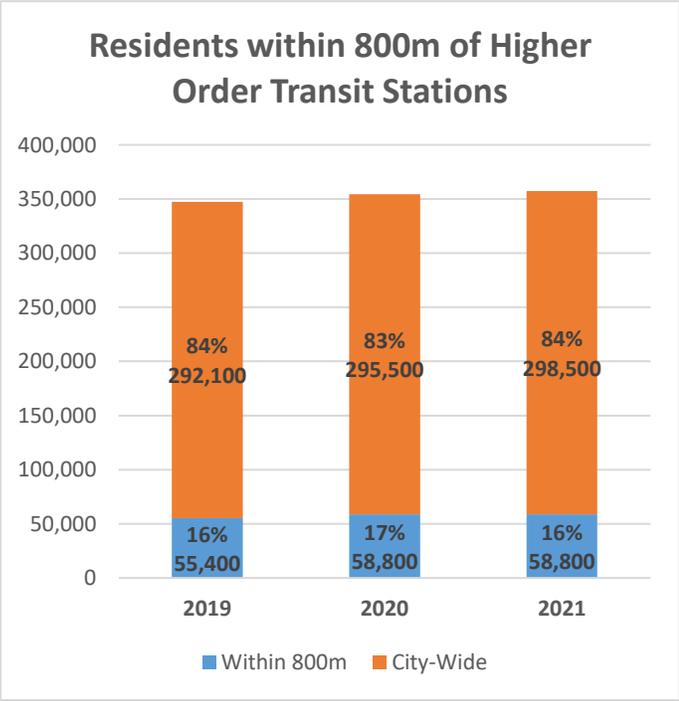
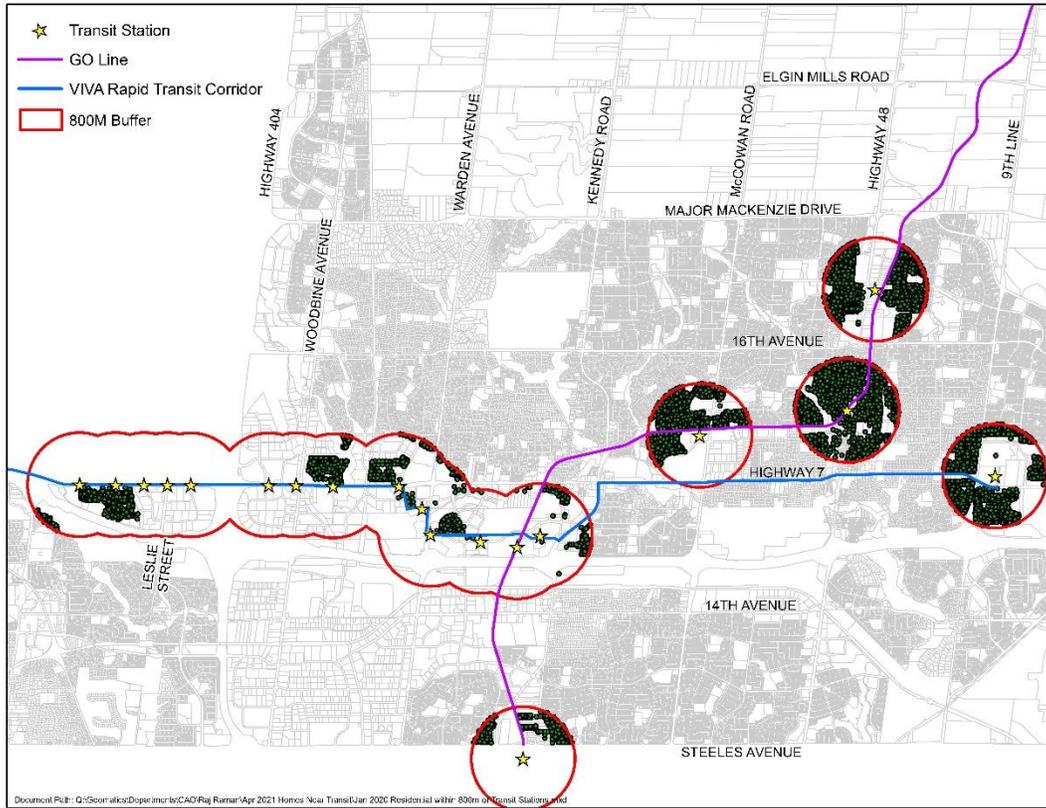
The Official Plan has policies encouraging the development of higher density built form within walkable distance of transit stops to support transit ridership.

