

CITY OF MARKHAM

Yonge Corridor Secondary Plan Interim Report



TABLE OF CONTENTS

| | |
|--------------------------|----------|
| Executive Summary | 1 |
|--------------------------|----------|

1.0 Introduction **6**

| | | |
|-----|---------------------------|----|
| 1.1 | Background | 8 |
| 1.2 | Purpose of Interim Report | 9 |
| 1.3 | Study Area and Context | 10 |
| 1.4 | Process & Next Steps | 12 |

2.0 Policy Overview **13**

| | | |
|-----|---|----|
| 2.1 | Provincial Legislation & Policies | 14 |
| 2.2 | York Region Policies | 17 |
| 2.3 | City of Markham Policies | 21 |
| 2.4 | Other City of Markham Guidelines, Plans & Studies | 24 |
| 2.5 | Documents from Adjacent Municipalities | 31 |
| 2.6 | Yonge Corridor Land Use and Built Form Study (2022) | 33 |

3.0 Existing Conditions **34**

| | | |
|------|-----------------------------------|----|
| 3.1 | Demographics | 35 |
| 3.2 | Land Use and Built Form | 42 |
| 3.3 | Non-Residential Market Assessment | 55 |
| 3.4 | Community Services and Facilities | 56 |
| 3.5 | Affordable and Supportive Housing | 61 |
| 3.6 | Parks & Open Space | 62 |
| 3.7 | Transportation | 65 |
| 3.8 | Servicing | 75 |
| 3.9 | Natural Heritage | 81 |
| 3.10 | Cultural Heritage | 83 |

4.0 Engagement 86

| | | |
|-----|-----------------------------------|-----|
| 4.1 | Summary of Engagement Program | 87 |
| 4.2 | Community Information Meeting # 1 | 88 |
| 4.3 | Pop-Ups and Online Engagement | 91 |
| 4.4 | Visioning Workshops & Open House | 93 |
| 4.5 | Targeted Interest-holder Events | 99 |
| 4.6 | Summary of What We Heard | 100 |

5.0 Emerging Concept And Directions 101

| | | |
|-----|---|-----|
| 5.1 | Emerging Secondary Plan Vision and A Place-Based Approach | 102 |
| 5.2 | Emerging Concept & Directions | 110 |
| 5.3 | Demonstration Massing and Preliminary Output | 129 |

6.0 Conclusion And Next Steps 136

Image Credits 138

Appendices 140

| | | |
|----|---------------------------------------|-----|
| A. | Proposed Development | 141 |
| B. | Parks, Open Spaces & Natural Heritage | 143 |
| C. | Licensed Childcare Providers | 146 |
| D. | Health Care Facilities | 147 |
| E. | School Capacity & Enrollment | 149 |
| F. | Emergency Services | 151 |
| G. | Places of Worship | 151 |

EXECUTIVE SUMMARY

The Yonge North Subway Extension (YNSE) will extend subway service from Finch Station to Markham, Vaughan, and Richmond Hill, making it faster and more convenient to travel to and from Toronto and across York Region. This generational investment in transit infrastructure has the potential to transform the Yonge Corridor into an even better place to live, work, and play.

To help manage and guide this change, the City of Markham is developing a Secondary Plan for the Corridor. The Plan will contain policies that will shape the Yonge Corridor's transformation into a walkable, transit-oriented, vibrant, and complete community. To do this, the Project Team has been conducting extensive background research, consulting with key stakeholders and local residents, and testing preliminary concepts.

The Interim Report represents an important milestone in the process. It synthesizes the work undertaken to date and lays the groundwork for the Secondary Plan policies. It provides an overview of what the Project Team has learned about the Study Area thus far, including the policy context, physical characteristics, demographics, and emerging trends. It summarizes the outcomes of community and stakeholder engagement and describes how these learnings have shaped into the Emerging Concept. It also summarizes the work completed by the technical team, including initial transportation, servicing, and market analyses. Finally, the Interim Report presents the Emerging Concept and Directions, and a preliminary demonstration massing for feedback.

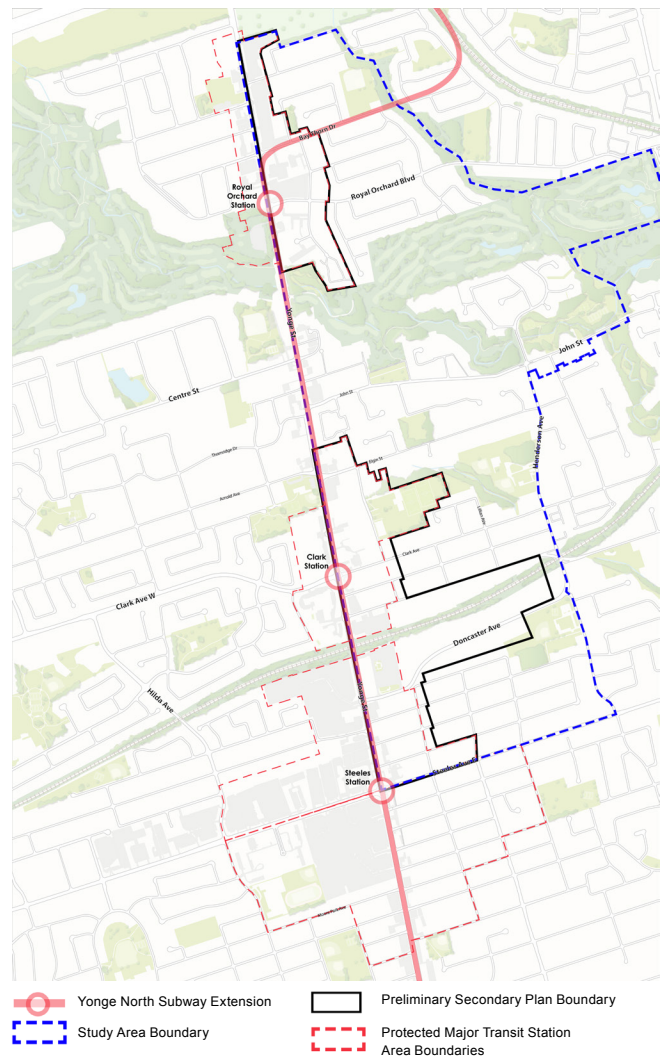


Figure 1. The Study Area and Preliminary Secondary Plan boundaries

The Interim Report is structured into six sections:

- **Section 1: Introduction** provides an overview of the Project's history, context, scope, objectives and principles.
- **Section 2: Policy Review** provides a high-level summary of the various legislations, policy documents, and guidelines that affect the Yonge Corridor and set the baseline for its transformation.
- **Section 3: Existing Conditions Review** summarizes the Corridor's key characteristics.
- **Section 4: Engagement Summary** summarizes the community and stakeholder engagement that the Project Team has undertaken to date.
- **Section 5: Emerging Concept and Directions** begins to translate the findings of the previous sections into Emerging Directions and a Concept.
- **Section 6: Conclusion** describes the next steps for the Project, including further community and stakeholder engagement, additional technical study, and refinements to the Emerging Concept and Directions.

Today, the Corridor is defined by a mix of low-rise, car-oriented commercial uses along Yonge Street and low-rise residential uses, mainly detached houses, east of Yonge Street. This is interspersed with higher-density residential uses, consisting of townhouse developments, mid-century apartment towers, and newer mixed-use developments. The Corridor is also experiencing residential development pressures. This pressure for change is expected to intensify as the introduction of higher-order transit approaches. There are also Employment Lands containing a mix of retail and light industrial uses, a natural ravine area occupied mainly by private open space, and a Heritage Conservation District (which is generally outside of the Preliminary Secondary Plan Area).

This Interim Report identifies several challenges that must be overcome to ensure the Corridor develops as a walkable, transit-oriented, complete community. The car-oriented street design, including a lack of safe cycling and pedestrian infrastructure, is a significant barrier for active transportation, contributing to congestion as more people are forced to drive to the destination. A lack of excess servicing capacity and potential flooding issues will require infrastructure upgrades before adding significant new density. Introducing new residents will also require new community facilities, open spaces, and services.

Despite these challenges, new growth and investment represent an opportunity and can be harnessed to support the development of complete communities along the Yonge Corridor. With carefully crafted Secondary Plan policies, development can respectfully integrate alongside established neighbourhoods, contribute to the provision of new infrastructure, community facilities, and open spaces, and support improved livability for both current and future residents.

VISION STATEMENT (SEE SECTION 5)

The Yonge Corridor Secondary Plan will leverage transit investment to transform the Yonge Corridor of tomorrow from a connector into a place of connection: a stitch between the diverse neighbourhoods that intersect along its length, between new and existing development and between Markham and its municipal neighbours.

The Emerging Concept and Directions aim to advance the preliminary vision of a cohesive, connected community, characterized by a mix of land uses and building types, safe streets that prioritize active transportation and micro-mobility, and a variety of open spaces and community services. To achieve this vision, the Interim Report recommends a place-based approach to advancing Secondary Plan policies, whereby areas along the Corridor will be defined as one of:

- **Areas of Change** where significant infill or redevelopment will occur.
- **Areas of Continuity** consisting mainly of low-rise residential neighbourhoods, outside the Preliminary Secondary Plan Boundary, that are unlikely to experience significant change.
- **Areas of Transition** which support a transition in scale from high to low-rise development.
- The Corridor's **Employment Lands** are also identified as opportunities for expanded non-residential uses and job growth, with those closest to the new subway stations acknowledged for their potential to address a range of additional City and community priorities.

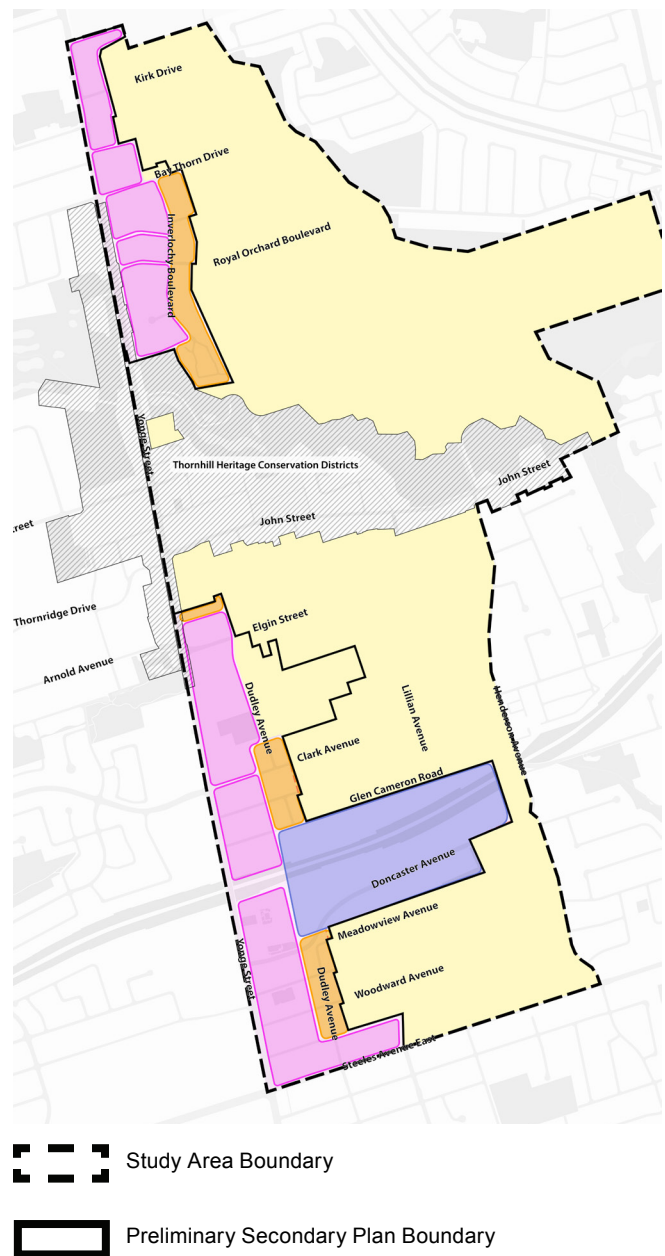


Figure 2. The proposed place-based approach to the Emerging Concept and Directions

Executive Summary

The Concept and accompanying demonstration massing presented in this Report are indicative of how the Corridor might develop over the long-term, guided by the Emerging Directions as well as additional detailed built form and occupancy assumptions. On the basis of the demonstration massing, this Interim Report also identifies initial population and job forecasts, which will become the subject of further detailed technical analysis during the next phase of the Project.

This Interim Report will be brought forward to the Development Services Committee (DSC) for further consideration and input. Following this, the Project Team will engage the public to achieve further direction, and continue to analyze the Emerging Concept and Directions from a technical perspective. Once further engagement and analysis has been completed, the Project Team will prepare a Preferred Concept for the Yonge Corridor Secondary Plan. The Preferred Concept will be presented in the Final Study Report, alongside the proposed policies, which will serve as the basis for the Yonge Corridor Secondary Plan.



Figure 3. 3-D Demonstration Massing of the Steeles Station Area, looking north.

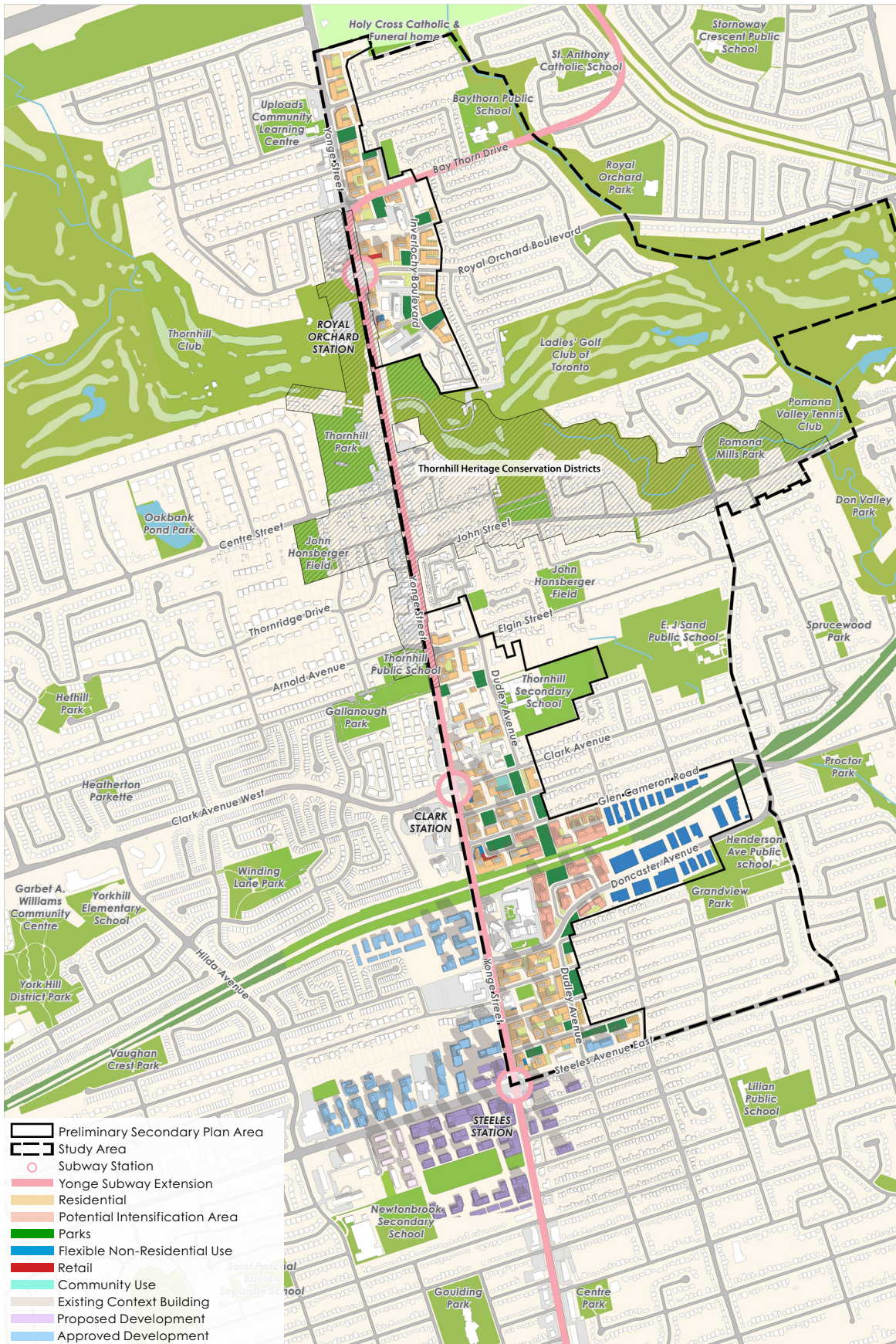


Figure 4. 2-D Illustration of the Demonstration Massing for the Emerging Concept.

1.0

INTRODUCTION

- 1.1 Background
- 1.2 Purpose of Interim Report
- 1.3 Study Area and Context
- 1.4 Process & Next Steps

1.0 INTRODUCTION

The Markham Yonge Corridor is situated in the southwestern portion of the City of Markham, bordering the Cities of Vaughan and Toronto, generally consisting of the areas to the east of Yonge Street from Steeles Avenue East in the south to approximately Kirk Drive in the north. The Yonge North Subway Extension (YNSE) project, currently under construction, will extend TTC Line 1 subway service northwards from its current terminus at Finch into the Cities of Markham, Vaughan, and Richmond Hill. As a result of the YNSE, the Yonge Corridor within Markham will benefit from access to three new subway stations: Steeles, Clark, and Royal Orchard.

In anticipation of the introduction of rapid transit service, the City of Markham has identified, through its Official Plan, the Yonge Corridor as an area of growth and investment. In order to guide this growth, a Secondary Plan is to be prepared. The Secondary Plan will include policies to direct and shape the anticipated intensification of parts of the Yonge Corridor, introducing new jobs and residents, with the aim to achieve a vibrant, transit-supportive complete community supported by a range of community facilities and amenities, a mix of uses, and multi-modal streets.

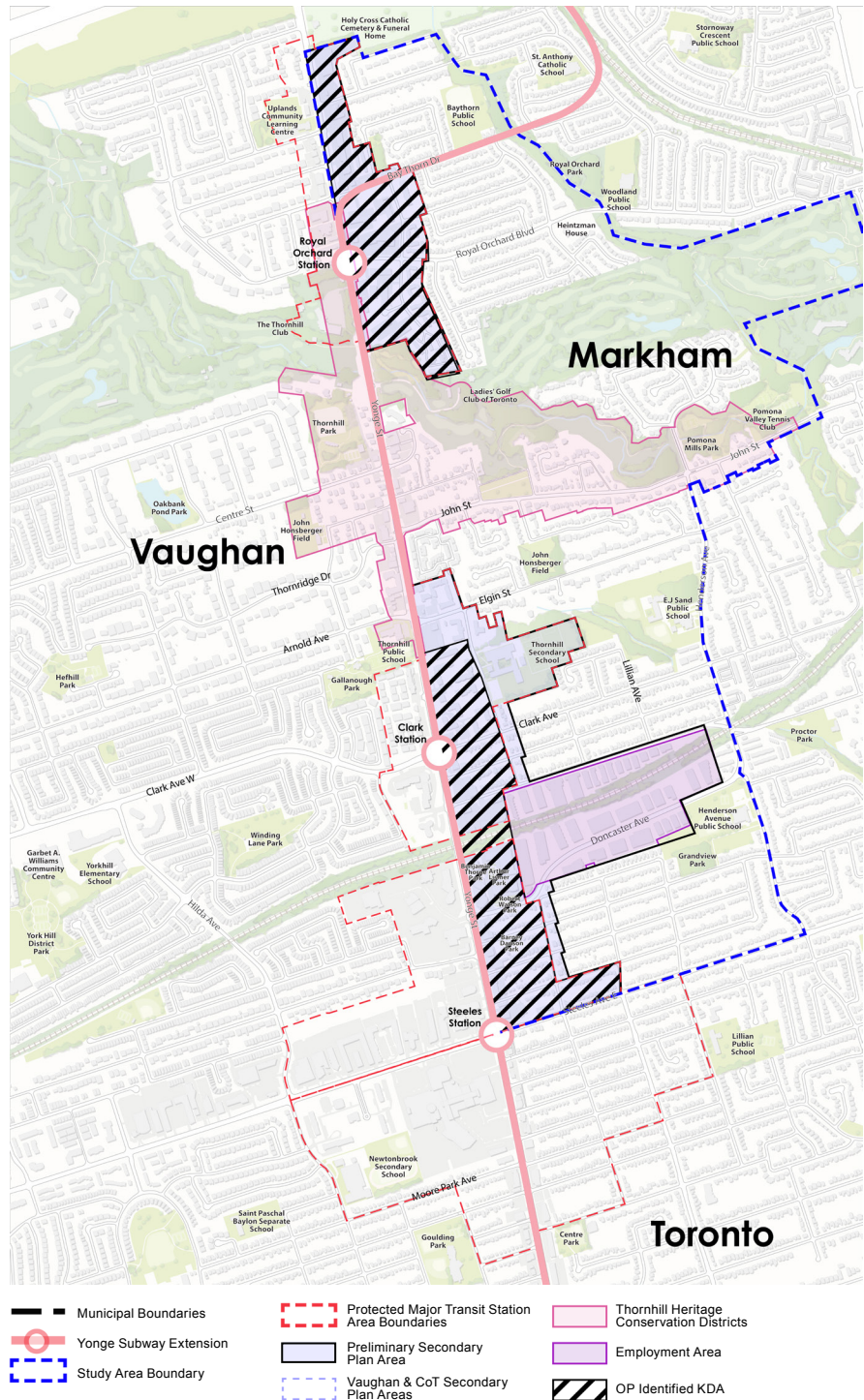


Figure 5. Study Area in Context.

1.1 Background

The YNSE has been identified by the Province and the Region as a priority regional transit expansion project and will extend subway service from Finch Station to Markham, Vaughan and Richmond Hill, making it faster and more convenient to travel to and from Toronto and across York Region. This generational investment in transit infrastructure will transform the Yonge Corridor. With new investment, the Corridor has the potential to be an even better place to live, work, and play and accommodating an increase in jobs and residents.

The Yonge Corridor has been identified as an area for growth in the Markham Official Plan. Under the 2014 Official Plan, the Yonge Corridor is considered a “Key Development Area” (KDA) for which an updated Secondary Plan should be prepared and which is planned to accommodate significant growth.

The City of Markham has undertaken a number of initiatives in recent years in anticipation of the Secondary Plan project (the “Project”), including the Yonge North Subway Initiative Intensification Analysis in 2020 and the Yonge Corridor Land Use & Built Form Analysis in 2022. These projects demonstrated the ability of the Yonge Corridor to accommodate transit-supportive densities and a mix of uses to establish a healthy, walkable complete community.

The Secondary Plan work builds on the work of these previous studies and will result in the creation of a Secondary Plan for the Yonge Corridor, in accordance with Official Plan policy.

1.2 Purpose of Interim Report

This Interim Report (the “Report”) summarizes the findings from the initial phases of the Project. At this stage, the team is transitioning from analysis of existing conditions and trends, towards developing a vision that will form the basis of the Secondary Plan. The Interim Report bridges these two stages of work, translating the findings and feedback into an Emerging Concept and Directions.

The overall purpose of the Interim Report is to:

- Reiterate the overall project objectives and vision for the Corridor.
- Present a review of the existing conditions along the Corridor, including the applicable Provincial and Municipal policy framework, demographics, market conditions, development trends, physical environment, transportation conditions, natural and cultural heritage, open space, and community facilities.
- Summarize the public, City Staff, and stakeholder engagement undertaken to date.
- Present Emerging Directions which respond to the Project objectives, existing conditions, and engagement completed to date.
- Present an Emerging Concept for the Corridor, including 2D preliminary schedules, a conceptual 3D massing consistent with the Emerging Directions, and preliminary development yields based on the massing concept.
- Discuss the preliminary community services and facilities requirements to accommodate a complete community.
- Summarize preliminary servicing and transportation testing on the Emerging Concept to determine what infrastructure improvements may be needed to support development.
- Identify next steps and areas where additional technical analysis will inform updates to the Emerging Concept and associated draft policy directions.

Ultimately, the Interim Report sets out the overarching direction for the Secondary Plan based on what has been learned to date. The Interim Report reflects the feedback received and analysis conducted, and translates these inputs into a draft policy direction to be refined through ongoing engagement with City staff, stakeholders, and the broader community.

1.3 Study Area and Context

The Preliminary Secondary Plan Area includes the City of Markham lands contained within the three Protected Major Transit Station Areas (PMTSAs) along the Yonge Corridor: Steeles Station Area, Clark Station Area, and Royal Orchard Station Area. Note that at this stage, the Secondary Plan Area boundary has not been fixed and may be adjusted to better respond to City, stakeholder, and community priorities as the policy framework evolves.

Understanding that communities often extend beyond neighbourhood and municipal boundaries, the Study Area is broader than the Preliminary Secondary Plan boundary. It stretches from Steeles Avenue to Kirk Drive (south of the Holy Cross Catholic Cemetery) along the east side of Yonge Street, encompassing low-rise neighbourhoods between the PMTSAs, east of Yonge. Unless otherwise noted, this comprehensive Study Area forms the basis for the existing conditions summary in this Report. The Project will also consider areas west of Yonge Street in Vaughan and south of Steeles Avenue in Toronto.

In addition to the three station areas, there are several unique sub-areas within the Study Area that demand special attention. The Thornhill Heritage Conservation District (HCD) is within the Study Area but does not generally form part of the Preliminary Secondary Plan Area. Similarly, the natural heritage areas associated with the ravines formed by Pomona Creek and branches of the Don River are generally excluded from the Preliminary Secondary Plan Area but form part of the Study Area.

The Employment Lands centred around the rail corridor between the Steeles and Clark Station Areas (the Doncaster and Glen Cameron Employment Park) are another unique asset within the Study Area. As discussed later in this Report, to create additional opportunities for intensification of non-residential uses and/or support the delivery of public benefit within the Study Area, it is recommended that these Employment Lands are incorporated into the Preliminary Secondary Plan Area.

The Final Secondary Plan Area will be confirmed through the next phase of work as the Emerging Concept and Directions are refined and Secondary Plan policies are drafted.

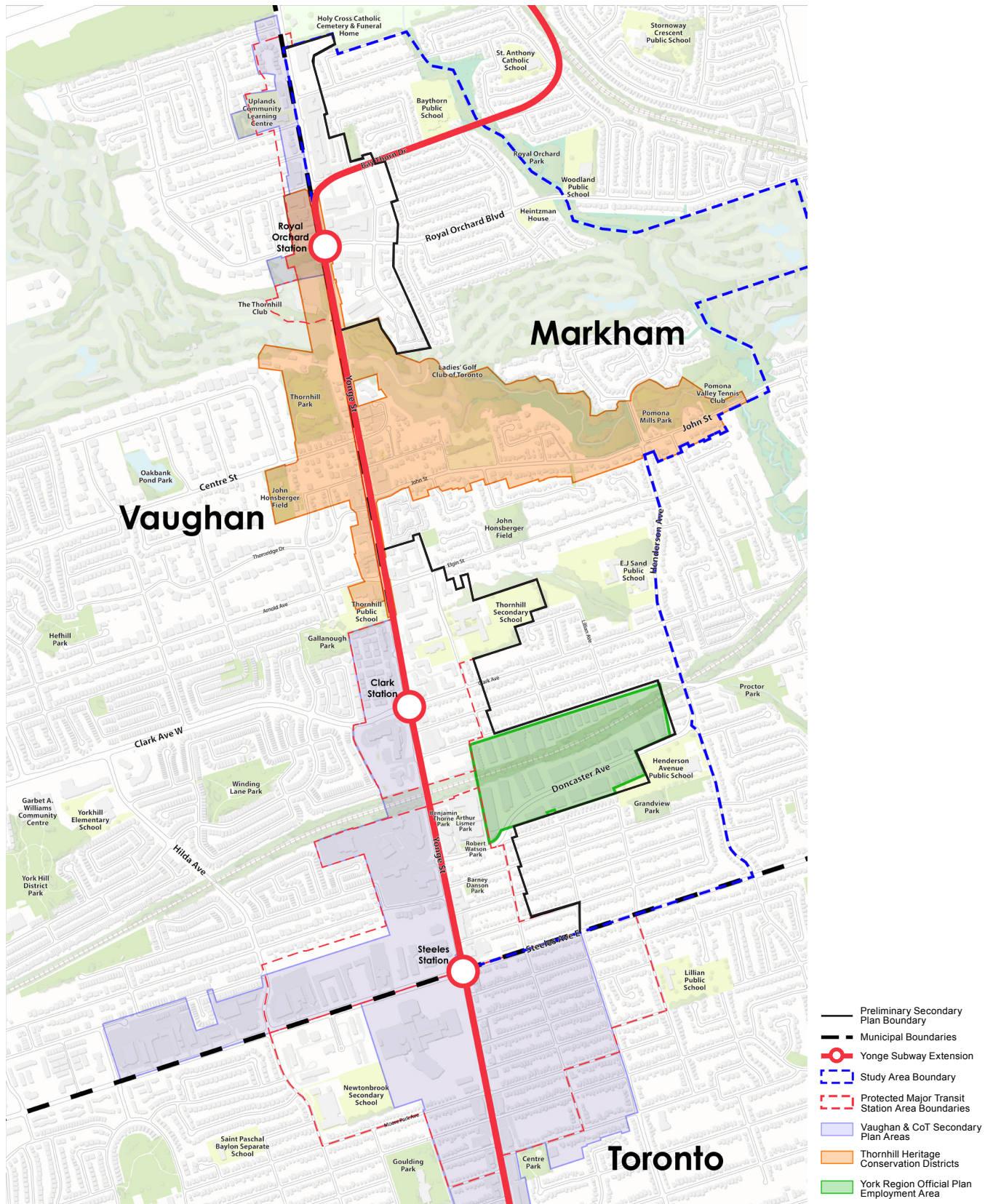


Figure 6. Study Area and Preliminary Secondary Plan Area

1.4 Process & Next Steps

The Yonge Corridor Secondary Plan Project consists of six phases. The preparation of this Interim Report and the Emerging Concept comprise Phase 4. The six phases are:

- **Phase 1:** Project Initiation
- **Phase 2:** Background Review
- **Phase 3:** Visioning & Detailed Technical Review
- **Phase 4:** Emerging Concept & Interim Report
- **Phase 5:** Refining Concept & Study Report
- **Phase 6:** Yonge Corridor Secondary Plan

Work to date, comprising Phases 1 through 3, has consisted of background research into existing conditions, public and stakeholder engagement, technical analysis, and the development of an Emerging Concept for feedback. Project milestones have included:

- **February 20, 2024:** Project Launch at Markham Development Services Committee
- **March 8, 2024:** Virtual Stakeholder Kick-Off
- **April 18, 2024:** Community Information Meeting #1
- **May 14 and 22, 2024:** Community Engagement Pop-Ups
- **June 24, 2024:** Visioning Workshop and Public Open House

Following reception of the Interim Report by Development Services Committee, work will begin on refining the Concept and drafting of Secondary Plan policies. The intended completion date for the final Secondary Plan Report is Q3 2025.

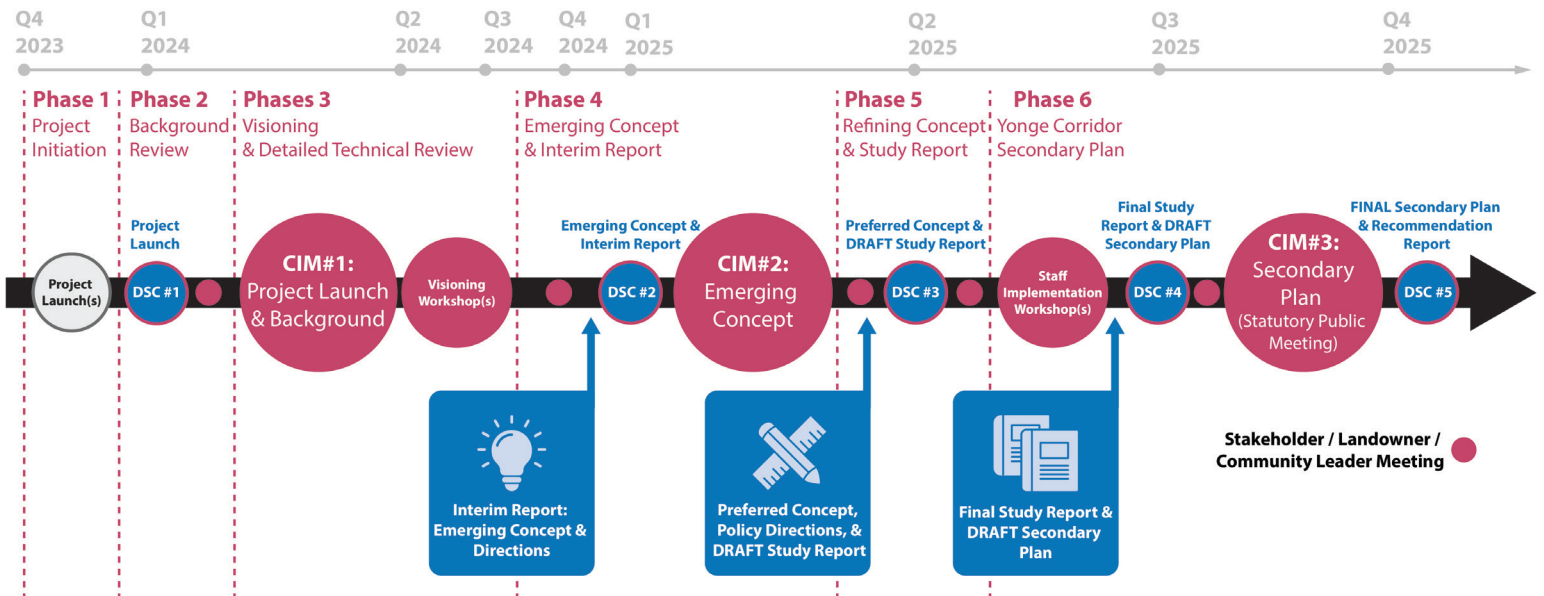


Figure 7. Work Plan Diagram

2.0

POLICY OVERVIEW

- 2.1 Provincial Legislation & Policies
- 2.2 York Region Policies
- 2.3 City of Markham Policies
- 2.4 Other City of Markham Guidelines, Plans & Studies
- 2.5 Documents from Adjacent Municipalities
- 2.6 Yonge Corridor Land Use and Built Form Study (2022)

2.0 POLICY OVERVIEW

The following section provides an overview of the relevant Provincial and Municipal legislative and policy context relevant to the Yonge Corridor. While the policy framework is constantly evolving, this Report will focus specifically on policies that are in force at the time of its drafting (October 2024). Where evolving policies/legislation are actively affecting the Corridor, this is noted.

2.1 Provincial Legislation & Policies

This section summarizes the Provincial legislation and policy framework as it applies to the Yonge

Corridor.

PLANNING ACT, 1990

The Planning Act sets out the overall planning structure for Ontario, including the hierarchy of Provincial, Regional, and local Municipal plans. Municipal plans must conform with Provincial plans and Municipal decisions must then be consistent with the local Official Plan. It also sets out the authority of Municipalities to prepare Secondary Plans.

Additionally, the Planning Act establishes the framework for land use planning in Ontario. It sets out matters of provincial interest that all municipalities shall consider in making planning decisions. This includes environmental protection, cultural heritage conservation, health and safety, energy efficiency, transportation and infrastructure, accessibility, housing, and meeting the needs of Ontarians.

The Planning Act also sets out the framework for the delivery of community benefits and parkland through development. In 2022, the City of Markham adopted a Community Benefits

Charge (CBC) strategy and by-law authorizing charges of up to four per cent of the value of the development land. The Planning Act sets a cap on parkland dedication rates set at 10 to 15 per cent of the area of the land depending on the size of the respective site.

SUMMARY: *The Planning Act is the foundation of Ontario's policy-led planning system. It sets out that municipal decisions must be consistent with municipal plans which in turn must conform with Provincial plans. The Planning Act also establishes maximum parkland dedication rates and the framework for delivering community benefits for growing communities that must be adhered to within the Study Area.*

PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement (PPS), 2024, came into effect on October 20, 2024. It replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

The PPS 2024 provides policy direction on matters of Provincial interest related to land use planning and development to support the creation of strong, sustainable, resilient, and complete communities. The PPS 2024 encourages the development of complete communities supported by a mix of land uses and amenities (2.1.3). Complete communities are defined as places that provide equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, housing, transportation options, local stores, and public services.

The PPS also emphasizes the delivery of a range of housing options, including affordable housing, and directs municipalities to maintain an appropriate supply of land for residential development, including intensification areas, and at densities that allow for the efficient delivery of services and the use of active transportation and public transit (2.1.4 and 2.3.1.2).

Section 2.4 of the PPS further identifies strategic growth areas, including major transit station areas (MTSAs) (2.4.2) as places to which intensification is directed and where municipalities are to plan for significant population and employment growth. Section 4 of the PPS also encourages the conservation of natural and cultural heritage resources.

SUMMARY: *The PPS 2024 encourages intensification in areas serviced by existing or planned transit, including the Study Area. Planning for these areas should support the development of complete communities with a range of employment and housing options, and with access to public facilities, recreation, and open spaces.*

SPOTLIGHT ON INCLUSIONARY ZONING

Inclusionary zoning (IZ) is a land use planning tool, authorized under the Planning Act, that municipalities may use to require affordable housing units to be delivered in residential development of 10 or more units in Protected Major Transit Station Areas (PMTSAs). Effectively, it is a tool for delivering affordable housing as a condition of market-based residential developments, and can be a useful way to increase the supply of affordable housing in areas that are experiencing growth pressures and high housing demand.

The Planning Act sets out the legislative and regulatory requirements for municipal implementation of IZ, including the authority to adopt IZ official plan policies and make IZ by-laws. Under the current in-force legislation, municipalities are permitted to require up to five percent (5%) of the total number of units (or of the total gross floor area associated with residential development) be delivered as affordable housing for a period of up to twenty-five (25) years. It sets the lowest price/rent that can be required for inclusionary zoning units at 80% the average resale price of ownership units, or 80% of the average market rent for rental units.

The Study Area contains three PMTSAs identified in the York Region Official Plan. IZ has been identified as a priority in the City's Housing Strategy and developing an IZ Bylaw is an identified priority in the City of Markham's Housing Strategy, both of which are discussed in further detail below.

GREENBELT PLAN, 2017

The valleylands associated with Pomona Creek are identified as an Urban River Valley in the Greenbelt Plan, 2017. The Greenbelt Plan encourages the protection and, where feasible, restoration and enhancement of these valley corridors to support connectivity of the natural heritage system.

CONSERVATION AUTHORITIES ACT, 1990

The Conservation Authorities Act created regulatory bodies centred around Ontario's major watersheds with the purpose of protecting and enhancing natural resources through a watershed planning approach. The Conservation Authority covering the Study Area is the Toronto and Region Conservation Authority (TRCA). Lands within the Study Area are regulated by TRCA due to the presence of wetlands, floodplains, and erosion hazards.

SUMMARY: *The Study Area contains lands designated Urban River Valley, which the TRCA regulates. Under the Greenbelt Plan, Urban River*

Valleys and their associated open space are to be protected, with recreational opportunities provided on public lands.

ONTARIO HERITAGE ACT, 1990

The Ontario Heritage Act provides municipalities with the ability to preserve and conserve cultural heritage resources and properties, as well as their identified attributes. The Act gives municipalities the authority to designate individual properties, requiring additional approvals for demolition, alteration, or redevelopment. Municipalities can also designate historic areas as "Heritage Conservation Districts" (HCDs) under Part V of the Act, which can introduce additional controls and standards for development within the HCD.

SUMMARY: *The Study Area includes the Thornhill Heritage Conservation District (HCD) and three designated properties outside of the HCD, including two within the Preliminary Secondary Plan Boundary. Policies within the Secondary Plan must ensure that these heritage resources are appropriately protected through future development.*

PROVINCIAL POLICY SUMMARY

The Yonge Corridor is identified as an area for growth and development, with clear policy direction promoting transit-supportive densities, increased housing supply, and the creation of complete communities supported by a range of uses including employment, community facilities, and infrastructure.

2.2 York Region Policies

On June 6, 2024, Bill 185 received royal assent and, as a result, seven upper-tier municipalities including York Region have had their planning authority devolved to the lower-tier municipalities. Despite this, York Region policies, including the Regional Official Plan, continue to have status and are in-force as part of the Official Plans of the relevant lower-tier municipalities. Given this, York Region policies are reviewed herein for ease of reading, but it should be noted that the policies are considered to be part of the Markham Official Plan.

YORK REGION OFFICIAL PLAN

The Province approved the York Region Official Plan (ROP) in November 2022. Further updates were made to conform with Bill 150 and Bill 162. The ROP is in full force and effect.

The Study Area is located within the Urban Area which the ROP directs as appropriate for intensification. Urban Areas are expected to accommodate 50% of the Region's growth between 2021 and 2041, and 55% between 2041 and 2051.

The ROP defines the regional structure and focuses the greatest level of intensification in Regional Centres and along Regional Corridors, followed by areas surrounding new and existing subway stations (4.1.3). Yonge Street is identified as a Regional Corridor. The ROP directs Regional Corridors to function as urban main streets. It directs strategic growth areas – including MTSAs along Regional Corridors – to provide for the highest degree of intensification in the Region.

MTSAs along Regional Corridors are to accommodate densities commensurate with this status, as well as a mix of uses and a pedestrian-friendly environment (4.4.34 to 4.4.38). Policy 4.4.35 states that Regional Corridors along transit routes should “function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-supportive built form and allow for active transportation”.

Lands around the Study Area's three planned subway stations are identified as PMTSAs (4.4.41).



Figure 8. York Region OP - Map 2, Land Use

Royal Orchard and Clark Station Areas must be planned to achieve densities of 250 people and jobs per hectare. Steeles Station Area must be planned to achieve densities of 300 people and jobs per hectare. As targets for intensification, MTSAs across the region are also expected to accommodate a minimum of 35% affordable housing.

Most of the Study Area is identified as a Community Area: “where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs, will be located.” Community Areas are also expected to contain “a wide range and mix of housing types, sizes, tenures that include options that are affordable to residents at all stages of life” (4.2.1 and 4.2.2).

The lands surrounding the CP rail corridor are identified as an Employment Area. Employment Areas are intended to accommodate a wide range of non-residential uses and should be “protected from the encroachment of sensitive uses” (4.3.4). The ROP also directs that “local municipalities shall make efficient use of existing employment lands... by increasing employment densities where appropriate” (4.3.8).

It should be noted that the ROP predates the PPS 2024 which contains the most recent Provincial direction on Employment Lands which differs slightly from the ROP direction. This includes policy 2.8.1.1 d) of the PPS which provides that planning authorities should encourage “intensification of employment uses and

compatible, compact, mixed-use development to support the achievement of complete communities”.

SUMMARY: *Identified as a Regional Corridor with access to existing and planned transit infrastructure, the Study Area is expected to accommodate a significant portion of the Region's forecasted growth. Development within the Study Area should be compact, include a mix of uses — places of commerce, entertainment, and culture, a range and mix of housing types (including affordable housing), and support a public realm experience that encourages active mobility.*

YORK REGION TRANSPORTATION MASTER PLAN (2022)

The 2022 Transportation Master Plan (TMP) was approved by Regional Council in September 2022. The TMP is the long-term vision for the Region’s transportation network, aligning with four areas of focus: Economic Vitality, Good Government, Healthy Communities and Sustainable Environment. Per the TMP, local municipalities are directed to update their Official Plans and policy frameworks to support the delivery of transit-supportive density.

