



Markham Sub-Committee Meeting

Agenda

August 24, 2020, 1:00 PM - 4:00 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 - AUGUST 14, 2020

3

1. That the minutes of the Markham Sub-Committee meeting held August 14, 2020 be confirmed.

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

4.1 VISION, GUIDING PRINCIPLES, AND CONCEPT PLANS PRESENTATION (CONTINUED)

6

D. Lyons, ext. 2459
(1:00 PM - 4:00 PM)

Note: At its meeting on August 5, 2020, the Markham Sub-Committee consented

to postpone further discussion on this item to a future meeting in August.

The confirmed minutes from the August 5, 2020 meeting are attached.

5. ADJOURNMENT



Markham Sub-Committee Meeting Minutes

August 14, 2020, 10:00 AM - 12:00 PM

Electronic Meeting

Sub-Committee Members	Regional Councillor Jack Heath Councillor Andrew Keyes	Deputy Mayor Don Hamilton (Ex-Officio) Regional Councillor Jim Jones (Ex-Officio) Councillor Keith Irish (Ex-Officio)
Regrets	Councillor Karen Rea	Councillor Amanda Collucci
Council Members	Councillor Khalid Usman	Councillor Isa Lee
Staff	Andy Taylor, Chief Administrative Officer Phoebe Fu, Director, Environmental Services Morgan Jones, Director, Operations	Rob Grech, Manager, Stormwater David Plant, Senior Manager, Parks, Horticulture & Forestry Scott Chapman, Election and Committee Coordinator

1. CALL TO ORDER

Under the authority of the *COVID-19 Economic Recovery Act, 2020* (Bill 197) and the City of Markham's *Council Procedural By-law 2017-5*, and in consideration of the advice of public health authorities, this meeting was conducted electronically with members of the Markham Sub-Committee, Council, staff, and guests participating remotely.

The Markham Sub-Committee meeting convened at the hour of 10:05 AM with Regional Councillor Jack Heath presiding as Chair.

2. DISCLOSURE OF PECUNIARY INTEREST

None disclosed.

3. APPROVAL OF THE PREVIOUS MINUTES

3.1 MINUTES OF THE MARKHAM SUB-COMMITTEE - AUGUST 5, 2020

Moved By Deputy Mayor Don Hamilton

Seconded By Councillor Andrew Keyes

1. That the minutes of the Markham Sub-Committee meeting held August 5, 2020 be confirmed.

Carried

4. SWAN LAKE WATER QUALITY IMPROVEMENT PROGRAM

At its June 23, 2020 meeting, Council directed staff to report back to General Committee on this matter through the Markham Sub-Committee in consultation with Friends of Swan Lake Park.

4.1 OVERVIEW OF PROJECT COMPONENTS AND TIMING

Rob Grech, Manager, Stormwater, provided a brief overview and projected timeline for the three project components of the Swan Lake Water Quality Improvement Program, including geese management, park refresh, and water quality treatment. It was noted that the park refresh and water quality treatment initiatives will be addressed through parallel and subsequent phases.

4.2 GEESE MANAGEMENT AT SWAN LAKE - OVERVIEW OF OPTIONS AND PATH FORWARD

Rob Grech, Manager, Stormwater, delivered a presentation on the City of Markham's Swan Lake Geese Management Program, providing members of the Sub-Committee and stakeholders with an overview of the current conditions, program objectives, and consultation undertaken to-date with the Toronto and Region Conservation Authority (TRCA), municipal partners, and resident stakeholders. Benefits, considerations, and preliminary staff recommendations surrounding six potential control options were identified and discussed in detail. Next steps were also outlined.

The Sub-Committee and stakeholders discussed the following relative to the staff presentation:

- Potential future assumption of adjacent stormwater management ponds by the City;
- Timing of the proposed habitat modification plan;
- Geese hazing tactics, including possible strategies for deterring geese during overnight hours and potential use of additional bird species;
- Potential impacts of using strobe lights as a geese deterrent on other wildlife in Swan Lake Park, including the mute swan population;
- Developing a volunteer program through the Friends of Swan Lake Park to assist the City in collecting data, decreasing public feeding of geese, and increasing public awareness of the geese population problem; and,
- Pursuing a balanced, multidimensional approach to geese management.

4.3 DISCUSSION AND COMMUNITY FEEDBACK

Fred Peters, representative for the Friends of Swan Lake Park, addressed the Sub-Committee and delivered a presentation outlining resident stakeholders' comments on the Geese Management Program proposed by staff. Mr. Peters expressed the support of the Friends of Swan Lake Park for the staff recommended initiatives, and requested that the use of strobe lights also be considered in a trial capacity for the Fall 2020 season to address migratory geese. Mr. Peters also requested that staff investigate and, where feasible, work to expedite the restoration and redesign of damaged walkways, curbs, and access points to Swan Lake Park which are currently presenting accessibility and safety challenges for residents and park visitors.

There was further discussion on the potential use of strobe lights as a component of the City's Geese Management Program. Concerns were noted regarding potential adverse impacts of using strobe lights to deter geese on other wildlife in Swan Lake Park, including mute swans. Staff advised that the addition of expanded fall hazing activities and the installation/removal of strobe lights will require a budget allocation of \$15,000-\$18,000 for the current year.

The Sub-Committee endorsed the Geese Management Program proposed by staff, with the additional recommendations that a public education volunteer program be developed through the Friends of Swan Lake Park and that strobe lights be deployed for a trial period in Fall 2020. It was also asked that staff investigate existing or potential easements that may be assumed by the City in the restoration of the park pathway system as part of the Park Refresh Plan.

Moved By Deputy Mayor Don Hamilton
Seconded By Councillor Andrew Keyes

1. That the Swan Lake Geese Management Program proposed by staff be endorsed; and,
2. That the components of the geese management public education volunteer program be further defined in the staff report to General Committee; and further,
3. That the use of strobe lights be recommended for a trial period during the Fall 2020 season.

Carried

5. ADJOURNMENT

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

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

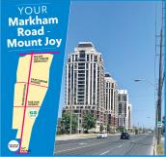
10 minute Break

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



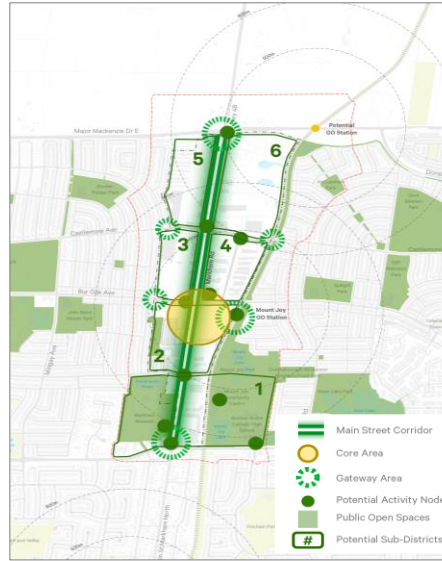
Key Challenges:

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

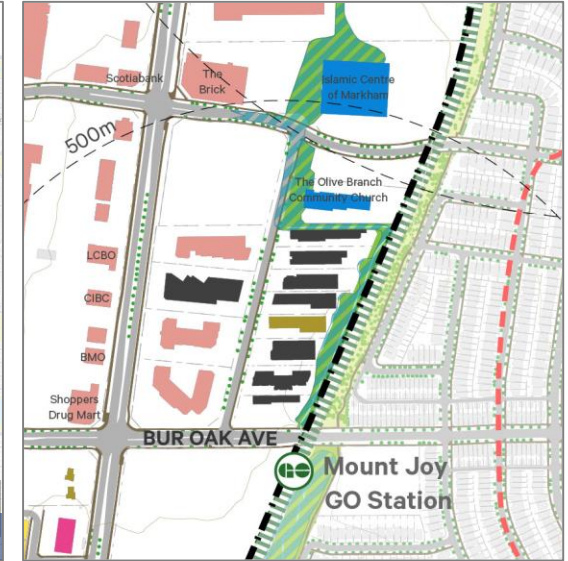


Key Opportunities:

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



Floodplain layer is based on Official Plan 2014

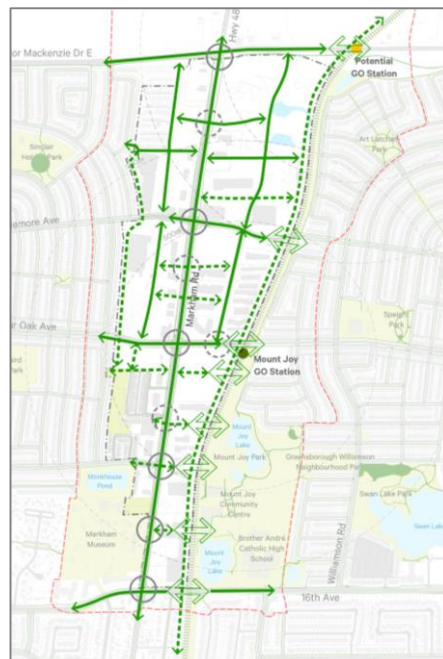
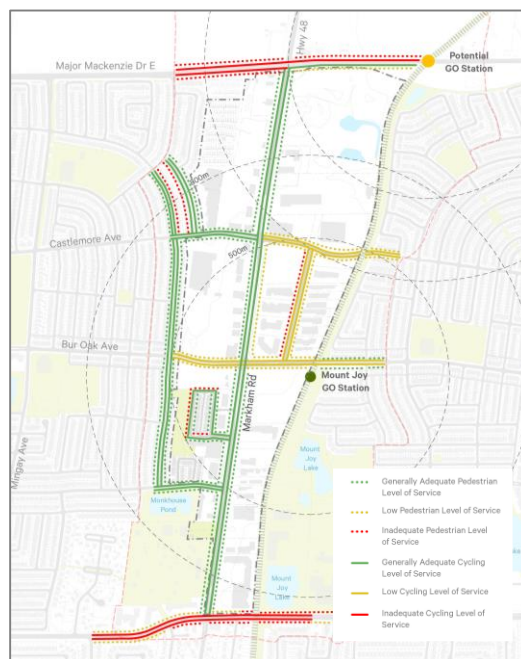


Baseline Conditions: Key Challenges and Opportunities

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:

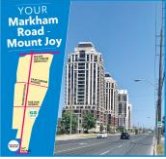
- Various options to mitigate flooding through comprehensive design and consultation
- Implement stormwater management practices, including Low Impact Development (LID), through future development and re-development to alleviate flooding



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



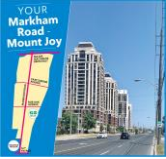
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MARKHAM OFFICIAL PLAN 2014

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



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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



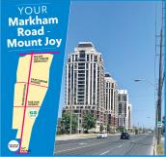
4. Maintaining a Vibrant and Competitive Economy



5. Adopting Green Infrastructure and Development Standards



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



3

Draft Vision & Guiding Principles



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?

