

Development Services Committee Meeting Minutes

Meeting Number: 24

November 14, 2023, 9:30 AM - 3:00 PM

Live streamed

Roll Call	Mayor Frank Scarpitti	Councillor Karen Rea
	Regional Councillor Jim Jones	Councillor Andrew Keyes
	Councillor Keith Irish	Councillor Amanda Collucci
	Councillor Ritch Lau	Councillor Juanita Nathan
	Councillor Reid McAlpine	Councillor Isa Lee
Regrets	Deputy Mayor Michael Chan	Regional Councillor Alan Ho
	Regional Councillor Joe Li	
Staff	Andy Taylor, Chief Administrative Officer	Alain Cachola, Senior Manager, Infrastructure and Capital Projects
	Trinela Cane, Commissioner, Corporate Services	Loy Cheah, Senior Manager, Transportation
	Morgan Jones, Commissioner, Community Services	Darryl Lyons, Deputy Director, Planning & Urban Design
	Joseph Silva, Treasurer	Stephen Lue, Senior Manager, Development
	Claudia Storto, City Solicitor and Director of Human Resources	Erica Alligood, Election & Committee Coordinator
	Stephanie DiPerna, Director, Building Standards	Evan Manning, Heritage Planner
	Giulio Cescato, Director, Planning & Urban Design	Rajeeth Arulanantham, Assistant to Council / Committee
	Frank Clarizio, Director, Engineering	

Alternate formats for this document are available upon request

1. CALL TO ORDER

The Development Services Committee convened at 9:39 AM with Regional Councillor Jim Jones in the Chair.

Councillor Amanda Collucci arrived to the meeting at 9:45 AM.

Mayor Frank Scarpitti arrived to the meeting at 9:52 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 - OCTOBER 31, 2023 (10.0)

Moved by Councillor Andrew Keyes

Seconded by Councillor Isa Lee

1. That the minutes of the Development Services Committee meeting held on October 31, 2023, be confirmed.

Carried

4. DEPUTATIONS

4.1 DEPUTATION - RECOMMENDATION REPORT, DESIGNATION OF PRIORITY PROPERTIES – PHASE IV (16.11)

Doug Denby, deputant, commented on the proposed designation of the Captain Armstrong House, noting that it is an asset which has been maintained since the 19th century by the original owners and their descendants. Mr. Denby commented on the time it has taken to designate the property, considering the Heritage significance.

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the deputation by Doug Denby at the November 14th Development Services Committee meeting be received.

Carried

4.2 DEPUTATION - REIMAGINE THE STOUFFVILLE GO TRANSIT CORRIDOR LINE (10.0)

Doug Denby, deputant, commented that often when a train line is no longer in use or not being utilized as originally intended, the solution is often to change it to a commuter line. Mr. Denby expressed concern with changing lines out of the City to commuter lines, as we are trying to increase employment within the City. Mr. Denby commended Council for attempting to address commuter issues and concerns.

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the deputation by Doug Denby at the November 14th Development Services Committee meeting be received.

Carried

5. COMMUNICATIONS

5.1 YORK REGION BRIEFING NOTE ON YORK REGION TRANSIT'S 2024 TRANSIT INITIATIVES - CITY OF MARKHAM (13.4)

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the York Region Briefing Note titled "York Region Transit's 2024 Transit Initiatives – City of Markham" be received for information purposes.

Carried

5.2 COMMUNICATIONS - RECOMMENDATION REPORT, DESIGNATION OF PRIORITY PROPERTIES – PHASE IV (16.11)

See Item 7.1 for details.

1. That the written submissions from Asa Artman received on November 10, 2023 and from Fred Darvish received on November 13, 2023 be received.

5.3 COMMUNICATION - SOUTH YORK GREENWAY FEASIBILITY STUDY (10.0)

See Item 8.1 for details.

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the written submission from Natascha Gaul and Frank Lekivetz dated November 13, 2023 be received.

