



Electronic Special Development Services Committee Meeting Agenda

Meeting No. 5
March 23, 2021, 9:00 AM
Live streamed

Note: Members of Development Services Committee will be participating in the meeting remotely.

Due to COVID-19, our facilities are closed to the public.
Access is not permitted to the Markham Civic Centre and Council Chamber.

Members of the public may submit written deputations by email to
clerkspublic@markham.ca

Members of the public who wish to make virtual deputations must register by completing an online [***Request to Speak Form***](#) or e-mail clerkspublic@markham.ca providing full name, contact information and item they wish to speak to. Alternatively, you may connect via telephone by contacting the Clerk's office at 905-479-7760 on the day of the meeting.

Development Services Committee meetings are video and audio streamed on the City's website at:

<https://pub-markham.escibemeetings.com/>



Electronic Special Development Services Committee Agenda

Meeting Number 5

March 23, 2021, 9:00 AM - 11:30 AM

Live streamed

Alternate formats for this document are available upon request.

Development Services meetings are live video and audio streamed on the City's website. Closed captioning during the video stream may be turned on by clicking the [cc] icon located at the lower right corner of the video screen.

Please bring this Development Services Committee Agenda to the Council meeting on March 31, 2021.

Pages

1. CALL TO ORDER
2. DISCLOSURE OF PECUNIARY INTEREST
3. COMMUNICATIONS
4. PRESENTATIONS - DEVELOPMENT AND POLICY ISSUES

4.1. MARKHAM CENTRE SECONDARY PLAN UPDATE (10.4)

4

S. Lue, ext. 2520

Note: On February 8, 2021 Development Services Committee consented to postpone the above subject matter to a future meeting.

Stephen Lue, Development Manager, Central District, John Gladki, Gladki Planning Associates will be in attendance to provide a presentation on this matter.

1. That the presentation entitled, "Markham Centre Secondary Plan Update DSC Presentation: February 8, 2021", be received; and,
2. That the Preliminary Concept for the Markham Centre Secondary Plan Study Area be released for public and stakeholder comment as input towards the preparation of the Draft Development Concept plan; and further,
3. That staff be authorized and directed to do all things necessary to give effect to this resolution.

5. ADJOURNMENT

Information Page

Development Services Committee Members: All Members of Council

Development and Policy Issues

Chair: Regional Councillor Jim Jones

Vice-Chair: Councillor Keith Irish

Transportation and Infrastructure Issues

Chair: Deputy Mayor Don Hamilton

Vice-Chair: Councillor Reid McAlpine

Culture and Economic Development Issues

Chair: Councillor Alan Ho

Vice-Chair: Councillor Khalid Usman

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Consent Items: All matters listed under the consent agenda are considered to be routine and are recommended for approval by the department. They may be enacted on one motion, or any item may be discussed if a member so requests.

Please Note: The times listed on this agenda are approximate and may vary; Council may, at its discretion, alter the order of the agenda items.

**Note: As per the Council Procedural By-Law, Section 7.1 (h)
Development Services Committee will take a 10 minute recess after
two hours have passed since the last break.**

