

City of Markham Official Plan Performance Indicators

October 2023

Policy and Research, Development Services Commission



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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 livable 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 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 fourth 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 is 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. Population and employment estimates are provided by York Region and represent the best estimate of the existing population and employment numbers. Population and employment forecasts are included in the Official Plan (Table 2.3) and are projections of future conditions based on growth trends. Population and employment forecasts are derived from the Provincial Growth Plan.

Results and Progress:

Current population: The 2023 population of 358,800 residents in Markham is about 22,700 less than the 2023 forecasted population of 381,500.

Population Trends/Analysis: Markham's population increased by approximately 43,000 residents between 2011 and 2021, reaching approximately 354,000 in 2021. This growth is below Markham's forecasted population of 370,300 for 2021. Since 2016, growth has slowed relative to the forecast. Based on annual average growth from 2016 to 2023 of around 2,850 residents, Markham's population in 2026 could be 31,000 residents less than the 2026 forecast of 398,300. Development along the City's centres and corridors and in the Future Urban Area is expected to increase the rate of population growth and reduce the gap.

Current employment: The York Region Employment Survey identified an estimate of 178,270 jobs in the City of Markham in 2022.

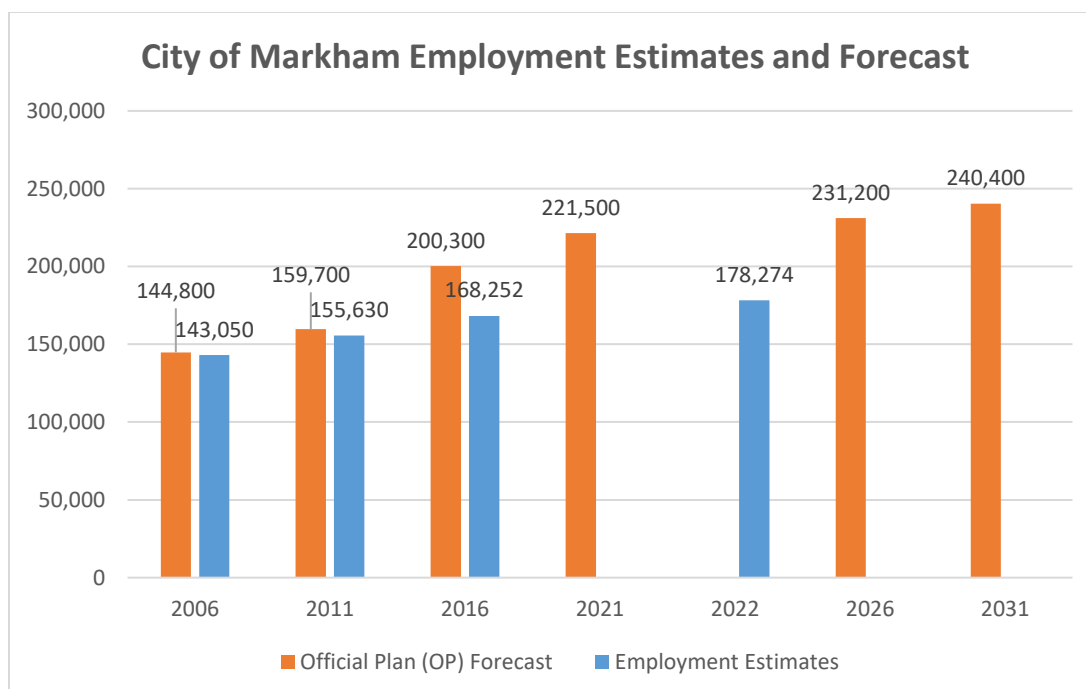
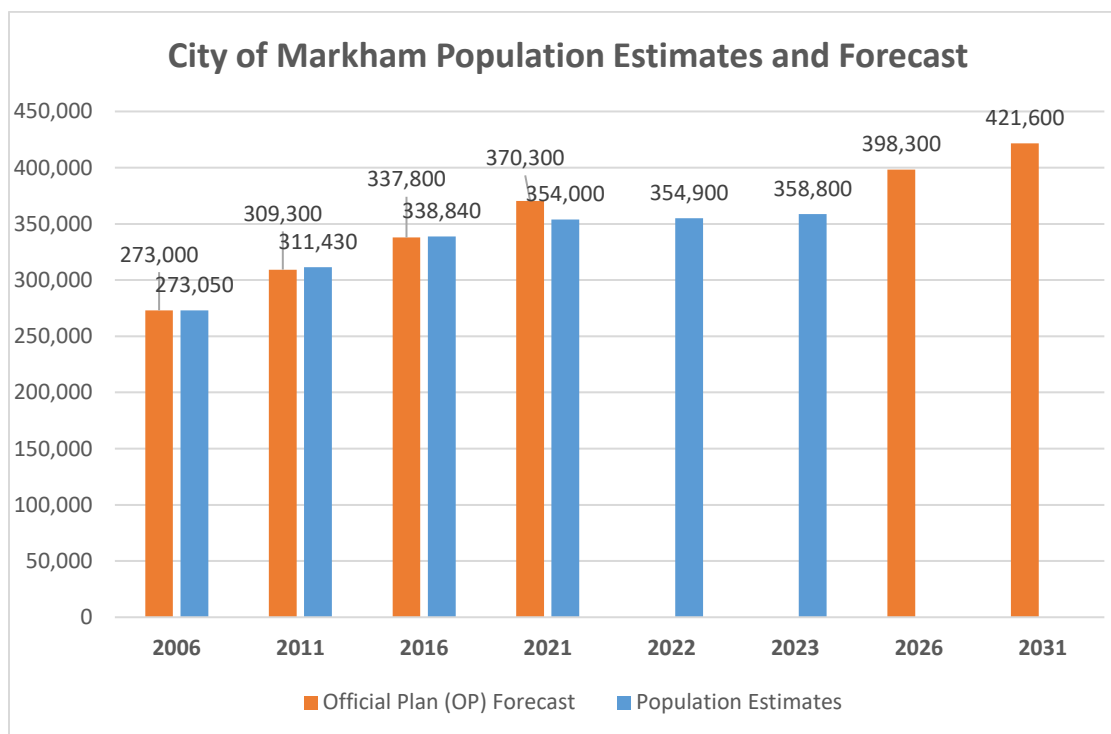
Employment Trends/Analysis: Between 2011 and 2022, Markham's total employment increased by 22,644 jobs to approximately 178,270 jobs. This growth is about 49,290 jobs lower than Markham's forecasted employment of 221,500 for 2021. To achieve the 2026 forecast, an annual growth of about 13,200 jobs per year would have to occur for the next four years, which is above the 1,700 annual jobs growth between 2011 and 2021. The City has generally been successful in achieving the goal of 1 job for every 2 residents since 2006.

Jobs-to-Resident Ratio
2006: 1.05 jobs per 2 residents
2016: 1.08 jobs per 2 residents
2022: 1.00 jobs per 2 residents

Sustainable Growth

Population and Employment Growth (cont'd)

Note – Starting in 2023, the employment estimates provided in the yearly Official Plan Performance Indicators Report, which are sourced from the York Region Employment Survey, will not include any work from home adjustments. Employment estimates from 2021 are excluded as the York Region Employment Survey was not conducted during these years.



Source: York Region

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:

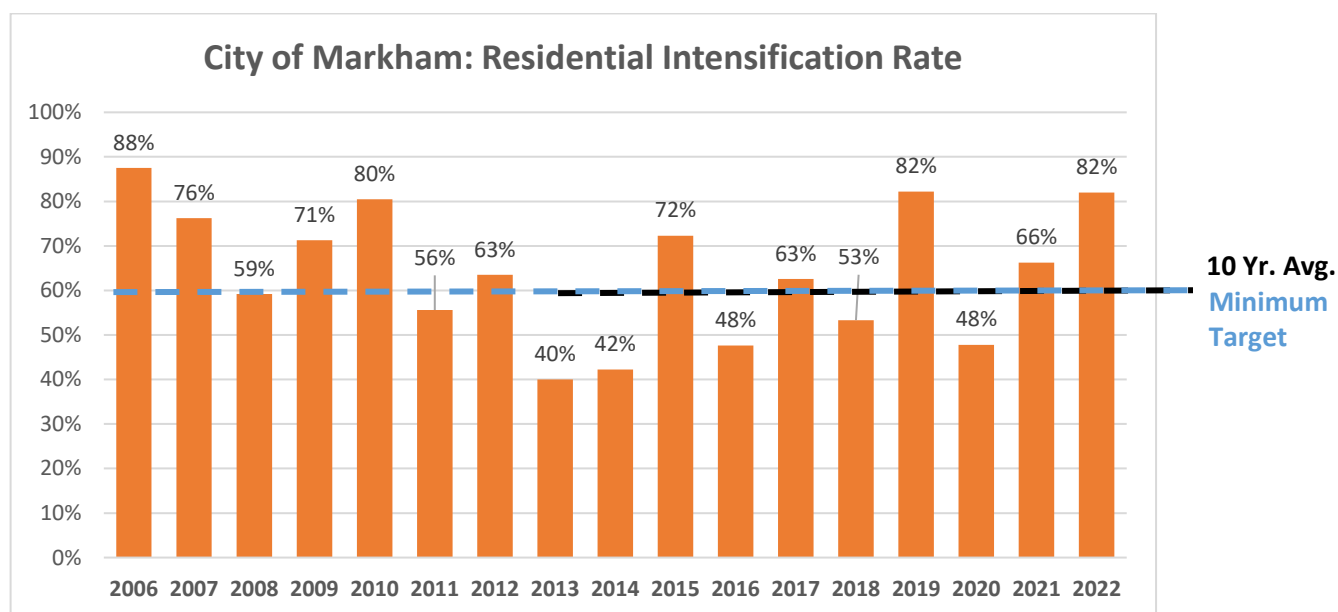
- 2.4.1 To work in coordination with the Region to ensure that by the year 2015 and each year thereafter, a minimum of 40 percent of all residential development in York Region occur within the built-up area of York Region.
- 2.4.2 To plan for the location of 60 percent or greater of all residential development 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 (2013-2022) is 60%, which is the target in the Official Plan. New residential development in 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: <ul style="list-style-type: none">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; andc) 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.

