



Markham Sub-Committee Meeting

Agenda

August 5, 2020, 9:00 AM - 12:00 PM

Electronic Meeting

Sub-Committee Members:

Regional Councillor Jack Heath (Chair)

Councillor Karen Rea

Councillor Andrew Keyes

Councillor Amanda Collucci

Mayor Frank Scarpitti (Ex-Officio)

Deputy Mayor Don Hamilton (Ex-Officio)

Regional Councillor Jim Jones (Ex-Officio)

Councillor Keith Irish (Ex-Officio)

Quorum: 3

Note: Due to COVID-19, Members of the Markham Sub-Committee, staff, and guests will be participating in the meeting remotely.

Pages

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY INTEREST

3. APPROVAL OF THE PREVIOUS MINUTES

3.1 MINUTES OF THE MARKHAM SUB-COMMITTEE - JULY 29, 2020

3

1. That the minutes of the Markham Sub-Committee meeting held July 29, 2020, be confirmed.

4. MARKHAM ROAD-MOUNT JOY SECONDARY PLAN VIRTUAL DESIGN CHARRETTE - DAY 2

4.1 9999 MARKHAM ROAD - REPORT BACK ON HOLD PROVISION

7

B. Karumanchery, ext. 4713
(9:00 AM - 9:30 AM)

Note: At its July 29, 2020 meeting, Markham Sub-Committee consented to postpone consideration of this item to its next meeting on August 5, 2020.

**4.2 VISION, GUIDING PRINCIPLES, AND CONCEPT PLANS
PRESENTATION**

12

D. Lyons, ext. 2459
(9:30 AM - 12:00 PM)

5. ADJOURNMENT



Markham Sub-Committee Meeting Minutes

July 29, 2020, 9:00 AM - 12:00 PM

Electronic Meeting

Sub-Committee Members	Regional Councillor Jack Heath Councillor Karen Rea Councillor Andrew Keyes	Mayor Frank Scarpitti (Ex-Officio) Deputy Mayor Don Hamilton (Ex-Officio) Regional Councillor Jim Jones (Ex-Officio)
Regrets	Councillor Amanda Collucci	
Council Members	Councillor Reid McAlpine Councillor Khalid Usman	Councillor Isa Lee
Staff	Andy Taylor, Chief Administrative Officer Arvin Prasad, Commissioner, Development Services Biju Karumanchery, Director, Planning & Urban Design Brian Lee, Director, Engineering Ronji Borooah, City Architect Loy Cheah, Senior Manager, Transportation	Lilli Duoba, Manager, Natural Heritage Darryl Lyons, Manager, Policy Stacia Muradali, Acting Manager, East District Nhat-Anh Nguyen, Senior Manager, Development & Environmental Engineering Francesco Santaguida, Assistant City Solicitor Laura Gold, Council/Committee Coordinator Scott Chapman, Election and Committee Coordinator

1. CALL TO ORDER

In consideration of the ongoing state of emergency surrounding the 2019 Novel Coronavirus (COVID-19) and emergency public health orders issued by the Government of Ontario, this meeting was conducted electronically to maintain physical distancing among participants.

The Markham Sub-Committee meeting convened at the hour of 9:02 AM with Regional Councillor Jack Heath presiding as Chair.

The Markham Sub-Committee recessed at 12:15 PM and reconvened at 12:31 PM.

2. DISCLOSURE OF PECUNIARY INTEREST

None disclosed.

3. MARKHAM ROAD-MOUNT JOY SECONDARY PLAN STUDY VIRTUAL DESIGN CHARRETTE - DAY 1

Arvin Prasad, Commissioner, Development Services, provided introductory comments for Day 1 of the Markham Road-Mount Joy Secondary Plan Virtual Design Charrette. Commissioner Prasad noted that this is the first virtual design charrette to be hosted by the City of Markham, and welcomed all stakeholders in attendance.

Darryl Lyons, Manager, Policy, provided an overview of the day's agenda and objectives in building a common understanding of the study area through a virtual bus tour and results of the baseline conditions assessment, and to gather ideas, perspectives, and input from the Sub-Committee, stakeholders, and community to inform the preparation of the secondary plan. Mr. Lyons also identified next steps and objectives to be achieved through subsequent sessions of the study process.

3.1 VIRTUAL BUS TOUR PRESENTATION

Harold Madi, Urbanism by Design, consultant to the City of Markham, delivered a presentation on the Markham Road-Mount Joy Secondary Plan study area, providing the Sub-Committee and stakeholders with an overview of the context and key considerations surrounding each of nine identified destination points. Key themes and design concept proposals drawn from existing conditions and case studies across Canada were identified and discussed.

There was discussion on the following relative to the virtual bus tour presentation:

- Leveraging adaptable design and zoning of buildings and spaces capable of responding to changing market conditions, the need for large format retail integration, and expectations for a vibrant main street vision and experience;
- Ensuring protection and appropriate integration of natural environmental features including the Mount Joy Creek within the overall design concept of the study area; and,
- Status of the proposed future extension of the Donald Cousens Parkway.

3.2 BASELINE CONDITIONS OVERVIEW PRESENTATION

Shonda Wang, SVN Architects + Planners; Jonathan Chai, HDR; and Patrick Turner, Counterpoint Engineering, consultants to the City of Markham, delivered a presentation on the existing conditions of the Markham Road-Mount Joy Secondary Plan study area. Key challenges and opportunities in land use and built form, transportation, and municipal servicing were identified and discussed.

There was discussion on the following relative to the baseline conditions overview presentation:

- Potential consideration of an additional pedestrian bridge further north on Markham Road to provide greater connections across corridor;
- Exploring opportunities to enhance streetscapes and pedestrian realm along the study area corridor through public-private partnerships;
- Exploring traffic calming strategies and cross-section enhancements along Markham Road for cycling and pedestrian connectivity;
- Addressing issues associated with lands located within the Mount Joy flood plain to permit appropriate redevelopment and mitigate impacts to existing uses;
- Exploring potential opportunities for on-street parking, where feasible and appropriate;
- Ensuring an appropriate mix of housing and employment types and tenures as well as transportation options required for a successful live/work environment;
- Potential strategies for reconfiguration of Markham Road to mitigate traffic impacts on the adjacent heritage community to the south of the study area;
- Importance of securing a GO Transit station at Markham Road and Major Mackenzie Drive and considering planning for transit-oriented development on both sides of Major Mackenzie Drive;
- Exploring potential parking design solutions at Mount Joy Station and the potential future station at Major Mackenzie Drive to enhance transit-oriented development and multi-modal movement; and,
- Continuing to consult and coordinate with landowners within the study area to inform the development of the overall secondary plan concept.

3.3 9999 MARKHAM ROAD - REPORT BACK ON HOLD PROVISION

Michael Walker, OnePiece Developments, representative for the owner of the lands located at 9999 Markham Road, addressed the Sub-Committee in regard to the hold provision currently in effect on the zoning by-law for the subject lands. Mr. Walker provided an overview of the timeline of the development application submitted by the owner, and proposed an adjusted plan with mid-rise buildings in the Phase 1C area within the density allocation previously approved by Council to

protect for the feasibility of a future GO Transit Station at Major Mackenzie Drive. Mr. Walker requested that staff and the Sub-Committee endorse the removal of the Phase 1C hold provision.

The Markham Sub-Committee consented to postpone consideration of this item to its next meeting on August 5, 2020.

4. ADJOURNMENT

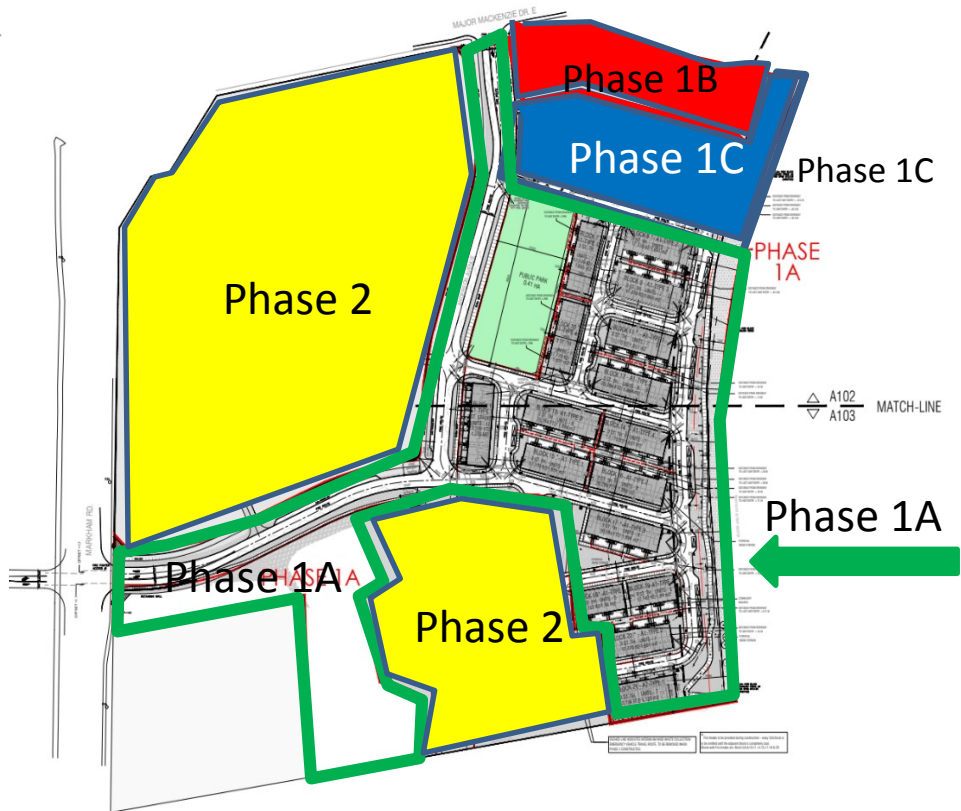
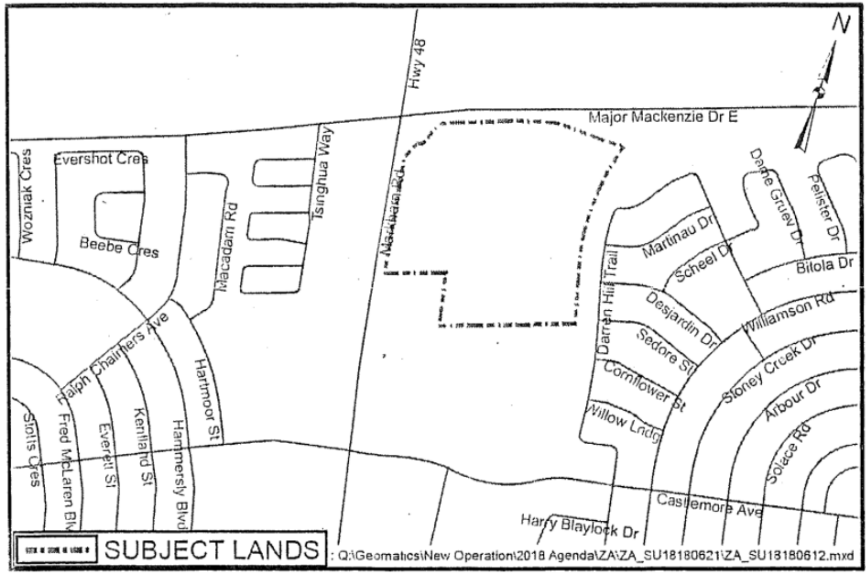
The Markham Sub-Committee meeting adjourned at 12:59 PM.

9999 MARKHAM ROAD

**APPLICATIONS FOR:
ZONING BY-LAW AMENDMENT (PHASE 1),
DRAFT PLAN OF SUBDIVISION (ALL OF THE
LANDS)
SITE PLAN APPROVAL (PHASE 1A)**

August 5, 2020

LOCATION MAP AND PROPOSED PHASING PLAN



COUNCIL AND SUB-COMMITTEE

- **Council on December 10, 2019** added Hold (H) provision in the Zoning By-law for 9999 Markham Road which would not be lifted until the GO Station Feasibility Study was underway and asked Staff to report back on the matter in May 2020.
- **Markham Sub-Committee on May 7, 2020** postponed the removal of the Hold (H) provision to July 2020 pending completion of the Markham Road – Mount Joy Secondary Plan Baseline Conditions that will include the assessment of the potential GO Transit Station at Major Mackenzie Drive.
- **Markham Sub-Committee on July 29, 2020** deferred the removal of the Hold (H) provision to August 5, 2020.

JULY 29, 2020 SUB-COMMITTEE

- Planning Consultants for the Secondary Plan Study recommended protection for a potential new GO Station at Major Mackenzie Drive.
- Landowner of 9999 Markham Road made a deputation requesting:
 - consideration of removal of the Hold (H) provision on Phase 1C and proposed mid-rise development instead of the previously proposed townhouses.
 - incorporating Phase 1B into the future Phase 2 of development, and using the approved allocation from Phase 1B and adding it to Phase 1C.
- Staff had an initial discussion with the landowner following the Sub-Committee, to further understand their new proposal.

RECOMMENDATION

- That the Hold (H) provision related to the GO Station feasibility study continue to apply to Phases 1B and 1C given the consultants recommendation to protect for a potential new GO Station at Major Mackenzie Drive until the draft land use concept for the Markham Road – Mount Joy Secondary Plan is endorsed by Development Services Committee or an appropriate approach is worked out with the landowner.
- Staff will continue to work with the applicant and report back with an update regarding the potential GO Station and the proposed development in December 2020.