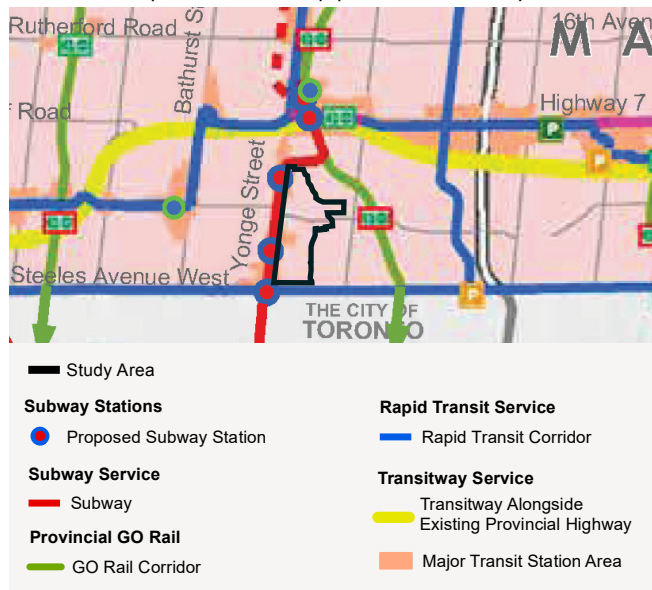


Figure 9. York 2022 Transportation Master Plan - Map 3, 2051 Regional Transit Network

The stated purpose of the TMP is to “plan, build, operate and maintain a connected transportation network for all travellers that is safe, reliable, future ready, sustainable and balances the needs of [York Region’s] unique communities.” Informed by this Vision, the TMP sets out key themes relevant to the development of the Study Area: making life without a car an option; making transportation healthier; and creating complete

communities and complete streets.

Responding to these key themes, the plan supports:

- **An integrated active transportation network:** The plan encourages development of a well-integrated network of bike lanes (along Regional Roads), trails and multi-use paths—to make cycling and other human-powered options safer and easier.
- **Rapid transit corridors:** The plan identifies and protects key corridors for rapid transit expansion—including the Yonge North Subway Extension (YNSE)—recognizing these infrastructure corridors as critical to supporting growth.
- **A strategic approach to streets:** The plan looks to optimize the street network and make best use of existing assets—managing demand for single-occupant vehicles by making other more sustainable and healthy options readily available.

SUMMARY: *The Yonge North Subway Extension is identified within the TMP as “central to the next phase” of Regional growth. Consistent with the ROP, the City of Markham is to update its Yonge Corridor Secondary Plan to encourage transit-supportive densities.*

The TMP provides further guidance for developing areas, establishing a clear direction to improve the mobility experience for all users and reducing the demand for single-occupant vehicles by improving connectivity of the active transportation network, and making walking, cycling, and other micro-mobility options more efficient and feasible.

SOUTH YONGE STREETScape MASTER PLAN STUDY UPDATE (2021)

The South Yonge Streetscape Master Plan Study Update is intended to influence the Yonge Street public realm between Steeles Avenue and Garden Avenue in Richmond Hill Centre. The proposed improvements are intended to complement transit investments, including the YNSE and Bus Rapid Transit (BRT) on Steeles Avenue. Principles of the Streetscape Master Plan include the development of a more pleasant pedestrian experience that supports an urban, walkable community. The boulevard conditions and streetscapes along Yonge Street within the Study Area will be enhanced to support active mobility with wider sidewalks, new cycling infrastructure, public spaces, and more generous planting.

SUMMARY: *The South Yonge Streetscape Master Plan aims to transform Yonge Street into an urban main street with an emphasis on active*

travel, harmoniously integrating all modes with the YNSE and shifting the focus of the street from car travel to the needs of pedestrians, cyclists, and transit users.

HOUSING SOLUTIONS (2019)

Housing Solutions: A Place for Everyone, is York Region's Council-approved housing plan. The Plan aims to provide a coordinated framework to address housing affordability and advance homelessness prevention and related support services.

Housing Solutions aims to increase the supply of affordable and purpose-built rental housing, particularly in areas with existing or planned transit and community services. Local municipalities are directed to support these goals by establishing housing-supportive plans and zoning regimes and using the development approvals process to secure housing.

The Region is currently undertaking an update to the Housing Solutions plan which is targeted for a 2025 release date.

SUMMARY: *With existing and planned transit, the Study Area plays a key role in achieving the Region's housing affordability objectives and is recognized as an area intended to support the development of both affordable and purpose-built rental housing.*

REGIONAL POLICY SUMMARY

As of July 1, 2024, York Region's planning authority has been devolved to its constituent lower-tier municipalities, including the City of Markham. Nevertheless, Regional policies continue to be in force and are deemed to be part of the respective lower-tier municipal Official Plans.

The Yonge Corridor is identified as a Regional Corridor with access to both existing and planned transit infrastructure. With three PMTSAs located along Yonge Street, it is expected to accommodate a significant portions of the Region's forecasted growth, and to develop at transit-supportive densities, as well as prioritize the provision of affordable housing. Regional policy also establishes a clear direction to improve the mobility experience for all users by investing in active mobility infrastructure.

2.3 City of Markham Policies

This section summarizes the City of Markham municipal policy framework as it applies to the Yonge Corridor.

MARKHAM OFFICIAL PLAN, 2014

Markham Council approved the 2014 Markham Official Plan (2014 OP) in December 2013 and York Region Council in June 2014.

The 2014 OP directs the majority of growth to the built-up area. The growth hierarchy includes the highest scale of development in Regional Centres (Langstaff Gateway and Markham Centre), followed by Regional Corridors/Key Development Areas, including the Yonge Street corridor. Regional Corridors are planned to be “urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form”.

Along Yonge Street, the Study Area is designated Mixed Use High Rise and Mixed Use Mid Rise, except for the portions contained within the Thornhill HCD designated Mixed Use Heritage Main Street. Adjacent neighbourhoods are mainly designated a combination of Residential High Rise, Mid Rise and Low Rise. The employment area centred around the CP rail corridor is designated Service Employment.

The Study Area also contains natural heritage features generally concentrated within the river valley system or scattered across public parks. The natural heritage system, including Woodlands and Valley Lands, is to be protected and enhanced, with development generally directed away from the Natural Heritage System (3.1.1.2).

Policy 9.18.8.3 indicates that an updated secondary plan (SP) is to be prepared for a portion of the Study Area (generally corresponding to the three PMTSAs) to replace the existing in-force 1987 SP. Until such time as an updated SP is prepared and approved, the 1987 SP remains the primary in-force policy for the Yonge Corridor and is discussed further below.

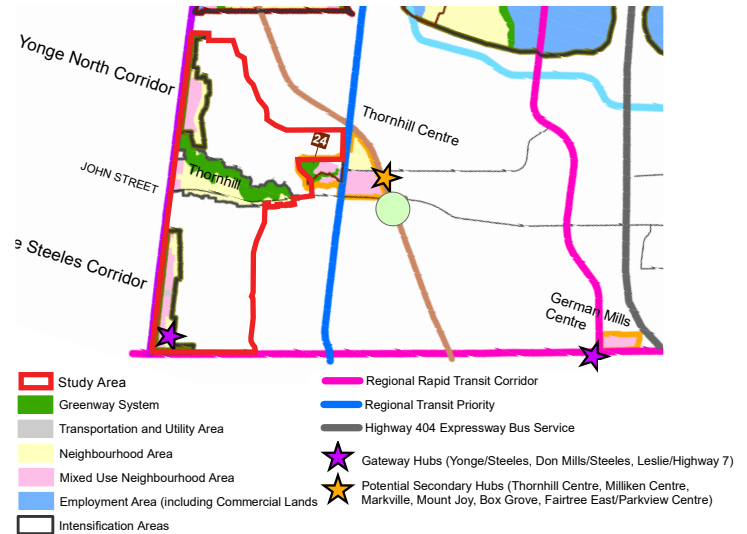


Figure 10. Markham 2014 OP - Map 2, Centres and Corridors and Transit Network

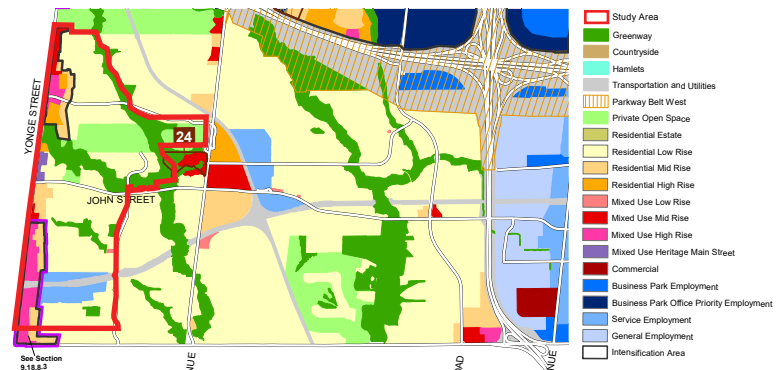


Figure 11. Markham 2014 OP - Map 3, Land Use



Figure 12. Markham 2014 OP - Map 4, Greenway System

MARKHAM OFFICIAL PLAN, 1987

Though the majority of the 2014 Official Plan is now in force, the 1987 Markham Official Plan (1987 OP) remains in force on a site-specific basis for portions of the City of Markham due to ongoing appeals, including areas within the Study Area.

Under the 1987 OP, most of the Study Area is designated Urban Residential and Commercial, with some industrial lands along the rail corridor. Urban Residential areas are intended primarily for housing, with limited allocations for uses complementary to or serving residential uses. Commercial lands are intended to accommodate a full range of business establishments, including shopping facilities, personal and service commercial facilities, offices, and mixed-use developments. Industrial lands are intended primarily for manufacturing, assembly, processing, warehousing, or storage, with associated commercial uses.

THORNHILL SECONDARY PLAN, 1987 & 2014

The 1987 Thornhill SP (PD 3-1) applies specifically to the Yonge Steeles Redevelopment Area, which is generally aligned with the Steeles and Clark PMTSAs. Though the densities described within the 1987 SP are generally inconsistent with a corridor served by Higher Order Transit, the Yonge Steeles Redevelopment Area is identified as a future vibrant, mixed-use, transit-supportive area (6.5.3.1(a))—with intensification promoted in areas that will enhance residential, employment and mixed commercial/residential opportunities. Development within the Yonge Steeles Redevelopment Area is also expected to provide a range of high and medium-density development forms, with the highest densities focused in proximity to the intersection of Yonge Street and Steeles Avenue (6.4.3.2.3). To support and incentivize the development of community facilities within this high-density area, the Gross Floor Area associated with these uses is exempt from the calculation of density (6.4.3.2.16).

Policies related to Parks and Open Space encourage the development of an integrated public open space system that generally runs parallel to Dudley Avenue (6.4.3.4.1), and there is further direction to create a pedestrian bridge across the CNR railway lines (6.4.3.4.3). This linear open space network is intended to be well-treed and provide a green transition between redevelopment areas and established neighbourhoods (6.5.3.7.3(h)).

The 2014 Thornhill Secondary Plan is not in-force, but was intended to apply to much of the Study Area, including those areas bounded by Yonge Street on the west, the Langstaff Gateway and the limits of the Parkway Belt West on the north, Highway 404 on the east and Steeles Avenue East and the Yonge Steeles Corridor on the south.

The 2014 SP identifies the Yonge Steeles Corridor (generally aligned with the Steeles and Clark PMTSAs) as a key development area, intended to function as a Gateway Mobility Hub that integrates a balance and diversity of residential, retail, office and public uses at transit-supportive densities. The 2014 SP also identifies the Yonge North Corridor (generally aligned with the Royal Orchard PMTSA) as Key Development Area and Regional Corridor, to be developed in a way that integrates a balance and diversity of residential, retail, office and public uses at transit-supportive densities.



Figure 13. 1987 Thornhill SP (PD 3-1) - Land Use Map

SUMMARY

While the 2014 Official Plan is the primary in-force municipal policy document for the Study Area, portions of the 1987 Official Plan remain in-force on a site-specific basis, including the 1987 Thornhill Secondary Plan. However, the 2014 OP indicates the City of Markham's long-term vision for the Corridor and is generally more consistent with Provincial policy regarding intensification near transit.

Identified as a Key Development Area the Study Area is expected to be a focus for high-density and transit-oriented development that includes a balance of residential, retail, office, and public uses. The 2014 OP encourages the development of complete, compact communities that include a range of housing options (including affordable housing), public services and facilities, and open spaces. Development within the Study Area should also protect and enhance the natural heritage system and remain sympathetic to the adjacent cultural heritage resources within the HCD.

Despite the in-force 1987 SP recommending densities inconsistent with incoming higher-order transit, the design principles and intent described in the SP map include the Study and future Yonge Corridor Secondary Plan. Potential considerations include finding ways to incentivize community facilities; supporting lot consolidation to ensure rationale development; finding ways to integrate high density development alongside established neighbourhoods by accommodating appropriate transitions; and creating a linear park system along Dudley Avenue to support open space network connectivity and improve built form transitions.

2.4 Other City of Markham Guidelines, Plans & Studies

This section summarizes additional City of Markham policies, not directly forming part of the Official Plan, including relevant plans, guidelines, and studies relevant to the Corridor.

THORNHILL HERITAGE CONSERVATION DISTRICT PLAN

The Thornhill Heritage Conservation District (HCD) was first designated in the City of Markham in 1986. The HCD Plan was updated in 2007 following the enactment of the Ontario Heritage Act. The HCD Plan affects those portions of the historic settlement of Thornhill within Markham, with a separate Thornhill Vaughan HCD influencing development to the west.

The HCD Plan is primarily concerned with preserving and maintaining heritage buildings and Thornhill's village character. However, it also supports sympathetic and complementary development.

Yonge Street is defined as a special area, and design guidance is drawn from the Thornhill Yonge Street Study 2005 – A Framework for Renewal, Reinvestment and Community Building. The plans recognize that the Yonge Street Corridor will be densified and redeveloped to “promote residential, commercial and employment growth, support transit use, and enhance the urban design quality of the corridor through redevelopment.”

The City of Vaughan is currently undertaking an update to their corresponding HCD Plan.

SUMMARY: *The Thornhill HCD Plan consists of two separate HCD Plans, one each for the Cities of Markham and Vaughan. Both Plans generally direct that the historic buildings and overall heritage character of the Districts be maintained, while encouraging compatible infill development along Yonge Street.*

YONGE NORTH SUBWAY INITIATIVE INTENSIFICATION ANALYSIS (2020)

The Yonge North Subway Initiative Intensification Analysis was undertaken in 2020 by the City of Markham. The Intensification Analysis assessed the growth potential of five then-proposed station areas (Steeles, Clark, Royal Orchard, Langstaff and High Tech) based on existing conditions, as-of-right intensification, and potential development scenarios. It demonstrated how all three station areas can support subway-supportive densities at full build-out.

The Yonge North Subway Initiative Intensification Analysis was followed in 2022 by the Yonge Corridor Land Use and Built Form Study, which is discussed in detail in section 2.6 below.

SUMMARY: *The Yonge North Subway Initiative Intensification Analysis demonstrated potential high-density development scenarios surrounding the future subway stations which further studies, including the Secondary Plan project, build upon.*

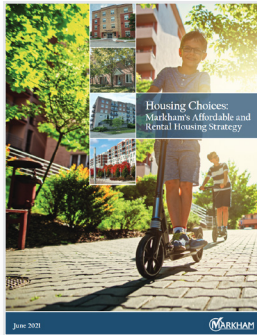


Figure 14. Housing Choices: Affordable and Rental Housing Strategy (2021)

HOUSING CHOICES: AFFORDABLE AND RENTAL HOUSING STRATEGY (2021)

Markham's Affordable and Rental Housing Strategy, "Housing Choices," was adopted in 2021 and is guided by three primary goals:

- Increasing the supply of affordable rental options;
- Expanding the supply of purpose-built rentals; and
- Stimulating the supply of ownership housing that is affordable to moderate-income households.

Housing Choices describes 35 strategies and interventions for meeting residents' housing needs. The following are relevant for the Project and future Secondary Plan:

- Remove barriers to alternative housing approaches, such as co-living and co-housing.
- Explore expanding permissions for secondary units.
- Reduce residential parking requirements for affordable housing, particularly near transit.
- Utilize public lands for affordable housing.
- Protect existing purpose-built rental housing.
- Develop an incentive package for affordable housing.

SUMMARY: *The Study Area is a target for intensification in the City and, therefore, expected to contribute to expanding the availability of housing options at various levels of affordability. The City's Affordable and Rental Housing Strategy identifies a suite of interventions that can be implemented to deliver affordable housing, which may be considered for inclusion in the final Secondary Plan.*



Figure 15. Parks Plan (2022)

PARKS PLAN (2022)

The Markham Parks Plan was adopted in 2022 and represents a comprehensive strategy for providing sufficient parkland for a growing population. It takes a more urban approach to meeting the city's parkland needs, commensurate with Markham's development and intensification over the last 20-30 years and the need to meet Provincial growth targets. Paired with the City's Parkland Acquisition Strategy and new Dedication By-law, the Parks Plan aims to support the City's planned development until 2031.

The Study Area is split between Thornhill Southwest and Thornhill Southwest City Park Service Areas. Within those Service Areas, the Yonge Steeles Corridor and Yonge-North Corridor are identified as Intensification Areas Near Subways. The Parks Plan references the city-wide parkland provision target of 1.2 hectares per 1,000 people, which is currently being exceeded. However, in "intensification areas," this provision is 0.55 hectares per 1,000 people. Gaps in the Park Service Area are identified throughout Thornhill Northwest.

The Parks Plan states that Secondary Plans should include appropriate parkland provision targets to meet future growth, and Section 5.1.2 speaks to the need for "context-appropriate parkland system[s]." It recognizes the value of delivering diverse open spaces at various scales with differing and unique design characteristics

and functional attributes. The Yonge Corridor Secondary Plan should consider opportunities to deliver appropriate levels of parkland, considering recent reductions in the maximum parkland provision rate and the corridor's future urban character. Opportunities for innovative parkland acquisition and development strategies should be considered, including various urban parks, better use of existing spaces, and leveraging development to acquire more parkland and small on-site open spaces.

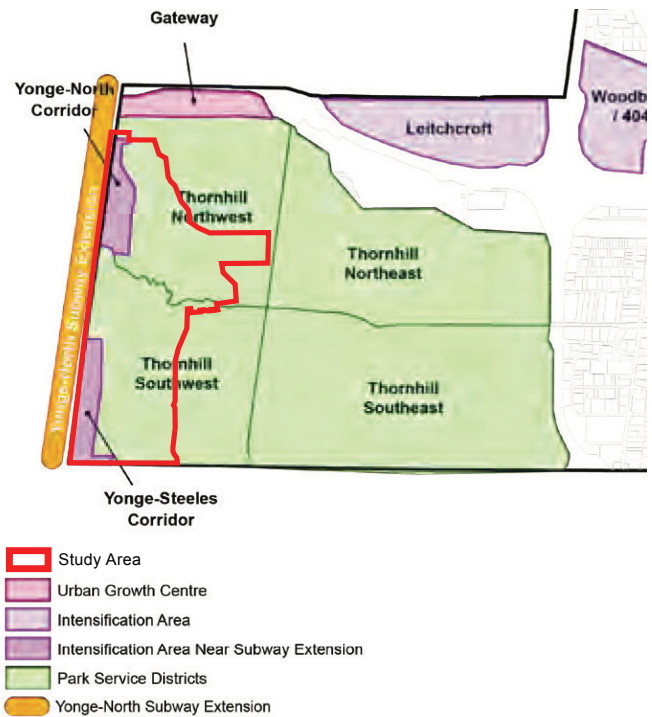


Figure 16. Parks Plan Service Areas Map



Figure 17. Integrated Leisure Master Plan Update (2019)

INTEGRATED LEISURE MASTER PLAN UPDATE (2019)

The Markham Integrated Leisure Master Plan (ILMP) is a long-range planning study for the city's parks, recreation, arts and culture, and library facilities and services. The current Plan, approved in 2019, covers the period between 2019 and 2031. It identifies current needs, service improvements and future facility provision strategies. The Plan recognizes that the facility provision rates that originated and are applied in low-density or greenfield development contexts are less appropriate in urban areas, and it contains strategies to acquire and develop more facilities through the development and secondary planning processes in intensification areas.

The ILMP reaffirms targets for the provision of community facilities such as parks, libraries, and community centres, many of which have been set through other City of Markham documents such as the Parks Plan described above. For parks, the ILMP recommends a target of 1.7 ha of parkland per person, compared to the current provision of approximately 1.4 ha. For community centres, the ILMP recommends one “major” community centre for every 60,000 residents, in addition to minor and/or specialized facilities but notes that more creative and integrated approaches to providing community space will need to be explored.

Intensification within the Study Area will require creative approaches to securing adequate leisure and recreation space. Some of the strategies identified in the Integrated Leisure Master Plan include the co-location of services within high-density development (e.g. podium schools), the creation of flexible “Neighbourhood Centres” or “Community Hubs” where multiple services can be integrated to flexibly respond to community priorities; and collaboration with school boards to encouraged shared use of indoor and outdoor school space.

SUMMARY: *The Parks Plan and Integrated Leisure Master Plan acknowledge the challenges associated with delivering community benefits—including recreation facilities, schools, and parks—in intensifying areas like the Study Area. These plans reference various innovative approaches to achieving appropriate service growth in intensifying neighbourhoods.*

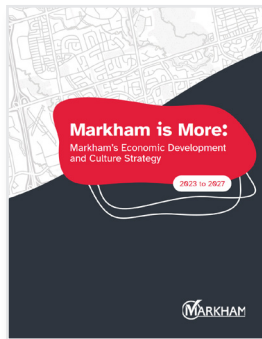


Figure 18. Markham Economic Development and Culture Strategy (2023)

MARKHAM ECONOMIC DEVELOPMENT AND CULTURE STRATEGY (2023)

The most recent Markham Economic Development and Culture Strategy covers the period between 2023 and 2026 and is intended to integrate considerations of economic growth with the preservation and enhancement of Markham's cultural vibrancy. The Strategy promotes investing in local communities, providing various uses, including retail that supports local and small businesses, and continuing to ensure the availability and health of various employment areas.

SUMMARY: *The Secondary Plan should consider the role of existing local businesses in supporting Complete Community, consider policy instruments to foster their long-term vitality, and consider strategies to attract new businesses and cultivate entrepreneurship.*

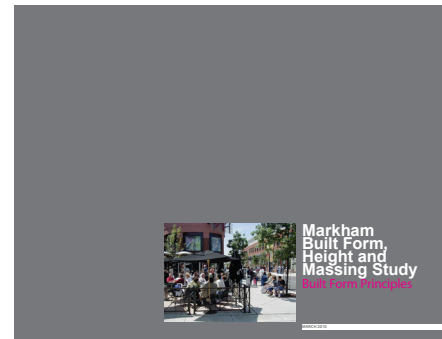


Figure 19. Markham Built Form, Height, and Massing Principles (2010)

MARKHAM BUILT FORM, HEIGHT, AND MASSING PRINCIPLES (2010)

The Markham Built Form, Height, and Massing Principles, dated March 2010, is a guideline document that provides general built form advice. It provides guidance on matters such as public realm, streets, building placement, built form, tall buildings, transition, and parking and loading. Some of the guidelines within the document include encouraging maximum tower floor plates of 800 square metres and achieving a minimum separation distance of 40 metres between tower elements.

SUMMARY: *The intended outcomes of these guidelines will be considered when preparing the initial concepts and drafting Secondary Plan policies.*

2.0 Policy Overview



Figure 20. Markham Community Sustainability Plan (2011)

MARKHAM COMMUNITY SUSTAINABILITY PLAN (2011)

The “Greenprint” Sustainability Plan is a long-term plan (50-100 year time frame) that lays out principles to guide municipal documents and decision-making towards more sustainable outcomes. The Plan lists 12 priorities, each with associated objectives: social equity, identity and culture, individual health, shelter, food security, access and mobility, education and skills, economic vibrancy, materials management, water efficiency, ecosystem integrity, and energy and climate.

SUMMARY: *The Secondary Plan should align with the principles of the Sustainability Plan and provide a policy framework that advances its objectives.*



Figure 21. Markham Accessibility Design Guidelines (2022)

MARKHAM ACCESSIBILITY DESIGN GUIDELINES (2022)

Markham's Accessibility Design Guidelines provide detailed guidance on designing for accessibility in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and other legislative requirements.

SUMMARY: *The Secondary Plan will include design direction to support the development of accessible communities.*



Figure 22. Markham Age-Friendly Design Guidelines (2022)

MARKHAM AGE-FRIENDLY DESIGN GUIDELINES (2022)

The City of Markham's Age-Friendly Guidelines provide guidance on the design of buildings and communities that meet the needs of people across a full lifetime, including children and seniors, in line with a complete community approach. Many design approaches are similar to those used in planning compact, complete communities, promoting the co-location of community amenities, safe streets with improved neighbourhood connections that support active travel, and a wide variety of publicly accessible open spaces. Streets and open spaces are to support flexible programming and include appropriate street furniture and amenities like benches, shade, and local playgrounds.

SUMMARY: *The Secondary Plan will articulate design and land use principles that promote age-friendly city-building, including achieving better connectivity, public spaces suitable for a variety of ages, and building/unit design that serves the needs of a wide variety of households and ages.*

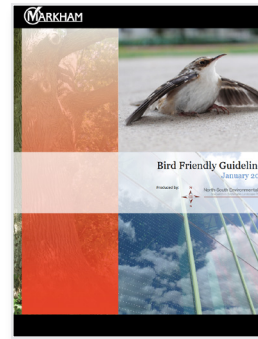


Figure 23. Markham Bird Friendly Guidelines (2014)

MARKHAM BIRD FRIENDLY GUIDELINES (2014)

The City of Markham Bird Friendly Guidelines were adopted by Council in 2014 and seek to promote building design that avoids negative impacts on birds, particularly resulting from window collisions. The Guidelines set out a number of recommended design interventions including material treatments, interior and exterior lighting, and orientation of buildings.

SUMMARY: *The Bird Friendly Guidelines will be considered when crafting development and design policies for the Secondary Plan.*

MARKHAM PLANS, GUIDELINES, AND STUDIES SUMMARY

There are numerous City of Markham plans, guidelines, and summaries that will be taken into consideration in the development of a concept and draft Secondary Plan policies. Previous work on the Corridor has undertaken high-level intensification analyses which will be considered when developing a concept. Other municipal guidelines provide additional direction related to planning and designing for complete communities which will influence the Secondary Plan.

2.5 Documents from Adjacent Municipalities

This section summarizes secondary plans from two adjacent municipalities (Toronto and Vaughan) which are relevant to the Yonge Corridor.

YONGE-STEELES CORRIDOR SECONDARY PLAN (VAUGHAN)

The Secondary Plan generally directs the greatest degree of intensification along the Steeles Corridor between Yonge Street and Hilda Avenue and along Yonge Street from Steeles to Pinewood Drive.

The Plan sets density restrictions in line with Provincial requirements but incorporates policy levers to allow for significantly more intensification, subject to various criteria being met, including the passing of a community benefits charge by-law and the completion of studies related to matters such as transportation and affordable housing. The Secondary Plan also incorporates Holding provisions, allowing heights/densities to increase subject to the provision of necessary infrastructure, including water/wastewater servicing and future transportation improvements, including the future subway and BRT.

The Ontario Land Tribunal (OLT) approved a modified Secondary Plan following settlement discussions via an order dated November 28, 2022. Remaining policy issues were settled in January 2024, as were several site-specific appeals for zoning by-law amendment applications related to residential/ mixed-use towers in the vicinity of the Yonge-Steeles intersection (see Section 3.4.1 of this Report for more information on active and recently approved development applications). The Secondary Plan, as modified at the OLT, is now entirely in force.

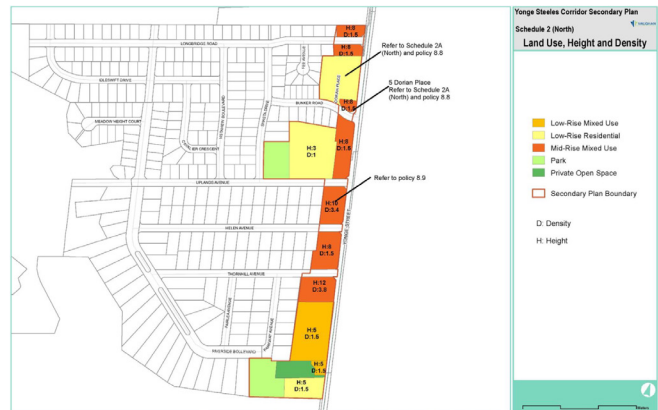


Figure 24. Schedule 2, Land Use, Height & Density (North)

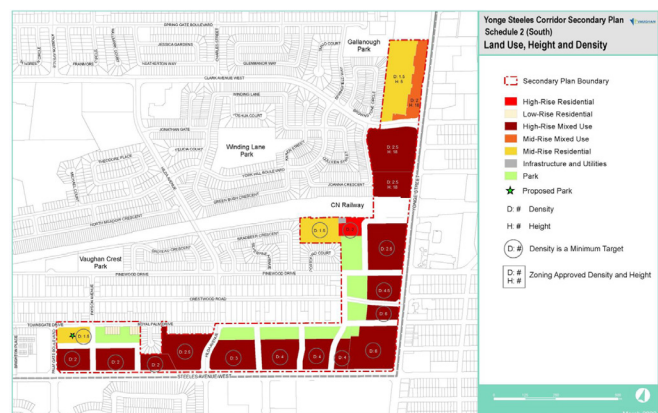


Figure 25. Schedule 2, Land Use, Height & Density (South)

SPOTLIGHT ON HOLDING PROVISIONS

Holding provisions are tools permitted under the Planning Act to allow development to proceed subject to certain conditions being met. They are one potential method to ensure development is phased in such a way that it is supported by infrastructure and community facilities. The Yonge-Steeles Corridor Secondary Plan uses Holding Provisions to control the pace of development.

YONGE STREET NORTH SECONDARY PLAN (TORONTO)

In July 2022, Toronto City Council adopted Official Plan Amendment 615 (OPA 615), affecting lands along and adjacent to the Yonge Corridor between Cummer Avenue and Steeles Avenue. The Secondary Plan divides the area into five Character Areas, focusing the greatest intensity of development in the area around the future Steeles Station. Tall buildings are also anticipated near Cummer Avenue, with the remainder of Yonge Street generally being planned for mid-rise development.

The Secondary Plan expands the lands designated Mixed Use Areas significantly into areas previously designated Neighbourhoods, both to the east and west of Yonge Street, particularly near Steeles Avenue. These are contemplated to accommodate greater intensity, including tall and mid-rise buildings as a strategy to manage the transition in building scale. The Secondary Plan also encourages denser forms of low-rise development on lands designated Neighbourhoods within the Secondary Plan area, including multi-plexes.

OPA 615 was appealed by a number of landowners and is not in force. A Hearing was held on October 23, 2024.

SUMMARY: *Secondary Planning has been undertaken in both the Cities of Vaughan and Toronto, with policy frameworks that anticipate and manage intensification levels. Citizens do not distinguish between municipalities in their daily lives, and the evolving planning context beyond Markham's boundaries is an important consideration when characterizing the existing conditions of the broader area.*

The now-in-force Yonge Steeles Corridor Secondary Plan and Yonge Street North Secondary Plan will influence developers' expectations regarding height and density. The content of these Secondary Plans and the

SPOTLIGHT ON SUPPORTING GROWTH AND TRANSITION

The Yonge Street North Secondary Plan encouraged a built-form transition between Yonge Street and the established neighbourhoods to the east by creating a transition area of mid-rise development, generally between Yonge Street and Dumont Street. This approach retains the focus of change along Yonge Street but allows Dumont Street to develop its own character and transportation function and will result in a more gradual transition in scale to established neighbourhood.

experience of these adjacent municipalities should, therefore help to inform the Yonge Corridor Secondary Plan.

To advance a Secondary Plan that reduces the risk of development-led appeal, this Project will consider the policy frameworks introduced in these adjacent Municipalities alongside Markham's complete community priorities. The aim will be to develop a Secondary Plan that is responsive to existing growth pressures and appropriately flexible, but that also reflects Markham's established policies regarding service growth and Markham's unique context.

2.6 Yonge Corridor Land Use and Built Form Study (2022)

The City of Markham undertook the Yonge Corridor Land Use and Built Form Study (LU&BF Study) in 2022, building upon the work of the Yonge North Subway Initiative Intensification Analysis and intended as a precursor to the secondary planning work.

The LU&BF Study took an urban design approach to demonstrate the Corridor's carrying capacity for transit-supportive development. This study was informed by an analysis of the existing conditions—which serves as a baseline understanding for this Background Report—and the massing strategy was informed by a series of assumptions regarding the built form and structure of the public realm.

The LU&BF Study resulted in a number of recommendations that were intended to guide the Secondary Plan process, including:

- Consider expanding the Study and Secondary Plan Area boundaries to better address community priorities related to the provision of community amenities and consolidated parkland and accommodating appropriate built form transitions.
- Include a robust engagement and consultation process, with thoughtful coordination with partner municipalities, including Vaughan and Toronto.
- Consider opportunities to consolidate larger parcels to deliver a variety of public benefits.
- Study appropriate levels of parking and strategies to reduce congestion over time.
- Investigate how the Dudley-Inverlochy corridor can be enhanced to support connectivity and transition in building scale.
- Consider the feasibility of employment and different policy approaches that improve viability.
- Consider the role and function of the employment lands adjacent to the rail corridor and long-term opportunities to leverage these lands to create jobs and advance other City priorities.



Figure 26. Excerpt from the Yonge Corridor LU&BF Study showing a potential development scenario for the Steeles Station Area.



Figure 27. Excerpt from the Yonge Corridor LU&BF Study showing a potential development scenario for the Clark Station Area.



Figure 28. Excerpt from the Yonge Corridor LU&BF Study showing a potential development scenario for the Royal Orchard Station Area.

SUMMARY: *The LU&BF Study intensification scenario projected over 3,800 new jobs and 34,800 new residents within the Study Area and identified a number of recommendations meant to inform the Secondary Plan process.*

3.0

EXISTING CONDITIONS

- 3.1 Demographics
- 3.2 Land Use and Built Form
- 3.3 Non-Residential Market Assessment
- 3.4 Community Services and Facilities
- 3.5 Affordable and Supportive Housing
- 3.6 Parks & Open Space
- 3.7 Transportation
- 3.8 Servicing
- 3.9 Natural Heritage
- 3.10 Cultural Heritage

3.0 EXISTING CONDITIONS

The following section of this Report summarizes the existing conditions along the Corridor and the Study Area. Specifically, this section will examine:

- Demographics, market conditions, and development trends
- Built form and land use attributes and conditions
- Social and community facilities and infrastructure
- Mobility and servicing infrastructure

The existing conditions summarized herein represent the baseline of the Corridor’s current state. However, the Corridor is also changing, and these emerging trends and developments are also captured in this section, with updates as of September 2024. The existing conditions analysis captures strengths, constraints, and opportunities, which inform the Emerging Concept and Directions described in Section 5 of this Report.

3.1 Demographics

This section provides an overview of key demographics along the Corridor. As this data is sourced from Statistics Canada census information at the Dissemination Area (DA) level, the boundaries for the demographic analysis do not perfectly align with those of the Study Area. Figure 29 shows the Statistics Canada DA boundaries (hereafter referred to as the “DA Boundary Area”) relative to the Study Area.

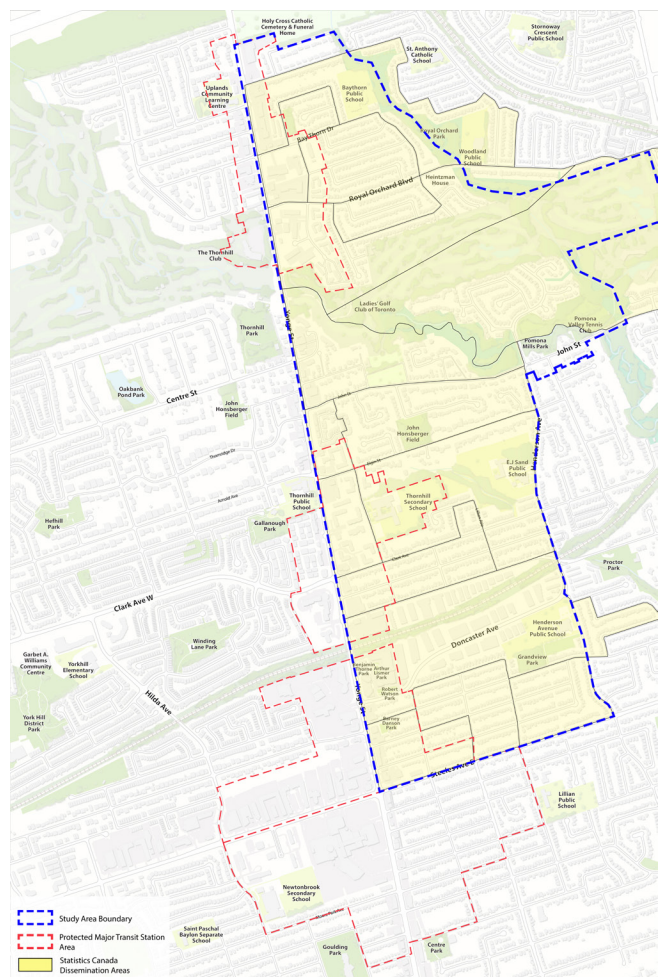


Figure 29. Dissemination areas mapped against Study Area.

3.0 Existing Conditions

3.1.1 POPULATION

According to the 2021 Census, the population within the DA Boundary Area was 14,479. This is compared to 13,680 in 2016, representing a 5.8% increase. Population growth within the City of Markham was 2.9% during the same period, meaning the population within the DA Boundary Area is growing faster than the City as a whole, likely the result of development along Yonge Street.

3.1.2 AGE

The average age within the DA Boundary Area and a narrower area approximating the three PMTSAs is older than the City of Markham average. Compared to the City of Markham average, both the DA Boundary Area and the PMTSAs feature a lower share of children and people under 45 and a higher proportion of people over 45.

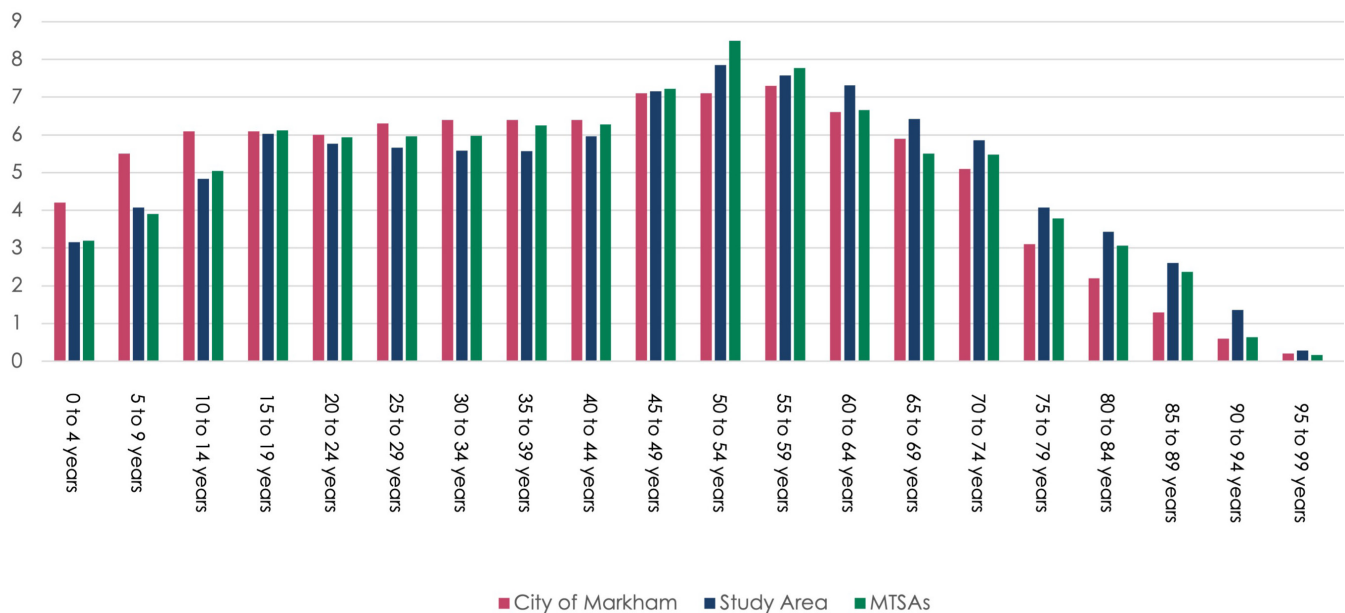


Figure 30. Age Distribution. Source: Statistics Canada.

3.1.3 INCOME

The average reported 2020 income within the DA Boundary Area is \$67,595, \$13,645 higher than the City of Markham average of \$53,950. However, the average reported 2020 income within the PMTSAs is approximately \$3,000 lower than the City of Markham, at \$50,202.

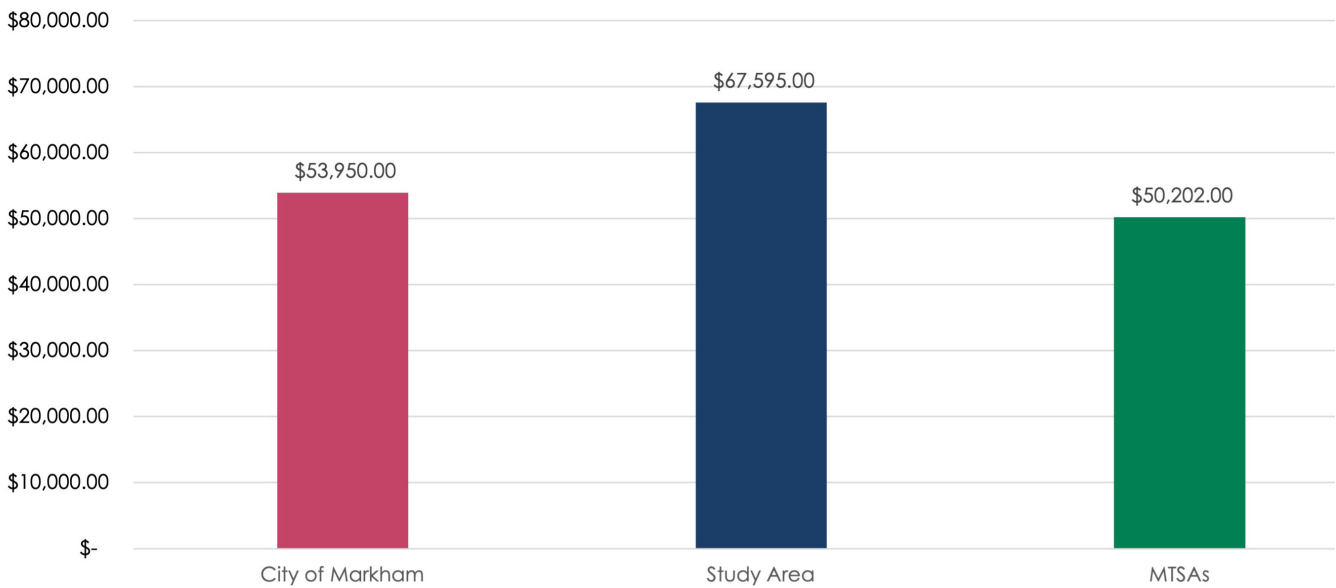


Figure 31. Average Individual Income. Source: Statistics Canada.

3.1.4 ETHNICITY AND LANGUAGE

Most residents in the DA Boundary Area and the PMTSAs primarily speak an Official Language (English or French) at home. This is compared to the City of Markham overall, where approximately 52% of residents speak a non-Official Language.

Further, the linguistic and ethnic makeup of the DA Boundary Area and the PMTSAs differs significantly from that of the City of Markham as a whole. Whereas a high proportion of City of Markham residents (approximately 45%) report

a Chinese ethnocultural background, only 10% of residents in the DA Boundary Area and 7% of residents of the PMTSAs do.

In the DA Boundary Area, residents are more likely to report speaking Persian, Iranian, Indo-Iranian, and Indo-European languages. This is also reflected in the ethnocultural make-up of the Study Area and PMTSAs, which all have higher rates of the population reporting other ethnic origins, including Italian, English, Irish, Scottish, Iranian, and Filipino origins.

