

**Ontario Land Tribunal**  
Tribunal ontarien de l'aménagement  
du territoire



**ISSUE DATE:** November 12, 2025

**CASE NO(S):** OLT-24-000601

**PROCEEDING COMMENCED UNDER** subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	TerraBona 7115 Yonge Ltd.
Subject:	Request to amend the Official Plan – Failure to adopt the requested amendment
Description:	To facilitate the development of the site with a 36-storey mixed-use residential building with non-residential uses at-grade
Reference Number:	PLAN 23 111529
Property Address:	7115 Yonge Street and 8, 10, 12, 14 Grandview Avenue
Municipality/UT:	Markham/York
OLT Case No.:	OLT-24-000601
OLT Lead Case No.:	OLT-24-000601
OLT Case Name:	TerraBona 7115 Yonge Ltd. v. Markham (City)

**PROCEEDING COMMENCED UNDER** subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	TerraBona 7115 Yonge Ltd.
Subject:	Application to amend the Zoning By-law – Refusal or neglect to make a decision
Description:	To facilitate the development of the site with a 36-storey mixed-use residential building with non-residential uses at-grade
Reference Number:	PLAN 23 111529
Property Address:	7115 Yonge Street and 8, 10, 12, 14 Grandview Avenue
Municipality/UT:	Markham/York
OLT Case No.:	OLT-24-000602
OLT Lead Case No.:	OLT-24-000601

**Heard:** October 31, 2025 by Video Hearing

**APPEARANCES:****Parties****Counsel/Agent\***

TerraBona 7115 Yonge Ltd.  
(Applicant)

Max Laskin

Metrolinx

Kristina Bezprozvannykh

City of Markham

Maggie Cheung-Madar

**MEMORANDUM OF ORAL DECISION DELIVERED BY J. INNIS ON OCTOBER 31, 2025 AND ORDER OF THE TRIBUNAL**

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**[Link to Order](#)****INTRODUCTION**

[1] This appeal arises following a non-decision by the City of Markham (“City”) within the statutory timeframe regarding a revised application for an Official Plan Amendment (“OPA”) and a Zoning By-law Amendment (“ZBA”) to permit the re-development of lands known municipally as 7115 Yonge Street and 8, 10, an 12 Grandview Avenue (“Subject Property”), to construct a 36-storey mixed-use building with retail uses at grade and 437 residential units.

**PRELIMINARY MATTERS**

[2] Counsel for 1548318 Ontario Inc. and 1548319 Ontario Inc. advised the Tribunal by correspondence, dated October 29, 2025, that their clients take no position with respect to the proposed settlement and would not be participating in the settlement hearing.

[3] By correspondence dated October 30, 2025, counsel for Metrolinx advised the Tribunal, on consent of the Applicant, that Metrolinx sought to withdraw as a Party to

this proceeding. Metrolinx confirmed at the settlement hearing that it no longer has an interest in the matter, as the Emergency Exit Building (“EEB”) and associated structures referenced in earlier versions of the plans are no longer proposed to be located on the Subject Property.

[4] Metrolinx's correspondence requested that the Tribunal note, for clarity, that its withdrawal does not constitute support for, or opposition to, the proposed settlement. Metrolinx takes no position on the Application, provided that it is understood that nothing in the Tribunal's Decision addresses or determines the ultimate location or design of the EEB or any related auxiliary structures, including connections and stairwells, as depicted in the architectural drawings dated April 16, 2025.

[5] The Tribunal grants Metrolinx's request to withdraw as a Party. For further clarity, the Tribunal does not approve or endorse the architectural drawings submitted in support of the settlement, recognizing that elements related to the EEB and associated subway infrastructure may be subject to further coordination and refinement outside the scope of this proceeding.

## **THE PROPOSED DEVELOPMENT**

[6] The Applications were originally submitted to the City in February 2023 and deemed complete on March 7, 2023. A statutory public meeting was held on June 6, 2023. On June 28, 2024, the owner appealed the Applications to the Tribunal pursuant to s. 22 (7) and 34 (11) of the *Planning Act*. A revised development proposal was filed on March 3, 2025, following which additional materials were provided to address matters raised through the municipal review process. The Applicant subsequently submitted a settlement offer to the City staff dated April 17, 2025, based on architectural drawings dated April 16, 2025, with a refined settlement offer submitted on May 9, 2025. On May 27, 2025, the City Council adopted a resolution accepting the settlement offer, which forms the basis of the proposal now before the Tribunal.

[7] The revised proposal consists of two high-rise towers situated on a shared seven- to eight-storey podium. The development includes a mix of residential and commercial retail uses, with all residential units proposed as purpose-built rental housing. Tower A, located on the west portion of the site, is proposed at 49-storeys in height, while Tower B, on the east portion, is proposed at 46-storeys. Retail uses are to be located on the ground and second levels of the Tower A podium fronting Yonge Street, with residential units situated throughout the podium and both towers.

[8] In total, the proposal comprises 873 residential units, representing approximately 70,106 square metres (“m<sup>2</sup>”) of residential gross floor area, together with 740 m<sup>2</sup> of retail gross floor area. A minimum of 5 percent of the residential units are to be provided as affordable rental housing for a period of not less than 25 years. The proposal includes 1,897 m<sup>2</sup> of indoor amenity space and 1,790 m<sup>2</sup> of outdoor amenity space located within and atop the podium on the second, eighth, and ninth levels.

[9] Vehicle access is proposed from two driveways on Grandview Avenue, including a centrally located driveway providing a turning circle and access to three loading spaces. A five-level underground parking structure will accommodate 472 parking spaces, of which 369 are reserved for residents and 103 are shared visitor and commercial spaces. Twelve accessible spaces are proposed, divided equally between resident and visitor use. The proposed bicycle parking supply includes 698 long-term spaces and 175 short-term spaces, yielding ratios of 0.8 and 0.2 spaces per unit respectively.

[10] Streetscape improvements are proposed along both Yonge Street and Grandview Avenue, including a 2.1-metre sidewalk, new tree plantings, raised planter beds, integrated seating, and high-albedo concrete paving, as shown on the landscape plans prepared by Ferris + Associates Inc., dated February 2025. A 1.97-metre road widening along the Yonge Street frontage is to be dedicated to the Regional Municipality of York.

[11] The proposed OPA would redesignate portions of the Subject Property from “Urban Residential Area” to “Commercial/Community Amenity Area” in the City’s OP (1987), and further redesignate a portion from “Medium Density Housing” to “Community Amenity Area – Yonge/Steeles” within the Thornhill Secondary Plan. The OPA also introduces site-specific policies to recognize the proposed mixed-use development and built form.

[12] The proposed ZBA would remove the Subject Property from By-law 2237 and incorporate them into By-law 2024-19, the City’s Comprehensive Zoning By-law. The ZBA would rezone the property from “HC2” Highway Commercial Automobile Zone and “R4” Fourth Density Single-Family Residential Zone under By-law 2237 to “MH-HR(IA)\*XXX(HXXX)” Mixed-Use High Rise Intensification Area Exception Zone with a holding (H) provision under By-law 2024-19. Site-specific zoning standards are proposed to implement the mixed-use form and development parameters. The holding provision would remain in place until the conditions established by the City are satisfied and the “H” symbol is removed in accordance with the applicable by-law provisions.