Draft Vision:

The Markham Road - Mount Joy Secondary Plan area will evolve into a walkable, compact, and vibrant mixed-use community. It will also function as a gateway, main street, workplace, and social and cultural hub serving this community and the surrounding communities of Berczy Village, Wismer Commons, Greensborough, Swan Lake, and Markham Village.

To do so, a range of housing, employment, shopping and recreation opportunities are integrated and provided at transit-supportive densities that are compatible with the established low-rise residential neighborhoods. The greatest intensity of development and activity are near rapid transit stations, complimented by animated parks, schools, community and recreation facilities, and other amenities.

All these elements are tied together and enriched with a vibrant public realm that drive the appeal, livability, resilience and distinct sense of place of the Markham Road – Mount Joy area.

Draft Guiding Principles:

Building Compact and Complete Communities

- a) To redefine Markham Road from 16th Avenue to Major Mackenzie Drive East as a main street that provides for the daily needs of residents, businesses and visitors
- b) To promote the health and wellbeing of residents and visitors, through active living, access to the natural environment, local food and connection to a vibrant, inclusive and caring community
- c) To encourage an efficient use of land at transit-supportive densities and with good urban form that reinforces a coherent urban structure through coordinated and appropriately scaled infill development
- d) To provide for a range of housing types and tenures, including affordable and rental housing options, and shared housing, and to provide opportunities to age in place
- e) To create a sense of community identity through the establishment of a high quality public realm, placemaking and a high standard of urban design (distinctive built form, streetscapes, parks and open space, landmarks and views, public art, etc.), ensuring the community is designed to be accessible by all, regardless of age or physical ability

Protecting and Enhancing the Natural Environment

- a) To delineate an effective Greenway System associated with Mount Joy Creek as one of the main organizing elements of the community, with the objective of protecting and enhancing the features, functions and water resources associated with the natural heritage network
- b) To integrate the Greenway System and associated natural heritage features into planned communities in a manner that protects and bolsters natural features through design
- c) To develop new communities to be safe from flooding and to be resilient from the effects of climate change

**Increasing Mobility Options**

- a) To enhance the existing transportation network to emphasize walking, cycling and transit as increasingly viable and attractive alternatives to the automobile
- b) To improve access and circulation, as well as parking amenities that will allow people to easily visit the Markham Road- Mount Joy area
- c) To plan for transit improvements to connect to, and enhance, existing transit infrastructure and amenities
- d) To balance multi-modal users in the public rights-of-way, with adequate allocation of space and functional design that ensure the safety of all users

Maintaining a Vibrant and Competitive Economy

- a) To plan for employment opportunities that serve the community and that are accessible by transit and active transportation, including live/work opportunities
- b) To plan for an appropriate range and mix of uses within the Mount Joy Business Park
- c) To enhance the competitiveness of existing employment lands by providing opportunities for new and innovative business types to grow and flourish
- d) To provide flexibility in built form and land uses to support changing market conditions and foster economic growth and versatility

Adopting Green Infrastructure and Development Standards

- a) To identify best management practices and approaches to stormwater management systems/facilities, floodplain management, water and wastewater systems, and the transportation network to maximize water and energy conservation and climate change resilience at the community level
- b) To identify best management practices for green buildings to reduce demands on energy, water and waste systems
- c) To incorporate infrastructure for transportation powered by renewable energy (i.e., electric vehicle plug-in stations)

Facilitating Public Input and Long-Range Planning and Implementation

- a) To promote public engagement through various stages of the planning and development of the Markham Road – Mount Joy community and encourage involvement of all stakeholders
- b) To identify key criteria and thresholds to proceed with a business case for the potential GO Station at Major Mackenzie Drive East

Markham Road - Mount Joy

Secondary Plan Study

DESIGN CHARRETTE

Markham Sub-Committee Meeting

Day 02: Vision, Guiding Principles & Concept Plans



August 5, 2020

CHARRETTE AGENDA

1

Introduction – 5 m

2

What We Heard – 5 m

3Draft Vision & Guiding Principles (*Live Edit*) – 15 m**4**Emerging Framework: Mobility (*Live Draw*) – 30 m**5**Emerging Framework: Parks & Open Space (*Live Draw*) – 25 m**6**Emerging Framework: Land Use (*Live Draw*) – 25 m**7**Emerging Framework: Placemaking (*Live Draw*) – 20 m

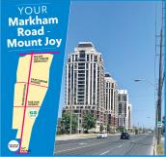
10 minute Break

8

Summary + Discussion – 10 m

**9**

Next Steps– 5 m



1

Introduction

INTRODUCTION TO THE TEAM

City of Markham

SvN





Today, the key meeting objectives are to seek your input on:

1. The draft vision statement, that builds on the current Official Plan 2014 vision for the Secondary Plan area
2. The draft guiding principles that will inform the development of the Secondary Plan
3. The draft concept plan through an interactive design exercise

THE OPPORTUNITY

The Secondary Plan will define the Vision for the continued evolution of the Markham Road - Mount Joy area and provide the planning parameters to ensure growth can be realized, commensurate with mobility, housing and community amenities. These investments will set the stage for a complete Markham Road - Mount Joy Community.





RECAP FROM DAY 1

Virtual Bus Tour



Baseline Conditions



Land Use & Built Form



Transportation



Municipal Servicing

Key Drivers of Change

COORDINATE
GROWTH WITH
TRANSIT +
MOBILITY
IMPROVEMENT

MITIGATE
MOUNT JOY
CREEK
FLOODING

EXPAND RANGE
OF USES
PERMITTED AT
MOUNT JOY
BUSINESS PARK

INTRODUCE NEW
STREETS, IMPROVE
MOBILITY OPTIONS,
CREATE VALUE +
FRONTAGE FOR NEW
USES

STUDY POTENTIAL
GO STATION AT
MAJOR
MACKENZIE
DRIVE

Baseline Conditions: Key Challenges and Opportunities

LAND USE AND BUILT FORM



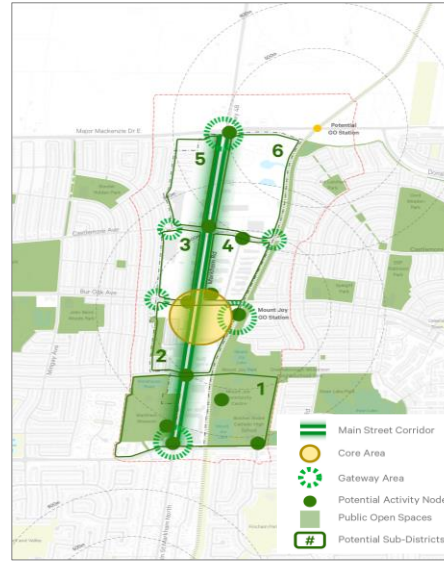
Key Challenges:

- Physical Barriers
- Gaps and Underutilized Sites
- Sensitive Elements & Adjacent Areas

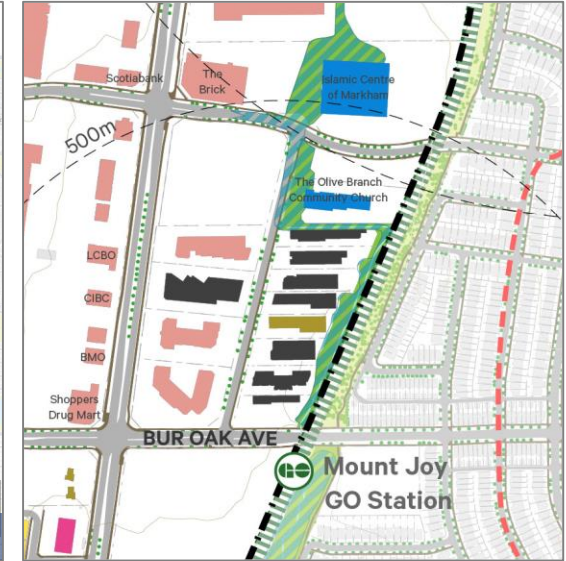


Key Opportunities:

- Reconceive Urban Structure
- Create Green Links & Corridors
- Leverage Assets for Placemaking



Floodplain layer is based on Official Plan 2014



Baseline Conditions: Key Challenges and Opportunities

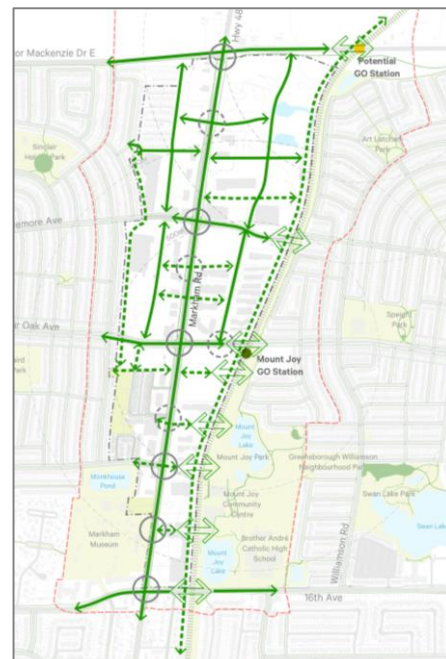
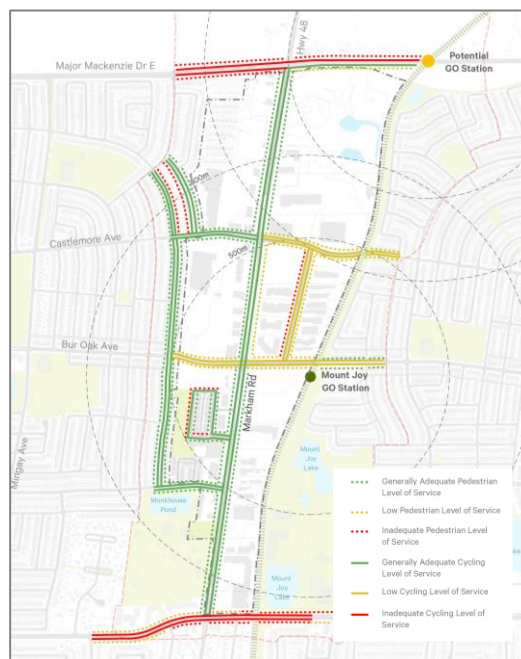
TRANSPORTATION

! Key Challenges:

- The existing GO station and retail developments are scaled to a low-density, underutilized context
- Large blocks result in adjacent land uses in far proximity from one another
- Access is optimized for the private automobile with ample surface parking
- Markham Road is busy due to lack of supporting street network
- Lack of connectivity for active travel modes and transit

💡 Key Opportunities:

- Improve active transportation connectivity
- Build a fine-grid street network
- Transform Markham Road into a Complete Street for all modes
- Plan for a future transit and mobility hub (including a potential GO station) at Major Mackenzie Drive East



Extract from Metrolinx Stouffville GO Corridor Service Plan



Baseline Conditions: Key Challenges and Opportunities

MUNICIPAL SERVICING AND MOUNT JOY CREEK FLOODPLAIN

! Key Challenges:

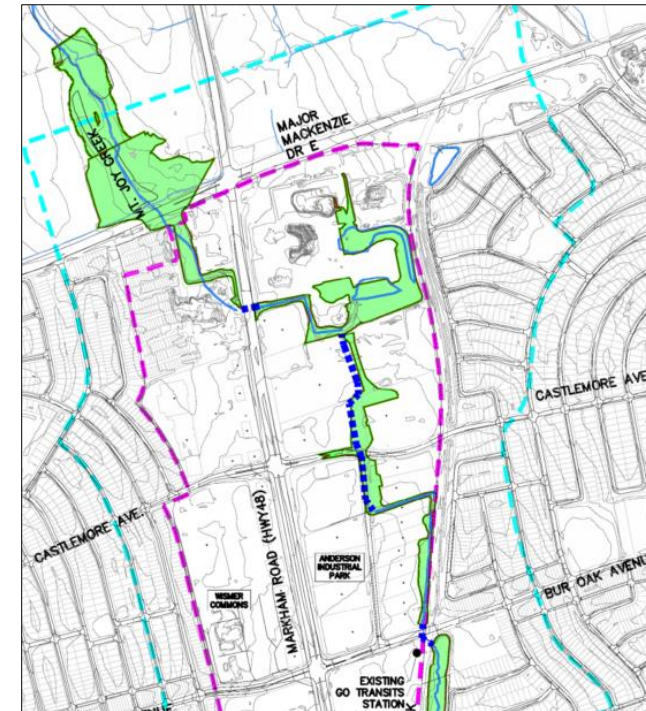
- Flooding and Stormwater Management related to existing Mount Joy Creek condition
- East Sanitary Drainage Area is constrained in existing conditions under wet weather conditions and without upgrade, will be challenged with additional development

💡 Key Opportunities:

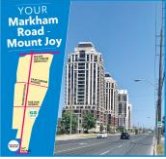
- Various options to mitigate flooding through comprehensive design and consultation
- Implement stormwater management practices, including Low Impact Development (LID), through future development and re-development to alleviate flooding



The floodplain mapping is based on the Official Plan 2014 and is currently being reviewed/updated by TRCA and the City of Markham

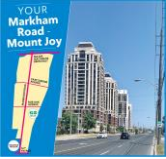


The floodplain mapping is based on the Official Plan 2014 and is currently being reviewed/updated by TRCA and the City of Markham

**MARKHAM OFFICIAL PLAN 2014**

The land use objective for the Markham Rd Corridor - Mount Joy Corridor is to provide for a **mixed-use local corridor** that functions as a **main street** integrating a range of **housing, employment, shopping and recreation opportunities**, at **transit-supportive densities** adjacent to the GO station, to serve the **adjacent communities** of Berczy Village, Wismer Commons, Greensborough and Swan Lake

Policy 9.3.7.1



DRAFT VISION

The Markham Road - Mount Joy Secondary Plan area will evolve into a **walkable, compact, and vibrant mixed-use community**. It will also function as a **gateway, main street, workplace, and social and cultural hub** serving this community and the surrounding communities of Berczy Village, Wismer Commons, Greensborough, Swan Lake, and Markham Village.