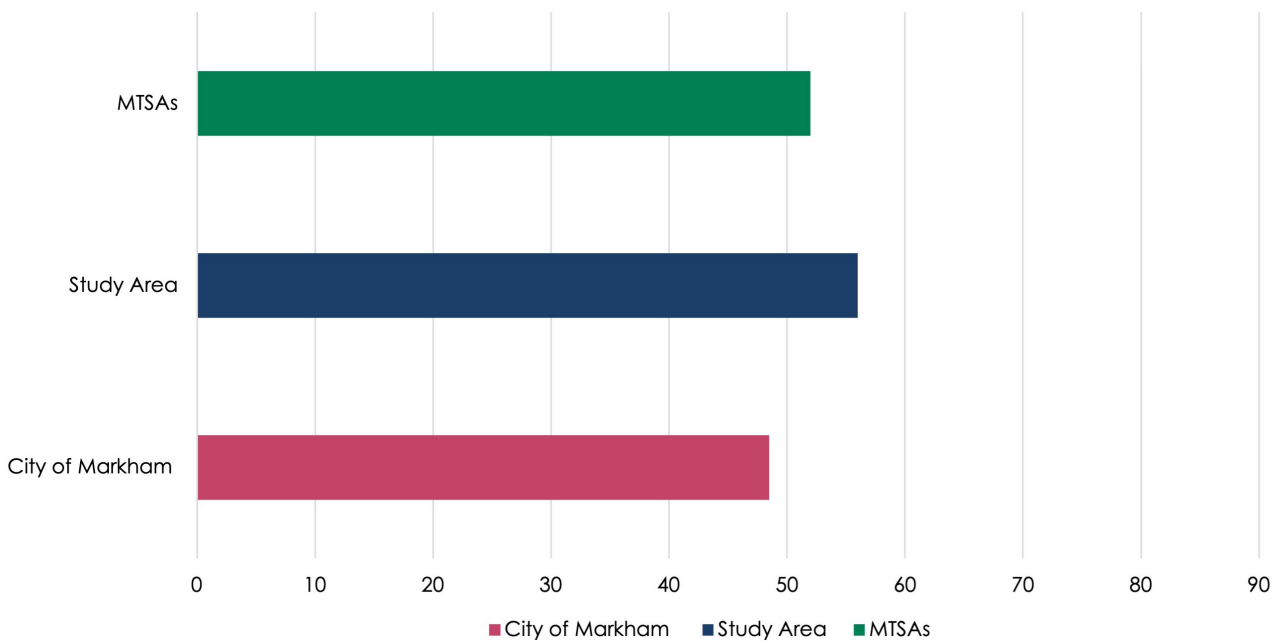


Figure 32. Official Language Speaking Households. Source: Statistics Canada.

3.0 Existing Conditions

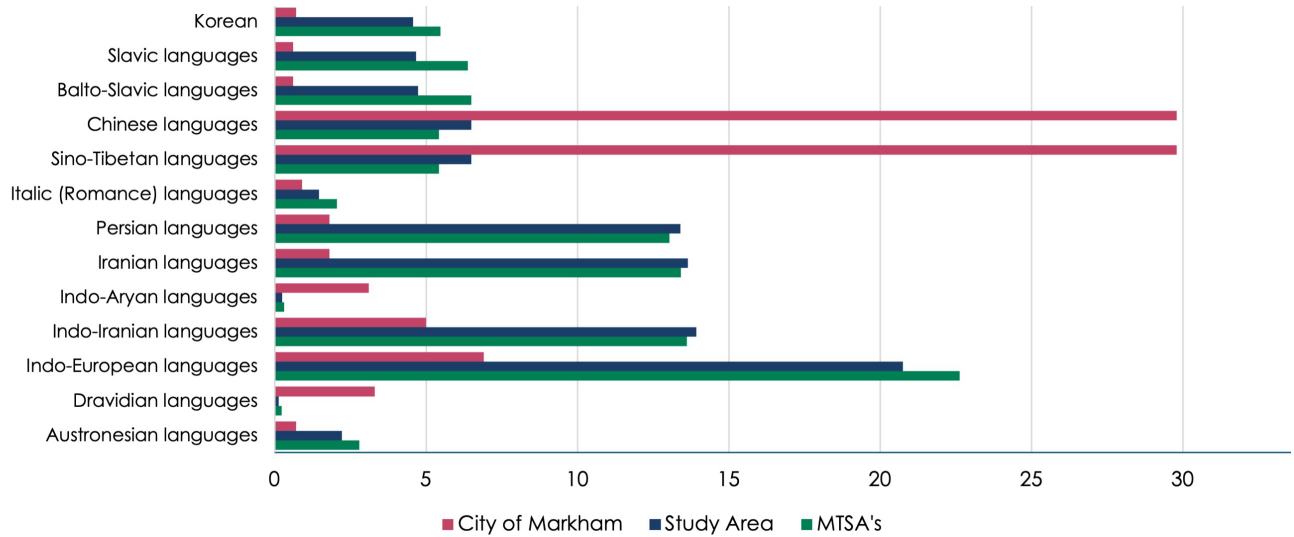


Figure 33. Non-Official Languages Spoken at Home. Source: Statistics Canada.

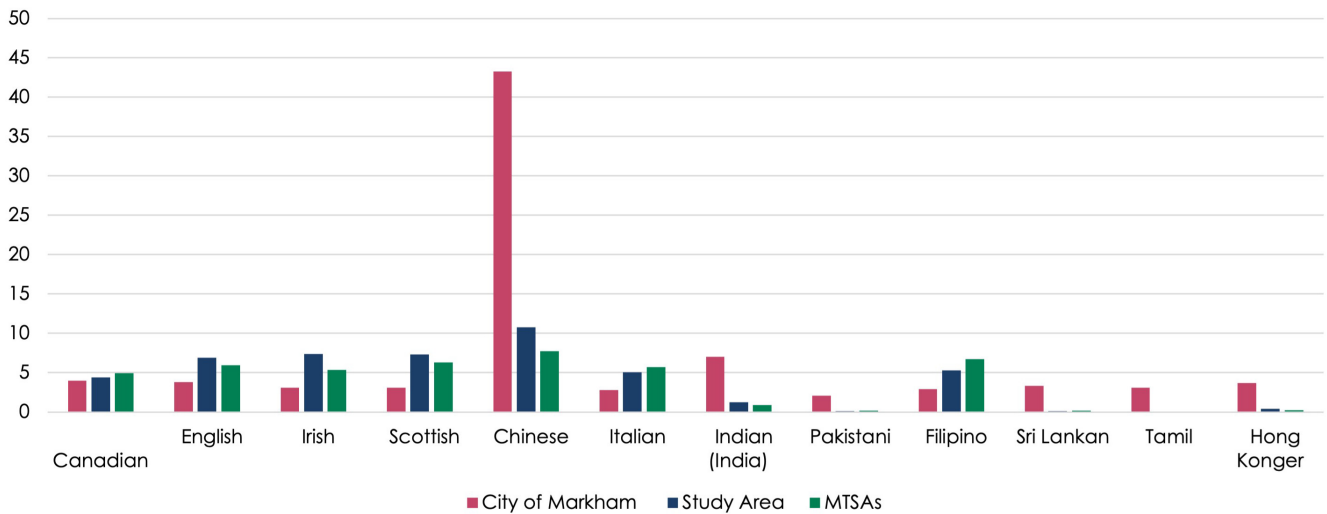


Figure 34. Ethnic / Cultural Origins. Source: Statistics Canada.

3.1.5 EDUCATION

Residents within the DA Boundary Area and the PMTSAs report higher levels of educational attainment than the City of Markham overall, with over 60% having attained a post-secondary certificate, diploma, and/or degree.

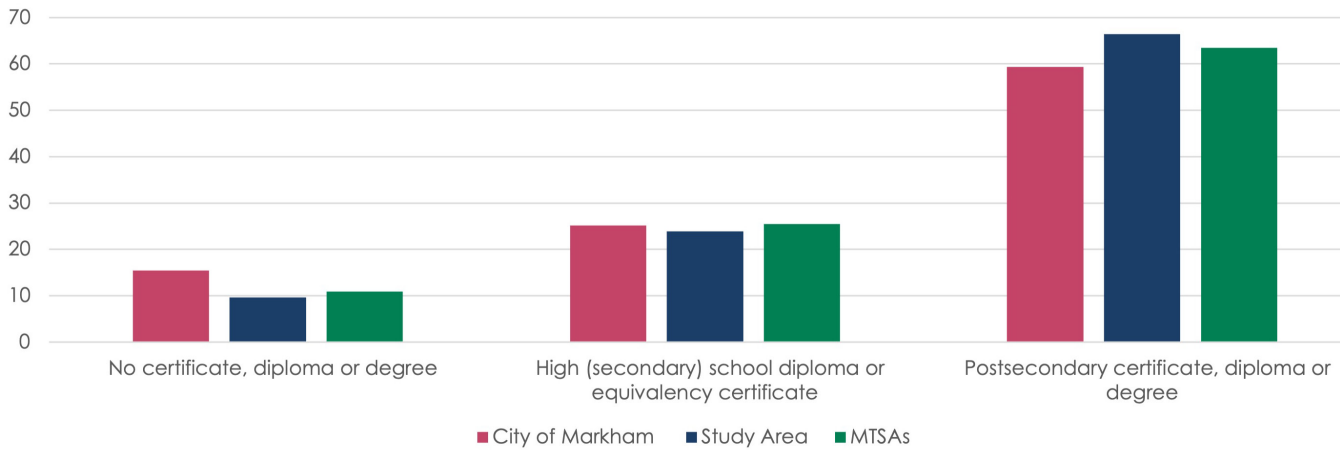


Figure 35. Educational Attainment. Source: Statistics Canada.

3.1.6

EMPLOYMENT

The relative rate of employment/unemployment is similar in the DA Boundary Area and the PMTSAs as in the City of Markham overall, hovering at about 82% employment. However, there are differences between the City and the DA Boundary Area/PMTSAs in types of occupations. Overall, there is a smaller share of residents in the DA Boundary Area and PMTSAs employed in the “Natural and Applied Sciences” or “Business, Finance and Administration” related occupations than in

the City of Markham overall. The DA Boundary Area and PMTSAs both have a greater share of residents employed in “Trades, Transport and Equipment Operations”, “Education, Law and Social Services”, and “Health”-related occupations relative to the City of Markham. The greatest share of the population is employed in “Sales and Services” related occupations, which is true for the PMTSAs, DA Boundary Area, and the City of Markham as a whole.

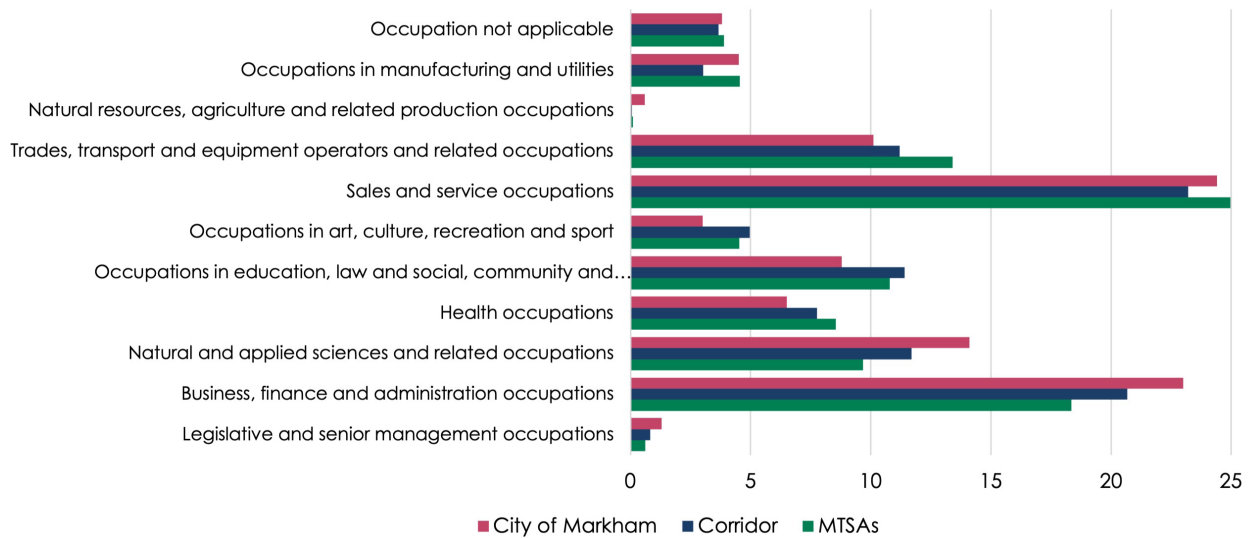


Figure 36. Occupation by Category. Source: Statistics Canada.

3.2 Land Use and Built Form

The following section provides an overview of the existing land uses and built environment within the Study Area.

3.2.1 EXISTING LAND USES

Figure 43 shows the distribution of land uses across the Study Area, which contains a mix of residential and non-residential uses.

- **Residential:** Residential uses are the most common land use and are distributed throughout the Study Area at varying densities. Detached residential houses are the primary built form and are found throughout the established neighbourhoods that comprise much of the Study Area. However, several townhouse developments are south of John Street, along Inverlochy Boulevard and Normark Drive, within the Royal Orchard Station Area. Mid- and high-rise apartment clusters are north of Clark Avenue and Royal Orchard Boulevard. Taller residential development is occurring and proposed (see 3.3 below) at key intersections along Yonge Street, with evidence of lot consolidation, suggesting future development.
- **Commercial Retail:** Commercial retail uses are almost exclusively concentrated along Yonge Street. At Glen Cameron Road and Royal Orchard Boulevard, larger retail plazas extend east from Yonge into the adjacent neighbourhoods.
- **Community Services:** Institutional and community uses are scattered throughout the Study Area but are unevenly distributed. Notably, there is a relative lack of community uses within the Steeles PMTSA.



Figure 37. Mid-rise tower-in-the-park style development.



Figure 38. Townhouse neighbourhood south of John Street.

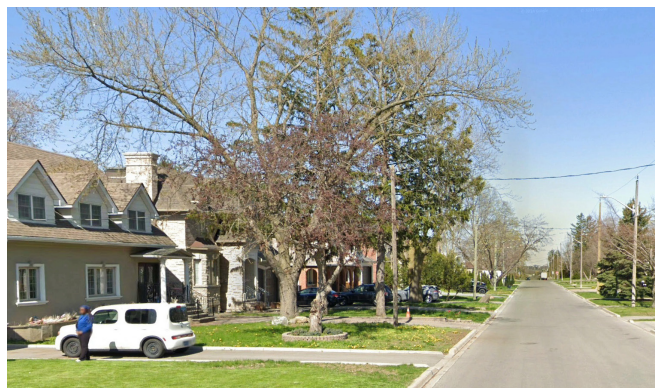


Figure 39. Neighbourhoods northeast of Yonge Street and Steeles Avenue consist mainly of detached houses.

3.0 Existing Conditions

- **Service Employment:** A concentration of service employment uses is located adjacent to the Canada National rail corridor on Doncaster Avenue and Glen Cameron Road. These generally consist of low-rise (one and two-storey) large floor plate buildings with surface parking. These buildings offer a variety of services to the community: auto repair shops, catering businesses, and dance studios, as well as more conventional retail and light industrial uses.
- **Neighbourhood and Professional Office:** Other employment uses are distributed throughout the Study Area, including small office buildings and boutique professional services along Yonge Street and Steeles Avenue.
- **Parks and Open Spaces:** Open spaces are unevenly distributed throughout the Study Area. In the northern part, the highest concentration of open spaces is associated with the valley system, where they are occupied by private uses and are generally inaccessible to the general public. In the southern part, much of the open space consists of school fields interspersed with several smaller natural areas.

SUMMARY: *the Study Area is diverse, encompassing a mix of residential and non-residential uses in various forms. Areas east and west of Yonge Street are predominantly low-rise residential. Commercial uses with surface parking are concentrated along Yonge Street. The Doncaster and Glen Cameron Employment Park now serves as a service retail and employment function. High-rise residential and mixed-use development is beginning to take place, primarily at key intersections of Yonge Street within the PMTSAs.*



Figure 40. Retail Plaza along Yonge Street.



Figure 41. Light industrial and local service uses adjacent to the rail corridor.



Figure 42. Recreational fields associated with Henderson Avenue Public School, adjacent to Grandview Park.

3.0 Existing Conditions

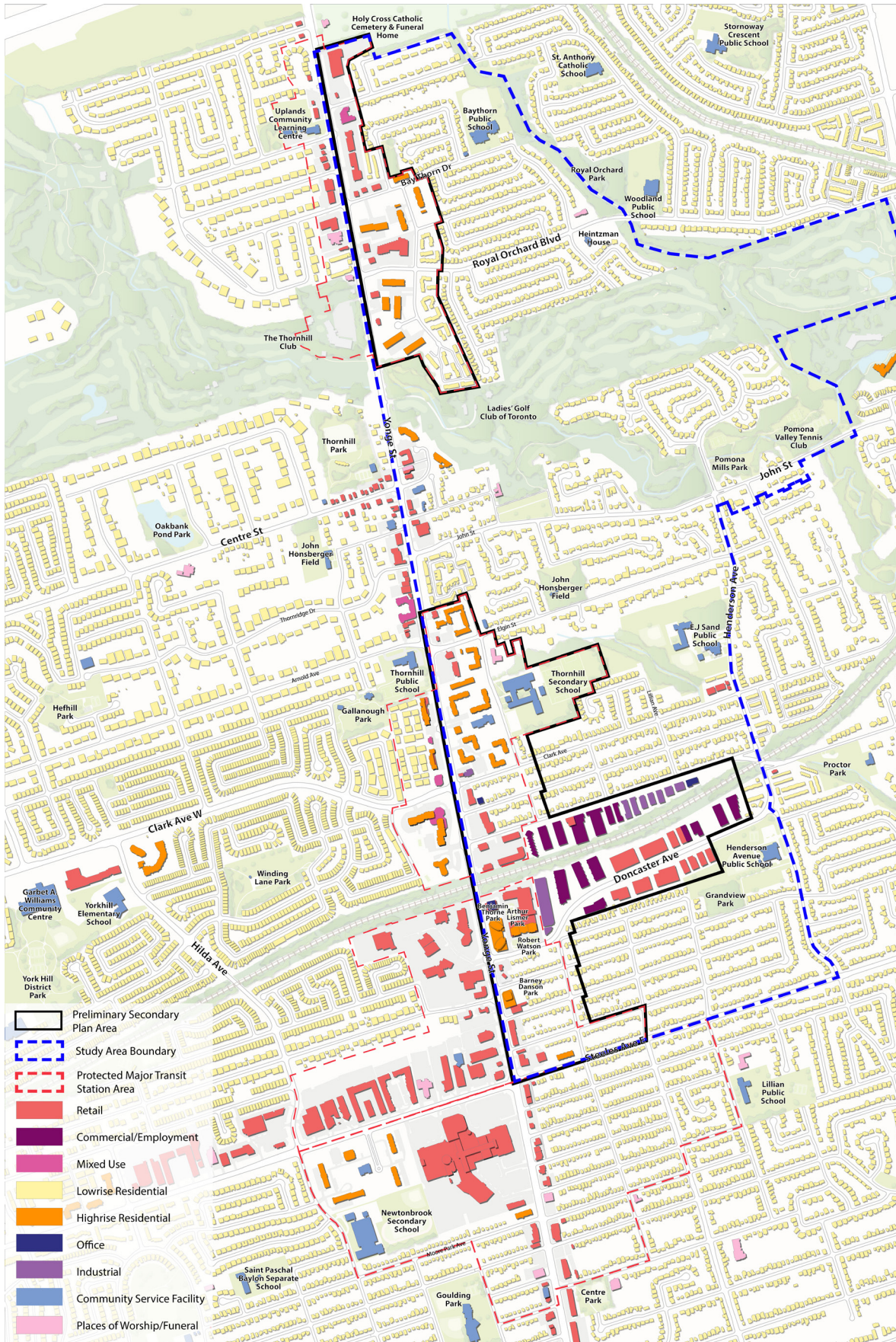


Figure 43. Land Use Map.

3.2.2 EXISTING BUILT FORM

The Study Area contains a variety of building types. The section below summarizes this wide variety of built forms, broken down by station area.

3.2.2.1 BUILT FORM IN THE STEELES STATION AREA

Some key built form characteristics of the Steeles station area include:

- Along the east side of Yonge Street, the predominant built form is that of low-rise retail buildings (one to two storeys) on relatively shallow lots with surface parking. Some of these have begun to be redeveloped with mixed-use towers.
- On the west side of Yonge Street, in the City of Vaughan, there is auto-oriented retail, generally consisting of low-rise buildings on large lots with significant surface parking areas.
- On the southwest side of the intersection of Yonge and Steeles (in the City of Toronto), Centerpoint Mall, a large-format shopping centre with surface parking, is the subject of a multi-tower development proposal.
- Steeles Avenue, east of Yonge, consists mainly of single detached houses on both sides, except for one older apartment building. Some of these homes have been converted to professional service offices.
- Further east into the established neighbourhoods, the built form is predominantly detached housing.
- Along the north side of Doncaster Avenue, adjacent to the rail corridor, are low-rise former industrial buildings with associated surface parking (refer to the “Service Employment” bullet in section 3.2.1).



Figure 44. World on Yonge Development has been built at the corner of Yonge Street and Meadowview Avenue.



Figure 45. Low-rise retail along the east side of Yonge Street

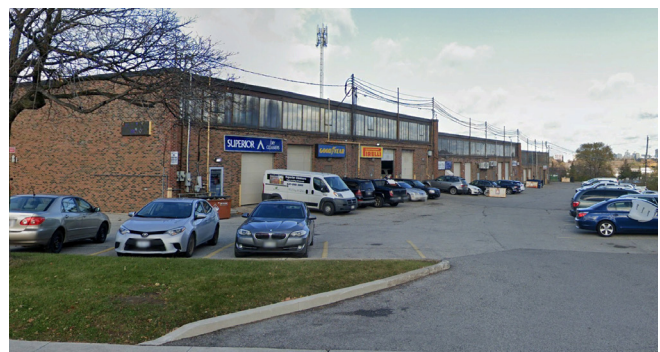


Figure 46. Light industrial and local service uses adjacent to the rail corridor.

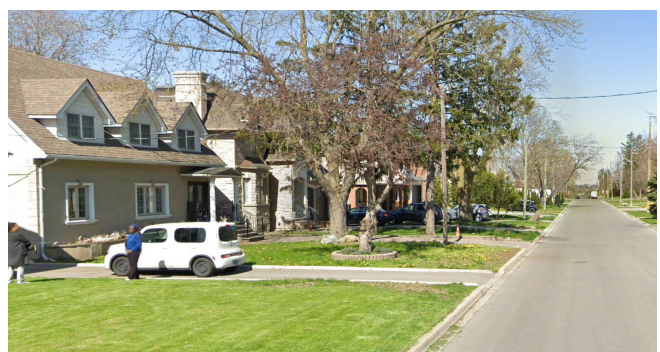


Figure 47. Neighbourhoods northeast of Yonge and Steeles consist mainly of detached houses.

3.0 Existing Conditions

SUMMARY: Beyond the low-rise established neighbourhoods east and west of Yonge Street, this portion of the corridor is characterized mainly by auto-oriented commercial development. The Steeles PMTSA has experienced the most significant level of development along the Yonge Corridor and continues to be the focus of development interest within Markham and the adjacent municipalities of Toronto and Vaughan.

LEGEND

| | |
|---------------------|--------|
| PMTSA Boundary | --- |
| Apartment Buildings | Blue |
| Light Industrial | Pink |
| Low-rise Retail | Red |
| Detached Houses | Yellow |
| Emerging High Rise | Orange |

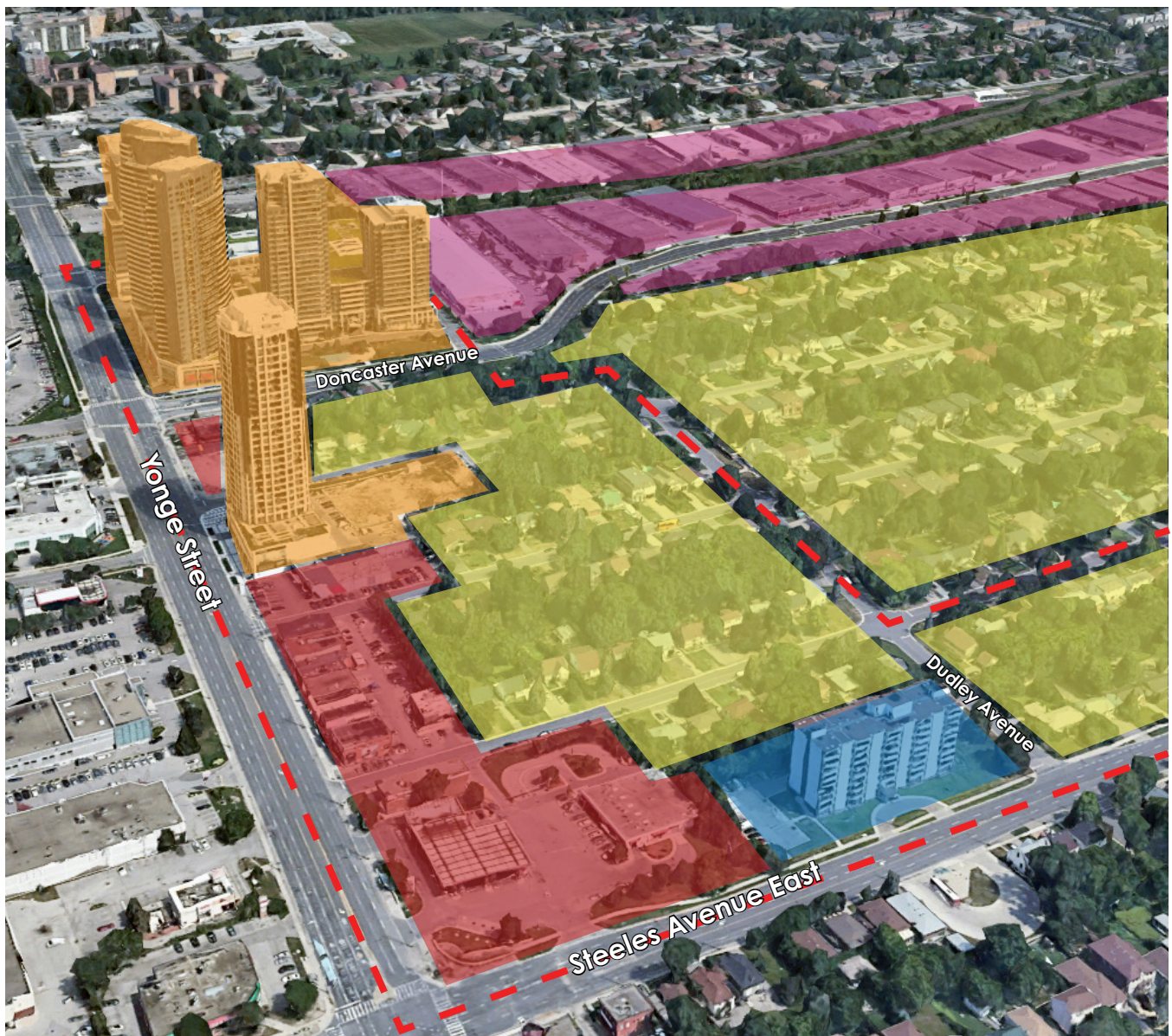


Figure 48. Aerial Image Indicating Built Form Character at the Steeles Station Area.

3.0 Existing Conditions

3.2.2.1 BUILT FORM IN THE CLARK STATION AREA

Some key built form characteristics of the Clark Station area include:

- Along Yonge Street is an eclectic mix of building types, including single-storey retail buildings with associated surface parking; mid- and high-rise buildings; low-rise apartments and townhouses; and heritage dwellings converted to service commercial uses.
- Low-rise industrial buildings with associated surface parking are located along the south side of Glen Cameron Road, adjacent to the rail corridor.
- Alongside streets intersecting with Yonge are low-rise residential uses, predominantly consisting of detached houses, townhouse complexes, and mid- and low-rise apartment buildings.
- Northeast of Clark Avenue is an established neighbourhood of 1970s-era “tower in the park”-style residential apartment buildings.
- East of Dudley includes institutional buildings within publicly accessible open space, including the Thornhill Secondary School and Dream Tree Montessori.

SUMMARY: *The area around the future Clark Station is similar to the Steeles Station Area: it features an eclectic mix of types, primarily low- to mid-rise in scale. The general trend has been the gradual replacement of low-rise auto-oriented development with mid-rise development at the intersection of Clark Avenue and Yonge Street. The major difference between the Clark Station Area and other portions of the corridor is the presence of the CP rail corridor, running perpendicular to Yonge Street, and the low-rise employment area flanking both sides.*



Figure 49. Low-rise retail with surface parking in front along Yonge Street.



Figure 50. Light industrial and local service uses adjacent to the rail corridor.



Figure 51. Mid-rise tower-in-the-park style development.



Figure 52. Neighbourhoods east of Yonge Street consist mainly of detached houses.

3.0 Existing Conditions

LEGEND

| | | | |
|---------------------|------|------------------------|--------|
| PMTSA Boundary | --- | Detached Houses | Yellow |
| Apartment Buildings | Blue | Townhouses | Orange |
| Light Industrial | Pink | Low-Rise Institutional | Green |
| Low-Rise Retail | Red | | |



Figure 53. Aerial Image Indicating Built Form Character at the Clark Station Area.

3.0 Existing Conditions

3.2.2.3 BUILT FORM IN THE ROYAL ORCHARD STATION AREA

Characteristics of the Royal Orchard station area include:

- Fronting Yonge Street is a mix of low-rise (one- to two-storey) retail complexes, with a larger retail plaza located at Royal Orchard Boulevard, which includes a grocery store. These retail complexes are typically set back from Yonge, with at-grade parking provided.
- At Royal Orchard Boulevard and Bay Thorn Drive, retail uses with associated front yard surface parking continue deeper into the neighbourhood.
- There are also heritage-style houses, mainly containing commercial uses, south of the Royal Orchard Boulevard.
- North of Royal Orchard Boulevard, behind the Yonge-fronting retail, is a pattern of 1970s-era “tower in the park” style residential apartments.
- A large, townhouse-style complex owned by York Housing is located along Inverlochy Boulevard.
- Farther east of Yonge Street, there are mainly detached houses.

SUMMARY: *The Royal Orchard station area's character is predominantly low-rise detached housing with pockets of higher-density townhouses and apartment developments closer to Yonge Street. The area is centred on a large retail plaza and several commercial plazas line Yonge Street to the north. Some recent mid- and high-rise developments have been proposed, mainly on lots directly fronting Yonge Street. A mix of low-density commercial uses faces Yonge Street.*



Figure 54. Low-Rise Retail Plaza and Food Basics at Yonge Street and Royal Orchard Boulevard with surface parking.



Figure 55. Mid-century tower-in-the-park style development.




Figure 56. Retail Plaza along Yonge Street.

BUILT FORM SUMMARY

The Study Area has a diverse mix of built forms with several distinct character areas. All of the Station Areas are beginning to show signs of development pressure, particularly in the form of residential high-rise intensification.

3.0 Existing Conditions

LEGEND

| | | |
|---------------------|---|---|
| PMTSA Boundary |  | |
| Apartment Buildings |  | Detached Houses  |
| Light Industrial |  | Townhouses  |
| Low-Rise Retail |  | |

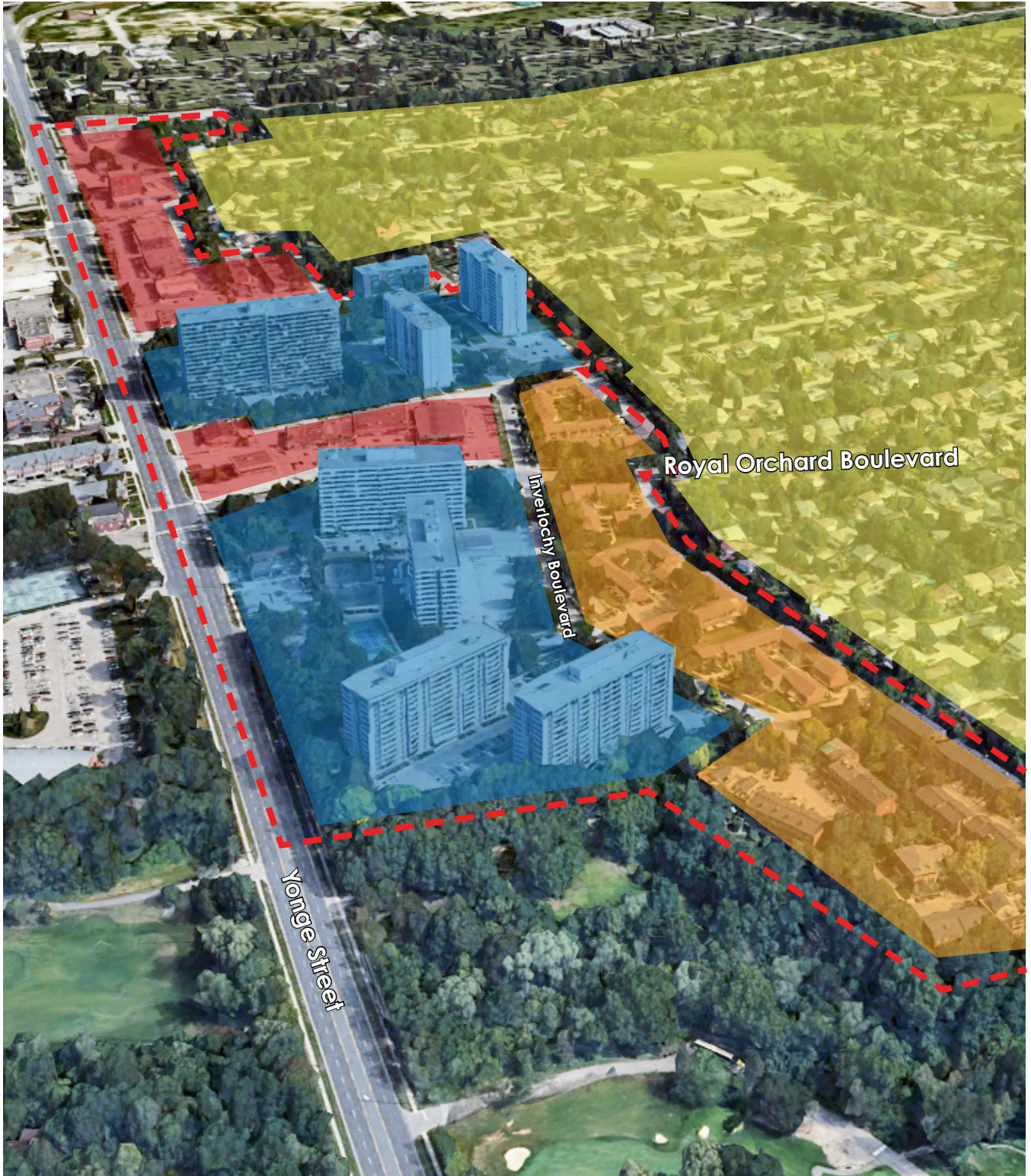


Figure 57. Aerial Image Indicating Built Form Character at the Royal Orchard Station Area.

3.2.3 DEVELOPMENT TRENDS

In recent years, the Study Area has experienced significant development pressure, reinforced by provincial commitments for the YNSE. However, development activity has not been evenly distributed along the corridor.

3.2.3.1 DEVELOPMENT ACTIVITY

Figure 60 shows the distribution of recent development activity in the Study Area. As this map indicates, proposals for new development exist within each of the PMTSAs, almost exclusively concentrated along Yonge Street. The scale of new development is much different from historic development patterns along the corridor and includes developments up to 60 storeys in height. This trend towards high-rise living is occurring throughout the City of Markham and the Greater Toronto Area as a response to high housing demand, high land and housing costs, and policies supporting higher-density, transit-supportive development.

There are 7,296 residential units in various stages of development within the Study Area (proposed and in review, approved by Council or the OLT, or actively under appeal). Additional development interest has been expressed to the City through pre-consultation meeting requests. A broader review of areas within an approximate 500-metre radius of the Study Area in the Cities of Toronto and Vaughan revealed over 34,000 further units at various stages of the development and approval life cycle.

Appendix A summarizes key development statistics for projects at different stages of the approvals process. It is current as of September 2024. Projects continuously evolve as they progress through the review process, and future summaries will reflect more recent development activity.



Figure 58. 18 Athabaska Avenue render, Toronto.



Figure 59. 7115 Yonge Street (Grandview Tower) render, Markham.

3.0 Existing Conditions

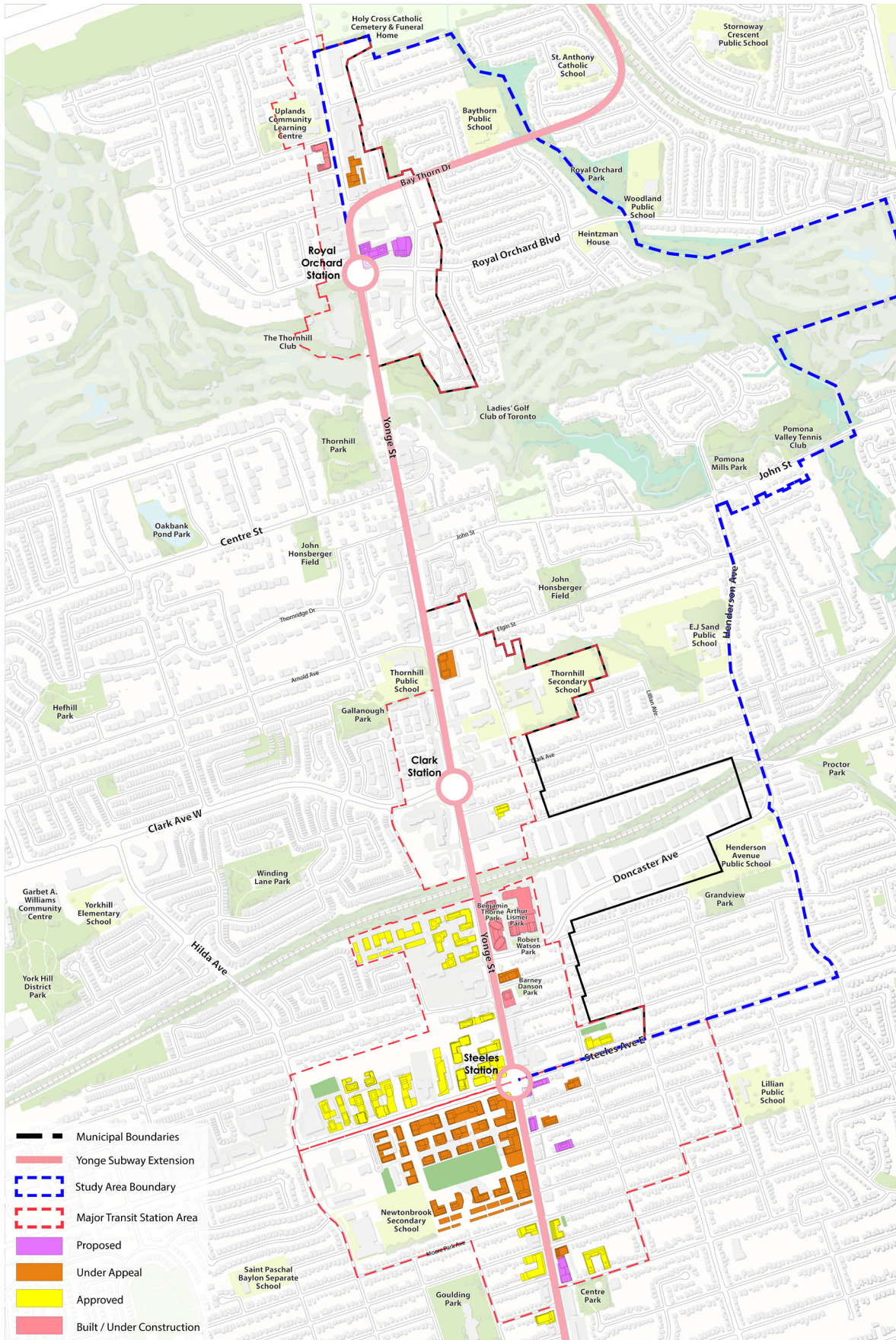


Figure 60. Development Applications Map.

3.0 Existing Conditions

3.2.3.2 OLT ACTIVITY

Several development proposals along the Corridor have been or are subject to appeals to the Ontario Land Tribunal (OLT). Two significant OLT cases are discussed here.

Yonge-Steeles Corridor Secondary Plan (Vaughan)

The City of Vaughan undertook the Yonge-Steeles Corridor Secondary Plan for the lands along Steeles Avenue West and the west side of Yonge Street between Steeles Avenue and Highway 407. It was adopted in 2010 and appealed by numerous landowners and stakeholders (refer to section 2.5 of this report).

Several appellants with landholdings at the intersection of Steeles Avenue and Yonge Street formed a Yonge-Steeles Landowners Group to communicate their concerns with the proposed Secondary Plan. The concerns hinged largely on the permitted densities and heights, and the Landowners Group demonstrated rationale for increased development permissions within the Secondary Plan by presenting multiple analyses considering population growth, all modes of transportation, new mobility connections, and the more robust mix of uses proposed through development.

The Landowners Group justified changes to the original policy framework by emphasizing a push towards more sustainable travel modes—highlighting both improved transit access and proposed improvements to the public realm, which would enhance the pedestrian and cycling experiences. Another key concern was the appropriate phasing of development: the revised Secondary Plan included population limits associated with upcoming improvements to the public transit network (including the YNSE and Steeles Avenue Bus Rapid Transit (BRT) Way). Following settlement discussions, an OLT order dated November 28, 2022, approved a modified version of the Secondary Plan related to these matters.

A further order in January 2024 settled several site-specific appeals for zoning by-law amendment applications within the Secondary Plan proposing residential/mixed-use towers near the Yonge-Steeles intersection (see Section 3.4.1 of this Report). The remaining policies settled at this time established a maximum parking rate of 0.5 spaces per unit plus a minimum parking rate of 0.15 spaces per unit for visitors. The policy allows for a further reduction in the parking rate once the subway extension is delivered.

Zonix Group Inc. at 36-48 Steeles Avenue East & 37-49 Highland Park Avenue (Markham)

An application was submitted to the City of Markham in March 2019 for an Official Plan Amendment and Zoning By-law Amendment to redevelop a site on Steeles Avenue and Highland Park Avenue, just east of Yonge Street (within the future Steeles station area). The initial application proposed four separate buildings with heights of eight to 13 storeys, later revised to two buildings of six and 27 storeys in height and further revised before settlement.

In response to the initial proposal, some of the concerns raised by participants included:

- Over development of the site and the related impacts on traffic and decreased property values/neighbourhood livability.
- The impact of development on adjacent neighbourhoods during construction periods and long-term negative impacts on property values.
- The sunlight and shadow implications of the built form.

A settlement was reached between the applicant and, the City of Markham and the City of Toronto and confirmed by way of an OLT order dated October 17, 2023.

3.0 Existing Conditions

The approved development consists of two towers, 40 and 44 storeys in height, atop a shared podium. The revised scheme also includes a 1,829 square metre park (20 percent of site area) and 450 square metres of additional publicly accessible private space (4.9 percent of site area). The OLT confirmed that the proposed densities were appropriate for the transit adjacent site. Further, that the proposed heights were consistent with the emerging context—including 60-storey towers in Vaughan and 45-storey towers in Toronto. The Tribunal further indicated that the creation of the new public park supported an appropriate transition to adjacent low-rise residential neighbourhoods.



Figure 61. Zonix Development Render.

