

Development Services Committee Meeting Minutes

Meeting Number: 21
September 26, 2023, 9:00 AM - 3:00 PM
Canada Room

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| Roll Call | Mayor Frank Scarpitti | Councillor Reid McAlpine |
| | Deputy Mayor Michael Chan | Councillor Karen Rea |
| | Regional Councillor Jim Jones | Councillor Andrew Keyes |
| | Regional Councillor Joe Li | Councillor Amanda Collucci |
| | Regional Councillor Alan Ho | Councillor Juanita Nathan |
| | Councillor Keith Irish | Councillor Isa Lee |
| | Councillor Ritch Lau | |
| Staff | Andy Taylor, Chief Administrative Officer | Stephen Lue, Senior Manager, Development |
| | Arvin Prasad, Commissioner, Development Services | Stacia Muradali, Manager, Development - East |
| | Morgan Jones, Commissioner, Community Services | Liliana Da Silva, Senior Planner |
| | Joseph Silva, Treasurer | Mark Visser, Senior Manager, Financial Strategy & Investments |
| | Claudia Storto, City Solicitor and Director of Human Resources | Martha Pettit, Deputy City Clerk |
| | Bryan Frois, Manager of Executive Operations & Strategic Initiatives | Erica Alligood, Election & Committee Coordinator |
| | Stephanie DiPerna, Director, Building Standards | Evan Manning, Heritage Planner |
| | Giulio Cescato, Director of Planning & Urban Design | Lawrence Yip, Senior Planner, Urban Design |
| | Darryl Lyons, Deputy Director, Planning Council / Committee & Urban Design | Samson Wat, Senior Project Engineer |
| | Frank Clarizio, Director, Engineering | Rajeeth Arulanantham, Assistant to |
| | Graham Seaman, Director, Sustainability & Asset Management | Maggie Cheung-Madar, Assistant City Solicitor |
| | Rick Cefaratti, Senior Planner, West District | Clement Messere, Senior Planner |
| | Loy Cheah, Senior Manager, Transportation | Jennifer Kim, Senior Planner |
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Regan Hutcheson, Manager, Heritage

Alternate formats for this document are available upon request

1. CALL TO ORDER

The Development Services Committee convened at 9:34 AM with Regional Councillor Jim Jones in the Chair.

The Committee recessed from 10:52 AM to 11:00 AM.

INDIGENOUS LAND ACKNOWLEDGEMENT

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge the communities in circle. The North, West, South and Eastern directions, and Haudenosaunee, Huron- Wendat, Anishnabeg, Seneca, Chippewa, and the Mississaugas of the Credit peoples. We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

2. DISCLOSURE OF PECUNIARY INTEREST

There were no disclosures of pecuniary interest.

3. APPROVAL OF PREVIOUS MINUTES

3.1 DEVELOPMENT SERVICES COMMITTEE MINUTES - SEPTEMBER 11, 2023 (10.0)

Moved by Councillor Reid McAlpine

Seconded by Councillor Karen Rea

1. That the minutes of the Development Services Committee meeting held on September 11, 2023, be confirmed.

Carried

4. PRESENTATIONS

4.1 PRESENTATION OF SERVICE AWARDS (12.2.6)

The Development Services Committee recognized the following members of staff:

Office of the Chief Administrative Officer (Legal Services)

Salma Hanna, Real Property Law Clerk, Legal Services, 15 Years

Office of the Chief Administrative Officer (Fire & Emergency Services)

Norman Dupuis, Captain, Fire & Emergency Services, 25 Years

Kanat Silahtaroglu, Fire Training Officer, Fire & Emergency Services, 10 Years

David Li, Fire Prevention Officer, Fire & Emergency Services, 5 Years

Community Services Commission

Shawn Hermans, Community Program Coordinator, Recreation Services, 25 Years

Marsha Mariani, Community Program Coordinator, Recreation Services, 25 Years

Richard Chang Kit, Senior Project Engineer, Environmental Services, 5 Years

Edward Leighton, Facility Operator II, Recreation Services, 5 Years

Kyle Van Tyghem, Recreation Co-ordinator Facilities and Allocations, Recreation Services, 5 Years