To do so, a range of **housing, employment, shopping and recreation** opportunities are integrated and provided at **transit-supportive densities** that are compatible with the established low-rise residential neighborhoods. The greatest intensity of development and activity are near rapid transit stations, complimented by animated **parks, schools, community and recreation facilities**, and **other amenities**.

All these elements are tied together and enriched with a vibrant public realm that drive the **appeal, livability, resilience** and distinct **sense of place** of the Markham Road – Mount Joy area.

Draft Vision builds on existing Policy 9.3.7.1, shown in previous slide

DRAFT VISION

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All these elements are tied together and enriched with a vibrant public realm that drive the **appeal, livability, resilience** and distinct **sense of place** of the Markham Road – Mount Joy area.

LET'S WORKSHOP & LIVE EDIT:

- What do you like about the Draft Vision and/or the included key words?
- What concerns do you have with the Draft Vision? Why?
- How do you think the Vision could be enhanced or refined?

DRAFT GUIDING PRINCIPLES



1. Building Compact and Complete Communities



2. Protecting and Enhancing the Natural Environment



3. Increasing Mobility Options



4. Maintaining a Vibrant and Competitive Economy



5. Adopting Green Infrastructure and Development Standards



6. Facilitating Public Input and Long-Range Planning and Implementation



LET'S WORKSHOP:

- What do you like about the Draft Guiding Principles?
- What concerns do you have with the Draft Guiding Principles? Why?
- Are there any additional principles we should consider?

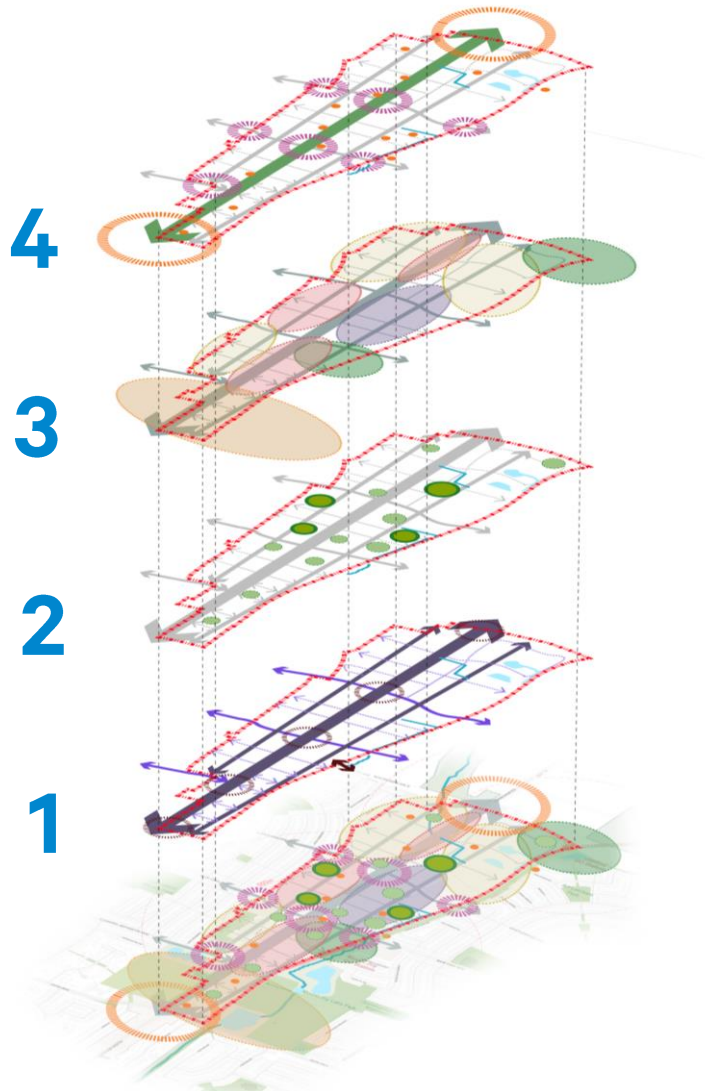
FOUR PILLARS OF THE CONCEPT PLAN



1 Mobility



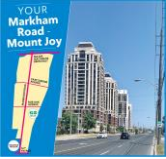
3 Land Use



2 Parks & Open Space



4 Placemaking



3

Draft Vision & Guiding Principles

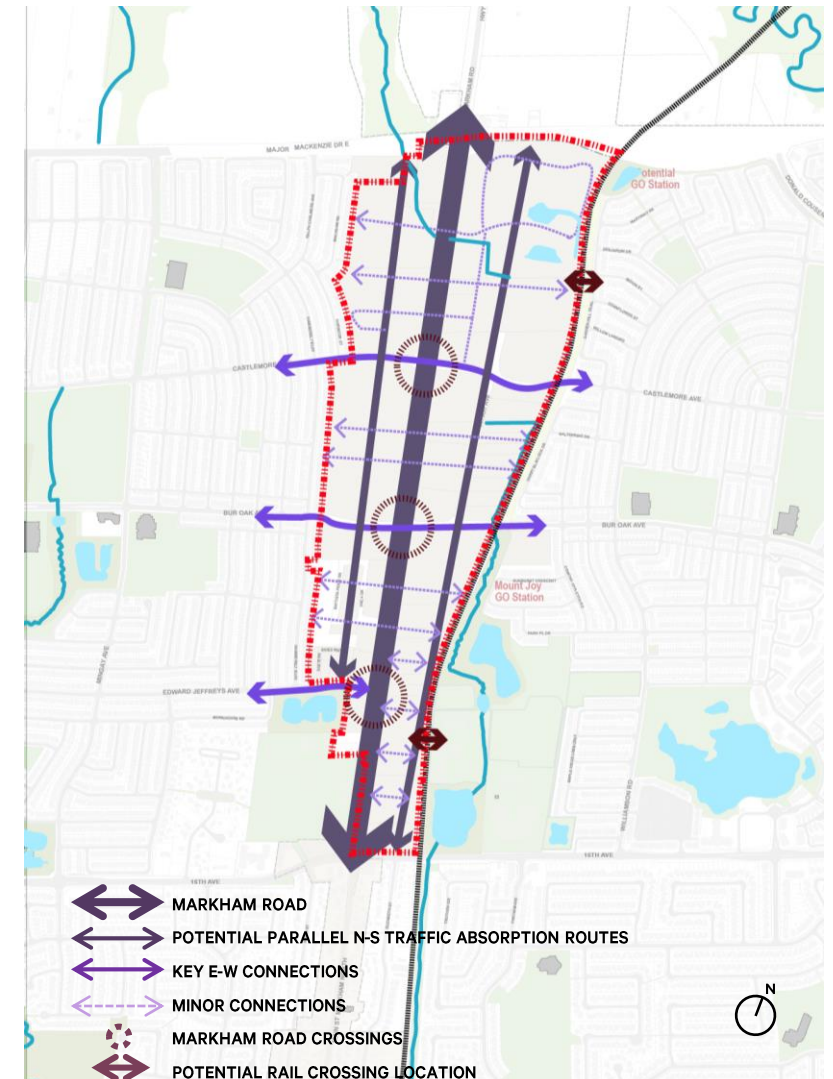
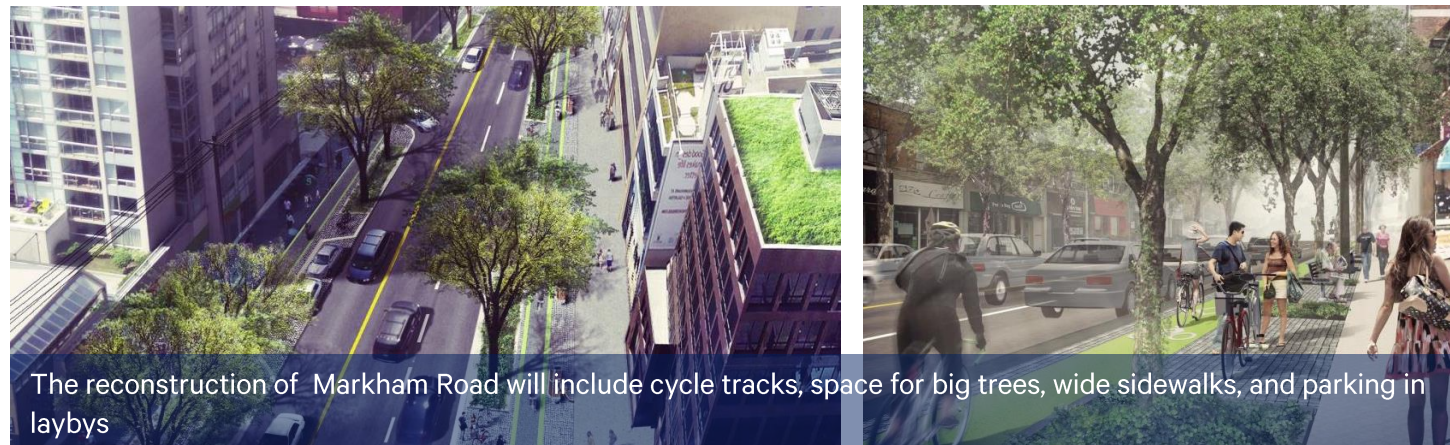
“LET’S WORKSHOP & LIVE DRAW”



Improve access and connectivity, prioritize mobility through walking, cycling and transit

Objectives

- Redefine Markham Road from 16th Avenue to Major Mackenzie Drive East as a **main street that provides for the daily needs of residents, businesses and visitors**
- Build and expand the pedestrian and cycling network to **facilitate active travel** and **increase connections across the rail corridor** to existing communities and local destinations.
- Delineate a **finer-grain network of streets and blocks** that is pedestrian-scaled, with clear and safe cycle routes in addition to travel routes for vehicles
- Plan and protect for a potential **additional GO rail station at Major Mackenzie Drive East and Markham Road** to increase mobility options and development opportunities in the long term
- **Balance multi-modal users in the public rights-of-way**, with adequate allocation of space and functional design that ensure the safety of all users

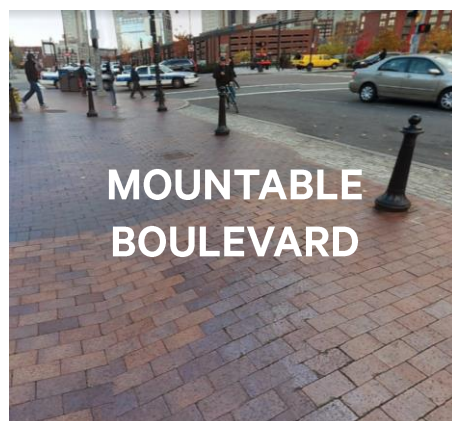


Improve access and connectivity, prioritize mobility through walking, cycling and transit