OLT SUMMARY

Within Ontario's policy-led planning framework, the precedent established by relevant or nearby development influences the definition of "good" and appropriate" planning. OLT decisions regarding adjacent Secondary Plans or development along the Corridor will, therefore, influence future planning decisions. It is important to understand the precedents being set at the OLT when developing a policy framework and considering matters such as heights and densities, tall building locations, open space provision, and transitions to low-rise areas. The Emerging Concept and Directions discussed in detail later in this report were accordingly influenced by these precedents.

3.3 Non-Residential Market Assessment

This section provides an assessment of the market for non-residential uses, mainly retail and employment.

3.3.1 RETAIL MARKET

Retail uses are currently concentrated primarily along or close to Yonge Street as well as within the Doncaster and Glen Cameron Employment Park.

The level of growth anticipated in the YCSP highlights the need for improved delivery and access to a more complete range of retail/service commercial facilities. As this area continues to grow and experience additional development, there will be a need for the supply of commercial space to be expanded and diversified to better serve the needs of existing and new residents.

The Secondary Plan policies should focus on ensuring new space satisfies the basic day-to-day shopping needs of current and future residents while reflecting the changing retail landscape, including the growth of online retail.

The Emerging Concept and Directions will generally seek to expand permissions for the provision of retail to satisfy the day-to-day needs of new and existing residents, including retail functions that can be accessed through transit or active transportation. For more information, see Section 5.

3.3.2 EMPLOYMENT

Employment uses within the Study Area are generally concentrated within the Doncaster and Glen Cameron Employment Park, but there are pockets of employment throughout the Study Area, particularly along Yonge Street where there are a number of retail and professional service facilities.

An analysis of the employment market in the Study Area has generally found that it is unlikely to develop into a meaningful office node that can compete with other established office nodes in the GTA, such as Markham Centre and Downtown Toronto. While over time, a peripheral office market can develop locally, comparable to other transit-accessible locations in the GTA, it is unlikely to provide a meaningfully competitive node relative to other suburban office centres.

Further, policies must be cognizant of the threat of over-saturating the office market and detracting from nodes with more potential elsewhere in the City, such as Markham Centre.

The analysis also found that the Study Area does not represent an ideal location for new traditional industrial uses. This finding is reinforced by the service-oriented employment uses that have come to dominate throughout the Doncaster and Glen Cameron Employment Park.

The Emerging Concept and Directions will generally seek to balance maintaining and enhancing the existing employment uses, particularly in the Doncaster and Glen Cameron Employment Park, with providing a degree of residential-focused mixed-use redevelopment that delivers local community benefit. For more information, see Section 5.

3.4 Community Services and Facilities

This section provides an overview of the availability and programming of existing community facilities in the broader Study Area. It considers the full range of services needed to support a complete community.

3.4.1 COMMUNITY CENTRES & RECREATION FACILITIES

There are three community centres operating in and around the Study Area, with one in Markham. The largest community centre in Markham is the Thornhill Community Centre located on Bayview Avenue at John Street (just outside the Study Area), which includes youth space, the Thornhill Senior's Club, twin ice rinks, squash courts, a gym, a dance and wellness studio, and a hall with capacity for 500 people.

Under the Integrated Leisure Master Plan Update (2019) (refer to section 2.4 of this report), the City of Markham targets one "major" community centre per 60,000 residents and one "minor" facility per 25,000 residents. However, the ILMP also notes that a new approach is

needed in intensification areas where land availability is limited. Rather than building single-purpose minor facilities, it promotes the idea of "neighbourhood centres" which should "incorporate the principle of serving multiple purposes over time, through flexible design and accommodating multiple community partners".



Figure 62. Thornhill Community Centre.

| Facility Name | Address | Municipality | Indoor Amenities | Public or Private |
|--|---------------------------------|--------------|--|-------------------|
| Thornhill Community Centre | 7755 Bayview Ave, Thornhill, ON | Markham | 2 ice pads, therapy pool, single gymnasium, multi-purpose rooms, seniors centre, library | Public |
| Goulding Park Community Centre | 45 Goulding Ave, North York, ON | Toronto | Fitness studio, gallery, gymnasium, kitchen, 3 multi-purpose rooms, preschool, indoor rink | Public |
| Garnet A. Williams Community Centre | 501 Clark Ave W, Thornhill, ON | Vaughan | Swimming pool, fitness centre, indoor rink, multi-purpose rooms, seniors room, indoor track, gymnasium | Public |

Table 1. Community facilities and amenities that serve the Study Area.

3.4.2 SCHOOLS

Four school boards serve the Study Area: the York Region District School Board (YRDSB), the York Catholic District School Board (YCDSB), the Conseil Scolaire Viamonde, and the Conseil Scolaire Catholique MonAvenir. In total, seven YRDSB elementary schools serve the Study Area (including one French immersion school) and two secondary schools: overall, the YRDSB schools are at “built” capacity, but are 87% capacity with portables. There are two YCDSB elementary schools and one high school: St. Rene Goupil Elementary School is at capacity, and St.

Robert High School is 50% over capacity. For the French Boards, there is one elementary and one secondary school for each of the public and Catholic Boards.

It can be assumed that with the advent of the subway, the associated growth anticipated, and the current capacity constraints at existing schools, at least one new school facility will be needed in the Study Area in the future. For more information regarding school utilization or forecasting, see the Appendix.



Figure 63. Thornhill Secondary School.



Figure 64. Baythorn Public School.



Figure 65. E.J. Sand Public School.



Figure 66. Woodland Public School.

3.4.3 LIBRARIES

In addition to the library located in the Thornhill Community Centre, a small library (Thornhill Village Library) is located within the Thornhill HCD, which is part of the Study Area.

The Markham Public Library maintains a standard target of 0.6 square feet (0.056 square metres) of library space per capita, which is a typical standard across North America. The current provision across the City of Markham is approximately 0.48 square feet per capita (0.045 square metres).

The Integrated Leisure Master Plan further notes that new libraries should target a minimum floor area of 20,000 to 30,000 square feet (1,860 to 2,790 square metres) where land can be

acquired – this mainly applies to greenfield areas and may not be applicable to an intensification context. However, it is noted that at 4,300 square feet (398 square metres), the Thornhill Village Library is the smallest facility in the Markham Public Library system.



Figure 67. Thornhill Village Library, located within the Thornhill Heritage Conservation District.

| Facility Name | Address | Municipality | Programs Offered | Public or Private | Sq.m. |
|-----------------------------------|---------------------------------|--------------|---|-------------------|-------|
| Thornhill Village Library | 10 Colborne St, Thornhill, ON | Markham | Creative Expression, Health & Wellness, Digital Literacy, Storytime, Newcomer, Books and Reading Programs | Public | 398 |
| Thornhill Library | 7755 Bayview Ave, Thornhill, ON | Markham | Health & Wellness, Digital Literacy, Storytime, Newcomer, Books and Reading Programs | Public | 2,420 |
| Gallanough Resource Centre | 1 Brooke St, Thornhill, ON | Vaughan | Books, Recipe, and Craft Clubs | Private | - |

Table 2. Libraries that serve the Study Area.

3.4.4 OTHER FACILITIES & SERVICES

Other social infrastructure and community facilities in the Study Area are catalogued in Appendix of this report. This includes publicly and privately delivered services including emergency services, childcare, medical facilities, and places of worship.

CHILDCARE

A total of 15 licensed public childcare centres are operating within or around the Study Area. Licensed childcare providers include public facilities, non-profit groups (e.g. YMCA), and for-profit businesses. In addition to these facilities, there is also a significant informal home-based childcare sector operating throughout the province.

Refer to the Appendix for a detailed catalogue of public childcare facilities in the Study Area and its surroundings.

HEALTHCARE

Healthcare facilities are distributed throughout the Study Area but are mainly confined to major corridors like Yonge Street and Bayview Avenue. There are over 30 small-scale healthcare professionals with practices within the Study Area. Most healthcare facilities consist of private providers, except for the Shouldice Hospital located at Bayview and Green Lane.

Refer to the Appendix for a detailed catalogue of healthcare facilities in the Study Area and its surroundings.



Figure 68. Inventive Minds Kids Academy daycare facility.



Figure 69. Small-scale private health care facilities along Yonge Street.

3.0 Existing Conditions

PLACES OF WORSHIP

The Study Area contains a diverse mix of places of worship, many of which serve an important community function, including running various services, recreational activities, and educational programs. Over 15 places of worship are included within the Study Area. The variety of denominations (including a Mosque, Buddhist Temple, Hindu Temple, Synagogue, and several Christian Churches) reflects the cultural diversity within the Study Area.

Refer to the Appendix for a detailed catalogue of places of worship in the Study Area and its surroundings.

EMERGENCY SERVICES

There is one paramedic station within the Study Area, a relatively new addition to the community located within the employment area along Glen Cameron Road. Other emergency services are located along Bayview Avenue, just outside the Study Area. The Study Area is roughly equidistant between North York General Hospital and Mackenzie Health.

Refer to the Appendix for a detailed catalogue of emergency services in the Study Area and its surroundings.



Figure 70. Ukrainian Catholic Church of Saint Volodymyr, located within the Thornhill Heritage Conservation District.



Figure 71. York Region Paramedic Response Station - 29, located along Glen Cameron Road at the northeast corner of the employment lands.

3.5 Affordable and Supportive Housing

For the purposes of this report, affordable and supportive housing refers to housing not provided by the conventional market.

There is one York Region-run public housing site in the Study Area, located within the Royal Orchard Station PMTSA: the Thornhill Green Co-Operative. Other affordable housing developments, also operated by York Region, are located on the Vaughan side of Yonge Street.

There are no retirement residences in the Study Area. Retirement homes/assisted living facilities

are located in Vaughan and along Bayview Avenue in Markham, outside of the Study Area. All nearby facilities are private.



Figure 72. Thornhill Green Co-Operative Homes.

LONG TERM CARE HOMES

| Name | Address | Municipality | Capacity | Type | Public or Private |
|--|----------------------------------|--------------|--|-----------------------------|-------------------|
| Glynwood Retirement Home | 7700 Bayview Ave, Thornhill, ON | Markham | 180 private suites, 40 assisted living | Assisted living/ Retirement | Private |
| Sunrise of Thornhill Retirement Community | 484 Steeles Ave W, Vaughan, ON | Vaughan | 256 (Not specified) | Assisted living/ Retirement | Private |
| Amica Thornhill Retirement Home | 546 Steeles Ave W, Thornhill, ON | Vaughan | 145 suites, 27 assisted living suites | Assisted living/ Retirement | Private |

AFFORDABLE/SUPPORTIVE HOUSING

| Address | Municipality | Operator | Type/tenure | # of affordable units | Style/built form | Notes/other info |
|----------------------------------|--------------|-------------|--------------------|-----------------------|--------------------|--|
| 61 Inverlochy Blvd | Markham | York Region | Affordable Housing | 102 | Townhouses | A mixed family community. |
| 27 Crown Heights Crescent | Vaughan | York Region | Affordable Housing | 118 | Townhouses | Mix of three- and four-bedroom townhouses. |
| 601 Clark Avenue West | Vaughan | York Region | Affordable Housing | 125 | 8-storey apartment | A mixed family and seniors' community. |

3.6 Parks & Open Space

Figure 81 shows the distribution of open space across the Study Area, including public parks, public ravine parks, cemeteries, school yards, and private golf courses. While these spaces may serve a public function, they vary significantly in terms of use, amenities they provide, and the level of public access permitted.

The map reveals several key features of the open space character of the Study Area, including:

- There is a distinct lack of public parks within the PMTSAs, except for several new smaller parks delivered with development in the Steeles station area.
- Several larger public parks exist within the broader Study Area, but these are located within the neighbourhoods and predominantly naturalized spaces and woodlots provide only passive opportunities. They include the Royal Orchard and Pomona Mills Parks, both valley land parks along the eastern edge of the Royal Orchard and Clark Station Areas, respectively, John Honsberger Field within the Clark Station Area and Grandview Park at the eastern edge of the Steeles Station Area.
- Gaps in the open space network are partially filled by school yards, often used informally as public open spaces outside school hours.
- The ravine system provides abundant natural green space and increases tree canopy coverage within the Study Area. However, access is limited due to the private Ladies Golf Club. More extensive use of and access to the lands within this system will first require comprehensive study.



Figure 73. Recreational fields associated with Henderson Avenue Public School, adjacent to Grandview Park.



Figure 74. Thornhill Secondary School recreational field.



Figure 75. Entrance to Cricklewook Park, an open space within the valley system.



Figure 76. Pioneer Park.

3.0 Existing Conditions

There are 12 public parks in the Study Area, which provide access to 54 acres (23 hectares) of open spaces to residents and employees. In accordance with the Integrated Leisure Master Plan, the City of Markham targets a minimum of 1.2 hectares of parkland per 1,000 residents or 0.55 hectares in intensification areas. Based on an approximate population of 14,479 in the Study Area, this results in a parkland provision of 1.59 ha per 1,000 residents, far exceeding both of these standards.

In total, 5.63% of the land within the Study Area is public park. Public parks, as well as other publicly accessible open spaces such as schoolyards, amount to 11.62% of the land. The Study Area contains an extensive ravine system providing access to 48 acres (19.5 ha) of open space to residents of the Study Area. In total, the ravine system accounts for 5% of the Study Area.

Three public parks in the PMTSA areas provide residents with access to 2.25 acres (0.9 hectares) of open spaces. Public parks account for 1.3% of the land within the total PMTSA areas. Including other publicly accessible open spaces, such as schoolyards, amount to 9.8% of the land within the PMTSA areas.

A detailed summary of the parks in the Study Area is included in the Appendix.



Figure 77. Entrance to Royal Orchard Park within the valley system.

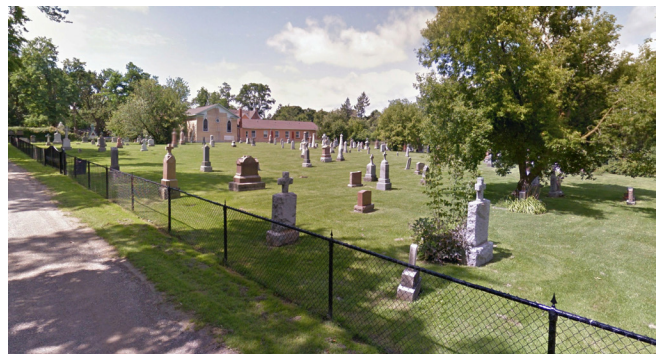


Figure 78. Thornhill Cemetery backing onto the Pomona Mills Park trail system.



Figure 79. Sir Watson Watt Park located on the southern edge of the World on Yonge development.



Figure 80. Public Plaza within the World on Yonge development connects Yonge Street to local shops.

3.0 Existing Conditions

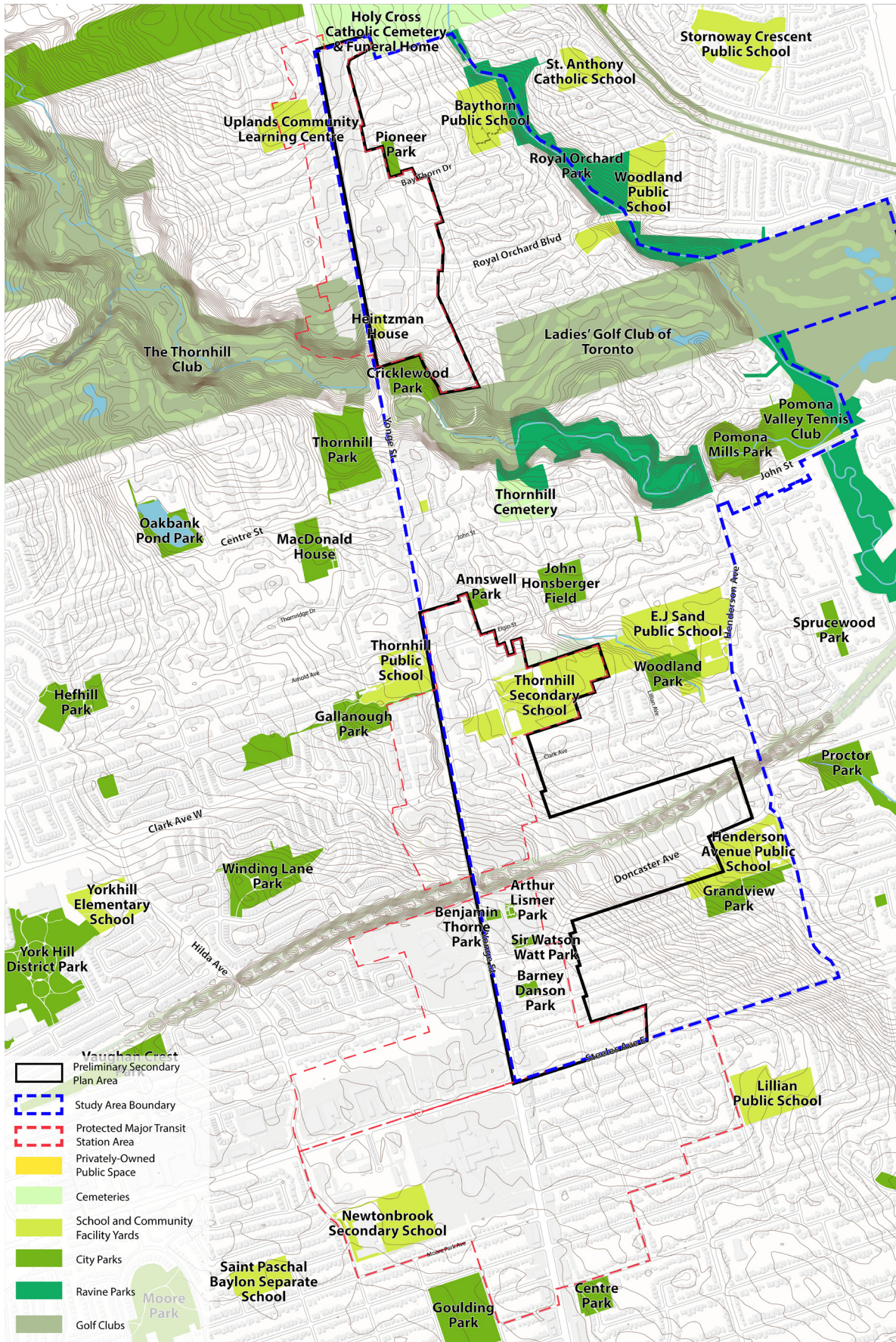


Figure 81. Parks and Open Space Map.

3.7 Transportation

The following section provides a summary of the transportation conditions along the Corridor. This includes an analysis of existing travel patterns, the multi-modal mobility network, parking supply, road safety, and transportation demand management (TDM) measures.

3.7.1 EXISTING TRAVEL PATTERNS

An analysis of travel patterns was undertaken using the Transportation Tomorrow Survey (TTS). As the most recent survey was delayed due to the Covid-19 pandemic, 2016 data was used. As such, pandemic-related changes such as the increase in working from home are not currently factored into this analysis.

Currently, approximately 40% of trips from/to the Study Area are to/from the City of Toronto while approximately 40% of trips are to/from Vaughan, Richmond Hill, and other parts of Markham outside of the Study Area. A further 10% of trips are to/from other parts of the GTHA. The final 10% of trips are internal to the Study Area. Most trips, regardless of distance or destination, are undertaken by private automobile.

The advent of subway service and the preparation of a new Secondary Plan create opportunities to change travel behaviour. With a new subway connection, there will be a shift towards transit for a portion of the external trips to/from Toronto, Vaughan, Richmond Hill, and other parts of Markham. A more robust mix of uses may also create opportunities to reduce external trips, as services and amenities will be more readily available along the Corridor.

For the trips that are already internal to the Study Area, there is potential for a modal shift towards transit and active modes. For the 10% of trips to other parts of the GTHA, there may be some shift towards sustainable modes, but this will remain challenging given the distances involved.

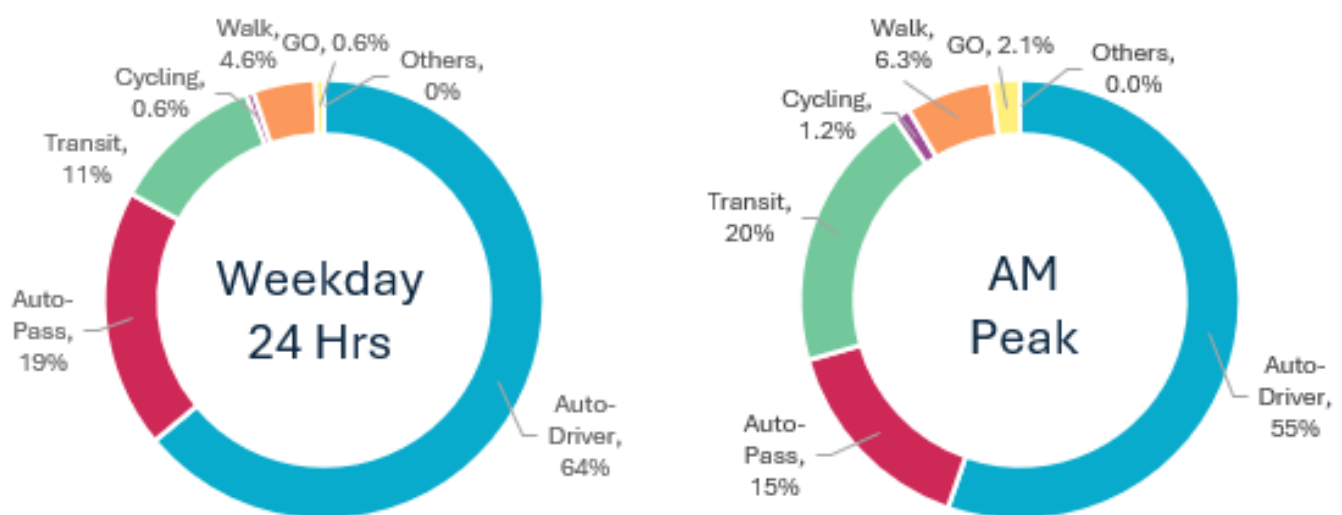


Figure 82. Mode share during weekdays and AM peak hours.

3.7.2 PEDESTRIAN NETWORK

The existing pedestrian network is summarized in Figure 82, which indicates an absence of sidewalks on streets within the Study Area.

Many streets in the Study Area lack pedestrian facilities. Others include sidewalks on one side, but many are narrow, discontinuous, and/or in a poor state of repair. A multi-modal level of service (MMLOS) assessment was undertaken for all road segments and intersections within the Study Area. Performance targets were identified for each street reflecting street operations, land use and built form, based on industry best practices for pedestrian-friendly street design. It generally found that this area has a poor pedestrian level of service that is below the identified target in most instances, due to the missing or narrow sidewalks, large distances between crossings, and road design favouring high automobile speeds. The Emerging Concept and Directions will prioritize creating policies to enhance pedestrian comfort and safety, including the potential for new and wider sidewalks, improving pedestrian connectivity, and enhanced crossings.

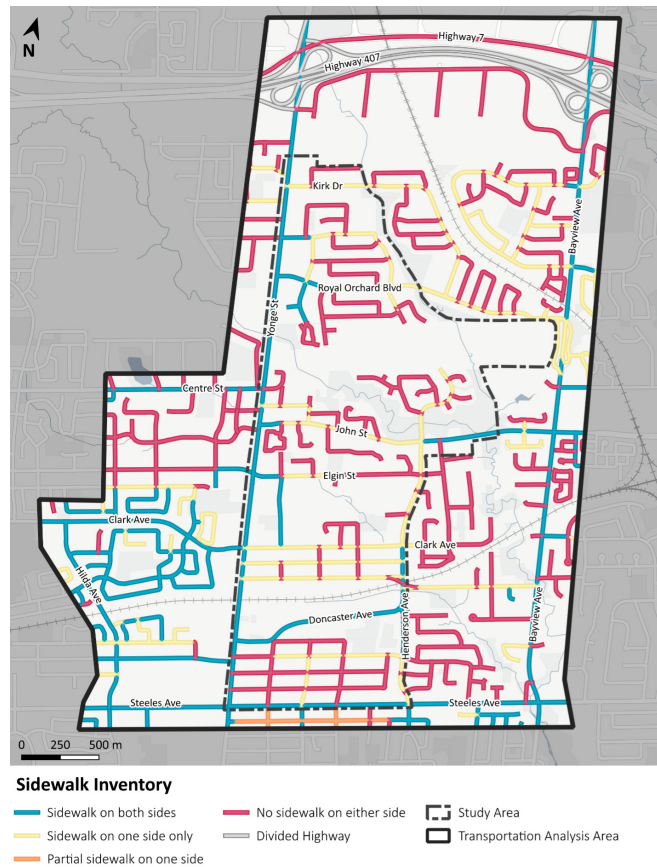


Figure 83. Sidewalk Inventory.

3.0 Existing Conditions

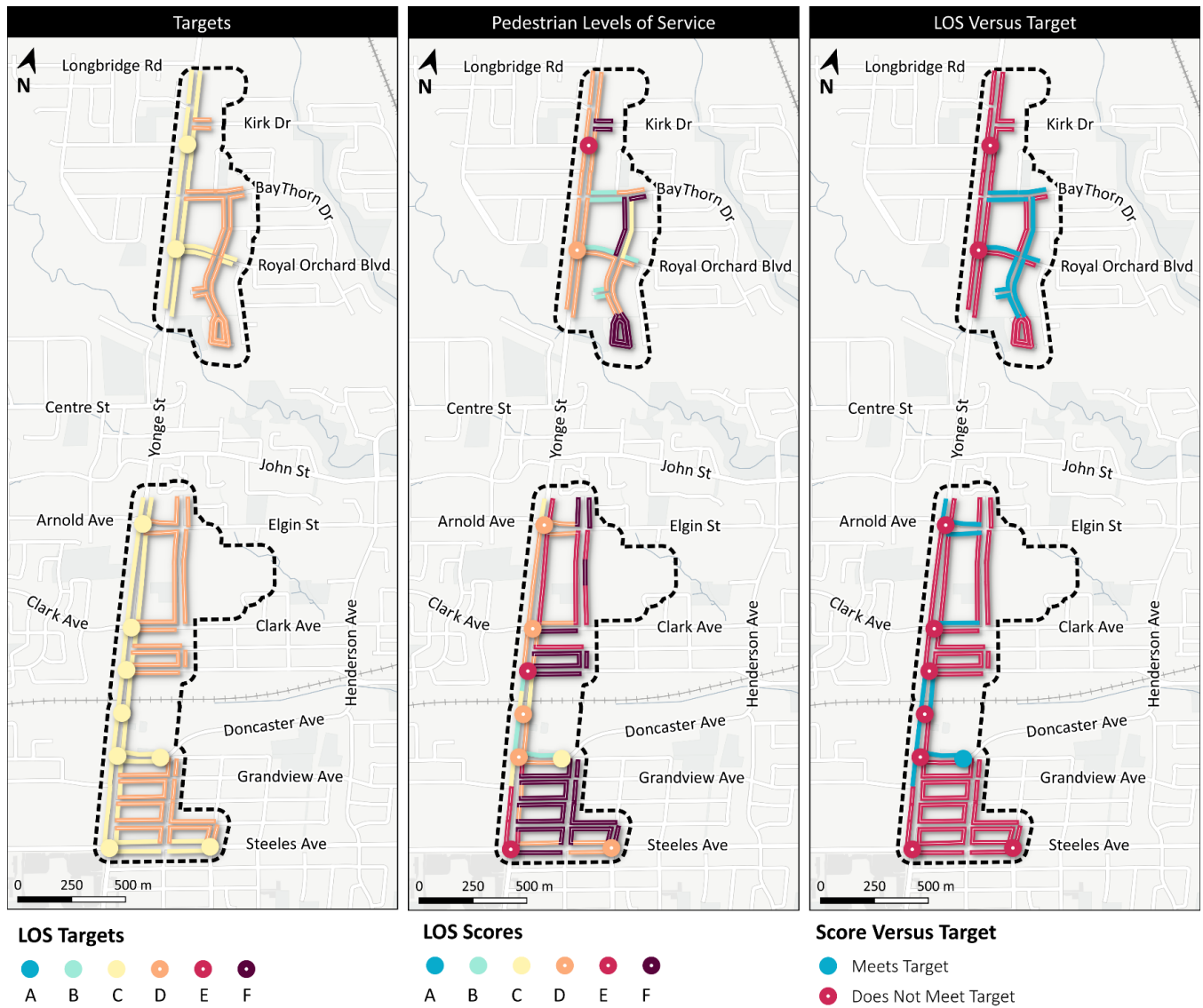


Figure 84. Pedestrian Levels of Service.

3.7.3 MICRO-MOBILITY NETWORK

Micro-mobility is a term used to refer to all forms of human-powered or small electric forms of transportation, including but not limited to bicycles, e-bikes, e-scooters, and skateboards. There is limited dedicated micro-mobility infrastructure in the Study Area, with the only separated, higher-order facilities located along Clark Avenue west of Yonge Street in the City of Vaughan. However, narrow local streets within the established neighbourhoods characterized by slower travel speeds, provide a safer alternative for micro-mobility users than the wider arterial function of Yonge Street and other busier streets.

A MMLOS assessment was undertaken for all road segments and intersections within the Study Area for micro-mobility users. Similar to the pedestrian MMLOS assessment, performance targets were identified for each street reflecting street operations, land use and built form, based on industry best practices. It generally found that there is a poor level of service throughout the Study Area, below target in all instances due to a widespread lack of dedicated micro-mobility facilities. Micro-mobility users therefore face many of the same obstacles as pedestrians, including a lack of spatial and physical separation from automobiles due to automobile-oriented road and intersection design. While micro-mobility users benefit from an abundance of less busy streets with relatively narrow right-of-way widths and limited traffic lanes that allow for safer travel than arterials like Yonge Street, even along these types of streets, micro-mobility use is hindered by numerous conflict points in the form of driveways and other private access points. The Emerging Concept and Directions will prioritize creating policies that will improve the experience and safety of micro-mobility users, such as the creation of new protected cycling infrastructure.

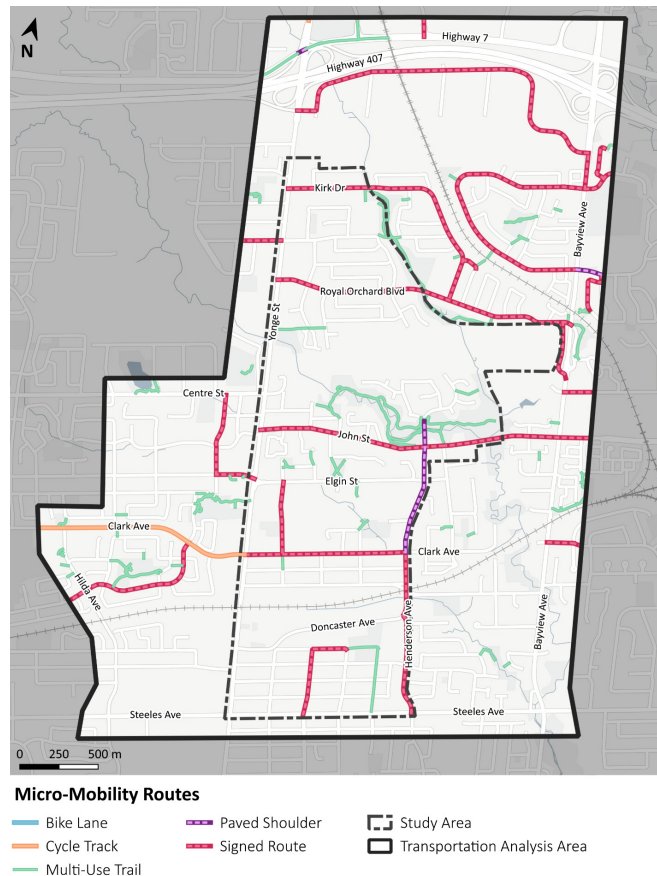


Figure 85. Micro-Mobility Network.

3.0 Existing Conditions



Figure 86. Micro-Mobility Levels of Service.

3.7.4 TRANSIT NETWORK

The Study Area benefits from an extensive local bus network operated by York Region Transit (YRT) and the Toronto Transit Commission (TTC), which provide service across municipal boundaries. In addition to local bus routes, YRT operates the Viva Blue BRT line along Yonge Street with an approximate headway of 10-15 minutes and with increased stop spacing for faster runtimes. It is anticipated that the YNSE, once operational, will replace Viva Blue.

Ridership has been assessed using 2022/2023 boarding and alighting data provided by the TTC and YRT. Generally, all bus routes are operating within capacity limits, though some experience over capacity conditions during peak times, particularly for YRT routes 5, 23, 91, 99, and Viva Blue. The Viva Blue route sees its highest capacity utilization at the bus stop at Yonge Street and Royal Orchard Boulevard.

Transit access is generally good. Most Study Area residents are within a 400-metre (5-minute walk) of a bus stop. However, infrequent transit service levels along Clark Avenue, Royal Orchard Boulevard, and Doncaster Avenue mean that not all residents have immediate access to frequent transit services.

In terms of rider experience, Viva Blue bus stops along Yonge Street generally feature shelter and seating, real-time bus information, and payment systems. Local bus stops are more limited, but most provide seating and shelter. HOV lanes along Yonge Street south of Clark Avenue operate during peak times, but generally, buses operate in mixed traffic.

The Emerging Concept and Directions will prioritize transit users by developing vibrant, comfortable environments around the new subway stations and improving the experience of users of the existing bus network, including a seamless and comfortable interface with the YNSE, particularly from the east and west. For more information, see Section 5.

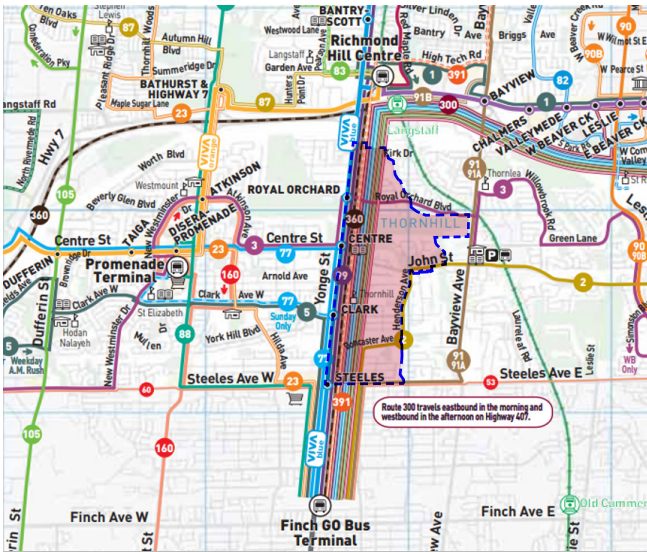


Figure 87. YRT Transit Routes.

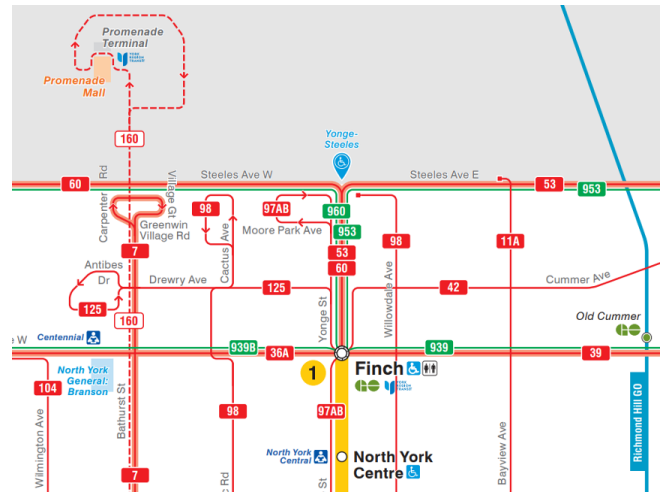


Figure 88. TTC Transit Routes.

3.7.5 AUTOMOBILE NETWORK

The following section provides an overview of the street network and the overall automobile service levels. Yonge Street is an arterial road owned and operated by York Region. Steeles Avenue is an arterial road under the City of Toronto's jurisdiction. Other roads in the Study Area consist of municipally-owned and -operated local and collector roads.

A traffic assessment was conducted for the Transportation Analysis Area to assess the performance of the street network. Modeling demonstrated the following conclusions:

- Most traffic flows in a north-south direction, generally corresponding to peak commuter patterns – flowing predominantly southbound during the AM peak period and northbound during the PM peak.
- Yonge Street is heavily congested during both AM and PM peak periods, with some segments operating above capacity (e.g. near Steeles Avenue).
- East-west traffic is lower given the lack of connectivity but is still substantial.
- There is significant automobile traffic infiltration into residential areas east of Yonge Street despite various turning restrictions and peak hour traffic bans south of the rail corridor.

Intersection capacity was also modeled, resulting in the following conclusions:

- Nearly all studied intersections along arterial roads operate at an undesirable level of service. Along Yonge Street, turning movements from side streets onto Yonge Street offer a particularly undesirable level of service, as do street segments in a north-south direction south of the rail corridor.
- The PM peak scenario has a higher overall volume than the AM peak scenario.

- For some intersections with turning restrictions, vehicle counts indicate a high level of non-compliance during restricted hours, suggesting increased enforcement could reduce traffic infiltration.

It is noted that some of the through-traffic congestion may be alleviated by the introduction of subway service. Still, growth throughout Markham and its neighbouring municipalities is likely to cause additional congestion throughout the network. The Emerging Concept and Directions will balance the need to shift to more sustainable transportation methods while maintaining appropriate access and levels of service for automobile users, and developing strategies to prevent undue traffic infiltration into existing neighbourhoods. For more information, see Section 5.

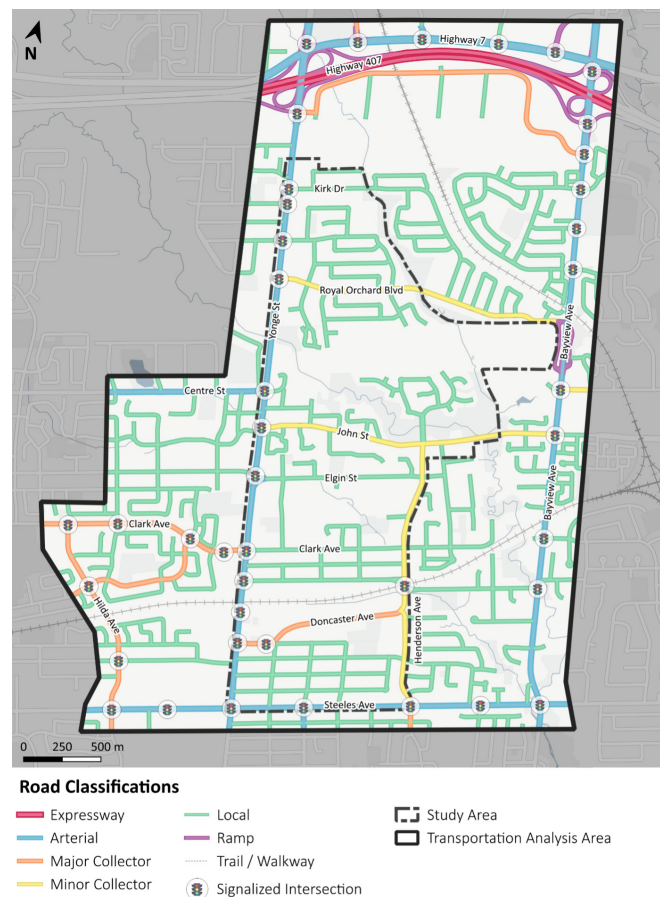
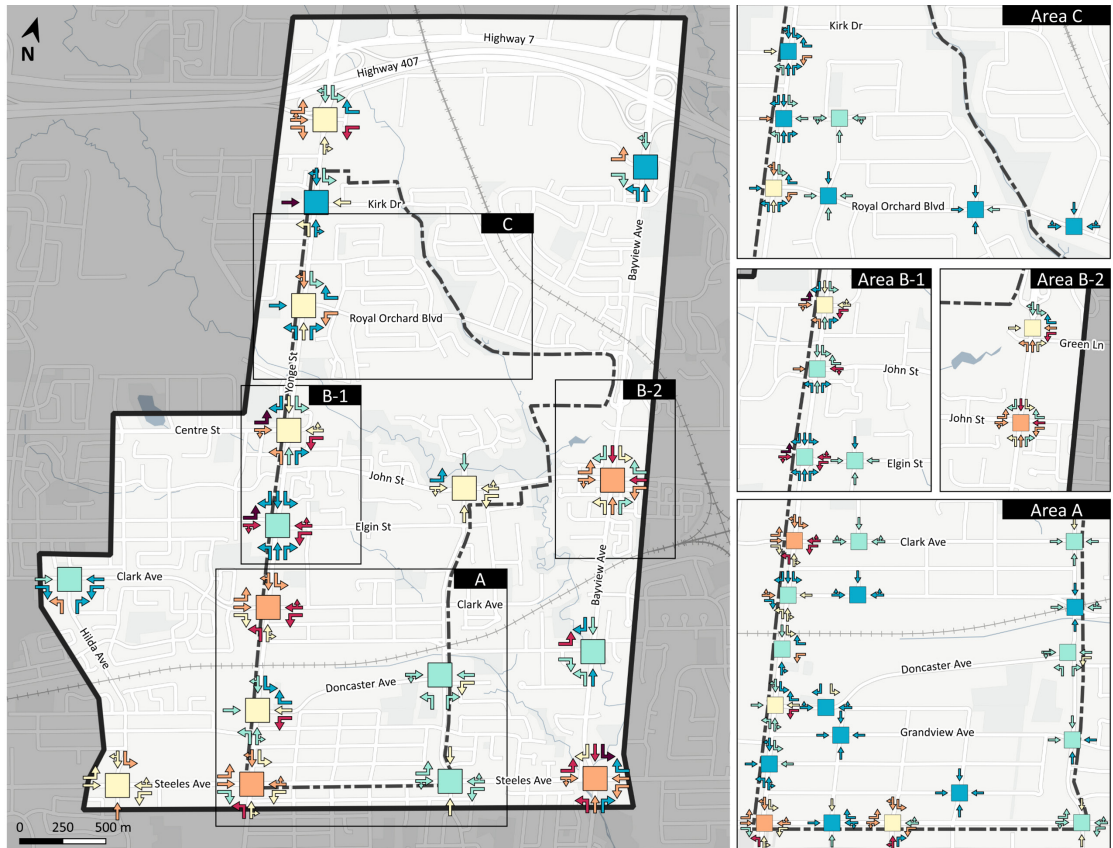


Figure 89. Road Classifications.

3.0 Existing Conditions

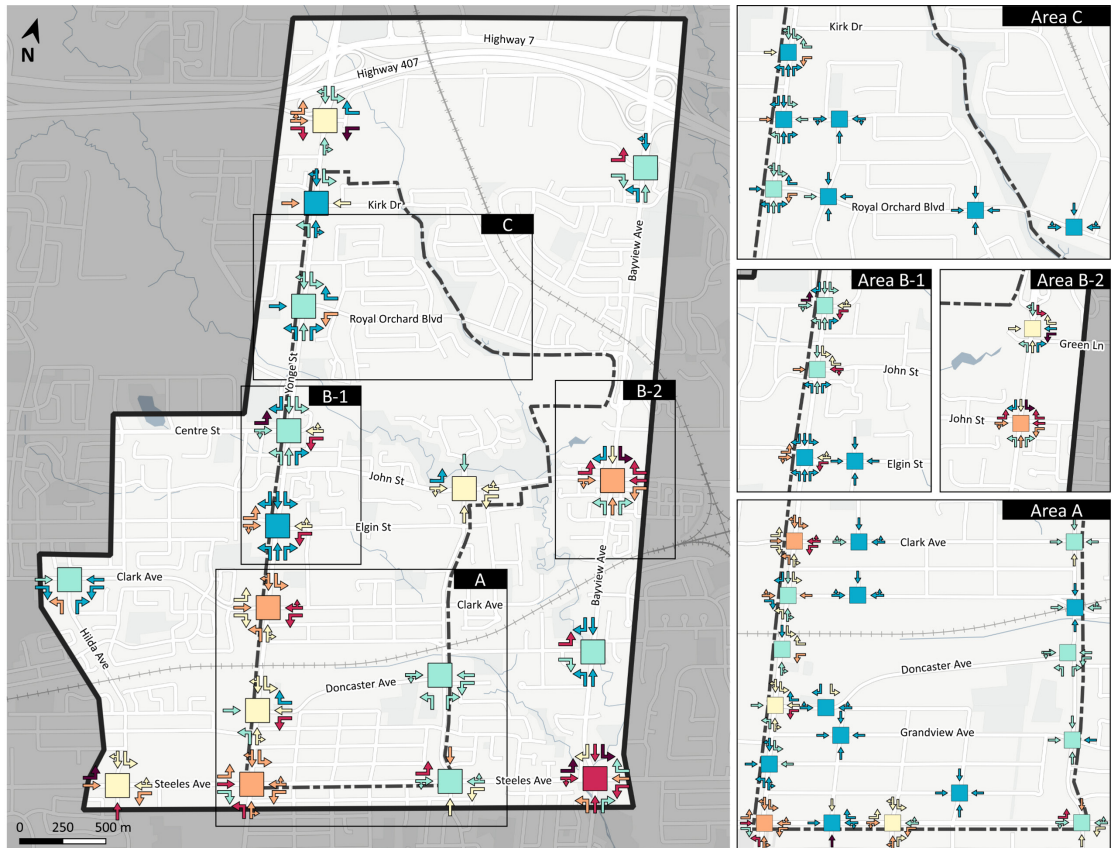
- AM Auto Levels of Service**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - Through Movement*
 - Combined Through & Right Turn Movement
 - Combined Through & Left Turn Movement
 - Left Turn
 - Right Turn
 - Study Area
 - Transportation Analysis Area



*Includes Shared Through/Left/Right Turning Movements

Figure 90. AM Auto Levels of Service.