Carried

6. PETITIONS

There were no petitions.

7. CONSENT REPORTS - DEVELOPMENT AND POLICY MATTERS

7.1 RECOMMENDATION REPORT, DESIGNATION OF PRIORITY PROPERTIES – PHASE IV (16.11)

Moved by Councillor Karen Rea

Seconded by Councillor Reid McAlpine

1. That the Staff report, dated November 14, 2023, titled, "RECOMMENDATION REPORT, Designation of Priority Properties – Phase IV", be received; and,
2. That the June 14, 2023, recommendation from the Heritage Markham Committee, in support of the designation of the following properties under Part IV, Section 29 of the Ontario Heritage Act (in accordance with Appendix 'B'), be received as information:
 - 44 Captain Armstrong's Lane (Ward 4): "Armstrong House"; and,
 - 75 Dickson Hill Road (Ward 5): "Fred and Emma Betz House"; and,
 - 2992 Elgin Mills Road East (Ward 2): "William and Mary Ann Frisby House"; and,
 - 5467 Nineteenth Avenue (Ward 6): "Robert Armstrong House"; and,
 - 7846 Highway 7 East (Ward 5): "Frederick and Laura Reesor House"; and,
 - 7960 Reesor Road (Ward 7): "Silver Springs Farm"; and,
 - 10060 Kennedy Road (Ward 6): "John and Jane Pingle House"; and,

- 10720 Victoria Square Blvd (Ward 2): “Victoria Square United Church and Methodist Chapel”; and,
 - 10725 Kennedy Road (Ward 6): “Francis Mary and Walker House”; and,
 - 11303 Warden Avenue (Ward 6): “William and Anna Mustard House”; and,
 - 11520 Kennedy Road (Ward 6): “Arthur and Sarah Spofford House”; and,
 - 4044 Elgin Mills Road East (Ward 2): “McKinnon Homestead”; and,
 - 11482 McCowan Road (Ward 6): “Thomas and Sarah Hasty House”; and,
 - 7482 Highway 7 East (Ward 5): “William and Sarah Reynolds House”; and,
3. That Council state its intention to designate 44 Captain Armstrong’s Lane (Ward 4) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
 4. That Council state its intention to designate 75 Dickson Hill Road (Ward 5) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
 5. That Council state its intention to designate 2992 Elgin Mills Road East (Ward 2) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
 6. That Council state its intention to designate 5467 Nineteenth Avenue (Ward 6) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
 7. That Council state its intention to designate 7846 Highway 7 East (Ward 5) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
 8. That Council state its intention to designate 7960 Reesor Road (Ward 7) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
 9. That Council state its intention to designate 10060 Kennedy Road (Ward 6) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,

10. That Council state its intention to designate 10720 Victoria Square Blvd (Ward 2) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
11. That Council state its intention to designate 10725 Kennedy Road (Ward 6) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
12. That Council state its intention to designate 11303 Warden Avenue (Ward 6) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
13. That Council state its intention to designate 11520 Kennedy Road (Ward 6) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
14. That Council state its intention to designate 4044 Elgin Mills Road East (Ward 2) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
15. That Council state its intention to designate 11482 McCowan Road (Ward 6) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
16. That Council state its intention to designate 7482 Highway 7 East (Ward 5) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
17. That the Clerk's Department be authorized to publish and serve Council's Notice of Intention to Designate as per the requirements of the Ontario Heritage Act; and,
18. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk's Department be authorized to place a designation by-law before Council for adoption; and,
19. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the matter return to Council for further consideration; and further,
20. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

7.2 ELGIN MILLS ROAD, SCHEDULE C MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA) STUDY (WARDS 2, 5 AND 6) (10.0)

Frank Clarizio, Director, Engineering, provided a brief introduction, advising that this item is related to an Elgin Mills report with respect to the expansion of the right-of-way. Director Clarizio advised that Staff are seeking Council endorsement of the Environmental Assessment, noting that Staff were in attendance to answer questions.