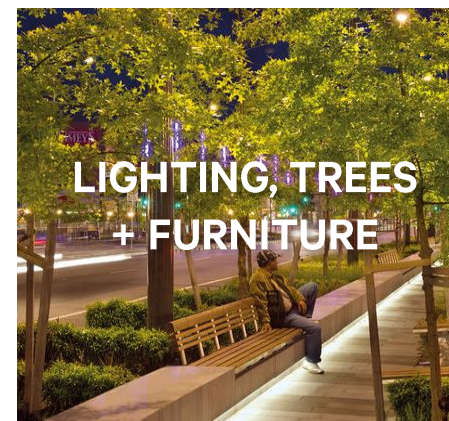
Existing Challenge



A Potential Hybrid Solution: Flex-Shared Space

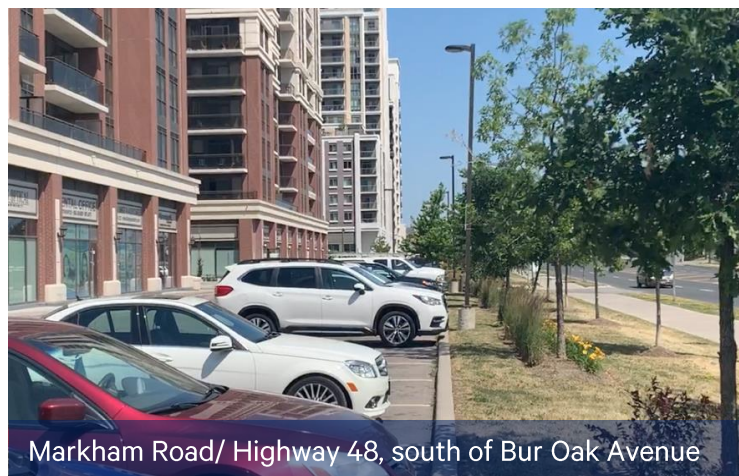


Essential Elements & Details



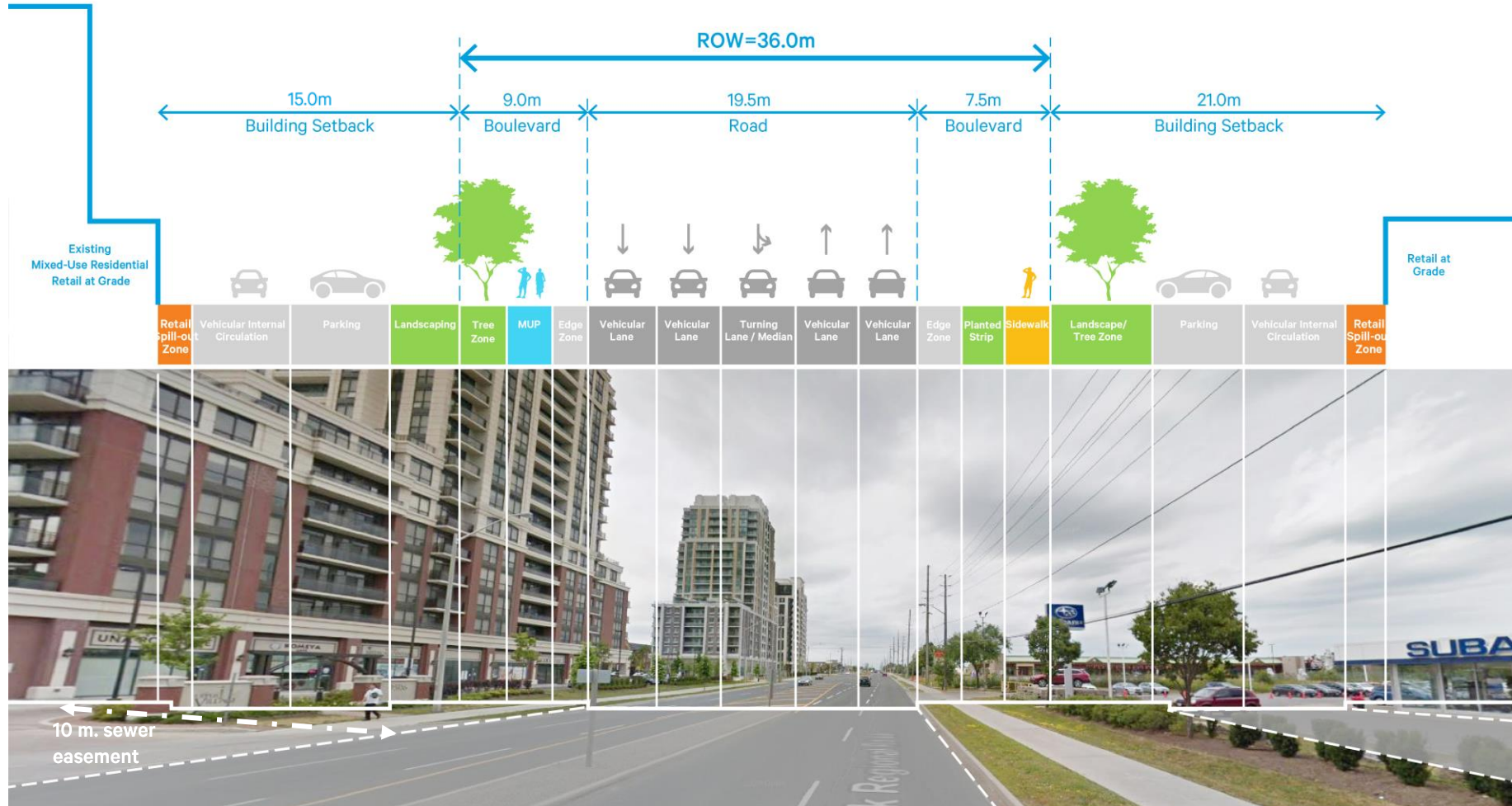
Improve access and connectivity, prioritize mobility through walking, cycling and transit

Markham Road Today



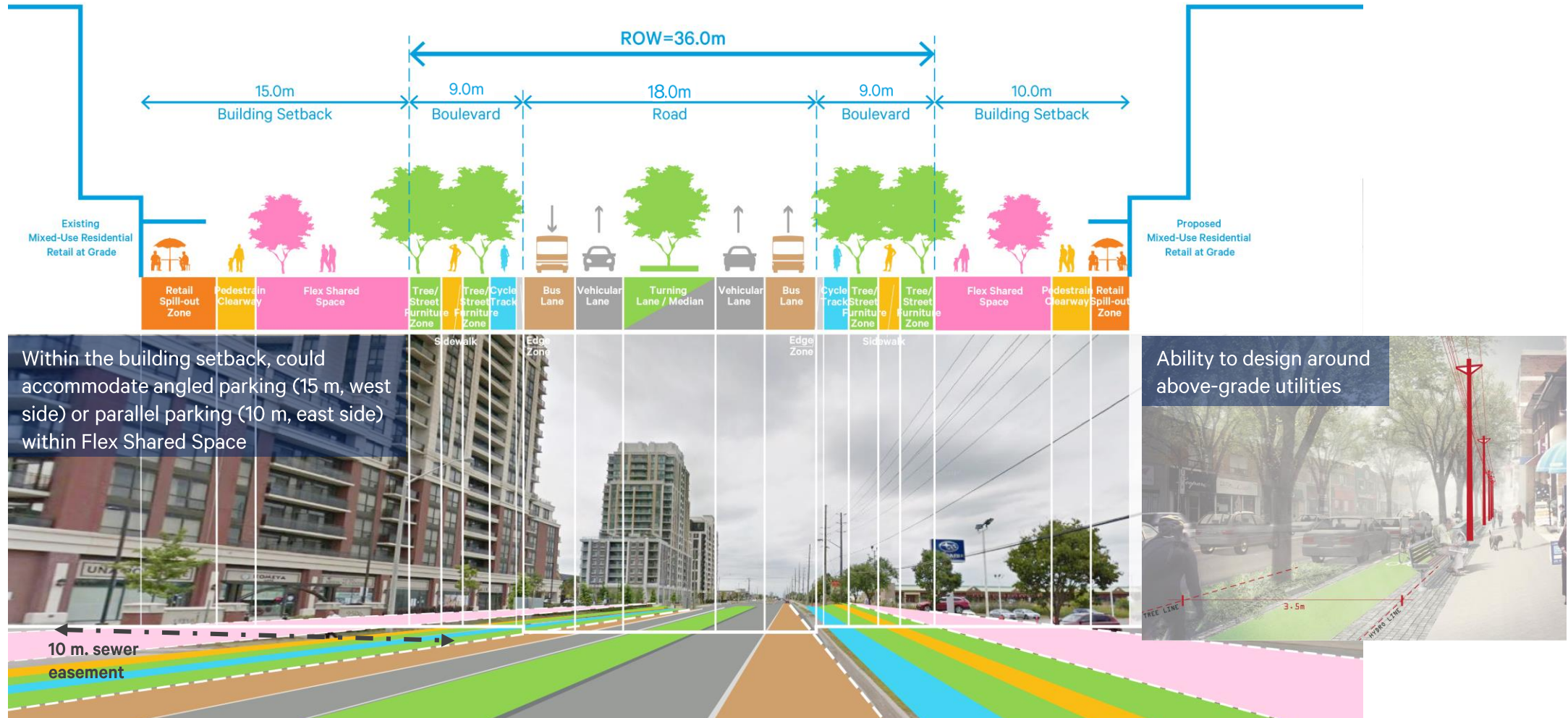
Improve access and connectivity, prioritize mobility through walking, cycling and transit

Markham Road Today



Improve access and connectivity, prioritize mobility through walking, cycling and transit

Potential Streetscape: The Complete Multi-Way



Improve access and connectivity, prioritize mobility through walking, cycling and transit

Street Element Standards

SIDEWALK

STANDARD



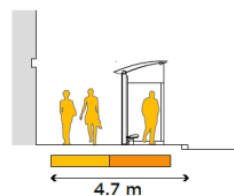
- 2m Minimum
- 3+m Recommended

WITH FURNITURE



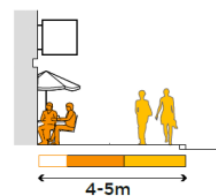
- Benches set back from back curb edge minimum .06m

WITH TRANSIT STOP



- Bus stop must be a minimum of 0.60m from face of curb

WITH PATIO



- Patio dimension between 2-3m Minimum pedestrian clearway of 2m

TREE ZONE

OPEN TRENCH



- Tree a minimum of 1.75 m from the back of curb to the centre of the tree
- Space between trees can be paved and used for other uses

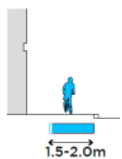
TREE GRATE



- Tree a minimum of 1.75 m from the back of curb to the centre of the tree
- Soil system may need to extend beyond tree zone
- Space between trees can be paved and used for other uses

CYCLING

RAISED CYCLE TRACK



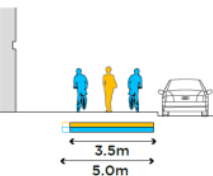
- 1.5 Minimum
- 2.0m Recommended
- Not including buffer
- Not including curb

PROTECTED CYCLE TRACK



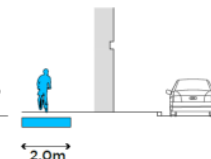
- Different treatments (raised curb, bollards, tree etc.)
- Not including curb

MULTI-USE PATH



- 3.5m Minimum
- 3.5-5.0m Recommended

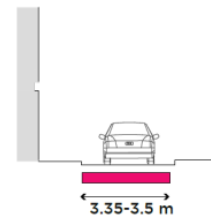
ALTERNATE ROUTE OFF-ROAD TRAIL (NOT IN DUNDAS)



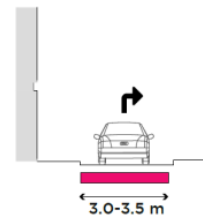
- 2m Minimum
- Undesired condition
- Not including curb
- Location TBD

VEHICULAR LANES

THROUGH TRAFFIC

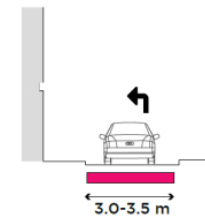


LEFT TURN



- Potential conflicts with central transit lanes

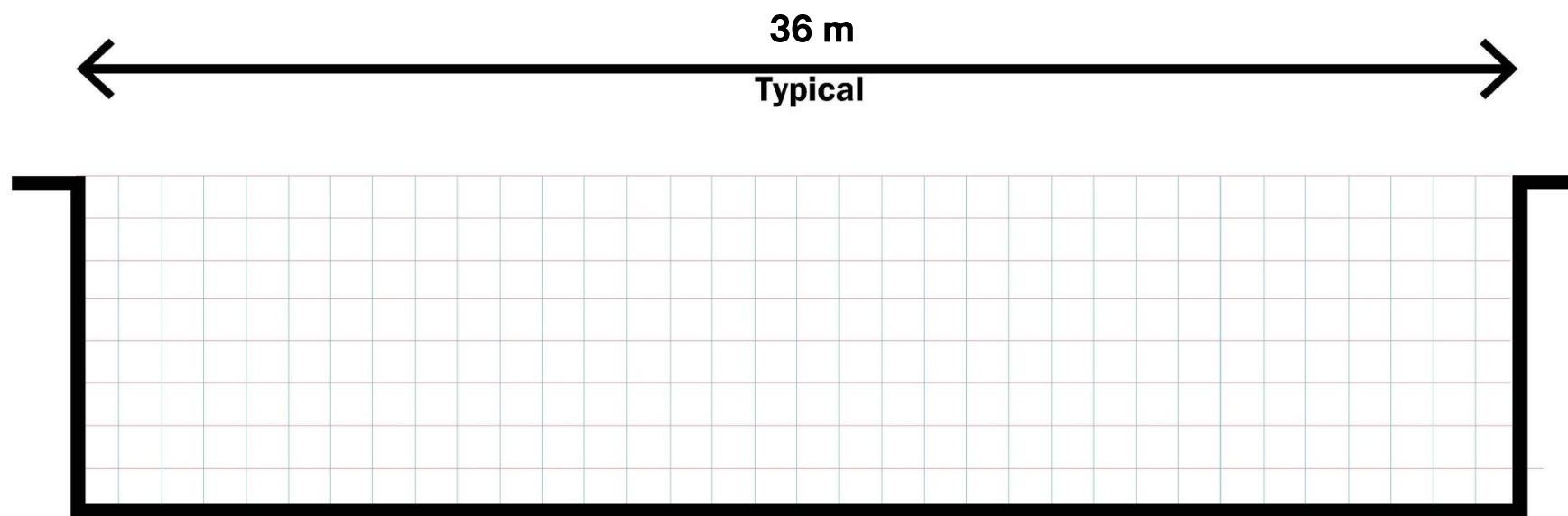
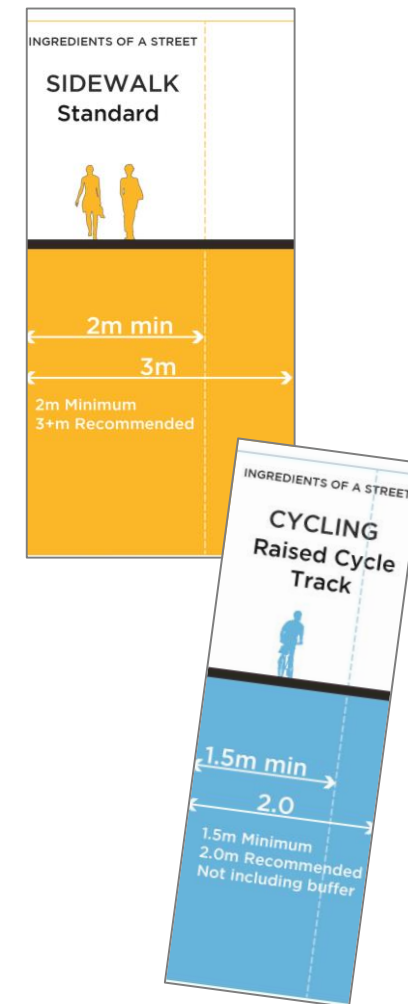
RIGHT TURN



- Potential conflicts with cycling infrastructure

Improve access and connectivity, prioritize mobility through walking, cycling and transit

What are the street elements you would like to see on Markham Road?

