



DEVELOPMENT SERVICES COMMITTEE MINUTES

MAY 1, 2012, 9:00 a.m. to 11:30 a.m.

Canada Room

Meeting No. 12

All Members of Council

Development Services

Chair: Regional Councillor Jim Jones
Vice-Chair: Councillor Don Hamilton

Economic Development

Chair: Councillor Carolina Moretti
Vice-Chair: Councillor Alex Chiu

Transportation Issues

Chair: Regional Councillor Gord Landon
Vice-Chair: Councillor Alan Ho

PART A

Presentations, Major Studies, and Issues Agenda 9:00 a.m. – Canada Room

Attendance

Mayor Frank Scarpitti
Deputy Mayor Jack Heath
Regional Councillor Jim Jones
Regional Councillor Gord Landon
Regional Councillor Joe Li
Councillor Valerie Burke
Councillor Howard Shore
Councillor Don Hamilton
Councillor Carolina Moretti
Councillor Colin Campbell
Councillor Alan Ho
Councillor Logan Kanapathi
Councillor Alex Chiu

Andy Taylor, Chief Administrative Officer
Jim Baird, Commissioner of Development Services
Brenda Librecz, Commissioner of Community & Fire
Services
Alan Brown, Director of Engineering
Catherine Conrad, Town Solicitor
Sepideh Madji, Senior Development Engineer
Rino Mostacci, Director of Planning and Urban Design
David Pearce, Manager, Real Property
Sandra Tam, Senior Business Development Officer
Tom Villella, Senior Project Coordinator
Kitty Bavington, Council/Committee Coordinator

The Development Services Committee convened at the hour of 9:05 a.m. in the Canada Room with Regional Councillor Jim Jones in the Chair. Councillor Carolina Moretti assumed the Chair for Economic Development item, No. 4. Councillor Don Hamilton assumed the Chair for Transportation item, No 5.

DISCLOSURE OF PECUNIARY INTEREST – None declared

**1. PARKLAND DEDICATION BY-LAW REVIEW
COMPLETION OF PHASE 2 OF STUDY (PR 11-126647) (10.0)**
[Presentation](#)

Jim Baird, Commissioner of Development Services, introduced this matter.

Ron Palmer of The Planning Partnership gave a presentation regarding the Parkland Dedication By-law Review – Completion of Phase 2 of the Study. The presentation outlined the key findings to date and emerging objectives. Planning policy issues relate to the appropriate percentage of land area, calculation formulas, density factors, and cash-in-lieu of parkland dedication options.

A draft interim report has been prepared. Staff and the consultants will continue to meet with key Advisory Committees and BILD, and will prepare a draft policy approach. An update presentation will be provided to the Development Services Committee.

Discussions involved the following issues:

- cumulative impacts on growth and intensification targets, and subsequent impacts on the competitiveness of the municipality, development, and transit viability
- the Town can determine the amount of parkland and the types of parks that are appropriate for Markham
- the possible reduction of parkland in relation to the sustainability criteria of buildings was clarified
- there is no “magic number” for parkland, and the decision to accept land or money is based on individual applications
- high rises and high density development, where less land is available, requires an innovative approach such as flexible zoning and recreational facilities as a component of the building
- the persons-per-unit formula is based on the number of people, according to Statistics Canada information and averaged town-wide
- the Town recognizes changing demographics and adjusts the formula accordingly
- master plans and site plans need to illustrate current parkland and potential changes for high and low density areas
- concern was expressed for the provision of parkland in the Yonge Street area, and it was suggested that parkland be considered for whole blocks of development instead of individual applications

Staff advised that the follow-up report will provide a comparison of Markham, Richmond Hill, and Vaughan standards and approaches. It was noted that the Consultants basically endorse Markham’s approach to date, with some exceptions in very high density sites such as Langstaff and the Markham Centre mobility hub.

Moved by: Councillor Colin Campbell
Seconded by: Councillor Valerie Burke

That the presentation provided by Ron Palmer, The Planning Partnership, regarding Parkland Dedication By-law Review – Completion of Phase 2 of Study be received.

CARRIED

**2. DEVELOPMENT SERVICES COMMITTEE MINUTES
- April 17, 2012, Part A (10.0)**
[Minutes](#)

Moved by: Councillor Alex Chiu
Seconded by: Councillor Alan Ho

That the minutes of the Development Services Committee meeting, Part A, held April 17, 2012, be confirmed.