- PM Auto Levels of Service**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - Through Movement*
 - Combined Through & Right Turn Movement
 - Combined Through & Left Turn Movement
 - Left Turn
 - Right Turn
 - Study Area
 - Transportation Analysis Area



*Includes Shared Through/Left/Right Turning Movements

Figure 91. PM Auto Levels of Service.

3.7.6 ROAD SAFETY

A review of vehicle collisions within the Study Area was conducted using data from York Region and the City of Markham. The historical collision data was analyzed for a period of five years, between 2018 and 2022, spanning a total of 488 intersection collisions and 203 mid-block collisions. The following conclusions are drawn from this analysis:

- The frequency of collisions throughout the Study Area dipped during the height of the COVID-19 pandemic in 2020 but generally rebounded in 2021 and 2022.
- No fatal incidents were captured in the Study Area during this period.
- Collisions were generally evenly distributed throughout the analysis area. Hot spots within the Study Area include the intersection of Yonge Street and Clark Avenue and the segment of Yonge Street between Highland Park Boulevard and Steeles Avenue.

- The Study Area generally had fewer collision incidents than the rest of York Region, but Clark Avenue was identified as the fifth highest hotspot for pedestrian-involved collisions within York Region between 2012 and 2021 in the 2022 York Region Traveller Safety Report.

While the nature of the data does not allow for definitive conclusions about the cause of collisions, road design is likely a contributing factor and road safety can be improved with appropriate design interventions. The Emerging Concept and Directions will consider opportunities to advance street redesigns that prioritize the safety of vulnerable road users and reduce the potential for conflicts between road users, including narrower lanes, removal of channelized turns, enhanced crossings, and separation between vehicles and vulnerable road users. For more information, see Section 5.

3.7.7 PARKING

A significant portion of the land within the Study Area is used for surface parking. As the area develops and urbanizes, these will likely be replaced with more productive and amenable land uses.

The City of Markham is currently reviewing its city-wide parking strategy. The Yonge Corridor Secondary Plan area is covered by a proposed "Parking Zone 1," which would apply to more urbanized areas of the city that have access to higher-order transit and, therefore, typically require reduced parking. As part of Bill 185, municipalities may no longer impose minimum on-site parking requirements in PMTSAs. It is therefore assumed that new development will provide on-site parking in accordance with market demands.

On-street parking demand is concentrated approximately one block east of Yonge Street, with demand dropping off to the east. Parking complaints data indicates that when sufficient parking is not readily available, people will park illegally and risk a ticket. It is anticipated that there will be increased parking demand surrounding the new subway stations, resulting in on-street parking spillover into the residential areas east of Yonge Street. The Emerging Concept and Directions will consider this when developing streetscape and parking policies, including strategies for pick-up/drop-off and managing overflow parking. For more information, see Section 5.

3.7.8 TRANSPORTATION DEMAND MANAGEMENT

The City of Markham currently employs a variety of Transportation Demand Management (TDM) strategies, which can be applied within the Yonge Corridor context. These include:

- **Active School Travel:** A pilot program run by the City of Markham, in partnership with York Region and school boards, that encourages active commutes to school using a combination of marketing approaches and interactive programming such as weekly walk programs, customized wayfinding signage, and traffic enhancements. The pilot program ended in 2022, and a permanent program is upcoming.
- **School Streets:** A 4-week pilot program at John McCrae Public School whereby the street adjacent to the school was closed during AM drop-off and PM pickup periods to encourage walking and micro-mobility. The street closure made active modes safer, reduced parking, and mitigated congestion in front of the school.
- **Smart Commute:** A system of informational and supportive community-based programs in the GTHA carried out through individual

employers. It includes outreach events and informational presentations, carpool programs, flexible work arrangements, and transit pass discounts.

- **MyTrip:** a York Region program that provides financial incentives and information about alternative travel modes to households to encourage more sustainable travel behaviour among York Region residents. The program targets recently developed communities and areas experiencing growth.
- **Markham Cycles:** A community initiative designed to encourage Markham residents to start cycling by providing education and other programming and incentives, including free bikes and tools, drop-in repair sessions, educational workshops, community bike rides, and loans for the purchase of bikes.

The Emerging Concept and Directions will consider opportunities to expand some of the programs highlighted above and explore introducing additional TDM measures with the goal of shifting mode share towards more sustainable modes within the Study Area, and supporting reduced parking.



Figure 92. School Streets as part of the John McCrae Public School Pilot Program.



Figure 93. Markham Cycles.

3.8 Servicing

This section provides an overview of the existing functional servicing conditions within the Study Area. It includes a summary of the water, wastewater, and stormwater systems.

3.8.1 WATER

The water distribution system in Markham is integrated into the wider York Region and City of Toronto water supply and distribution system. The Study Area is located within the Pressure District Zone 5 (PD5) which extends throughout the entire southern part of the City of Markham (from its western to eastern boundary). The main PD5 facilities are the Kennedy and Milliken Pumping Stations (PSs) located near the intersection of Kennedy Road and Steeles Avenue in the City of Toronto and near Kennedy Road and 14th Avenue in the City of Markham respectively. The Thornhill Booster Pumping Station (BPS), which is located closer to the YCSP area near the intersection of Bayview Avenue and John Street, acts as an emergency pumping station. The Markham Reservoir located, north of the city acts as a storage reservoir and is supplied by Milliken PS.

For the purpose of assessing the servicing capacity of the existing water system within the Study Area, the most recent City 2023 calibrated water model has been used. Under the 2023 Peak Hour Demand conditions, the pressure

levels are generally within acceptable limits except in the southwest corner of the Study Area, within the Yonge and Steeles Station Areas, where the pressure in some nodes falls below the minimum required pressure of 44 psi according to the City's design criteria. A few nodes on Yonge Street north of Kirk Road also fall under the required pressure limit of 44 psi.

Available fire flows were also assessed under maximum day demand conditions. While the minimum fire flow requirement for new developments in Markham is 117 l/s, fire flow requirements are usually calculated using the Fire Underwriters Survey calculation guidelines. When analyzing the system's future conditions, upgrades will be proposed only when the minimum fire flow is not available to service future developments.

SUMMARY: *Areas of the Corridor are at or approaching servicing capacity, and increased development will further impact water pressure levels. New development along the Corridor will require infrastructure improvements to ensure a high quality of service and livability for existing and future residents.*

3.0 Existing Conditions

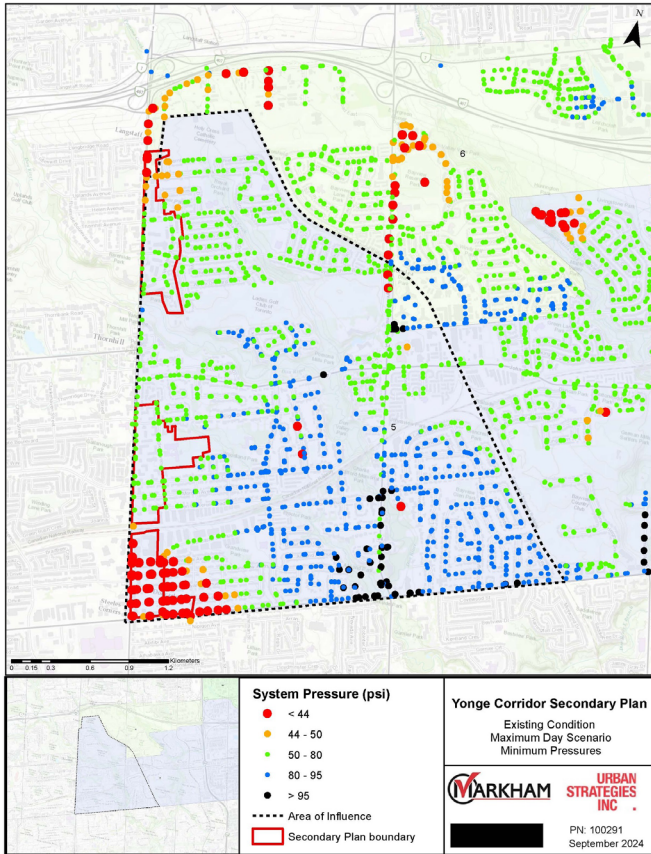


Figure 94. Existing Pressures under PHD conditions in the YCSP area of influence.

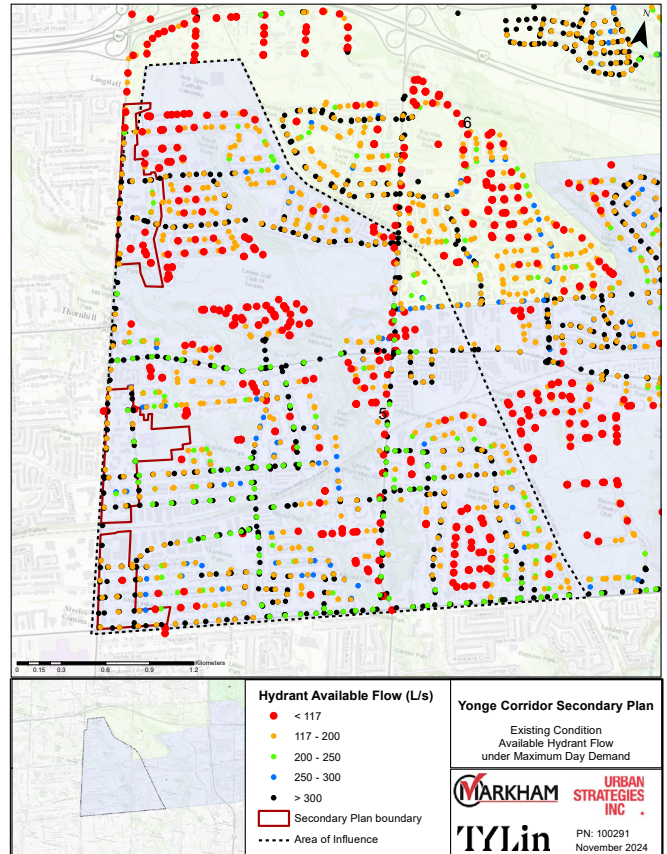


Figure 95. Available fire flows under MDD conditions in the YCSP area of influence.

3.8.2 WASTEWATER

The Study Area falls within three regional sewersheds: Pomona Creek, North Don MA, and Steeles East Collector. Existing neighbourhood areas and future intensification within the Preliminary Secondary Plan Area all discharge into City of Markham sewers that flow east and ultimately discharge in either the Pomona Creek or the North Don River Regional Trunk Sewers. Flows from outside of the Study Area discharge into the Regional System and into the Study Area from three different locations: Richmond Hill from the north, and Vaughan from the west and the southwest.

For the purposes of assessing the servicing capacity of the existing wastewater system, the existing hydraulic model from 2017 has been updated and re-calibrated for dry weather flow (DWF) conditions to reflect current flow conditions. Under DWF all existing sewers in the Study Area are within capacity (i.e. no surcharging is observed). Under Design Wet Weather Flow (WWF) conditions and according to City of Markham's design criteria, several sewers in the Study Area do not meet the required level of service (i.e. flow in the sewer exceeds its capacity). Some of these areas also present basement flooding risks. Results under WWF conditions are prior to WWF recalibration and results will be updated once this is completed.

Sub-trunks of two catchment areas in the north of the Study Area (on Silver Aspen Drive and Royal Orchard Boulevard) and the southernmost catchment areas (Grandview Avenue, Dalmeny Road) exceed their design capacities and cannot accommodate additional flows. Moreover, the Study Area's main collector that flows southeast along the green corridor before discharging into the regional trunk main at Steeles and Bayview also exceeds its design capacity. However, the York Region North Don Collector, Central Collector, and Steeles Collector into which the Study Area sewers discharge flows are within capacity.

The existing sewers and sub-trunks that service the Study Area are at or exceeding their design capacities. New development along the Corridor will require infrastructure improvements to ensure the required level of service and livability for existing and future residents.

SUMMARY: *The existing sewers and sub-trunks that service the Study Area are at or exceeding their design capacities. New development along the Corridor will require infrastructure improvements to ensure a high quality of service and livability for existing and future residents.*

3.0 Existing Conditions

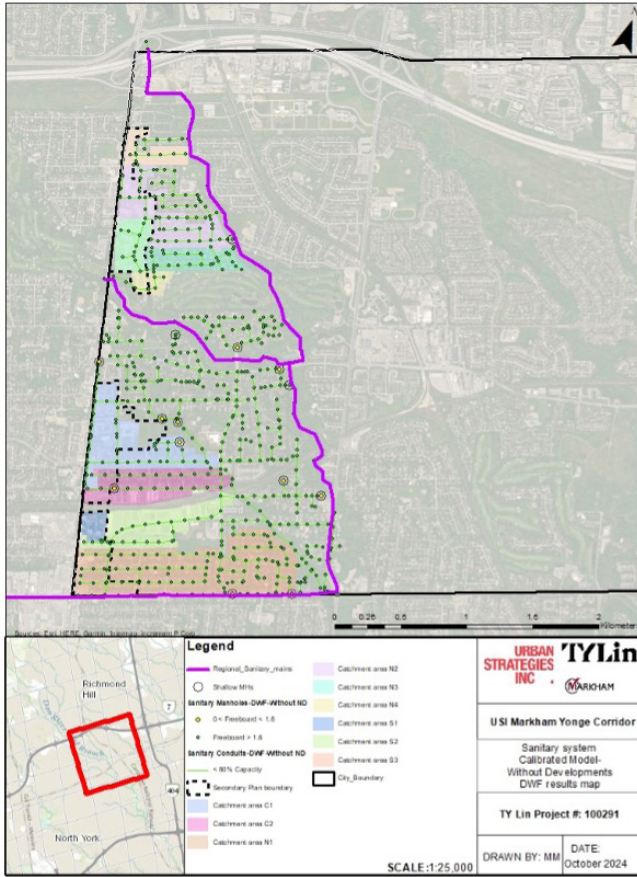


Figure 96. Wastewater System Existing Capacity under Dry Weather Flow Conditions.

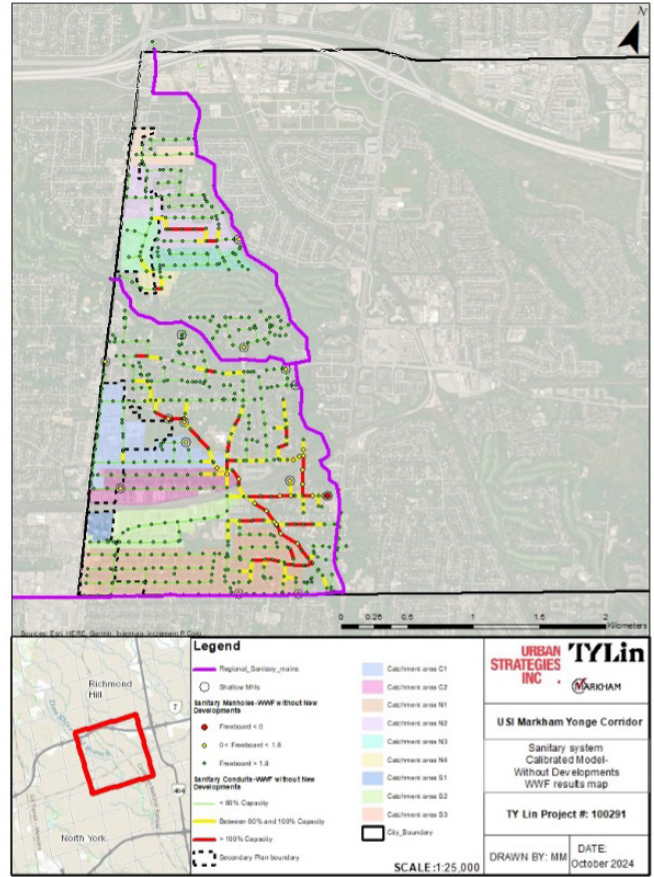


Figure 97. Wastewater System Existing Capacity under Design Flow (Wet Weather Flow) Conditions.

3.8.3 STORMWATER

The majority of the Study Area was first developed at a time when flood mitigation measures were not considered, and flooding has thus been a concern. This section will further describe the areas of concern as it relates to the riverine system and urban drainage systems.

3.8.3.1 DON RIVER WATERSHED

The hydrology and hydraulic models for the Don River were provided by the Toronto and Region Conservation Authority (TRCA). The hydraulic modelling shows that a spill is present at both piped portions (John Street and Elgin Street), which leads to a possibility of spill water flowing into the residential areas south of the intersection of Yonge Street and John Street, as well as at Yonge Street and Elgin Street. The spill also extends along Dudley Avenue.

As the floodplain extends onto the Yonge Corridor, this leads to potential concerns for safe access for parcels outside the flood hazard. Without appropriate mitigation measures, requirements for safe (flood free) access may constrain redevelopment beyond the flooded areas. The determination of safe access in a flood event will be established collaboratively with staff from the TRCA and Markham Fire and Emergency Services.

For lands within the flood hazard, development and redevelopment should be restricted as appropriate unless appropriate mitigation and access can be provided. Remediation opportunities will be assessed through the study process.

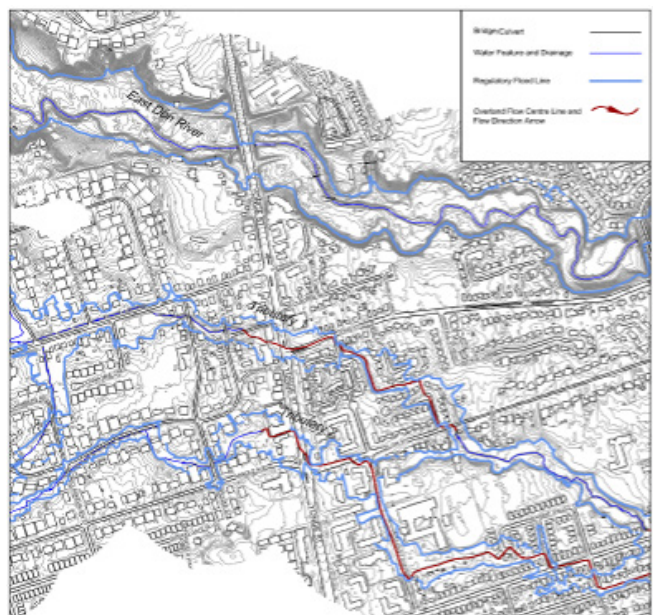


Figure 98. Existing TRCA Floodplain – Don River Watershed.

3.0 Existing Conditions

3.8.3.2 URBAN DRAINAGE SYSTEMS

Based on the City of Markham's current design criteria, the major system should be designed to convey the 100-year less the 5-year design storm, which is to be captured by the minor system (storm sewers). Older parts of the city, including most of the Study Area, were designed with less stringent criteria, and overland flow routes for the major system were not considered.

Within the Study Area, there are two watercourses that have been piped underground. Designed prior to the implementation of current design criteria, these piped watercourses contribute to surface flooding. The problem area is mostly south of John Street and north of the CN rail corridor where the overland flow from Vaughan drains towards Markham along the flow path of the historic watercourses. The flooding generally starts at three points along Yonge Street (John Street, Elgin Street, and north of Clark Avenue) then continues in a south-western direction, along local roads and through residential lots, open spaces, eventually to Henderson Avenue. The highest flood depths take place along Henderson Avenue and north of the CN rail corridor. The flow then continues to a Don River tributary.

The West Thornhill Area Environmental Assessment (EA) was completed in August 2011. The purpose of the EA was to identify and understand the causes of flooding in the study area and develop a range of alternative solutions to increase capacity and reduce flood risks in West Thornhill. The EA identified that the level of protection provided was approximately the 2-year design storm for most of the municipal system. The main causes of basement flooding are the surcharging of storm sewer, surface flooding, reverse slope driveways, lack of a continuous major system due to sags and blockages in the sewers and street catch basins. The recommended work is to provide a 1 in 100-year level of protection from flooding. However, water quality improvements have not been explored since it was not the focus of the study. Improvements to the surrounding sewer system have been on-going since 2011. The work was divided into 4 Phases with Phases 2 to 4 within the vicinity of the study area. Each Phase is further subdivided and are constructed separately. All phases are completed except for Phase 4, with Phase 4C and 4D on hold pending the conclusions from this study

SUMMARY: *Portions of the Study Area are located within the flood plain, including parts of Dudley Avenue, and future development will require mitigation measures.*

3.9 Natural Heritage

The Study Area is located centrally within the Don River watershed, within the Upper East Don sub-watershed.

Within the Study Area, natural features are primarily restricted to the valleylands. Deciduous forests, cultural woodlands, cultural savannahs, and plantations are represented in the woodlands. The limited occurrences of wetlands feature shallow and meadow marshes, and deciduous swamps. Isolated occurrences of other vegetation features are also present, including cultural meadows and thickets, beach bars, and a patch of tall grass prairie.

Outside of the valley systems, there are woodlands associated with parks, school yards, and golf courses. The tree canopy across residential areas is also functionally connected to the protected woodland system.

The watershed is one of the most disturbed in the TRCA's jurisdiction, and is generally ranked as being of poor quality. The primary factors affecting its quality relate to the cumulative direct and indirect impacts of adjacent development, including increased pressures for recreational use, removal and/or hydrologic changes to wetlands and watercourse features, changes to soil chemistry and biology, and the introduction of invasive non-native species.

Terrestrial species records from within the Study Area reflect the range of habitats present. Fauna records indicate a diversity of bird species, such as the rose-breasted grosbeak, great crested flycatcher, pileated woodpecker, and common yellowthroat. Fauna records for wetlands also indicate the presence of the American toad and green frog.

The Upper East Don features the greatest diversity of fish-species within the broader watershed. Smaller tributaries are dominated by tolerant minnow species. Tolerant cool-warm water species dominate the main branch. The middle reaches (upstream from the Study Area) are the only known areas where redbreasted dace are found.

Figure 99 shows the distribution of natural heritage features in the Corridor. The river, river valley, wooded areas, and wetlands identified along the Corridor are all contained within the City of Markham's *Greenway System*. TRCA mapping is generally consistent but characterizes areas adjacent to some of these elements as having potential ecological functions. The valley also supports areas that are identified as Deer Wintering Congregation Areas and Seeps and Springs, which have policy implications as Significant Wildlife Habitats.

Constraints on development associated with the natural system are concentrated within the valley-lands, but preliminary consultation with the City of Markham and TRCA indicates that some areas of the Corridor may require mitigation. Where these areas extend beyond existing known Natural Heritage System or regulated area limits, some restrictions on future land-use and/or development may be considered – subject to further investigations.

3.0 Existing Conditions

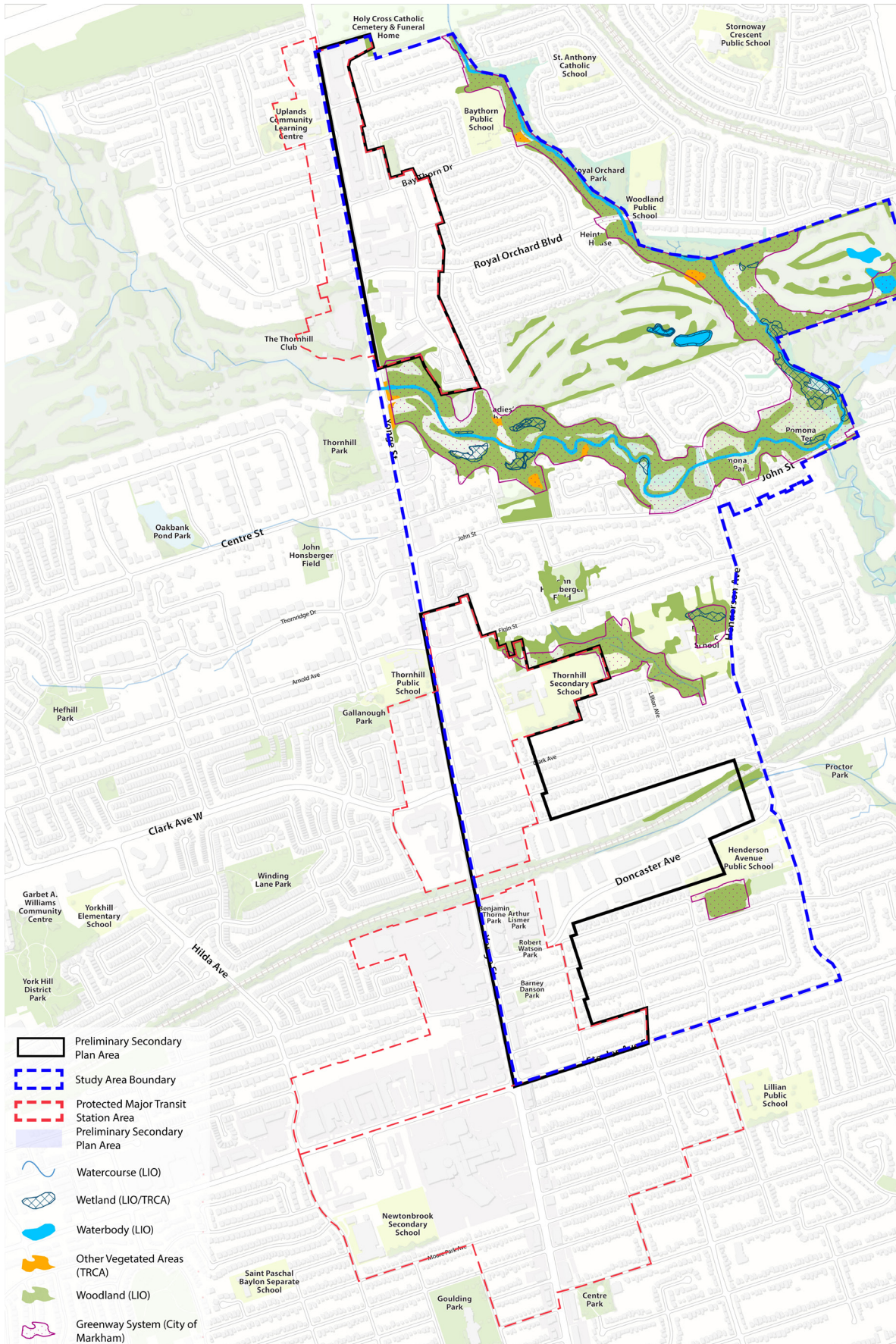


Figure 99. Natural Heritage Map.

3.10 Cultural Heritage

This section provides an overview of cultural heritage resources in the Study Area. This includes the Thornhill Heritage Conservation District (HCD), as well as Listed and Designated resources outside of the HCD.

3.10.1 THORNHILL HERITAGE CONSERVATION DISTRICT

The Thornhill Markham and Thornhill Vaughan Heritage Conservation Districts (HCDs) extend across Yonge Street at John Street and are home to a concentration of cultural heritage features.

Founded in 1794, Thornhill is one of Ontario's earliest European settlements, dating from the original construction of Yonge Street. As with many early villages, it was located at the intersection of a road and river, which provided the opportunity to develop water-powered mills and, eventually, a concentrated settlement within an agricultural context. The first mill was built in 1801 when the British Corn Laws created a ready market for Ontario's grain. As a result, Thornhill prospered and grew for 45 years. The repeal of the Corn Laws in 1846 ended the boom. The village entered a long, stable period with little economic growth.

Some characteristics of the Thornhill HCD include:

- There is a concentration of mid-19th- to early 20th-century residential and main street buildings. The architectural styles represented include Victorian, Queen Ann, Ontario Gothic cottage, Edwardian, Arts and Crafts, and Craftsman bungalows.
- Properties within the HCD have a low-rise character. They mix traditional, street-related retail with retail with front yard surface parking. Most of the properties are set back from the street and low-scale. The heritage buildings have a shallower front setback than more recent developments.
- More significant side streets (Colborne Street, Church Lane, or John Street) include historic institutional buildings.



Figure 100. Low-rise heritage property containing retail uses along Yonge Street.

- The area includes comparatively narrow streets lined by low-rise dwellings, including heritage and modern buildings.
- To the north, Yonge Street crosses a natural heritage system and ravine. This area contains a public park and a private golf course.

Overall, the Thornhill Markham HCD retains its heritage character and garden-like setting, with few sidewalks, prominent front gardens and white picket fences. Sensitive development along Yonge Street areas reflects the policies of the HCD Plan.

Though the Thornhill Markham HCD is included within the Study Area, it is located outside the Preliminary Secondary Plan boundary. It is not intended to be an area of major change.

3.10.2 CULTURAL HERITAGE OUTSIDE OF THE HCD

Figure 92 shows the distribution of cultural heritage resources across the Study Area. Outside the HCD, there are two properties identified as heritage assets within the PMTSAs:

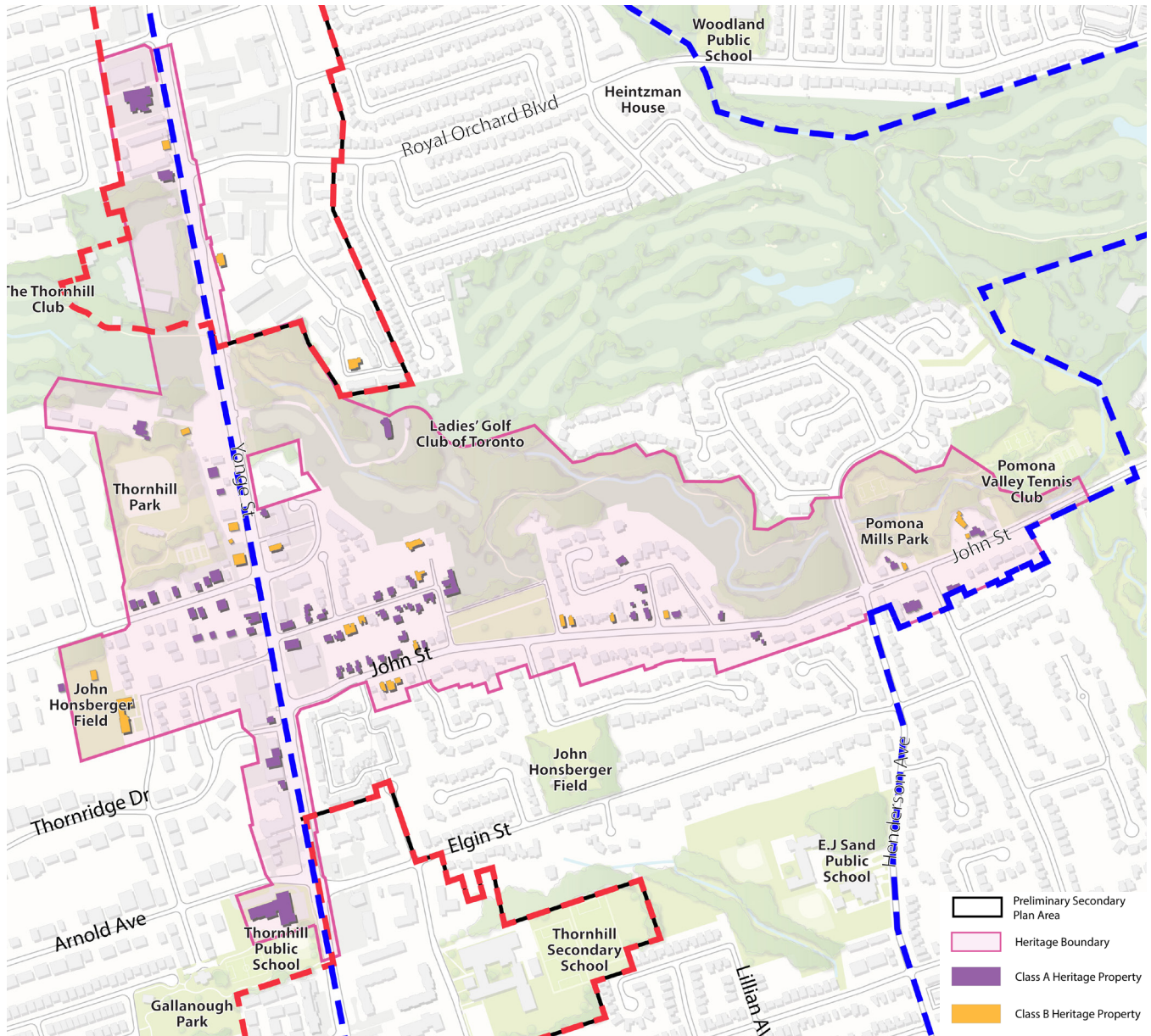


Figure 101. Cultural Heritage Map.

3.0 Existing Conditions

7951 YONGE STREET

Built-in 1910, this Edwardian Classical house is set back within a wooded lot and raised above street level. The property was listed in 2013. The property was not found to have design and architectural value, described as a “modest representative example of Edwardian Classicism [with] material composition, rationality, and restrained classical detailing [that] are unremarkable in their execution.” The property was found to have contextual value: “Together with municipally-recognized heritage resources along both sides of Yonge Street, [the property] helps make legible an earlier layer of residential growth within Thornhill.” (Memorandum to the Heritage Community, 2023).



Figure 102. Front Porch of 7951 Yonge Street.

54 CRICKLEWOOD CRESCENT

The “Cricklewood Mansion” is designated under Part IV of the Ontario Heritage Act and is described as “one of the best examples in Markham of a house built in the Neo-classical style.” The main doorway is one of its defining features. Otherwise, it is a two-storey red brick house, which features a low-pitch hip roof, buff bricks articulating the belt course, window heads and quoins, and a five-bay façade of symmetrically placed windows.



Figure 103. 54 Cricklewood Crescent.

4.0

ENGAGEMENT

- 4.1 Summary of Engagement Program
- 4.2 Community Information Meeting # 1
- 4.3 Pop-Ups and Online Engagement
- 4.4 Visioning Workshops & Open House
- 4.5 Targeted Stakeholder Events
- 4.6 Summary of What We Heard

4.0 ENGAGEMENT

The initial phases of the Project have included engagement with key stakeholders and the broader community. The following section summarizes the overall engagement program, including a description of the various consultations to date and a summary of what was heard through the in-person and online engagement. It concludes with an overall synthesis of the main themes, ideas, and concerns heard throughout. The emerging policy directions and concept presented in this Interim Report reflect the feedback of engagement undertaken to date.

4.1 Summary of Engagement Program

The Yonge Corridor Secondary Plan process benefits from a robust engagement program, with multiple opportunities for stakeholder, staff, and public engagement. Generally, each phase of the Project includes one or more landmark engagement events – delivered in a variety of both in-person and online formats. The following engagement events have been undertaken to date:

- Stakeholder Kick-Off
(March 8, 2024)
- Community Information Meeting #1
(April 18, 2024)
- Pop-Up Engagement Events
(May 14, 2024 & May 22, 2024)
- Visioning Workshop and Open House
(June 24, 2024)

In addition to these, there have been several opportunities for stakeholders, municipal/ agency staff, and the general public to provide feedback at various stages of the project via the online Your Voice Markham platform.

The following sections provide a summary of each landmark engagement event, detailing the format, who participated, and what was heard. Section 4.6 then provides our interpretation of the overall preferred direction on key issues. The feedback summarized herein synthesizes the commentary and information shared. It is not intended to be an exhaustive catalogue of all feedback received, but an overview of common objectives and concerns. It represents the team's understanding of stakeholder and community priorities for the Corridor and its component communities.

4.2 Community Information Meeting # 1

The Project team hosted Community Information Meeting (CIM) #1 in collaboration with City staff on April 18, 2024 in a hybrid virtual/in-person format through Microsoft Teams and at the Markham Civic Centre. It consisted of a presentation to the public, after which online attendees were provided questions for feedback, and in-person attendees participated in panel-facilitated discussions with the Project team. Approximately 50 people attended either in-person or online.



Figure 104. Photo from the in-person facilitated discussion portion of Community Information Meeting #1.



Figure 105. Photo from the in-person facilitated discussion portion of Community Information Meeting #1.

4.0 Engagement

The discussion questions and panels were organized into five broad categories: Identity and Character, Mobility and Moving Around, Amenity and Land Use, Parks and Open Spaces, and Built Form. A high-level summary of the attendees' priorities for each of these thematic areas is included below.

IDENTITY AND CHARACTER

- Attendees were concerned that the Secondary Plan would introduce new development within the Thornhill Heritage Conservation District (HCD) and compromise its established character.
- Attendees were concerned that future development along Yonge Street and within the Station Areas would not respectfully integrate alongside or transition to the Thornhill HCD.

MOBILITY AND MOVING AROUND

- Attendees were interested in improving east-west connectivity to and from the proposed transit stations, and north-south along the Corridor.
- Attendees were interested in strategies/ design interventions to increase pedestrian and cyclist safety along Yonge Street, including cycling lanes, wider sidewalks, and slower speed limits.
- Attendees were concerned that development would result in increased traffic and congestion, and traffic infiltration within adjacent neighbourhoods.
- Attendees noted that many of the adjacent neighbourhood streets did not include sidewalks and may not safely accommodate the increased traffic.

AMENITY AND LAND USE

- Attendees expressed interest in mixed-use development that would increase the number of jobs, amenities, and services along the Corridor.
- Attendees were concerned that redevelopment might result in the loss of essential goods, services, and local jobs.
- Attendees noted that the Yonge Corridor lacks access to recreational services and community facilities and recommended that future development to deliver these benefits.
- Attendees wanted to see more small retail spaces that could accommodate local businesses.
- Attendees noted the rise in working from home and noted that new residential uses and neighbourhoods should be able to accommodate this.

PARKS AND OPEN SPACES

- Attendees suggested that developments deliver new parks and open spaces of various sizes and programs.
- Attendees noted that existing open space amenities along the Corridor are not easily accessed, and that development should support improved access.
- Attendees expressed a need for more and better-designed playgrounds, including ones that were age-specific.
- Attendees noted the value of the ravine system and wanted to see improvements to access and connectivity to this system.
- Attendees identified streets as important elements of the public realm and suggested various improvements to make them more pleasant and pedestrian-oriented, including new trees, comfortable seating, and the possibility of pedestrian-only or pedestrian-priority streets.

BUILT FORM

- Attendees expressed a preference for mid-rise development over high-rise development.
- Attendees suggested that new development be required to transition respectfully to established neighbourhoods.

SUMMARY: *In summary, participants at CIM #1 identified a number of considerations to inform/shape development along the Corridor, as well as specific directions for areas within it. Noted emphasis was placed on improving connectivity and safety, especially for cyclists and pedestrians, ensuring appropriate built form transitions between high-rise redevelopment areas and low-rise areas, including the HCD, promoting mixed-use development, preserving and enhancing local jobs and services, securing new parks and community facilities, and improving the public realm.*

4.3 Pop-Ups and Online Engagement

The City of Markham undertook on-site pop-up events on May 14 and May 22, 2024 at the Thornhill Community Centre atrium. Approximately 195 people interacted with facilitators and the following areas were identified as priorities:

IDENTITY & CHARACTER

- Participants supported unique architectural and design expression that would foster a sense of character and identity for the area.
- Participants noted that the low-rise neighbourhood was an important part of the character of the area.
- Participants identified Yonge Street as being a particularly important part of the existing character.

MOBILITY

- Participants supported investments that would enhance safety, connectivity, and accessibility for active mobility users of all ages and abilities. Participants specifically recommended improvements to Yonge Street to make it safer and welcoming for active modes.
- Participants were concerned about the potential increase in car traffic and congestion and noted that appropriate parking management will be required to ensure adequate supply of short-term parking for the subway and essential amenities (e.g. grocery stores).
- Participants expressed a need for more and safer dedicated bike lanes and multi-use trails.
- Participants noted that frequent and reliable bus service should be maintained for local trips and to improve connectivity to the stations for residents in the neighbourhoods east-west of the Corridor.

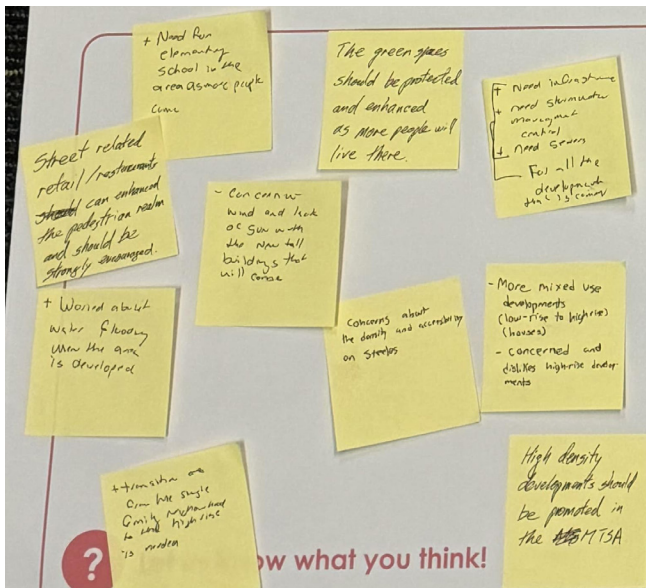


Figure 106. Excerpt of feedback received during pop-up on May 22 related to development and character.

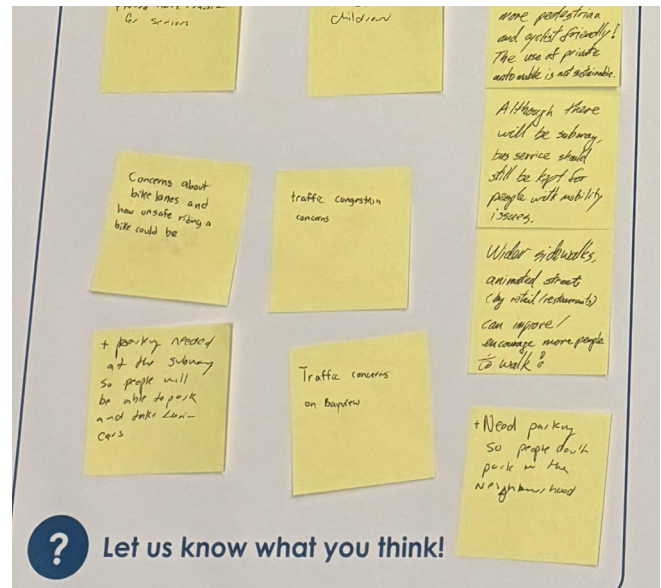


Figure 107. Excerpt of feedback received during pop-up on May 22 related to mobility.

4.0 Engagement

AMENITY & LAND USE

- Participants identified a need for more uses and programming catering to seniors, including health care services, pharmacies, grocery stores, and senior-friendly programming in community centres and open spaces.
- Participants expressed concern at the impact of population growth on school capacity and the need for new and/or expanded schools.
- Participants were generally supportive of more community and recreation spaces.
- Participants supported the preservation of existing employment and service uses.
- Participants wanted to see a mix of uses to allow for a range of activities, and were concerned with the Corridor becoming a series of bedroom communities.

