



**Development Services Commission  
PUBLIC MEETING INFORMATION REPORT**

<b>Date:</b>	Tuesday, December 3, 2024		
<b>Application Type:</b>	Official Plan and Zoning By-law Amendment (the “Request”)		
<b>Proponent:</b>	City of Markham		
<b>Proposal:</b>	City initiated amendments to permit a minimum of up to four storeys for land use designations that permit residential within Major Transit Stations Areas		
<b>Location:</b>	Major Transit Stations Areas (“MTSAs”)		
<b>File Number:</b>	PR 24 196907	<b>Wards:</b>	All except 7
<b>Prepared By:</b>	Deanna Schlosser, RPP MCIP, Senior Planner, Ext. 2157 Geoff Day, RPP MCIP, Senior Planner, Ext. 3071		
<b>Reviewed By:</b>	Duran Wedderburn, RPP MCIP Manager, Policy  Brad Roberts, Manager Zoning and Special Projects	Stephen Lue, RPP MCIP Senior Development Manager	

**PURPOSE**

This preliminary information pertains to the City-initiated Request to permit a minimum of up to four storeys for land use designations where residential dwelling units are permitted within MTSAs in the City of Markham (the “Subject Lands”).

**NEXT STEPS**

- Statutory Public Meeting, in accordance with the *Planning Act* is scheduled for December 3, 2024
- Consider input received at the statutory Public Meeting and commenting agencies to inform revisions to the draft Official Plan and Zoning By-law Amendments, where appropriate
- Target a Recommendation Report for Council’s consideration in Q2-2025
- In the event of approval, adoption of the Official Plan Amendment and the enactment of the Zoning By-law Amendment

**LOCATION**

The Subject Lands are comprised of the lands use designations in the 2014 Markham Official Plan that permit residential units within MTSAs, as identified in the 2022 York Region Official Plan Appendix 2 and within the City of Markham, as shown on Figure 1.

## BACKGROUND

In spring 2023, the Canada Mortgage and Housing Corporation (“CMHC”) launched the Housing Accelerator Fund (the “HAF”) program. The main objective of the program is to provide funding to support local initiatives that remove barriers to building more homes faster and boost housing supply. The following illustrates the chronology of the program:

- June 14, 2023: [Council](#) directed Staff to submit a HAF application
- October 11, 2023: The Federal Minister issued a letter acknowledging the City’s proposal to address the housing crisis in the HAF application, and requested that the City consider the following measures in its HAF application to address the housing crisis:
  - Legalize four units as-of-right city-wide; and
  - Legalize four storeys as-of-right within 800 m of transit and where MTSA’s do not extend to 800 m
- December 13, 2023: In response to the Federal Minister’s request, as part of Initiative 3, [Council directed Staff](#) to initiate amendments to permit a minimum of up to four storeys for land use designations that permit residential dwelling units within MTSA’s for Council’s consideration
- January 25, 2024: the City’s HAF application approval was secured through the execution of a contribution agreement with the CMHC for \$58.8 million in funding, with the goal of supporting the delivery of 1,640 housing units, including approximately 193 affordable housing units, over the course of the program, measured by the issuance of Building Permits
- June 18, 2024: The Development Services Committee received a [staff report](#) that provided an overview of the work plan to implement the City’s HAF Program Action Plan Initiatives, including Initiative 3, which identifies milestones involving a statutory Public Meeting and bringing the recommended Official Plan and Zoning By-law Amendments for Council’s consideration.

***The proposed Official Plan Amendment (“OPA”) would establish permissions for a minimum height of up to four storeys for lands that permit residential dwelling units within MTSA’s, with the exception of lands identified as Special Policy Area within MTSA 15 McCowan BRT Station***

Within the City of Markham, there are 22 MTSA’s that are delineated within the York Region Official Plan, as shown on Figures 3 and 3a to 3f. The proposed OPA introduces a new policy that would apply to all land use designations that permit residential dwelling units, except for lands designated Mixed Use Low Rise in Special Policy Areas (see Figure 4). The proposed OPA, attached as Appendix 1, would consist of the following proposed new policy 8.1.5.2:

*“That notwithstanding any other provisions of this Plan to the contrary, for lands within Major Transit Stations Areas, as shown on Appendix 2 of the York Region Official Plan, a minimum height, of up to four storeys, shall be established for land use designations which permit residential dwelling units through the implementing zoning by-laws, with the exception of*

*lands identified as Special Policy Area within Major Transit Station Area 15 McCowan BRT Station.”*

Although the proposed OPA would permit a change to the minimum permitted heights within residential land uses within the MTSAs, it would not:

- Change any land use designations
- Change any permitted uses
- Change any permitted densities within any land use designations
- Change any maximum building heights
- Change the delineated boundaries or the density targets within the MTSAs

Additionally, within the MTSAs, the proposed OPA would not apply to:

- Land use designations that comprise solely of employment uses
- Lands designated Greenway
- Lands generally located southwest of Highway 7 East and McCowan Road, which are designated Mixed Use Low Rise within the Special Policy Area identified as MTSA 15 McCowan BRT Station, which are restricted to a maximum height of three storeys.

***The proposed Zoning By-law Amendment (the “ZBA”) enables permissions for a minimum height of up to four storeys for lands that permit residential dwelling units within MTSAs to facilitate the implementation of Initiative 3 as part of the HAF program***

The City-initiated Draft ZBA (see Appendix 2) would allow buildings that contain residential units within an MTSA, to be four storeys, outside of lands located within a Special Policy Area. Similarly to the proposed OPA, the proposed ZBA would not change any permitted uses, setbacks or other development standards.