Corporate Services Commission

Dean Schneider, Records & Services Assistant, Legislative Services, 30 Years

Belinda Ching, Tax and Assessment Policy Analyst, Financial Services, 5 Years

Melita Lee, Senior Buyer, Financial Services, 5 Years

Hristina Giantsopoulos, Council/Committee Coordinator, Legislative Services, 5 Years

Vicky Chan, Project Manager, Sustainability & Asset Management, 5 Years

Development Services Commission

Stacia Muradali, Manager, Development, Planning & Urban Design, 20 Years

Rick Cefaratti, Senior Planner II, Planning & Urban Design, 15 Years

Anpalahan Kandasamy, Building Inspector II, Building Standards, 10 Years

Kristin Spafford, Building Inspector II, Building Standards, 5 Years

John Yeh, Manager, Strategy & Innovation, Commissioner's Office - Development Services, 5 Years

John Abrams, Exhibitions/Collections & Facility Coordinator, Economic Growth, Culture & Entrepreneurship, 5 Years

Fei Yang, Senior Transportation Engineer, Engineering, 5 Years

Liliana Da Silva, Senior Planner II, Planning & Urban Design, 5 Years

5. DEPUTATIONS

There were no deputations.

6. COMMUNICATIONS

6.1 COMMUNICATION - OLT APPEAL – 9331 TO 9399 MARKHAM ROAD BY FOUROTOWERS BUILDERS LTD. AND SASSON CONSTRUCTION INC. (10.5, 10.6)

(LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD;) [MUNICIPAL ACT, 2001, Section 239 (2) (e)]

Moved by Councillor Reid McAlpine

Seconded by Councillor Karen Rea

1. That the written submission from Helen Tsoi be received.

Carried

7. PETITIONS

There were no petitions.

8. CONSENT REPORTS - DEVELOPMENT AND POLICY MATTERS

8.1 DEVELOPMENT SERVICES PUBLIC MEETING MINUTES – SEPTEMBER 5, 2023 (10.0)

Moved by Councillor Karen Rea

Seconded by Councillor Andrew Keyes

1. That the minutes of the Development Services Public Meeting held September 5, 2023, be confirmed.

Carried

8.2 MINGAY AVENUE AT HAMMERSLY BOULEVARD PROPOSED ALL-WAY STOP (WARD 6) (5.12)

Moved by Councillor Karen Rea

Seconded by Councillor Andrew Keyes

1. That the report entitled “Mingay Avenue at Hammersly Boulevard Proposed All-way Stop (Ward 6)” be received; and,

2. That Schedule 12 of Traffic By-law 106-71, pertaining to compulsory stops, be amended to include all approaches to the intersection of Mingay Avenue at Hammersly Boulevard; and,
3. That the Operations Department be directed to install the appropriate signs and pavement markings at the subject location; and,
4. That the cost of materials and installation for the traffic signs and pavement markings in the amount of \$1,000 be funded from capital project #083-5350-23112-005 (Traffic Operational Improvements); and,
5. That York Regional Police be requested to enforce the all-way stop control upon installation of these stop signs and passing of the By-law; and further,
6. That staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.3 RECOMMENDATION REPORT, REVISION TO A LEGAL DESCRIPTION OF A DESIGNATION BY-LAW 9392 KENNEDY ROAD (“THE THOMAS LOWNSBOROUGH HOUSE”), WARD 6 (16.11)

Moved by Councillor Karen Rea

Seconded by Councillor Andrew Keyes

1. That the Staff report, dated September 26, 2023, titled, “RECOMMENDATION REPORT - Revision to a Legal Description of a Designation By-law, 9392 Kennedy Road (“The Thomas Lownsbrough House”), Ward 6”, be received; and,
2. That the legal description, as contained within the previously approved Heritage Designation By-law 2020-72, be amended to reflect the property’s current legal description, and that By-law 2020-72 be amended to ensure conformance with the *Ontario Heritage Act*, as amended; and further,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.4 AMENDMENT TO BY-LAW 2023-20 (A BY-LAW TO ESTABLISH PROCEDURES FOR PROCESSING PERMIT APPLICATIONS UNDER THE ONTARIO HERITAGE ACT) AND BY-LAW 2002-276, AS AMENDED. (16.11)