CARRIED

**3. SERRA HOMES LIMITED
APPLICATIONS FOR OFFICIAL PLAN AND
ZONING BY-LAW AMENDMENT – 8 TOWNHOUSES
23 WATER STREET, MARKHAM VILLAGE (10.3, 10.5)**
[Report](#)

Moved by: Councillor Alex Chiu
Seconded by: Councillor Alan Ho

- 1) That the report titled “PRELIMINARY REPORT, Serra Homes Limited, Application for Official Plan and Zoning By-law Amendment - 8 Townhouses, 23 Water Street, Markham Village”, dated May 1, 2012, be received; and,
- 2) That a Public Meeting be held to consider the applications submitted by Serra Homes Limited to permit 8 townhouses; and further,
- 3) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

CARRIED

**4. TRADE VISITS TO SHANDONG PROVINCE, CHINA
AND SEOUL, KOREA, MARCH 1 – 8, 2012
OBJECTIVES AND OUTCOMES (10.16)**

[Presentation](#)

Sandra Tam, Senior Business Development Officer, introduced this item.

Regional Councillor Gord Landon gave a presentation regarding Trade Visits to Shandong Province, China and Seoul, Korea, March 1 – 8, 2012. The presentation included profiles of the cities visited: Qingdao, Zibo, and Yantai; the objectives of the Trade Visit; the opportunities identified; and the businesses visited. Outcomes of the visit were noted as: identification of potential prospects and business needs; opportunities for co-operation and bi-lateral trade; strengths of respective cities were identified; recommendations were provided for Markham's 2012 China Trade Mission; and, interest in a proposed Trade Centre was confirmed. It was noted that the hosts were impressed with the CD of Markham's Mayor in the Chinese language.

The Committee had several comments in appreciation of the outcomes of the Trade Visits. It was suggested that the presentation would be beneficial to the Young Business Professional's Group, of the Markham Board of Trade.

Regional Councillor Gord Landon thanked staff for their assistance.

Moved by: Councillor Logan Kanapathi

Seconded by: Regional Councillor Jim Jones

That the presentation provided by Regional Councillor Gord Landon regarding Trade Visits to Shandong Province, China and Seoul, Korea, March 1 – 8, 2012 – Objectives and Outcomes, be received.

CARRIED

**5. MARKHAM EAST TORONTO RAIL
ONTARIO-EXPRESS ALL DAY TRAIN SERVICE (5.14)**

[Presentation](#)

On April 3, 2012 Council referred consideration of this motion to the meeting this date.

Regional Councillor Jim Jones gave a presentation on the "I-METRO-E" proposal, and referred to the information book distributed previously. An update was provided on discussions with City of Toronto Council members and staff.

The proposal involves transforming the existing GO line from Union Station to Stouffville, into an electric light rail METRO line, and increasing the stops from nine to twenty-five. This will improve the frequency, connectivity and speed, encourage ridership in excess of 100,000 people per day, and provide a potential alternative downtown relief line. The City of Toronto has referred the proposal to their Growth and Development Committee, and York Region staff have indicated support. Metrolinx is preparing to begin an Environmental Assessment for this line based on heavy rail; therefore it is important for this proposal to be put forward so that it can be included in the EA process.

Alan Brown, Director of Engineering, and Jim Baird, Commissioner of Development Services indicated there is merit to this proposal and the benefits of a light rail system, which will support the intensification strategy. Staff supports the recommendations to work with Toronto/Metrolinx to review this concept.

The Committee discussed key lines, grade separations, trip times, the strengths and economies of electrical technology, and funding options such as Public-Private Partnership, TIF, HST, and Gasoline Tax, between the province, region, and municipalities. Extension of the project to provide relief to other areas of Toronto and York Region was also discussed.

Regional Councillor Jim Jones requested consideration of the proposed motion to allow the process to continue, and an update report will be presented in a few months. It was clarified that the working group in Clause 3 refers to a technical/staff group.

Kevin Egan, Scarborough resident, spoke in support of the proposal and provided comments concerning the route, increasing the capacity of the line, and technical issues regarding the electrified system.