Results and Progress:

In 2021, approximately 58,800 residents or 16% of the City’s residents live within 800 metres to higher order transit stations along the VIVA Bus Rapid Transit Line on Highway 7 and Stouffville GO Train line. This is an increase of 3,400 from the previous estimate of 55,400 from 2019. This increase is due to the growth of higher density units such as townhouses and apartment, as well as the inclusion of seniors residence and nursing homes which added 1,000 residents. In 2021, the majority of housing unit types within 800 metres are apartment units at 54%. As development continues to concentrate in Regional Centres such as Markham Centre, the share of residents living near higher order transit will increase.

Increasing Mobility Options

Walking Distance to Higher Order Transit Stations (cont'd)



Source: City of Markham



Increasing Mobility Options

Active Transportation Infrastructure

What is Being Measured: The distance (km) of cycling paths, bike lanes, multi-use pathways and trails built.

Official Plan Policy Reference:

- 7.1.4.2 To support walking and cycling throughout Markham as competitive mobility choices for everyday activities such as work, school, shopping, business and leisure by:
- d) supporting the provision of accessible, grade-separated crossings, where feasible and environmentally acceptable, at barrier points where major roads, highways, rail lines, and natural features such as ravines and waterways present a significant disruption to the movement of pedestrians and cyclists;
 - e) promoting a safe and comprehensive network of signed bike routes, bike lanes, cycling trails and multi-use paths for cyclists of all ages and abilities generally as identified in Appendix D – Cycling Facilities based on the Markham and York Region Cycling Master Plans;
 - f) implementing segregated bicycle lanes and/or off-road bicycle paths along arterial roads and major and minor collector roads where cycling safety is a foremost concern;

Reason to Measure and Monitor:

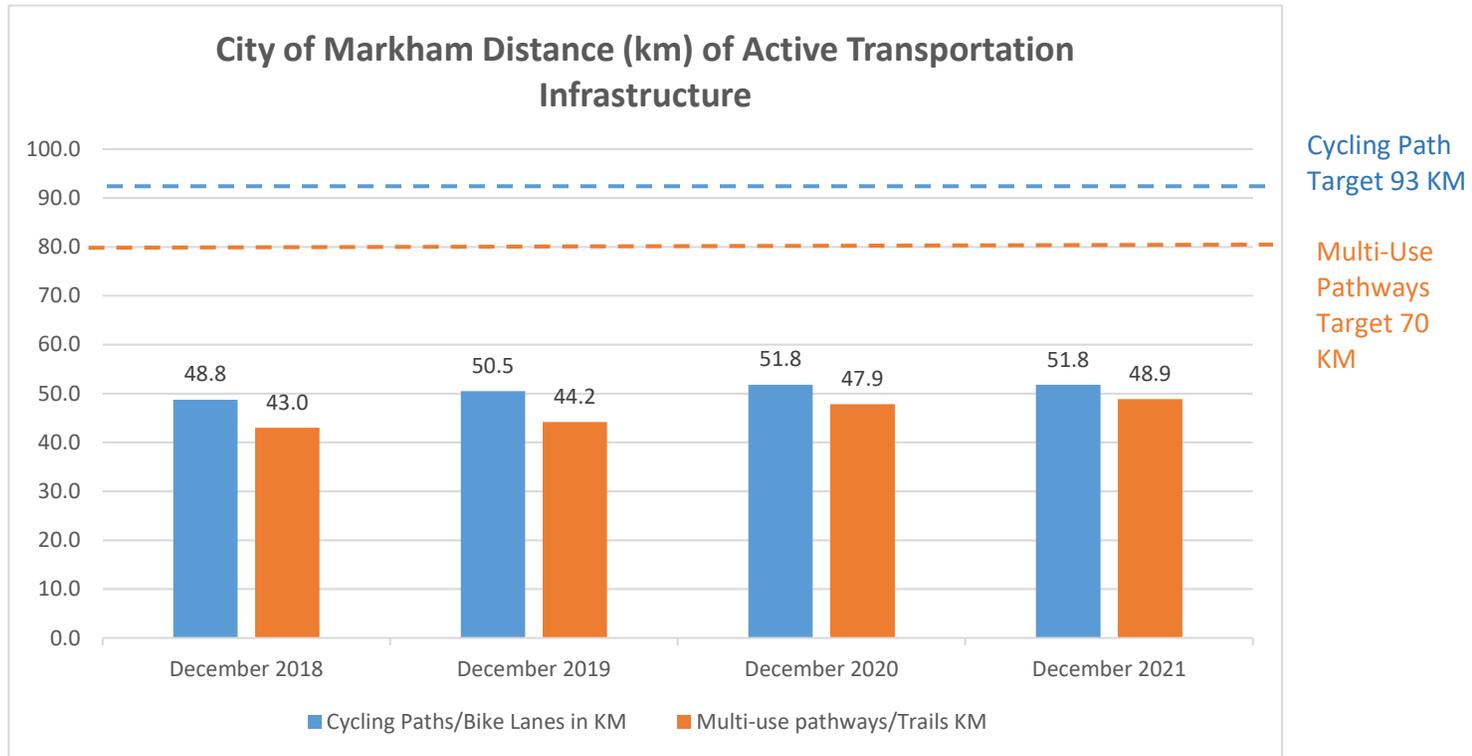
The Cycling Master Plan approved in 2010 set a target of 93 km of cycling paths/bike lanes and 70 km of multi-use pathways/trails to be built by 2022. Tracking progress toward these targets support Official Plan objectives of providing active mobility choices for everyday activities such as work, school, shopping and leisure. Active transportation plays an important role in reducing road congestion and reducing greenhouse gas emissions.