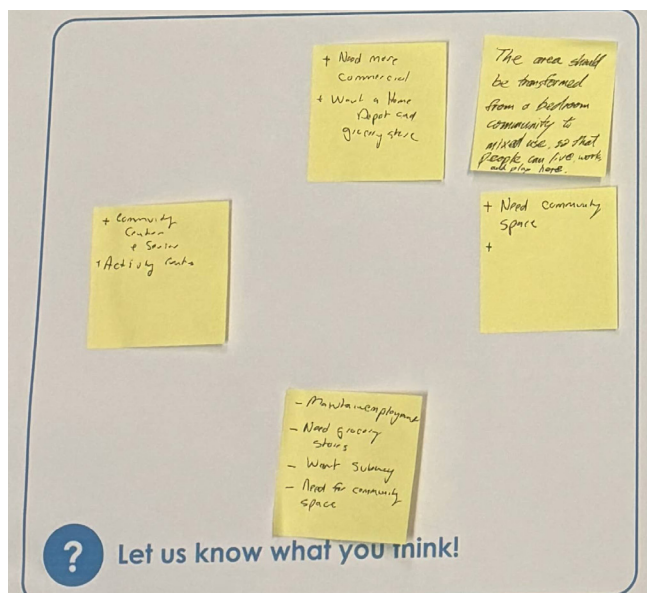


Figure 108. Excerpt of feedback received during pop-up on May 22 related to amenity and land use.

PARKS & OPEN SPACE

- Participants recommended that development be delivered alongside new and expanded parks, particularly adjacent to subway stations.
- Participants recommended new and/or improved multi-use trails through parks and open spaces in the Study Area.
- Participants expressed an interest in increasing the diversity of programming and character of parks and open spaces, including amenities such as playgrounds and off-leash dog parks.

DEVELOPMENT & BUILT FORM

- Participants were concerned about the impacts of high-rise development on existing neighbourhoods and residents, indicating a need for built form transition between tall buildings on Yonge Street and low-rise neighbourhoods.
- Participants recommended that development deliver a variety of housing tenures, including new supportive and affordable housing, and age-friendly and family-friendly housing for seniors and young families, respectively.
- Participants wanted to ensure that there was sufficient servicing capacity to accommodate new development.

4.4 Visioning Workshops & Open House

The Project team hosted several Visioning Workshops and an Open House in collaboration with City staff on June 24, 2024 at the Thornhill Community Centre in Markham. The day's events consisted of four sessions with three separate workshops, followed by an evening open house. City and agency staff representing a range of disciplines attended the morning session. Workshops and/or the open house were attended by residents and landowners along the Corridor, including members from the Royal Orchard Ratepayers' Association, Grandview Area Residents Association and Ward one (South) Residents Inc. The open house welcomed participants from the general public across the city. Each workshop was attended by approximately 10 to 25 participants, while the open house saw an attendance of approximately 50-70 individuals.

Discussions throughout all four sessions were generally grouped in accordance with four categories:

- Mobility

- Land Use & Amenity
- Public Realm & Open Space
- Development & Built Form

Each of the three visioning sessions began with an overview of the project background, purpose, scope, timeline, and objectives. Participants then joined roundtables focused on one of the four themes to engage in a facilitated discussion.

Participants engaged with the outcomes of previous engagement events, particularly CIM #1, building upon and refining the feedback received. A note taker recorded the discussion and sketching ideas as appropriate. Participants were encouraged to join other theme-based discussions throughout the day to engage with other topics and materials, and multiple opportunities for plenary discussion were facilitated to ensure alignment between topic areas.

The visioning workshop sessions were followed by a public open house hosted in the evening. Discussion remained focused on the four themes: The open house materials provided an overview of the feedback received throughout the day – with sketches prepared during earlier sessions displayed alongside panels and maps prepared by the Project team. Participants were encouraged to engage with various theme-based stations and to engage directly with the Project team. At each station, Project team members facilitated the review of the outcomes by guiding attendees through the materials, and participants were given opportunities to provide written or verbal feedback.

The following section summarizes the feedback received for each thematic area:

MOBILITY

- Participants suggested network connectivity and safety improvements to pedestrian and micro-mobility (including cycling) infrastructure, noting the lack of cycling lanes and narrow/non-existing sidewalks in the Study Area.
- Participants were concerned that development would cause car traffic infiltration onto local streets in neighbourhoods, and suggested a variety of traffic-calming or mobility restrictions to divert car traffic.
- Participants expressed a concern that demand for access to the future subway stations and other key services/amenities (e.g. grocery stores) could result in over-flow parking within neighbourhoods.
- Participants noted that Yonge Street is currently an unpleasant environment for pedestrians due to high traffic volumes and speeds and recommended that a variety of mitigation techniques be considered – including new landscaping, broader sidewalks, and traffic calming measures.

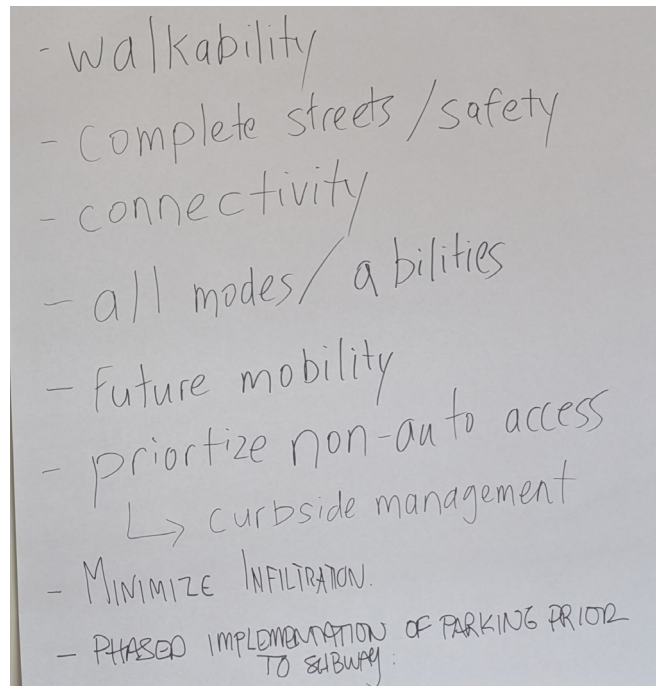


Figure 109. Transcript of the Visioning Workshop attendees mobility goals for the Yonge Corridor.



Figure 110. Capture of workshop materials, highlighting potential improvement for public transit and active mobility.

LAND USE & AMENITY

- Participants expressed their support for development that provided a mix of uses, noting an interest in increasing the number of amenities, destinations, and jobs.
- Participants recognized that Yonge Street would continue to be the primary commercial corridor, but suggested that local-serving retail (e.g. cafes with patios) could be located on smaller side streets away from the busy Yonge corridor.
- Participants suggesting fostering the creation of “Places of Delight” where active uses and open space would be co-located to create community gathering spaces.
- Participants wanted to increase the number and improve access to community facilities.
- Participants suggested more amenities for adults, including uses like restaurants, night-life, and adult recreation/exercise facilities.

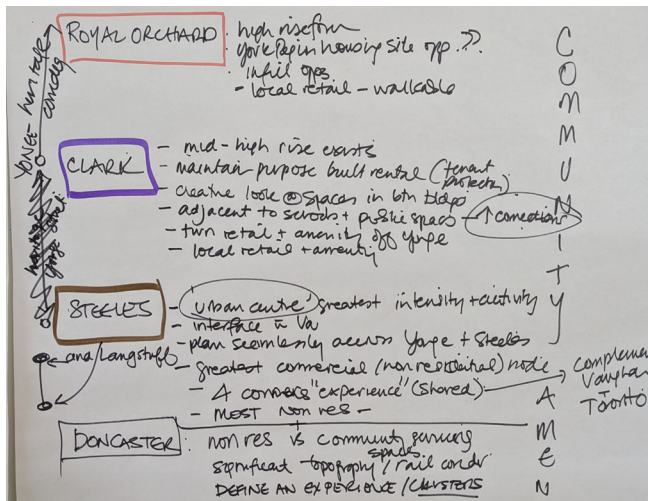


Figure 111. Transcript identifying a place-based policy and directions framework.



Figure 112. Capture of workshop materials, identifying a place-based approach to delivering development and increased amenities.

PUBLIC REALM & OPEN SPACE

- Participants acknowledged that it would be challenging to deliver new, large parks but suggested future development expand and/or improve existing parks or introduce new, urban format parks.
- Participants indicated a preference for diverse parks and open spaces, with improved services (e.g. bathrooms, water fountains, waste bins, weather protection) and programming options – including playgrounds and age-friendly features with programming for seniors.
- Participants strongly supported urban greening across the public realm: in parks, along streets, and on development. Participants acknowledged the resilience and climate change adaptation benefits of increased canopy and green infrastructure.
- Participants identified the potential for POPS and other private open spaces to connect commercial uses to public open spaces.
- Landowner participants identified the need for greater certainty and clarity on park locations, both on-site and off-site, which could facilitate the purchase of land for parks as part of new development.

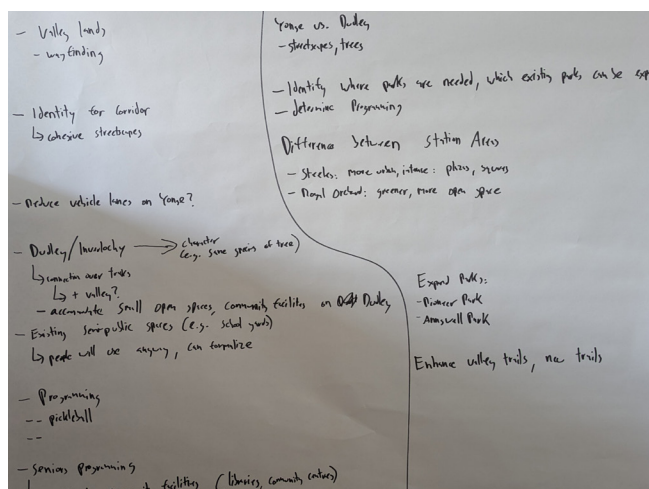


Figure 113. Transcript of the Visioning Workshop attendees' parks and public realm goals for the Yonge Corridor.



Figure 114. Capture of workshop materials, showing areas to prioritize for the delivery of parks and open spaces.

DEVELOPMENT AND BUILT FORM

- Participants expressed a range of responses to the potential for tall buildings on Yonge Street. Some identified Yonge as the appropriate location for tall buildings provided appropriate transitions were maintained, whereas other participants expressed concerns about shadows and wind.
- Participants expressed a strong desire to increase the diversity of building types beyond traditional podium and point tower configurations to support a more interesting place with high-quality design.
- Participants expressed concern regarding the relationship between tall buildings and the public realm, indicating a preference for pedestrian-scaled podiums, active uses at grade, and generous sidewalks/boulevards in high-density areas.
- Participants indicated a strong preference for a transition in height between new high-rise development along Yonge Street and established neighbourhoods east of the Corridor.
- Participants expressed concern with the impact of new high-density development on built heritage assets, both within and without the Thornhill HCD.

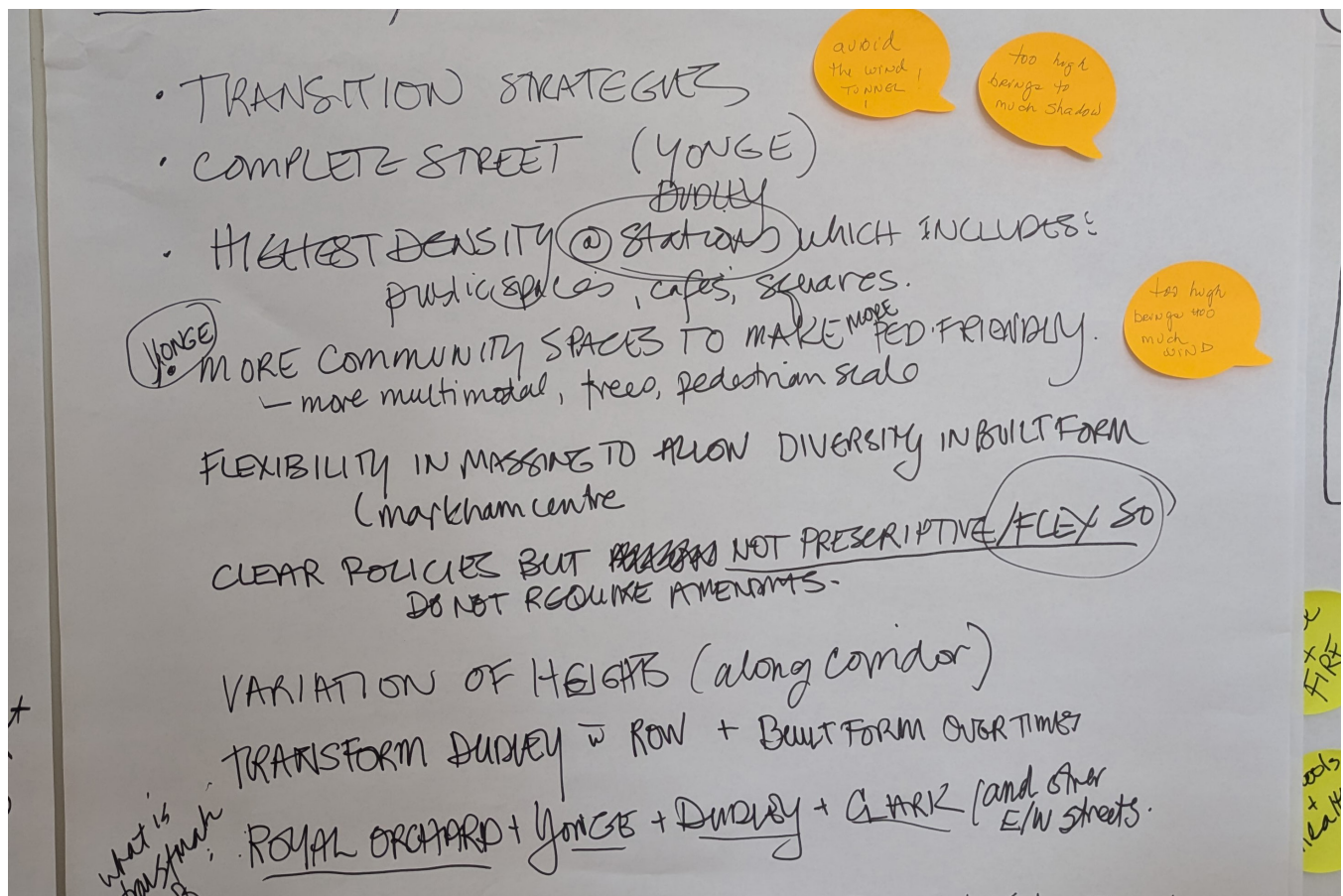


Figure 115. Transcript of Visioning Attendees' built form priorities and recommendations.

4.0 Engagement

AREA-SPECIFIC FEEDBACK

In addition to the general comments related to the thematic categories above, participants discussed several area-based concepts related to specific locations along the Corridor. Most notably, the Dudley Avenue and the Employment Lands between Doncaster and Glen Cameron.

Employment Area:

- Participants noted that the employment area along the rail corridor between Doncaster and Glen Cameron was more service-related, providing important amenities for the surrounding community.
- Participants highlighted the employment area as a potential opportunity to increase jobs and local services along the Corridor.

Dudley Seam

- Participants generally supported limiting car traffic on Dudley and eastwards into the neighbourhood, as well as prioritizing pedestrians and cyclists through new infrastructure.
- Participants supported the idea of Dudley functioning as a “greenway” featuring generous landscaped features and functioning as a link between open spaces.

SUMMARY: Participants at the various visioning sessions and the open house identified key priorities for the Corridor as a whole. In addition, ideas began to take shape regarding specific areas within the Corridor, notable the Dudley Avenue corridor and the Employment Area. Overall, participants emphasized network connectivity and safety for pedestrians/cyclists, a mix of uses and amenities, new and improved parks, appropriate transition between built forms, harnessing the employment area to deliver local jobs and services, and establishing Dudley Avenue as a community “seam” that stitches together community facilities and open space, and provides a transition between growth areas and more stable residential neighbourhoods.



Figure 116. Capture of illustration from Visioning Workshops, showing a system of Greenways along Dudley Avenue.

4.5 Targeted Interest-holder Events

In addition to the engagement events described above, targeted interest-holder engagement occurred on several occasions to solicit interest-specific feedback. A virtual interest-holder engagement event occurred on March 8, 2024, and was attended by over 40 interest-holders. In addition, other informal engagement has been undertaken to clarify specific and technical matters related to the Corridor. Staff from the following agencies and municipalities have, at some point, taken part in this targeted engagement:

- York Region
- Toronto Region Conservation Authority
- York Region Transit
- Viva Rapid Transit
- City of Markham
- City of Toronto
- City of Vaughan
- City of Richmond Hill
- York Catholic District School Board
- York Region District School Board
- Toronto Transit Commission
- Conseil Scolaire Catholique MonAvenir
- Conseil Scolaire Viamonde
- Metrolinx

The participation of these interest-holders is ongoing and will continue to inform the evolution of the Secondary Plan Concept and its policies.

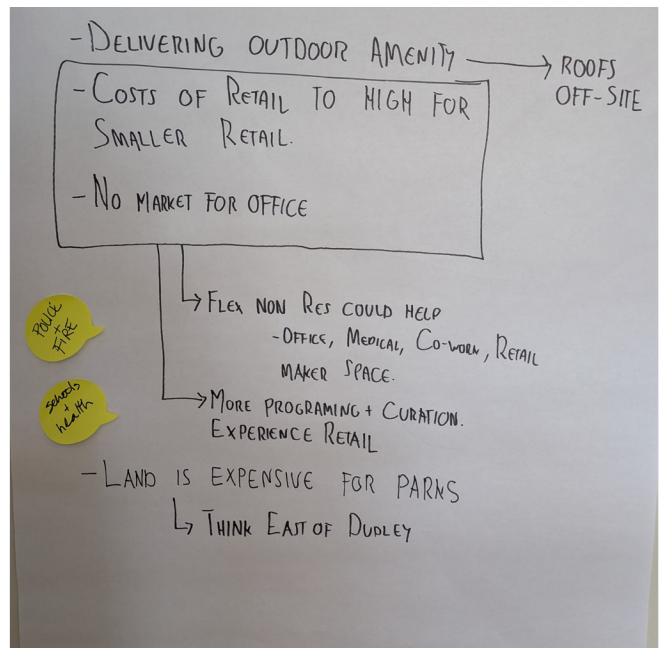


Figure 117. Challenges and opportunities identified by stakeholders in targeted engagement sessions.

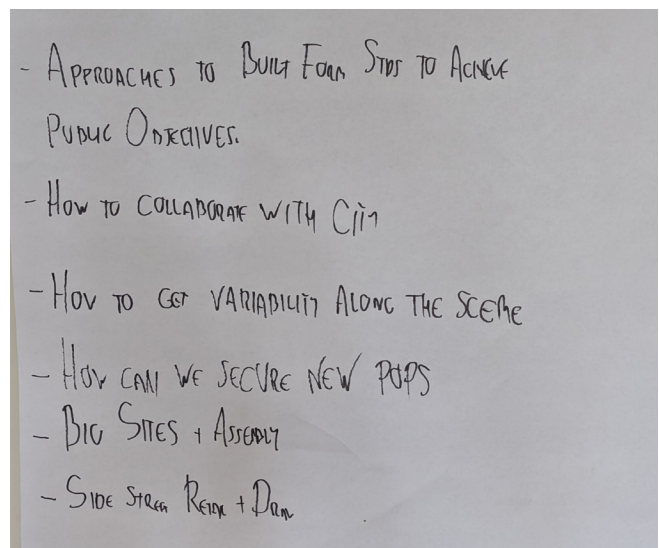


Figure 118. Ideas to explore identified by stakeholders in targeted engagement sessions.

4.6 Summary of What We Heard

Below is a high-level summary of the key outcomes from the engagement thus far, sorted by topic area and physical location. The feedback summarized in this section has been considered alongside other factors, such as the policy framework, existing conditions, and technical analysis, to develop the initial policy direction and demonstration concept for the Corridor. These are further detailed in subsequent sections of this Interim Report.

MOBILITY

- Connectivity should be improved generally and in particular for transit users, pedestrians, and cyclists. People should be able to easily access local destinations without using cars.
- New and improved infrastructure should be provided to create a safer environment for active travel.
- Car traffic infiltration into the neighbourhoods should be generally avoided/mitigated.

LAND USE & AMENITY

- New development should feature a mix of uses, including local services, retail, and employment opportunities.
- New and expanded community facilities should be prioritized.
- Areas around stations should contain the greatest mix of uses so that they can become destinations within the community.

PUBLIC REALM & OPEN SPACE

- Development should deliver new and expanded open spaces.
- New and existing open spaces should be improved with new facilities and programming.
- The public realm should generally be beautified and greened.
- Strategic sites close to stations should be developed as “places of delight” with

destination open spaces animated by street-level uses.

DEVELOPMENT & BUILT FORM

- New development should be well-designed and have regard for the pedestrian experience.
- Tall buildings should demonstrate a transition towards lower-density built forms.
- A variety of building types/configurations should be encouraged.

EMPLOYMENT LANDS

- The local service and employment function of the Employment Lands should generally be retained and enhanced.
- Opportunities to achieve other objectives through redevelopment should also be explored.

DUDLEY AVENUE

- Dudley Avenue should be improved through new active transportation facilities, open spaces, and trees.
- Dudley Avenue should link together various uses and community assets while functioning as a “seam” linking together higher density development to the west and lower density areas to the east.
- Parks and other amenities along Dudley Avenue can help to support the integration of new and existing development.

THORNHILL HCD

- The HCD is acknowledged as a valuable community asset.
- New development should not negatively affect the HCD's character.

The feedback regarding the Thornhill HCD has been acknowledged, but it should be noted that it is outside of the preliminary Secondary Plan boundary and thus any Emerging Directions will not have a direct impact on the HCD.

5.0

EMERGING CONCEPT AND DIRECTIONS

- 5.1 Emerging Secondary Plan Vision and A Place-Based Approach
- 5.2 Emerging Concept & Directions
- 5.3 Demonstration Massing and Preliminary Output

5.1 Emerging Secondary Plan Vision and A Place-Based Approach

This section introduces a preliminary Vision for the Yonge Corridor, followed by the recommended place-based approach to developing the Secondary Plan. These materials have been informed by the background review and engagement completed to date. In particular, the proposed place-based approach responds to feedback recommending that future development should be influenced by the unique characteristics of the Yonge Corridor today, to ensure that the growth maintains a continuity of place, while delivering increased amenities and benefits for existing and future residents.

PRELIMINARY VISION FOR THE YONGE CORRIDOR

Prepared in anticipation of the upcoming YNSE, the YCSP will guide future development and investment to advance a broad range of City and community-identified priorities while considering the Corridor's distinct development, public realm and land use characteristics. The policy framework put forward by the Secondary Plan should be ambitious: reflective of the City's long-term vision of thriving and complete communities along the Yonge Corridor and the community's interest in seeing development deliver significant benefits for established residents. It will also be grounded in the realities of the corridor today, such that long-term ambitions are not disconnected from the immediate development context. The following preliminary Vision for the Corridor is presented for discussion and feedback.

VISION STATEMENT

Today, Yonge Street is a commercial corridor integrated alongside a diverse mix of established neighbourhoods, cultural and natural heritage resources, and small-scale service and employment areas. The predominant mode of transportation is by car.

The Yonge Corridor Secondary Plan will leverage transit investment to transform the Yonge Corridor of tomorrow from a connector into a place of connection: a stitch between the diverse neighbourhoods that intersect along its length, between new and existing development and between Markham and its municipal neighbours.

The Yonge Corridor Secondary Plan will:

- Encourage thoughtful development that responds to what exists along the corridor today.
- Improve livability for current and future residents by supporting the development of complete, connected communities, with diverse housing options, supported by increased access to valued amenities (retail, services, community facilities, parks) and employment opportunities.
- Develop **Opportunity Sites** as key places of connection — comprehensive mixed use developments complemented by unique and signature public open space moments that encourage community gathering and reinforce community identity.
- Support new ways of getting around the community, focusing on connecting destinations within station areas and along the Corridor, rather than travelling through it.

The YCSP will be guided by and include policies that shape development towards outcomes consistent with the Vision Statement.

A PLACE-BASED APPROACH TO THE EMERGING CONCEPT AND DIRECTIONS

The Emerging Concept and Directions were developed using a place-based approach to ensure that future development responds to the established context while considering potential opportunities for positive change.

Distinct areas of the Corridor were grouped into categories based on their potential to accommodate future development — considering their current characteristics, land uses, relationship to new transit stations, and context-specific adjacencies.

Using this approach, five place-based categories were established:

1. Consistent with provincial policy direction, the three PMTSAs are identified as the primary **Areas of Change** and focus areas for mixed-use intensification. The broader Areas of Change category includes **Yonge Street Neighbourhood Blocks**, **Opportunity Sites** and **Apartment Neighbourhoods**.
2. Established low-rise neighbourhoods outside the boundaries of the PMTSAs and Preliminary Secondary Plan are recognized as **Areas of Continuity**. These areas include the Thornhill HCDs. These areas have an established policy framework, which generally supports gradual intensification over time.
3. Those portions of the corridor between **Areas of Continuity** and **Areas of Change** are identified as **Areas of Transition**, with specific direction for the **Dudley Community Seam**.
4. The role of the **Employment Lands** between Doncaster Avenue and Glen Cameron Road is reinforced.
5. The portions of the **Employment Lands** closest to future transit stations are identified as **Potential Intensification Areas**.

Emerging Directions applying to each of these categories and sub-categories are described below. This list is intended to be read alongside Figure 35 — Place-Based Approach Conceptual Illustration.

5.0 Emerging Concept And Directions

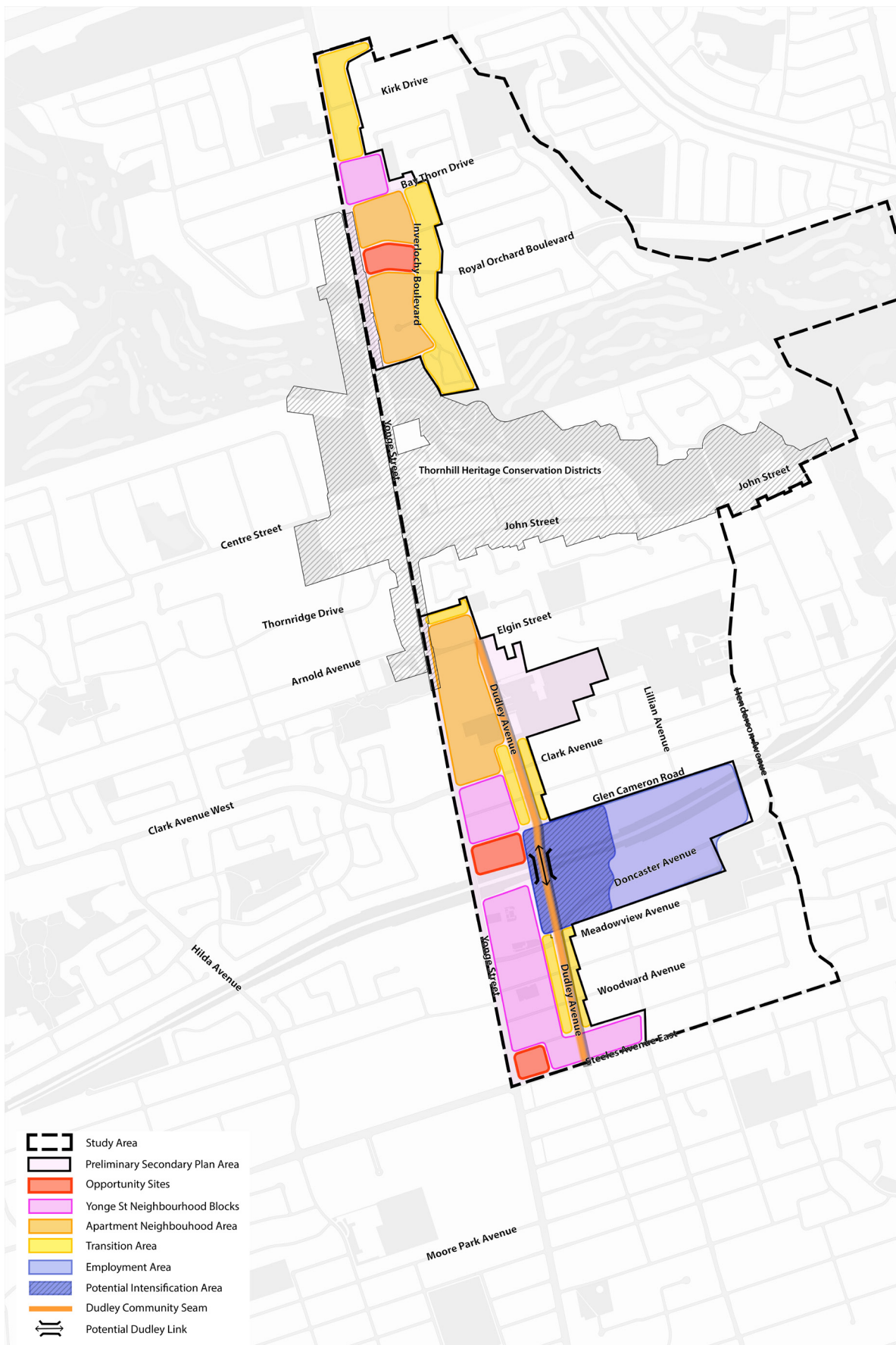


Figure 119. Conceptual Illustration of the Place-Based Approach to the Emerging Directions. (Note: This diagram should be read alongside the Emerging Directions).

AREAS OF CHANGE

– YONGE STREET NEIGHBOURHOOD BLOCKS

- The **Yonge Street Neighbourhood Blocks** are to be developed with tall buildings within the Secondary Plan. Buildings should be required to demonstrate a transition in scale down towards **Areas of Transition** and **Areas of Continuity**.
- Within each **Yonge Street Neighbourhood Block**, the tallest buildings are contemplated along Yonge Street with a perceptible **Height Peak** at or adjacent to the subway stations.
- The **Yonge Street Neighbourhood Blocks** should feature the greatest diversity of land uses, including various tenures and affordability levels, commercial retail units of various sizes, and diverse employment-generating uses.

AREAS OF CHANGE

– OPPORTUNITY SITES

- **Opportunity Sites** adjacent to the proposed stations are anticipated to be comprehensively redeveloped as high-density, mixed-use developments organized around Signature Parks.
- **Opportunity Sites** should feature diverse housing opportunities and feature a variety of uses, with non-residential uses deployed along the edges of the Signature Parks.

SIGNATURE PARKS

During the Visioning Workshops, engagement participants supported an integrated public realm and animation strategy that prioritizes the delivery of consolidated parks within the station areas, with retail and community-oriented uses animating the park edges. The Emerging Directions are intended to support the creation of these Signature Parks, co-designed with the community, and which become places of community gathering and connection within each of the Station Areas.

Village of Yorkville Park, Toronto



Figure 120. Village of Yorkville Park in Toronto is a precedent of Signature Parks.

SIGNATURE PARKS (CONTINUED)

Place des Fleurs-de-Macadam, Montreal



Figure 121. Place des Fleurs-de-Macadam in Montreal is a precedent of Signature Parks.

Mist Garden, Toronto



Figure 122. Mist Garden in Toronto is a precedent of Signature Parks.

AREAS OF CHANGE

– APARTMENT NEIGHBOURHOODS

- **Apartment Neighbourhoods** are anticipated to experience intensification and redevelopment over time.
- Incremental intensification within **Apartment Neighbourhoods** should introduce mid-block connections that contribute to connectivity for active modes along the Corridor and a greater variety of uses at-grade.
- Comprehensive redevelopment of **Apartment Neighbourhoods** should feature mobility improvements that reintegrate the subject site into the surrounding context, include a Signature Park, deliver public benefit (such as community facilities, affordable housing, non-residential uses), and be guided by a rental replacement framework that maintains housing security of established residents.

AREAS OF CONTINUITY

- Established neighbourhoods outside the boundaries of the PMTSAs, including the Thornhill HCDs, will experience gentle intensification and incremental change, consistent with established policy and regulations, and are not recommended for addition within the Preliminary Secondary Plan Area. *(Note: As these areas are generally outside the boundary of the Secondary Plan, no further policy direction is proposed).*

AREAS OF TRANSITION AND THE DUDLEY COMMUNITY SEAM

- Portions of the Corridor between **Areas of Change** and **Areas of Continuity** are identified as appropriate for mid-rise development to support a transition in scale from high to low-rise development.
- To support mid-scale development, public realm animation, built-form transition, and the delivery of consolidated open space, an easterly extension of the Preliminary Secondary Plan boundary has been proposed along the eastern extent of Dudley Avenue.
- Dudley Avenue will be re-imagined as the **Dudley Community Seam** and identified as a mid-rise corridor that supports the transition between **Areas of Change** and **Areas of Continuity**.
- The **Dudley Community Seam** will be a prioritized as a location for new parks, open spaces and community facilities, improving access to these amenities for both existing and future residents.
- The **Dudley Community Seam** will be designed as a pedestrian and micro-mobility-priority corridor.
- The **Dudley Link** is a proposed an active mobility bridge across the rail corridor, which will strengthen north-south connections for pedestrians and micro-mobility users.

TARGETED EXPANSIONS TO THE SECONDARY PLAN BOUNDARY

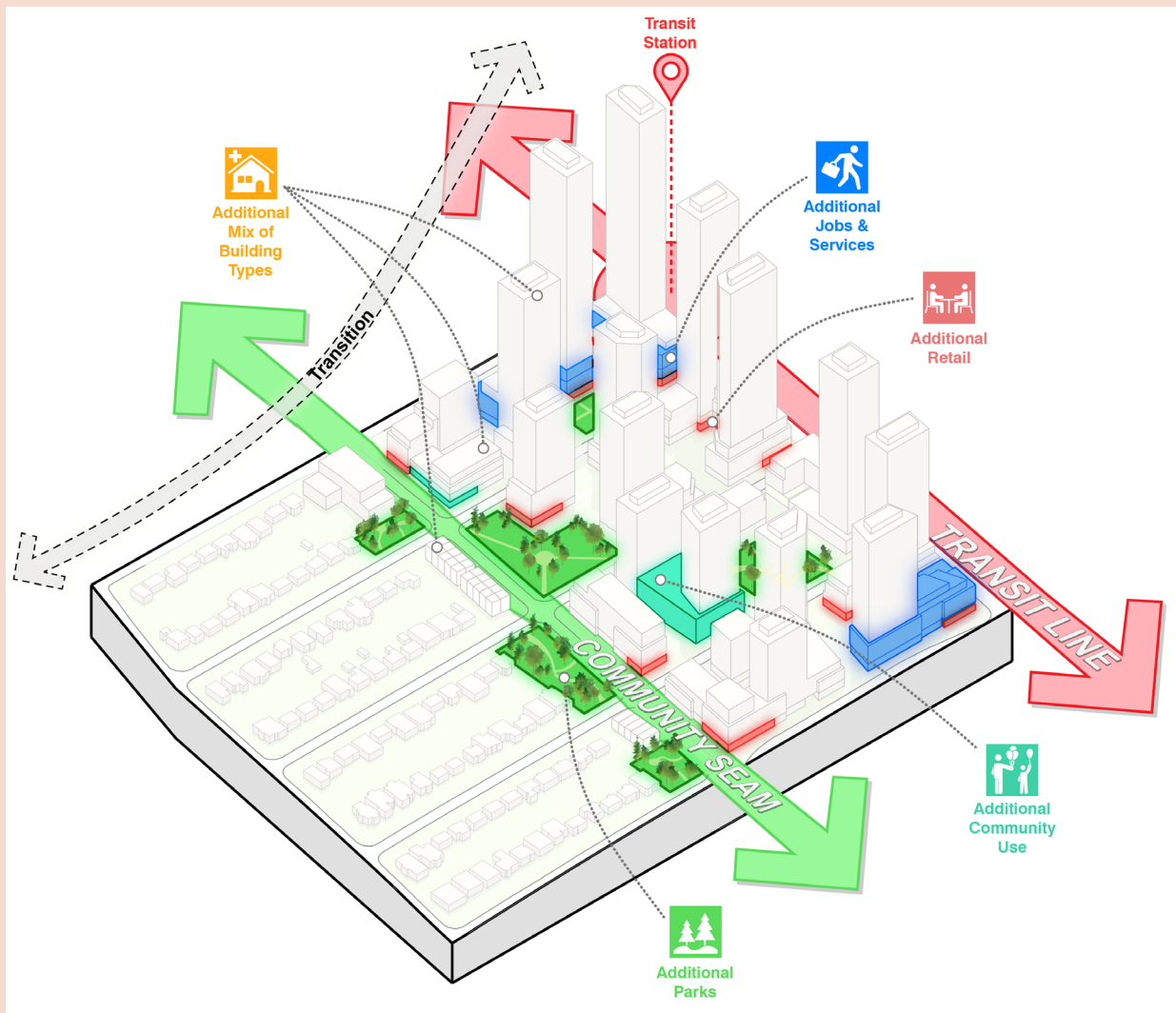


Figure 123. Illustration demonstration the potential benefits of thoughtful expansions to the Secondary Plan Area.

Expanding the Secondary Plan Boundary creates additional opportunities to deliver public benefit at grade – including consolidated parks, increased open space connections, and community facilities – as well as additional opportunities for non-residential uses and diverse housing, including affordable alternatives. The deliberate expansions can also support improved built form transition between areas experiencing significant development and established low-rise neighbourhoods.

5.0 Emerging Concept And Directions

EMPLOYMENT LANDS

- To provide land use direction, support their long-term viability, and deliver public benefit, the Preliminary Secondary Plan Area has been extended to include the entire **Employment Lands** between Yonge Street and Henderson Avenue.
- The permitted uses within the **Employment Lands** will be expanded to reduce barriers to delivering a variety of non-residential uses, support amenities that attract and retain businesses, and enhance community value for current and future residents.

POTENTIAL INTENSIFICATION AREA

- Those portions of the **Employment Lands** closest to transit (within 500 metres) are identified as **Potential Intensification Areas**, where employment conversions may be considered subject to a criteria-based evaluation framework that aligns with City priorities (e.g. job replacement and/or the delivery of community facilities, consolidated open space, or affordable house).

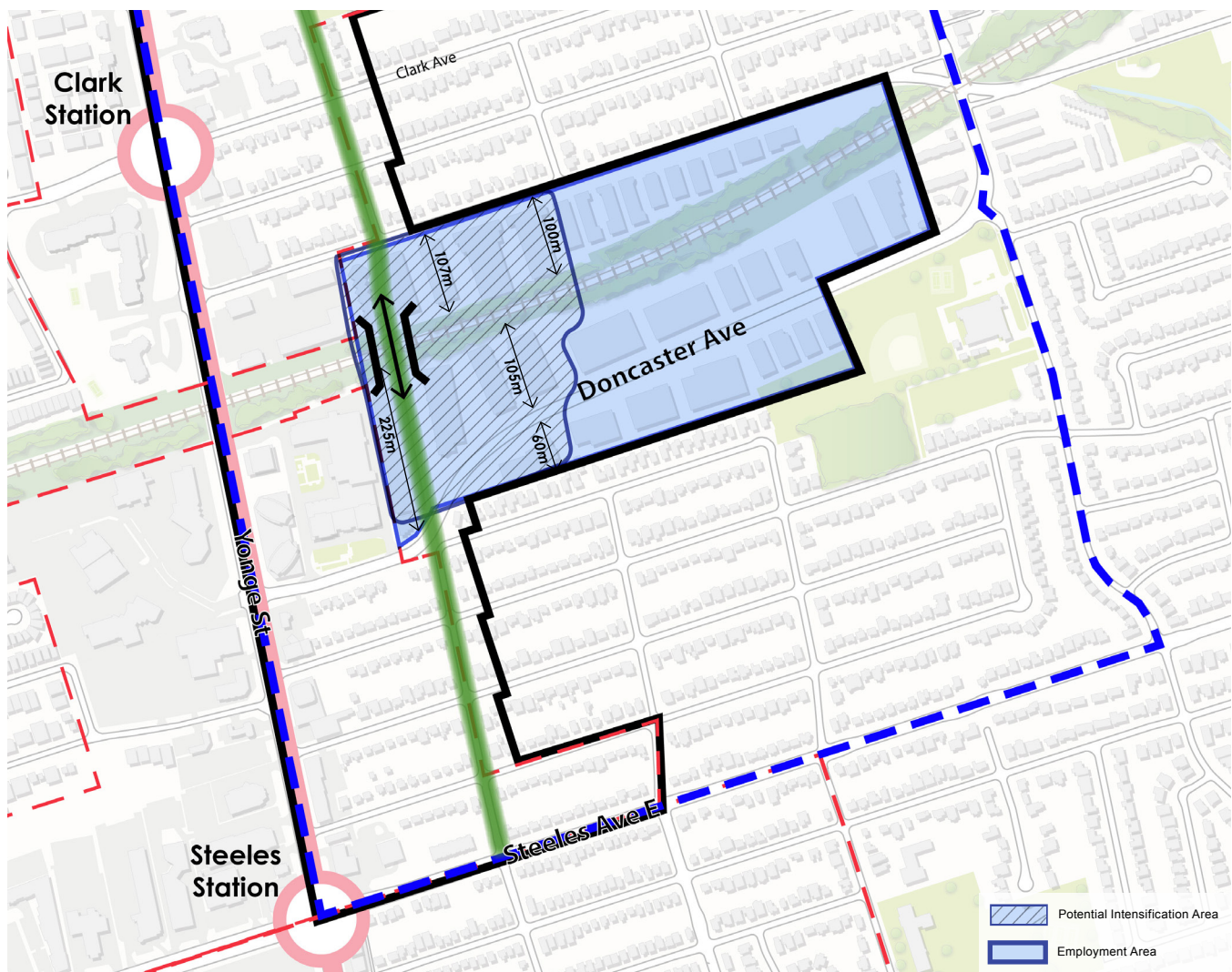


Figure 124. Portions of the Employment Lands closest to transit, with the greatest lot depth, have the potential for intensification subject to the development of criteria that ensure development achieves City priorities.

5.2 Emerging Concept & Directions

This section outlines a series of Emerging Directions influenced by the background review and feedback received through the engagement to date. Where appropriate, the directions are paired with Emerging Concept illustrations and precedent images to clarify intent. These Emerging Directions are presented for comment and engagement. Through engagement with the community, and collaboration with City Staff and other commenting agencies, these Emerging Directions will be refined into policies.

The following characterizes the Emerging Concept and Directions for the Preliminary Secondary Plan Area:

- A mix of land uses characteristic of complete communities, including a broad spectrum of housing options in terms of tenure, affordability and form; at-grade animating retail and service amenities; and non-residential employment uses – generally focused adjacent to transit and/or within the **Employment Lands**.
- Identification of three **Opportunity Sites**, to be redeveloped as high-density, mixed-use developments organized around Signature Parks, collaboratively designed to create community gathering spaces and place of connections.
- Identification of at least one opportunity for a vertically integrated community facility (school, recreation facility, library, etc.) within each station area. *(Note: The location and use of future community facilities will be the subject of future study and refinement).*
- Reimagining of the **Employment Lands** to support a broader range of community- and employment-oriented uses, with potential opportunities for intensification which align with City priorities *(Note: The Preliminary Secondary Plan has been extended to include the entire Employment Lands).*
- A distribution of heights for new development ranging from high-rise buildings concentrated along Yonge Street, with the tallest building elements focused near transit stations, down to mid-rise and stacked townhouse development adjacent to the **Areas of Continuity**.
- A variety of built form typologies, including innovative built form approaches that advance sustainability ambitions while appropriately framing the public realm and supporting comfortable at-grade experiences.



Figure 125. Community service facilities, including schools, community centres, and daycares, can be co-located within podiums to facilitate convenient access.