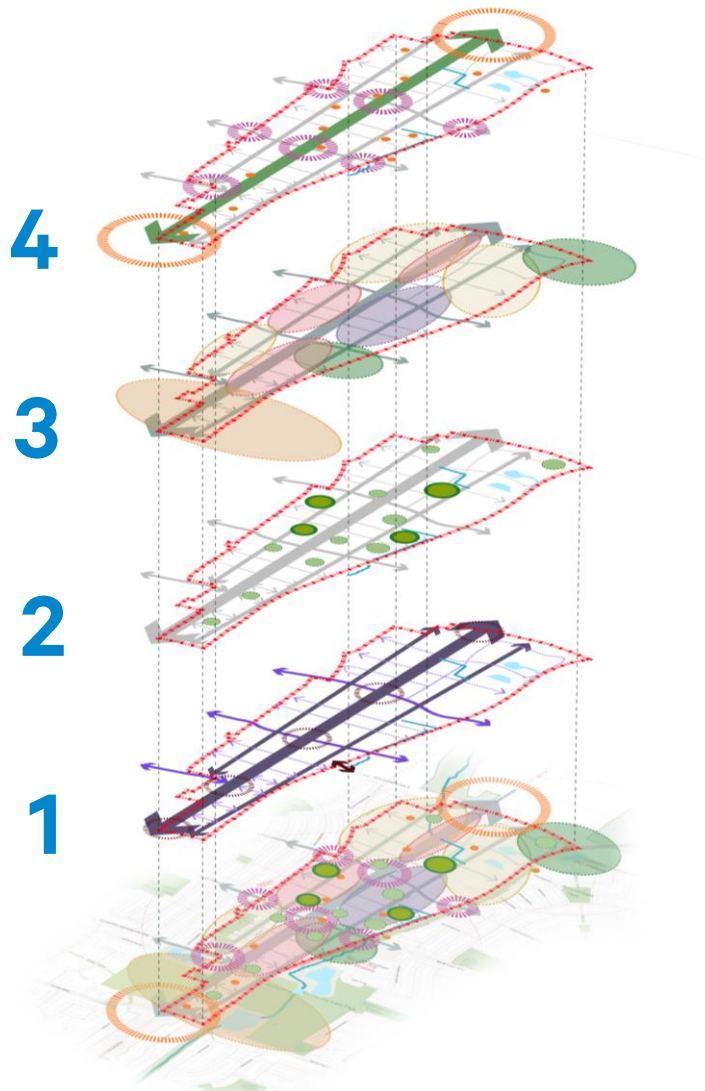
FOUR PILLARS OF THE CONCEPT PLAN



1 Mobility



3 Land Use



2 Parks & Open Space



4 Placemaking

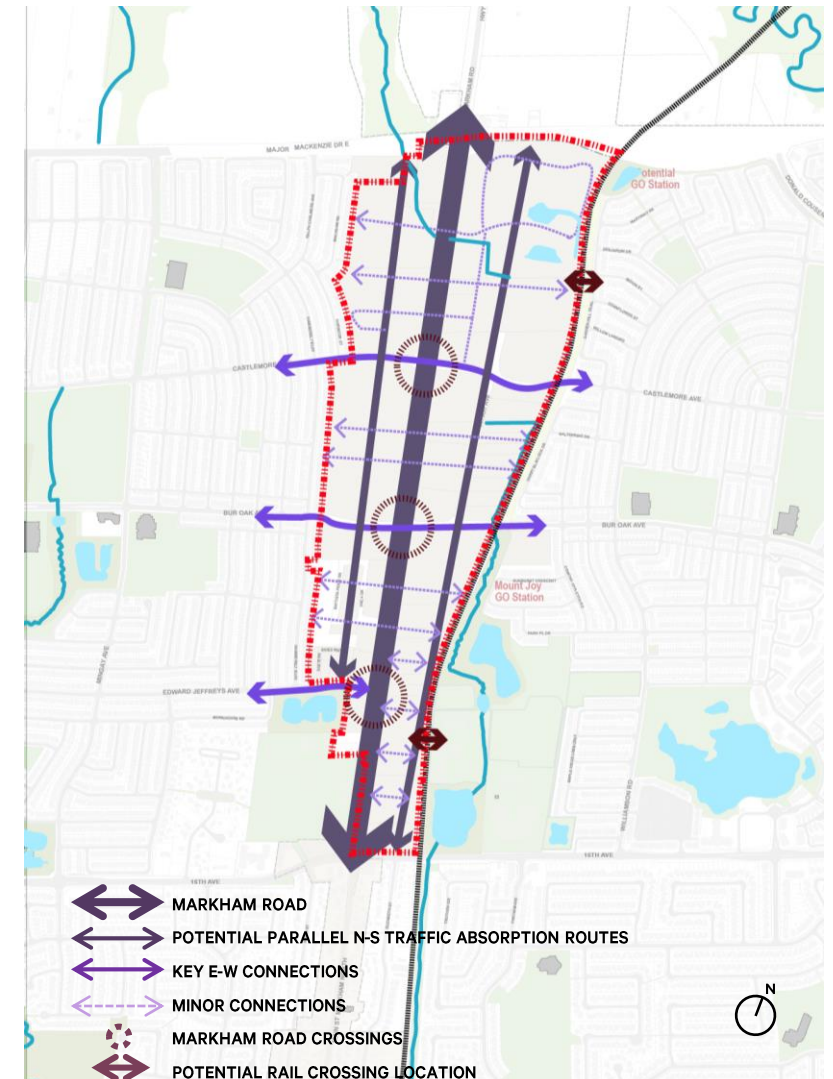
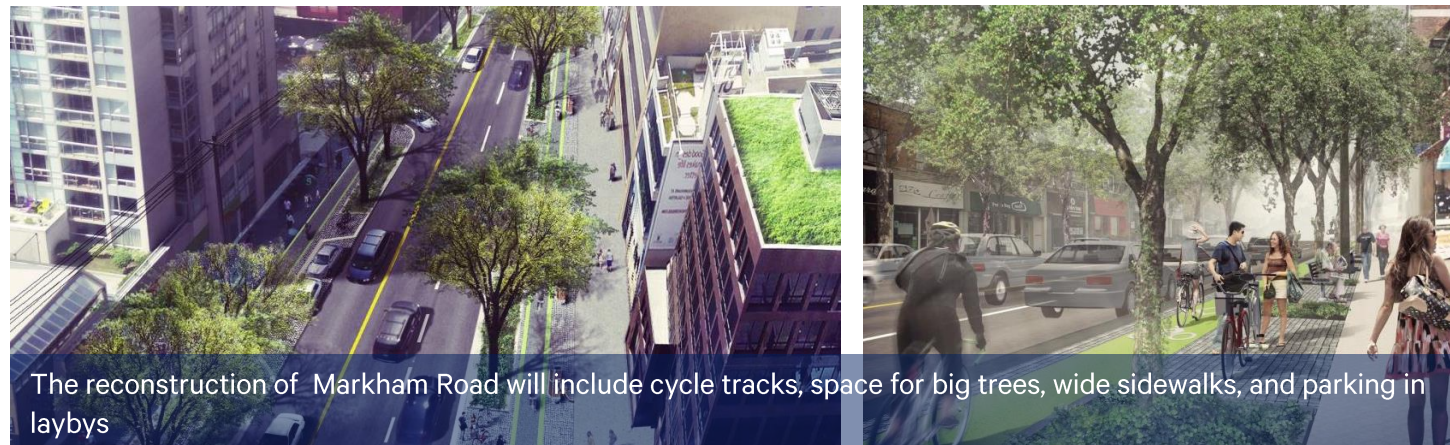
“LET’S WORKSHOP & LIVE DRAW”



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

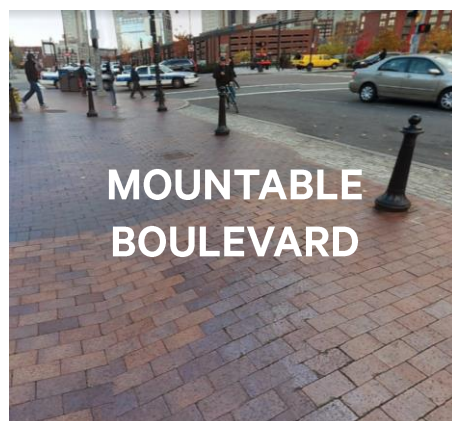


Improve access and connectivity, prioritize mobility through walking, cycling and transit