**Accompanying Figures and Appendices:**

Figure 1: Subject Lands Location Map

Figure 2: Key Map of MTSA within City of Markham

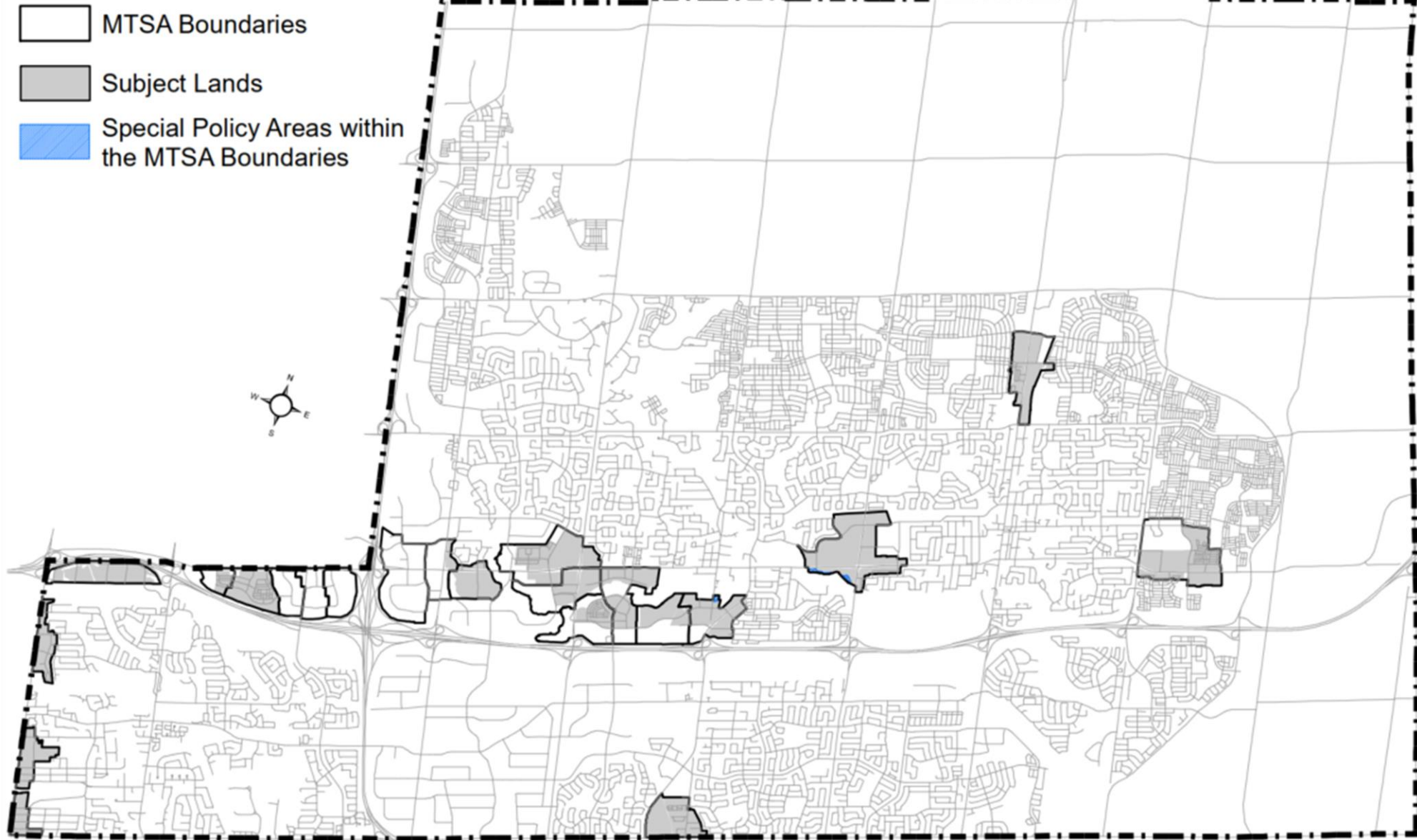
Figure 3: Figures 3a to 3 f: Excerpts from York Region Official Plan, Appendix 2

Figure 4: Boundary Map - MTSA, Land Use, Special Policy Areas

Appendix 1: Proposed Official Plan Amendment

Appendix 2: Proposed Zoning By-laws

**Figure 1: Subject Lands Location Map**



# Figure 2: Key Map of MTSA within City of Markham

- PMTSA 5 Allstate Parkway BRT Station Markham
- PMTSA 6 Andre De Grasse BRT Station Markham
- PMTSA 7 Cedarland BRT Station Markham
- PMTSA 8 Chalmers BRT Station Markham
- PMTSA 9 Clark Subway Station Markham
- PMTSA 10 Cornell BRT Station Markham
- PMTSA 11 East Beaver Creek BRT Station Markham
- PMTSA 12 Enterprise BRT Station Markham
- PMTSA 13 Langstaff GO-Bridge Station Markham
- PMTSA 14 Leslie-Highway 7 BRT Station Markham
- PMTSA 15 McCowan BRT Station Markham
- PMTSA 16 Milliken GO Station Markham
- PMTSA 17 Montgomery BRT Station Markham
- PMTSA 18 Mount Joy GO Station Markham
- PMTSA 19 Royal Orchard Subway Station Markham
- PMTSA 20 Steeles Subway Station Markham
- PMTSA 21 Town Centre BRT Station Markham
- PMTSA 22 Unionville GO Station Markham
- PMTSA 23 Valleymede BRT Station Markham
- PMTSA 24 Warden BRT Station Markham
- PMTSA 25 West Beaver Creek BRT Station Markham
- PMTSA 26 Woodbine BRT Station Markham