Figure 126. Street trees and planting can provide beautification and visual intrigue, promote active mobility, enhance safety, and contribute to biodiversity and stormwater management.

5.0 Emerging Concept And Directions

- Reimagining of Dudley Avenue as the **Dudley Community Seam**, a pedestrian and micro-mobility priority corridor, lined with mid-rise development and consolidated open spaces that reinforces the **Area of Transition** between **Areas of Change** and **Areas of Continuity**. (Note: A limited easterly extension of the Preliminary Secondary Plan boundary has been proposed along the eastern extent of Dudley Avenue).
 - The addition of approximately of new parks consolidated along the new **Dudley Community Seam** or as expansions to existing/planned parks.
 - Improvements and enhancements of existing parks and open spaces throughout the corridor to increase their usefulness and amenity, improve their environmental functions, and deliver increased value to established and incoming residents.
- A policy framework that encourages innovation in public space and built form by supporting greater flexible design standards where it can be demonstrated that it advances City and community priorities such as resilience, employment growth, innovation, affordability, healthy community, and increased community amenity.

The Emerging Directions have been generally organized into the categories used throughout engagement: Parks and Open Space; Mobility and Streets; Land Use and Amenity; and Built Form and Density. The inclusion of Sustainable Infrastructure and Implementation provide additional direction related to sustainable and feasible development.



Figure 127. Seating and canopies can create comfortable public spaces for pedestrians to occupy during all seasons.



Figure 128. Existing streetscapes can be redesigned to place a greater emphasis on community function.

PARKS AND OPEN SPACES

The Yonge Corridor should be supported by new and improved parks and open spaces of various sizes, programs and characters. New parks and open spaces are anticipated to be consolidated along the **Dudley Community Seam**, complemented by investment in and expansion to existing parks to improve amenity and program flexibility. This combination of new urban parks and existing park enhancements will contribute to the diversity of open space offerings along the corridor. The accessibility and use of open spaces is expected to be complemented by improved open space connectivity (see *Mobility and Streets* section below). Engagement participants acknowledged the importance of delivering diverse open spaces, reinforcing that even through consolidation, new parks within the Preliminary Secondary Plan Area are likely to be smaller, but should still be designed to contribute a mix of ecological, recreational, cultural and social experiences.

Across all elements of the public realm (parks, open spaces, streets), participants indicated strong support for additional green amenities and opportunities to improve neighbourhood health and resilience, support biodiversity, and advance climate change adaptation—including through expansion to the urban tree canopy, the prioritization of indigenous or adaptive species, and the implementation of green infrastructure such as rain gardens or bio-swales.

To achieve this parks and open space vision and address community priorities, the following Emerging Directions are advanced for consideration and refinement:

- Design and deliver urban park spaces that are animated by adjacent uses, include diverse passive and recreational programs, are integrated within the broader active mobility network, and incorporate flexible design features that respond to various user needs. The design and delivery of parks should have regard for City of Markham strategies and policies.
- Enhance usability and flexibility of existing parks by prioritizing and directing off-site park contribution to parcels abutting existing parks within the Preliminary Secondary Plan Area and adjacent neighbourhoods. Prioritize sites adjacent to Barney Danson Park, Grandview Park, Henderson Avenue Public School, and Pioneer Park for consolidated parks, open spaces, and community facilities.



Figure 129. Image of Grandview Park. Investments in existing parks can enhance usability and enjoyment for residents.

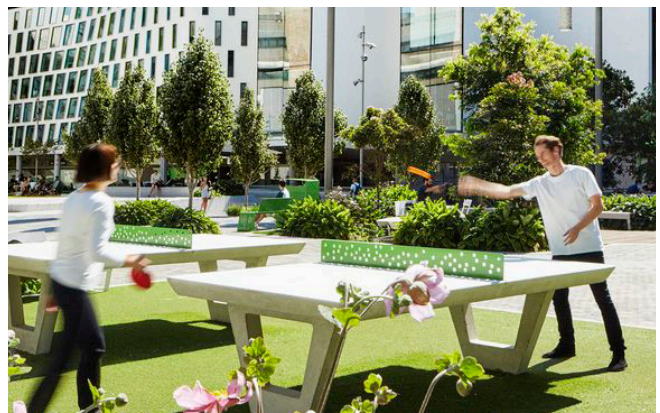


Figure 130. Underutilized or vacant open spaces can be programmed with a variety of all-season activities.

5.0 Emerging Concept And Directions

- Direct on and off-site parkland contributions to parcels along the **Dudley Community Seam** to serve existing and future community residents and support a gradual built-form transition between established and emerging communities.
- Direct fees accrued in-lieu of parkland towards improvements to existing parks, playgrounds, and facilities within the Preliminary Secondary Plan Area, with the specific intention of increasing access to modern amenities, which could include but are not limited to water fountains, washrooms, improved playgrounds, and off-leash dog parks, where feasible and appropriate.
- Encourage the development of an urban-format, Signature Park within each Station Area, incorporated into design of **Opportunity Sites**.
 - Signature Parks should be designed as character-defining community gathering spaces, distinct from the current open space offering within the Study Area, with designs that elevate the spaces as local destinations.
 - The design of Signature Parks should advance through a collaborative process, which includes engagement with City Staff and the surrounding communities.
- Require the delivery of a Signature Park as a condition of the comprehensive redevelopment of **Apartment Neighbourhoods**.
- Encourage the development of additional open spaces that enhance and contribute to the connectivity and programming of the parks and open space network. The design of additional open spaces should be recognizable as public to all user groups.
- Consider innovative approaches to delivering high-quality open spaces which increase amenity, address long-term maintenance and infrastructure requirements, and support collaboration between adjacent landowners and the City (including opportunities for cost-sharing or master parkland agreements between adjacent landowners).
- Consider opportunities to integrate small-scale economic development activities along park frontages or within intentionally defined and designed portions of larger parks and open spaces.
- Improve connections to natural amenities within and adjacent to the Preliminary Secondary Plan Area and explore long-term partnerships enabling linkages and access to the ravines.



Figure 131. Play structures can be integrated into open spaces to allow for use by a wide range of ages.



Figure 132. Community facilities and pavilion structures can support parks as places to gather.

5.0 Emerging Concept And Directions

- Integrate ecologically appropriate designs that support natural heritage features and existing natural areas through ecological restoration and wildlife habitat restoration, particularly within the Grandview Park woodlot, John Honsberger Field, and Pomona Mills Meadows and Woodlots.
- Identify and, where appropriate, implement investments that align with City of Markham's Natural Heritage Management Priorities.
- Explore long-term opportunities to potentially improve public access across or around the Ladies' Golf Course, and to school sites within the Preliminary Secondary Plan Area and the broader context.
- Encourage the deployment of Green Infrastructure and Low Impact Development features within parks and open spaces to support the corridor's stormwater management requirements, manage water runoff, and mitigate the impacts of climate change.

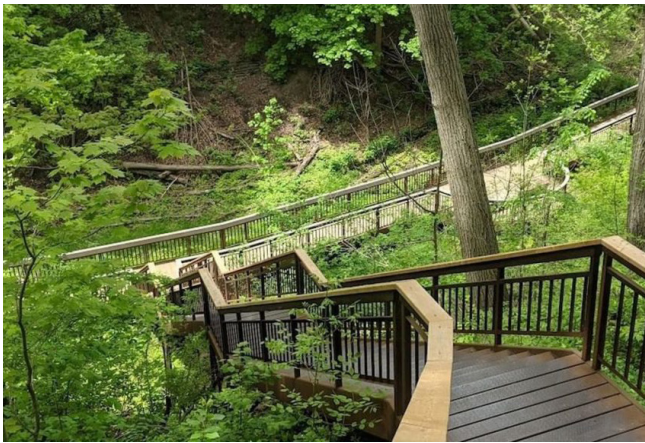


Figure 133. The valley system provides a unique element of the open space network that can be leveraged for passive recreation.



Figure 134. Streets can include landscaping or green infrastructure to support stormwater management.

5.0 Emerging Concept And Directions



Figure 135. 2-D Illustration of the Emerging Parks and Open Space Concept. (Note: This diagram should be read alongside the Emerging Directions. The location of all parks within the Secondary Plan Area have not been identified).

MOBILITY AND STREETS

The YNSE will enhance transit connectivity between the Corridor and the broader region, enabling growth and development. To support existing and future residents and visitors, the Secondary Plan will prioritize investments that expand mobility choices, making it easier and more convenient to travel within and between Corridor communities. Paired with a land use strategy that makes amenities and services more readily available within communities, the Secondary Plan will improve overall livability.

The Secondary Plan will ensure communities along the Corridor are supported by improved east-west connectivity, between neighbourhoods and the future stations, and various north-south options that comfortably connect communities along its length, particularly for pedestrians and micro-mobility users. The Corridor will also be supported by a Yonge Street that is more comfortable for all modes, with a public realm that reflects its urbanizing identity. The development sparked by incoming transit investments will consider opportunities to limit automobile traffic impacts on adjacent communities and incorporate design strategies that limit congestion, while improving east-west connectivity for pedestrians and micro-mobility users.



Figure 136. Protected bike lanes can be integrated into existing roadways to improve safety.

This vision aligns with the engagement feedback received to date. Engagement participants articulated the need for improved connectivity throughout the broader Study Area. Participants highlighted the need for improved east-west micro-mobility and pedestrian connectivity between neighbourhoods and the stations, and a safer alternative to Yonge Street for active modes. Participants also acknowledged the need to anticipate and mitigate neighbourhood infiltration and potential parking overflow surrounding future stations.

To advance this mobility strategy, the following Emerging Directions are advanced for consideration and refinement:

Yonge Street:

- Design Yonge Street to prioritize the safety of vulnerable road users, including pedestrians, cyclists and other micro-mobility users, ensuring it serves people of all ages and abilities, coordinating with streetscaping improvements planned by York Region.
- To serve the needs of rapidly urbanizing communities along its length, the design and character of Yonge Street should evolve to balance vibrancy ambitions with its functions as a regional connection.
 - South of Royal Orchard Station, the design of Yonge Street should reflect the character of the ravine system where the two intersect, by featuring more generous planting and green infrastructure.
 - Within the Thornhill HCD, the design of Yonge Street should be influenced by the intended village character, and public realm improvements should have regard for section 5.9 of the Thornhill HCD Plan.
- The implementation of transit improvements and the design of ROWs adjacent to stations should consider the requirements for bus stops, pick-up and drop-off facilities, and waiting areas outside stations.

Dudley Community Seam

- Design the re-imagined **Dudley Community Seam** as a pedestrian- and micro-mobility-priority street with generous landscape, such as green buffers and areas of bio-diverse planting.
- The **Dudley Community Seam** will include interventions that discourage traffic infiltration and reduce vehicular speeds. A variety of design interventions that promote the safety of vulnerable road users may be considered, including dedicated facilities for each user or innovative shared-street approaches.
- Consider implementing the **Dudley Link** active mobility overpass across the rail corridor to connect Dudley Avenue north-south and offer a more pedestrian- and micro-mobility-oriented alternative to Yonge Street. *[Note: Alternative alignments of the overpass may be considered through revisions to the Emerging Concept].*

Connectivity:

- Strengthen and improve east-west connectivity to and from the stations for active transportation and transit users by exploring opportunities to:
 - Rebalance Royal Orchard Boulevard, Clark Avenue and Doncaster Avenue as complete streets – delivering dedicated pedestrian and micro-mobility infrastructure and accommodating public transit – without expanding the municipal ROWs.
 - Establish a secondary tier of east-west connections for active mobility users through existing open spaces (parks, schoolyards) and along quieter, local neighbourhood streets (Bay Thorn Drive, Elgin Street, Glen Cameron Road, Grandview Avenue, and Woodward Avenue).

- Limit Morgan Avenue to local traffic, public transit, and active mobility to support the functionality of the network for local trips while discouraging through traffic.
- Enhance the design of crosswalks and consider opportunities to introduce additional mid-block crossings to improve pedestrian and micro-mobility user safety and connectivity.
- Improve north-south pedestrian and micro-mobility connectivity into and outside the Preliminary Secondary Plan Boundary by developing dedicated pedestrian and micro-mobility infrastructure along Henderson Avenue.
- Explore partnership opportunities to create linkages between Pomona Mills Park and Royal Orchard Park.
- Deliver incremental mid-block connections at the time of redevelopment within **Yonge Street Neighbourhood Blocks** to support finer-grain connectivity and accommodate servicing requirements. Mid-block connections should be designed to ensure the accessibility and safety of pedestrians and micro-mobility users.



Figure 137. Laneways, pedestrian paths, servicing areas, and other mid-block connections can be designed to support the pedestrian experience and contribute to a finer-grain and human-scale mobility network.

5.0 Emerging Concept And Directions

- Deliver incremental mid-block connections as a condition of **Apartment Neighbourhood** infill development, to enhance pedestrian and micro-mobility connectivity and wayfinding through larger development parcels. Mid-block connections should be designed to ensure the accessibility and safety of pedestrians and micro-mobility users.
- Require the completion of appropriate mobility studies as a condition of a comprehensive redevelopment of an **Apartment Neighbourhood**. These studies should assess the transportation impacts of redevelopment and demonstrate reintegration of the site within the surrounding context to enhance the mobility network.
- Include more generous building setbacks and provide additional open spaces at key destinations to create opportunities for micro-mobility hubs that can improve first- and last-mile connectivity. Key destinations may include but are not limited to transit stations, parks, and community facilities.

Transit Infrastructure Design:

- Encourage the integration of transit infrastructure into the design of future development. Design of transit facilities and

infrastructure should preserve opportunities for overbuild or vertical integration and minimize the potential impacts of station ventilation on future development and the public realm.

- Design transit facilities and infrastructure to create mobility hubs that efficiently and effectively connect riders with a range of mobility options within compact and consolidated facilities.

Automobile Parking Management:

- Adopt automobile parking management strategies within 800 metres of the stations to control on-street automobile parking, manage pick-up and drop-off, and optimize curb space.
- Encourage innovative approaches to parking delivery to minimize the overall supply of parking, such as shared parking between land uses or enabling off-site parking solutions between development parcels.
- Implement innovative approaches to curbside management, including the identification of delivery and/or drop-off zones, dynamic curbside pricing, off-peak delivery incentives, and the creation of parcel delivery hubs.



Figure 138. Bridges can provide a great way for pedestrians and micro-mobility users to cross major obstacles.



Figure 139. The corridor should accommodate “first and last mile” solutions such as bike share station and bicycle storage.

5.0 Emerging Concept And Directions

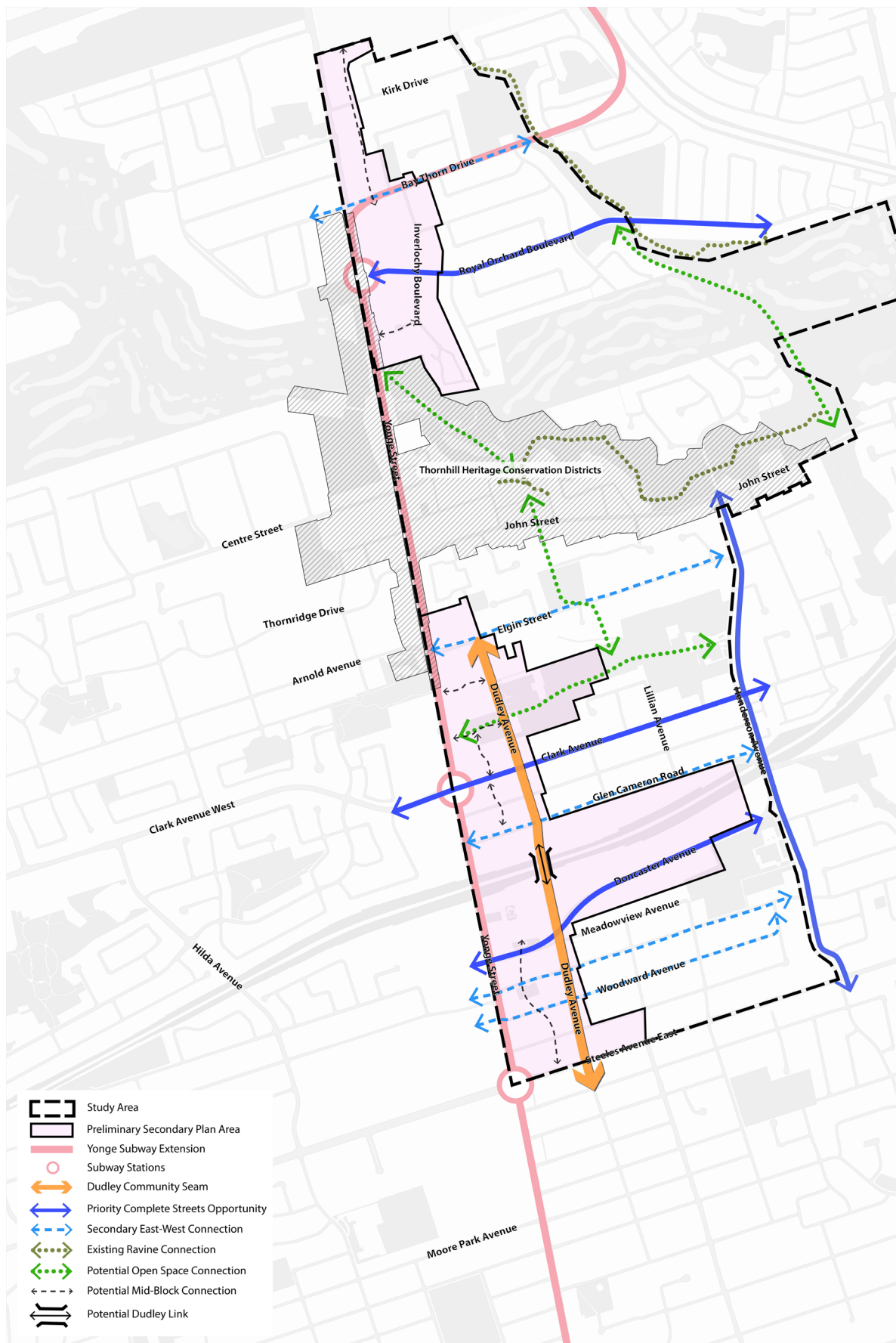


Figure 140. 2-D Illustration of the Emerging Mobility and Connectivity Concept. (Note: This diagram should be read alongside the Emerging Directions).

LAND USE AND AMENITIES

The Secondary Plan will leverage transit investment to transform the Corridor into a series of complete, connected communities where residents enjoy convenient access to their daily needs. It should be defined by a mix of land uses, including residential development with options across the spectrum of affordability, retail and services, and areas of employment. These communities should also be supported by community facilities and parks (see *Parks and Open Spaces* section above).

Consistent with this vision, engagement participants indicated a clear preference for mixed-use development that would increase the amenities, jobs and services available on the Corridor. Though Yonge Street's role as an essential commercial corridor was understood, participants recognized the potential challenges of transforming the wide and high-trafficked street into an inviting setting for fine-grained, urban retail. As such, participants recommended allowing small-scale and neighbourhood-serving stores on side streets. There was a clear interest in expanding access to community facilities along the Corridor, improving or modernizing the programming within existing facilities, and increasing employment opportunities.

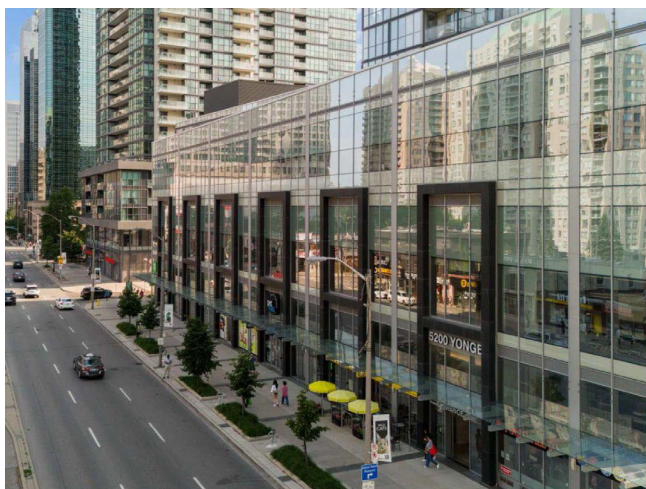


Figure 141. Integrating non-residential uses can make it easier for people to live and work within the community without having to travel far.

To achieve this land use vision for the Corridor, the following Emerging Directions are advanced for consideration and refinement:

- Support mixed development throughout the **Areas of Change** and **Areas of Transition**, encouraging residential intensification, at-grade animating retail and service amenities, and non-residential and job-creating uses where feasible.
- Accommodate a range of housing options, including diverse forms and tenures from across the spectrum of affordability.
- Require a mix of active at-grade uses (including retail, services, residential and non-residential lobbies) along Yonge Street, and encourage a variety of retail sizes to support a variety of businesses.
- Develop **Opportunity Sites** with at-grade retail and other non-residential uses animating Signature Parks
- Encourage local serving, at-grade commercial uses, and amenities on east-west connections between Yonge Street and Dudley Avenue, Yonge Street and Inverlochy Street, as well as adjacent to parks and open spaces.



Figure 142. Inviting retail and commercial spaces, such as coffee shops, can be informal workspaces as well as important gathering spaces.

5.0 Emerging Concept And Directions

- Identify opportunities for urban format community services and facilities integrated within mixed-use development, primarily along the **Dudley Community Seam** or adjacent to transit stations, to meet the needs of current and future residents.
- Require a base level of flexible non-residential density on parcels immediately adjacent to transit; potential uses include office, services, co-working spaces, grade-related retail, creative space, and community space. *[Note: The Emerging Concept achieves a non-residential FSI of 0.5 on blocks adjacent to transit. Opportunities to increase the level of non-residential intensification will be considered through refinement to the Emerging Concept and Directions]*
- Explore an approach to mitigating displacement of existing residents as a condition of the comprehensive redevelopment of **Apartment Neighbourhoods**.
- Consider incentives that improve the viability of delivering non-residential uses, community facilities, affordable housing, additional open spaces, and other uses that align with city- and community-identified priorities. Incentives may include but are not limited to fast-tracked approval timelines or scoped approval processes, relief from development charges or application fees, relief from policy requirements related to community benefits, alternative tax regimes, or other forms of grants and subsidies. *[Note: The types and impacts of incentives will be tested in the next phase of work through detailed proforma analysis and will inform refinements to the Emerging Concept and Directions].*



Figure 143. Locating flexible office spaces, including co-working spaces, near transit can encourage more sustainable travel behaviour.



Figure 144. Community spaces can be integrated into higher-density development to put more people within close proximity to these facilities while making more efficient use of land.



Figure 145. Public libraries can serve an important community function.

5.0 Emerging Concept And Directions

Supporting this mixed-use vision for the Corridor is an employment strategy that considers the its relationship to other employment centres in the City and region. The demand for non-residential space has fallen across the region and is increasingly being focused within established employment centres. The Yonge Corridor fits within a broader ecosystem of developing centres in Markham (Langstaff Gateway, Markville, and Milliken Centre), all of which will evolve as unique places with distinct land use identities. While Markham Centre is regarded as a key employment hub within the Greater Toronto Area, with an emphasis on corporate businesses in technology, finance and professional services, the Yonge Corridor is a developing centre with an evolving employment identity. Over time, it will grow into a transit-oriented and complete community, with a focus on addressing local amenity and service needs and providing space for less established businesses seeking affordable alternatives to Class A offices. To advance this employment strategy, the following Emerging Directions have been prepare for consideration and refinement:

- Encourage non-residential development throughout the Corridor by enabling a mix of uses throughout the **Areas of Change** and **Areas of Transition**.
- Support work-from-home by animating the public realm and increasing the availability of amenities, services and facilities within walking distance of growing/established neighbourhoods.
- Require the delivery of flexible non-residential space at strategic locations throughout the Preliminary Secondary Plan Area, particularly adjacent to transit, focusing on new forms of employment such as maker spaces and creative industries. *[Note: The Emerging Concept achieves a non-residential FSI of 0.5 on blocks adjacent to transit. Opportunities to increase the level of non-residential intensification will be considered through refinement to the Emerging Concept and Directions].*

- Liberalize the permitted uses within the **Employment Lands** to reduce barriers to intensifying the variety of non-residential uses and support the growth of amenities that can attract and retain businesses.
- Develop a criteria-based approach to evaluating the potential mixed-use intensification of those portions of the **Employment Land** closest to transit. The criteria should clarify City requirements/priorities (job replacement and/or the delivery of community facilities, consolidated open space or affordable housing) and provide clear direction for future developers considering conversion.
- Consider incentives that improve the viability of delivering non-residential uses, such as fast-tracked approval timelines or scoped approval processes, relief from development charges or application fees, relief from policy requirements related to community benefits, alternative tax regimes, or other forms of grants and subsidies.

This approach will enable a desirable level of neighbourhood vibrancy and community amenity, contributing to the Corridor's livability while reflecting the market factors that limit opportunities for significant employment. *[Note: As the policies for the YCSP are advanced throughout the next stage of the project, the Project Team will work with Staff to best implement these directions in the context of an evolving policy framework].*



Figure 146. Flexible non-residential space such as maker space can help to support local job growth in innovative industries.

5.0 Emerging Concept And Directions

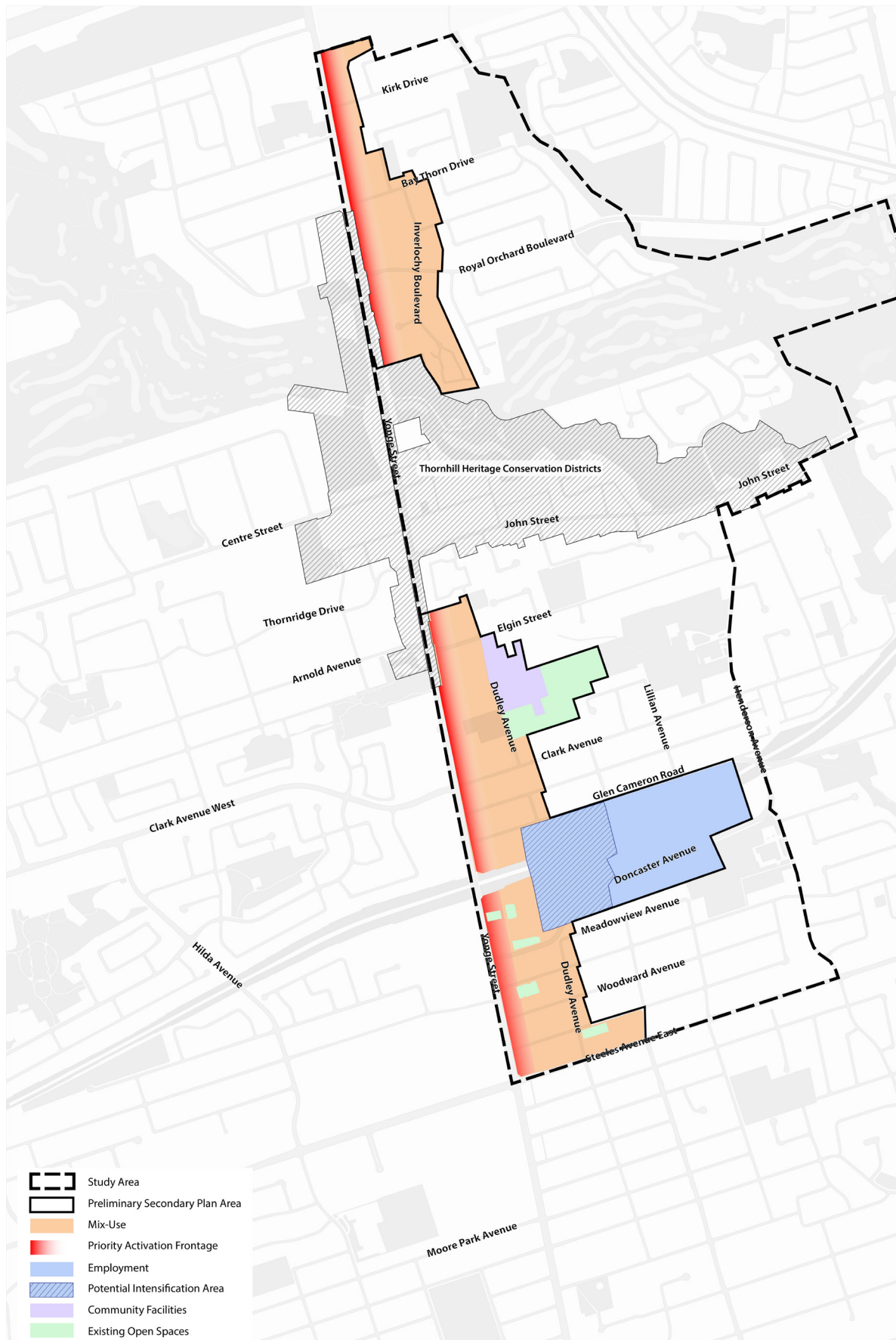


Figure 147. 2-D Illustration of the Emerging Land Use Concept. (Note: This diagram should be read alongside the Emerging Directions. The locations of all future open spaces have not been identified).

BUILT FORM AND DENSITY

The Yonge Corridor is emerging as a new growth centre within the region. The Secondary Plan will reinforce this direction, supporting a variety of built form typologies: high-rise development that takes advantage of proximity to transit and responds to the emerging context, as well as mid-rise and lower-scale development that supports the perceptible transition to established neighbourhoods. This vision is consistent with engagement feedback. Engagement participants acknowledged the need for transit-oriented density adjacent to transit. Still, many articulated a clear expectation that built-form transitions be required to ensure future development integrates alongside established neighbourhoods, including the Thornhill HCDs. Participants also acknowledged an interest in a greater diversity of building types and strategies to ensure an appropriate relationship between built form and the public realm.

The following Emerging Directions are intended to shape the built form and development that takes place along the corridor and achieve this broader vision:

- Encourage a mix of building types and heights throughout the Preliminary Secondary Plan Area.
 - The scale and configuration of buildings should respond to the planned/emerging context in both areas of change and stable areas.
 - Encourage alternative built form approaches, standards, and typologies that contribute to or advance Secondary Plan priorities related to economic, environmental and community development.
 - Encourage built form diversity and support alternatives to tower/podium typologies that unlock additional at-grade public realm opportunities and contribute greater visual interest.
- Development within the Thornhill HCDs will take direction from the relevant HCD Plan.
- The tallest buildings within the **Yonge Street Neighbourhood Blocks** should be at or adjacent to Yonge Street, with peaks at the transit stations, per the Emerging Concept Height Schedule.



Figure 148. Taller ground floor heights can offer the opportunity to retail and employment use to relate better with the public realm.



Figure 149. A combination of open space, public amenities and a mix of low to high built form typologies can help transition between areas of higher density and established neighbourhoods.

5.0 Emerging Concept And Directions

- Incremental intensification within **Apartment Neighbourhoods** is encouraged, where appropriate separation distances can be maintained.
- Buildings should be massed to support the spatial definition of streets and open spaces and articulated to reinforce a pedestrian scale at their lower levels. The design of tall buildings should incorporate design interventions that mitigate unsafe or uncomfortable impacts on the public realm, including shadow impacts, overlook, and unacceptable at-grade wind conditions.
 - Setbacks may be used to provide transition/buffer between the private and public realm while also offering flex space for seasonal outdoor uses.
- Support mid-rise development and intensification along both sides of Dudley Avenue to provide a more gradual transition between **Areas of Change** west of Dudley and **Areas of Continuity**. Buildings should demonstrate a transition in height between the tallest buildings along Yonge Street and adjacent to the stations towards **Areas of Continuity**.
- Design approaches and interventions, such as consistent datum lines, responsive setbacks or stepbacks, and sensitive built form separation distances, may be considered.
- Development adjacent to the HCDs will have regard for and consider the direction within the HCD Plans, including through side yard setbacks that maintain the “pavilion” character of buildings within the HCD.
- Buildings and their below-grade elements should be setback sufficiently to support the development of a generous public realm, with expanded tree canopy.
- Encourage the deployment of Green Infrastructure and Low Impact Development across development to support stormwater management requirements, manage water runoff, and mitigate the impacts of climate change.
- Encourage development to incorporate environmentally sustainable strategies that reduce Green House Gas (GHG) emissions and support climate resilience.



Figure 150. Canopies and materials are two ways a building can open and protect the public realm, contributing to a sense of place.



Figure 151. Mid-rise buildings can help transition with stepbacks to and mitigate shadowing, adverse winds and overlook.

5.0 Emerging Concept And Directions

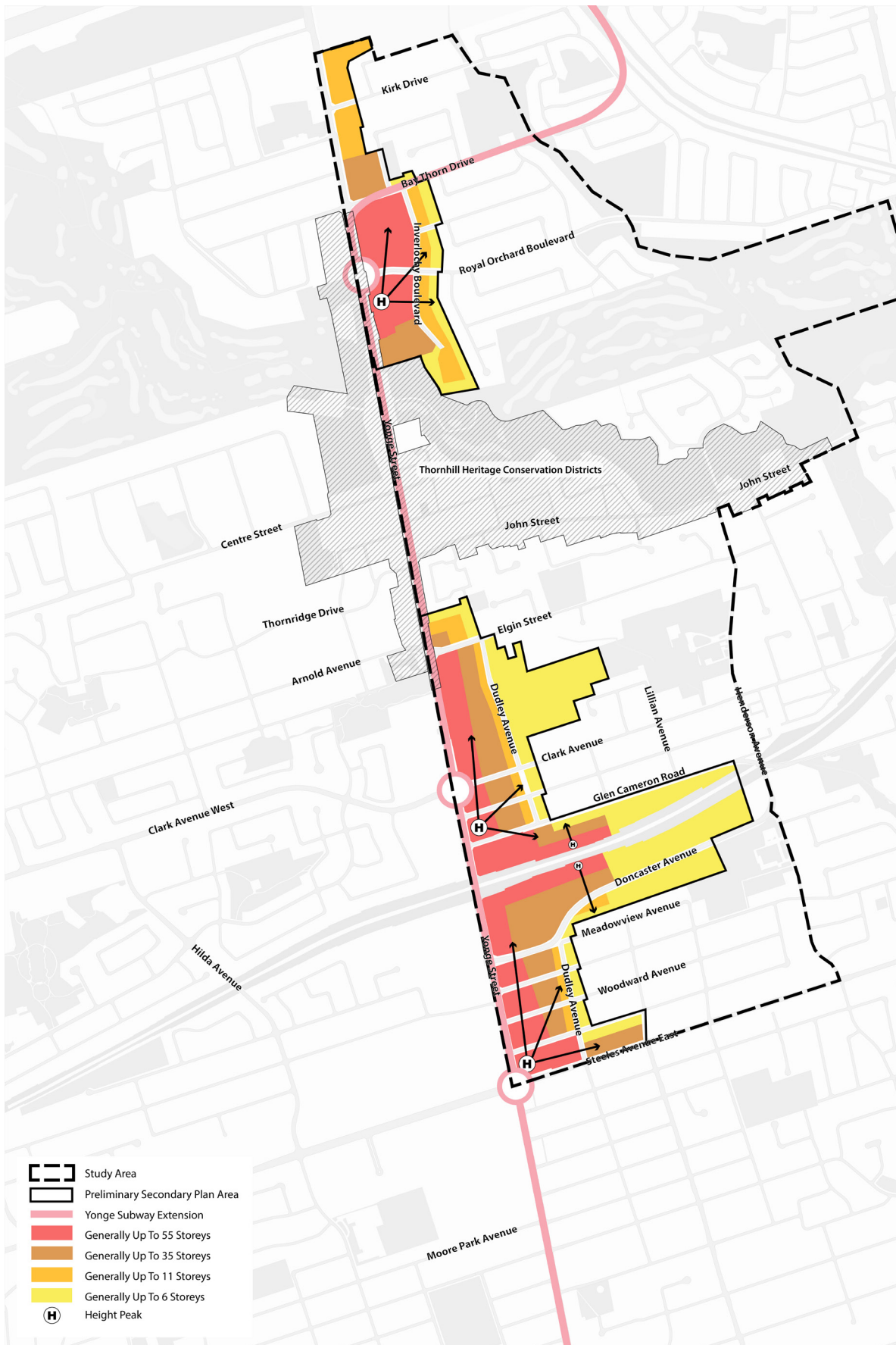


Figure 152. 2-D Illustration of the Conceptual Approach to Height Distribution. (Note: This diagram should be read alongside the Emerging Directions).

SUSTAINABLE INFRASTRUCTURE

The YCSP will encourage sustainable approaches to infrastructure delivery that are resilient and responsive to the changing climate, and where possible, limit the extent of GHG emissions. The following Emerging Directions guide the delivery of servicing infrastructure:

- Deliver water, stormwater and sanitary sewer infrastructure required to service development in a timely manner, commensurate with growth and development. All developments shall be serviced by and connected to municipal water and wastewater systems with target levels of service in accordance with City of Markham's engineering design criteria and the sewer evaluation criteria.
- Advance an approach to phasing that ties development to the efficient delivery of appropriate infrastructure and minimizes disruption to residents and businesses, to the extent possible.
- Deliver mobility network improvements required to support development in a timely manner, commensurate with growth and development.
- Encourage the development of low-carbon energy solutions and the use of decentralized on-site renewable energy to reduce overall GHG emissions and manage peak demand.
- Deliver improvements that mitigate flood risk within the flood hazard limits along the **Dudley Community Seam** prior to intensification and redevelopment.
- Encourage the deployment of Green Infrastructure and Low Impact Development throughout the Corridor to support stormwater management requirements, manage water runoff, mitigate the impacts of climate change, and support neighbourhood resilience.

IMPLEMENTATION

The YCSP will set out the long-term plan for the Yonge Corridor. To achieve this plan and vision, implementation instruments will be required that ease the transition between its current character and eventual condition as a mixed-use and complete community. These implementing policies and strategies should provide clarity to City Staff and the broader community regarding the phasing of development, and minimize barriers to achieving City and community priorities. Given the evolving provincial legislative context, these Emerging Directions will also need to be supported by policies that align with Provincial direction, while using implementing mechanisms that can achieve the desired outcomes related to complete community.

The YCSP's vision of complete, connected communities will be achieved over a period of several decades. Over this period, innovations and transformations that take place across a variety of sectors will influence best-practices in terms of planning, design and infrastructure delivery. To ensure that the YCSP and associated implementing instruments are responsive and adaptive to this evolving context, the policy framework put forward should welcome innovation, and provide City Staff direction alongside the flexibility necessary to allow context-specific development proposals to come forward that address City priorities in unexpected ways.

The following Emerging Directions will form the basis for policies created in the Secondary Plan, ensuring development advances efficiently and effectively, while welcoming innovation :

- Creative approaches to built form, servicing, and public realm approaches that advance the Secondary Plan and City priorities related to economic, sustainability and community development.

5.0 Emerging Concept And Directions

- Update the Zoning By-law throughout the Corridor to provide enabling as-of-right permissions consistent with the vision and policy set out in the Yonge Corridor Secondary Plan, while remaining appropriately flexible to future innovations in built form and public space design.
- Encourage creative partnerships between a variety of stakeholders (City departments, community members, not-for-profits, major institutions, landowners and developers along the Corridor) to achieve City priorities as it relates to the delivery of job creating uses, community facilities, open spaces, and affordable housing.
- Anticipate rapid changes in technology, by providing guidance related to public amenity, community spaces and connectivity that is focused on desirable outcomes (e.g. increased availability and access to public indoor and outdoor space; improved outdoor and pedestrian comfort; improved integration between travel modes at mobility hubs) rather than prescriptive design solutions.

5.3 Demonstration Massing and Preliminary Output

GROWTH ASSUMPTIONS

The Emerging Concept and Directions have been illustrated using a preliminary demonstration massing to assess the policy directions and the Corridor's capacity to accommodate new people, jobs and services. The associated forecasts are being used to inform infrastructure requirements – the need for roads and water/wastewater capacity – and the need for community infrastructure, including community facilities, schools, parks and public recreation uses. The massing reflects one potential “built form and land use” response to

the Emerging Directions. It has been prepared as an input to guide further refinement and to support future technical assessment.

The underlying assumptions used to develop the preliminary demonstration massing and its population and employment forecasts are summarized below. *[Note: These detailed built form and urban design assumptions are required to prepare a preliminary massing, but they should not be misinterpreted as Emerging Directions for inclusion in the Yonge Corridor Secondary Plan.]*

| Relevant Growth Assumptions | |
|--|---|
| <i>(Note: Not to inform Policy Directions or Secondary Plan)</i> | |
| Efficiency Ratio (GCA to GFA) | 85% |
| Residential Unit Size (GFA) | 65 m ² / 700 ft ² |
| Residential Unit Occupancy | 2 Persons Per Unit |
| Retail, Service and Community Use Occupancy | 32 m ² / job |
| Office Employment Occupancy | 18 m ² / job |
| Relevant Massing Assumptions | |
| <i>(Note: Not to inform Policy Directions or Secondary Plan)</i> | |
| Tower Separation Distance | 25 – 30 metres (based on preliminary testing of blocks fronting Yonge Street) |
| Tower Floor Plates | Assume a Gross Buildable Area (GBA) tower floor plate of 750 metres for most tall buildings. Assume a GBA tower floor plate of 800 metres for the tallest buildings. |
| Base-Building / Mid-rise Building Heights | Assume the heights of mid-rise buildings and the heights of podiums of tall buildings will correspond to the width of the abutting ROW <i>(Note: Does not assume and 1-to-1 relationship)</i> . |
| ROW Widths and Setbacks | Assume the width of the existing ROW remains consistent, but apply a setback of between 3m and 4.5m depending on the at-grade use. |

5.0 Emerging Concept And Directions

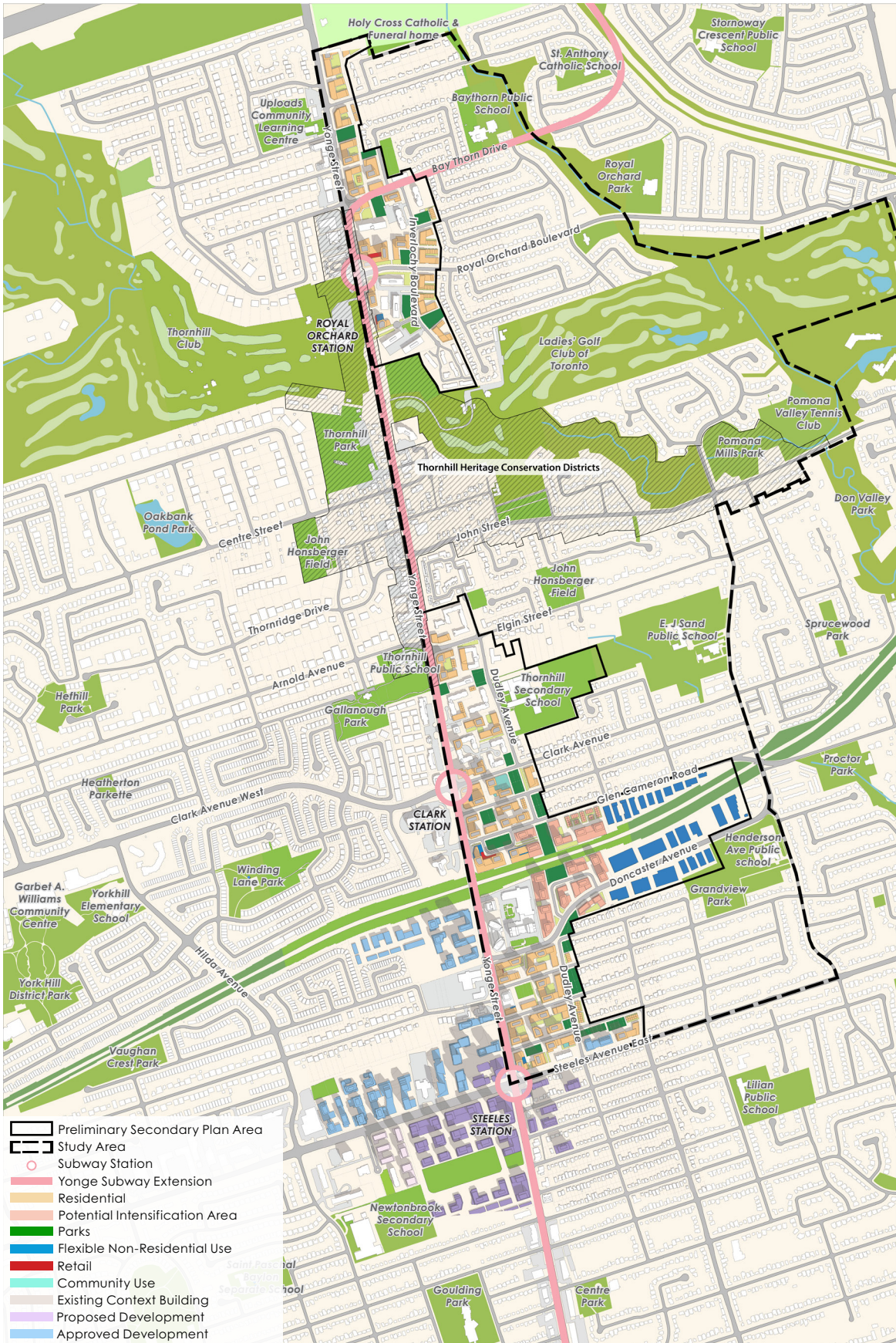


Figure 153. 2-D Illustration of the Demonstration Massing for the Emerging Concept.