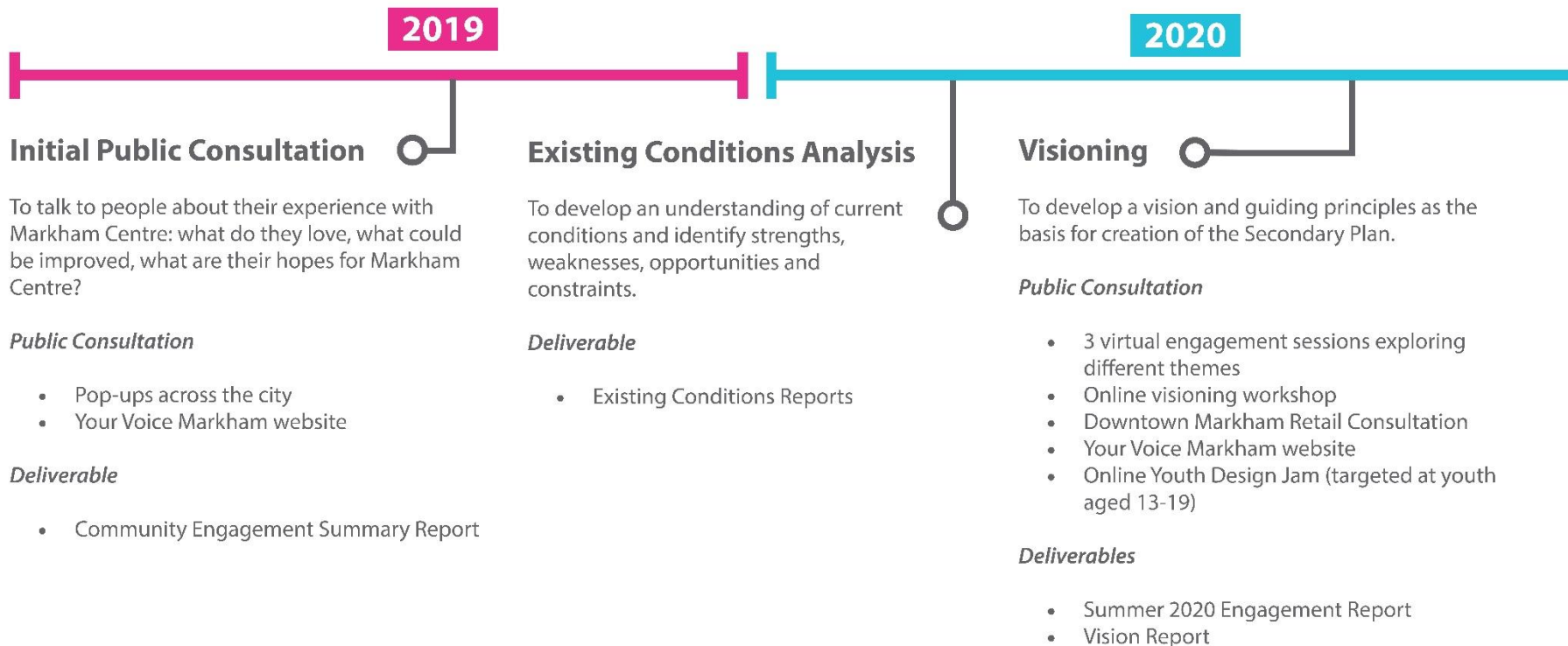
Markham Centre Secondary Plan Update

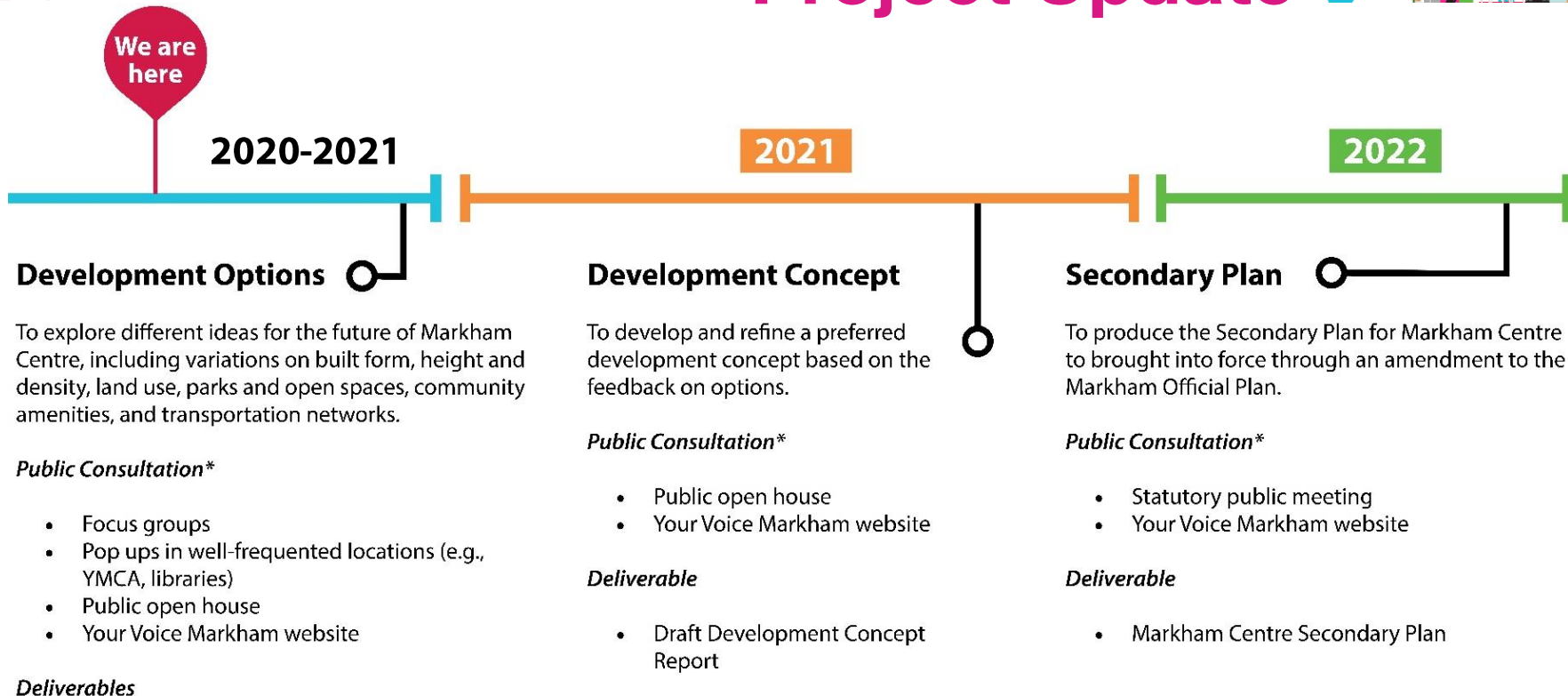
DSC Presentation:
February 8, 2021



1. **Project Update**
2. **Vision & Guiding Principles**
3. **Approach to Options**
4. **Streets and Movement**
5. **Development and Structure**
6. **Parks and Open Spaces**
7. **Civic District**
8. **Overall Concept**
9. **Discussion Topics**
10. **Next Steps**