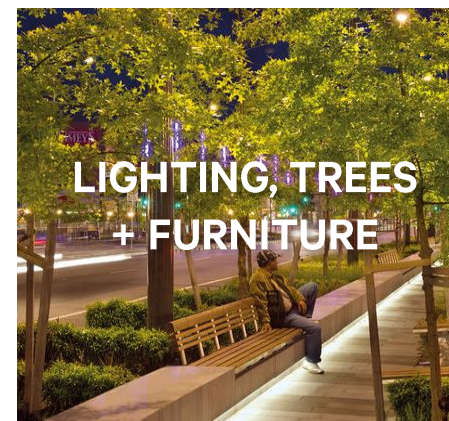
Existing Challenge



A Potential Hybrid Solution: Flex-Shared Space

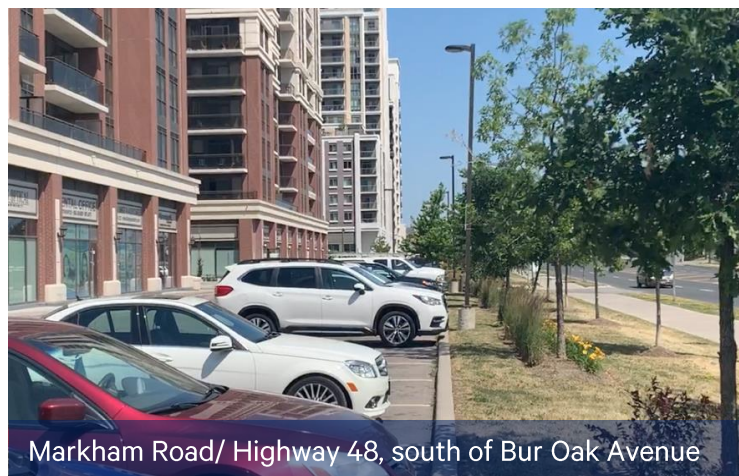


Essential Elements & Details



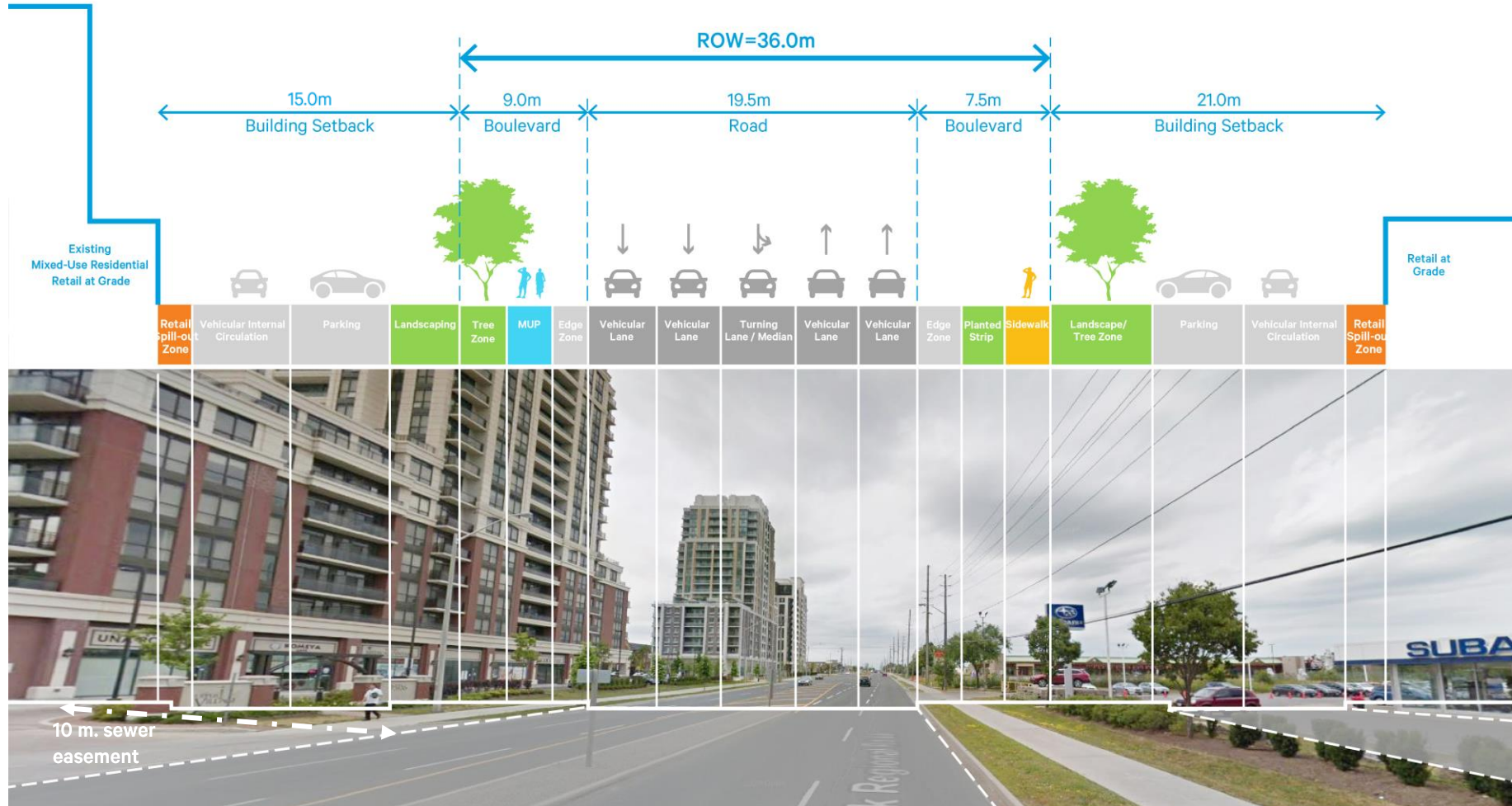
Improve access and connectivity, prioritize mobility through walking, cycling and transit

Markham Road Today



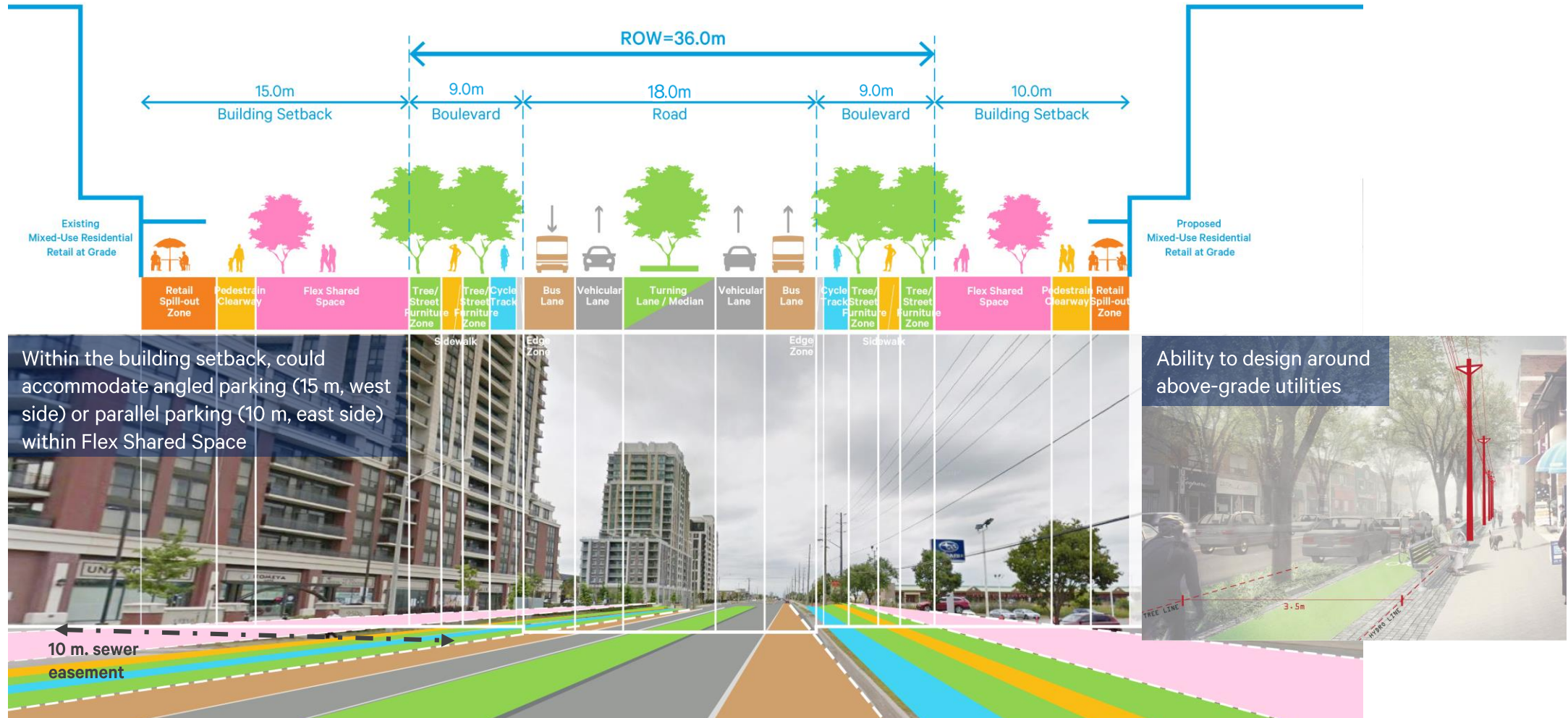
Improve access and connectivity, prioritize mobility through walking, cycling and transit

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



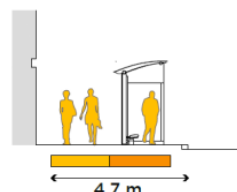
- 2m Minimum
- 3+m Recommended

WITH FURNITURE



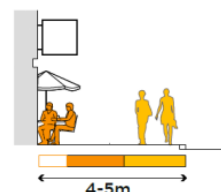
- Benches set back from back curb edge minimum .06m

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



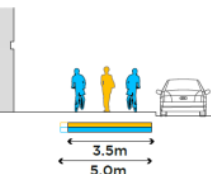
- 1.5 Minimum
- 2.0m Recommended
- Not including buffer
- Not including curb

PROTECTED CYCLE TRACK



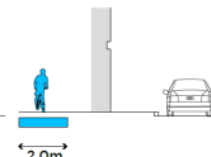
- Different treatments (raised curb, bollards, tree etc.)
- Not including curb

MULTI-USE PATH



- 3.5m Minimum
- 3.5-5.0m Recommended

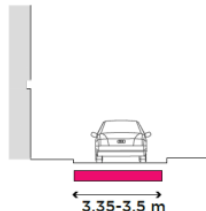
ALTERNATE ROUTE OFF-ROAD TRAIL (NOT IN DUNDAS)



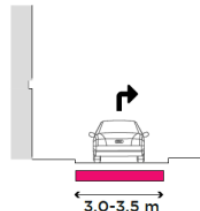
- 2m Minimum
- Undesired condition
- Not including curb
- Location TBD