[13] Since the time of the original applications, the City has advanced a series of policy initiatives and technical studies to guide future transit-oriented development along the Yonge Street corridor in anticipation of the Yonge North Subway Extension (“YNSE”). The Yonge Corridor Land Use and Built Form Study, initiated in June 2021 and adopted by Council on June 14, 2022, identified opportunities to accommodate complete communities, enhanced connectivity, and new housing and employment within the Steeles, Clark, and Royal Orchard Station areas. Within this framework, the Subject Property is located within the Steeles Station Area, identified as having capacity for the highest levels of height and density along the corridor, with tall buildings generally concentrated toward Yonge Street and height stepping down toward adjacent neighbourhoods.

[14] Building upon this study, the City initiated the Yonge Corridor Secondary Plan (“YCSP”) to translate the study’s findings into a statutory planning framework. An interim report on the YCSP was considered by the Development Services Committee on January 27, 2025, setting out emerging directions that encourage a mix of uses, residential intensification, active at-grade frontages, and a full spectrum of housing tenures and affordability.

[15] The revised proposal now before the Tribunal reflects the policy direction established through these concurrent municipal initiatives. The proposed height, density, and mixed-use form align with the emerging vision for the Steeles Station Area as an identified location for the tallest buildings within the Yonge Corridor, where the highest levels of intensification are to be focused in proximity to higher-order transit.

[16] The Tribunal received a Participant Statement from a local resident expressing opposition to the proposed development. The Participant identified concerns regarding existing traffic congestion and safety at the intersection of Yonge Street and Grandview Avenue, potential increases in traffic volumes associated with the proposed development, on-street parking conditions, and cumulative impacts from other high-rise proposals in the surrounding area.

[17] In response, Mr. Jacobs, referenced the Transportation Impact Study prepared by LEA Consulting Ltd., which concluded that the local road network is capable of accommodating traffic generated by the proposed development. While certain intersection movements are projected to operate at a lower level of service under future conditions, the study identifies mitigation measures, including transit demand management initiatives, enhanced pedestrian and cycling connections, and support for multi-modal transportation. Mr. Jacobs further noted that the planned Yonge North Subway Extension is anticipated to shift travel patterns toward higher-order transit over time.

[18] The Tribunal has considered the concerns raised in the Participant Statement and finds that the transportation evidence filed adequately addresses these matters within the context of the proposed development.

[19] Disposition of the matter has come before the Tribunal as a settlement motion. The Tribunal confirms that it has received, reviewed and considered the following materials and submissions:

- i. the uncontested opinion evidence of Mark Jacobs, a Registered Professional Planner and full member of the Canadian Institute of Planners, contained in his comprehensive affidavit sworn October 24, 2025 (marked as Exhibit 1);
- ii. the Appellant's Document Book dated October 24, 2025 (marked as Exhibit 2);
- iii. Participant Statements filed with the Tribunal in the name of Augustine Au, dated September 11, 2024;
- iv. Metrolinx's Letter regarding their Party Status, dated October 30, 2025; and
- v. the Parties' oral/written submissions in support of the settlement.

## **DECISION AND ORDER**

[20] The Tribunal understands that the aforementioned sworn affidavit evidence of Mr. Jacobs reflects revisions to the applications before the Tribunal that were reached through the cooperative efforts of the Parties.

[21] The Tribunal accepts the opinion evidence of Mr. Jacobs as presented in his affidavit and similarly finds that the proposed developments height, density, and mixed-use form align with the emerging vision for this portion of the Yonge Corridor and represent an appropriate form of transit-supportive development. Accordingly, the Tribunal finds that the subject applications, as revised, have regard to those applicable matters of provincial interest found in section 2 of the *Planning Act*, are consistent with the *Provincial Planning Statement, 2024*, conform to York Region Official Plan, have regard for the 2014 Markham Official Plan, meet the general intent of the 1987 Markham Official Plan and Thornhill Secondary Plan, and otherwise reflects principles of good land use planning.

[22] **THE TRIBUNAL ORDERS THAT:**

1. The appeal is allowed in part, and Orders that the Official Plan (1987) for the City of Markham is modified as follows, and as set out in Attachment 1 to this Order;
2. The appeals against By-laws 2237 and 2024-19, each as amended, of the City of Markham are allowed in part, and By-laws 2237 and 2024-19 each are amended as set out in Attachment 2 to this Order. In all other respects, the Tribunal Orders that the appeal is dismissed;
3. The Tribunal authorizes the municipal clerk of the City of Markham to assign a number to these bylaws for record keeping purposes;
4. The Tribunal may be spoken to if there are any issues implanting this Order.

*“J. Innis”*

J. INNIS  
MEMBER

**Ontario Land Tribunal**

Website: [www.olt.gov.on.ca](http://www.olt.gov.on.ca) Telephone: 416-212-6349 Toll Free: 1-866-448-2248

The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal (“Tribunal”). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.



**Attachment 1**

Authority: Ontario Land Tribunal Decision Issued on [date] and Ontario Land Tribunal Order Issued on [date] in Tribunal File OLT-24-000601

**OFFICIAL PLAN**  
**of the**  
**CITY OF MARKHAM PLANNING AREA**  
**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the Official Plan (Revised 1987), as amended,  
to incorporate Amendment No. 20 to the Thornhill Secondary Plan (PD 3-1), as amended,  
for the Thornhill Planning District (Planning District No. 3).

*([Terrabona Developments Ltd.] 7115 Yonge Street & 8-14 Grandview Avenue)*

*(By-law 2025-XX)*

([Month] 2025)

**OFFICIAL PLAN**  
**of the**  
**CITY OF MARKHAM PLANNING AREA**

**AMENDMENT NO. XXX**

To amend the Official Plan (Revised 1987), as amended, and to incorporate Amendment No. 20 to the Thornhill Secondary Plan (PD 3-1), as amended, for the Thornhill Planning District (Planning District No. 3).

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

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor



## BY-LAW NO. 2025-XX

Being a by-law to adopt Amendment No. XXX  
to the City of Markham Official Plan (Revised 1987), as amended

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

1. THAT Amendment No. XXX to the Official Plan (Revised 1987), 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 [MONTH], 2025.

