



Memorandum

To: Mayor and Members of Council

From: Arvin Prasad, MCIP, RPP, Commissioner of Development Services

Prepared by: Lily-Ann D'Souza, MCIP, RPP, Senior Planner, Policy
Henry Lo, P.Eng., Manager, Transportation Planning

Subject: Staff responses to the April 23, 2024 Development Services Committee Meeting resolution directing Staff to link population growth with transportation improvements in the City Initiated OPA for the Markham Road – Mount Joy Secondary Plan, File No. PR 20 142832

RECOMMENDATION:

1. That the memorandum titled “Staff responses to the April 23, 2024 Development Services Committee Meeting resolution directing Staff to link population growth with transportation improvements in the City Initiated OPA for the Markham Road – Mount Joy Secondary Plan, File No. PR 20 142832” be received;
2. That the revised Official Plan Amendment for the Markham Road – Mount Joy Secondary Plan, attached hereto as Appendix “A” be adopted and forwarded to York Region for approval; and
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

BACKGROUND:

On [April 23, 2024](#), staff provided an update to the Development Services Committee (“DSC”) on the Markham Road – Mount Joy Secondary Plan process since the November 2023 statutory public meeting and recommended adoption of the draft City initiated Official Plan Amendment for the Markham Road – Mount Joy Secondary Plan (“draft Secondary Plan”). DSC endorsed the draft Secondary Plan in principle subject to revisions to link population growth with transportation improvements in the body of the proposed official plan amendment. This memorandum provides an overview of the

revisions to the draft Secondary Plan based on the direction from DSC as well as technical housekeeping edits made by staff.

OPTIONS/DISCUSSION:

Existing Transportation System and Implementation Policies in the draft Secondary Plan

The Markham Road – Mount Joy Secondary Plan Study (the “Study”) was initiated in late 2019 as the first step to preparing a new secondary plan for the Markham Road – Mount Joy Local Corridor. The Study integrated land use and urban design, transportation and municipal servicing to comprehensively plan for growth in the Secondary Plan Area. The transportation component of the Study included a Transportation Analysis to identify the critical infrastructure and service requirements for the Secondary Plan Area based on the final demonstration plan and population and employment projections prepared during the Study. The results of the Transportation Analysis informed the Study recommendations and policy directions regarding improvements to the existing transportation system (e.g., road network, active transportation infrastructure, intersection controls, lane configurations and transit services) required to support long-term growth in the Secondary Plan Area.

The Study findings and policy directions recommended implementing the improvements to the transportation system in line with development and redevelopment in the Secondary Plan Area, with flexibility in terms of phasing given that the timing of individual developments will vary.

Among other considerations, the draft Secondary Plan establishes a policy framework, based on the Study recommendations and policy directions that requires applicants to demonstrate there is sufficient capacity in the transportation system to accommodate proposed developments.

In addition, the policies in Section 7.1 (Transportation System), Section 8.1 (Land Use), Section 10.0 (Implementation) and Map SP6 – Transportation Network and Map SP7 – Transit and Active Transportation Network provide direction to implement the transportation system improvements required to support growth through the development approval process in coordination with:

- the delivery of infrastructure in York Region capital plans and masterplans;
- the alignment of York Region and Metrolinx transit plans and services with growth and ridership forecasting;
- the completion of further studies (e.g., municipal class environmental assessments and/or streetscape design studies); and
- the use of tools to such as holding provisions and development agreements.

In addition, Section 9.1 (Area and Site Specific Policy applicable to the lands at 9999 Markham Road) limits the maximum heights and densities on a portion of the lands at 9999 Markham Road unless technical matters are addressed to the satisfaction of the City. These technical matters include, but are not limited to, the approval of the GO Rail Station subject to further study at Major Mackenzie Drive East and studies confirming how the proposed development and built form can be supported by the existing and/or planned transportation system.

Proposed Modifications to the Draft Secondary Plan

In response to the direction from DSC, the following modifications to the draft Secondary Plan are proposed to strengthen the linkage between phasing growth with delivery of transportation system improvements through the development approval process.

1. Modifications to Existing Policies in the Draft Secondary Plan

- Modification to Policy 7.1.1.2 (shown in bold font):

7.1.1.2 That the transportation system servicing the Markham Road - Mount Joy Secondary Plan Area includes the planned road network of arterial roads, major collector and minor collector roads as shown on Map SP6 – Transportation Network and the planned transit network and active transportation network of transit, cycling, and pedestrian routes and facilities as shown on Map SP7 – Transit and Active Transportation Network. **The following improvements to the transportation system are necessary to support the population and employment growth projected in the Secondary Plan Area:**

I. Road Network

- a) **Implementing new north-south minor collector roads parallel to Markham Road consisting of:**
 - i. **Anderson Avenue extension from Castlemore Avenue to Major Mackenzie Drive East;**
 - ii. **Anderson Avenue extension from Bur Oak Avenue to Edward Jeffreys Avenue (and to 16th Avenue as a local road); and**
 - iii. **New north-south minor collector road (west of Markham Road) from Markham Road (between Major Mackenzie Drive East and Castlemore Avenue) to Castlemore Avenue and through to Bur Oak Avenue.**
- b) **Implementing new east-west minor collector roads consisting of:**
 - i. **East-west connection from new north-south minor collector road west of Markham Road to Anderson Avenue (between Castlemore Avenue and Bur Oak Avenue); and**