VEHICULAR LANES

THROUGH TRAFFIC

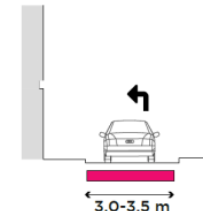


LEFT TURN



- Potential conflicts with central transit lanes

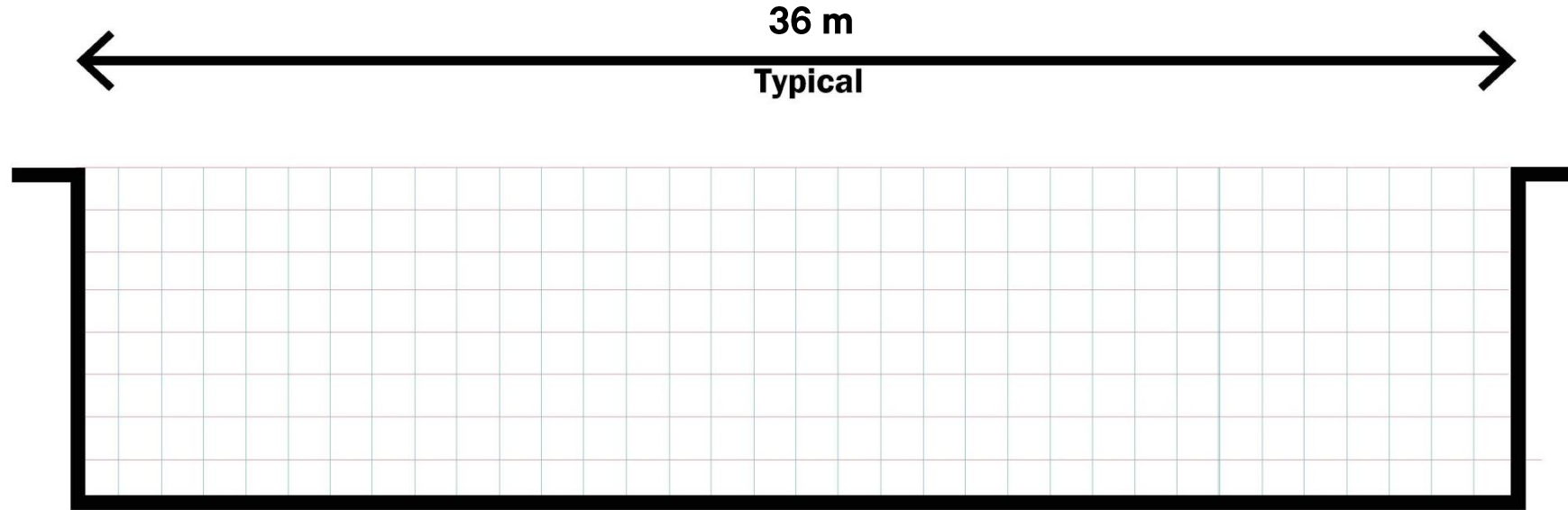
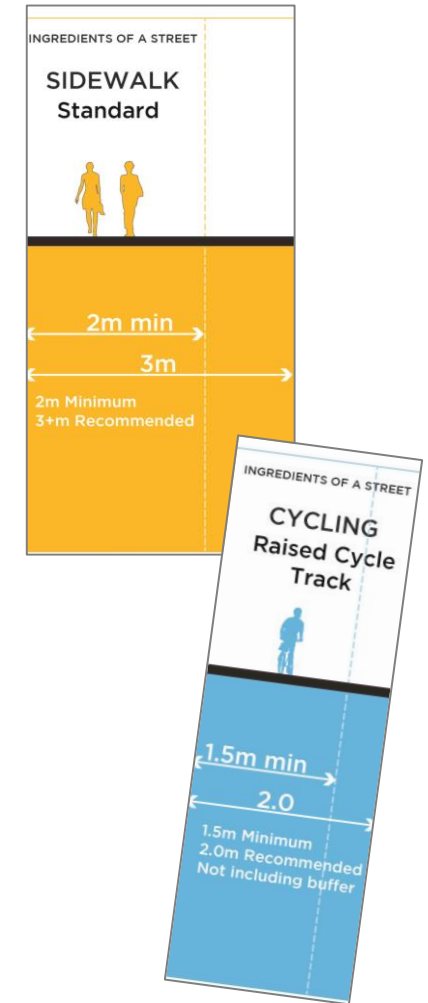
RIGHT TURN



- 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?

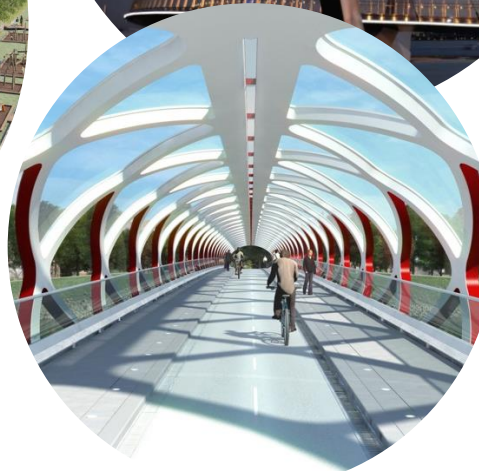


SCALE
0 1 2 3 4 5m

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

How can the Rail Corridor be a Connective Spine?

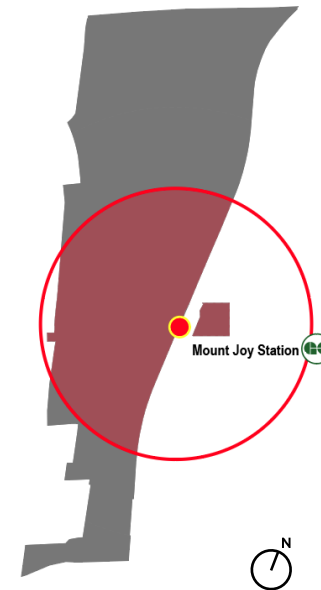
- Continuous linear park within required 30m setback from rail line
- Direct and continuous links to and between stations
- Key connector to reinforce broader open space & green infrastructure system
- Continuous and integrated active transportation corridor and paths to support walking and cycling
-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

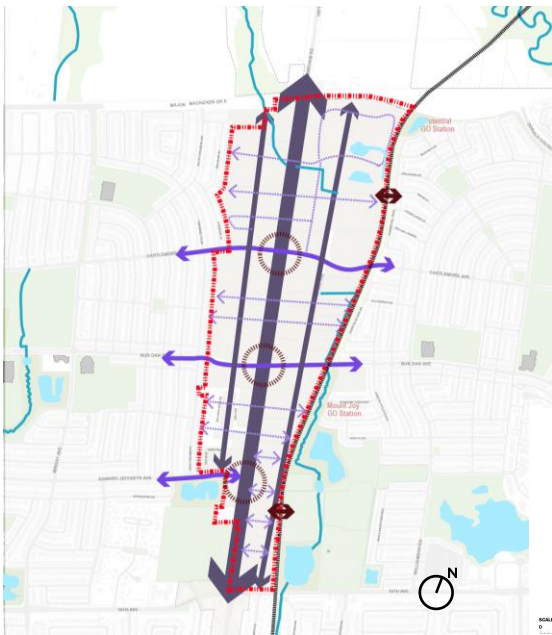


Scenario 2:
Add a second new station at Major Mackenzie
Drive, north of Mount Joy GO Station

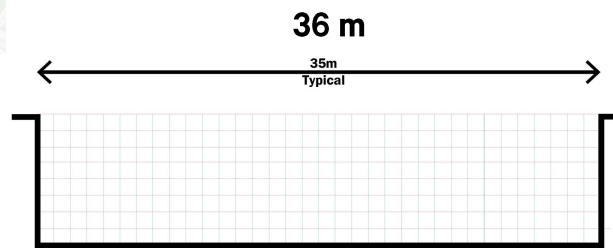
Improve access and connectivity, prioritize mobility through walking, cycling and transit

MOBILITY RECAP

Potential Road Network



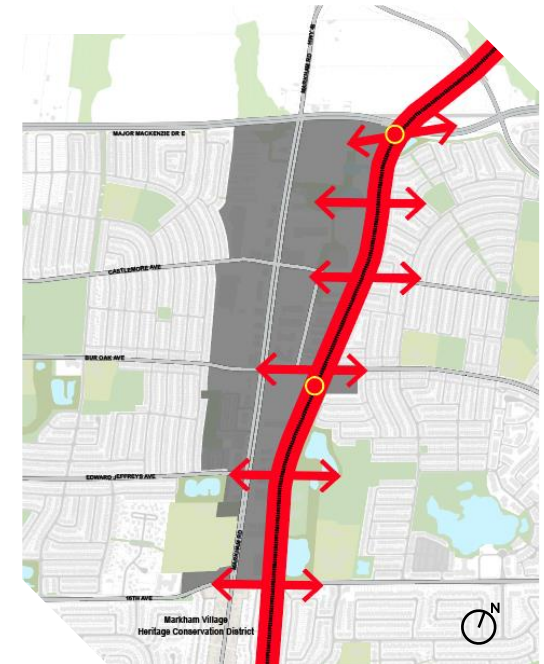
Markham Road Transformation



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

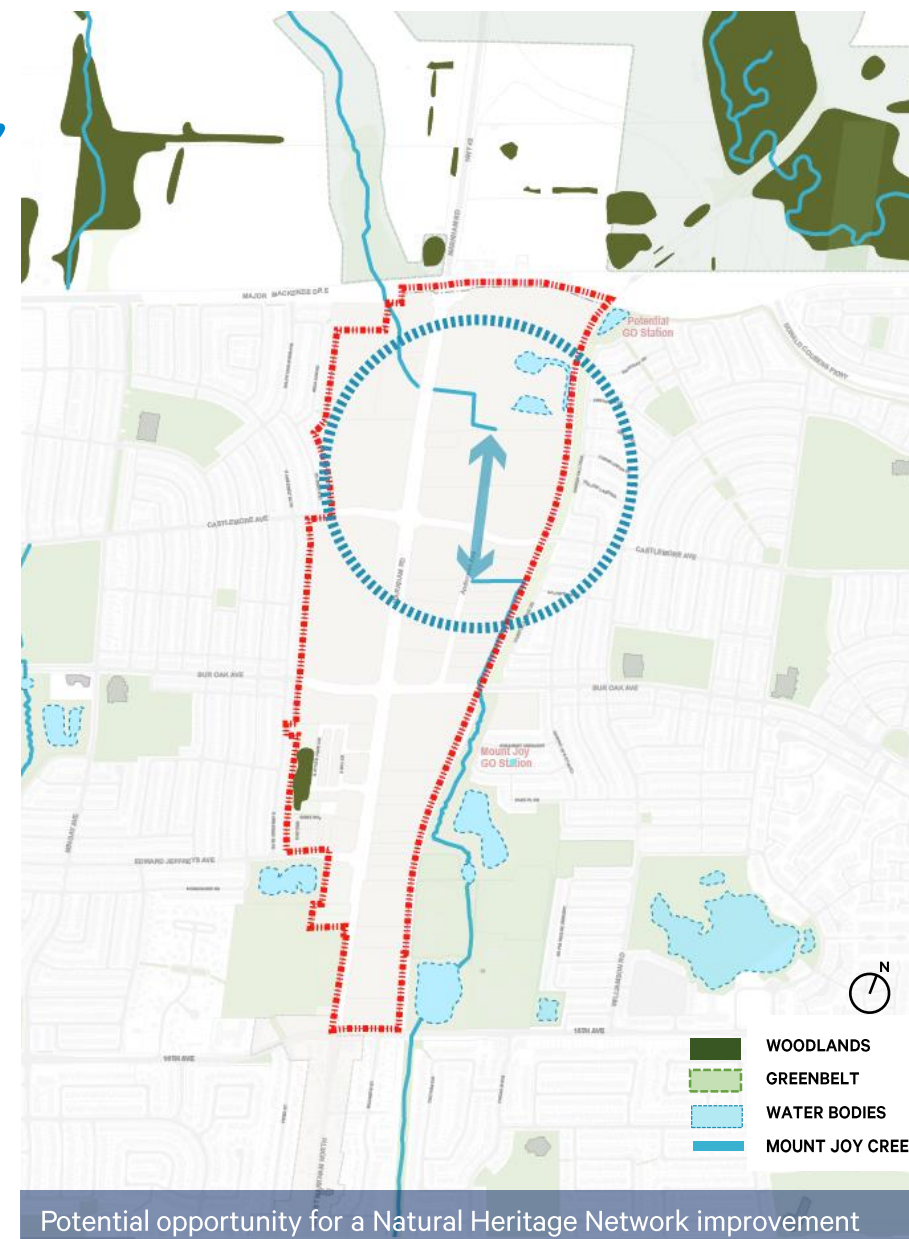
Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors

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

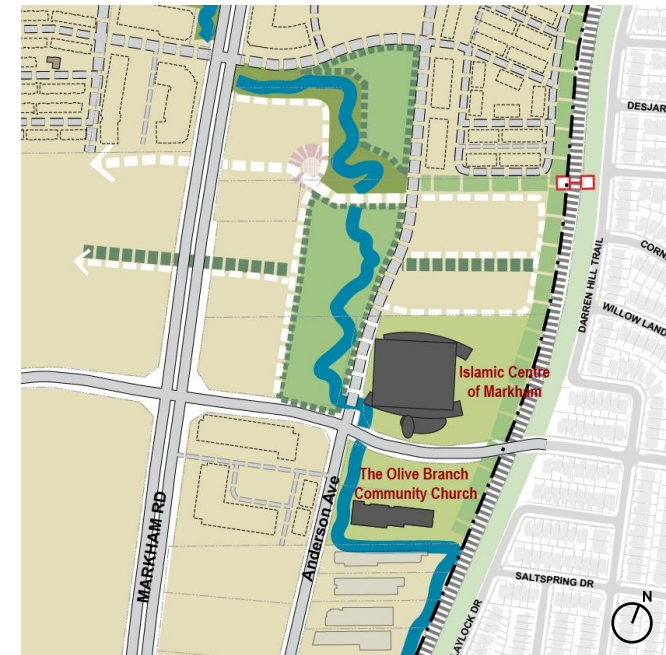
Mount Joy Creek is a natural watercourse that has been partially altered (piped sections) in the past. Options to restore the Creek will be explored to alleviate flooding with consideration to enhancing habitat, encourage biodiversity and create an open space amenity for all to enjoy. The preferred Creek 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:



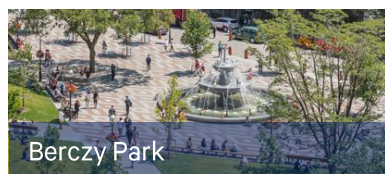
Pottery Park



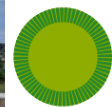
Churchill Square



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



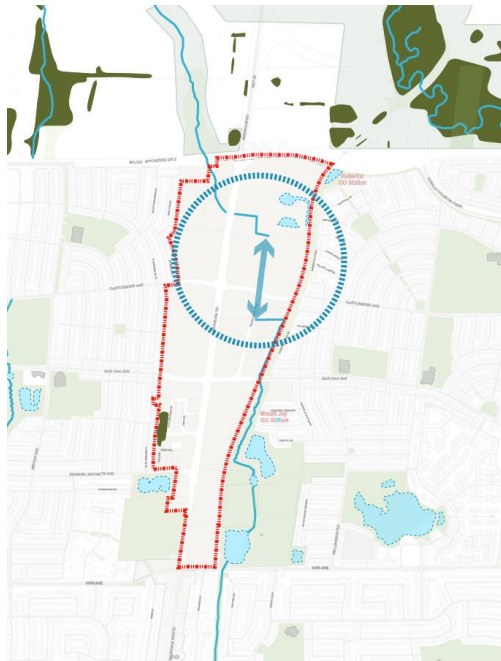
Urban Parkettes (0.2-0.5 ha)

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



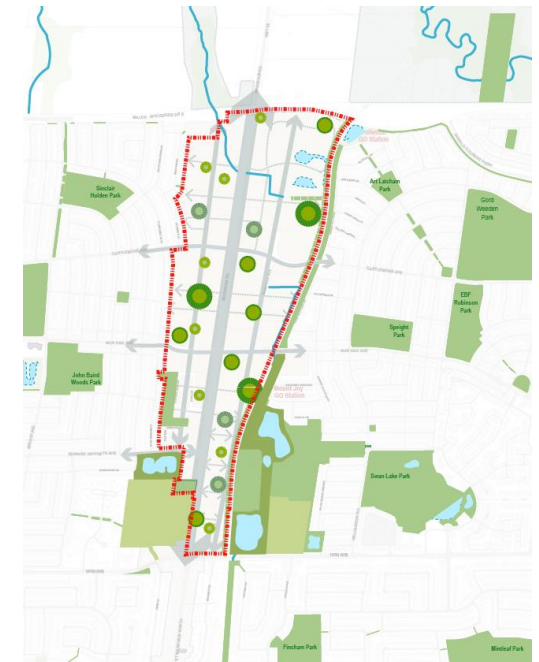
Mount Joy Creek

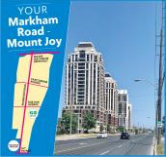


Parkland Classification



Parkland Distribution





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



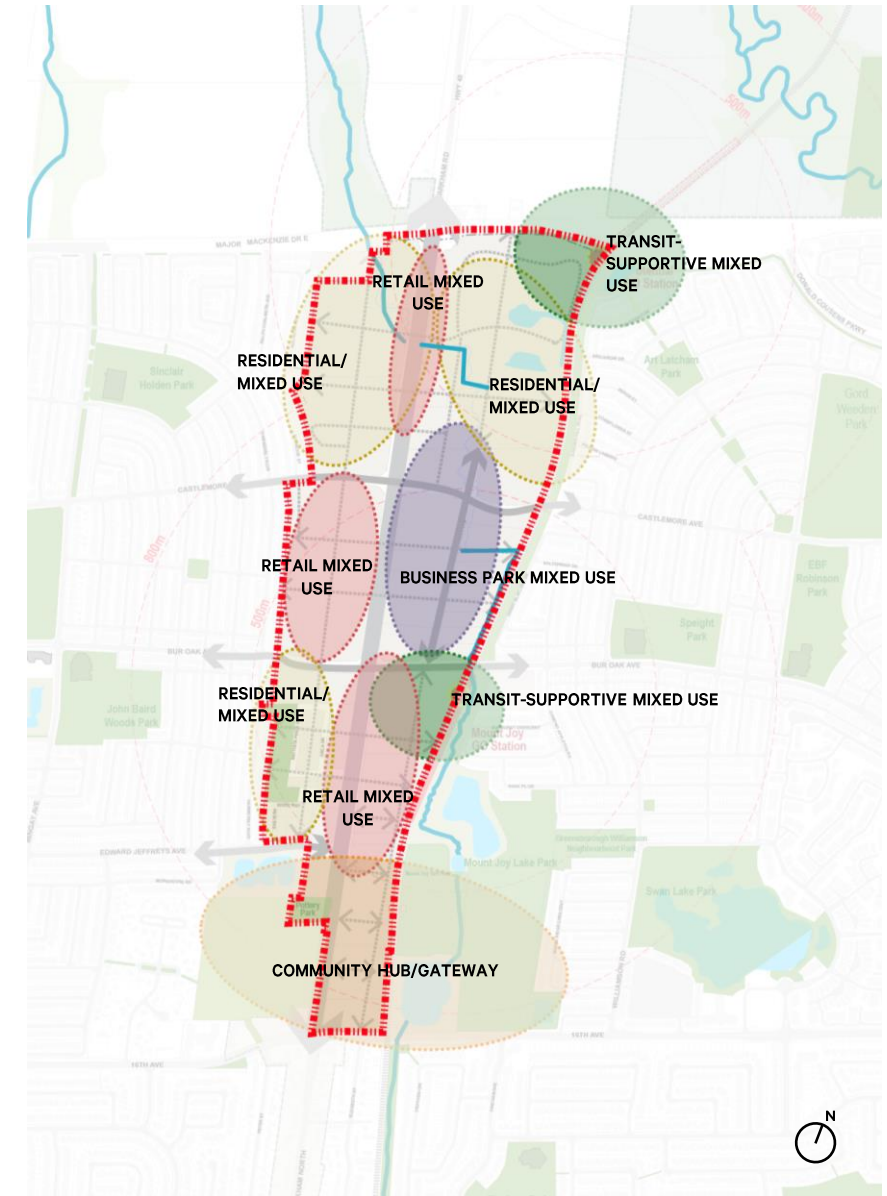
LET'S WORKSHOP & LIVE DRAW:

- 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

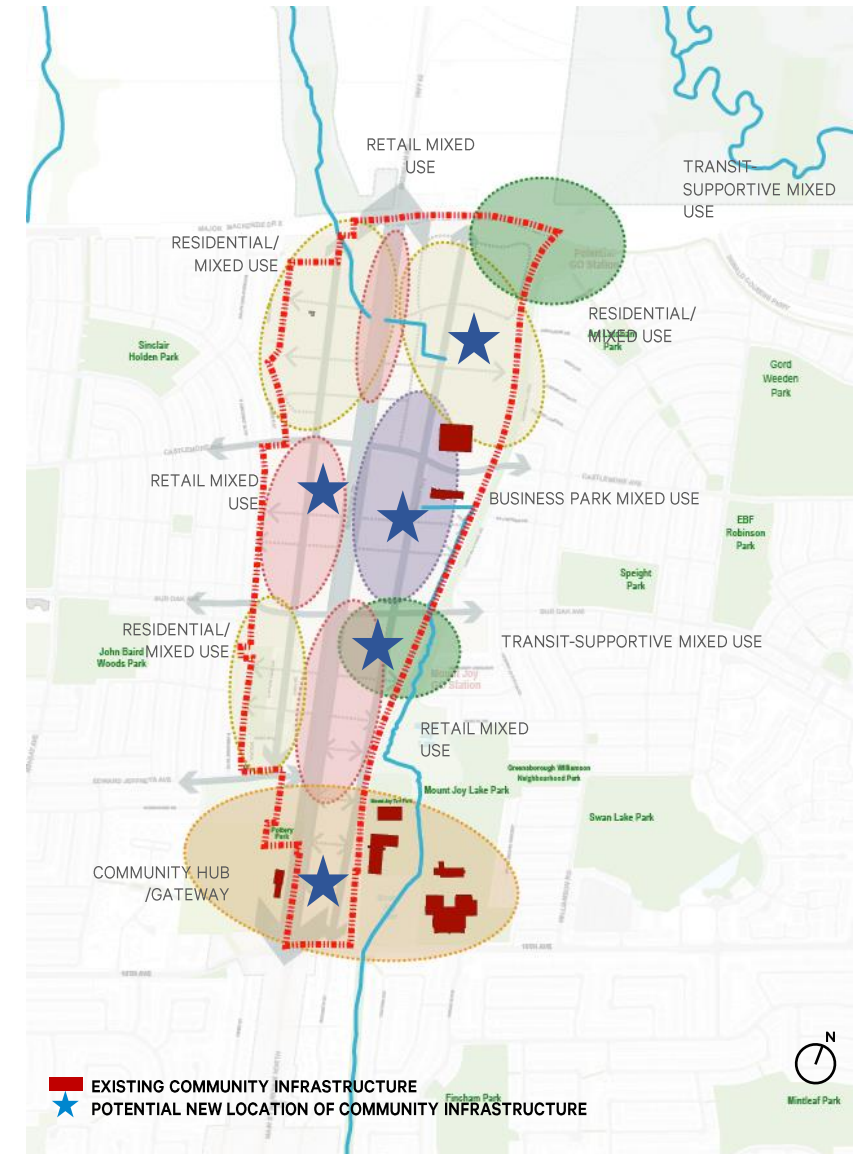
Objectives

- 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



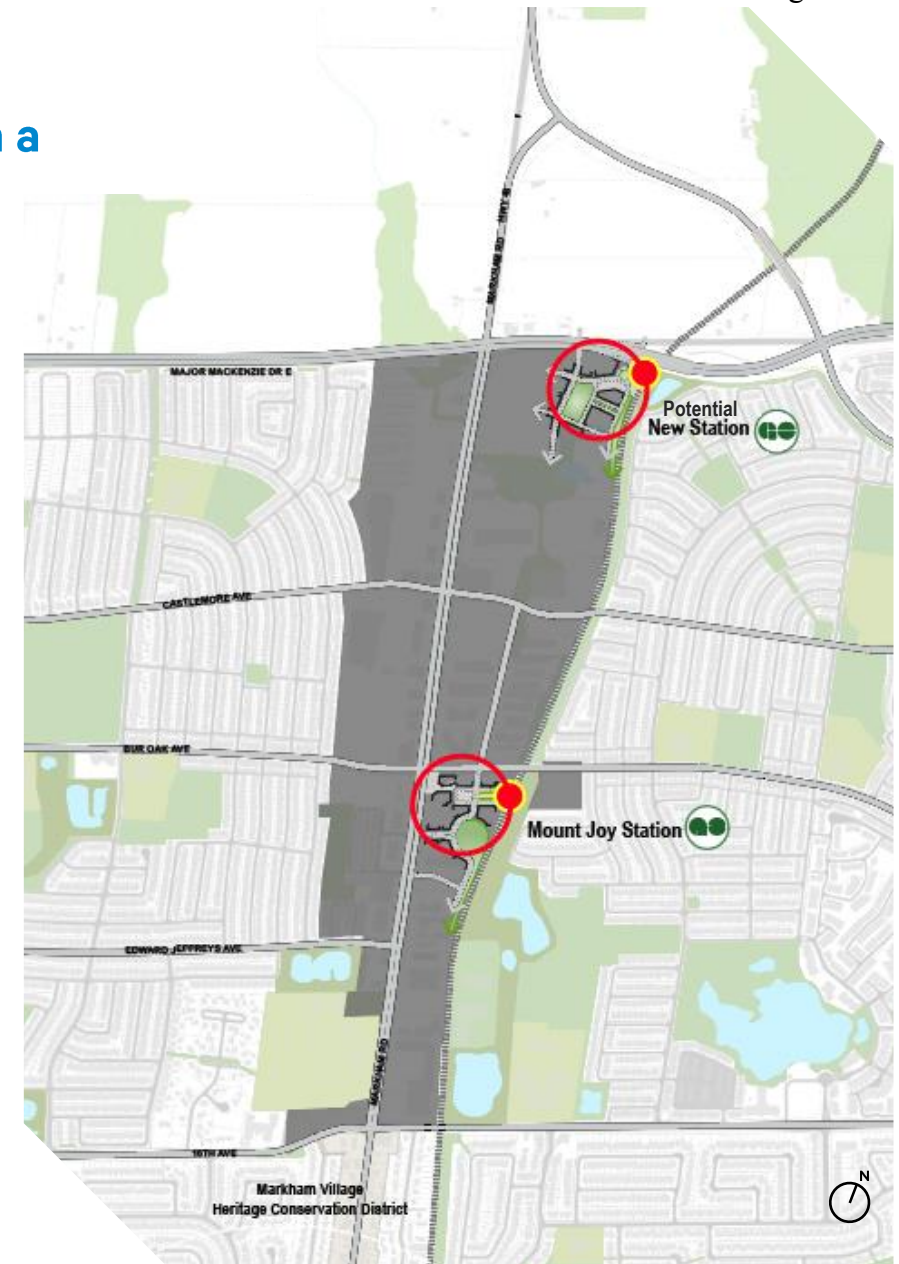
Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

- 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.



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**

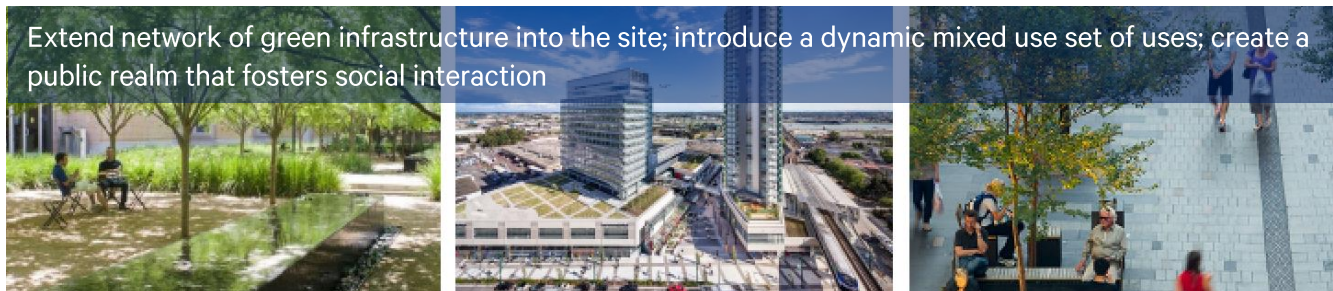
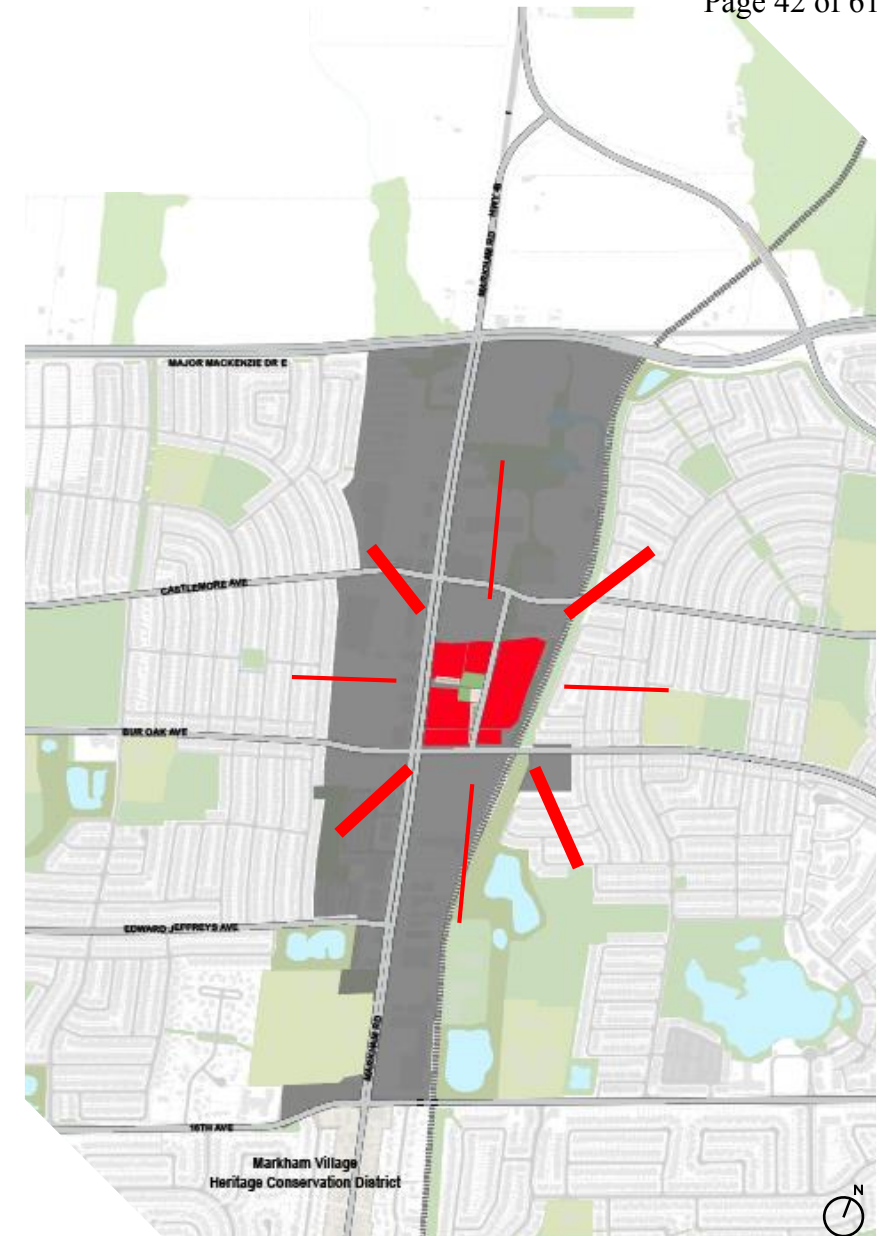


*Note: potential built form siting/configuration shown for illustrative purposes only

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

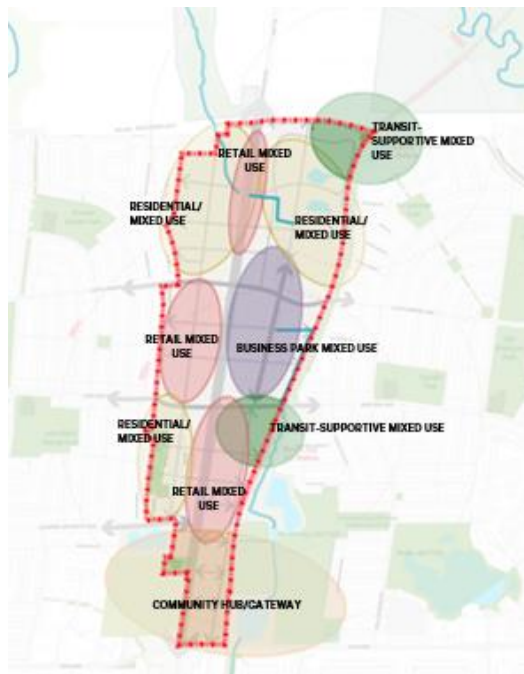
- Expand employment use permissions to better support and strengthen longer term viability of the Mount Joy Business Park
- Introduce a mix of uses on the west side of the Business Park with direct frontage on both Markham Road and Anderson Avenue
- Create a distinct gateway and new 'front door' leading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