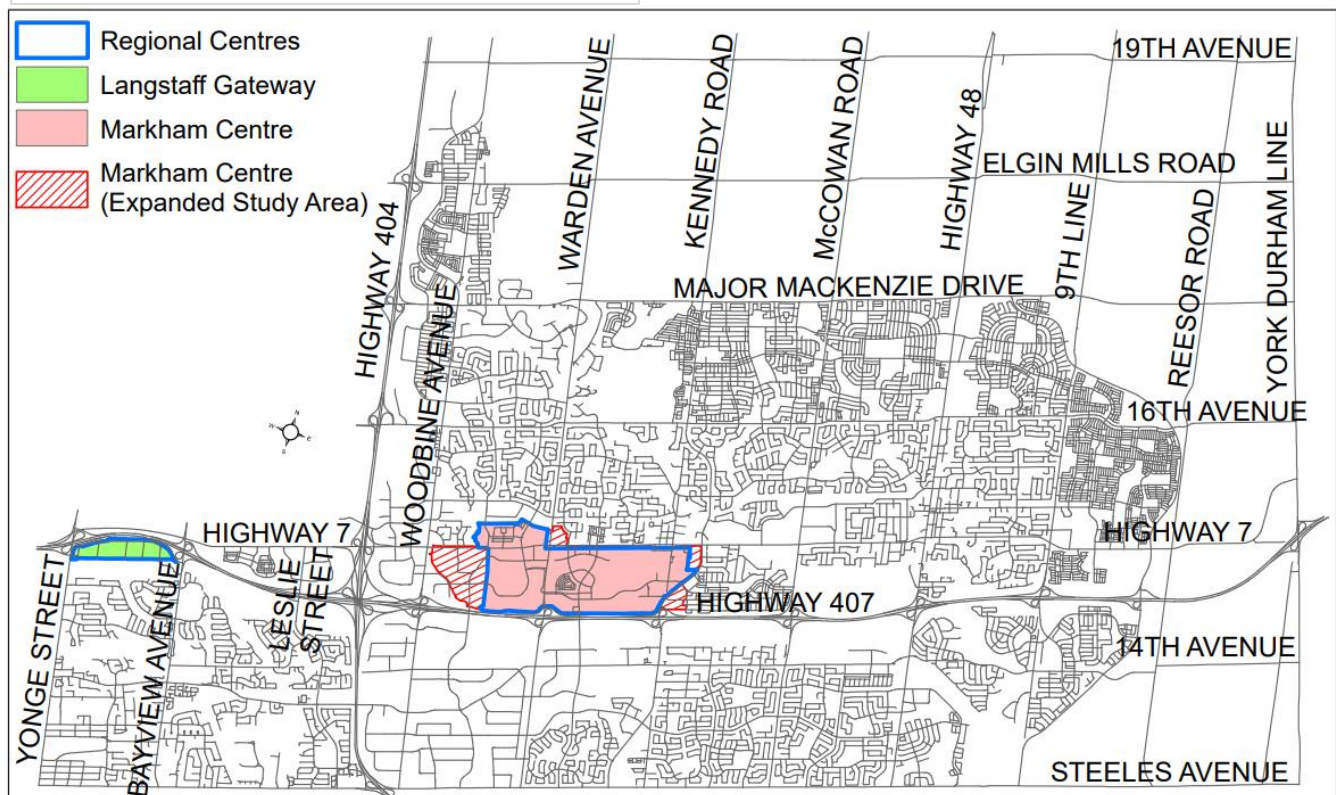
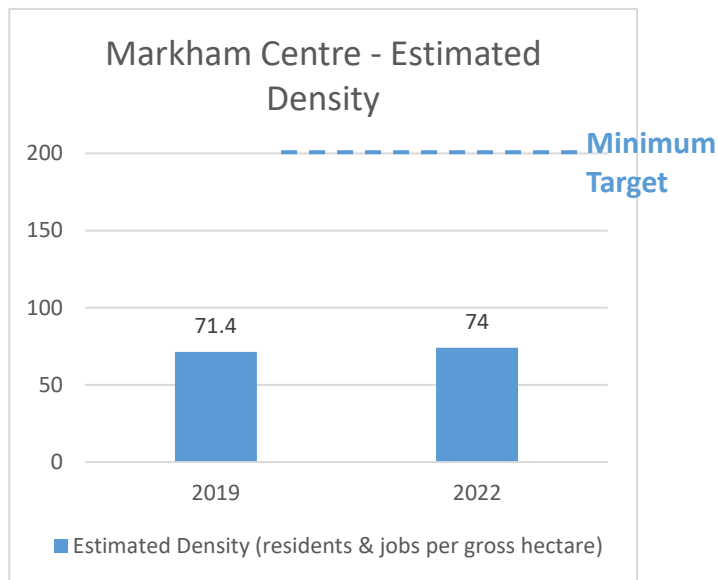
Results and Progress:

In 2022, Markham Centre had a density of 74.0 residents and jobs per hectare when measured across the entire Regional Centre which has increased from 71.4 residents and jobs per hectare in 2019. There is considerable development potential remaining in Markham Centre which will help to achieve the target over time. The 2022 numbers were prepared based on the expanded Markham Centre study boundary.

Although development in Langstaff Gateway has not yet begun, the 2010 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. It is noted that additional residential development can be expected to increase based on recent provincial approvals for the Bridge Station Transit Oriented Community (TOC) which will accommodate approximately 20,500 units.

Sustainable Growth

Regional Centre Density (cont'd)



Document Path: Q:\Geomatics\Departments\Planning\Policy\Chun Nam\Designated Greenfield and Urban Growth Centre\UDC2.mxd

Source: City of Markham

Designated Greenfield Area (DGA) Density – Future Urban Area

Official Plan Policy Reference:

- Reason to Measure and Monitor:

Results and Progress:

The map displays the City of York with various streets and highways. A legend in the top left corner identifies two types of areas:

- Designated Greenfield Area:** Represented by a solid blue color.
- Future Neighbourhood Area:** Represented by a red hatched pattern.

Key streets and highways shown include:

- Highways:** Highway 7, Highway 401, Highway 48, Highway 404.
- Streets:** Young Street, Bayview Avenue, Leslie Street, Woodbine Avenue, Warden Avenue, Kennedy Road, Midland Road, Highway 48, 9th Line, 16th Avenue, 14th Avenue, Steeles Avenue, Major Mackenzie Drive, Elgin Mills Road, Reesor Road, York/Durham Line.

The map shows several designated greenfield areas (blue) and one future neighbourhood area (red hatched) located near the intersection of Highway 404 and Warden Avenue.

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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:

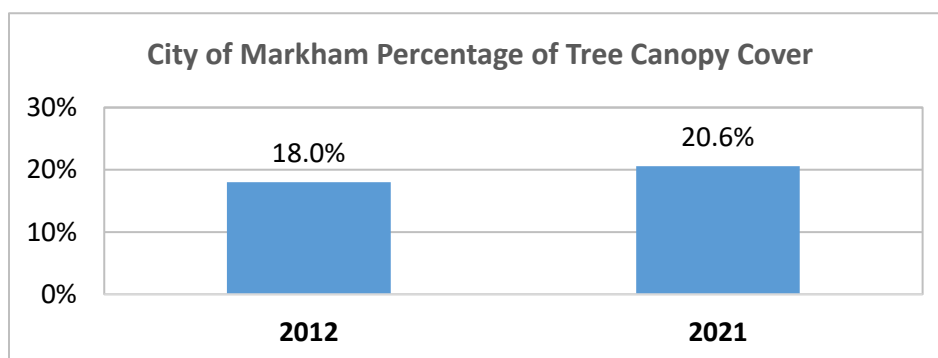
- | | |
|-------|---|
| 3.2.1 | To protect, expand and integrate the urban forest in existing and new communities by: <ul style="list-style-type: none">a) encouraging the enhancement of a resilient and healthy urban forest by increasing tree canopy coverage and encouraging a diversity of tree species 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 Council and the Greenprint Sustainability Plan has established a long term target to reach 30% tree canopy 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/Waterbodies 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.