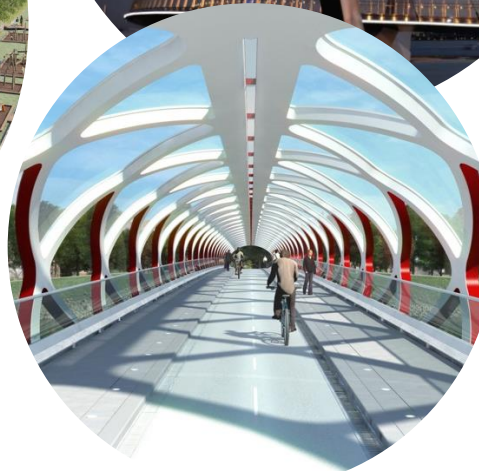


SCALE
0 1 2 3 4 5m

Improve access and connectivity, prioritize mobility through walking, cycling and transit

How can the Rail Corridor be a Connective Spine?

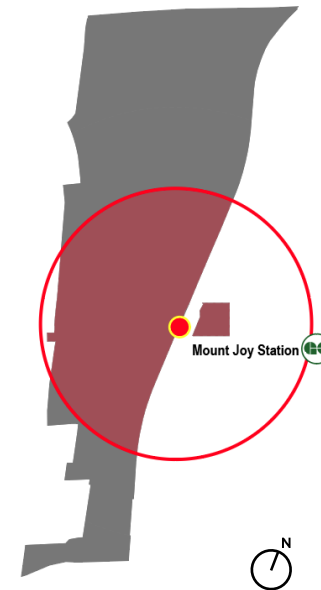
- Continuous linear park within required 30m setback from rail line
- Direct and continuous links to and between stations
- Key connector to reinforce broader open space & green infrastructure system
- Continuous and integrated active transportation corridor and paths to support walking and cycling
- 2 potential pedestrian and cycling bridges



Improve access and connectivity, prioritize mobility through walking, cycling and transit

How can we create highly walkable, connected + complete communities?

- Plan for a **~10-minute walk** (800 m) to transit stations
- The potential new station would be better suited to **relocate the parking facilities** for commuters that drive to Mount Joy GO Station
- Redeveloping the existing parking lots into an **integrated transit oriented development**
- Without the burden of needing to replace 2,000 parking spaces, the **development of a high-quality transit oriented development with a development partner can be more immediate, viable and potentially profitable**
- **Protect for a second station** and work towards fast-tracking it



Scenario 1:
Maintain Existing
Mount Joy GO Station

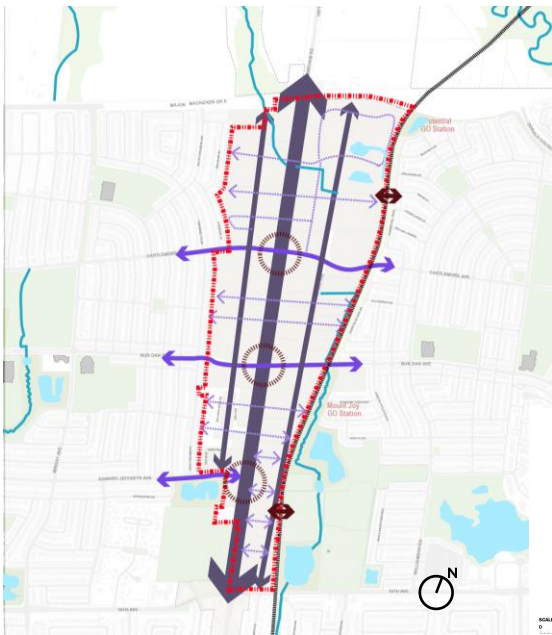


Scenario 2:
Add a second new station at Major Mackenzie
Drive, north of Mount Joy GO Station

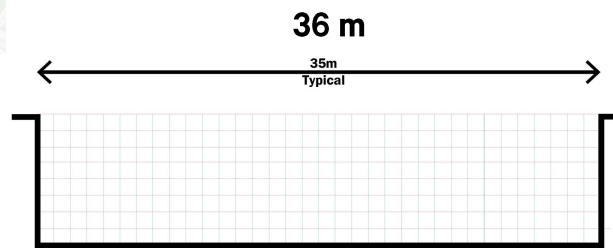
Improve access and connectivity, prioritize mobility through walking, cycling and transit

MOBILITY RECAP

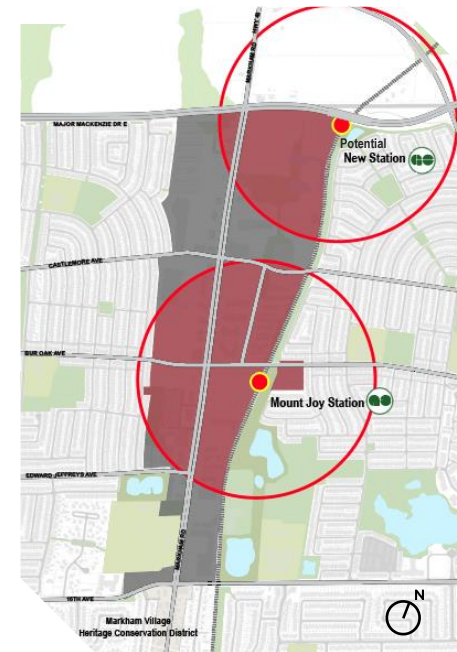
Potential Road Network



Markham Road Transformation



Connectivity to Transit



Rail Corridor as Connective Spine



Improve access and connectivity, prioritize mobility through walking, cycling and transit



LET'S WORKSHOP & LIVE DRAW:

- Where are the most important connections to/ from the existing and potential GO Stations?
- How should the connections be improved to/from the existing and potential GO Stations?
- What street elements are a priority for you and where should they be included?
- What types of street elements contribute to a “vibrant public realm”?
- What are the high- traffic areas within the Secondary Plan area (pedestrian/ cycling/ vehicular)?

Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors

Objectives

- Establish a network of parks that provides **recreational opportunities** for current and future residents
- Protect and enhance the local **natural heritage system** and explore opportunities for **connections** outside the Secondary Plan area
- **Protect** and **restore** natural habitat and ecological connectivity associated with the Mount Joy Creek Urban River Valley
- Explore options/ solutions to eliminate current flooding associated with **Mount Joy Creek**
- Supplement the Greenway System by providing **parks, landscaping, and bird-friendly building designs** that support urban biodiversity and improve the urban forest canopy and pollinator habitat
- Design new communities that are **safe and resilient to flooding** and **effects of climate change**



Mount Joy Lake Park

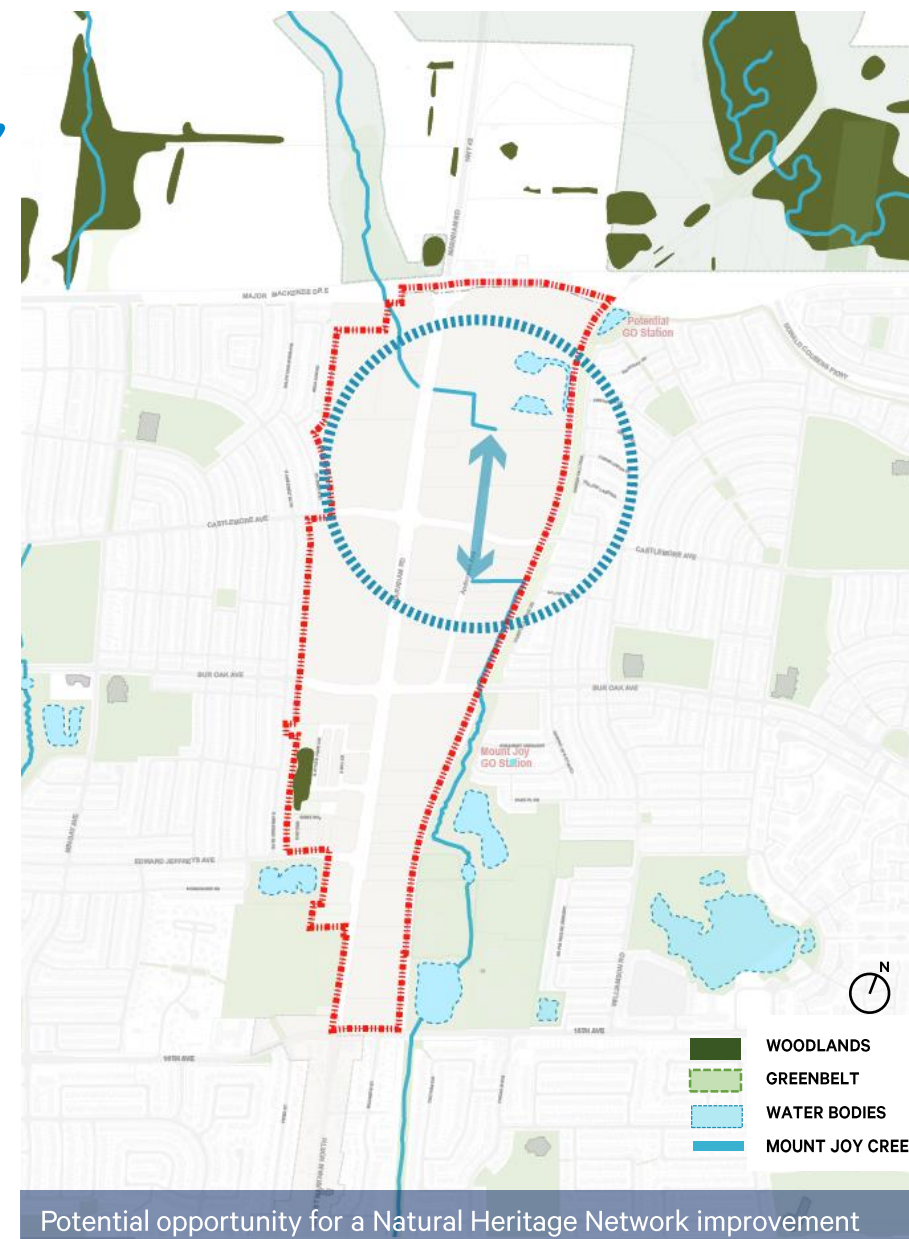
Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors

Protection and Enhancement of the Natural Heritage Network

- A significant opportunity exists to re-establish the **Greenway System associated with Mount Joy Creek** as one of the main organizing elements of the community
- The potential exists to **protect** and **enhance** the features, functions and water resources associated with the greater Natural Heritage Network



Culvert at the terminus of the piped section of Mount Joy Creek



Potential opportunity for a Natural Heritage Network improvement

Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors

Options for Mount Joy Creek

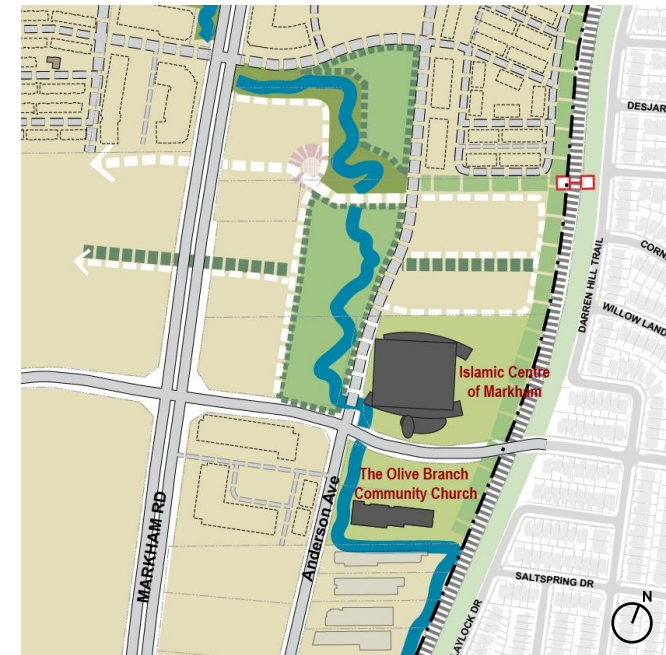
Mount Joy Creek is a natural watercourse that has been partially altered (piped sections) in the past. Options to restore the Creek will be explored to alleviate flooding with consideration to enhancing habitat, encourage biodiversity and create an open space amenity for all to enjoy. The preferred Creek restoration option will need to consider impacts on; transportation, costs, existing businesses, and future developments