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Kimberley Kitteringham  
City Clerk

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Frank Scarpitti  
Mayor

## CONTENTS

<b>PART I – INTRODUCTION .....</b>	<b>6</b>
1. GENERAL .....	6
2. LOCATION .....	6
3. PURPOSE.....	6
4. BASIS OF THIS OFFICIAL PLAN AMENDMENT .....	6
 <b>PART II – THE OFFICIAL PLAN AMENDMENT .....</b>	 <b>10</b>
1. THE OFFICIAL PLAN AMENDMENT .....	10
2. IMPLEMENTATION AND INTERPRETATION .....	10
3. SCHEDULE "A" .....	11
4. SCHEDULE "B" .....	12
5. SCHEDULE "C".....	13
 <b>PART III – THE SECONDARY PLAN AMENDMENT .....</b>	 <b>11</b>
1. THE SECONDARY PLAN AMENDMENT .....	11
2. IMPLEMENTATION AND INTERPRETATION .....	11
3. SCHEDULE "D" .....	15
4. SCHEDULE "E" .....	16

**PART I – INTRODUCTION**

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

## PART I – INTRODUCTION

### 1. 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, including Schedules “A”, “B” and “C” attached thereto, constitutes Official Plan Amendment No. XXX to the Official Plan (Revised 1987), as amended, and is required to enact Amendment No. 20 to the Thornhill Secondary Plan (PD 3-1) for the Thornhill Planning District (Planning District No. 3). Part II is an operative part of this Official Plan Amendment.
- 1.3. PART III - THE SECONDARY PLAN AMENDMENT, including Schedules “D” and “E” attached thereto, constitutes Amendment No. XX to the Thornhill Secondary Plan (PD 3-1), for the Thornhill Planning District (Planning District No. 3). This Secondary Plan Amendment may be identified by the symbol PD 3-1-20. Part III is an operative part of this Official Plan Amendment.

### 2. LOCATION

This Amendment applies to 0.38 hectares (0.94 acres) of land located on the northeast corner of Yonge Street and Grandview Avenue, municipally known as 7115 Yonge Street and 8, 10, 12 and 14 Grandview Avenue (the “Subject Lands”).

### 3. PURPOSE

The purpose of this Amendment is to amend the Official Plan (Revised 1987), as amended, to:

- Redesignate a portion of the Subject Lands from “URBAN RESIDENTIAL” to “COMMERCIAL (Community Amenity Area)” as shown on Schedules “A” and “C”,  
  
and to amend the Thornhill Secondary Plan to:
- Redesignate a portion of the Subject Lands from “MEDIUM DENSITY HOUSING” to “COMMUNITY AMENITY AREA – YONGE/STEELES” as shown on Schedule “D”, and
- Incorporate site-specific height and density provisions to permit a high-rise mixed-use building comprised of two residential towers with heights of 49 and 46 storeys, respectively, above a shared 7- to 8-storey podium with at-grade commercial uses (the “Proposed Development”).

### 4. BASIS OF THIS OFFICIAL PLAN AMENDMENT

The Subject Lands are designated as “URBAN RESIDENTIAL” and “COMMERCIAL (Community Amenity Area)” in the Official Plan (Revised 1987), as amended. The “URBAN RESIDENTIAL” designation is predominantly used for housing and related purposes, while the “COMMERCIAL (Community Amenity Area)” designation provides for a mix of commercial and community uses serving nearby residential and/or business areas, with this category also intended to accommodate high density housing at appropriate locations.

The Subject Lands are also subject to the Thornhill Secondary Plan, which designates the Subject Lands as “MEDIUM DENSITY RESIDENTIAL” and “COMMUNITY AMENITY AREA – YONGE/STEELES”. The “MEDIUM DENSITY HOUSING” designation allows for ground-oriented forms of moderate density housing generally less than 35 units per net hectare, while the “COMMUNITY AMENITY AREA – YONGE/STEELES” designation on lands south of Meadowview Avenue are intended to be used for higher density mixed-use buildings with a variety of apartment forms at a net density between 99 to 148 units per hectare, and limited commercial components compatible with residential uses, including office, retail, and service uses.

This Amendment will facilitate the redevelopment of the Subject Lands with the Proposed Development by redesignating the portion of the Subject Lands designated as “URBAN RESIDENTIAL” in the Official Plan (Revised 1987) to “COMMERCIAL (Community Amenity Area)”, and by redesignating the portion of the Subject Lands designated as “MEDIUM DENSITY HOUSING” in the Thornhill Secondary Plan to “COMMUNITY AMENITY AREA – YONGE/STEELES”, along with adding site-specific provisions for height and density required to permit the residential towers.

The Proposed Development is consistent with the Provincial Policy Statement, 2024 (the “PPS”) by promoting the efficient uses of land, resources, and infrastructure, providing more mixed-use development and a greater range and mix of housing options to support the achievement of complete communities. The Proposed Development is also consistent with the PPS as it provides for land uses and a built form on the Subject Lands that support the achievement of minimum density targets within a Major Transit Station Area (“MTSA”) which will be served by the Yonge North Subway Extension, with MTSA’s being strategic growth areas near a major transit station encouraged to promote development and intensification at transit-supportive densities and achieve multimodal access to stations. MTSA’s served by subways are required to be planned for a minimum density target of 200 residents and jobs combined per hectare.

The Proposed Development conforms to the York Region Official Plan, 2022 (the “YROP”), with the Subject Lands designated as ‘Urban Area’ (Map 1 – Regional Structure) and ‘Community Area’ (Map 1A – Land Use Designations) in the YROP. Lands designated ‘Urban Area’ are intended to permit a wide range of land uses including residential, commercial, employment and institutional uses to accommodate the existing population and future growth, while lands designated ‘Community Area’ are where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs will be located. The YROP identifies the Subject Lands as located along a Regional Corridor, which is where York Region’s most intensive development is to be focused and planned to support existing and planned transit infrastructure. The YROP also identifies all MTSA’s in Markham as Protected Major Transit Station Areas (“PMTSA”), in accordance with Section 16 of the *Planning Act*, with the Subject Lands located within PMTSA 20 (Steeles Subway Station), which has a minimum density target of 300 residents and jobs combined per hectare.



The Subject Lands are designated 'Mixed Use High Rise' in the City of Markham Official Plan, 2014 (the "MOP, 2014") and are located within the Yonge Steeles Corridor *key development area*. However, Section 9.18.8.3 of the MOP, 2014 states that until a new secondary plan for the Yonge Steeles Corridor *key development area* lands has been approved, the provisions of the Official Plan (Revised 1987), as amended, and Thornhill Secondary Plan (PD 3-1), as amended shall apply to the Subject Lands.

The Proposed Development represents good planning as it makes efficient use of land by providing a higher density mixed-use development within an area that the Province, Region and City have identified for intensification and redevelopment. The Proposed Development also supports Provincial, Regional and City planning policies by being in accessible proximity to existing transit routes and planned higher order transit stations, as well as existing and planned community services and amenities. The Subject Lands are therefore an appropriate location for the Proposed Development.