Results and Progress:

As of December 2021, there were 51.8 km of cycling paths/bike lanes and 48.9 km of multi-use pathways/trails in the City of Markham. This is an increase of 3 km and 5.9 km since 2018. To meet the target set in the 2010 Master Plan, an additional 41.2 km of cycling paths/bike lanes and 21.1 km of multi-use pathways/trails would need to be built to complete the City’s network of active transportation infrastructure.

Increasing Mobility Options

Active Transportation Infrastructure (cont'd)



Source: City of Markham



Maintaining a Vibrant and Competitive Economy

Inventory of Employment Space

What is Being Measured: The inventory of serviced and not serviced industrial and commercial lands in hectares, total existing employment floor area in m² for industrial and commercial uses, and the percentage of industrial and commercial spaces that are vacant.

Official Plan Policy Reference:

- 5.1.3.1 To plan for and accommodate York Region's forecasts for employment by type in Markham to 2031 by:
 - d) monitoring the supply and use of 'Employment Lands'.
- 5.1.3.2 To maintain a sufficient and diverse supply of 'Employment Lands' to ensure:
 - a) serviced vacant lands are available in a variety of lot sizes for employment uses; and
 - b) a diverse mix of building stock and tenures can be provided to accommodate employment uses
- 5.1.3.6 To work, in cooperation with the Region, to monitor employment growth and the inventory of 'Employment Lands' to ensure there is a sufficient and diverse supply of serviced 'Employment Lands' available at all times in appropriate designations.

Reason to Measure and Monitor:

To accommodate opportunities for future employment growth and maintain a strong and diverse economy, there needs to be a supply of serviced employment lands in appropriate designations.

Results and Progress:

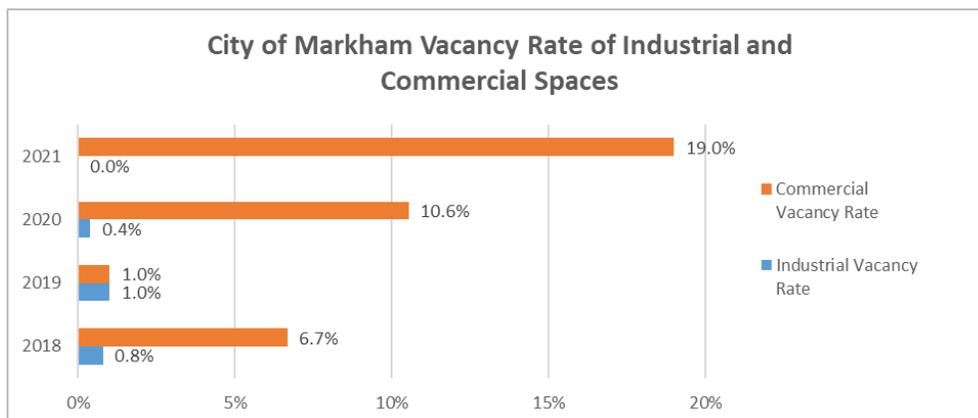
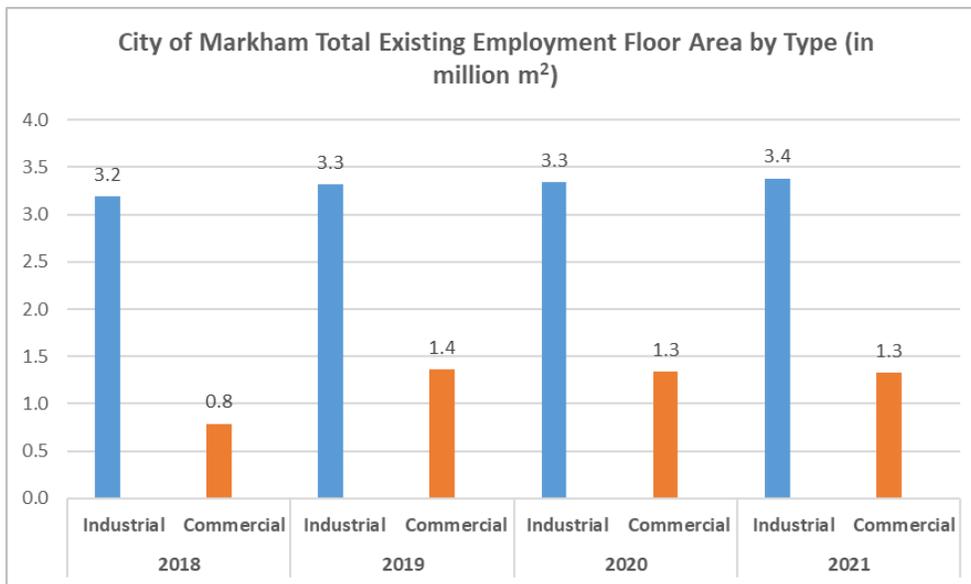
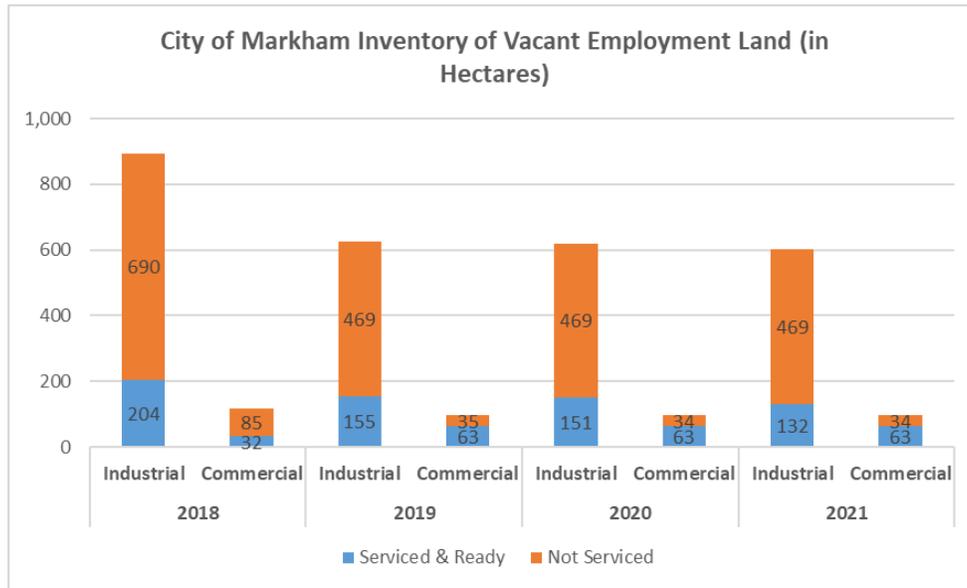
The supply of serviced vacant industrial land decreased from 2018 to 2021 by 72 hectares to 132 hectares while the supply of serviced vacant commercial land increased by 31 hectares to 63 hectares. In the same time period, the total inventory of unserviced industrial land decreased by 221 hectares to 469 hectares and unserviced commercial land decreased by 51 hectares to 34 hectares.