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: <ul style="list-style-type: none">a) prohibiting development, redevelopment and site alteration except:<ul style="list-style-type: none">i. where infrastructure is provided in accordance with Section 3.1.2.9;orii. as provided for in Section 3.1.2.17;b) securing vegetation protection zones in accordance with Section 3.1.2.22; andc) 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: <ul style="list-style-type: none">a) prohibiting development, redevelopment and site alteration except:<ul style="list-style-type: none">i. where infrastructure is provided in accordance with Section 3.1.2.9;orii. 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; andd) seeking public ownership of wetlands through the development approval process. |

Reason to Measure and Monitor:

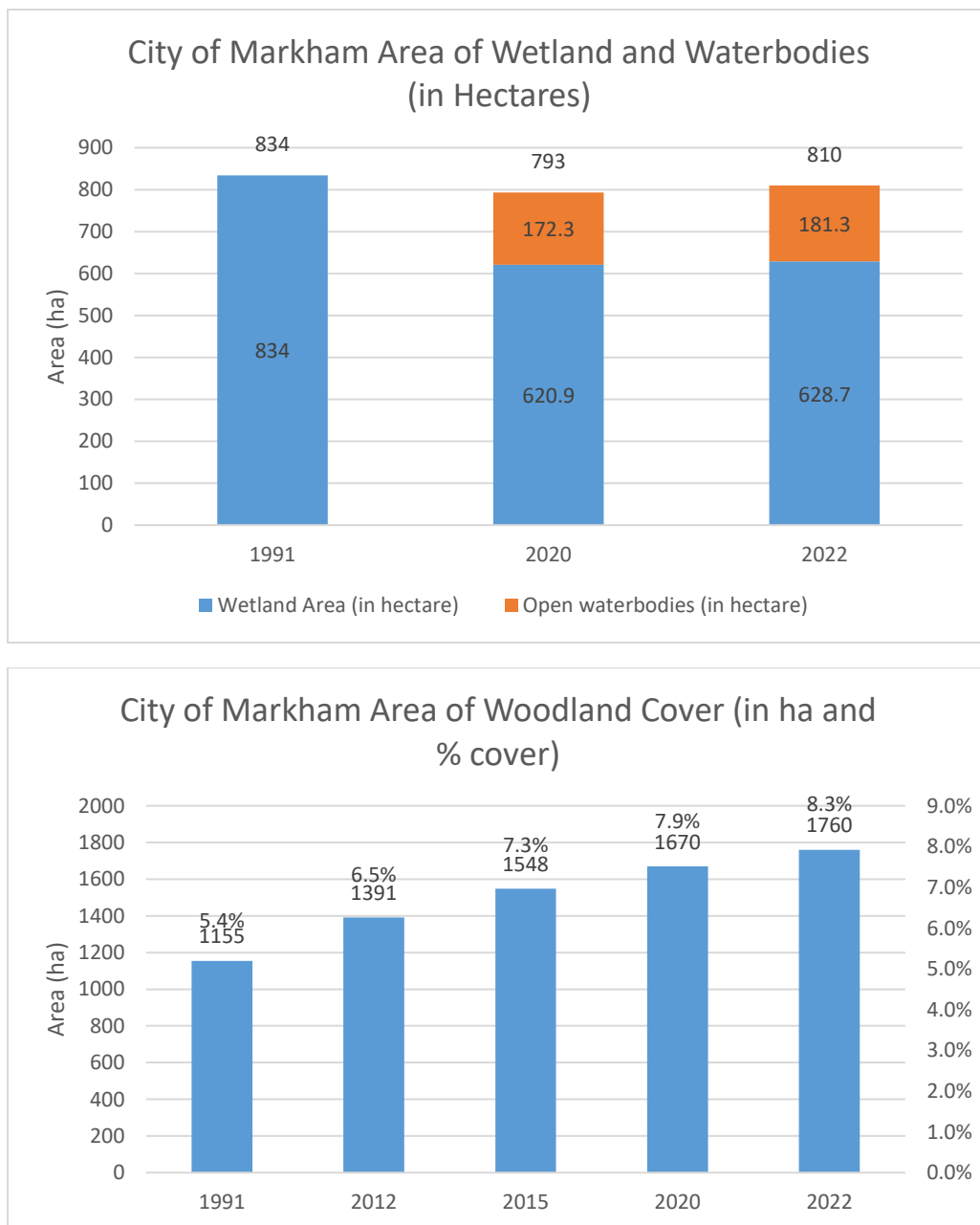
Both wetlands and woodlands provide ecological, social, economic, and hydrological benefits to the City and its residents. Monitoring the total area of wetland and woodland cover within the City will help inform the City's efforts to protect and enhance these natural heritage features.

Protecting the Natural Environment

Area of Wetland/Waterbodies and Woodland Cover (cont'd)

Results and Progress:

Between 1991 and 2022, there was a decline of 23.9 hectares of wetland cover in the City. Over the same time period, there was an increase in woodland cover by 605 hectares. A combination of factors such as 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: <ul style="list-style-type: none">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; [...]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; andg) 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:

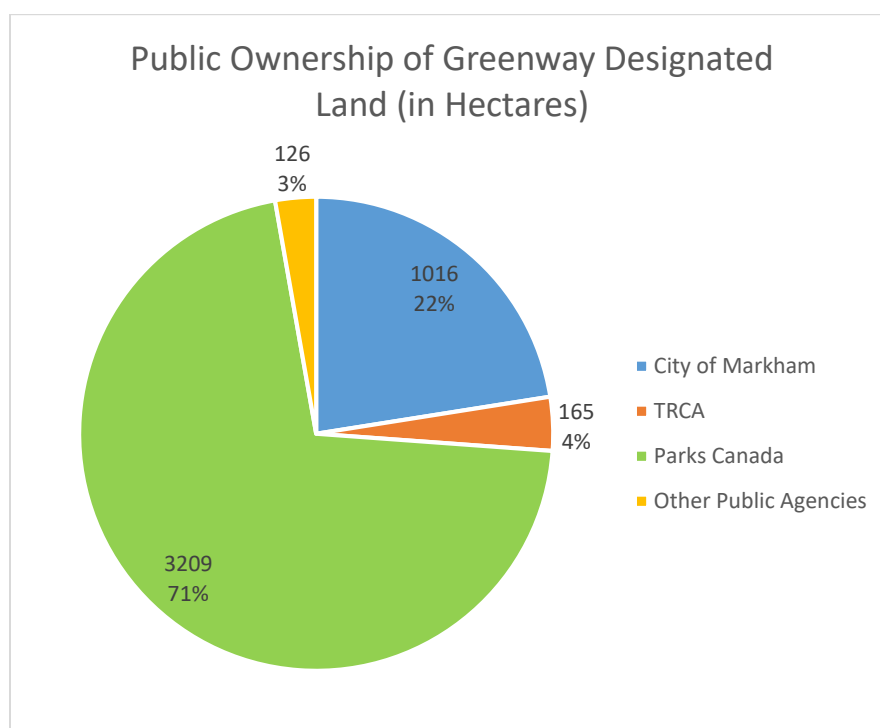
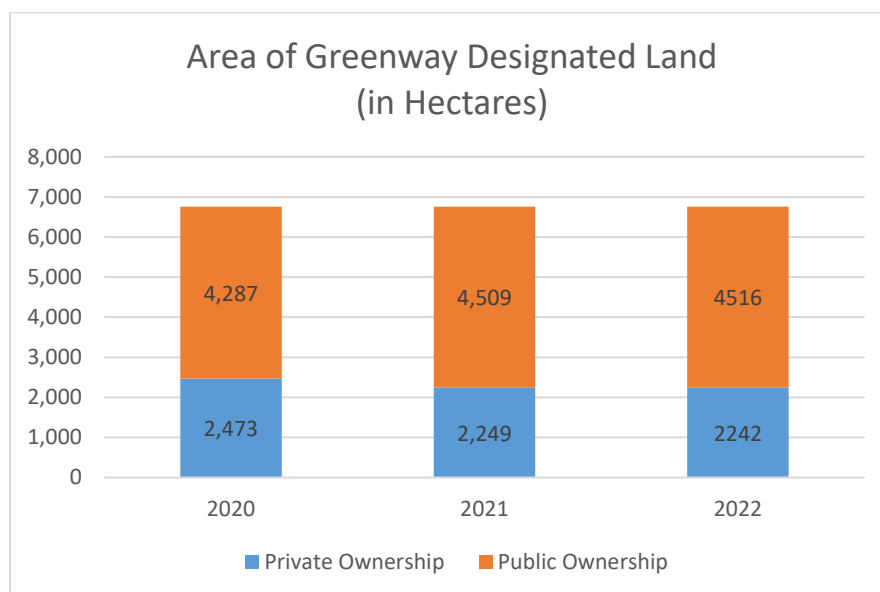
Markham's Greenway System serves as an interconnected system of natural open space that preserve areas of significant ecological value while providing opportunities to improve biodiversity, wildlife habitat and connectivity of natural features. Public ownership of these lands ensures the long term preservation and stewardship of natural areas and ensures that greenspace is publicly accessible for future generations.

Results and Progress:

As of 2022, 4,516 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.

Protecting the Natural Environment

Public Ownership of Greenway Designated Land (cont'd)



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 housing stock in the City.