Concept 1: Piped Sections



Concept 2: Re-aligned (open channel/piped)



Concept 3: Open Channel

Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors

Parks Classification

Section 4.3 of the Markham Official Plan (2014) sets forth a classification system for the City's parks and open spaces. Of the types provided, the **Neighbourhood Park** typology is most appropriate for the Secondary Plan area. **Neighbourhood Parks** of various sizes provide space for active and passive recreational needs, including:



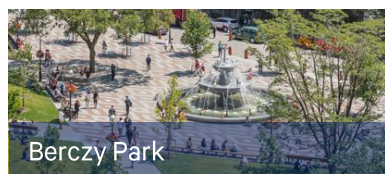
Pottery Park



Churchill Square



McGill Street Parkette



Berczy Park



Active Parks (1-6 ha)

Parks that provide space for field sports, playgrounds and recreational needs of low-mid rise residential areas



Urban Squares (0.5-5 ha)

Multifunctional, flexible spaces for programming and social gatherings, civic functions, and recreational needs of a mixed-use neighbourhood



Parkettes (0.5-1.5 ha)

Passive recreational space within a 2-5 minute walk of residences in a low-mid rise residential area



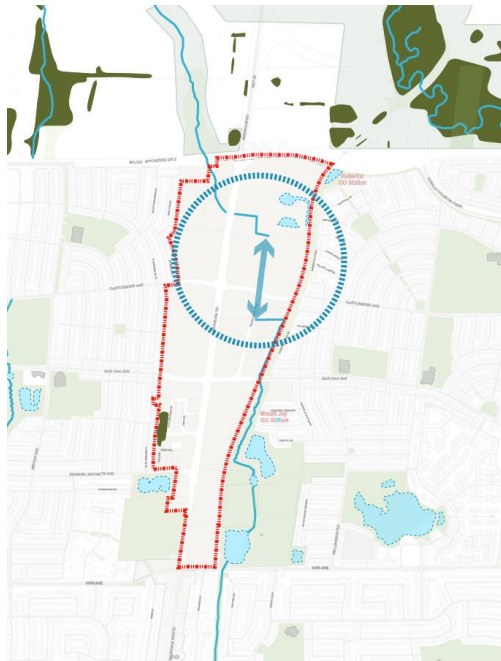
Urban Parkettes (0.2-0.5 ha)

Animated by adjacent uses (cafes, shops) with a short minute walk of residents and businesses within a mixed use neighborhood



PARKS & OPEN SPACE RECAP

Natural Heritage



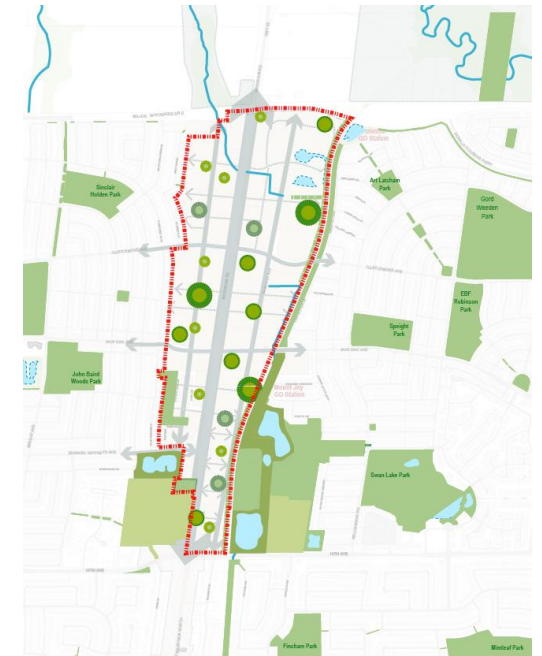
Mount Joy Creek



Parkland Classification



Parkland Distribution



Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors



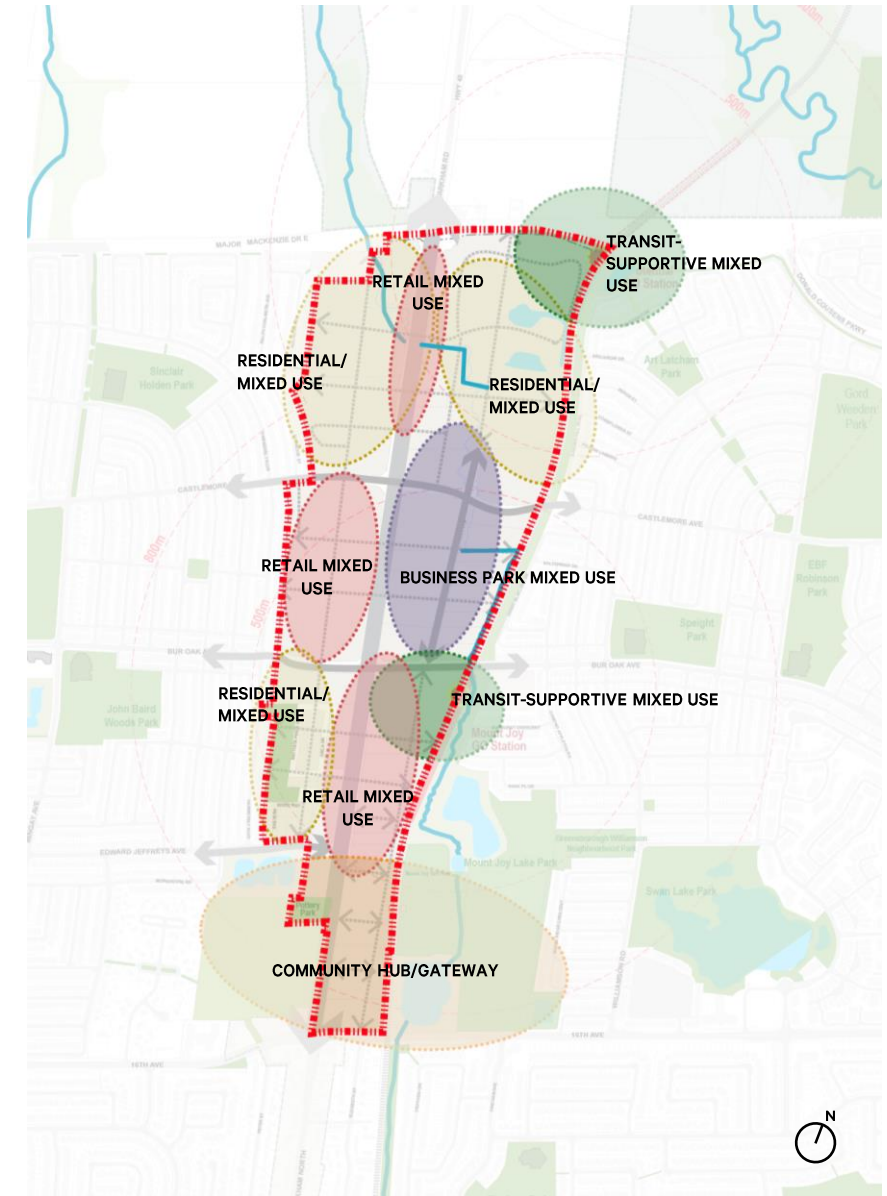
LET'S WORKSHOP & LIVE DRAW:

- What types of parks and open spaces would you like to see in the Secondary Plan area and where would you like them located?
- Do you think there should be larger but fewer parks or smaller but more parks dispersed throughout the Secondary Plan area?
- Please share your ideas on enhancing the Natural Heritage Network, including opportunities to make connections outside of the Secondary Plan area.
- What community priorities should be considered when evaluating options to restore Mount Joy Creek?

Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

Objectives

- Provide for a **range of housing types and tenures**, including affordable and rental housing options, and **to provide opportunities to age in place**
- Plan for **higher order transit-supportive uses and densities** surrounding the Mount Joy GO Station and potential future station at Major Mackenzie Drive East
- Plan for **employment opportunities that serve the community, that offer potential for career growth and that are accessible by transit and active transportation**, including live/work opportunities
- Plan for an **appropriate and complementary range and mix of uses** within each precinct area
- Plan for **community infrastructure** (schools, community centres, cultural centres, etc.) based on the needs of the projected population

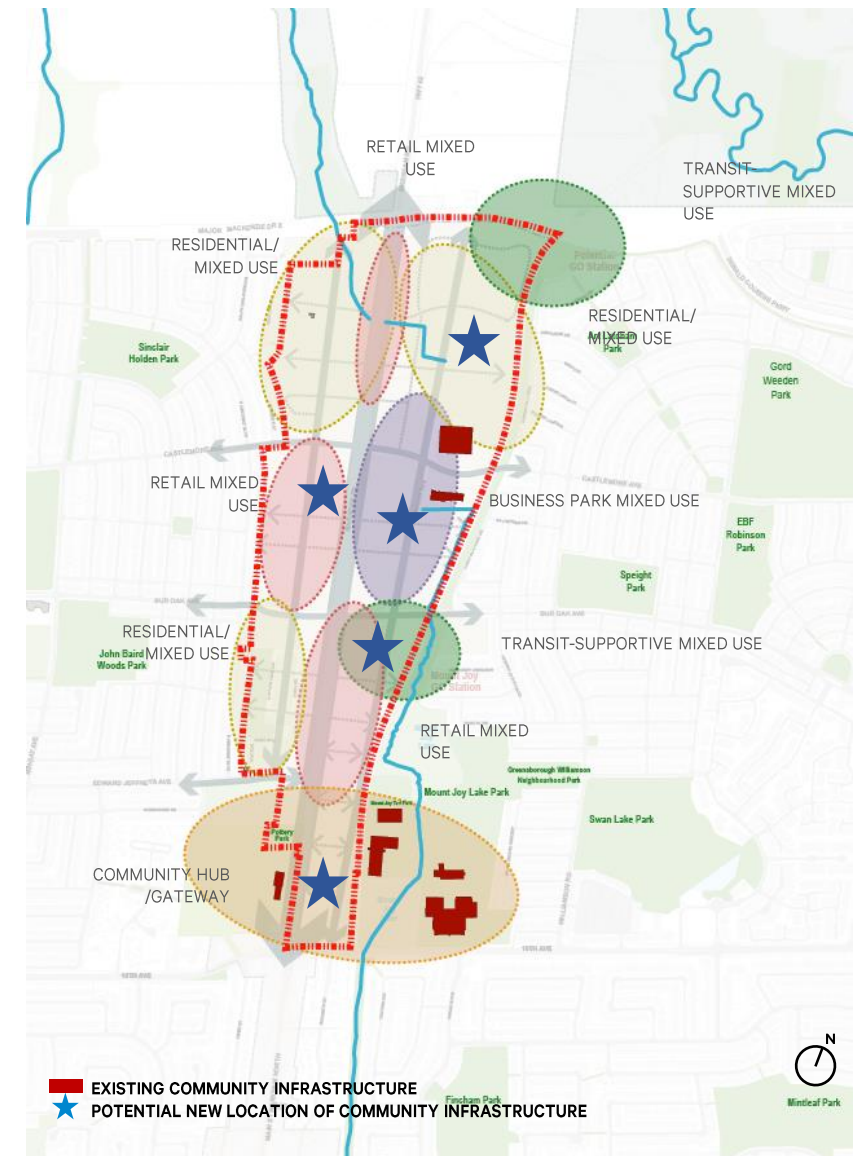


Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

- As the community and population grows, there will be an increased need for key **community infrastructure**
- Community infrastructure may include **schools, community centres, childcare/daycare centres, cultural spaces, libraries, faith institutions** and other civic amenities
- These facilities can either be grouped into a **centralized hub** or **dispersed** throughout the Secondary Plan area (as shown). Quantity of community infrastructure will be dependent on projected population growth.