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

## **PART II – THE OFFICIAL PLAN AMENDMENT**

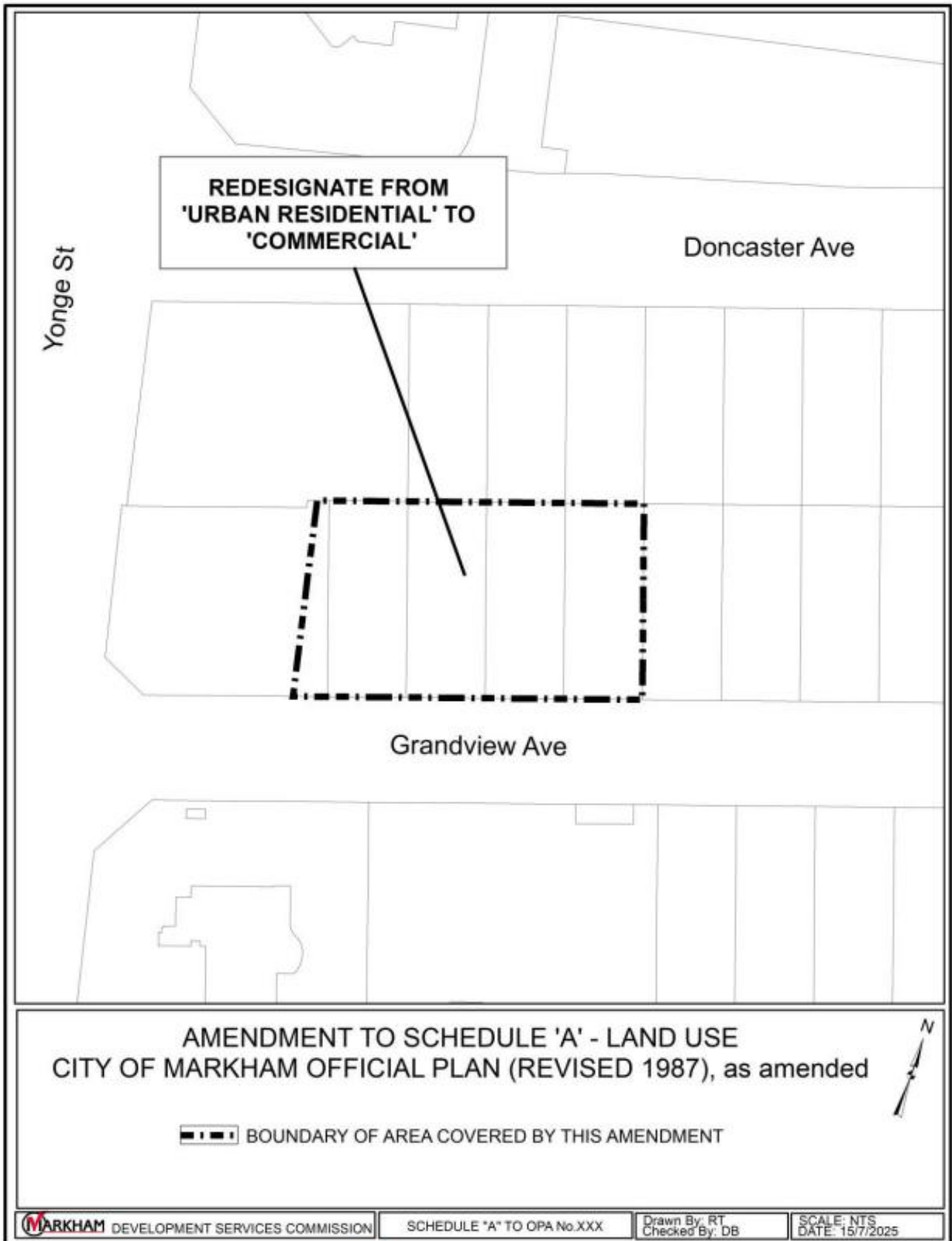
### **1. THE OFFICIAL PLAN AMENDMENT**

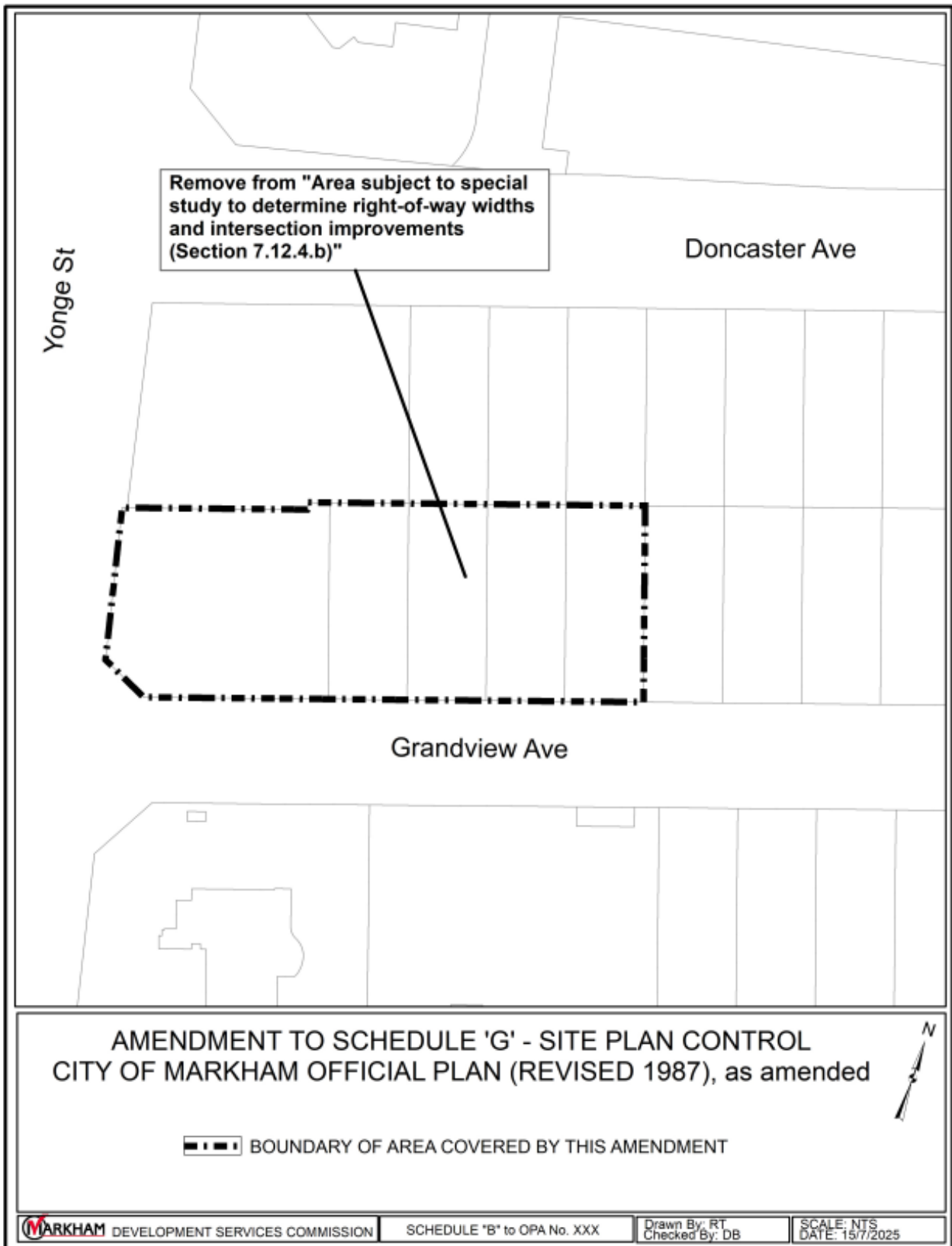
- 1.1** Section 1.1.2 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by adding the addition of the number **XXX** to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.
- 1.2** Section 1.1.3 c) of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number **XXX** to the list of amendments listed in the second sentence of the bullet item dealing with the Thornhill Secondary Plan (PD 3-1), for the Thornhill Planning District (Planning District No. 3), to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan”.
- 1.3** Section 9.2.25 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number **XXX** to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan”.
- 1.4** Schedule 'A' - LAND USE of the Official Plan (Revised 1987), as amended, is hereby amended by redesignating the portion of the Subject Lands designated as “URBAN RESIDENTIAL” to “COMMERCIAL”, as shown on Schedule “A” attached hereto.
- 1.5** Schedule ‘G’ – SITE PLAN CONTROL of the Official Plan (Revised 1987), as amended, is hereby amended by removing the Subject Lands from the lands designated as “Area subject to special study to determine right-of-way widths and intersection improvements (Section 7.12.4.b)”, as shown on Schedule “B” attached hereto.
- 1.6** Schedule 'H' - COMMERCIAL/INDUSTRIAL CATEGORIES of the Official Plan (Revised 1987), as amended, is hereby amended by designating a portion of the Subject Lands as “COMMUNITY AMENITY AREA”, as shown on Schedule “C” attached hereto.
- 1.7** No additional changes to the text or schedules of the Official Plan (Revised 1987), as amended, are being made by this Amendment. This Amendment is also being made to incorporate changes to Schedule “AA” – LAND USE PLAN and the text of the Thornhill Secondary Plan (PD 3-1) for the Thornhill Planning District (Planning District No. 3). These changes are outlined in Part III which comprises Amendment No. 20 to the Thornhill Secondary Plan (PD 3-1).