Figure 3a: Excerpt from York Region Official Plan, Appendix 2

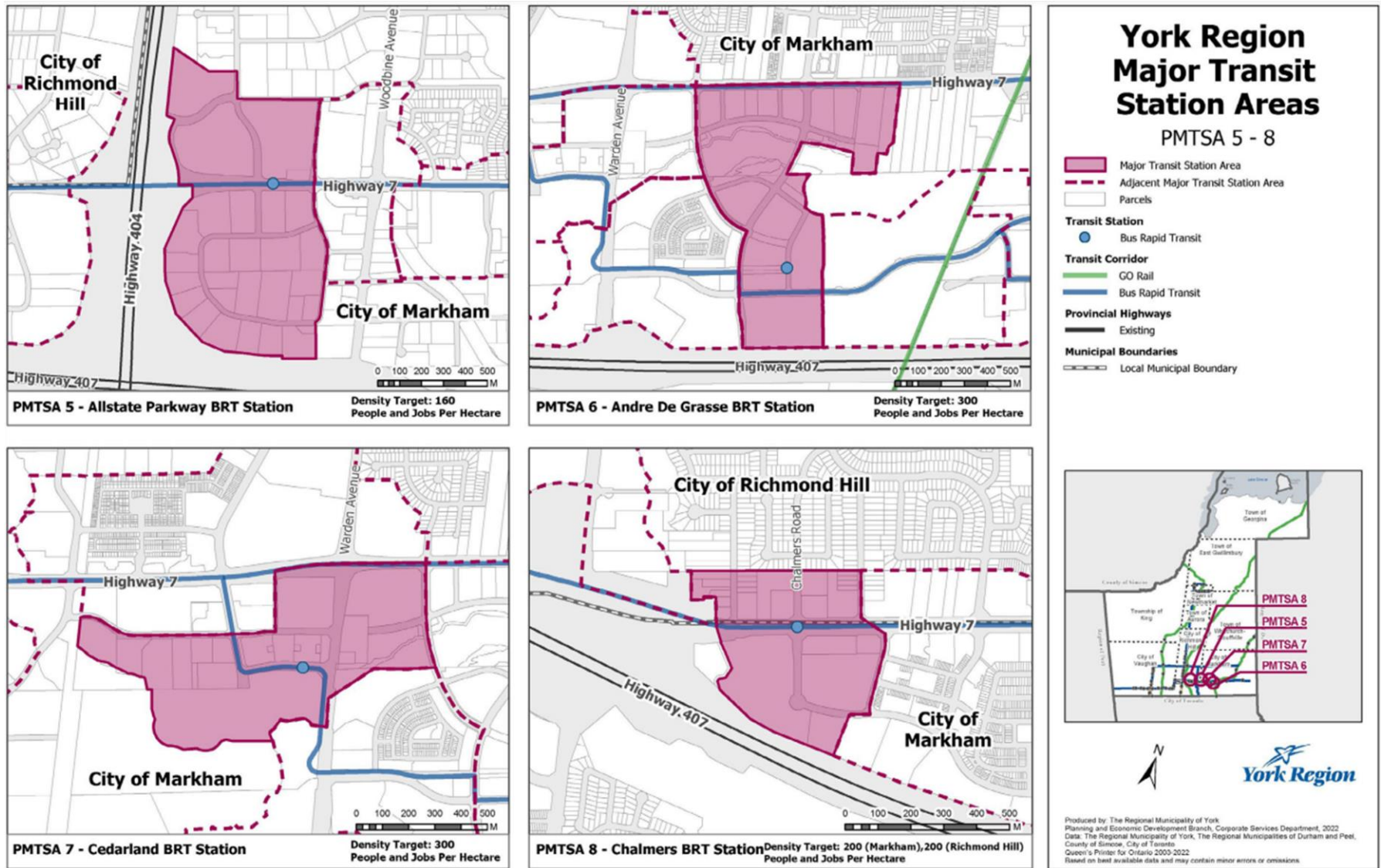


Figure 3b: Excerpt from York Region Official Plan, Appendix 2

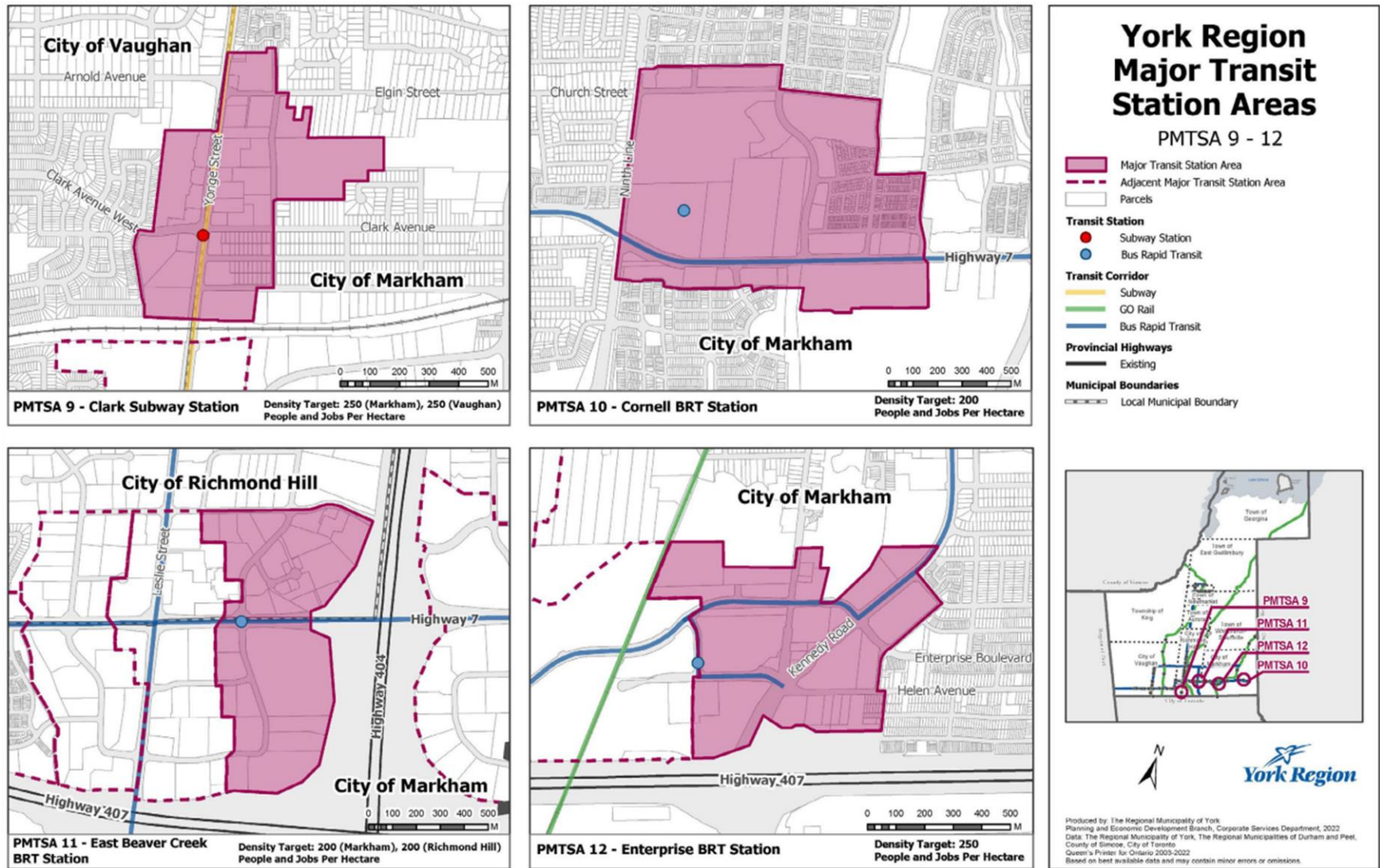




Figure 3c: Excerpt from York Region Official Plan, Appendix 2

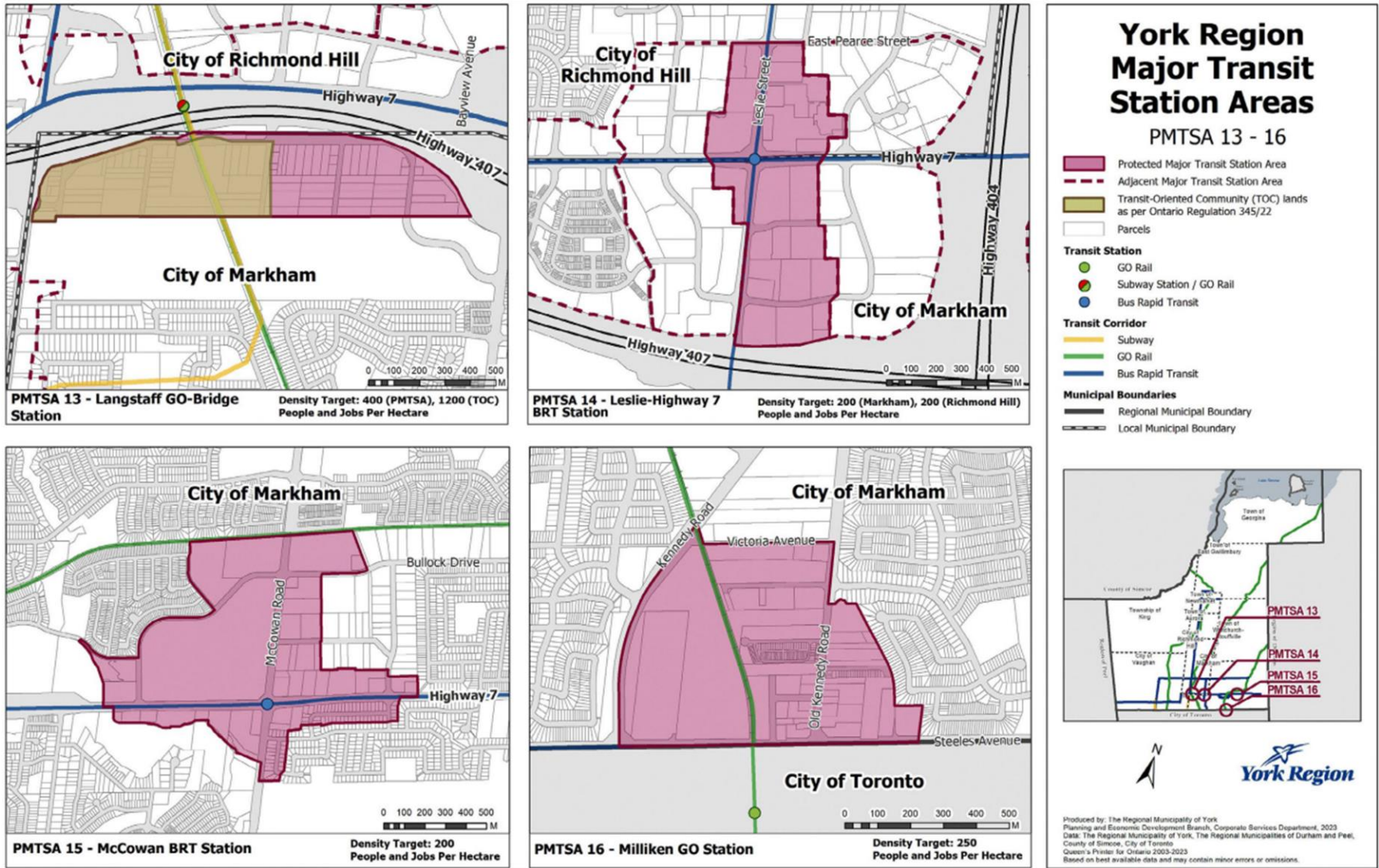




Figure 3d: Excerpt from York Region Official Plan, Appendix 2

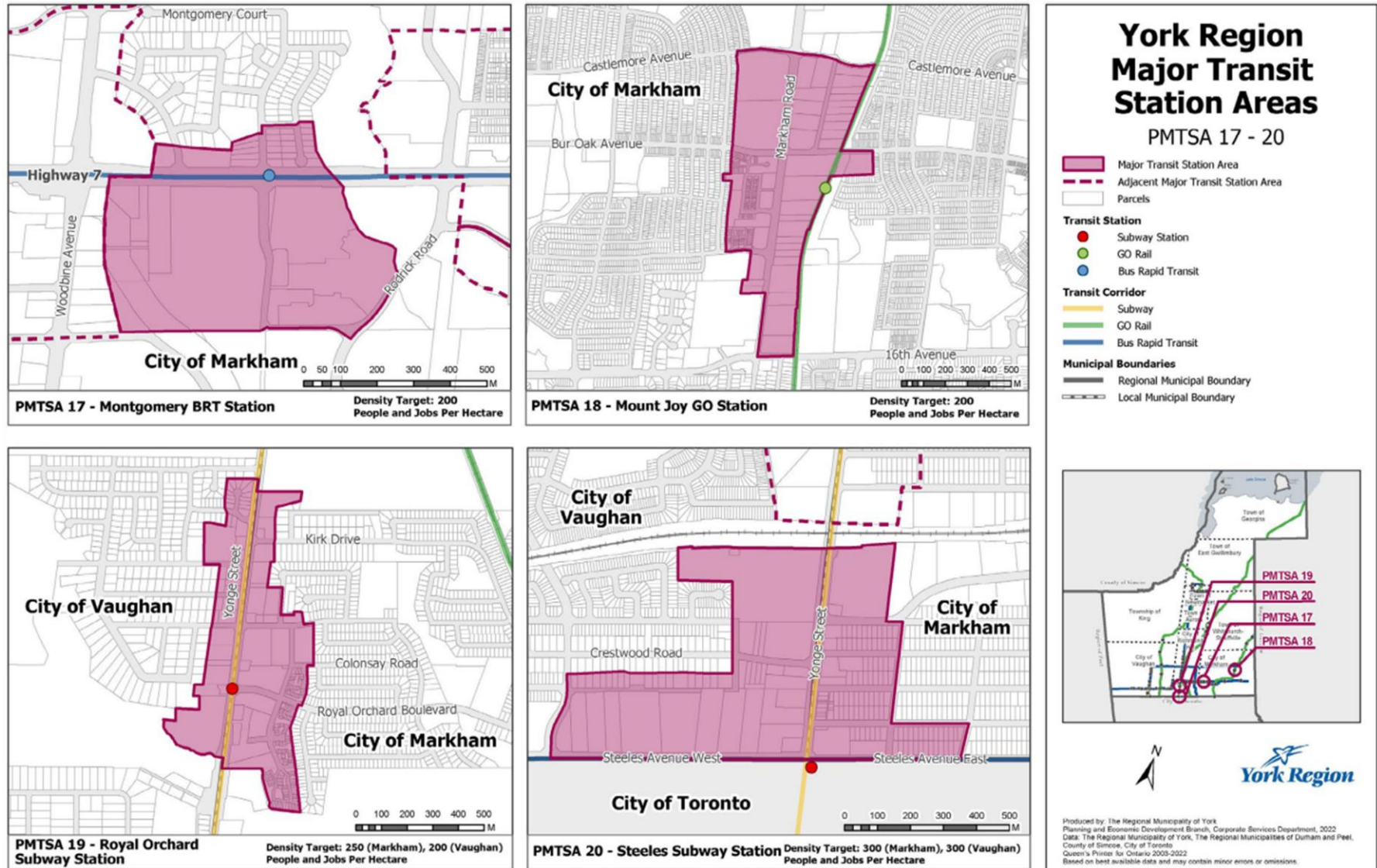


Figure 3e: Excerpt from York Region Official Plan, Appendix 2

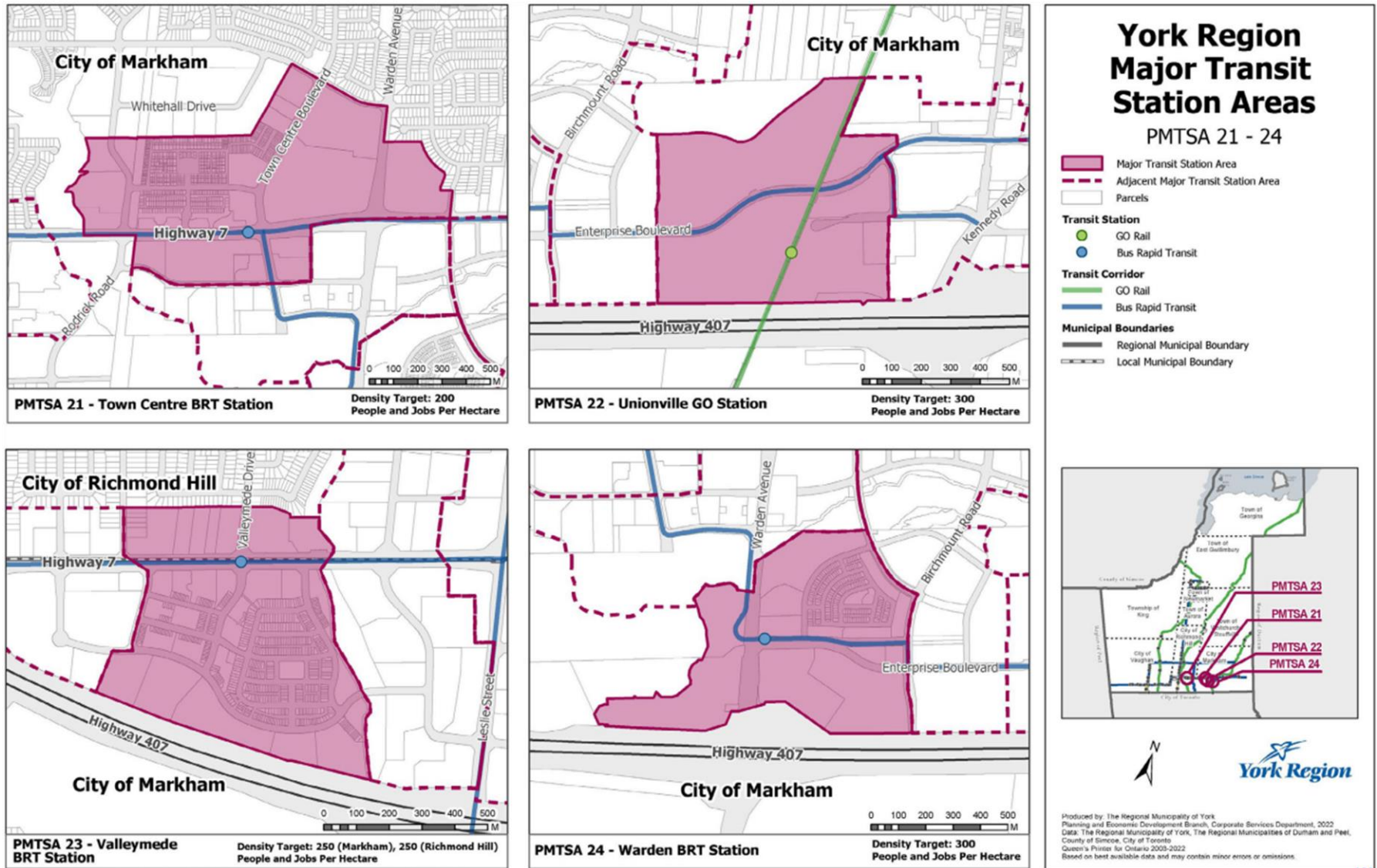
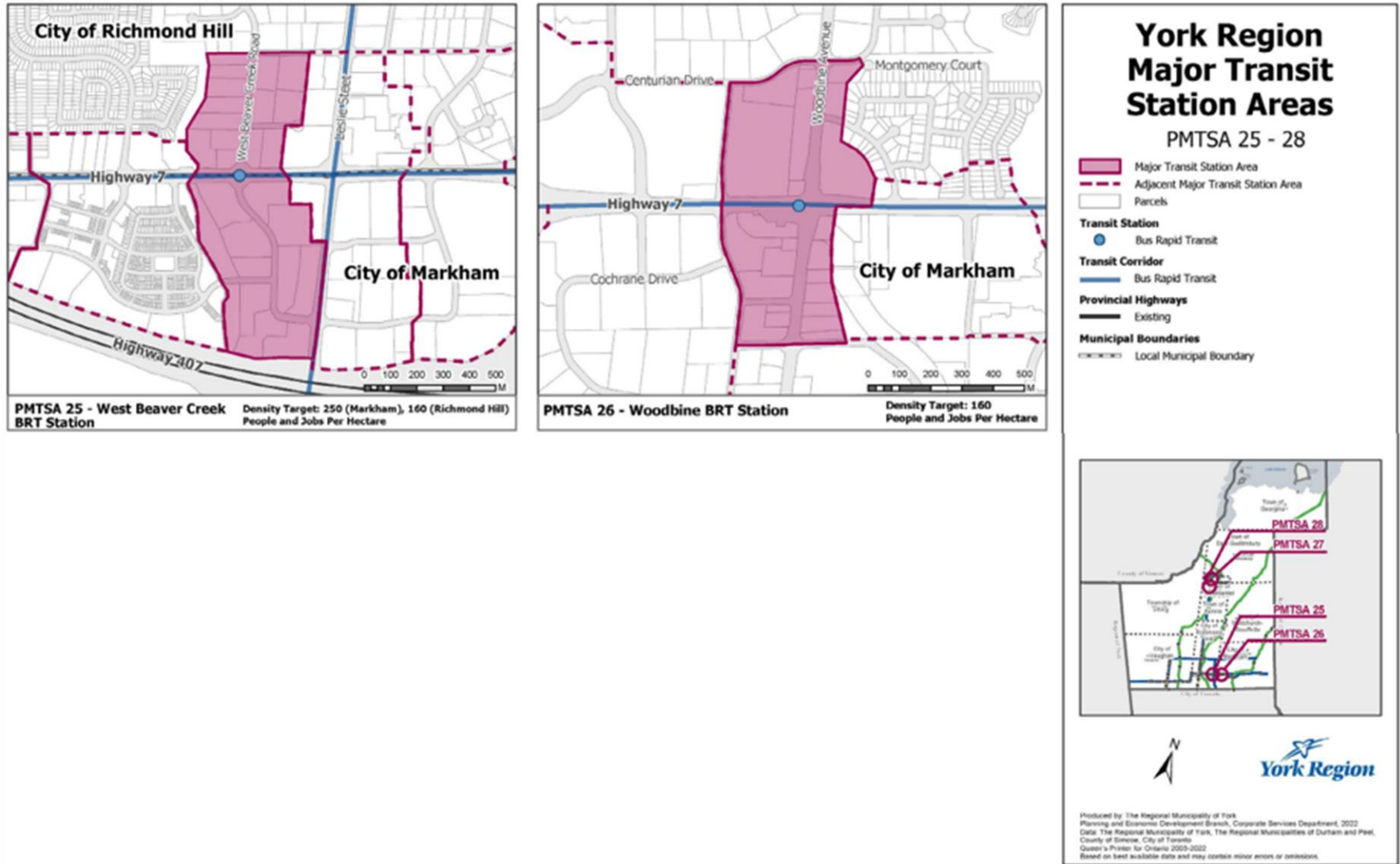


Figure 3f: Excerpt from York Region Official Plan, Appendix 2