The total industrial employment floor area from 2018 to 2021 increased by 0.2million m² to 3.4 million m² while the amount of commercial floor area increased by 0.5 million m² to 1.3 million m² in the same time period.

The vacancy rate for industrial space was between 0.4% and 1% but the vacancy rate for commercial fluctuated between 1% and 19% over the last 3 years.

Maintaining a Vibrant and Competitive Economy

Inventory of Employment Spaces (cont'd)



Source: City of Markham and Colliers

Maintaining a Vibrant and Competitive Economy

Assessed Value of Commercial and Industrial Properties

What is Being Measured: The assessed value of commercial and industrial properties as a percentage of all properties.

Official Plan Policy Reference:

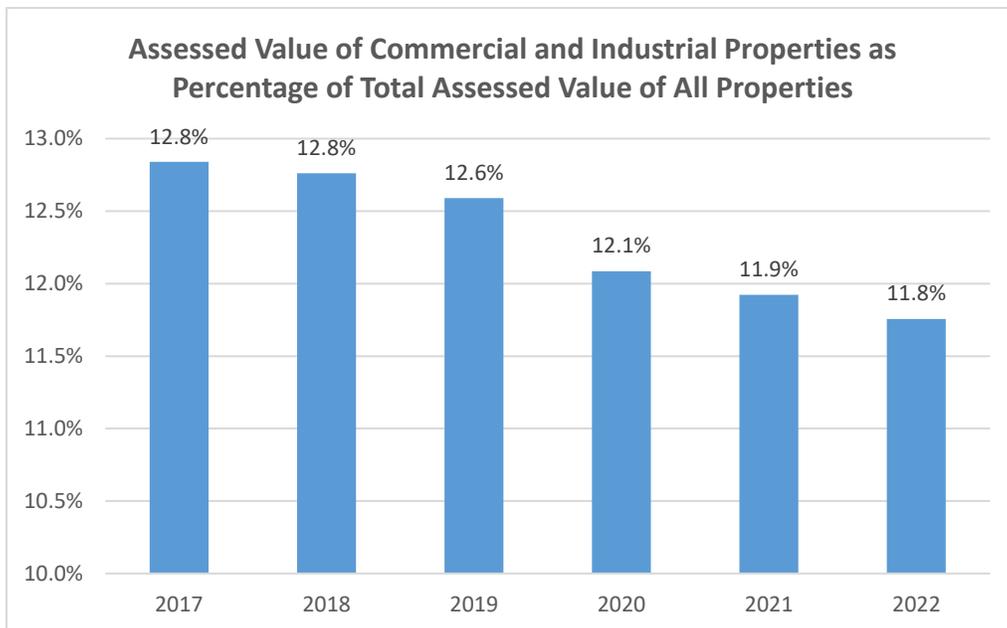
- 5.1.1.3 To promote economic growth and diverse employment opportunities in order to:
- a) maintain Markham’s tax base;
 - b) achieve an appropriate balance between population and employment with the goal of 1 job for every 2 residents; and
 - c) foster and sustain stable and accessible employment opportunities for Markham residents.

Reason to Measure and Monitor:

A diversified tax base of residential and non-residential development supports economic growth and a range of employment opportunities that accompanies the City’s growing population.

Results and Progress:

The assessed value of non-residential properties as percentage of all property value in Markham declined from 2017 to 2022 at 12.8 % and 11.8% respectively.



Source: City of Markham



Maintaining a Vibrant and Competitive Economy

Building Permit Activity

What is Being Measured: The number of building permit issuances for residential units by type and total non-residential building area permit issuances (m²).