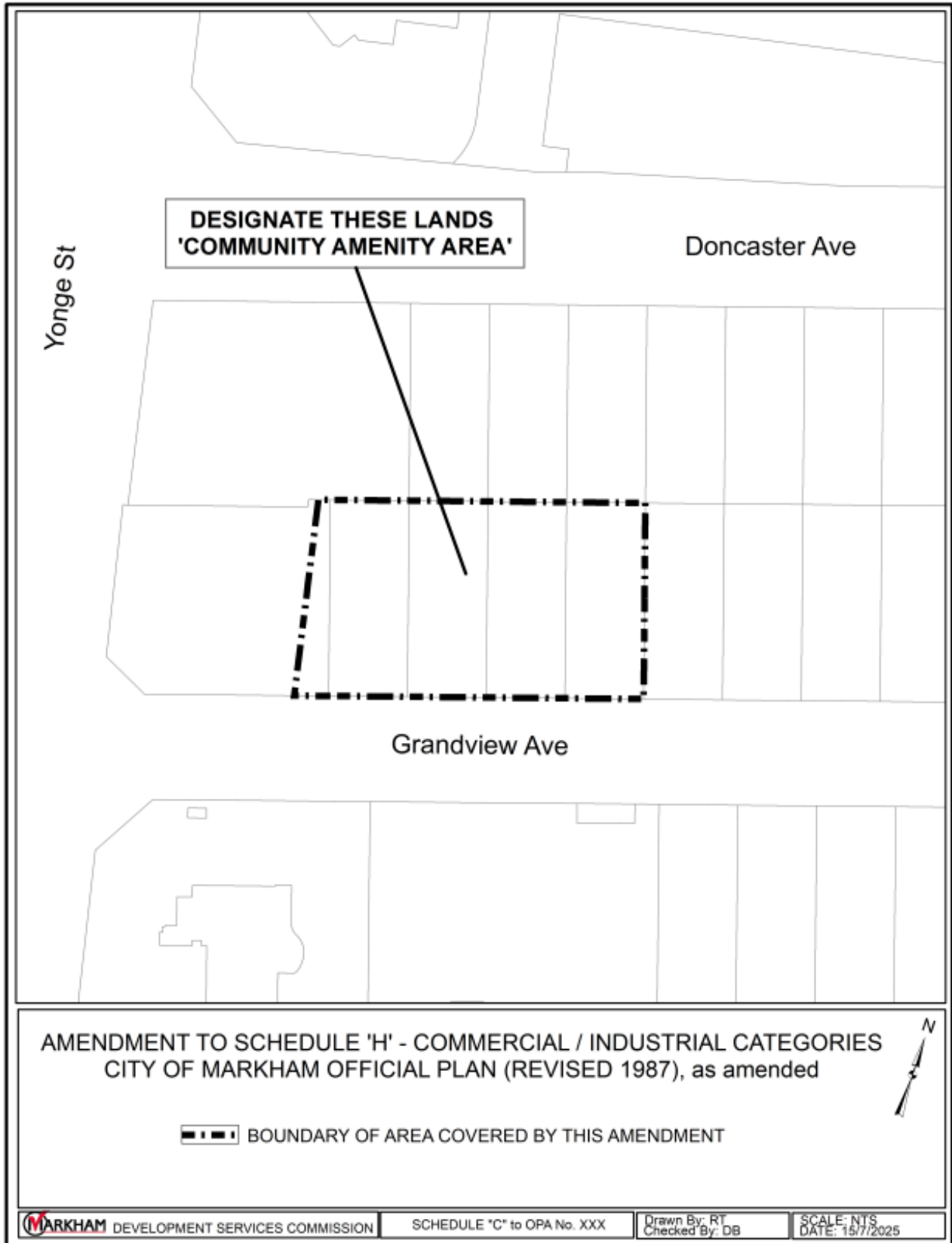
### **2. IMPLEMENTATION AND INTERPRETATION**

The provisions of the Official Plan, 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 Site Plan approval and other Planning Act approvals, in conformity with the provisions of this Amendment.







### **PART III – THE SECONDARY PLAN AMENDMENT**

(This is an operative part of Official Plan Amendment No. XXX)

### **PART III – THE SECONDARY PLAN AMENDMENT**

#### **1. THE SECONDARY PLAN AMENDMENT**

(Amendment No. 20 to the Thornhill Secondary Plan PD 3-1)

The Thornhill Secondary Plan (PD 3-1) for the Thornhill Planning District (Planning District No. 3) is hereby amended as follows:

- 1.1 Schedule 'AA' – LAND USE PLAN, is hereby amended by redesignating the portion of the Subject Lands designated as "MEDIUM DENSITY HOUSING" to "COMMUNITY AMENITY AREA – YONGE/STEELES" as shown on Schedule "D" attached hereto.
- 1.2 Section 6.4.3 "COMMUNITY AMENITY AREA – YONGE/STEELES" is hereby amended by adding a new subsection 6.4.3.13 to Section 6.4.3 as follows and by adding Figure 3-1-20, as shown on Schedule "E" attached hereto, to be appropriately placed on the first page following Section 6.4.3.13:
 