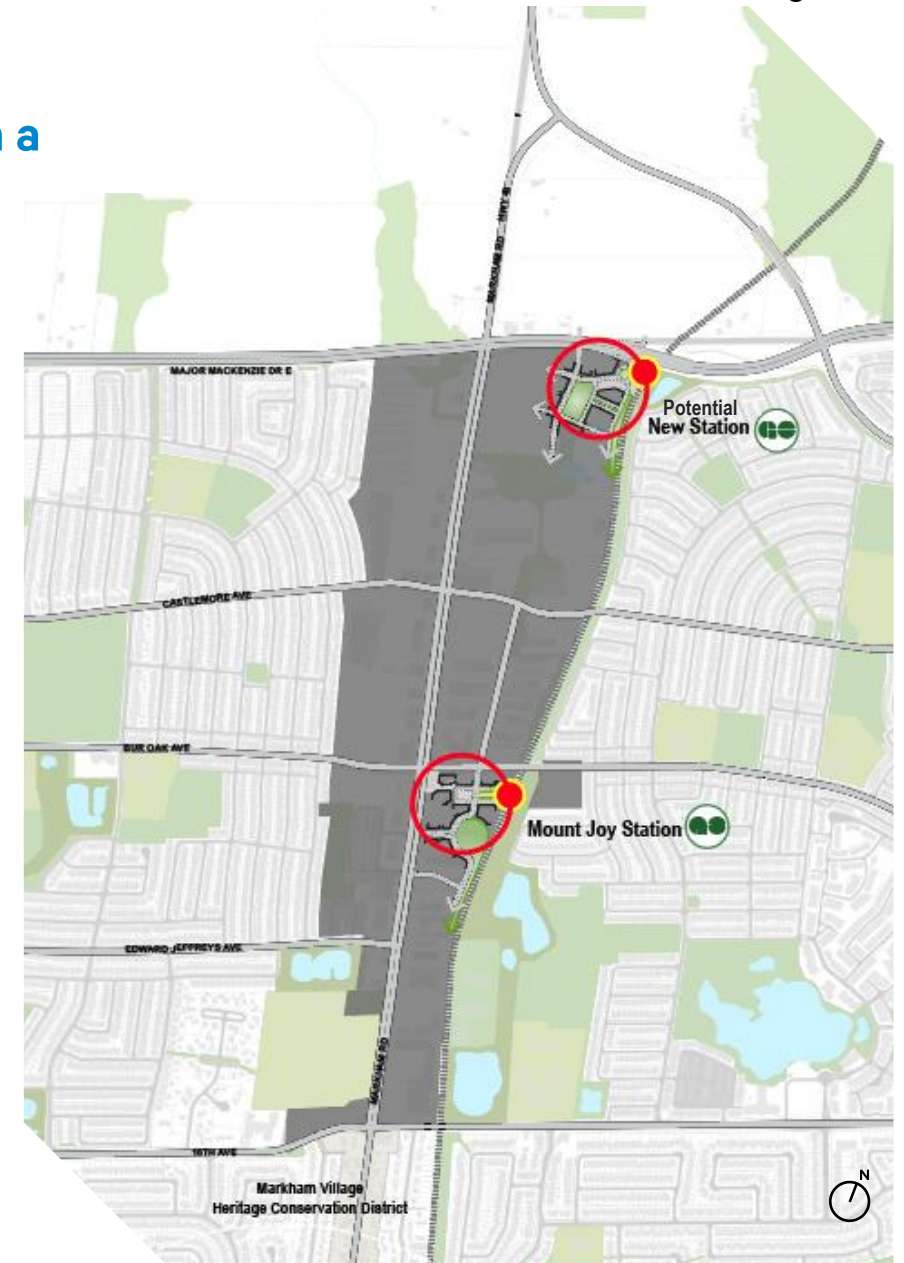


A range of community infrastructure will be integrated into the Secondary Plan area to serve a growing population



Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

- The areas adjacent to transit stations are **most valuable and most prominent** that warrant the **highest and best uses**
- These developments should adhere to the **highest transit oriented development and urban design standards to set the bar high and positively influence** other area developments
- Station areas should **prioritize the pedestrian** and be comprised of **high-density mixed uses in compact form**

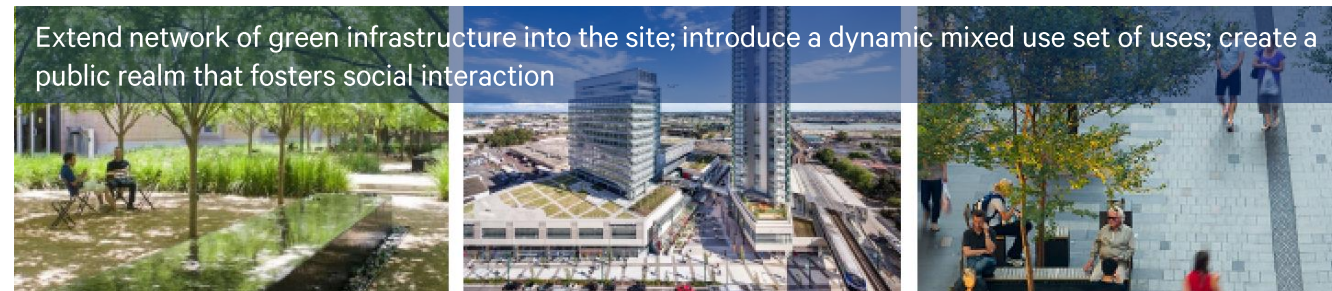
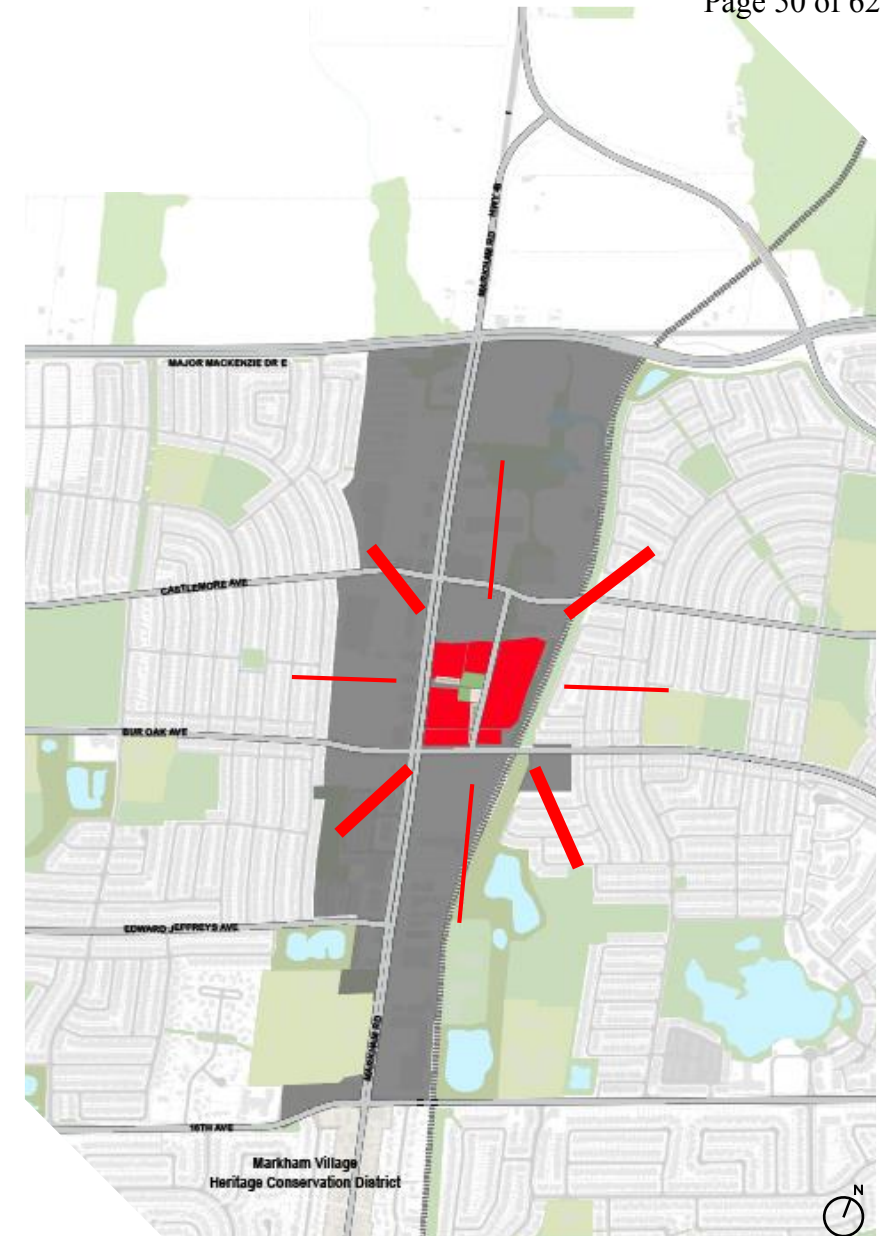


*Note: potential built form siting/configuration shown for illustrative purposes only

Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

Nurturing an Innovation Hub at Mount Joy Business Park

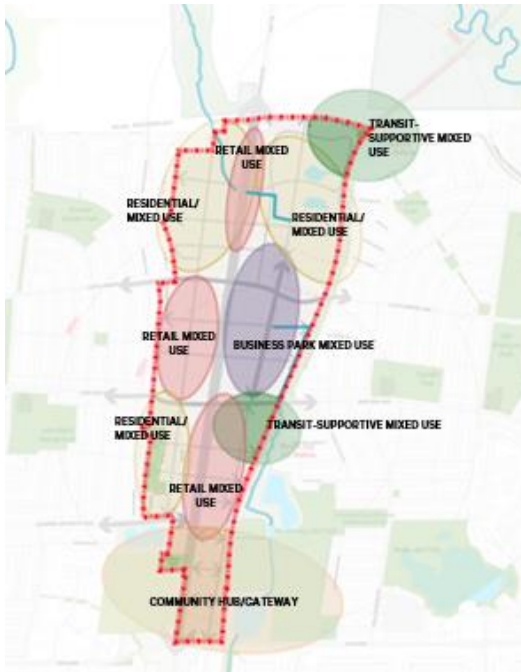
- Expand employment use permissions to better support and strengthen longer term viability of the Mount Joy Business Park
- Introduce a mix of uses on the west side of the Business Park with direct frontage on both Markham Road and Anderson Avenue
- Create a distinct gateway and new 'front door' leading to the Mount Joy GO Station



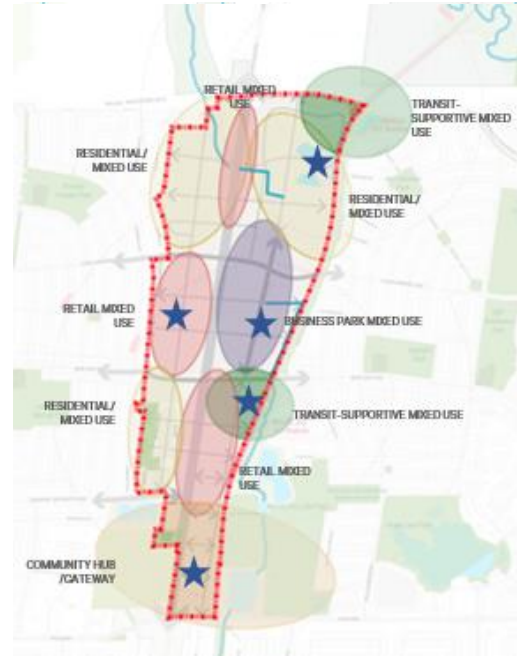
Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

LAND USE RECAP

Land uses



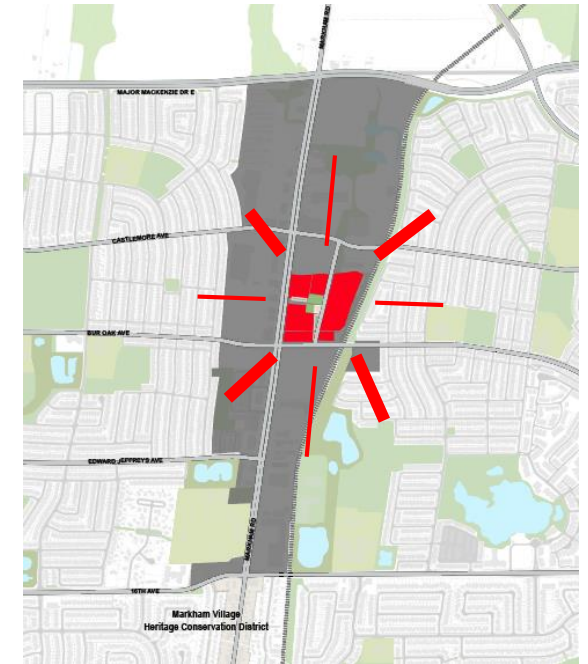
Community infrastructure



Transit Oriented Development



Mount Joy Business Park



Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

LET'S WORKSHOP & LIVE DRAW:

- What type of community infrastructure and facilities should be planned for in the Secondary Plan area? Should they be grouped into a centralized hub or dispersed throughout the Secondary Plan area?
- What types of uses should be considered to protect and enhance the viability of the Mount Joy Business Park?
- What types of uses would you like to see around the existing and potential GO Stations?