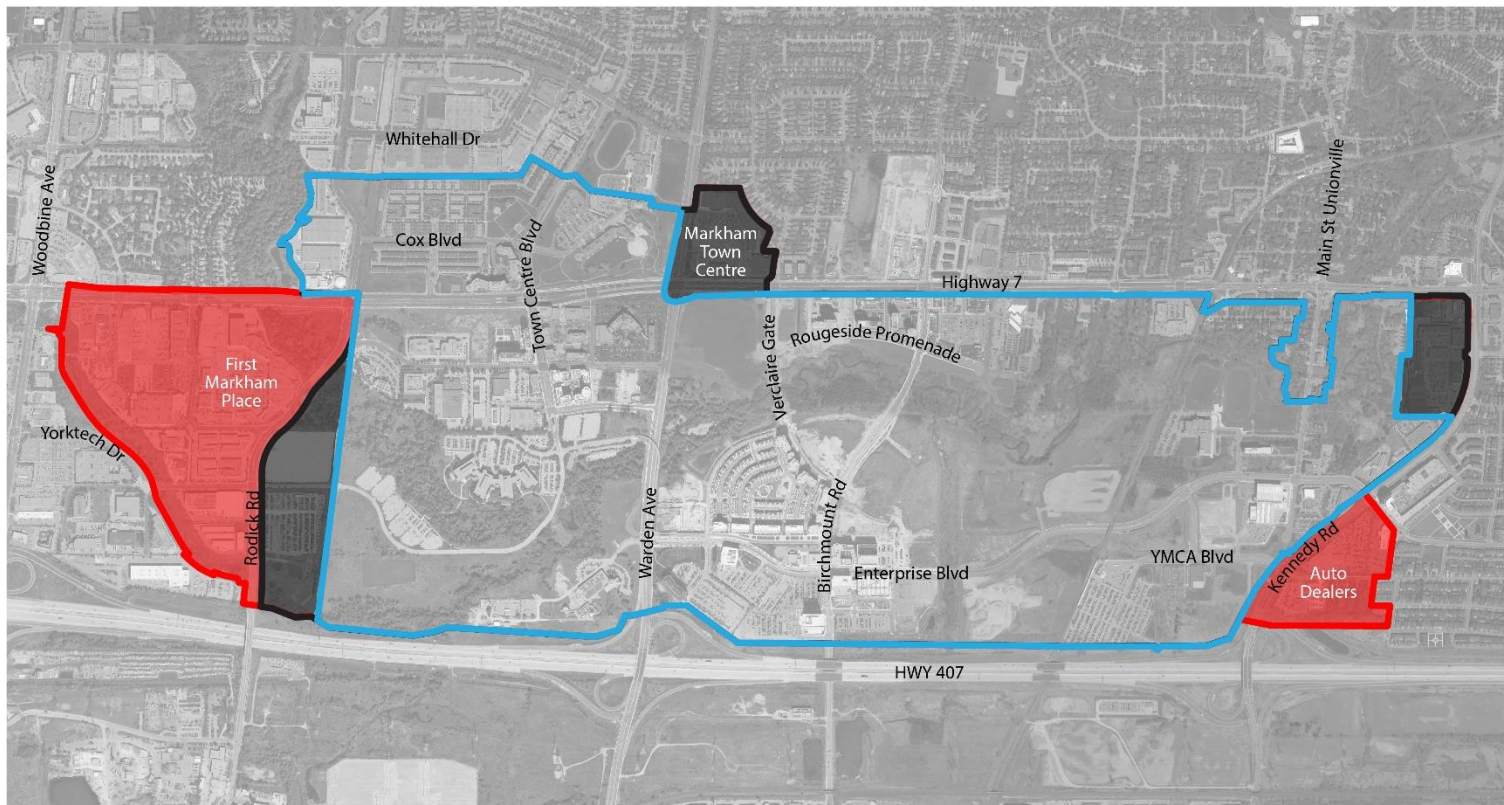
Project Update





**Future public consultation approaches will be determined based on the status of the COVID-19 pandemic and the need to use virtual platforms rather than in-person events.*

Boundary Expansion



- MCSP Boundary Today
- Expanded MCSP Boundary
- Further Expanded MCSP Boundary



Scale of Markham Centre

Size comparison with other
GTA Centres



Markham Centre and Downtown Toronto



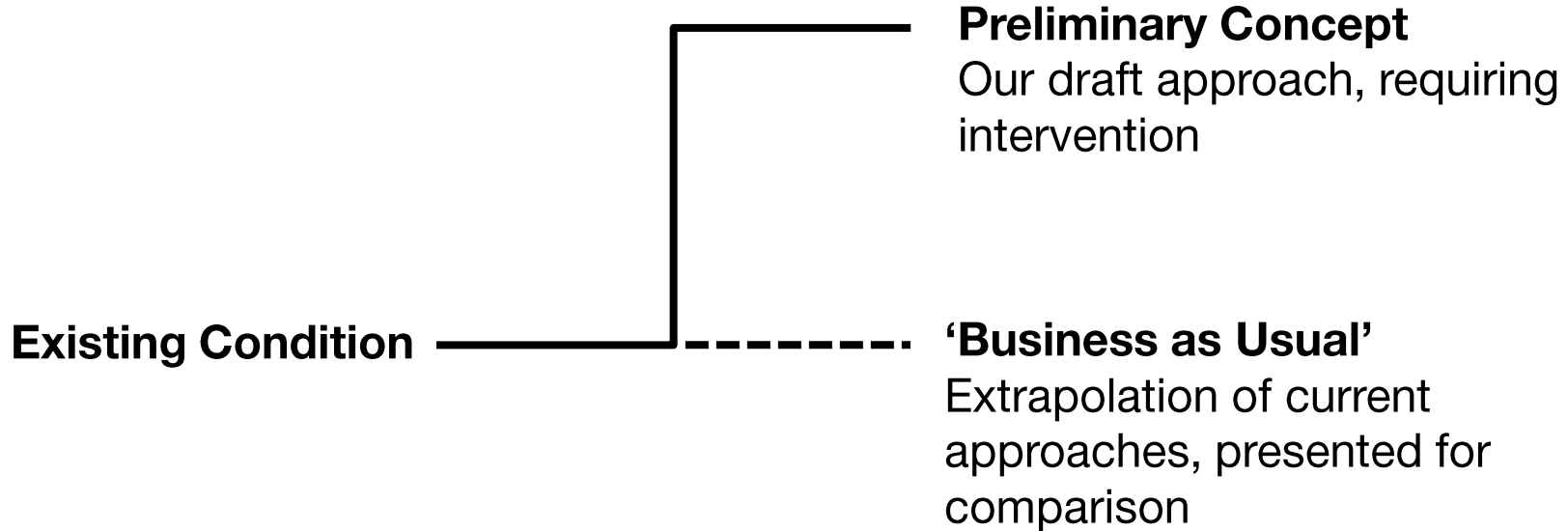
Vision and Guiding Principles

Markham Centre is Markham's downtown.