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. |
| 5.1.3.2 | To maintain a sufficient and diverse supply of 'Employment Lands' to ensure: b) a diverse mix of building stock and tenures can be provided to accommodate employment uses |
| 10.12.2 | To develop, in cooperation with York Region and the School Boards and other public agencies, a framework for monitoring growth so as to measure progress towards achieving the policies of this Plan to include, among other things: e) development activity. |

Reason to Measure and Monitor:

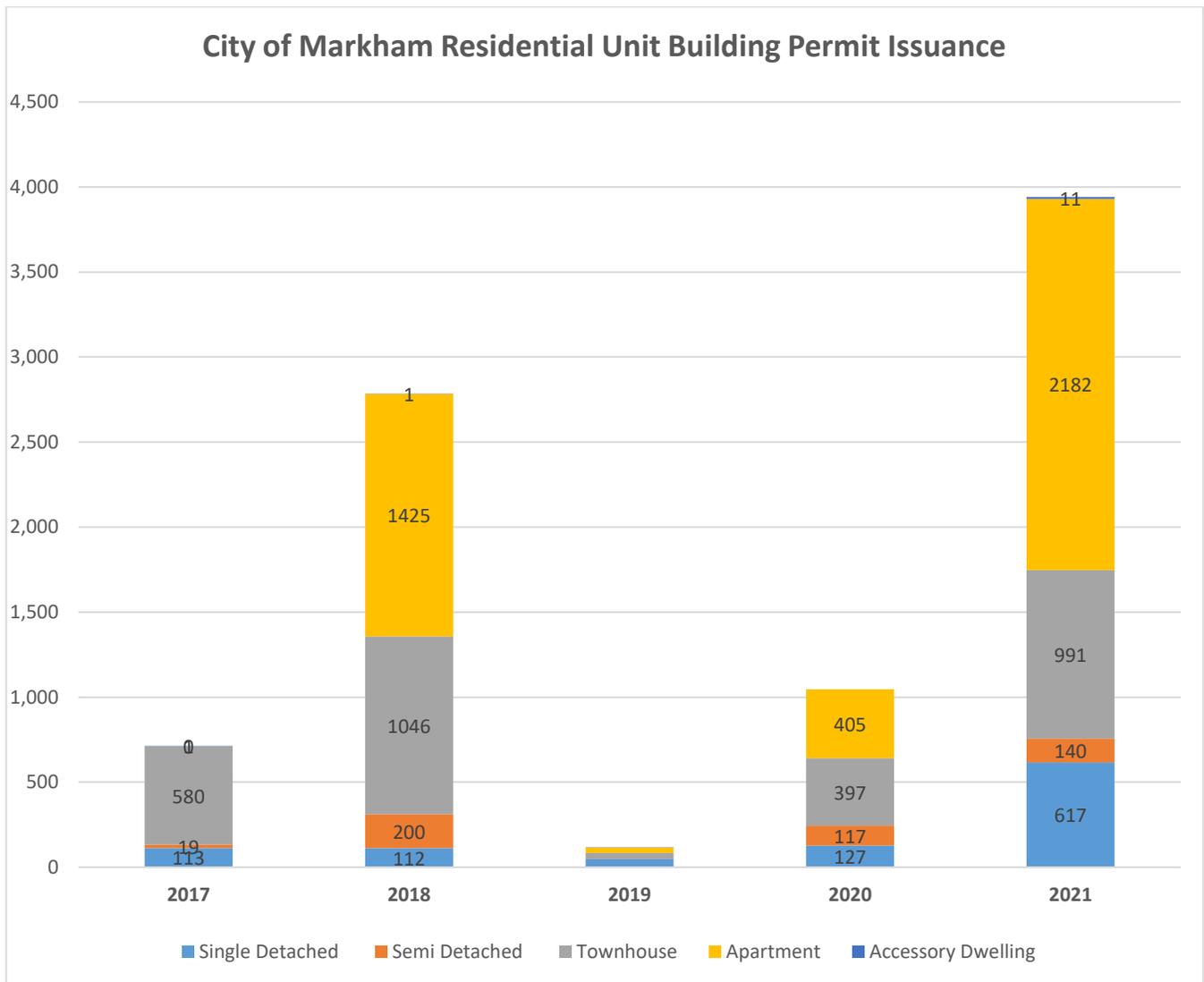
This indicator informs the future supply of residential units and employment spaces and compliments the indicator titled New Housing Supply by Type which monitors the amount of new units completed annually and one component of the Inventory of Employment Spaces indicator that tracks the total inventory of build employment spaces by type. Monitoring building permit issuances provides a more fulsome picture of the development pipeline from building permit issuance to completion.