Moved by Councillor Karen Rea

Seconded by Councillor Andrew Keyes

1. That the report dated September 26, 2023, titled, “Amendment to By-law 2023-20 (A By-Law to Establish Procedures for Processing Permit Applications under the *Ontario Heritage Act*) and By-law 2002-276, as amended”, be received; and,
2. That the proposed by-law amendment to By-law 2023-20 attached to this report as Appendix “A”, be adopted; and,
3. That By-law 2002-276, as amended by By-law 2023-21, being a by-law to impose fees or charges for services or activities provided or done by the City, be further amended to reflect the Heritage Permit application fees as noted in Appendix “B” attached to this report; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9. REGULAR REPORTS - TRANSPORTATION AND INFRASTRUCTURE MATTERS

9.1 MARKHAM TRANSPORTATION MASTER PLAN STUDY TERMS OF REFERENCE (10.0)

Arvin Prasad, Commissioner, Development Services, introduced this item as related to an overview of the Markham Transportation Master Plan Study Terms of Reference, for which Council endorsement is being sought. Commissioner Prasad advised that the study would assist in guiding development of the transportation system through the City. Commissioner Prasad introduced Frank Clarizio to provide further details.

Frank Clarizio, Director, Engineering, provided an overview of the report and outlined future strategies to accommodate the projected growth in the City. Director Clarizio advised that Staff are looking to leverage a consultant to formalize the master plan study, with the goal of analyzing multi-modal

transportation network needs in the City and to evaluate necessary infrastructure improvements.

The Committee provided the following feedback:

- Inquired if this study is being done in coordination with the City-wide Parking Strategy. Loy Cheah, Senior Manager, Transportation advised that the two studies are separate and advised that the information and recommendations coming out of the parking strategy would be used to inform and help define objectives for the Transportation Master Plan Study.
- Asked if two different consultants would be retained for the micro-mobility strategy and the Transportation Master Plan Study. Director Clarizio confirmed that it would be the same consultant and their efforts would be leveraged, with the micro-mobility study being developed through the Transportation Master Plan.
- Inquired about next steps for the parking strategy. Mr. Cheah advised that a Council workshop would be held in the Fall on the parking strategy to provide further updates.
- Asked about accessible parking throughout the City within the street allowance and whether this will form part of the City's parking strategy. Mr. Cheah advised that accessible parking within street allowance is not typically something provided by the municipality, noting that accessible parking is legislated by the Province as a mandatory provision within lots and development plans. Director Clarizio confirmed that Staff could look into the liabilities and risks of considering accessible on-road parking to determine feasibility.
- Asked if within private commercial plazas unit owners have the ability to hold parking spaces for customers of their business. Director Clarizio advised that the City does not govern parking operations within private property, other than the required number of parking spaces in accordance to By-laws and/or approved plans. Mr. Cheah added that the allotment of parking spaces would be through an agreement with the property owner or property management.

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the report entitled “Markham Transportation Master Plan Study Terms of Reference” be received; and,

2. That the following TMP Study Terms of Reference be endorsed:
 - a. Develop a comprehensive consultation plan to solicit public and stakeholder input and feedback on transportation needs throughout the TMP's development; and,
 - b. Complete a background review of relevant information, studies, and data to understand Markham's planning context and transportation needs in existing plans including provincial, regional, and local transportation plans; and,
 - c. Undertake a transportation needs assessment to review existing travel demand patterns and forecast future travel demand. Analyze gaps and opportunities under existing and future conditions to inform development of transportation network options and policies; and,
 - d. Establish an overarching vision and guiding principles for the TMP in consultation with internal and external stakeholders; and,
 - e. Develop whitepapers on electrification and autonomous vehicles, and transportation data sources, to inform policy and strategy development; and,
 - f. Develop a complete streets design guidelines and strategy to enhance transportation options for all road users, providing conceptual cross-sections for all City roads and reviewing road classifications; and,
 - g. Develop a micro-mobility and shared-mobility services strategy that integrates new and emerging personal and shared micro-mobility devices into Markham's existing and future transportation network; and,
 - h. Assess the need and justification of specific transportation network improvement options for active transportation, transit, roads, and micro-mobility, leading to recommended revised multi-modal transportation networks; and,
 - i. Develop transportation policies for incorporation into the Official Plan update; and,
 - j. Prepare an implementation plan, including a 10-year infrastructure capital plan and funding strategies to support the implementation of the TMP; and further,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