The Committee expressed concerns with the proposal for a multi-use pathway for both pedestrians and cyclists, noting that it would present safety issues if they are not separated, in light of increasing use of micro-mobility. The Committee suggested that separating the pathways at the outset of the project would be more cost-effective than doing so at a later stage. The Committee asked if any cycling groups were consulted as part of this EA and asked the timeline for this to be ratified by Council, noting that the Committee would support further discussions on the separation of the cyclist and pedestrian pathways prior to this being brought to Council.

Alain Cachola, Senior Manager, Infrastructure & Capital Works, confirmed that the Cycling and Pedestrian Advisory Committee was consulted as part of this process, noting that there were two public meetings held for which local residents were notified.

Director Clarizio advised that further conversations could be had with Staff to determine if the EA can be submitted with the cycling path portion still in development and to see if the pathways can be separated.

Moved by Mayor Frank Scarpitti
Seconded by Councillor Ritch Lau

1. That this matter be referred back to Staff for further consideration of separated pedestrian and cycling facilities prior to reporting back to the Development Services Committee.

Carried

The Committee had before them the following original recommendation which was not voted on at this time:

1. That the report entitled “Elgin Mills Road, Schedule C Municipal Class Environmental Assessment (EA) Study (Wards 2, 5 and 6)”, be received; and,

2. That the preferred alignment and design concept of Elgin Mills Road from Woodbine Avenue to McCowan Road, as set out in the Environmental Study Report (ESR), be endorsed; and,
3. That City staff be authorized to issue a Notice of Study Completion and file the Schedule C Municipal Class EA Study for Elgin Mills Road with the Ministry of the Environment, Conservation and Parks (MECP); and further,
4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

8. PRESENTATIONS - TRANSPORTATION AND INFRASTRUCTURE MATTERS

8.1 SOUTH YORK GREENWAY FEASIBILITY STUDY (10.0)

Frank Clarizio, Director, Engineering, advised that Staff from York Region were present to deliver a presentation on the South York Greenway Feasibility Study.

John Kazilis, Manager, Transportation Development Planning, and Diana Kakamousias, Program Manager, Sustainable Mobility, of York Region, delivered a presentation.

The Committee provided the following feedback:

- Expressed concerns regarding the permissions on the proposed pathways, particularly with respect to micro-mobility. Ms. Kakamousias clarified that the Region is looking to collaborate with municipalities to determine permitted uses on the trails, specifically with respect to e-scooters and micro-mobility uses.
- Expressed support for a single policy throughout York Region as differing rules and permitted uses along a trail crossing jurisdictions would be confusing for residents.
- Inquired about winter maintenance along the trail, considering their use in all seasons. Ms. Kakamousias advised that the Region is not looking to stipulate maintenance standards, but rather work with municipalities to determine the maintenance based on permitted uses. Ms. Kakamousias added that there are additional recreational uses for the trails in the winter such as snow-shoeing and cross-country skiing.
- Noted that allowing micro-mobility uses on the trail may have a negative impact on nearby wildlife and this may drive wildlife into more public areas.

- Asked if trees would need to be cleared to make way for the path. Mr. Kazilis advised that because trails do not need to be straight, the path can be planned to align between trees without requiring tree removal.
- Asked if the proposed trail could be moved closer to the 407. Mr. Kazilis explained that there were a number of requirements with respect to the proposed location for the trail, including required offsets from the 407 and areas susceptible to erosion. Mr. Kazilis noted that York Region is open to feedback and compromises where possible but explained that a key mandate is to bring people to natural environmental spaces, not the opposite.

The Committee thanked staff from York Region for attending the meeting and for the presentation.

Moved by Councillor Andrew Keyes

Seconded by Councillor Karen Rea

1. That the presentation titled “South York Greenway” be received for information.

Carried

9. MOTIONS

9.1 REIMAGINE THE STOUFFVILLE GO TRANSIT CORRIDOR LINE (10.0)

Regional Councillor Jim Jones consented to withdraw this motion from Committee consideration.