Strive for private and public design excellence and promote cultural heritage to create a sense of place

Objectives

- Create a **sense of community identity** through the establishment of a high quality public realm, built form character and a high standard of urban design
- Identify and plan for the **community infrastructure** (public facility and service) needs of the community
- Use **gateways, public art, streetscapes, signage and wayfinding** to establish a distinct and recognizable character
- Recognize, protect and conserve **cultural heritage resources** within the community and through development opportunities



Markham Museum

Strive for private and public design excellence and promote cultural heritage to create a sense of place

Establishing Distinct Character Areas



A North Area

Defined by residential development; the potential for a new GO Station; and the Mount Joy Creek traversing the area



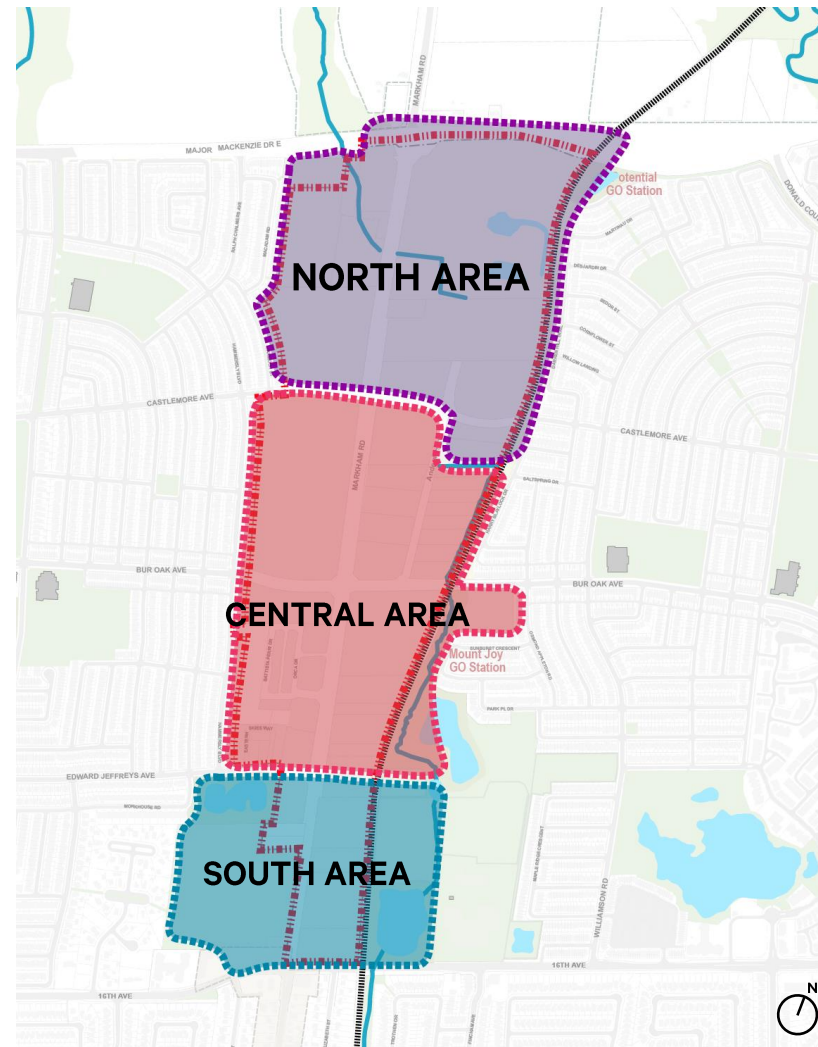
B Central Area

Defined by retail/commercial concentration, higher densities, large-format retail and ample surface parking



C South Area

Defined by its gateway of Markham Museum to the West and Mount Joy Lake Park to the east; transitional zone from Markham Village



Strive for private and public design excellence and promote cultural heritage to create a sense of place

Key Placemaking Elements



- A Key Streetscapes**
Key connecting corridors with specialized boulevard treatments; trees; multi-modality; and active frontage



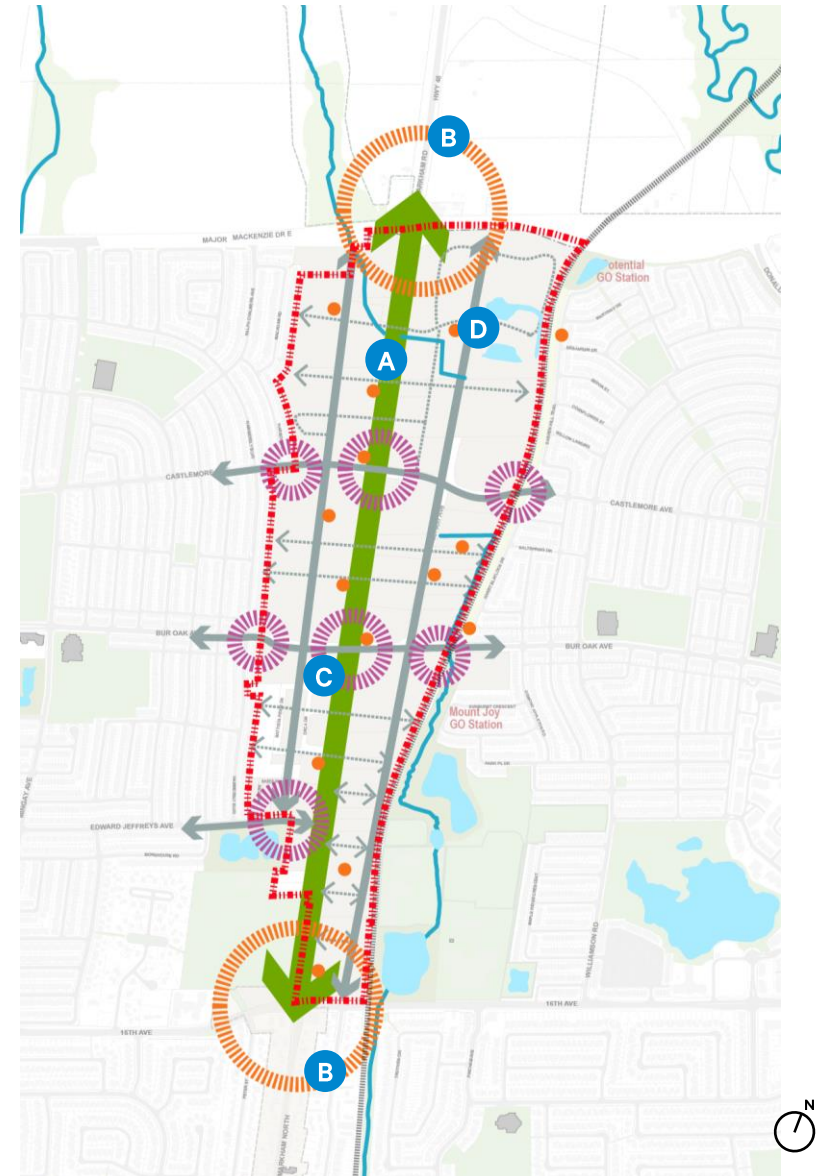
- B Gateways**
Key points of entry at the North (rural to urban transition) and South (Markham Village transition) ends of the Secondary Plan Area- defined by grand open spaces, landmark buildings, public art or signage depending on existing conditions



- C Nodes**
Key intersections defined by taller built form, open spaces, public art, key retail tenants, and transit connections



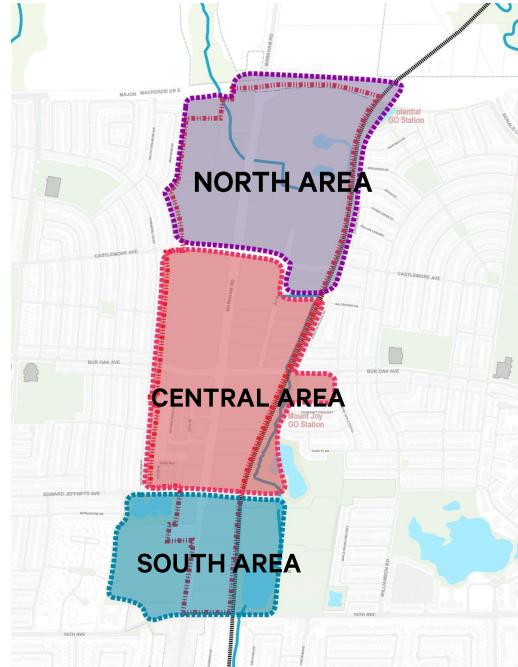
- D Public Art/Signage/Wayfinding**
Interactive or sculptural art elements; heritage signage; wayfinding signage



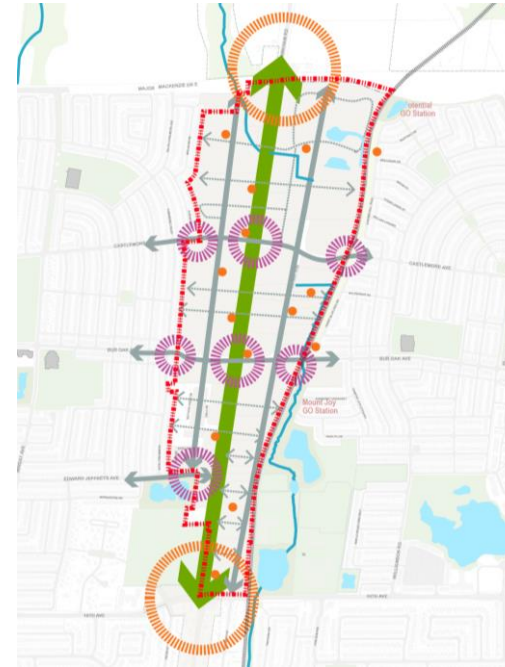
Strive for private and public design excellence and promote cultural heritage to create a sense of place

PLACEMAKING RECAP

Character Areas



Placemaking Elements



Strive for private and public design excellence and promote cultural heritage to create a sense of place



LET'S WORKSHOP & LIVE DRAW:

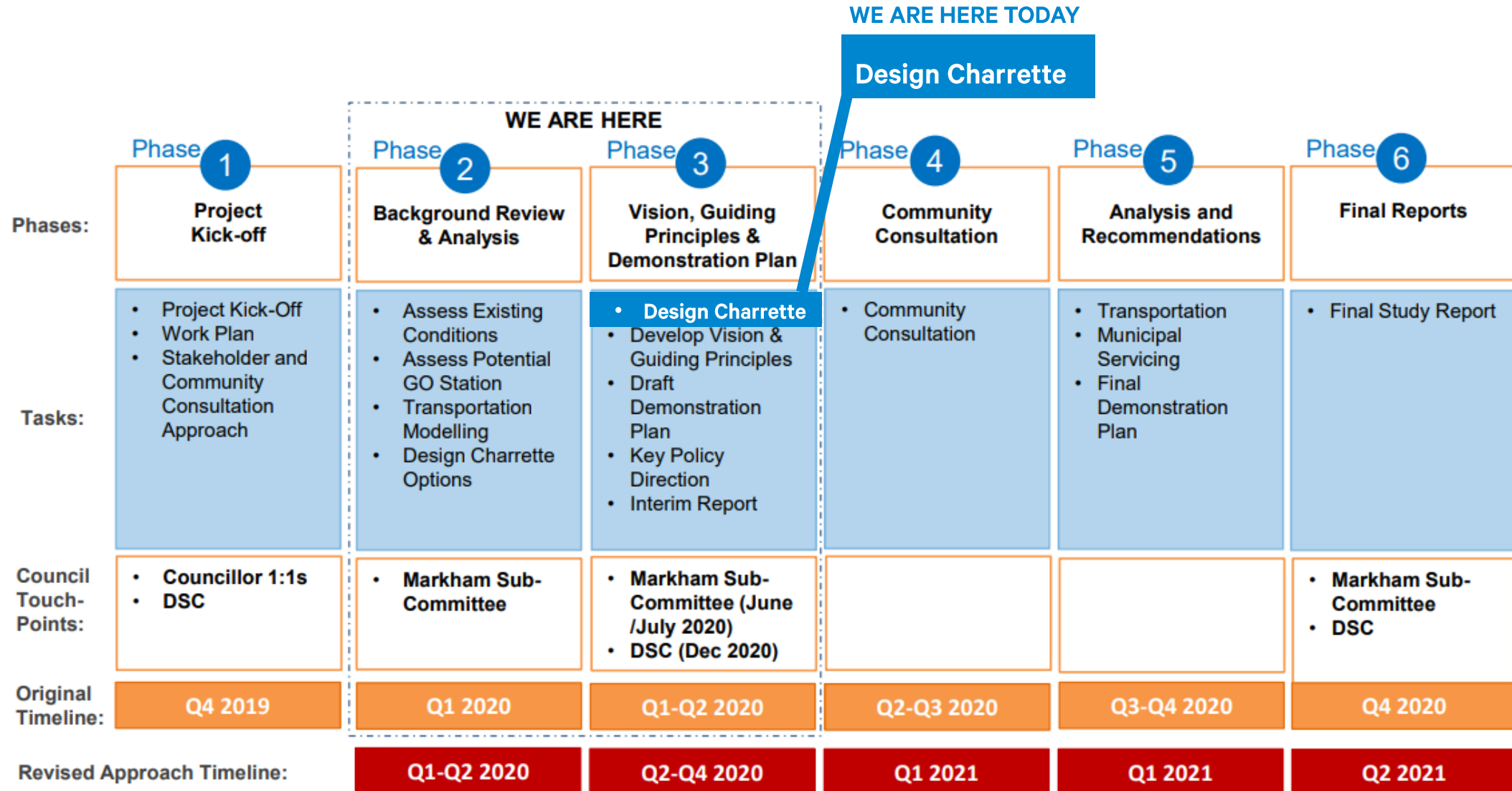
- Do you agree with the proposed precinct areas? Are there other unique precincts within the Secondary Plan area that should be recognized?
- How should the transitions to the rural lands to the north and Markham Village to the south be considered?

10 Minute Break



LET'S WORKSHOP & LIVE DRAW:

- Based on your knowledge of the Secondary Plan area and the ideas that we have discussed today, do you have any suggestions regarding the guiding principles?
- Do you have any further questions or comments?



Thank You!

We're happy to answer any questions or you can submit your comments via:

<https://yourvoicemarkham.ca/yourmarkhamroadmountjoy>

Or contact:

Darryl Lyons, Manager, Policy, City of Markham: dlyons@markham.ca
Shonda Wang, Principal, SvN: swang@svn-ap.com



LEGEND

- Proposed Secondary Plan Boundary
- Study Area
- Property Lines
- Existing Buildings
- Existing Park
- Natural Heritage / Greenway System
- Woodlands
- Wetland
- Waterbody
- Watercourse
- Floodplain (Depicted floodplain is conceptual; revised floodplain is currently under review by City of Markham and TRCA)
- Rouge Watershed Protection Area
- Greenbelt Plan Area
- Existing GO Station
- Potential GO Station
- GO Rail Corridor