10. MOTIONS

There were no motions.

11. NOTICES OF MOTION

11.1 NOTICE OF MOTION - REIMAGINE THE STOUFFVILLE GO TRANSIT CORRIDOR LINE

Councillor Reid McAlpine assumed the Chair for this item.

Regional Councillor Jim Jones advised that this item is to provide notice that the motion “Reimagine the Stouffville GO Transit Corridor Line”, moved by Regional Councillor Jim Jones, and seconded by Regional Councillor Joe Li, will be placed on an October Development Services Committee agenda for Council’s consideration.

The Committee commented that discussions with Staff should take place prior to the motion returning to Committee to investigate activities referenced in the motion which may already be underway.

The Committee consented to the following motion being referred to a Development Services Committee meeting in October 2023, for its consideration:

WHEREAS there is a need to reimagine the Stouffville GO Transit Corridor Line into a subway style service and land use plan as well as to create the high-speed 407 Crosstown Transitway Corridor, coordinated at a supra-regional level with all affected municipalities within the 416 and 905 area code, spearheading a major transformation of the Stouffville GO Transit line to unlock economic opportunity and job generation, increase ridership and optimize investments in transit, create complete, walkable communities, provide for a range of housing choices and affordability levels and create unique destinations surrounding each Transit Oriented Development (TOD) station areas (refer to Appendices: for background material and detail); and,

WHEREAS a comprehensive plan could produce a more efficient and effective two-way all-day corridor of destinations surrounding GO Transit Stations coupled with 24-hour land uses that focuses on the public realm and community amenities to create a vibrant and livable economic corridor that is not premised on the current commuter model between the 905 and downtown Toronto areas; and,

WHEREAS all GO Commuter Transit Line, including the Stouffville Line is currently an underperforming, low ridership lines that needs revitalization into vibrant complete destinations TODs with high animation activity, high ridership,

multiple amenities, jobs, retail establishments, and concentration of facilities; and, **WHEREAS** Planning GO TOD stations at the corridor level allows for the coordination of land use and transportation, which can provide fast, direct, and cost-effective access to more destinations for more people. It also allows for the concentration of higher-density, mixed-use, pedestrian-friendly development within walking distance of frequent transit stops and stations, in tandem with measures to discourage unnecessary driving. This supports sustainable transportation choices and other community goals, resulting in lower levels of vehicle use, reduced greenhouse gas emissions, improved air quality, and healthier lifestyles; and,

WHEREAS a joint committee lead by the Province, Toronto/Markham/Stouffville and York Region are well positioned to work together and implement this comprehensive work and bring all levels of government, agencies and stakeholders together in a joint initiative to reimagine the Stouffville GO Transit Corridor and its surrounding lands cross municipal boundaries and agency/government jurisdictions; and,

WHEREAS Toronto/Markham/Stouffville Growth Strategy describes the goals, strategies, and actions agreed to by the municipal partnership to pursue sustainable growth and development to 2051 and beyond. It is based on containing growth inside the urban containment boundary, and focusing this growth in Toronto, Markham and Stouffville's Urban Growth Centres and other areas well-served by frequent transit service. It aims to support sustainable transportation choices with an emphasis on Toronto/Markham/Stouffville land use patterns that promote walking, cycling, and transit; and,