1. Whereas, there is a need to reimagine the Stouffville GO Transit Corridor Line into a subway style service and land use plans 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, job generation, increase ridership and optimize investments in rail transit infrastructure, 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,

2. Whereas, a holistic, comprehensive plan could produce a far more efficient and effective two-way all-day corridor of destinations surrounding GO “Transit-Oriented Development” Stations coupled with 24-hour land uses that focus on the public realm and community amenities to create a vibrant and liveable economic corridor that is not premised on the current commuter model between the 905 and downtown Toronto areas; and,
3. Whereas, all GO Commuter Transit Lines, including the Stouffville Line are currently underperforming, low ridership lines that need revitalization into vibrant complete destination TODs with high animation activity, high ridership, multiple amenities, jobs, retail establishments, and concentration of facilities; and,
4. 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, reduced cost of living, and healthier lifestyles; and,
5. Whereas, a joint committee lead by the Province, Federal Government, 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 other government jurisdictions; and,
6. 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 2053 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,

7. Whereas, a new transportation plan for Toronto/Markham/Stouffville 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 2053, in coordination with Toronto and Markham's 2053 and beyond Transportation Strategy; and,
8. 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,
9. 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. Corridor planning promotes active transportation and enhances overall livability of the community; and,
10. 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,
11. 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 with stakeholders and ratepayers will help to reduce nimbyism; and,
12. 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; and,

Therefore, be it resolved:

1. That the Province of Ontario be requested to form an inter-governmental, inter-municipal, stakeholders and agency steering committee and working group to 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 Line Corridor and its surrounding lands; and,
2. That a Steering Committee made up of representatives from the Federal, Provincial and Municipal Governments and a 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 Line Corridor and the evolution of Transit-Oriented Developments; and,
3. That in addition to the above, the following key steps should be considered to guide the study:
 - a. Define the Scope and Objectives; and,
 - b. Assess existing Infrastructure and Demand; and,
 - c. Identify Potential Transit Oriented Development Communities Stations; and,
 - d. Conduct Stouffville GO Transit Corridor Feasibility Study; and,
 - e. Develop Transit Oriented Development Communities Concepts; and,
 - f. Analyze Cost and Funding Options; and,
 - g. Public Engagement and Consultation; and,
 - h. Develop an Implementation Plan; and,
 - i. Monitor and Evaluate; and,
 - j. Plan a major GTA Sports, Entertainment and Convention Facilities at the Unionville GO/407 Transitway Hub; and,
4. 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 optimize the frequent rail transit investment where communities are seamlessly linked by high frequency public LRT; and,
 - 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; and,
 - c. Evaluate and implement autonomous vehicles in a geo-fenced environment and micro-mobility connections to support first-mile/last-mile solutions at rail transit station areas; and,
 - d. Create a multi-modal corridor of transit supported neighbourhoods (like a string of pearls along the corridor); and,
 - e. Create complete communities and hierarchy of destinations, employment centres and amenities within the subcentres that generate and attract two-way all-day traffic; and,
 - f. Examine opportunities for renewables, district energy generation, solar, wind and geo-thermal solutions within the Stouffville GO Transit corridor; and,
 - g. Provide a Range of Housing Choices and Affordability; and,
 - h. Balance City-Wide and Regional Goals with the Existing Communities and Its Context; and,
 - i. Ensure Job Space and Diversity through a Comprehensive Job Creation Strategy; and,
 - j. 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; and,
5. That the following programmes be considered to Reimagine the Stouffville GO Transit line as a Comprehensive Transit Corridor with integrated urban development and sustainable features:
- a. Conduct a technical and financial feasibility study to assess the technical, financial, and operational viability of the proposed transformation of the Stouffville GO transit line to LRT (Subway) type Service:

- i. **Transportation Demand Analysis:** Analyze the current and projected transportation demand along the corridor, considering population growth, employment distribution and other demographic factors; and,
 - ii. **Infrastructure and Engineering Studies:** Conduct engineering studies to determine the feasibility of the rail track, whether to tunnel, or elevate, or grade separate, and other infrastructure upgrades along the corridor; and,
 - iii. **Environmental Impact Assessment:** Evaluate the potential environmental impacts of the transit line upgrades, new stations, increased urban development, density, and develop strategies for mitigating negative effects; and,
 - iv. **Driverless Train with Automation Train Control Technology Implementation Study:** Explore the technical requirements, costs and benefits of implementing driverless LRT technology, and automatic train control; and,
- 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 station master plans for proposed TODs. 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, retail, entertainment facilities, creating great public realm, green spaces, and building on top of TOD stations; and,
 - ii. **Land Use and Zoning Studies:** Work with local municipalities to update zoning regulations and land use policies that encourage mixed-use development and prevent single-family houses and townhouses in TODs; and,
 - 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; and,

- iv. **Indoor Urban Vertical Farming Warehouse Feasibility:** Assess the feasibility of integrating urban vertical farming facilities at each station, considering factors such as space, technology, and economic viability; and,
- v. **Conduct an Autonomous Vehicles Proof of Concept:** At a TOD station in a geofenced campus environment; and,
- vi. **Conduct an Waste-to-Energy Infrastructure Proof of Concept Study:** Assess the possibility of central waste-to-energy facilities at each major TOD station area to manage waste sustainably and produce energy. Evaluate technology options, environmental impacts, financial viability and regulatory considerations; and,
- vii. **3D Modelling Solutions:** Create 3D digital twins and printed models for each TOD station area; and,
- viii. **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; and,
- ix. **Housing Market Analysis:** Understand the housing market dynamics in the GTA, 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; and,
- x. **Modular Prefabrication Condominium Construction Feasibility Study:** The feasibility of using modular prefabricated construction methods for the creation of mid-rise buildings at each transit station and corridor; and,
- xi. **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; and,
- xii. **Conduct visual preference surveys and studies for each TOD:** 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,

- xiii. **Eliminate NIMBYism:** 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 “NIMBYism” (Not in My Backyard) reactions and ensure community buy-in; and,
- xiv. **Heritage Districts:** Develop a policy on single-storey buildings near rail transit stations or in heritage districts, the policies are to encourage denser developments in these areas to accommodate more residents and preserve the character of heritage districts; and,
- xv. **Plan Major Destinations:** Strategically plan major destinations along the Stouffville GO Corridor as part of an integrated transit network; and,
- xvi. **Seek Guidance from the Premier, Minister’s of Sports and Economic Development and the Canadian Sports Institute of Ontario (CSIO),** on how a major Sports, Entertainment & Convention Centre can be part of the economic strategy for the integrated GTA rail transit network. (A community that works together, plays together and lives together, stays together); and,
- xvii. **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; and,
- xviii. **Public-Private Partnerships (PPPs):** Investigate the potential for public-private partnerships to help finance, develop, and operate the new TOD corridor and station areas; and,
- xix. **Implementation Plan:** Develop a phased implementation plan that outlines the timeline, milestones, and responsibilities for each stage of the transit corridor transformation; and,
- c. Establish a Stouffville GO TOD Corridor Stakeholder and Ratepayer Committee to ensure integrated Transit Corridor TOD Planning:

- i. This is essential for creating efficient, safe, and sustainable transportation systems that serve the needs of the communities and the GTHA; and,
 - ii. The Tri-Government Political Steering committee adopts a multidisciplinary approach that considers various factors including transportation, land use, urban design, economic development, job creation, and community engagement; and,
 - iii. Conduct regular transparent committee meetings both in person and hybrid; and,
- d. In 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 and the millions more expected to make the GTHA their home. 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; and,
6. That the printing costs associated with the document entitled “Creating a Complete Destination Transit Oriented Development Interactive Corridor Economy” be funded from a City account to an upset limit of \$15,000; and further,
7. That this resolution be provided to the following:• The Right Honourable Justin Trudeau, Prime Minister of Canada• Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance• Hon. Dominic LeBlanc, Minister of Public Safety, Democratic Institutions, and Intergovernmental Affairs• Hon. Lawrence MacAulay, Minister of Agriculture and Agri-Food• Hon. Francois-Philippe Champagne, Minister of Innovation, Science, and Industry• Hon. Sean Fraser, Minister of Housing, Infrastructure and Communities• Hon. Mary Ng, Export Promotion, International Trade and Economic Development• Hon. Steven Guilbeault, Minister of Environment and Climate Change• Hon. Pablo Rodriguez, Minister of Transport and Quebec Lieutenant• Hon. Soraya Martinez Ferrada, Minister of Tourism and Minister responsible for the Economic Development Agency of Canada for the Regions of Quebec• Hon. Carla Qualtrough, Minister of Sport and Physical Activity• Hon. Kamal Khera, Minister of Diversity, Inclusion and Persons with Disabilities• Hon. Filomena Tassi, Minister

responsible for Federal Economic Development Agency for Southern ON• Hon. Rechie Valdez, Minister of Small Business• Hon. Doug Ford, Premier of Ontario• Hon. Paul Calandra, Minister of Municipal Affairs and Housing• Hon. Kinga Surma, Minister of Infrastructure• Hon. Prabmeet Sarkaria, Minister of Transportation• Hon. Vic Fedeli, Minister of Economic Development, Job Creation and Trade• Hon. Peter Bethlenfalvy, Minister of Finance• Hon. Lisa Thompson, Minister of Agriculture, Food and Rural Affairs• Hon. Todd Smith, Minister of Energy• Hon. Neil Lumsden, Minister of Tourism, Culture and Sport• Phil Verster, President and Chief Executive Officer, Metrolinx• Donald Wright, Chair of the Board of Directors, Metrolinx• Michael Lindsay, President and Chief Executive Officer, Infrastructure Ontario• Marit Stiles, Leader of the New Democratic Party of Ontario• John Fraser, Interim Leader of the Liberal Party of Ontario• Brian Bentz, President and CEO, Alectra Utilities• Brian MacPherson, Executive Director, 2030 Commonwealth Games• Debbie Low, President & CEO, Canadian Sports Institute of Ontario• York Region Councillors• Mayor and Councillors, Markham, Richmond Hill, Vaughan, Whitchurch-Stouffville• Mayor and Councillors, City of Toronto• CEOs and Commissioners of Planning, York Region, Markham, Richmond Hill, Vaughan• City Clerks – Markham, Richmond Hill, Vaughan, Durham, Brampton, Mississauga, Toronto• Local York Region MPPs and MPs• A Better GTA – An Alliance of GTA Resident and Ratepayers Groups in the GTA• Media - CBC, CTV, City News, Toronto Star, Globe & Mail, York Region.com

10. NOTICES OF MOTION

There were no notices of motion.

11. NEW/OTHER BUSINESS

Moved by Mayor Frank Scarpitti
Seconded by Councillor Ritch Lau

1. That Item 13.1.1 be added to the Confidential Agenda.

Carried

12. ANNOUNCEMENTS

There were no announcements.

13. CONFIDENTIAL ITEMS

Moved by Councillor Juanita Nathan
 Seconded by Councillor Amanda Collucci

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

13.1 DEVELOPMENT AND POLICY MATTERS

13.1.1 OLT APPEAL BY DORSAY DEVELOPMENT CORPORATION, APPEAL OF THE OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS AND SITE PLAN CONTROL APPLICATION (WARD 2) (10.3, 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)]**

14. ADJOURNMENT

Moved by Councillor Reid McAlpine
 Seconded by Councillor Juanita Nathan

That the Development Services Committee adjourn at 11:36 AM.

Carried