**Figure 4: Boundary Map – MTSA, Land Use, Special Policy Areas**



**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan, 2014, as amended.

***(Major Transit Station Area's within the Municipality)***

DRAFT

**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan, 2014, as amended.

This Official Plan Amendment was adopted by the Corporation of the City of Markham By-law No. 2025-XX in accordance with the *Planning Act*, R.S.O., 1990 c. P.13, as amended, on the XX day of XX 2025.

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Kimberley Kitteringham  
City Clerk  
(Signed)

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Frank Scarpitti  
Mayor  
(Signed)





## By-law 2025-XX

Being a by-law to adopt Amendment No. XXX  
to the City of Markham Official Plan, 2014, as amended

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THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM, IN ACCORDANCE WITH THE PROVISIONS OF THE *PLANNING ACT*, R.S.O., c. P.13, 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. XXX to the City of Markham Official Plan, 2014, as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS XX DAY OF XX 2025.

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Kimberley Kitteringham  
City Clerk  
(Signed)

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Frank Scarpitti  
Mayor

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**PART I – INTRODUCTION**

(This is not an operative part of the Official Plan Amendment No. XXX)



## **PART I – INTRODUCTION**

### **1.0 GENERAL**

- 1.1. PART I – INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2. PART II – THE OFFICIAL PLAN AMENDMENT constitutes Official Plan Amendment No. XXX to the City of Markham Official Plan, 2014, as amended. Part II is an operative part of this Official Plan Amendment.