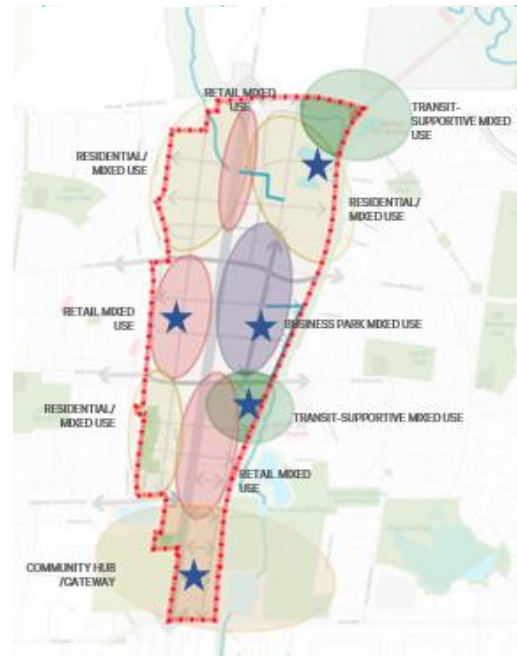
Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

LAND USE RECAP

Land uses



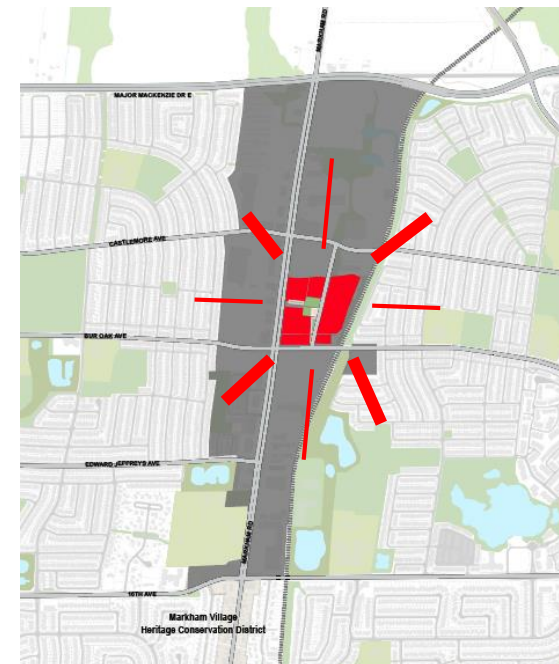
Community infrastructure



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



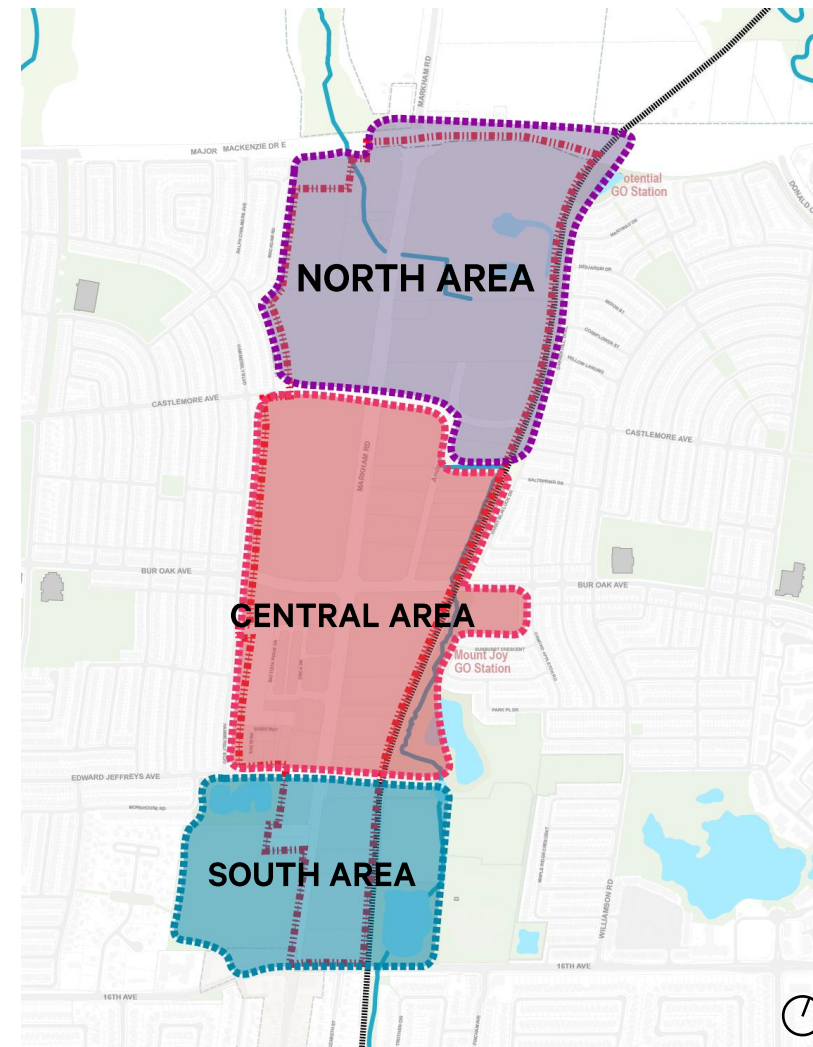
B Central Area

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

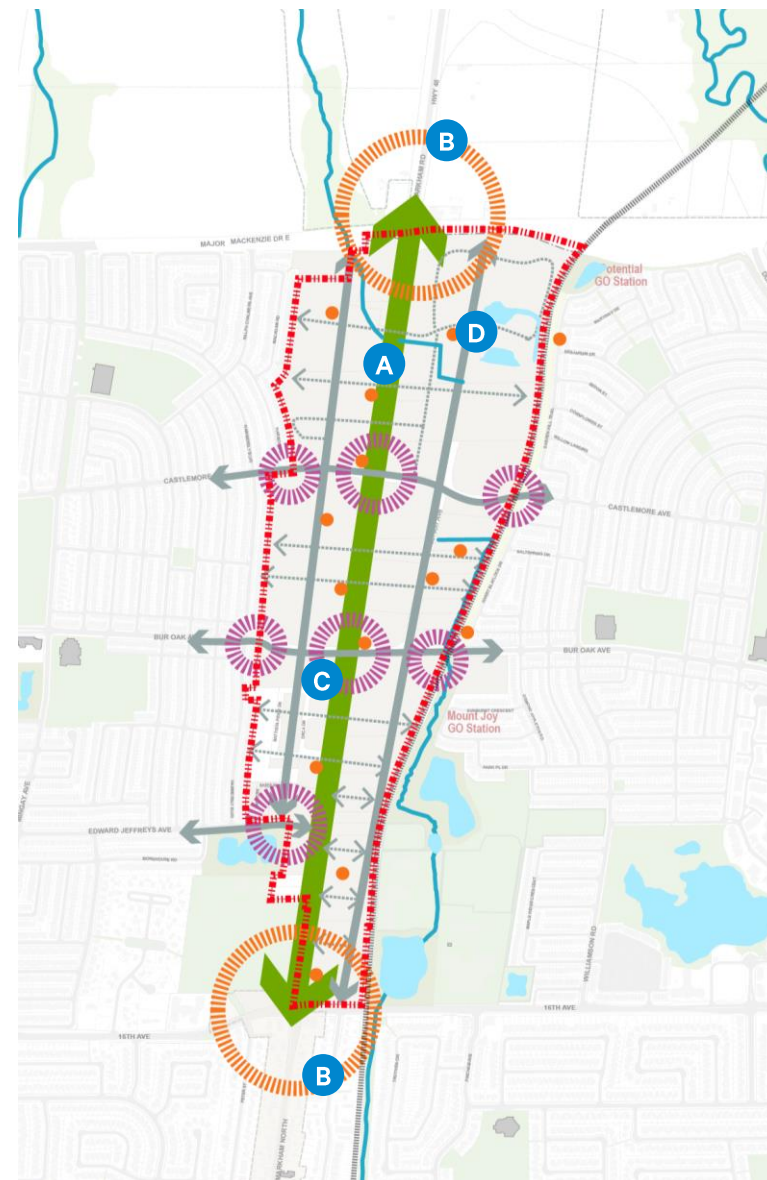
Key intersections defined by taller built form, open spaces, public art, key retail tenants, and transit connections



D

Public Art/Signage/Wayfinding

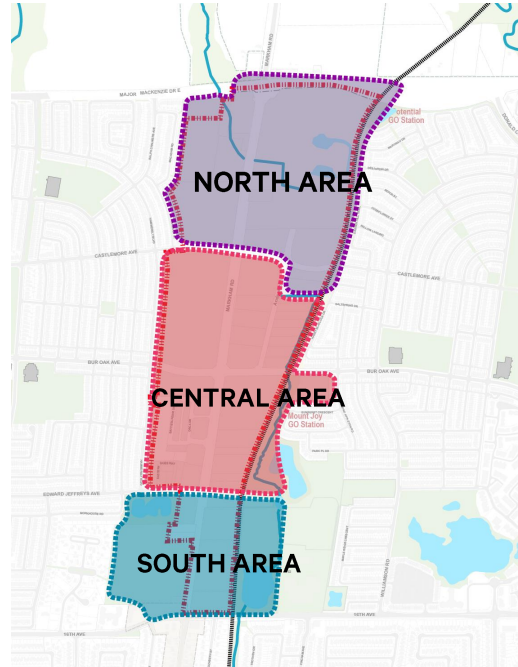
Interactive or sculptural art elements; heritage signage; wayfinding signage



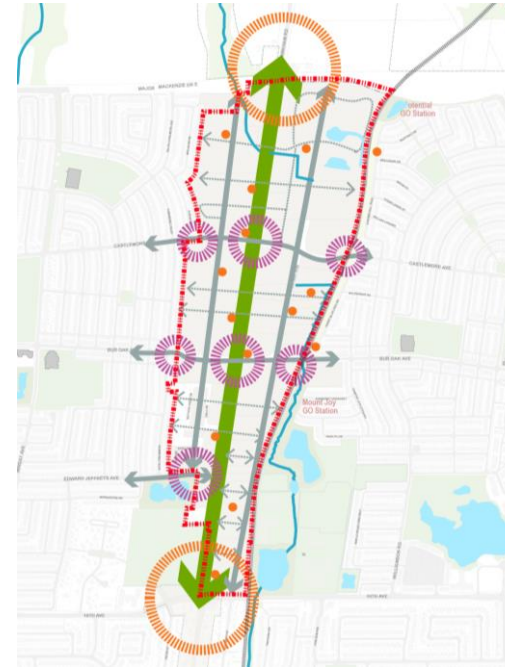
Strive for private and public design excellence and promote cultural heritage to create a sense of place