WHEREAS a new transportation plan for Toronto/Markham will set out the goals for a transportation strategy to keep people and our economy moving, strengthen our communities, and protect the environment. It will set out the goals for Toronto/Markham's integrated transportation system and outlines the importance of coordinating land use and transportation to be proactive in using transit to serve and shape land use. MTO (Metrolinx) are called to lead the planning and development of a new GTHA Regional Rail Integrated Transportation Strategy, with a planning horizon of 2051, in coordination with Toronto and Markham's 2051 and beyond Transportation Strategy; and,

WHEREAS Corridor-level planning can attract more economic development opportunities and substantial investment. Developers and businesses are often attracted to corridors with planned transit-oriented development, as they see the potential for a larger customer base and improved accessibility. This can lead to more significant economic growth and job opportunities along the entire corridor; and,

WHEREAS Community Connectivity and Planning at the corridor level

encourages the creation of pedestrian-friendly pathways, bike lanes, and other non-motorized transportation options that connect various stations and surrounding areas. Promotes active transportation and enhances overall livability of the community; and,

WHEREAS Planning and urban design can, at the corridor level, facilitate the establishment of consistent design and development standards across the entire corridor. It can lead to a more cohesive, aesthetic and functional environment, avoiding abrupt transitions between different station areas; and,

WHEREAS Corridor-level planning allows for more effective public engagement. Communities can provide input on the overall vision and priorities for the entire corridor, fostering a sense of ownership and involvement in the planning process. Regular Corridor Committee meetings will help to reduce nimbyism; and,

WHEREAS By planning at the corridor level, environmental impacts and considerations can be assessed and mitigated on a broader scale. This might include evaluating the overall ecological footprint, preserving and increasing green spaces, and implementing sustainable practices that benefit the entire corridor.

THEREFORE, BE IT RESOLVED:

1. That the Ontario Government Be Requested to form an inter-governmental, inter-municipal, stakeholder and agency steering committee and working group and undertake a comprehensive study, followed by development of a plan that will unlock the land use, economic and transit opportunity of the Stouffville GO Transit Corridor Line and its surrounding lands; and,
2. That the Political Steering Committee and the Government Technical Working Group be supported by various experts, including urban planners, urban design architects, engineers, economists, environmental specialists, and community stakeholders. Collaboration between government agencies, transit authorities, and private entities would be essential to successfully realize the transformation of the Stouffville GO transit Corridor line and the evolution of Transit- Oriented Developments; and,
3. That the Following Matters be Considered as Part of the Study and Plan (refer to Appendices for details):
 - a. Provide land use, typologies and communities that optimizes the frequent rail transit investment where communities are seamlessly linked by high frequency public LRT.

- b. Provide Complete Destination Transit-Oriented Development that is seamlessly linked with 24- hour uses that create two-way all-day traffic between Toronto's Union Station and Stouffville's Lincolnville Station
 - c. Evaluate and implement autonomous vehicles in a geo-fenced environment and micro-mobility connections to support first-mile/last-mile solutions at transit rail station areas
 - d. Create a multi-modal corridor of transit supported neighbourhoods (like a string of pearls along the corridor)
 - e. Create complete communities and hierarchy of destinations, employment centres and amenities within the sub-centres that generate and attract two-way all-day traffic
 - f. Examine opportunities for renewables and district energy generation, solar and geo-thermal solutions within the corridor
 - g. Provide a Range of Housing Choices and Affordability
 - h. Balance City-Wide and Regional Goals with the Existing Communities and Its Context
 - i. Ensure Job Space and Diversity through a Comprehensive Job Creation Strategy
 - j. Evaluate opportunities to support indoor urban vertical farming at each TOD transit rail station area
 - k. Explore the creation of true digital twins of the affected municipalities that utilize the internet of things to monitor utilities and the transportation grid in real time and improve analysis, projection and development review
4. In Addition to the Above, that the Following Key Steps Should be Considered to Guide the Study:
- a. Define the Scope and Objectives
 - b. Assess existing Infrastructure and Demand
 - c. Identify Potential Transit Oriented Development Communities Stations
 - d. Conduct Stouffville GO Transit Corridor Feasibility Study
 - e. Develop Transit Oriented Communities Concepts