### **2.0 LOCATION**

This Official Plan Amendment (“Amendment”) applies to lands use designations in the 2014 Markham Official Plan that permit residential units within the Major Transit Station Areas, as identified in the 2022 York Region Official Plan Appendix 2, within the geographic boundary of the City of Markham.

### **3.0 PURPOSE**

To amend certain existing policies in the City of Markham Official Plan, 2014 to establish permissions for a minimum height of up to four storeys for lands that permit residential dwelling units within Major Transit Stations Areas, with the exception of lands identified as Special Policy Area within Major Transit Station Area 15 McCowan BRT Station.

### **4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT**

The Official Plan Amendment is consistent with the Provincial Policy Statement, 2024 and conforms to the 2022 York Region Official Plan.

The Provincial Policy Statement, 2024, issued under the Planning Act, provides principles and policy direction on matters of provincial interest relating to land use planning and development. These matters include building strong communities with an emphasis on efficient development and land use patterns, wise use and management of resources and protecting public health and safety. The Provincial Policy Statement, 2024, directs the focus of growth and development to settlement areas, which include Major Transit Station Area (“MTSA”), and specifically encourages the promotion of development and intensification within these areas. The Amendment is consistent with the policies of the Provincial Policy Statement, 2024 as it promotes the efficient use of existing land, resources and infrastructure, while supporting active transportation and transit.

The Amendment conforms to the York Region Official Plan, 2022 by incorporating policies in local official plans to facilitate a range of housing options, unit sizes, tenure and affordability. The York Region Official Plan, 2022 identifies that MTSA are planned and designed to support existing and planned transit infrastructure and to accommodate a range and mix of land uses, housing types, employment, active transportation amenities and activities. The Amendment supports residential development within MTSAs which helps to promote a scale of development that supports transit.

The Markham Official Plan 2014 builds on the urban structure and growth hierarchy as identified in the York Region Official Plan. The 2014 Markham Official Plan also identifies residential intensification within the built-up area and promotes policies which support transit-oriented development. The Amendment is consistent with the urban structure of Markham's Official Plan and will support the development of complete communities.

Overall, the Official Plan Amendment represents good planning as it makes efficient use of land within MTSAs that the Province, Region and City have identified for intensification and redevelopment. The recommended Amendment is appropriate and supports Provincial, Regional, and Local planning policy by contributing a range and mix of housing types and promoting the use of active transportation and transit with MTSAs by allowing for an increase to the minimum permitted heights for residential units within these identified delineated areas.

The Amendment establishes the enabling policy framework in the Markham Official Plan, 2014, which with corresponding amendments to the implementing zoning bylaws will fulfill HAF Initiative 3 of the City's HAF Action Plan.

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**PART II – THE OFFICIAL PLAN AMENDMENT**  
(This is an operative part of Official Plan Amendment No. XXX)

## PART II – THE OFFICIAL PLAN AMENDMENT

### 1.0 THE OFFICIAL PLAN AMENDMENT

1.1 The following sections of Part I of the City of Markham Official Plan, 2014, as amended, are hereby amended as follows:

- a) Amending Section 8.1.5, by maintaining the existing subtitle as Section 8.1.5 and renumbering the remainder of the existing Section 8.1.5 to be the new Subsection 8.1.5.1, as follows:

“8.1.5 Height and Density for all Land Use Designations

8.1.5.1 That where the maximum heights and densities are identified in a land use designation of this Plan, it is not intended that every building in a *development approval* will achieve the maximum height and density. The appropriate height shall be the key determinant on what density can be achieved on a site along with the provision of adequate transportation and water and waste water infrastructure, and community infrastructure such as public schools and parks and open spaces.

Secondary Plans may establish height and density provisions that exceed those identified in Chapter 8 of this Plan. Increases in height above the maximum height permitted in a designation may be considered for a development provided it is within the context of an approved secondary plan or site specific policy and the application for zoning by-law amendment to permit a height increase and a site plan and/or *comprehensive block plan* is consistent with the secondary plan or site specific policy.

Increases in height and density above the maximum permitted in a designation within a *Special Policy Area* shown on Map 8 – Special Policy Areas shall not be permitted unless approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry as part of a comprehensive secondary plan review.”

- b) Adding a new Section 8.1.5.2 as follows:

“8.1.5.2 That notwithstanding any other provisions of this Plan to the contrary, for lands within Major Transit Stations Areas, as shown on Appendix 2 of the York Region Official Plan, a minimum height, of up to four storeys, shall be established for land use designations which permit residential dwelling units through the implementing zoning by-laws, with the exception of lands identified as Special Policy Area within Major Transit Station Area 15 McCowan BRT Station.”

### 2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the City of Markham Official Plan, 2014, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.



This Amendment shall be implemented by an amendment to the Zoning By-law, and other Planning Act approvals, in conformity with the provisions of this Amendment.

This Amendment is exempt from approval by the Ministry of Municipal Affairs and Housing and the decision of Council is final if a notice of appeal is not received before or on the last day for filing such notice.

Prior to Council's decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and associated figure(s) and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. The notice provisions of Section 10.7.5 of the City of Markham Official Plan, 2014, as amended, shall apply.

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## BY-LAW 2024-XXX

A By-law to amend By-laws 1229, 2150, 2237, 2551, 122-72, 88-76 127-76, 184-78, 118-79, 165-80, 47-85, 304-87, 177-96, 2004-196 and, 2024-19, as amended

THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

- 1.0 The following amendments apply to the lands as shown on Schedule 'A' attached hereto.
- 2.0 By-law's 1229, 2150, 2237, 2551, 122-72, 88-76 127-76, 184-78, 118-79, 165-80, 47-85 and, 304-87, as amended, are hereby further amended as follows:

2.1 Notwithstanding any other provision in this by-law, where a building contains a residential unit, the maximum number of storeys of the building shall be not less than 4, and the maximum height shall be not less than 14 metres.