PLACEMAKING RECAP

Character Areas



Placemaking Elements



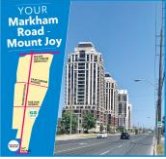
Strive for private and public design excellence and promote cultural heritage to create a sense of place



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



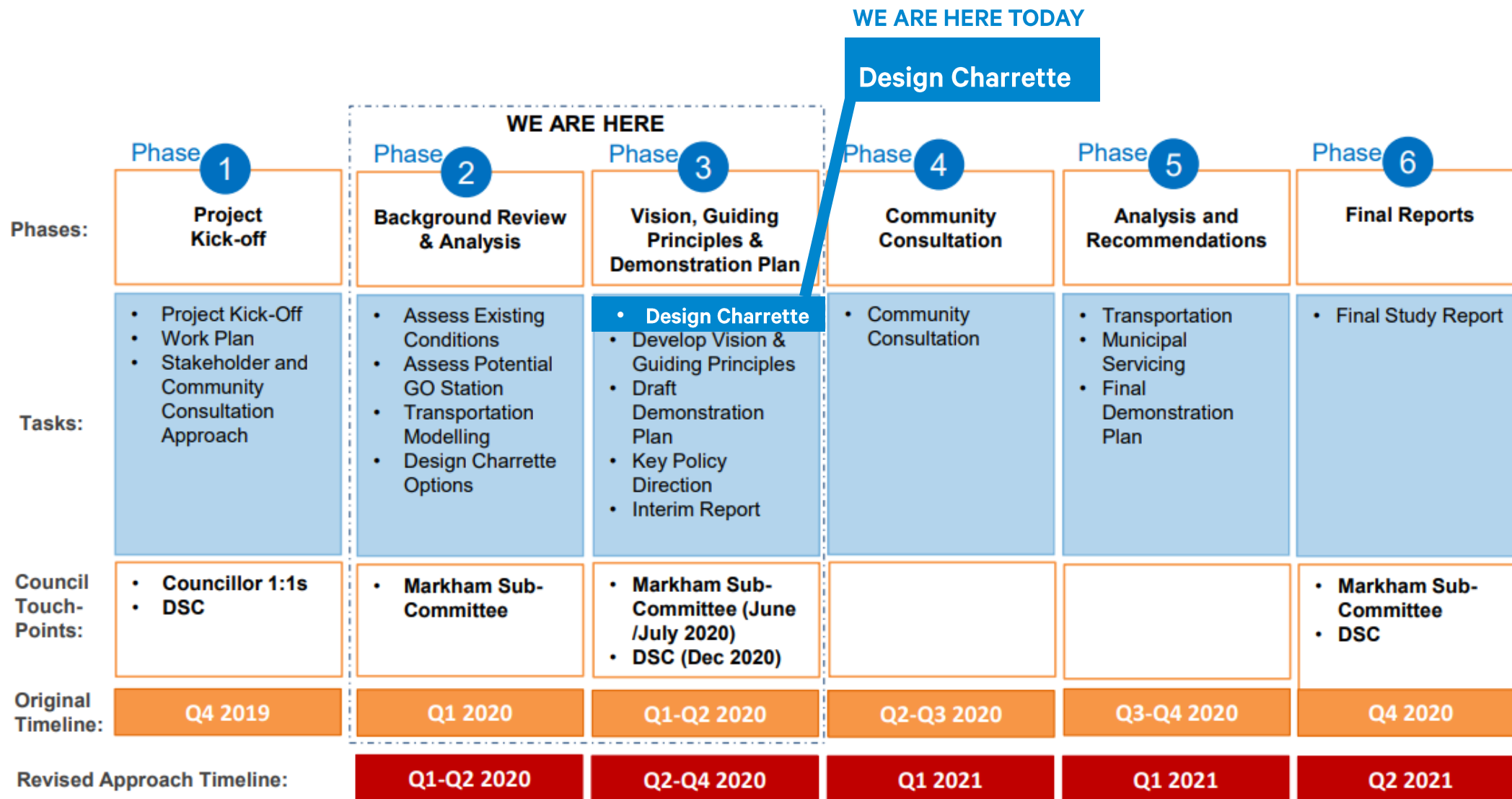
8

Summary and Discussion



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



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



NORTH AREA

CENTRAL AREA

SOUTH AREA

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



Markham Sub-Committee Meeting Minutes

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

Electronic Meeting

Sub-Committee Members	Regional Councillor Jack Heath Councillor Karen Rea Councillor Andrew Keyes Councillor Amanda Collucci	Deputy Mayor Don Hamilton (Ex-Officio) Regional Councillor Jim Jones (Ex-Officio) Councillor Keith Irish (Ex-Officio)
Council Members	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 Ron Blake, Senior Development Manager, Planning & Urban Design Ronji Borooah, City Architect Loy Cheah, Senior Transportation Manager	Lilli Duoba, Manager, Natural Heritage Darryl Lyons, Manager, Policy Stacia Muradali, Acting Manager, East District Nhat-Anh Nguyen, Senior Manager, Development & Environmental Engineering Laura Gold, Council/Committee Coordinator Scott Chapman, Election and Committee Coordinator

1. CALL TO ORDER

Under the authority of the *COVID-19 Economic Recovery Act, 2020* (Bill 197) and the City of Markham's *Council Procedural By-law 2017-5*, and in consideration of the advice of public health authorities, this meeting was conducted electronically with members of the Markham Sub-Committee, Council, staff, and guests participating remotely.

The Markham Sub-Committee meeting convened at the hour of 9:24 AM with Regional Councillor Jack Heath presiding as Chair.

2. DISCLOSURE OF PECUNIARY INTEREST

None disclosed.

3. APPROVAL OF THE PREVIOUS MINUTES

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

Moved By Deputy Mayor Don Hamilton

Seconded By Councillor Karen Rea

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

Carried

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

4.1 9999 MARKHAM ROAD - REPORT BACK ON HOLD PROVISION

Biju Karumanchery, Director, Planning & Urban Design, delivered a presentation on the hold provision in effect for Phases 1B and 1C of the development application submitted by OnePiece Developments for the lands at 9999 Markham Road. Director Karumanchery provided members of the Sub-Committee with the background context and status of the hold provision applied by Council at its meeting on December 10, 2019, and addressed the adjusted development and phasing plan proposed by the applicant at the July 29, 2020 Markham Sub-Committee meeting. Staff recommendations regarding the continued application of the hold provision for the applicant's lands located within Phases 1B and 1C of the applicant's proposed site plan pending additional information from the Markham Road-Mount Joy Secondary Plan study process and/or discussions with the landowner were identified.

Michael Walker, OnePiece Developments, representative for the owner of the lands located at 9999 Markham Road, addressed the Sub-Committee and requested that it endorse the removal of the hold provision on the lands located within Phase 1C of the applicant's proposed site plan to permit the applicant to proceed with a revised submission for mid-rise development, pending further review by staff.

There was discussion regarding the timetable proposed by staff for removal of the hold provision for the lands located within Phase 1C of the applicant's lands. Members of the Sub-Committee discussed potential factors that may inform a decision by Council in December 2020, including information anticipated as part of the draft land use concept for the Markham Road-Mount Joy Secondary Plan area, as well as potential additional information that may arise related to a potential future GO Transit station at Major Mackenzie Drive.

The Markham Sub-Committee directed that this matter be referred to Council for consideration at its meeting on August 25, 2020, and that staff report back to Council with potential options regarding the hold provision.

Moved By Councillor Andrew Keyes

Seconded By Deputy Mayor Don Hamilton

That the communications submitted by Michael Walker, OnePiece Developments, at the July 29, 2020 Markham Sub-Committee meeting be received.

Carried

Moved By Deputy Mayor Don Hamilton

Seconded By Councillor Keith Irish

Whereas the Markham Sub-Committee of the City of Markham supports in principle a revised mid-rise development concept, as proposed by the applicant, for the lands located within Phase 1C of the development application submitted by OnePiece Developments at 9999 Markham Road,

Be it resolved:

1. 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 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 until an appropriate approach is worked out with the landowner; and,
2. That staff continue to work with the applicant and report back with an update regarding the potential GO Station and the proposed development in December 2020.

Referred

4.2 VISION, GUIDING PRINCIPLES, AND CONCEPT PLANS PRESENTATION

Arvin Prasad, Commissioner, Development Services, introduced Day 2 of the Markham Road-Mount Joy Secondary Plan Virtual Design Charrette and provided a brief overview of the study process to-date. Commissioner Prasad welcomed all stakeholders in attendance for the meeting.

Darryl Lyons, Manager, Policy, outlined the purpose of the day's session as an opportunity to gather input from the Sub-Committee and stakeholders on the draft vision, guiding principles, and concept plans developed by staff and the study consultants for the Markham Road-Mount Joy Secondary Plan through discussion and a collaborative live drawing exercise. Next steps in the study process were identified.

Shonda Wang, SvN Architects + Planners, consultant to the City of Markham, delivered a presentation on the draft vision, guiding principles, and mobility concept plan developed for the Markham Road-Mount Joy Secondary Plan, and guided attendees through a virtual workshop and live drawing exercise to obtain stakeholder feedback.

The Sub-Committee and stakeholders discussed the following relative to the draft vision, guiding principles, and mobility concept plan developed by the study consultants:

- Prioritizing connectivity and multi-modal movement within and to/from the study area through active transportation infrastructure, local public transit services, and first mile/last mile solutions;
- Aligning the timing and phasing of transit and servicing infrastructure improvements with that of growth and development;
- Identifying strategies to address existing and potential future servicing capacity issues that may impact the timing and feasibility of new developments envisioned in the study area;
- Planning for a full range of uses at transit-supportive densities for lands within proximity of the existing and potential future transit station areas;
- Ensuring appropriate east/west pedestrian connections across the Markham Road corridor through appropriate cross section treatments and building face conditions relative to the right-of-way;
- Exploring opportunities to enhance north/south connections throughout the study area, including parallel active transportation network redundancies;
- Exploring potential solutions for mitigating vehicular traffic within the study area and diverting traffic away from the adjacent heritage community to the south;
- Considering different design treatments, building orientations, and traffic circulation patterns that may be appropriate for different districts within the study area;

- Exploring the feasibility and appropriateness of alternative development standards within the study area, such as reduced on-site parking rates, to achieve the vision and guiding principles regarding mobility;
- Planning for complete streets to ensure appropriate access and integration of developments throughout the study area; and,
- Providing leadership in planning for transit-oriented and transit-supportive communities.

The Markham Sub-Committee consented to postpone further discussion on the draft vision, guiding principles, and concept plans to a future meeting to be scheduled in August.

5. ADJOURNMENT

The Markham Sub-Committee meeting adjourned at 12:39 PM.