- ii. **Edward Jeffreys extension from Markham Road to Anderson Avenue.**
 - c) **Implementing local streets and new local streets that may be identified.**
 - d) **Adding traffic control signals.**
 - e) **Implementing the Donald Cousens Parkway extension to Highway 48.**
 - II. **Transit and Active Transportation Network**
 - a) **Metrolinx approval of the additional GO Station at Major Mackenzie Drive East on the Stouffville GO Railway Corridor.**
 - b) **Increasing transit service frequencies through:**
 - i. **Frequent all-day two-way GO rail service (requires upgrading the Stouffville GO Railway Corridor);**
 - ii. **Rapid transit corridor on Major Mackenzie Drive East; and**
 - iii. **Adding new bus services and expanding existing bus services.**
 - c) **Confirming the need for street / rail grade separation at:**
 - i. **16th Avenue;**
 - ii. **Bur Oak Avenue;**
 - iii. **Castlemore Avenue; and**
 - iv. **Major Mackenzie Drive East.**
 - d) **Providing pedestrian crossings across the rail corridor (two potential locations).**
 - e) **Implementing separated cycling facilities on all major and minor collector roads.**
 - f) **Implementing the new north-south trail along the rail corridor from 16th Avenue to Major Mackenzie Drive East.**
- Modification to Policy 10.3.2 (shown in bold font):

10.3.2 That development will be coordinated with the delivery of infrastructure in accordance with:

- a) **the City's water and wastewater master servicing plan and transportation master plan, as applicable;**
- b) **the York Region's 10-year capital plan, Water and Wastewater Master Plan and Transportation Master Plan; and**
- c) **Metrolinx's Regional Transportation Plan and Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe.**

- Modification to Policy 10.3.7 (formerly 10.3.6) (shown in bold font):

10.3.7 That the City shall ensure that development ~~occurs sequentially~~ **is approved based on the capacity within existing transportation and municipal servicing infrastructure and community facilities, and consideration of any planned and financially committed transportation infrastructure or system improvements.**

2. Modifications to Add New Policies to the Draft Secondary Plan

- Modification to add a new Section 7.1.7:

7.1.7 Transportation System Capacity

7.1.7.1 That development shall be phased within the capacity of the existing or planned transportation system.

7.1.7.2 Prior to any development occurring in the Secondary Plan Area as detailed in Appendix 3 – Transportation System Improvements:

- a) A development proponent shall complete a monitoring study of the transportation system within the subarea of the Secondary Plan and also key areas within the Markham Road - Mount Joy Local Corridor including but not limited to:
 - i. Markham Road and Bur Oak Avenue; and
 - ii. Markham Road and 16th Avenue.
- b) The capacity of the transportation system will be assessed based on the level of development anticipated in the Secondary Plan Area and include consideration of any planned and financially committed transportation infrastructure or system improvements, such that it can be determined if other transportation improvements as detailed in Policy 7.1.1.1 and in Appendix 3 – Transportation System Improvements will also need to be prioritized.
- c) The development proponent shall assess and develop plans for the delivery and implementation of transportation improvements as identified within each subarea as shown in Appendix 3 – Transportation System Improvements.

7.1.7.3 That detailed transportation studies submitted in support of *development approvals* address secondary plan policies on Transportation System Capacity.

7.1.7.4 That proposed development shall be phased or subject to conditions if it exceeds the capacity of the transportation system.

7.1.7.5 That the implementation of the role and function of Markham Road discussed in Policy 7.1.2.3 be aligned with the following enhancements to the capacity of the transportation system:

- a) the completion of the parallel collector road network;
- b) improvements to active transportation facilities; and
- c) transit service improvements on York Region Transit and the Stouffville GO Railway Corridor.

7.1.7.6 That Appendix 3 – Transportation System Improvements may be updated without an amendment to the Secondary Plan based on the results of the monitoring program described in Section 10.5.

- Modification to add a new Policy 10.3.3:

10.3.3 That growth within the Secondary Plan Area shall be managed within the capacity of the existing or planned transportation system discussed in Section 7.1.

- Modification to add a new Section 10.5:

10.5 Monitoring and Reporting

It is the policy of Council:

10.5.1 To regularly review and analyze the effectiveness of the policies in this Secondary Plan to manage growth and update them as needed.

3. Additional Housekeeping Modifications

The following additional technical housekeeping revisions are also proposed for inclusion in the revised draft Secondary Plan:

- replace the term secondary suites with “additional residential units in accordance with the Planning Act and O. Reg. 299/19” to conform to recent amendments in the Provincial land use planning framework;
- clarify that commercial and office uses are permitted at grade and in upper storeys in Policy 8.3.2.1; and
- address discrepancies on various figures and maps (e.g., Figure 9.3.1 in the Official Plan, Amendment to Map 3 – Land Use, Map SP2 – Detailed Land Use, Map SP7 – Transit and Active Transportation Network, and Appendix 2 – Density).

CONCLUSION:

Staff have undertaken several revisions to address comments and concerns raised by DSC. In conjunction with planned implementing zoning and holding provisions that will ensure the provision of necessary infrastructure, staff recommend that Council adopt the revised City Initiated Official Plan Amendment for the Markham Road – Mount Joy Secondary Plan, attached as Appendix “A”, and forward it to York Region for approval.

ATTACHMENTS:

Appendix A - Official Plan Amendment for the Markham Road – Mount Joy Secondary Plan