**It is the heart of the city
and a vibrant, intensive,
mixed use urban core.**

1. **Create a place that is the heart of Markham.**
2. **Support a diverse and prosperous economy.**
3. **Support arts, culture and recreation.**
4. **Create an efficient and safe transportation system.**
5. **Create a great public realm.**
6. **Foster diverse built form.**
7. **Build neighbourhoods with access to all the things needed for daily life.**
8. **Realize the full potential of the Rouge River Valley as an environmental and placemaking feature.**
9. **Champion sustainability and environmental performance.**
10. **Plan for inclusive and diverse neighbourhoods.**
11. **Transition from suburban to urban.**

Approach to Options



What is a business as usual approach?

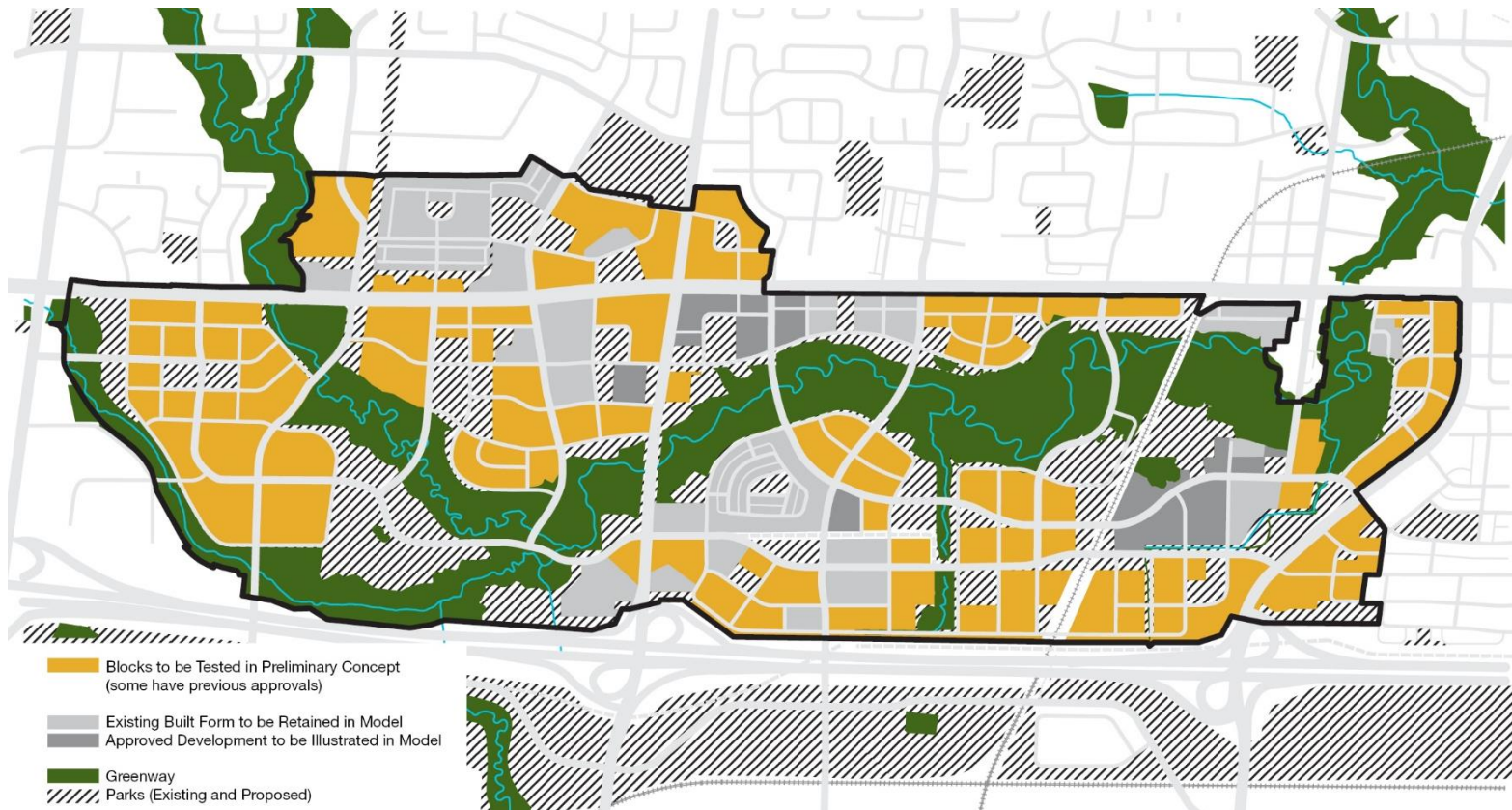
The continuity of present trajectories, including:

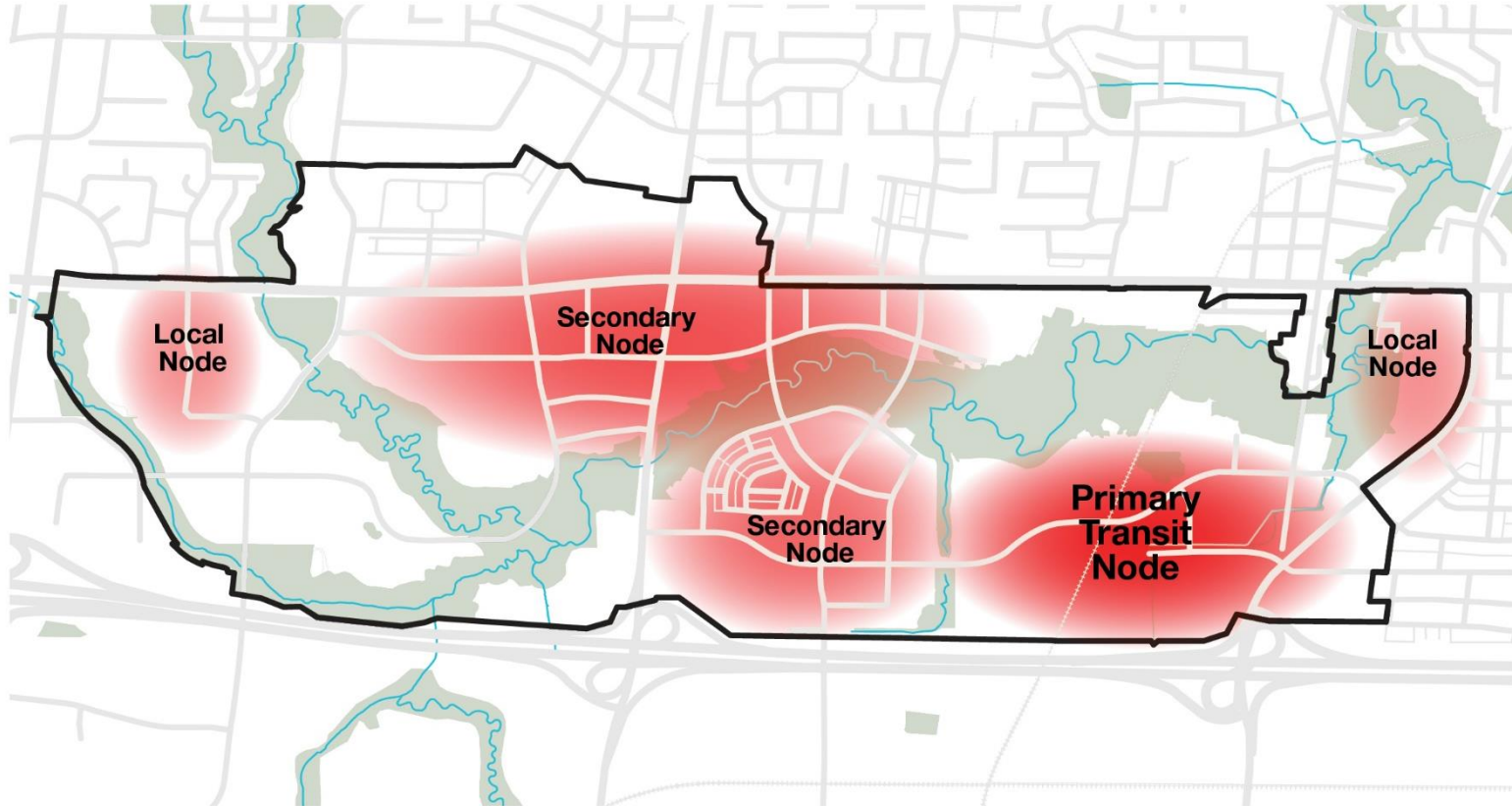
- All current proposals.
- Scale of proposed development to be extended to adjacent parcels, taking into consideration existing land use designations.
- Existing and presently planned parks only.
- Application of current plans and policies.
- Acceptance of EAs previously identified as ‘preferred’ or ‘approved.’