5.0 Emerging Concept And Directions

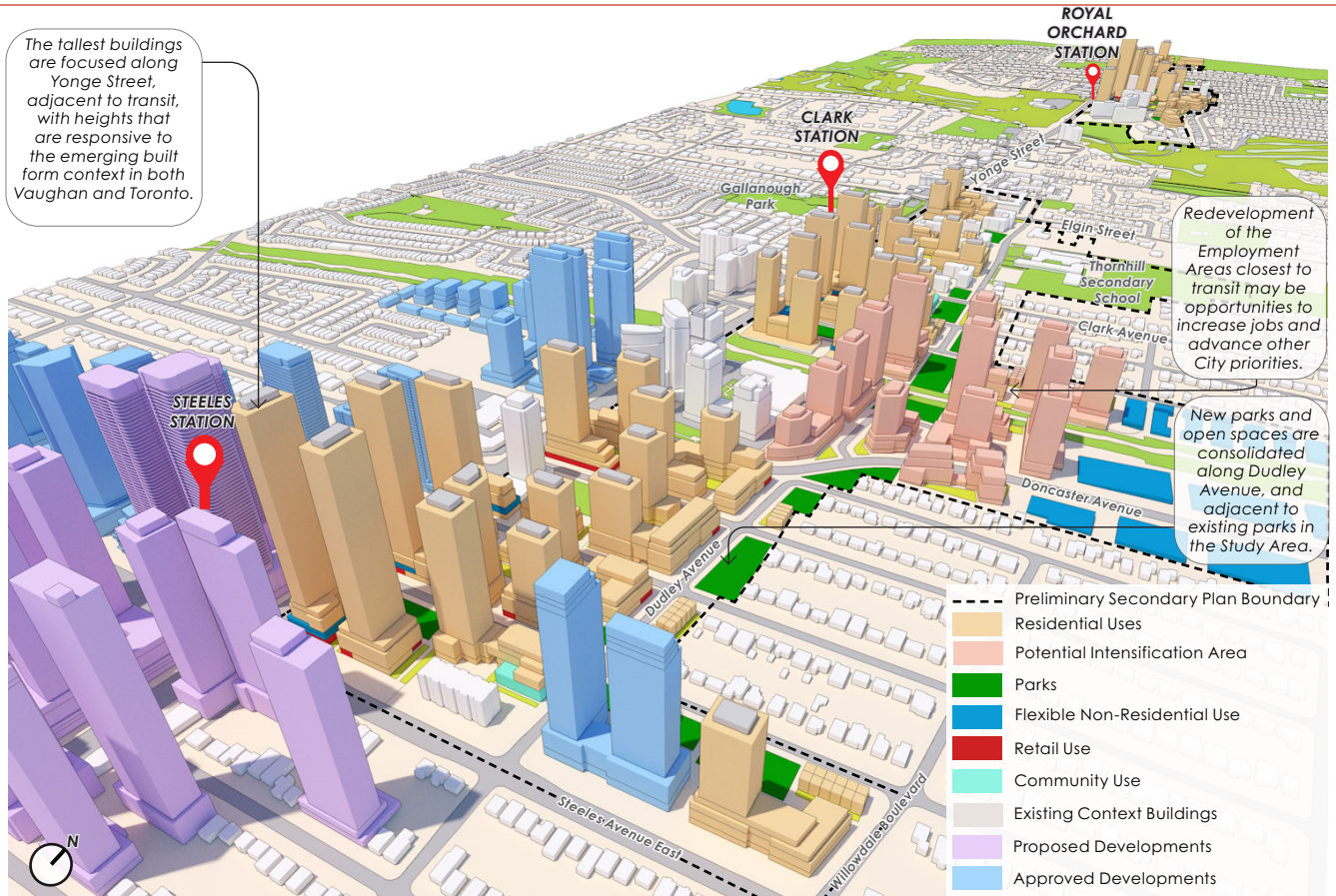


Figure 154. 3-D Demonstration Massing of the Steeles Station Area, looking north.

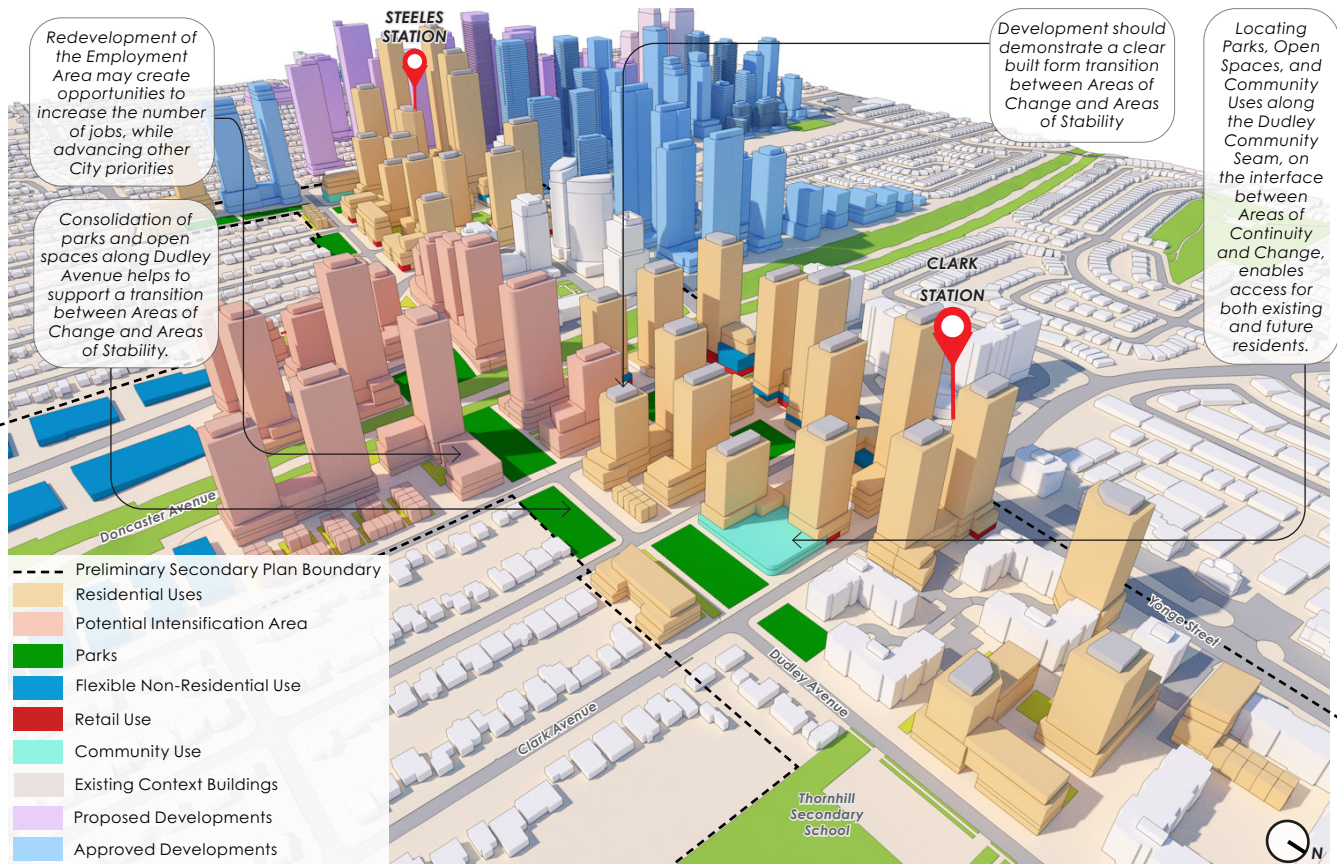


Figure 155. 3-D Demonstration Massing of the Clark Station Area, looking south.

5.0 Emerging Concept And Directions



Figure 156. 3-D Demonstration Massing of the Royal Orchard Station Area, looking north.

5.0 Emerging Concept And Directions

PRELIMINARY OUTPUT DATA

The population and employment forecasts summarized in the table below accompany the preliminary demonstration massing. These estimates are calculated using the land use composition of the preliminary development massing, informed by the Emerging Directions and the Growth and Massing assumptions described above.

As shown, the net new population and jobs within the Preliminary Secondary Plan Area is 58,700 residents and 3,800 jobs. This represents a 50% increase in employment within the development area.

| Preliminary Forecasts Based on the Preliminary Demonstration Massing | | | | | |
|--|------------------------------------|---------------|----------|-----------|-------|
| | Development Area (m ²) | New Residents | New Jobs | Residents | Jobs |
| Steeles Station Area | 139,133 | 25,240 | 760 | 25,000 | 2,250 |
| Clark Station Area | 184,420 | 19,030 | 1,260 | 18,930 | 1,220 |
| Royal Orchard Station Area | 152,686 | 14,430 | 1,120 | 14,210 | 1,120 |
| Doncaster & Glen Cameron Employment Park | 103,679 | 0 | 660 | 0 | 660 |
| Total Preliminary Demonstration Massing | 579,918 | 58,700 | 3,800 | 58,140 | 5,250 |

5.0 Emerging Concept And Directions

PRELIMINARY FACILITY ESTIMATES

The city-wide parkland provision target within the City of Markham is 1.2 ha per 1,000 residents. However, within intensification areas, the City of Markham targets 0.4 ha of parkland per 1,000 residents. To achieve a parkland provision level consistent with the city-wide target, the preliminary demonstration massing for the Emerging Concept would have to deliver 70+ hectares / 174+ acres of parkland, a total greater

than the developable area identified. To achieve a parkland provision level consistent with the target for intensification areas, the preliminary demonstration massing for the Emerging Concept would have to deliver 23+ hectares / 58+ acres of parkland, an area roughly equivalent to half of the identified developable area (see information below).

| Parkland Requirements Based on Parkland Provision Targets | | | | |
|---|--------------------------|-----------------|-----|----------------|
| | Target Rate | Target Parkland | | |
| | | ha | ac | m ² |
| City-wide Parkland | 1.2 ha / 1,000 residents | 70 | 174 | 704,400 |
| Intensification Area Parkland | 0.4 ha / 1,000 residents | 23 | 58 | 234,800 |

The City of Markham's Integrated Leisure Master Plan includes targets for community service and facility provision tied to population. These targets are presented in the table below, alongside the associated facility requirements associated with the new population output for the Preliminary Massing.

Parkland dedication and community facility requirements will be further studied, evaluated and refined through engagement with City Staff in the next stage of the project.

| Community Facility Requirements Based on ILMP Provision Targets | | | |
|---|---|------------------------------|---------------------------------|
| | Target Rate | Average Size | Target Provision |
| Library | .056 m ² / resident | 1,860 - 2,790 m ² | Between 1 - 2 Libraries |
| Community Centre (Major, Minor or Neighbourhood) | 1 / 25,000 residents (Minor or Neighbourhood) or 1 / 60,000 residents (Major) | [varies] | Between 1 - 2 Community Centres |
| York Region School Board Elementary School | 0.08 students / residential unit | ~ 510 students | 5 |
| York Region School Board Secondary School | 0.04 students / residential unit | ~1,330 students | 1 |

WATER AND WASTEWATER SYSTEMS PRELIMINARY ASSESSMENT RESULTS AND NEXT STEPS

Areas of concern have been identified under existing conditions where target levels of service are not met in some watermains and sewers of City of Markham's water and wastewater systems within the Study Area. These capacity insufficiencies will be further exacerbated with the planned intensification along the Corridor. Infrastructure upgrades will be required to address the system's capacity constraints and meet the levels of service requirements consistent with the City of Markham's engineering design criteria for watermains and sewers.

The next phase of the Project will focus on developing and analyzing hydraulic modelling scenarios to identify watermains and sewers with insufficient capacity to service anticipated growth along the Corridor. This phase will result in the identification of required system upgrades, as well as estimates for the timing and cost of the upgrades. Throughout this analysis, the water and wastewater systems performance and capacities will be assessed based on the City's engineering design criteria for watermains and sewers. The objective of the proposed system upgrades is for all developments to be adequately serviced.

STORMWATER MANAGEMENT PRELIMINARY RESULTS AND NEXT STEPS

Portions of the Study Area are at risk of flooding from the Don River and its tributaries. Development is generally not permitted within flood hazard limits, nor areas that would be inaccessible to people and vehicles during a flood. This is particularly relevant along the Dudley Community Seam, as Dudley Avenue south of Elgin Street is within the flood hazard limits and would not be accessible in a flood event. Works necessary to support development along Dudley Avenue will be accessed and clarified during the next phase of work,

MOBILITY SYSTEMS PRELIMINARY ASSESSMENT RESULTS AND NEXT STEPS

A preliminary assessment of the Emerging Concept indicates that opportunities exist to reshape the transportation system both in and around the Secondary Plan area. While there will be constraints on the road network during peak times, these are largely driven by the growth in the wider area of York Region and City of Toronto, rather than growth within the Secondary Plan area. Therefore, improvements to create seamless active transportation and transit connections to, from and within the Study Area must be prioritized, paired with transportation demand management programs and relevant mobility and land use policies. This will provide residents and visitors in the area with travel options, ultimately creating a more accessible and robust transportation network.

The assessment also considered a range of potential road reconfigurations to support the Secondary Plan. These involved exploring various right-of-way space allocations for different road users on the major streets. This process provides information on the scale of the conceptual improvement, and any associated tradeoffs, while also identifying where additional right-of-way widths may be required. This work will be refined in the next phase of the Project, where the conceptual improvements will be modelled to assess their impacts and confirm their effectiveness.

6.0

CONCLUSION AND NEXT STEPS

Conclusion and Next Steps

This Report, including the Emerging Directions and Concept and the preliminary demonstration massing, will be brought forward to the Development Services Committee (DSC) for further consideration and input. Following DSC consideration, the Project Team will engage the commenting agencies, members of the public, and stakeholders for feedback and continue to analyze technical aspects of the Emerging Concept (mobility, servicing, and proforma). A particular focus will be on assessing the types of incentives that may be required to achieve greater levels of employment-generating uses along the Corridor and the phasing of infrastructure improvements needed to meet development needs.

Once further engagement and analysis have been completed, the Project Team will refine the Emerging Directions and Concepts based on the feedback received from the DSC, the public, stakeholders, and key landowners, as well as close collaboration with City Staff. The Project Team will consider these refinements in the preparation of the Preferred Concept for the Yonge Corridor Secondary Plan. The Preferred Concept will be presented in the Final Study Report alongside the proposed policies, which will serve as the basis for the Yonge Corridor Secondary Plan.

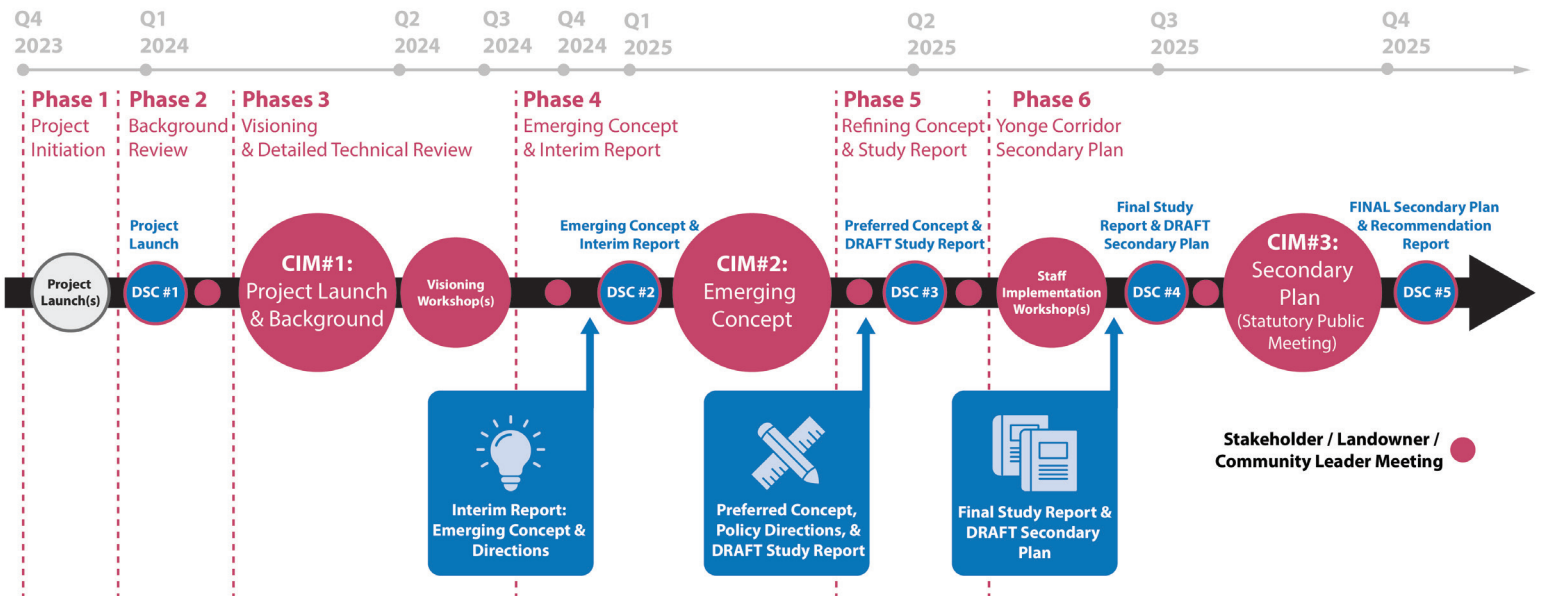


Figure 157. Work Plan Diagram

IMAGE CREDITS

Image Credits

| Figure | Description | Source |
|--------|--|--|
| 30 | Age Distribution | Census Canada |
| 31 | Average Individual Income | Census Canada |
| 32 | Official Language Speaking Households | Census Canada |
| 33 | Non-Official Language Spoken at Home | Census Canada |
| 34 | Ethnic/Cultural Origins | Census Canada |
| 35 | Educational Attainment | Census Canada |
| 36 | Occupation by Category | Census Canada |
| 120 | Village of Yorkville Park, Toronto | Martha Schwartz |
| 121 | Place des Fleurs-de-Macadam, Montreal | CSLA AAPC |
| 122 | Mist Garden, Toronto | BlogTo |
| 125 | North Toronto Collegiate Institute | CS&P Architects |
| 126 | Mermoz Sector, Lyon | divisare.com copyright Fabian Da Costa |
| 127 | ÒThere is Another Sky by Spencer Finch, Seattle | CT Insider |
| 128 | Parklet in University City, Philadelphia | Shiftspace |
| 129 | Grandview Park, Markham | Google Maps |
| 130 | University of Technology Campus, Sydney, Australia | Aspect-Studios.com |
| 131 | Dorian Green, Columbus OH | Landzine |
| 132 | Corktown Common, Toronto | yelp |
| 133 | Streetscape | BGM Design Landscape |
| 134 | Glen Stewart Ravine, Toronto | Streets of Toronto |
| 136 | Protected bike lanes | X user @martynschmoll |
| 137 | Regent Park, Toronto | Craig Lametti, USI |
| 138 | Garrison Crossing, Toronto | PEDELTA |
| 139 | Bike Share Toronto stand | Michael Wilson/CBC |
| 141 | 5200 Yonge Street, Toronto | REALTOR.ca |
| 142 | Mofer Coffee | Mofer Coffee Facebook |
| 143 | Arup Melbourne Offices | archello.com |
| 144 | Daniels Specturm, Regent Park, Toronto | LAFARGE |
| 145 | PS 192 Library, New York, NY | Neiman Taber |
| 146 | Queen-Spadina, 2015 | Pete Spiro |
| 148 | Sumach Street, Regent Park, Toronto | Google Maps |
| 149 | 1203 Willamette, Eugene, Oregon | Catena Engineers |
| 150 | Port Credit Lakeshore Development | Blackwell |
| 151 | Republic at East India Dock, London E14, UK | Studio RHE |

APPENDICES

- A. Proposed Development
- B. Parks, Open Spaces & Natural Heritage
- C. Licensed Childcare Facilities
- D. Health Care Facilities
- E. School Capacity & Enrollment
- F. Emergency Services
- G. Places of Worship

A. Proposed Development

The information contained in the below table is current as of September 2024.

| Address | Project Name / Applicant | Status | Height (storeys) | Municipality | Unit Count |
|--|--|--------------------|--|--------------|------------|
| 7115 Yonge Street, 8-17 Grandview Avenue | Grandview Tower | Under Appeal | 36 | Markham | 437 |
| 17-23 Morgan Avenue | Curated North Inc. | OLT Approved | 44 | Markham | 552 |
| 7509-7529 Yonge Street | GRMADA Holdings Inc. | Under Appeal | 60, 60 | Markham | 1,330 |
| 8127-8149 Yonge Street | TACC Holborn Corporation | Under Appeal | 40, 40 | Markham | 865 |
| 36-48 Steeles Avenue East, 37-49 Highland Park | Zonix - Atlantis | OLT Approved | 44, 40 | Markham | 1,060 |
| 8051-8055 Yonge Street, 10 Royal Orchard | Green Capital | Under Review | 25, 40, 45, 55 | Markham | 1,955 |
| 16-30 Glen Cameron Road | Sunfield Homes | Under Review | 47, 44 | Markham | 1,097 |
| 7200 Yonge Street | Auto Complex Ltd. | OLT Approved | 55, 50, 45, 40, 35, 30, 25, 20, 15, 12, 10, 8, 5 | Vaughan | 4,742 |
| 7080 Yonge Street | 7080 Yonge Limited | OLT Approved | 20, 40 | Vaughan | 652 |
| 100 Steeles Avenue W | The Salz Corporation | OLT Approved | 40, 55, 40 | Vaughan | 1845 |
| 7028 Yonge Street, 2 Steeles Avenue W | Yonge & Steeles Development Inc. c/o The Gupta Group | OLT Approved | 50, 56, 65 | Vaughan | 1866 |
| 72 Steeles Avenue, 7040 Yonge Street | 72 Steeles Holdings Limited & 7040 Yonge Holdings limited | OLT Approved | 56, 38, 44, 60 | Vaughan | 2620 |
| 88 Steeles Avenue W | 1306497 Ontario Inc. | Under Appeal | 40, 52 | Vaughan | 1077 |
| 180 Steeles Avenue W | Mirzahi Constantine (180 SAW) Inc. | Under Appeal | 46 | Vaughan | 2046 |
| 212-222 Steeles Avenue W | 1163919 Ontario Limited, 1888836 Ontario Limited & 1211612 Ontario Limited | Under Appeal | 43, 37, 24, 12 | Vaughan | 1085 |
| 8188 Yonge Street | 8188 Yonge Inc. | Under Construction | 10 | Vaughan | 282 |
| 6355 Yonge Street | Osmington Gerofsky Development Corp. | Council Approved | 50 | Toronto | 613 |

Appendices

| Address | Project Name / Applicant | Status | Height (storeys) | Municipality | Unit Count |
|--|---|--------------|--|--------------|------------|
| 6212-6600 Yonge Street | Centerpoint Mall | Under Appeal | 32, 40, 43, 45, 50, 50, 40, 40, 36, 30, 22, 30, 33, 36, 41, 35, 31, 26, 12, 12, 12, 12 | Toronto | 8,324 |
| 6080 Yonge Street, 11 Homewood Avenue | Goldberg Group | OLT Approved | 14, 48 | Toronto | 246 |
| 6167 Yonge Street, 9 Madawaska Avenue, 10 Newton Drive | Republic Developments | OLT Approved | 14, 54, 14, 54 | Toronto | 549 |
| 6125 Yonge Street | Goldberg Group | Under Review | 23, 80 | Toronto | 491 |
| 6150-6160 Yonge Street | | Approved | 13, 44 | Toronto | 577 |
| 6200 Yonge Street, 11-15 Moore Park Avenue | Malone Given Parsons Ltd. | Approved | 25, 76 | Toronto | 347 |
| 6979-6991 Yonge Street | Longevity Properties Limited | Under Review | 50 | Toronto | 427 |
| 5 & 15 Tangreen Court | CentreCourt | Under Appeal | 55, 55, 45, 40, 35, 25, 25 | Toronto | 3,325 |
| 18-28 Athabaska Avenue | Goldberg Group | Under Review | 43 | Toronto | 518 |
| 26-34 Nipigon Avenue | Nipigon Investments Inc. and Nipigon Property Limited | Under Appeal | 50 | Toronto | 569 |
| 16-28 Centre Avenue | BV Realty Partners LP | Approved | 10 | Toronto | 442 |
| 7-15 Steeles Avenue | Sky Property Group Inc. | Under Appeal | 50 | Toronto | 683 |
| 10-18 Abitibi Avenue | Triage Development Corp. (c/o Craig Hunter) | Under Appeal | 50 | Toronto | 534 |

B. Parks, Open Spaces & Natural Heritage

The information contained in the below table is current as of September 2024.

| Name | Address | Municipality | Type of Park | Facilities | Area (sqm) |
|---|------------------------|--------------|--------------------|---|-------------|
| Bayview Lane Park | 33 Baymark Rd | Markham | Public Park | Playground, Splash Pad, Basketball Court | 23,034 sqm |
| Grandview Park | | Markham | Public Park | Playground, Splash Pad, Soccer Field, Ball Diamond, Tennis Court, Skate Park, Washrooms | 37,823 sqm |
| John Honsberger Field | | Markham | Public Park | | 12,122 sqm |
| Pomona Mills Park | 244 Henderson Ave | Markham | Public Park | Playground, Soccer Field, Tennis Court | 146,215 sqm |
| Pomona Valley Tennis Club | 200 John St | Markham | Public Park | | - |
| Proctor Park | 29 Proctor Ave | Markham | Public Park | Playground | 63,577 sqm |
| Romfield Park | 155 Romfield Circuit | Markham | Public Park | Playground | 6,959 sqm |
| Sprucewood Park | 182 Clark Ave | Markham | Public Park | Playground | 7,753 sqm |
| Cricklewood Park | 7877 Yonge St | Markham | Public Ravine Park | No Amenities | 18,938 sqm |
| Royal Orchard Park | | Markham | Public Ravine Park | Playground | 62,737 sqm |
| Baythorn Public School | 201 Bay Thorn Dr | Markham | School Yard | | 31,265 sqm |
| St. Anthony Catholic School | 141 Kirk Dr | Markham | School Yard | Basketball Court | 16,392 sqm |
| Stornoway Crescent Public School | 36 Stornoway Cres | Markham | School Yard | Playground | 15,647 sqm |
| Thornhill Secondary School | 167 Dudley Ave | Markham | School Yard | | 58,811 sqm |
| Woodland Public School | 120 Royal Orchard Blvd | Markham | School Yard | Playground | 28,752 sqm |
| Holy Cross Catholic Cemetery & Funeral Home | 8361 Yonge St | Markham | Cemetery | | 251,119 sqm |
| Ladies' Golf Club of Toronto | 7859 Yonge St | Markham | Private Golf Club | - | 618,415 sqm |
| Benjamin Thorne/Arthur Lizmer Park | 7177 Yonge St | Markham | Public Park | - | |
| Sir Robert Watson-Watt Park | 20 Meadowview Avenue | Markham | Public Park | Playground | |

Appendices

| Name | Address | Municipality | Type of Park | Facilities | Area (sqm) |
|-----------------------------------|---------------------|--------------|-------------------|--|------------|
| Barney Danson Park | 11 Grandview Avenue | Markham | Public Park | Playground | |
| Gallanough Park | 21 Springfield Way | Vaughan | Public Park | On-Leash Dog Park, Soccer Field, Playground | |
| Hefhill Park | 27 Hefhill Crt | Vaughan | Public Park | Outdoor Basketball Court, On-Leash Dog Park | |
| Oakbank Pond Park | 250 Centre St | Vaughan | Public Park | On-Leash Dog Park | |
| Riverside Park | 2 Riverside Blvd | Vaughan | Public Park | On-Leash Dog Park, Soccer Field | |
| Thornhill Park | 26 Old Yonge St | Vaughan | Public Park | On-Leash Dog Park, Baseball Diamond, Outdoor Swimming Pool | |
| Vaughan Crest Park | 300 Pinewood Dr | Vaughan | Public Park | On-Leash Dog Park, Baseball Diamond | |
| Winding Lane Park | 580 York Hill Blvd | Vaughan | Public Park | Basketball Court, On-Leash Dog Park | |
| York Hill District Park | 330 York Hill Blvd | Vaughan | Public Park | Basketball Court, On-Leash Dog Park, Inclusive Playground, Pickleball, Skating, Soccer Field, Tennis Court | |
| E.J Sand Public School | 150 Henderson Ave | Vaughan | School Yard | | |
| Thornhill Public School | 7554 Yonge St | Vaughan | School Yard | Playground | |
| Uplands Community Learning Centre | 8210 Yonge St | Vaughan | School Yard | Playground, Basketball Court | |
| Yorkhill Elementary School | 350 Hilda Ave | Vaughan | School Yard | Playground | |
| The Thornhill Club | 7994 Yonge St | Vaughan | Private Golf Club | Golf Course | |
| Uplands Golf & Ski Club | 46 Uplands Ave | Vaughan | Private Golf Club | Golf Course, Ski Hill | |

Appendices

| Name | Address | Municipality | Type of Park | Facilities | Area (sqm) |
|--------------------------------------|------------------|--------------|--------------|--|------------|
| Conacher Park | 645 Conacher Dr | Toronto | Public Park | Outdoor Basketball Court, Table Tennis, Playground | |
| Creekside Park | 3600 Bayview Ave | Toronto | Public Park | | |
| Centre Park | 15 Centre Ave | Toronto | Public Park | Ball Diamond, Playground | |
| Goulding Park | 80 Patricia Ave | Toronto | Public Park | Playground, Ball Diamond, Table Tennis Court, Tennis Court, Parking Lot, Bocce Court | |
| Moore Park | 110 Cactus Ave | Toronto | Public Park | Tennis Courts, Playground, Sports Fields | |
| Lillian Public School | 1059 Lillian St | Toronto | School Yard | Ball Diamond, Sports Field, Playground, Basketball Court | |
| Newtonbrook Secondary School | 155 Hilda Ave | Toronto | School Yard | | |
| Saint Paschal Baylon Separate School | 15 St Paschal Ct | Toronto | School Yard | | |
| Caswell Park | 18 Caswell Dr | Toronto | Public Park | Playground | |

C. Licensed Childcare Providers

The information contained in the below table is current as of September 2024.

| Name | Address | Municipality | Public or Private | Ages |
|---|--------------------|--------------|-------------------|-----------------------|
| E.J. Sands Le Club Child Care | 21 Mullen Dr | Markham | Non-Profit | 3.8 - 12 years |
| Henderson Ave Kids Club | 150 Henderson Ave | Markham | Private | 3.8 - 12 years |
| Inventiveminds Child, Youth Family Services | 7751 Yonge St | Markham | Private | 13 months - 6 years |
| St Anthony Child Care Centre | 141 Kirk Dr | Markham | Private | 3.8 - 12 years |
| Upper Canada Child Care | 36 Stornoway Cres | Markham | Non-Profit | 3.8 - 12 years |
| Upper Canada Child Care | 290 Yorkhill Blvd | Markham | Non-Profit | 3 months - 12 years |
| EarlyON York Hills District Park | 330 York Hill Blvd | Markham | Public | 3 months - 6 years |
| EarlyON Pomona Mills Park | 200 John St | Vaughan | Public | 3 months - 6 years |
| Central Montessori Schools | 72 Steeles Ave W | Vaughan | Private | 10 months - 3.8 years |
| Little Angels Early Learning Centre | 1 Brooke St | Vaughan | Private | 18 months - 4 years |
| Macklin House Daycare Centre - Kidzone, Thornhill Public School | 7554 Yonge St | Vaughan | Public | 3 months - 12 years |
| Northwood Montessori-Centre St Campus | 86 Centre St | Vaughan | Private | 15 months - 12 years |
| Polka Dot Preschool | 271 Centre St | Vaughan | Private | 15 months - 6 years |
| Thornhill Nursery School & Kindergarten | 140 Brooke St | Vaughan | Private | 18 months - 6 years |
| Yorkhill YMCA Childcare | 350 Hilda Ave | Vaughan | Non-Profit | 4 - 12 years |

D. Health Care Facilities

The information contained in the below table is current as of September 2024.

| Name | Address | Municipality | Service | Public or Private |
|--|-----------------------|--------------|---------|-------------------|
| Dentistry for You | 7191 Yonge St | Markham | Dental | Private |
| Doncaster Dental Studio | 7181 Yonge St | Markham | Dental | Private |
| Dr. Amin Masoumi Dental Clinic | 7163 Yonge St | Markham | Dental | Private |
| Dr. Francis K. Long | 8175 Yonge St | Markham | Dental | Private |
| Dr. Soheila Haji-Kermani Thornhill Dental Office | 7163 Yonge St | Markham | Dental | Private |
| Dr Massi Dental Clinic | 7191 Yonge St | Markham | Dental | Private |
| Goldenberg Roxana Dr | 120 Clark Ave | Markham | Dental | Private |
| Grand Hill Dental | 7097 Yonge St | Markham | Dental | Private |
| Grandview Dental Care: Dr. Jung | 7099 Yonge | Markham | Dental | Private |
| MiNa Family Dentistry | 7191 Yonge St | Markham | Dental | Private |
| Papernick Michael Dr | 10 Royal Orchard Blvd | Markham | Dental | Private |
| Sunlight Dental Clinic | 8199 Yonge St | Markham | Dental | Private |
| Seoul Dental | 7191 Yonge St | Markham | Dental | Private |
| Smile World Dental | 7163 Yonge St | Markham | Dental | Private |
| Thornhill on Yonge Dental Centre | 7163 Yonge St | Markham | Dental | Private |
| World Dental Clinic | 7163 Yonge St | Markham | Dental | Private |
| Yonge & 407 Family Dentistry | 8131 Yonge St | Markham | Dental | Private |
| DentiFlow Dentistry | 7368 Yonge St | Vaughan | Dental | Private |
| Dr. M. Tanen Watergarden Dental | 7608 Yonge St | Vaughan | Dental | Private |
| Dr. Ludmila Rakhinshteyn | 7368 Yonge St | Vaughan | Dental | Private |
| Skyrise Dental Clinic | 7330 Yonge St | Vaughan | Dental | Private |
| Abitibi Dental Centre | 8 Abitibi Ave | Toronto | Dental | Private |
| Dr.Yuriy Pawluk | 9 Madawaska Ave | Toronto | Dental | Private |
| Summer Breeze Dental | 6464 Yonge St | Toronto | Dental | Private |

Appendices

| Name | Address | Municipality | Service | Public or Private |
|---|-------------------|--------------|-----------------------|-------------------|
| Enhanced Care Medical Clinic - Thornhill Walk-In Family Doctor Clinic | 7181 Yonge St | Markham | Walk-in Health Clinic | Private |
| Matlis Medical, Urgent Walk-In Clinic, Sports Medicine | 8200 Bayview Ave | Markham | Urgent Walk-in Clinic | Private |
| Razi Health Clinic | 7099 Yonge St | Markham | Walk-in Health Clinic | Private |
| Vector Health Clinics | 267 Bay Thorn Dr | Markham | Walk-in Health Clinic | Private |
| All Health Medical Centre | 180 Steeles Ave W | Vaughan | Health Clinic | Private |
| MediOne Physicians Family Medicine | 100 Steeles Ave W | Vaughan | Health Clinic | Private |
| OHR Medical | 39 Centre St | Vaughan | Health Clinic | Private |
| Wilderman Medical Clinic | 8054 Yonge St | Vaughan | Health Clinic | Private |
| Shouldice Hospital | 7750 Bayview Ave | Vaughan | Hospital | Private |

E. School Capacity & Enrollment

The information contained in the below table is current as of September 2024.

York Region District School Board Elementary Schools

| Markham Elementary Schools (Yonge Corridor) | Built Capacity | Portable Classrooms | Total Capacity | 2023 Enrollment | Notes |
|---|----------------|---------------------|----------------|-----------------|---|
| E.J. Sand PS | 410 | 0 | 410 | 404 | |
| Henderson Avenue PS | 303 | 4 | 395 | 367 | |
| Bayview Glen PS | 234 | 0 | 234 | 179 | |
| Bayview Fairways PS | 254 | 2 | 300 | 298 | |
| Stornoway Crescent PS | 127 | 0 | 127 | 65 | JK-3 only, Grades 4-8 attend Willowbrook PS |
| Baythorn PS | 452 | 4 | 544 | 573 | Contains Regional Elementary Arts Program |
| Woodland PS (FI) | 380 | 0 | 380 | 217 | Single Track French Immersion |
| Grand Total | 2,160 | - | 2,390 | 2,103 | |

York Region District School Board Secondary Schools

| Markham Secondary Schools (Yonge Corridor) | Built Capacity | Portable Classrooms | Total Capacity | 2023 Enrollment | Notes |
|--|----------------|---------------------|----------------|-----------------|-------|
| Thornhill SS | 971 | 0 | 971 | 886 | |
| Thornlea SS | 1486 | 0 | 1486 | 1185 | |
| Grand Total | 2,457 | - | 2,457 | 2,071 | |

York Catholic District School Board Facility Utilization

| Markham Catholic Schools | Address | Total Capacity | 2023 Enrollment | Utilization |
|---|-----------------|----------------|-----------------|-------------|
| St. Rene Groupil - St. Luke Elementary School | 135 Green Lane | 231 | 246 | 106% |
| St. Anthony Elementary School | 141 Kirk Drive | 349 | 217 | 62% |
| St. Robert High School | 8101 Leslie St. | 1104 | 1681 | 152% |

Long-Term Anticipated Growth

| Markham (East of Yonge Street) | Units |
|---|-----------------------|
| Bridge Station (TOC) ¹ | 20,500-21,000 |
| Langstaff-Gateway Secondary Plan ² | 4,700 + |
| Markham Yonge Street Corridor ³ | 17,400-18,300 |
| East Total: | 42,600-44,000+ |

¹ MASTER FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT, BRIDGE STATION MASTER PLAN WEST, MARKHAM GATEWAY LP / SCHAEGGERS CONSULTING ENGINEERS, DECEMBER 2021 & REVISED ESTIMATES BY YRDSB PLANNING STAFF ADJUSTING FOR UPDATES IN O.REG. 345-22.

² PLANNING JUSTIFICATION REPORT - EAST PORTION FOR THE LANGSTAFF GATEWAY SECONDARY PLAN – A COMMUNITY INFRASTRUCTURE AND HOUSING ACCELERATOR ORDER, LANGSTAFF LAND HOLDINGS LTD/GATZIOS PLANNING + DEVELOPMENT CONSULTANTS INC., DECEMBER 2023.

³ YONGE CORRIDOR LAND USE AND BUILT FORM STUDY (PRELIMINARY STEP TO SECONDARY PLAN) FINAL REPORT, PRESENTED TO DEVELOPMENT SERVICES COMMITTEE ON JUNE 13, 2022.

| Vaughan (West of Yonge Street) | Units |
|--|---|
| Yonge Street Corridor (North) ⁴ | 10,500 |
| Yonge Street Corridor (South) | 15,900 ⁵ + 2,100 ⁶ |
| West Total: | 28,500 |

⁴ REMAINING POTENTIAL ESTIMATED BY YRDSB PLANNING, (OP FSI, LAND PARCELS, 85% RESIDENTIAL, 80SQM/UNIT)

⁵ TRACKED CIRCULATED DEVELOPMENT APPLICATIONS (TO-DATE) & REMAINING POTENTIAL ESTIMATE, YRDSB

⁶ REMAINING POTENTIAL ESTIMATED BY YRDSB PLANNING, (OP FSI, LAND PARCELS, 85% RESIDENTIAL, 80SQM/UNIT)

Per-unit Student Yields

| Yield | Elementary | Secondary |
|----------|------------|-----------|
| Low | 0.08 | 0.04 |
| Moderate | 0.11 | 0.05 |

F. Emergency Services

The information contained in the below table is current as of September 2024.

| Name | Address | Municipality | Type of Service | Public or Private |
|-------------------------|---------------------|--------------|--------------------|-------------------|
| Paramedic Station #29 | 107 Glen Cameron Rd | Markham | EMS | Public |
| Markham Fire Station 91 | 7801 Bayview Ave | Markham | Fire | Public |
| Shouldice Hospital | 7750 Bayview Ave | Markham | Specialty hospital | Private |

G. Places of Worship

The information contained in the below table is current as of September 2024.

| Name | Address | Type/ Denomination | Services | Municipality |
|--|--------------------|-----------------------|---|--------------|
| Imam Mahdi Islamic Centre | 7340 Bayview Ave | Mosque | Creative Expression, Health & Wellness, Digital Literacy, Storytime, Newcomer, Books and Reading Programs | Markham |
| Cham Shan Temple | 7254 Bayview Ave | Buddhist Temple | Health & Wellness, Digital Literacy, Storytime, Newcomer, Books and Reading Programs | Markham |
| Shrinathji Haveli | 58 Clark Ave | Hindu Temple | Books, Recipe, and Craft Clubs | Markham |
| Temple Har Zion | 7360 Bayview Ave | Reform Synagogue | Community Dinners, Youth Leadership Group, Sisterhood and Brother Hood Community Groups | Markham |
| Chapel of St. Joseph | 211 Langstaff Rd E | Catholic Church | | Markham |
| Community of Love - Church of the Word | 7775 Yonge St | Christian Church | | Markham |
| Thornhill Lutheran Church | 149 Bay Thorn Dr | Lutheran Church | | Markham |
| Thornhill United Church | 25 Elgin St | Christian Church | | Markham |
| Toronto Korean Baptist Church | 67 Doncaster Ave | Baptist Church | | Markham |
| Toronto New Light Presbyterian Church | 149 Bay Thorn Dr | Presbyterian Church | | Markham |
| Ukrainian Catholic Church of Saint Volodymyr | 15 Church Ln | Catholic Church | | Markham |

Appendices

| Name | Address | Type/ Denomination | Services | Municipality |
|--|-------------------|-----------------------|--|--------------|
| Holy Trinity | 140 Brooke St | Anglican Church | Monthly Retirement Home Services, CPR/First Aid/AED Programs, Blood Pressure Screening Clinics | Vaughan |
| St. Paschal Baylon Church | 92 Steeles Ave W | Catholic Church | | Vaughan |
| Thornhill Baptist Church | 8018 Yonge St | Baptist Church | Youth Groups (6 Years -12) | Vaughan |
| Thornhill Presbyterian Church | 271 Centre St | Presbyterian Church | Nursery Care (Under 4 Years), Sunday School (3+ Years), Junior Youth Club (8-10 Years) , Senior Youth Club (14-18 Years) | Vaughan |
| St. John's Anglican Church Willowdale | 1087 Lillian St | Anglican Church | | Toronto |
| Toronto Renai Chinese Christian Church | 211 Steeles Ave E | Christian Church | | Toronto |