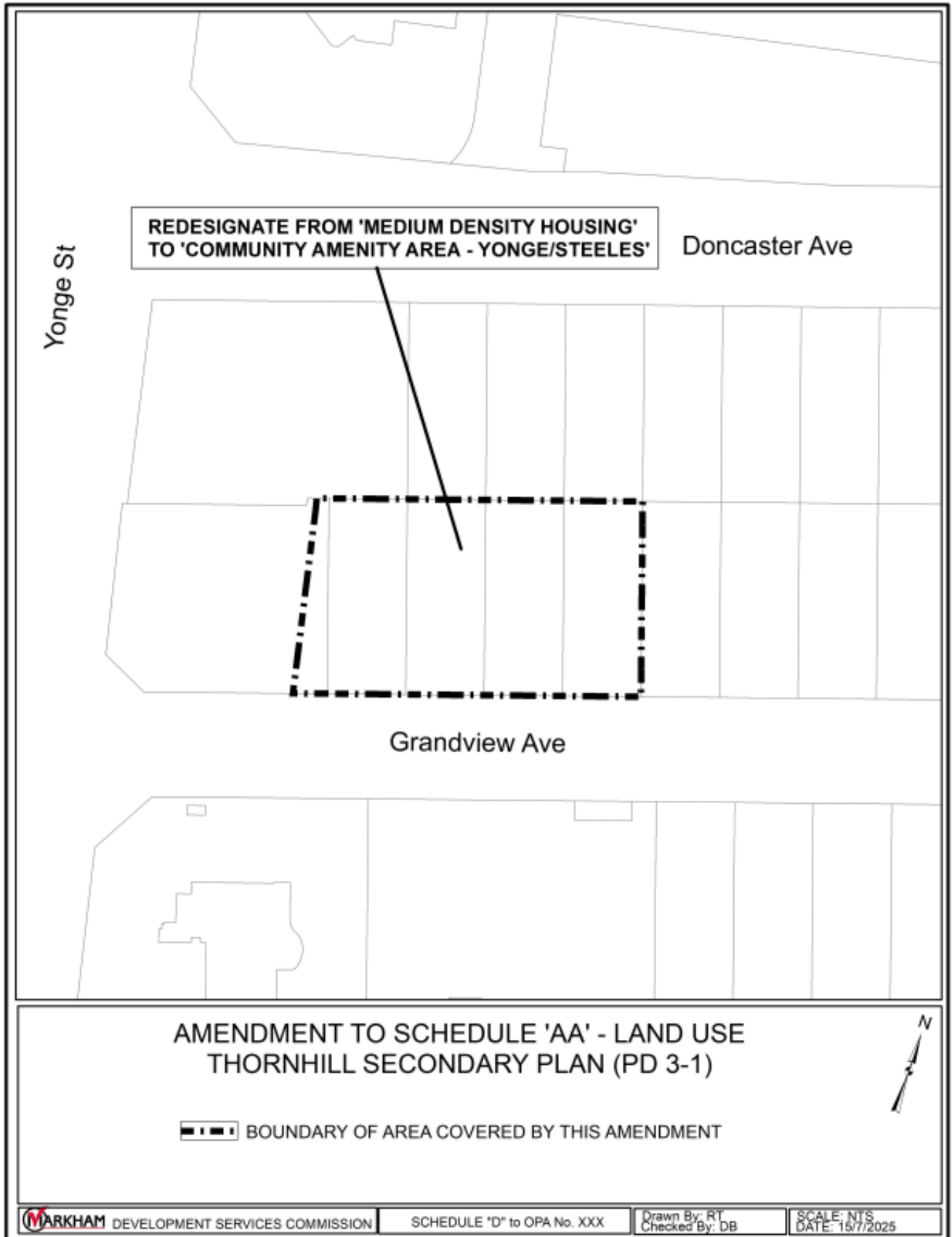
"6.4.3.13 Notwithstanding the general policies in Section 6.4.3.10 above, the following additional provisions shall apply to the lands designated as "COMMUNITY AMENITY AREA – YONGE/STEELES" as shown on Figure 3-1-20:

  - a. The maximum building height shall be 49 storeys, not including any mezzanine levels, mechanical penthouses or building maintenance units.
  - b. The maximum Floor Area Ratio shall be 18.35.

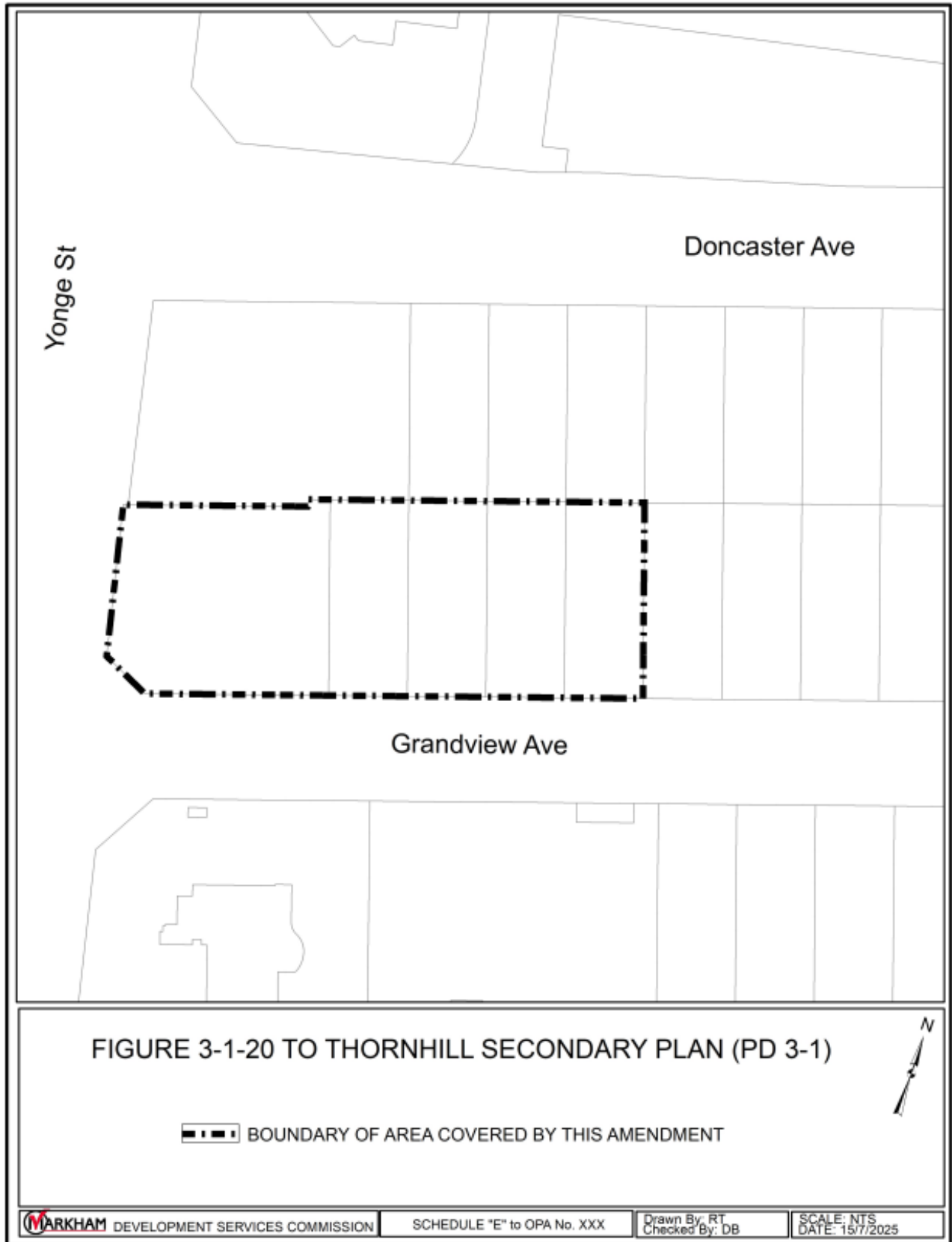
#### **2. IMPLEMENTATION AND INTERPRETATION**

The provisions of the Official Plan (Revised 1987), as amended, regarding the implementation and interpretation of the Plan, shall apply in regards 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 Site Plan Approval in conformity with the provisions of this Amendment, and the applicable provisions of the Thornhill Secondary Plan (PD 3-1), as amended.