Moved by: Councillor Alan Ho

Seconded by: Councillor Logan Kanapathi

That the presentation by Regional Councillor Jim Jones, and the “I-METRO-E” document regarding the proposed Markham East Toronto Rail Ontario-Express All Day Train Service be received; and,

That the deputation by Kevin Egan, with comments regarding the proposed Markham East Toronto Rail Ontario-Express All Day Train Service be received; and,

Whereas the Metrolinx Regional Transportation Plan 2009 (“The Big Move 2020”) identifies full day, 2-way service on the Stouffville line from Mount Joy to Toronto’s Union Station as part of the 15 year plan for Regional Rapid Transit; and,

Whereas GO Transit will be undertaking an Environmental Assessment (EA) study on the Stouffville line for future infrastructure improvements in Markham and Toronto to provide for the planned full day, 2-way service, to be operational between Markham Center and Toronto’s Union Station by 2014; and,

Whereas Metrolinx in 2013 is reviewing and updating its Regional Big Move 2020 Transportation Plan. The Stouffville Go Line should be considered for electrification in its entirety; and,

Whereas the Stouffville Rail Corridor Environmental Assessment process allows opportunities to consider alternative technologies. These alternative technologies include MagLev which is currently used in major centers and is extremely quiet, affordable, efficient and fast; and,

Whereas smaller, more cost effective diesel-electric multiple unit (DEMU), trains that are used throughout Europe, in use today in Ottawa on their O-Train line, and is currently being implemented between Toronto Pearson Airport and Union Station; and,

Whereas consideration should be given to go directly to Electric Train Technology for the Stouffville GO Line; and,

Whereas the electric technology will enable more frequent, lower cost service, with a greater number of new stations stops along the route and improve travel time to our transit riders; and,

Whereas the electric technology trains could carry a similar or larger number of transit rides than subway service; and,

Whereas the Markham East Toronto Rail Ontario-Express (I-METRO-E) concept would enable more frequent headways, and more frequent transit stops along this approved north-south rapid transit corridor between Stouffville and Union Station; and,

Whereas this north-south corridor will also interconnect with a number of existing and planned east-west rapid transit corridors, including VIVA bus rapid transit, 407 Rail Transitway, Steeles BRT/LRT, Finch BRT/LRT, Sheppard, Eglinton-Crosstown, and Bloor-Danforth Subway, and Lakeshore East GO; and,

Whereas the I-METRO-E would stimulate transit dependant development (TDD) and redevelopment along I-METRO-E transit corridor; and,

Whereas climate change, global warming, end of oil and gridlock are issues facing all major cities, it is important that all station communities are TDD designed systems to be net zero in energy, waste and emissions and produce the best public realm and quality of life for our citizens; and,

Whereas I-METRO-E would reduce automobile dependence, energy consumption and would promote environmental, social and economic sustainability initiatives; and,

Whereas Metrolinx has allocated their budget for transit projects for the next five years and revenues from development charges, TIFs, Section 37, HST, taxes, Gas Taxes increased user fees, improve operating performance are viable and can be leveraged within a Public Private Partnership (P3) model;

Now therefore be it resolved:

- 1) That a steering committee co-chaired by Markham Regional Councillor Jim Jones and a member of Toronto Council selected by City of Toronto Council be created. The committee will determine its membership which will include members of Markham, Toronto Council and other municipalities and levels of Government. This committee will focus on station and rail strategy, TDD, community planning, Government Relationships and Public Private Partnerships; and,
- 2) That the Steering Committee seek advice from the participating government bodies, agencies and other sources as determined by the committee with respect to terms of reference and funding requirements for comprehensive studies and reports that would be required to pursue the I-METRO-E concept; and,
- 3) That a working group reporting to the steering committee be formed of representatives from Metrolinx, the City of Toronto, the Region of York, and the Town of Markham to review the need and justification of the I-METRO-E concept, and the associated transportation, land use planning and economic development benefits; and,
- 4) That Metrolinx and other government agencies and stakeholders at the Federal, Provincial, Regional and Municipal level be requested to consider the merit and implications of the I-METRO-E concept and Maglev/Electric/DEMU technology on the Stouffville rail line in the context of the current review and update of the Metrolinx Regional Transportation Plan and Metrolinx Environment Assessment Study for the GO's Stouffville Line; and further,
- 5) That copies of this resolution be forwarded to the Premier of Ontario, the Federal Ministers of Finance, Transportation, Infrastructure and the Provincial Ministers of Finance, Transportation and Infrastructure Ontario, East Toronto and Markham area MPP's, the City of Toronto, the Mayor and Council members of the City of Toronto, the Toronto Transit Commission, Metrolinx, York Region and York Rapid Transit Corporation.

CARRIED

ADJOURNMENT

The Development Services Committee meeting adjourned at 11:55 AM.

Alternate formats for this document are available upon request.
--