Results and Progress:

The number of building permit issuances for residential units increased in 2021 to 3,941 units compared to the last past 5 years trend (from a high of 2,784 units in 2018 to a low of 118 units in 2019). From 2016 to 2021, the annual proportion of higher density units (apartments and townhouses) ranged between 57% (68 units) and 81% (3,173 units) respectively in 2019 and 2021. In the past 5 years building permit issuances for non-residential building spaces have averaged over 245,000 m² per year while increasing to a high of 458,649 m² in 2021 compared to a low of 118,192 m² in 2020.

Maintaining a Vibrant and Competitive Economy

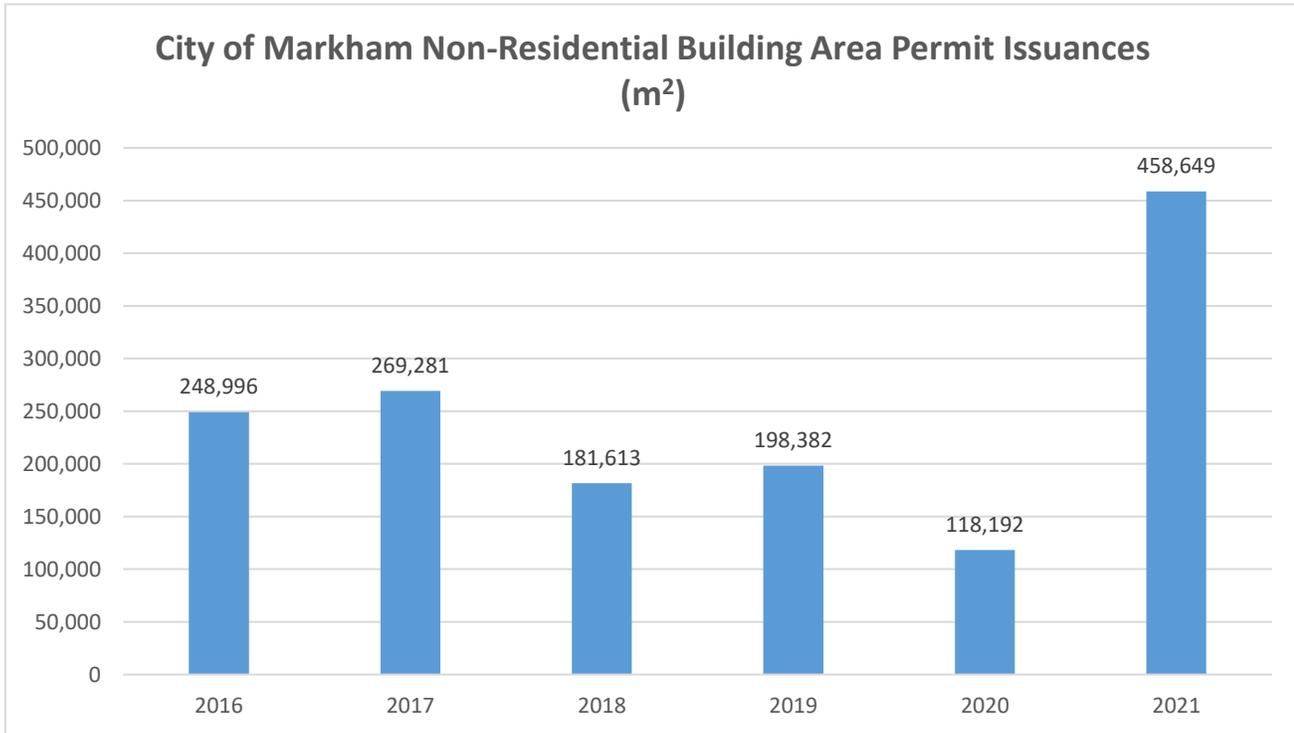
Building Permit Activity (cont'd)



Source: York Region

Maintaining a Vibrant and Competitive Economy

Building Permit Activity (cont'd)



Source: City of Markham