## Attachment 2

**BY-LAW 2025-\_\_\_\_\_**

A By-law to amend By-laws 2237 and 2024-19, as amended

The Council of The Corporation of the City of Markham hereby enacts as follows:

1. That By-law 2237, as amended, is hereby further amended by deleting the lands shown on Schedule 'A' attached hereto, from the designated areas of By-law 2237, as amended.
2. That By-law 2024-19, as amended, is hereby further amended as follows:
  - 2.1 By expanding the designated area of By-law 2024-19, as amended, to include additional lands as shown on Schedule 'A' attached hereto.
  - 2.2 By zoning the lands outlined on Schedule 'A' attached hereto from:
 

**Fourth Density Single Family Residential (R4) Zone and Highway Commercial Automobile (HC2) Zone** under By-law 2237, as amended

to:

**Mixed Use – High Rise Intensification Area \*91 (Hold 10) (MU-HR (IA163)\*91 (H10)**
3. By adding the following subsections to Section 14 – EXCEPTIONS:

<b>Exception</b> 14.091	<b>TerraBona 7115 Yonge Ltd.</b> <b>7115 Yonge Street and 8, 10, 12, 14</b> <b>Grandview Avenue</b>	<b>Parent Zone</b> MU-HR (IA)
<b>File Number</b> Plan 23 111529		<b>Amending By-law</b> 2025-XXX
Notwithstanding any other provisions of this By-law, the following provisions shall apply to the land denoted by the symbol *091 on the schedules to this By-law. All other provisions, unless specifically modified/amended by this section, continue to apply to the lands subject to this section.		
<b>14.091.3 Special Zone Standards</b>		
The following special zone standards shall apply:		
a) Notwithstanding any division or partition of the land subject to this Section, all lands zoned MU-HR (IA163)*91 shall be deemed to be one lot for the purposes of this By-law.		
b) Yonge Street is deemed to be the <b>front lot line</b>		
c) The number following the IA acronym of 163 refers to the maximum <b>height</b> of a <b>building</b> in metres and not the maximum number of <b>storeys</b>		
d) <b>Established grade</b> shall be 195.85 metres above sea level (Canadian Geodetic Datum Elevation)		
e) Maximum <b>height</b> of a <b>point tower</b> : i) Westerly <b>point tower</b> – 163.0 metres from <b>established grade</b> ii) Easterly <b>point tower</b> – 152.5 metres from <b>established grade</b>		
f) Maximum <b>height</b> of a <b>podium</b> – 31.0 metres		
g) Maximum number of <b>storeys</b> : i) Westerly <b>point tower</b> – 49 ii) Easterly <b>point tower</b> - 46		

h)	A <b>mechanical penthouse</b> that does not project more than 6.0 m metres above the highest point of the roof surface is not considered a <b>storey</b>
i)	Maximum number of <b>storeys</b> of a <b>podium</b> – 8
j)	Minimum <b>front yard setback</b> : i) <b>Westerly point tower</b> – 5.0 metres ii) <b>Easterly point tower</b> – 61.0 metres iii) <b>Podium</b> – 3.0 metres
k)	Minimum <b>rear yard setback</b> : i) <b>Westerly point tower</b> – 63.5 metres ii) <b>Easterly point tower</b> – 12.5 metres iii) <b>Podium</b> : 1) <b>First storey</b> – 0.6 metres 2) <b>Above the second storey</b> – 6.0 metres
l)	Minimum <b>interior side yard setback</b> : i) <b>Westerly point tower</b> – 12.5 metres ii) <b>Easterly point tower</b> – 12.5 metres iii) <b>Podium</b> - 0.6 metres
m)	Minimum <b>exterior side yard setback</b> : i) <b>Westerly point tower</b> – 2.0 metres ii) <b>Easterly point tower</b> – 2.0 metres iii) <b>Podium</b> – 0.1 metres
n)	Minimum setbacks for below grade structures: i) <b>Front yard</b> – 0.0 metres ii) <b>Rear yard</b> – 0.6 metres iii) <b>Exterior side yard</b> – 0.0 metres iv) <b>Interior side yard</b> – 0.6 metres
o)	Minimum separation between <b>point towers</b> - 25.0 metres
p)	Minimum <b>landscaping strip</b> : i) abutting the <b>rear lot line</b> and <b>interior lot line</b> - 0.6 metres ii) abutting a <b>front yard</b> – 3.0 metres iii) abutting an <b>exterior side yard</b> – 0 metres
q)	An <b>outdoor patio</b> or <b>amenity area</b> may be permitted within a <b>landscaping strip</b> abutting the <b>front lot line</b>
r)	Minimum common indoor <b>amenity area</b> – 2.0 square metres per <b>dwelling unit</b>
s)	Minimum common outdoor <b>amenity area</b> – 2.0 square metres per <b>dwelling unit</b>
t)	Minimum stepback of a point tower from a podium - 1.7 metres
u)	Minimum <b>gross floor area</b> devoted to non-residential <b>uses</b> – 630 square metres
v)	There shall be no minimum parking requirement for any permitted use
w)	Where <b>parking spaces</b> are provided for any non-residential <b>use</b> , the greater of one <b>parking space</b> , or 3% of the spaces, shall be provided as accessible <b>parking spaces</b> .
x)	Minimum number of residential <b>loading spaces</b> per <b>point tower</b> - 1
y)	Maximum <b>gross floor area</b> of all <b>buildings</b> – 70,150 square metres
z)	Minimum width of an aisle providing unobstructed access to a <b>bicycle parking space</b> – 1.8 metres
aa)	Minimum number of <b>bicycle parking spaces</b> which may be horizontal, vertical or stacked i) <b>Short term bicycle parking space</b> – 0.2 spaces per unit ii) <b>Long term bicycle parking space</b> – 0.79 spaces per unit
bb)	Stacked <b>bicycle parking spaces</b> may be provided in accordance with the following minimum dimensions for each stacked <b>bicycle parking space</b> : i) <b>Width</b> - 0.3 metres ii) <b>Length</b> – 1.2 metres iii) <b>Vertical clearance</b> – 1.2 metres
cc)	Ratio of Multi-Bedroom Units:

By-law 2025-\_\_\_\_  
Page 3

A minimum of 30% of the total number of units shall be 2-bedroom and/or 3-bedroom units.