- 3.0 By-law 177-96, as amended, is hereby further amended as follows:

3.1 By adding a new Section 6.29 as follows:

**“6.29 Major Transit Station Areas**

The following provisions apply to lands shown on the schedules to this by-law as being within a Major Transit Station Area:

6.29.1 Notwithstanding any other provision in this by-law, where a building contains a residential unit, the maximum number of storeys of the building shall be not less than 4, and the maximum height shall be not less than 14 metres.”

- 4.0 By-law 2004-196, as amended, is hereby further amended as follows:

By adding a new Section 4.23 as follows:

**“4.23 Major Transit Station Areas**

The following provisions apply to lands shown on the schedules to this by-law as being within a Major Transit Station Area:

4.23.1 Notwithstanding any other provision in this by-law, where a building contains a residential unit, the maximum number of storeys

of the building shall be not less than 4, and the maximum height shall be not less than 14 metres.”

5.0 By-law 2024-19, as amended, is hereby further amended as follows:

**“4.8.13 Major Transit Station Areas**

The following provisions apply to lands shown on the schedules to this by-law as being within a Major Transit Station Area:

4.8.13.1 Notwithstanding any other provision in this by-law, where a building contains a residential unit, the maximum number of storeys of the building shall be not less than 4, and the maximum height shall be not less than 14 metres.”

6.0 All other provisions of By-laws 1229, 2150, 2237, 2551, 122-72, 88-76 127-76, 184-78, 118-79, 165-80, 47-85, 304-87, 177-96, 2004-196 and, 2024-19, as amended, unless specifically modified/amended by this By-law continue to apply.

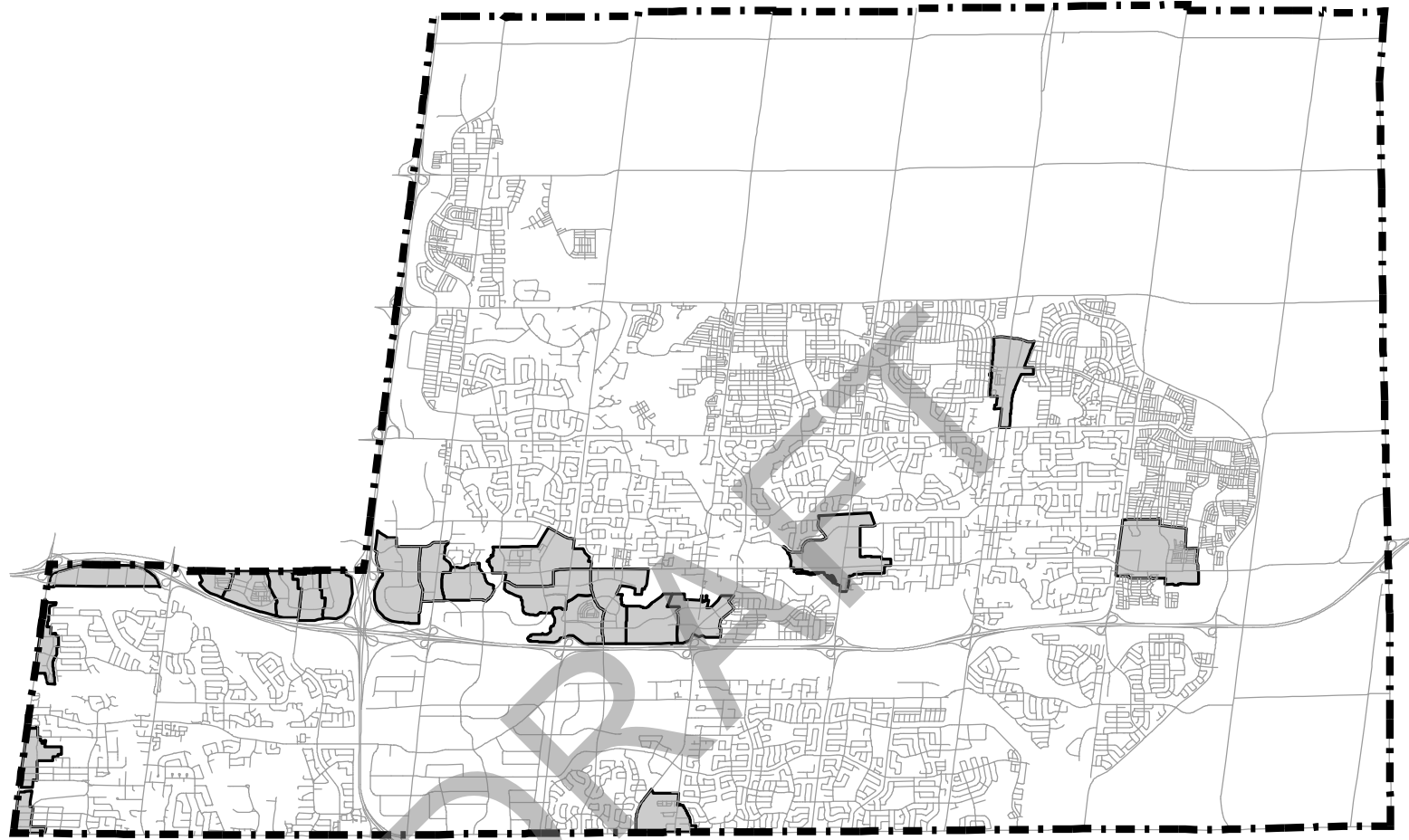
READ A FIRST, SECOND, AND THIRD TIME AND PASSED THIS XX<sup>RD</sup> DAY OF XXXXXXXX, 2024.

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KIMBERLEY KITTINGHAM  
CITY CLERK

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FRANK SCARPITTI  
MAYOR



# SCHEDULE 'A' TO BY-LAW

AMENDING BY-LAWS 1229, 2150, 2237, 2551, 122-72, 88-76 127-76, 184-78, 118-79, 165-80, 47-85, 304-87,  
177-96, 2004-196, 2024-19 DATED



-  BOUNDARY OF AREA COVERED BY THIS SCHEDULE
-  BOUNDARY OF AFFECTED PARENT ZONING BY-LAWS

THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained in this Schedule and the text of zoning by-law, the information contained in the text of the zoning by-law of the municipality shall be deemed accurate.