- f. Analyze Cost and Funding Options
 - g. Public Engagement and Consultation
 - h. Develop an Implementation Plan
 - i. Monitor and Evaluate
 - j. Plan major GTA Sports, Entertainment and Convention Facilities at the Unionville GO/407 Transitway Hub
5. That the Following Programmes and Pilots be Considered to Guide the Project to Reimagine the Stouffville GO Transit line as a Comprehensive Transit Corridor with integrated urban development and sustainable features. To achieve this vision, a variety of studies and planning efforts will be necessary:
- a. Conduct a Technical and Financial Feasibility Study to assess the technical, financial, and operational viability of the proposed upgrades and additions to the transit line, including but not limited to:
 - i. Transportation Demand Analysis: Analyze the current and projected transportation demand along the corridor, considering population growth, employment distribution and other demographic factors.
 - ii. Infrastructure and Engineering Studies: Conduct engineering studies to determine the feasibility of the rail track, whether to tunnel, elevate, or grade separations, and other infrastructure upgrades along the corridor.
 - iii. Environmental Impact Assessment: Evaluate the potential environmental impacts of the transit line upgrades, new stations, and increased urban development, and develop strategies for mitigating negative effects.
 - iv. Train Technology and Automation Train Control Implementation Study: Explore the technical requirements, costs and benefits of implementing driverless LRT technology, automatic train control, and autonomous vehicles in the transit station areas geofenced campus.
 - v. Waste-to-Energy Infrastructure Study: Assess the possibility of central waste-to-energy facilities at each transit station areas to manage waste sustainably and produce energy. Evaluate

technology options, environmental impacts, and regulatory considerations.

- vi. Financial and Funding Strategy: Develop a funding strategy that considers public and private funding sources, potential revenue streams from commercial development, and long-term financial sustainability.
 - vii. Public-Private Partnerships (PPPs): Investigate the potential for public-private partnerships to help finance, develop, and operate the new transit corridor and station areas; and
 - viii. Implementation Plan: Develop a phased implementation plan that outlines the timeline, milestones, and responsibilities for each stage of the transit corridor transformation.
- b. Engage A World-Class Transit Oriented Development (TOD) Planning Consultant Team to masterplan the entire Stouffville GO corridor and every TOD Station, including but not limited to:
- i. Station Area Master Plans: Develop master plans for each of the proposed transit station areas. These plans should include mixed-use development concepts, urban design guidelines, land use strategies, and strategies for creating complete destination stations. Consider factors like job distribution, housing density, entertainment facilities, creating great public realm, green spaces, and building on top of the station.
 - ii. Land Use and Zoning Studies: Collaborate with local municipalities to update zoning regulations and land use policies that encourage mixed-use development and prevent single-family housing and townhouses.
 - iii. Transit-Oriented Development (TOD) Strategy: Establish design guidelines to ensure aesthetic coherence, functionality, and sustainability in the development of stations and surrounding areas. These guidelines would encompass building heights, aesthetics, green spaces, and public amenities.
 - iv. Indoor Urban Vertical Farming Feasibility: Assess the feasibility of integrating urban vertical farming facilities at each station, considering factors such as space, technology, and economic viability.

- v. Use 3D Modelling Software: Create a 3D printed model and a digital twin of each transit station area.
- vi. Economic and Job Analysis: Assess the potential for job creation along the transit corridor. Identify sectors that could thrive in proximity to transit stations, such as technology hubs, commercial centres, and research institutions. This study must consider how to attract businesses to establish their presence at each station.
- vii. Housing Market Analysis: Understand the housing market dynamics in the Greater Toronto Area, including housing affordability issues. Explore different housing typologies, such as mid-rise and high-rise condos, to accommodate the projected population growth and demand for housing. Examine strategies to ensure housing affordability while maintaining the desired urban density.
- viii. Modular Prefabrication Condominium Construction Feasibility: Study the feasibility of using modular prefabricated construction methods for the creation of mid-rise and buildings at each transit station area.
- ix. Legal and Regulatory Framework: Review existing legal and regulatory frameworks and identify any necessary changes to support the proposed transformation of the transit line and TOD station areas.
- x. Conduct a visual preference survey and study: Solicit feedback in urban planning, architecture, and design to gather public opinions about the visual qualities of different environments, landscapes, buildings, and urban elements; and
- xi. Community Engagement, Stakeholder Involvement and Visual Preference Survey: Conduct public engagement sessions to involve residents in the planning process. Utilize visual preference surveys to gather input on design elements, community preferences, and potential concerns. This can help address potential “NIMBY” (Not in My Backyard) reactions and ensure community buy-in.
- xii. Heritage Districts: So, while there isn’t a specific policy on single-storey buildings near rail transit stations or in heritage districts, the policies is to encourage denser developments in these areas to accommodate more residents and preserve the character of heritage districts.

