



URA Members Meeting Minutes

Monday, December 01, 2025

Unionville Train Station

URA Directors in attendance:

Jóska Zérczi, Michael Gannon, Sandra Tam, Donna Day, Peter Miasek, Stella Yu and Gene Genin

Absent:

Adam Poon, Mary Caporusso, Roland Hosein and Daniela Ghiculete

Guests:

Samson Wat, P.Eng., Manager, Transportation Policy and Strategy, Development Services

Eric Chan, P.Eng., Senior Manager, Transportation Engineering Department

Officials:

Reid McAlpine, Councillor Ward 3, City of Markham

Attendance: Approximately twenty-one members and guests.

1. Call to Order and President's Introduction (Jóska Zérczi)

URA President, Jóska Zérczi, called the meeting to order. Jóska welcomed members and guests.

2. Markham's Micromobility Strategy (Samson Wat and Eric Chan – City of Markham)

Overview

Markham's Transportation Master Plan (TMP) serves as the City's comprehensive, long-term framework for meeting the evolving transportation needs of its residents and visitors. The plan is designed to guide both policy development and infrastructure enhancements, with the goal of creating safe, sustainable, and inclusive mobility options for all users, including those who walk, cycle, use public transit, or drive.

Scope of the TMP

The TMP encompasses a wide range of transportation modes and specifically includes micromobility options. Micromobility is defined, within the plan, to cover pedal bikes, electric bikes (e-bikes), and electric scooters (e-scooters).

Micromobility Objectives

A key objective of the TMP is to establish the policies required to support micromobility and to guide the development of supporting infrastructure, such as pathways. Achieving successful

micromobility integration relies on consistency throughout the City's streets, dedicated bike lanes, and multi-use pathways. At present, micromobility devices are permitted only within Markham Centre so a key outcome of the TMP will be a plan to expand micromobility infrastructure to the rest of the city.

Jurisdictional Harmonization

The harmonization of policies and definitions across municipal, regional, and provincial jurisdictions is also a crucial consideration for the TMP. For instance, the definitions for bikes, e-bikes, and e-motorcycles currently found in 2002 provincial legislation are outdated and require revision to align with current practices and technologies. It is likely that legislation modernizing micromobility definitions will be more specific.

3. Councillor Update (Ward 3 Councillor, Reid McAlpine)

Councillor McAlpine provided updates on the following topics:

a. Main Street Revitalization

Phase 3 has Main Street closed between Fred Valley Dr. and the GO Train tracks. Completion is scheduled for Dec 31, 2025, if the weather cooperates.

b. Inclusionary Zoning (Low Rent Units)

Following the requirements of Ontario Regulation 232/18, which permits municipalities to implement inclusionary zoning for low-rent housing, Markham conducted an inclusionary zoning assessment. This comprehensive review examined local demographics, income data, the current supply and demand for housing, prevailing market prices and rents, and the potential impacts of inclusionary zoning on the city's housing market. The assessment ultimately determined that inclusionary zoning does not apply to Markham at this time.

c. Pending Bill 60 – Secondary Plans

On October 23, 2025, the Ontario government introduced Bill 60, known as the Fighting Delays, Building Faster Act, 2025. This legislation proposes various measures intended to accelerate the delivery of housing and infrastructure projects across the province.

Although the proposal to streamline Official Plans is not included in Bill 60 currently, the government is actively seeking public input through the Environmental Registry of Ontario on related changes. One of the key proposals would require municipalities to maintain a single, comprehensive Official Plan, which may result in the discontinuation of secondary or site-specific plans.

In response to this legislative development, the Markham has paused the development of secondary plans. This pause, and the potential elimination of secondary plans, is expected to have significant implications for future development proposals. For example, projects such as the Markville Mall redevelopment may be directly affected, as the absence of secondary plans could alter the planning and approval process for these types of initiatives.

d. **Zoning for Additional Residential Units**

At present, planning laws allow the construction of dwellings with three units. To qualify for a \$58 million housing accelerator, grant from the federal government, Markham must permit four-unit dwellings instead. A public consultation was held on October 21st. Even though the grant has already been approved, council postponed deciding about this change.

4. **Committee Reports & Focus Topics**

a. **Honda Indy (Peter Miasek)**

In August 2025, Council approved an in-year capital budget of \$12 million for the design, engineering, and construction of road modifications needed for the Indy racetrack.

To help offset the race preparation road work costs, Council, at its meeting on December 16th, 2025, directed staff to amend the Municipal Accommodation Tax (MAT) by-law. The amendment increases the MAT charged on hotel rooms from 4% to 6%. The new rate will come into effect as of April 1st, 2026.

This increase in the MAT is projected to generate an additional \$2,576,000 in revenue for 2026. The incremental revenue is in addition to the previously anticipated \$5,152,568 that would have been generated under the existing rate structure.

In addition, Council provided authorization for staff to investigate and pursue other funding sources to support municipal projects.

5. **Meeting Adjournment**