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:

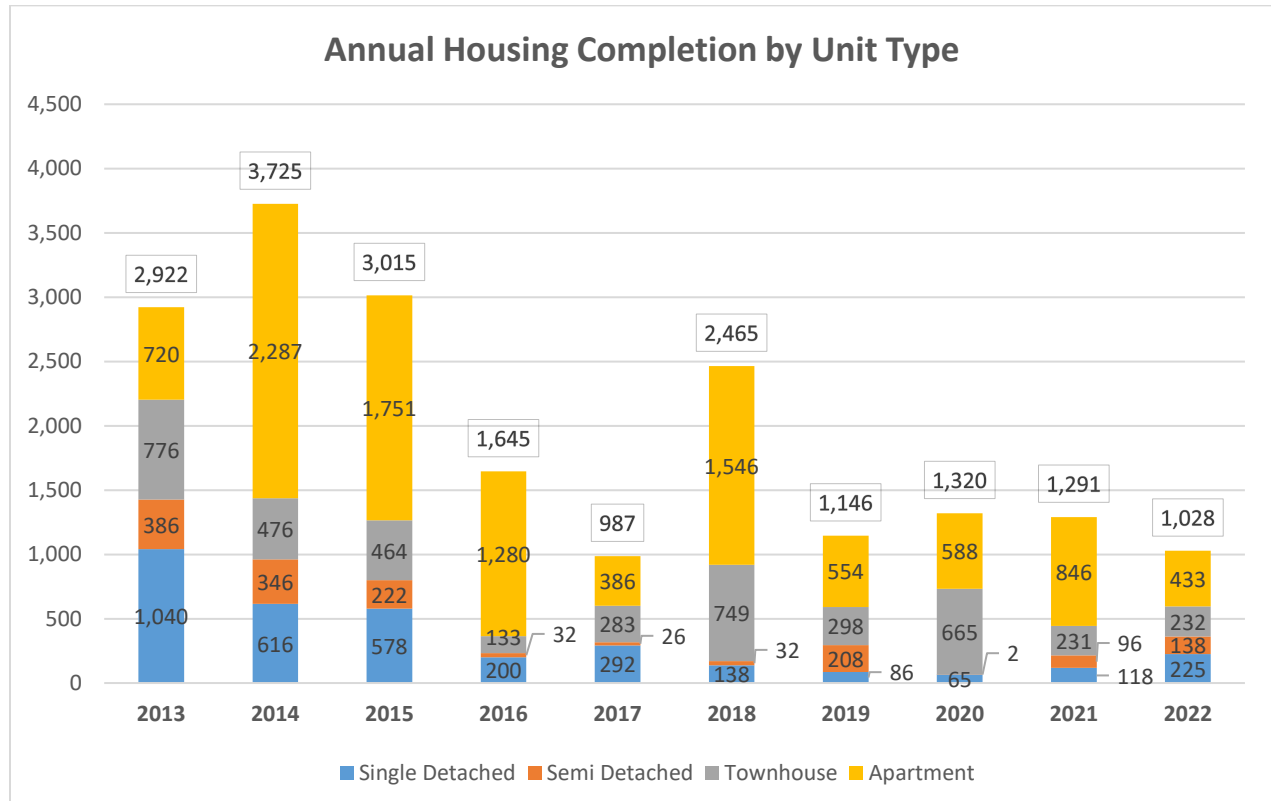
To accommodate the forecasted growth of 421,600 people in Markham by 2031, a range of housing types need to be constructed to meet the diverse needs of Markham residents. A greater proportion of housing units should be higher density (apartment and townhouse) to contribute to creating compact, walkable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

Results and Progress:

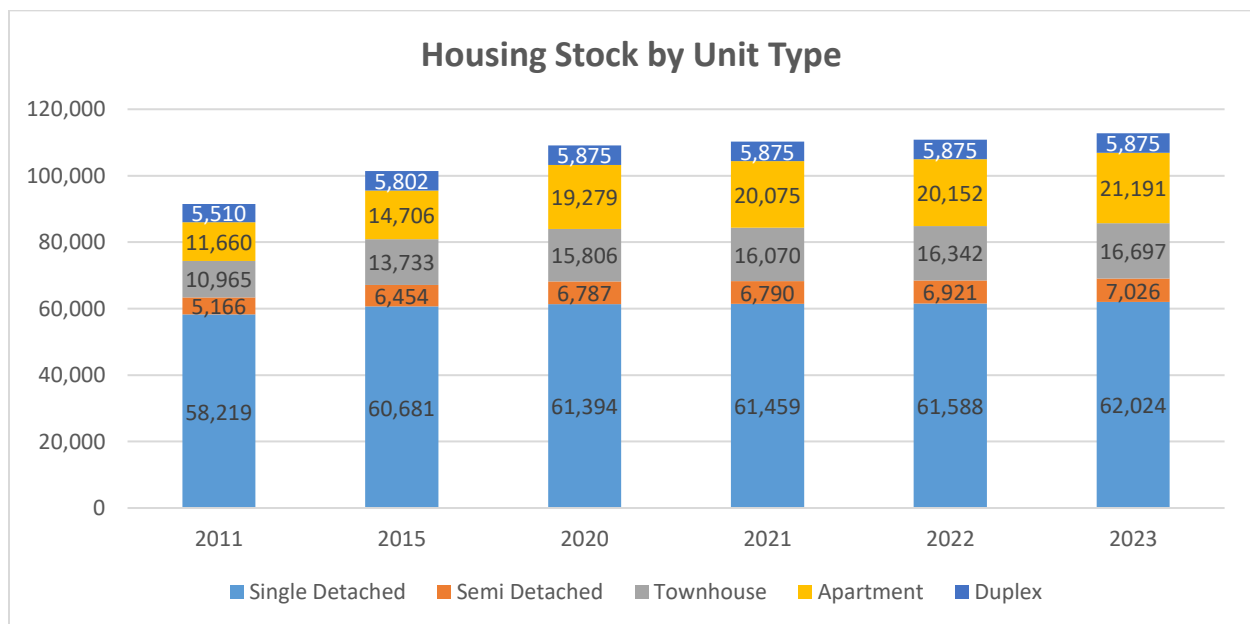
The City has seen a greater proportion of higher density new unit types (apartments and townhouses) annually from 2014 to 2022. More recently, 2018 and 2020 had the greatest proportion of new higher density units with 2,295 units that comprised of 93% of all units and 1,253 units comprised of 95% of all units respectively. For the period of 2017 to 2022 there were 6,811 higher density new units which made up 83% of all new units. As of June 2023, there is a total of 37,888 higher density units (apartments and townhouses) which comprise 34% 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: Approvals

What is Being Measured: The number of new ownership and rental housing units that meet the City's affordability threshold for low and moderate income households (the lowest 60% of the income distribution) that have been committed through the City's development application process.

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. |
| 4.1.3.1 | <p>To work, in partnership with the Region, the non-profit sector, the development industry, community partners and senior levels of government, to develop a strategy for affordable and shared housing and coordinate efforts to:</p> <ul style="list-style-type: none">b) increase the supply of affordable housing including social and assisted housing;c) increase affordable housing options for seniors, youth, new immigrants, and single person households;d) provide a range of affordable housing options for families; |
| 4.1.3.6 | <p>To work, in collaboration with the Region, the non-profit sector, the development industry, community partners, and senior levels of government to develop an affordable housing implementation framework for achieving the actions outlined in the strategy for affordable and shared housing by:</p> <ul style="list-style-type: none">a) identifying opportunities and optimal locations for affordable and shared housing early in the development process;e) facilitating the timely processing of development applications for affordable and shared housing projects; |

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 the period 2021-2023, 115 new affordable housing units below the affordability threshold were secured through the development application process. All of these units are new ownership units.



Building Complete Communities

New Housing Affordability: Construction

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 | <p>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:</p> <ul style="list-style-type: none">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.

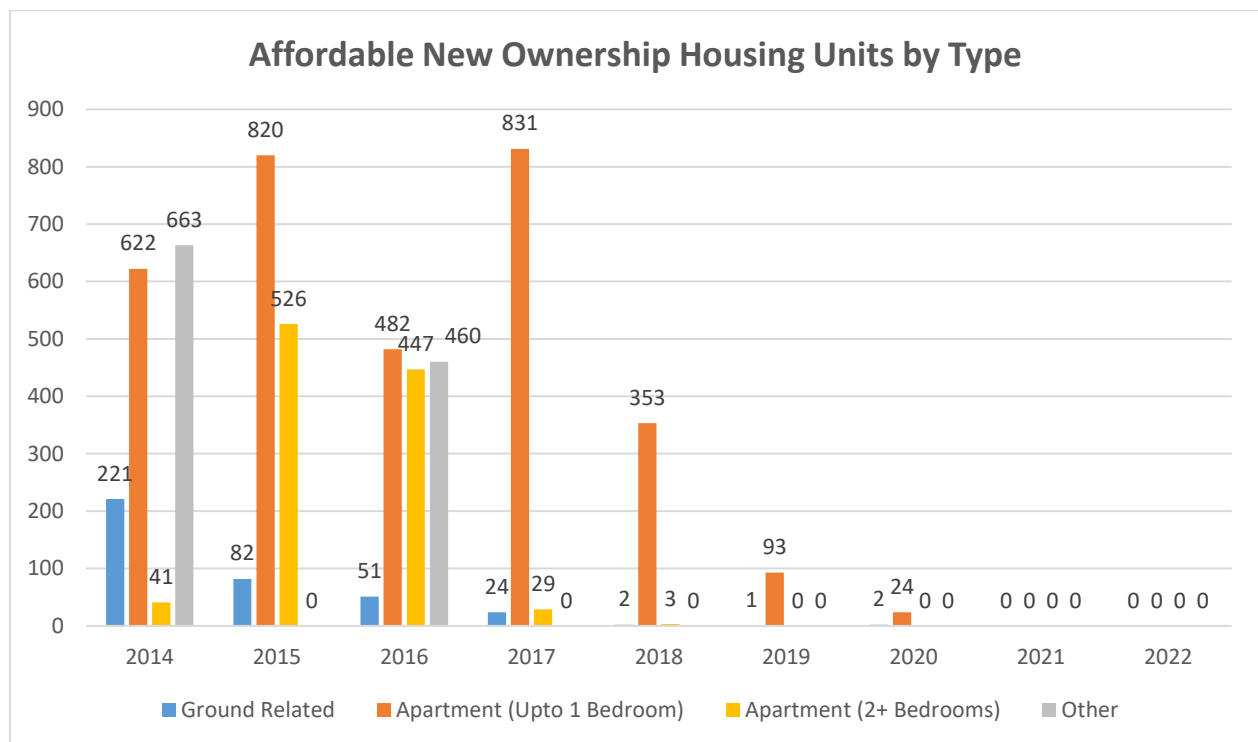
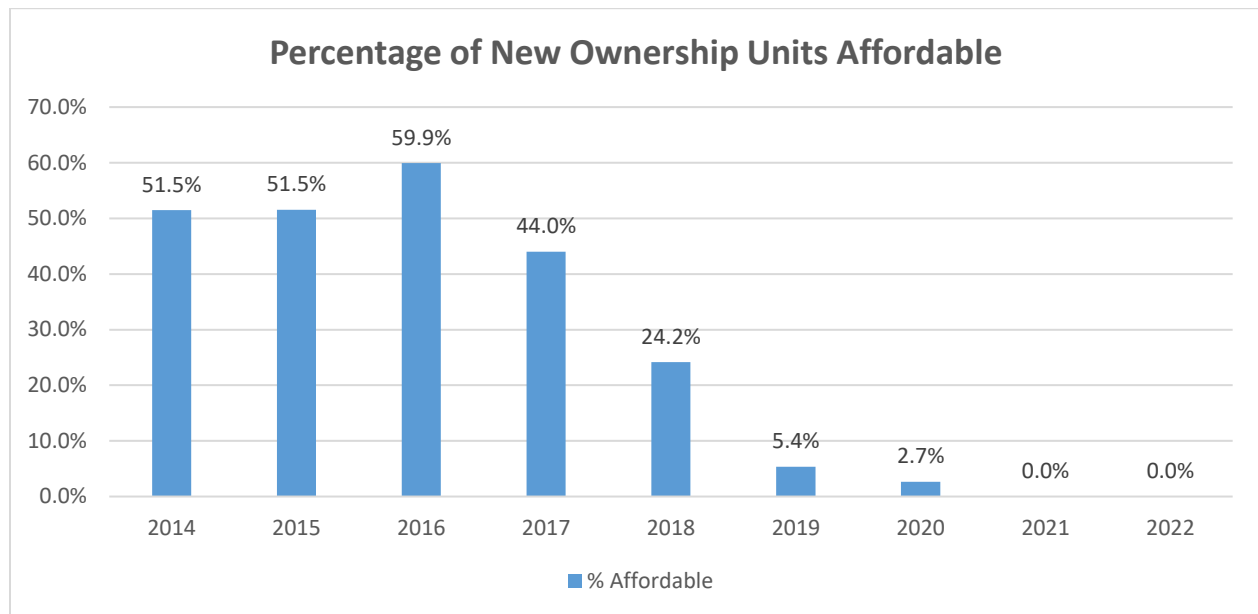
Results and Progress:

For 2022, York Region calculated an ownership affordability threshold for Markham of \$538,377. 539 new ownership housing units were built and none were below the affordability threshold.

For rental housing, there were 9 affordable rental units (second suites) built in 2022 and a total of 48 rental units built over the period 2018 - 2021.

Building Complete Communities

New Housing Affordability: Construction (cont'd)



*Other includes life lease and other alternative ownership unit types

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 helps demonstrate the ongoing efforts by staff to protect and promote Markham's cultural heritage.

On November 28, 2022, amendments to the Ontario Heritage Act through Bill 23 requires all "listed" properties on a municipal heritage register to be either designated within a two-year period beginning January 1, 2023, or be removed from the register. Should a "listed" property be removed as a result of this deadline, it cannot be "re-listed" for a five-year period. Further, municipalities will not be permitted to issue a notice of intention to designate a property under Part IV of the Act unless the property was already "listed" on the heritage register at the time a *Planning Act* application is submitted (e.g. Official Plan, Zoning By-Law amendment and/or Draft Plan of Subdivision application).

To ensure that significant cultural heritage resources are not lost to demolition and are addressed during future development applications, Staff developed a work plan to evaluate and protect the most historically significant "listed" properties for designation under Part IV of the Act. All cemeteries, barns, demolished buildings, Part IV-designated properties, and government-owned (municipal/provincial/federal) properties have been excluded from evaluation.



Results and Progress:

As of May 2023, there were 316 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. In June 2023, staff forwarded the first batch of proposed designations to Council for its consideration under the new Designation Program 2023-2024. The Designation Project 2023-24 has reduced the number of “listed” properties to be evaluated for designation from 316 to 158.

There were 257 individual Property Designations as of May 2023, with 5 added during 2021 and 2 added in 2022. There were also 152 Heritage Easement Agreements as of May 2023, with 2 added in 2021 and 1 added in 2022.

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;

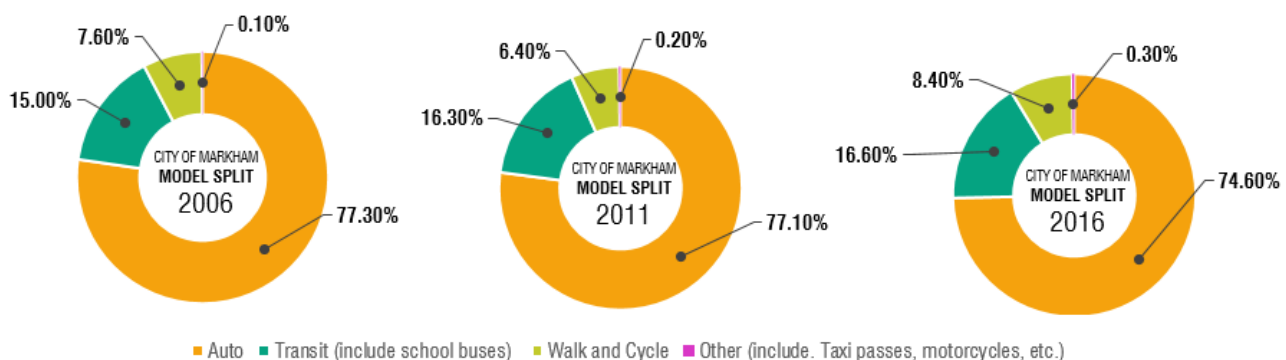
Reason to Measure and Monitor:

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 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, 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. The 2021 Transportation Tomorrow Survey has been delayed due to COVID and the survey results are expected in the next annual monitoring report in 2024.

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 within and the percentage of residential units within 800 metres to a higher order transit station (e.g. VIVA Bus Rapid Transit or GO Transit). 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. |

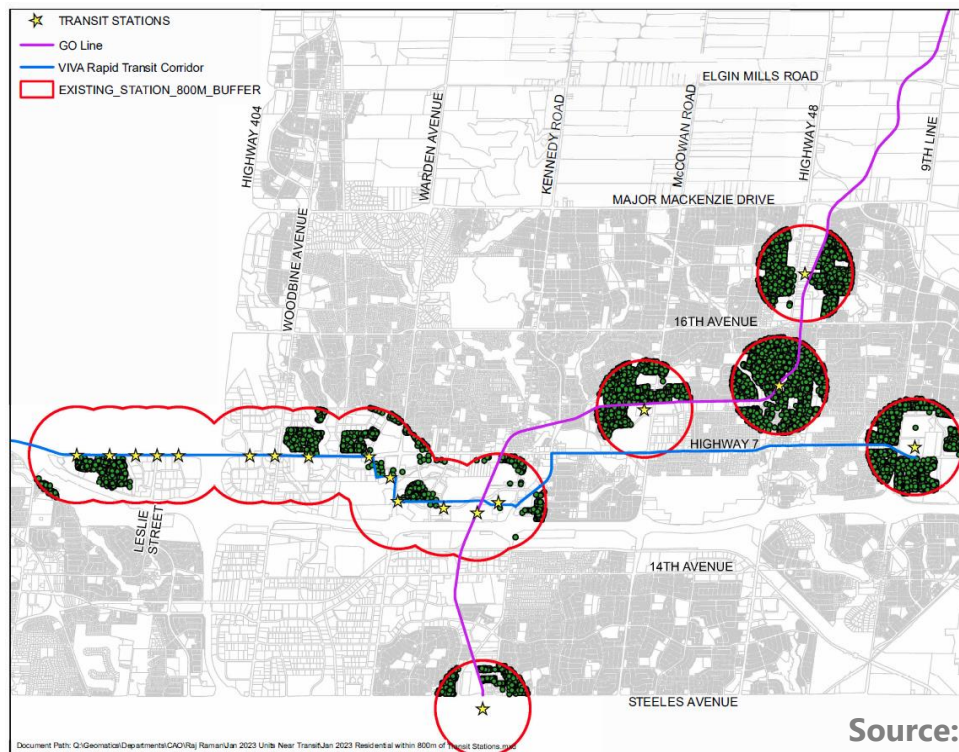
Reason to Measure and Monitor:

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

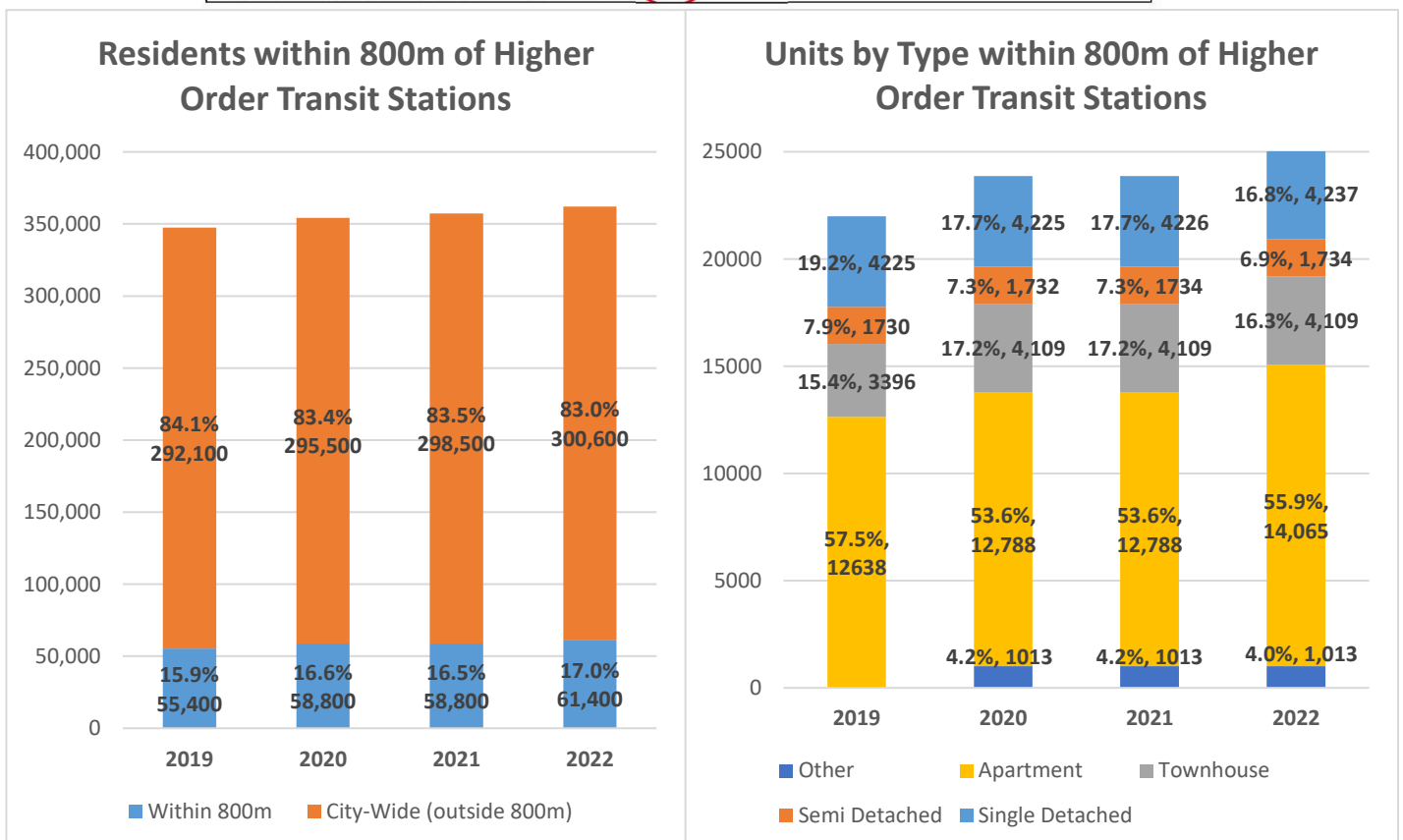
Results and Progress:

In 2022, approximately 61,400 residents or 17% 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 2,600 from the previous estimate of 58,800 from 2021. This increase is mainly due to the growth of higher density apartment units. In 2022, the majority of housing unit types within 800 metres are apartment units at 55.9%. As development continues to concentrate in Regional Centres such as Markham Centre, the share of residents living near higher order transit is expected to increase.

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



Source: City of Markham



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 2021 Active Transportation Master Plan (ATMP) proposes an ultimate long-term network with over 325 km of new and updated cycling facilities. In support of the ATMP, a 10-year capital plan was approved in May 2022. The plan targets a network improvement of approximately 86.8 km by Year 5 and an additional 48 km by Year 10, which will be dependent on when the program formally starts.

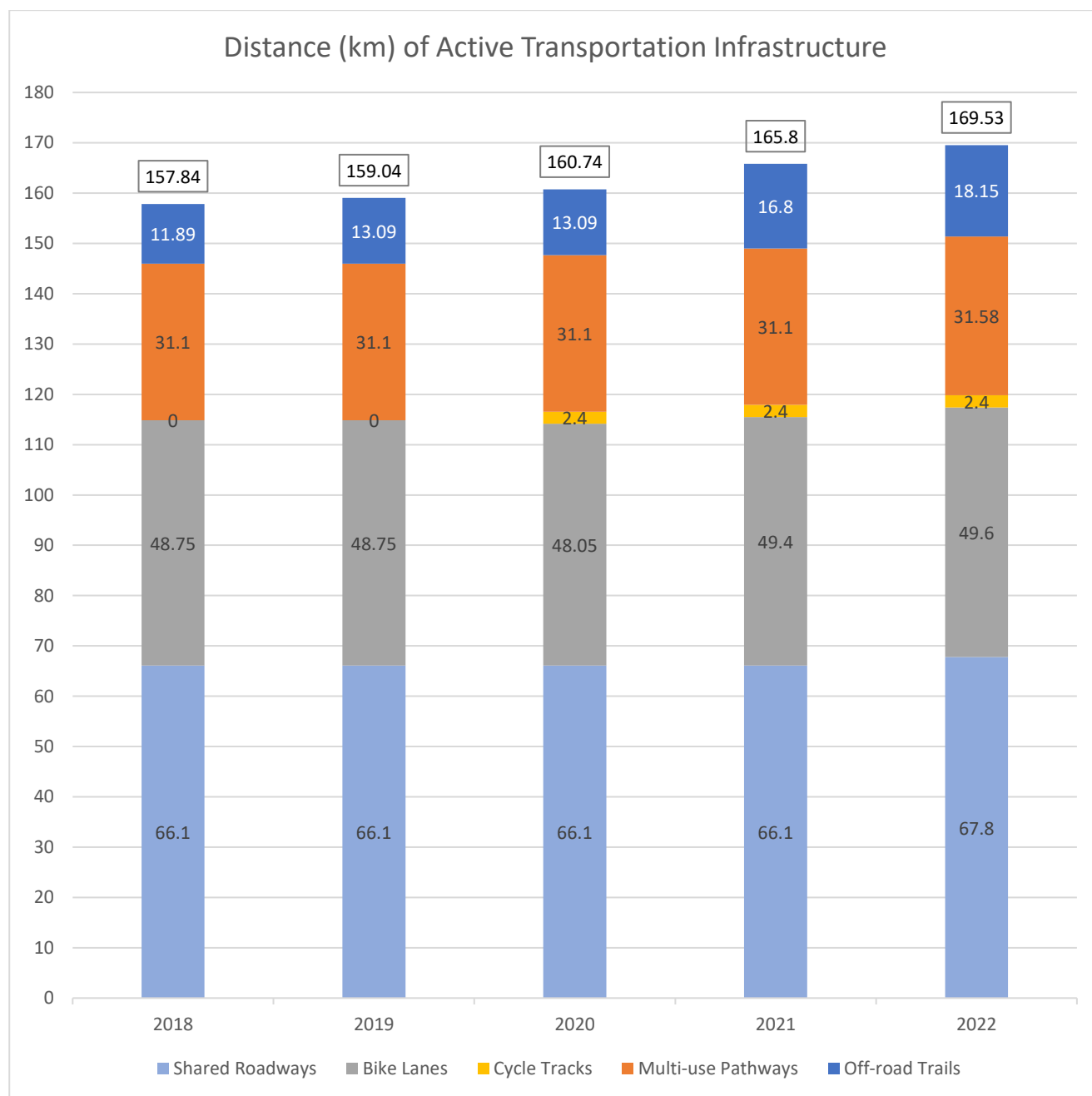
Tracking progress toward these targets supports Official Plan objectives of providing active mobility choices for everyday activities such as work, school, shopping and leisure. Active transportation plays an important role in reducing road congestion and reducing greenhouse gas emissions.

Results and Progress:

As of 2022, there were 67.8 km of shared roadways, 49.6 km of bike lanes, 2.4 km of cycle tracks, 31.6 km of multi-use pathways, and 18.2 km of off-road trails in the City of Markham. This is a total increase of 11.7 km since 2018. To meet the targets set in the 10-year ATMP capital plan, an additional 94.6 km of on-road bike lanes/cycle tracks (including shared roadways), 38 km of multi-use pathways, and 2.1 km of off-road trails would need to be built.

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:

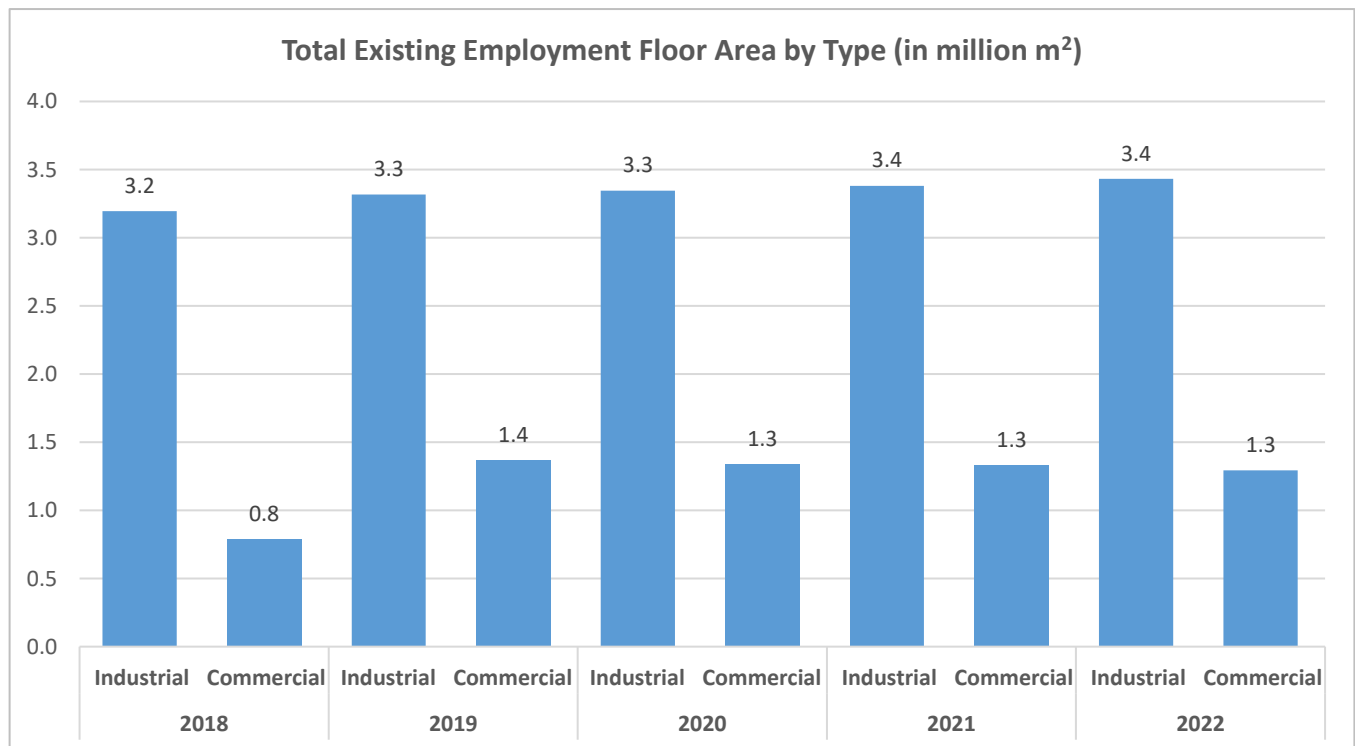
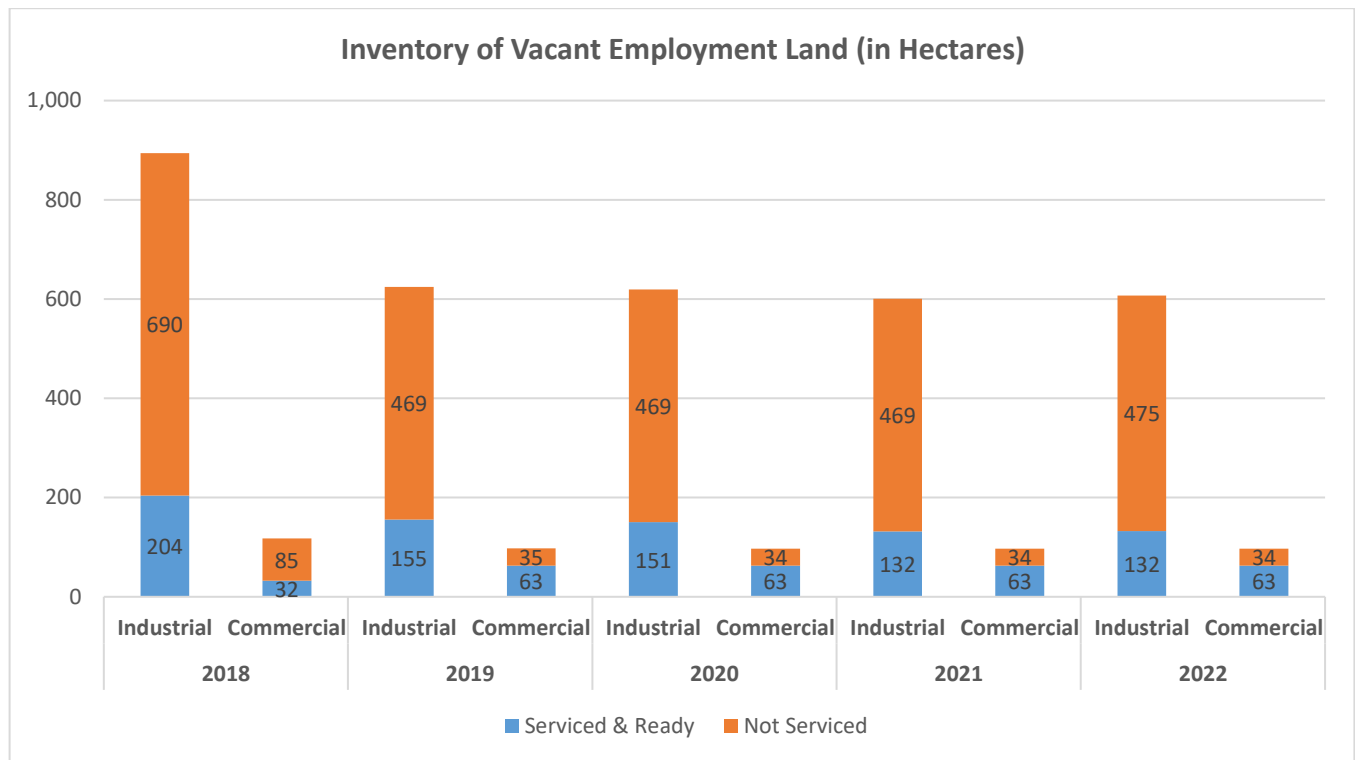
From 2018 to 2022, the supply of serviced vacant industrial land decreased by 72 hectares to 132 hectares while the supply of serviced vacant commercial land increased by 31 hectares to 63 hectares. In the same time period, the total inventory of unserviced industrial land decreased by 215 hectares to 475 hectares and unserviced commercial land decreased by 51 hectares to 34 hectares. Approximately 150 hectares of additional lands have been identified for employment purposes in the 2022 York Region Official Plan (located north of Elgin Mills Rd and east of Warden Ave) which will be addressed through the City's upcoming Official Plan Review.

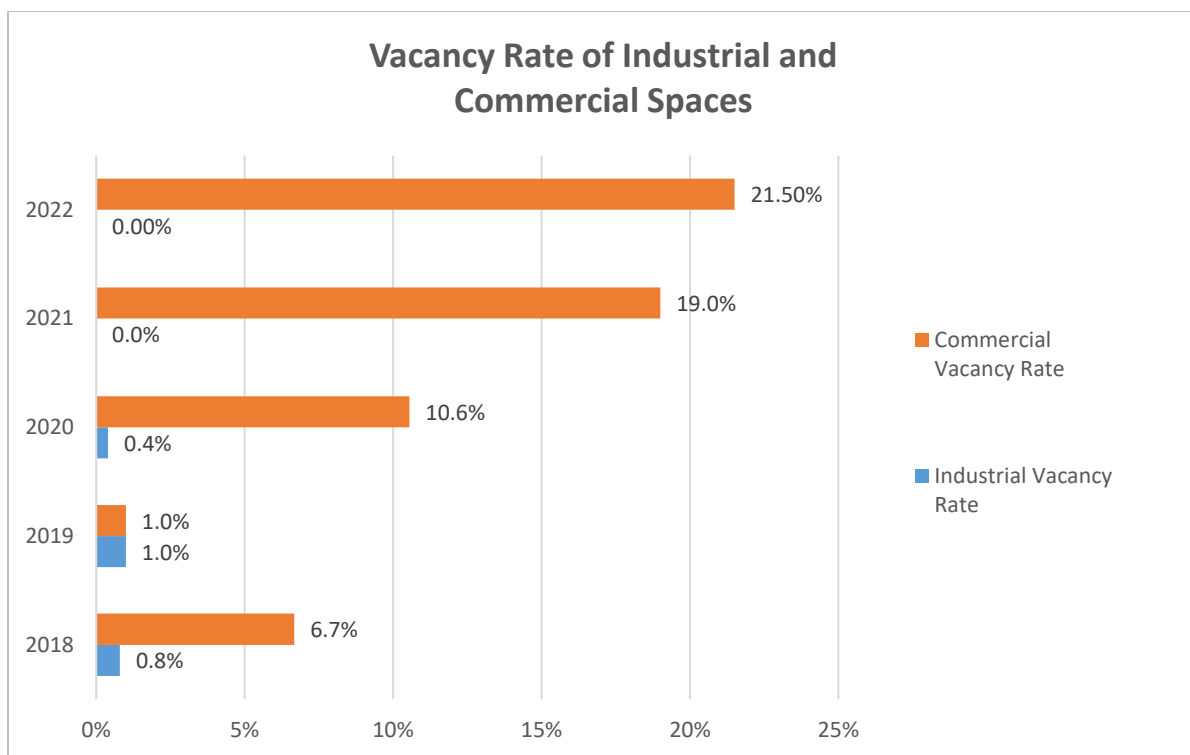
The total industrial employment floor area from 2018 to 2022 increased by 0.2 million m² to 3.4 million m² while the amount of commercial floor area increased by 0.5 million m² to 1.3 million m² in the same time period.

From 2018 to 2022, the vacancy rate for industrial space was between 0% and 1% but the vacancy rate for commercial has increased to 21.5%.