- xiii. Strategically Plan Major Destinations along the Stouffville GO Corridor in an integrated rail transit network.
- xiv. Seek guidance from the Premier, Ministers of Sport and Economic Development and the Canadian Sports Institute of Ontario (CSIO), on how the Sports, Entertainment & Convention Centre is part of the economic strategy for the integrated GTA rail transit network.
- xv. Hold a Design Contest and unveil the concept of the Sports, Entertainment & Convention Destination at a kickoff Luncheon.
- c. Establish a Stouffville GO TOD Corridor Committee to ensure integrated Transit Corridor TOD Planning is maintained:
 - i. This is essential for creating efficient, safe, and sustainable transportation systems that serve the needs of the communities.
 - ii. This committee should consider a multidisciplinary approach that considers various factors including transportation, land use, urban design, economic development, job creation, and community engagement. Tri-Government Complete Destination TOD Corridor Political Steering Committee; and
 - iii. Conduct regular transparent committee meetings both in person and hybrid.

Conclusion: Conducting a masterplan study for the Stouffville GO Transit corridor is crucial to meet the growing transportation needs of the 1.5 million people it serves. By learning from successful transit systems, optimizing capacity, and exploring cost-effective solutions, we can enhance the efficiency, capacity, and overall performance of the corridor. This study will provide valuable insights and recommendations for future infrastructure upgrades, operational improvements, and station design modifications.

12. NEW/OTHER BUSINESS

There was no new business.

13. ANNOUNCEMENTS

There were no announcements.

14. CONFIDENTIAL ITEMS

Moved by Mayor Frank Scarpitti
Seconded by Councillor Isa Lee

That, in accordance with Section 239 (2) of the Municipal Act, Development Services Committee resolve into a confidential session to discuss the following matters:

Carried

14.1 DEVELOPMENT AND POLICY MATTERS

**14.1.1 DEVELOPMENT SERVICES COMMITTEE MINUTES -
SEPTEMBER 17, 2023 (10.0) [MUNICIPAL ACT, 2001, Section 239
(2) (e)]**

**14.1.2 REQUEST FOR DIRECTION REPORT, 17, 19, 21, AND 23
MORGAN AVENUE, ONTARIO LAND TRIBUNAL APPEALS OF
THE OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
APPLICATIONS TO PERMIT A RESIDENTIAL HIGH-RISE 40-
STOREY RESIDENTIAL BUILDING (WARD 1) (10.3, 10.5)**

**(LITIGATION OR POTENTIAL LITIGATION, INCLUDING
MATTERS BEFORE ADMINISTRATIVE TRIBUNALS,
AFFECTING THE MUNICIPALITY OR LOCAL BOARD;)
[MUNICIPAL ACT, 2001, Section 239 (2) (e)]**

**14.1.3 OLT APPEAL – 9331 TO 9399 MARKHAM ROAD BY FOURO
TOWERS BUILDERS LTD. AND SASSON CONSTRUCTION INC.
(10.5, 10.6)**

**(LITIGATION OR POTENTIAL LITIGATION, INCLUDING
MATTERS BEFORE ADMINISTRATIVE TRIBUNALS,
AFFECTING THE MUNICIPALITY OR LOCAL BOARD;)
[MUNICIPAL ACT, 2001, Section 239 (2) (e)]**

15. ADJOURNMENT

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

That the Development Services Committee adjourn at 12:32 PM.

Carried