#### 4. HOLDING PROVISION

- 4.1 For the purpose of this By-law, a Holding (H10) provision is hereby established on lands zoned Mixed Use – High Rise Intensification Area \*91 (MU-HR (IA163)\*91 zone as identified on Schedule 'A' attached hereto by the letter (H10) in parenthesis following the zoning symbols.

<b>Hold Provision</b> 16.010	<b>TerraBona 7115 Yonge Ltd.</b> <b>7115 Yonge Street and 8, 10, 12, 14</b> <b>Grandview Avenue</b>	<b>Parent Zone</b> MU-HR (IA)
<b>File Number</b> Plan 23 111529		<b>Amending By-law</b> 2025-XXX

A Zoning By-law Amendment to remove the Holding (H10) symbol from the lands shown on Schedule "A" shall not be passed until the following conditions have been met:

##### **16.010.1 Hold Removal Conditions**

No person shall hereafter erect or alter any building or structure on lands subject to the Holding (H10) provision for the purpose permitted under this By-law until amendment(s) to this By-law to remove the letter (H10) have come into effect pursuant to the provisions of Section 36 of the Planning Act.

- a) The Owner shall prepare and submit a Sanitary Capacity Analysis to determine sanitary servicing requirements for the development of the subject lands without causing adverse impacts in the downstream receiving sanitary sewer system to the satisfaction of the Director of Engineering. The Sanitary Capacity Analysis shall identify if there are any sanitary capacity issues and, if so, recommend necessary works to mitigate the sanitary capacity issues.
- b) If the Sanitary Capacity Analysis in clause a. recommends improvements to the downstream receiving sanitary servicing infrastructure(s) as necessary and/or necessary work to provide municipal sanitary services for the development of the lands, then either:
  - i. the Owner has executed an agreement with the City to secure the construction of the required improvements to the sanitary infrastructure(s) and/or the implementation of necessary work, at no cost to the City. The agreement shall require the Appellant to provide financial securities, submit detailed engineering drawings, confirm servicing allocation from the City and the Region, pay required fees in accordance with the latest Fee By-Law and provide insurance, as required, in a form and content satisfactory to the City Solicitor and the Director of Engineering; or
  - ii. the required improvements to the sanitary infrastructure(s) and/or the implementation of necessary work are constructed and operational to the satisfaction of the Director of Engineering.
- c) The Owner shall prepare and submit a Water Supply Analysis to determine the water services requirements for the development of the lands without causing adverse impacts in the water supply system to the satisfaction of the Director of Engineering. The Water Supply Analysis shall identify if there are any water supply constraints and, if so, evaluate and recommend preferred water supply solutions.
- d) If the Water Supply Analysis in clause c. recommends additional water infrastructure(s) as necessary to provide municipal water services to the development of the lands, then either:
  - i. the Appellant has executed an agreement with the City to secure the construction of the required water infrastructure(s), at no cost to the City. The agreement shall require the Appellant to provide financial securities, submit detailed engineering drawings, pay required fees in accordance with the latest

By-law 2025-\_\_\_\_  
Page 4

ii.	Fee By-Law, and provide insurance, as required, in a form and content satisfactory to the City Solicitor and the Director of Engineering; or, the required improvements to the water infrastructure(s) and/or the implementation of necessary work are constructed and operational to the satisfaction of the Director of Engineering.
e)	The Owner shall execute a Transportation Demand Management agreement with the City, securing provision of the following: i. Two (2) bicycle repair stations (without pump); ii. Two (2) bicycle repair stations (with pump); iii. Four (4) car-share parking spaces within the development; iv. A car-share membership to each residential unit within the building, upon first occupancy of that unit, for a period of two years; v. Six (6) standard bike share bikes; and vi. Fourteen (14) electric bike share bikes.
f)	The Owner shall enter an Agreement with the City, to secure the greater of 5% or 44 of the residential units on the Site as affordable rental housing for a minimum of 25 years, with rents at or below 30% of median family income for Markham, as determined by CMHC.

Read and first, second and third time and passed on \_\_\_\_\_, 2025.

\_\_\_\_\_  
Kimberley Kitteringham  
City Clerk

\_\_\_\_\_  
Frank Scarpitti  
Mayor

Amanda File No. PLAN 23 111529

1416-5652-2778




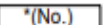


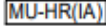
FROM HIGHWAY COMMERCIAL 2 (B/L 2237)  
TO MU-HR (IA163)\*91 (H10) (B/L 2024-19)

Yonge St

FROM RESIDENTIAL 4 (B/L 2237)  
TO MU-HR (IA163)\*91 (H10) (B/L 2024-19)

Grandview Ave

## SCHEDULE 'A' TO BY-LAW AMENDING BY-LAWS 2237 AND 2024-19 DATED

	BOUNDARY OF AREA COVERED BY THIS SCHEDULE TO BE DELETED FROM BY-LAW 2237 AND ADDED TO BY-LAW 2024-19		BOUNDARY OF ZONE DESIGNATION(S)
	HIGHWAY COMMERCIAL TWO		EXCEPTION NUMBER
	RESIDENTIAL FOUR		HOLDING PROVISION
	MIXED USE - HIGH RISE (INTENSIFICATION AREA)		

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 on 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.



 MARKHAM DEVELOPMENT SERVICES COMMISSION

10 5 0 10  
Meters

Drawn By: RT

Checked By: DB

DATE: 10/7/2025

NOTE: This Schedule should be read in conjunction with the signed original By-Law filed with the City of Markham Clerk's Office

Q:\Geomatics\New Operation\By-Laws\OLT17115 Yonge St\Schedule A.mxd





## **EXPLANATORY NOTE**

### **BY-LAW 2025 -XXX**

**A By-law to amend By-laws 2237 and 2024-19, as amended**

**Name of Applicant:** TerraBona 7115 Yonge Ltd.

#### **Property Legal Description:**

Lots 17 to 19 and Lots 322 to 324, Plan 2446, Markham;  
Part 12 Foot Lane, Plan 2446, Markham, Closed by Bylaw R589113, Part 2, 65R-15683;  
Part Lot 321, Plan 2446, Markham, Part 3, 65R-15683; S/T R592477, R598392 ;  
Part Lot 321, Plan 2446, Markham as in MA42926

**Property Address:** 7115 Yonge Street and 8, 10, 12, 14 Grandview Avenue

#### **Lands Affected**

The proposed by-law amendment applies to a parcel of land with an approximate area of 0.38 hectares (0.94 acres), which is located east of Yonge Street and north of Grandview Avenue in the Thornhill Community.

#### **Existing Zoning**

The subject lands are zoned Highway Commercial Automobile (HC2 ) Zone and Fourth Density Single Family Residential (R4) Zone under By-law 2237, as amended.

#### **Purpose and Effect**

The purpose of this by-law amendment is to remove the subject lands from By-law 2237 and apply the provisions of By-law 2024-19, as amended. The Mixed Use High Rise (Intensification Area)(MU-HR(IA163)) zone with a new site specific exception would apply to the subject lands.

The effect of this site specific exception will permit the development of a 49-storey and 46-storey mixed use development containing 873 dwelling units and 740 square metres of non-residential gross floor area at grade and on the second level along the Yonge Street frontage of the subject lands.