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:

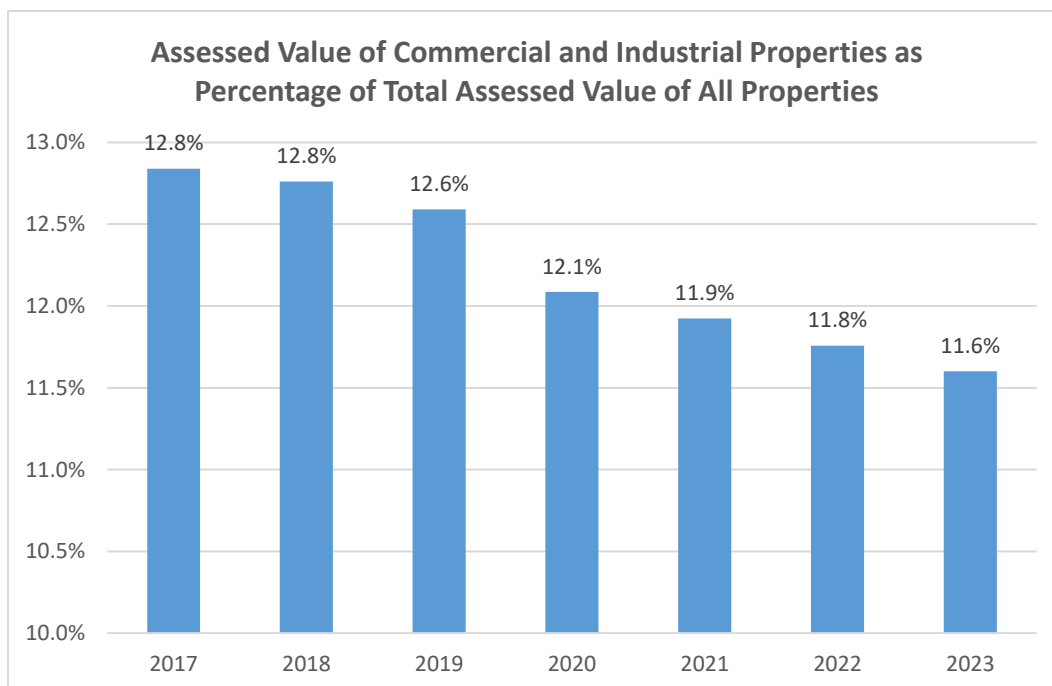
- 5.1.1.3 To promote economic growth and diverse employment opportunities in order to:
- a) maintain Markham's tax base;
 - b) achieve an appropriate balance between population and employment with the goal of 1 job for every 2 residents; and
 - c) foster and sustain stable and accessible employment opportunities 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 a percentage of all property value in Markham declined over the last 6 years from 12.8% to 11.6%.



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 built employment spaces by type. Monitoring building permit issuances provides a more fulsome picture of the development pipeline from building permit issuance to completion.

In 2023, the City of Markham approved its Housing Pledge to the Minister of Municipal Affairs and Housing with a goal to facilitate the construction of 44,000 new housing units by 2031.

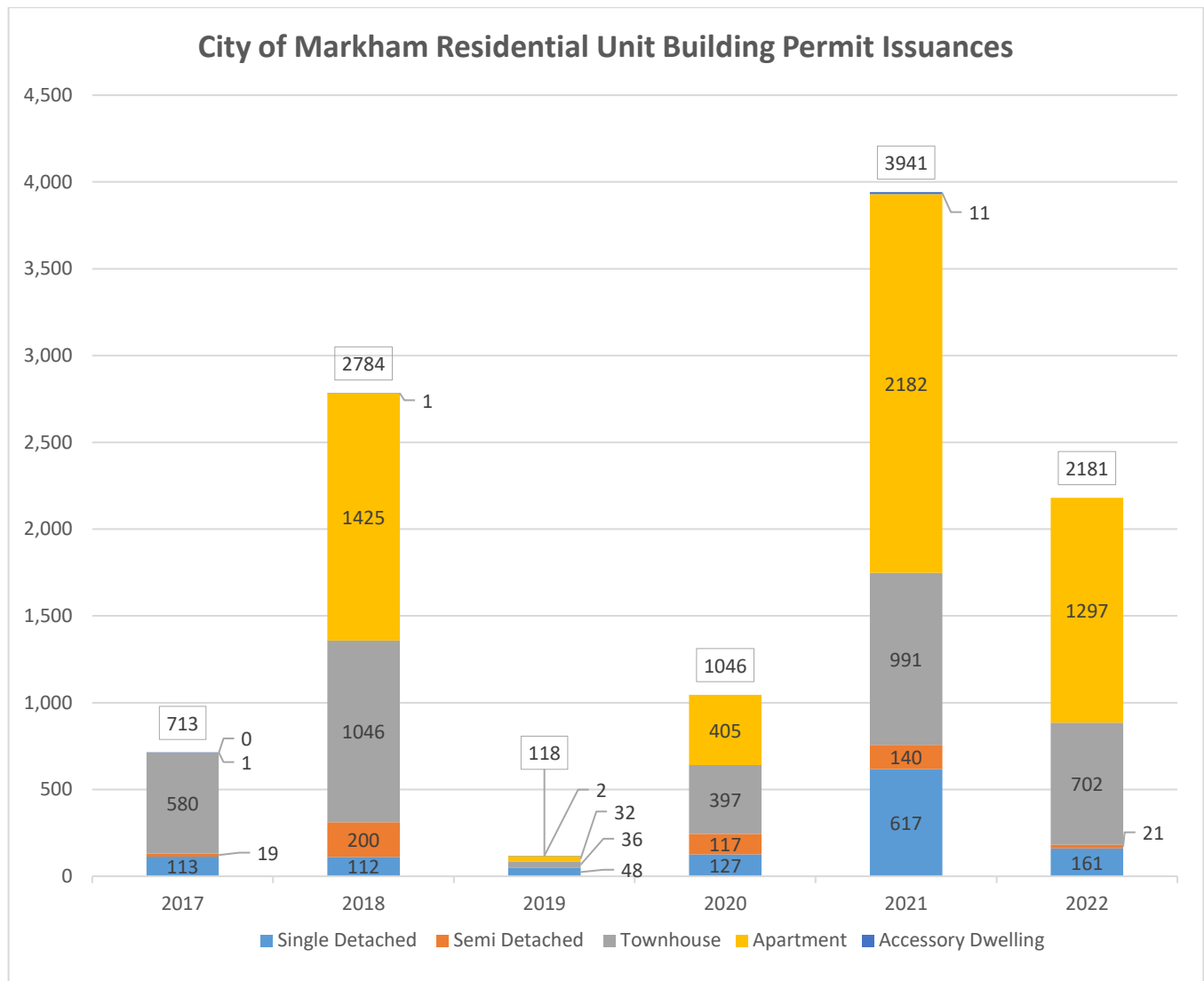
Results and Progress:

The number of building permit issuances for residential units in 2022 is 2,181, which is above the last past 5-year average of 1,720. From 2017 to 2022, the annual proportion of higher density units (apartments and townhouses) ranged between 58% (68 units) and 92% (1,999 units) respectively in 2019 and 2022.

In the past 5 years building permit issuances for non-residential building spaces have averaged over 255,000 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

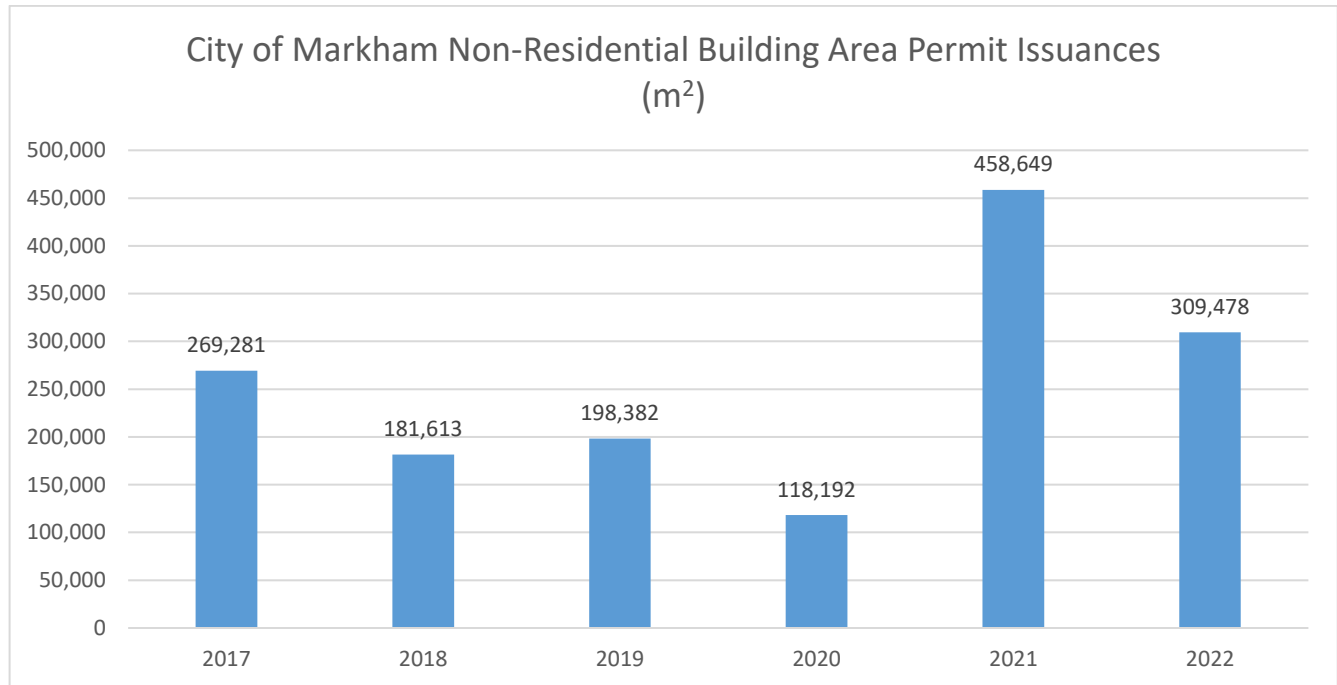
Building Permit Activity (cont'd)



Source: York Region

Maintaining a Vibrant and Competitive Economy

Building Permit Activity (cont'd)



Source: City of Markham