Why not continue with business as usual?

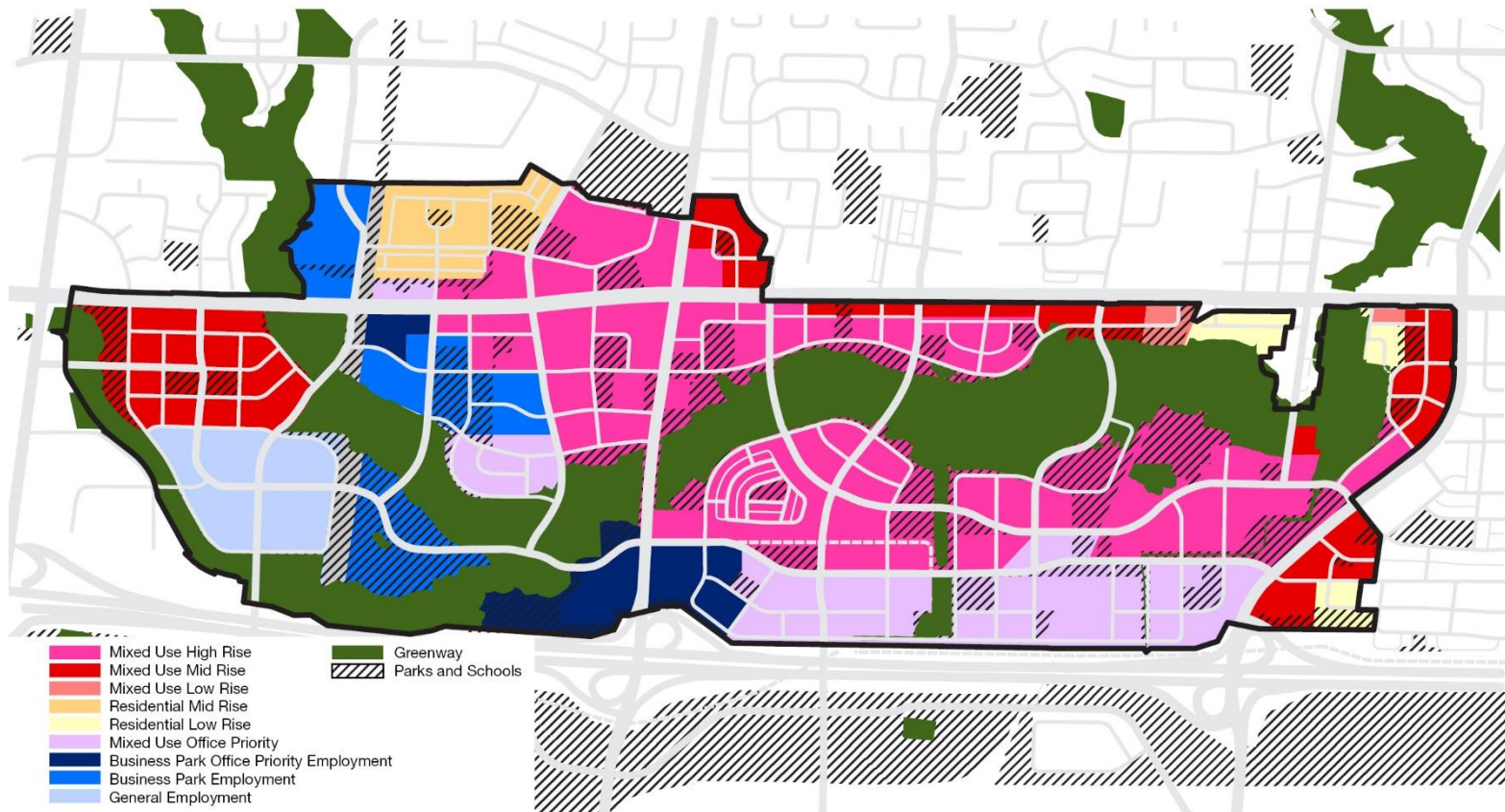
- Insufficient amenity and parks space to service population and jobs.
- Risk of overwhelming transportation system with scale of development.
- Unrelenting number of tall buildings (in part due to the removal of Buttonville airport), without the relief of mid-rise.
- Falls short of achieving the guiding principles.
- Does not include any of the big moves we hope to see.
- Ultimately, will not help Markham achieve a complete Downtown.

Structure of Preliminary Concept

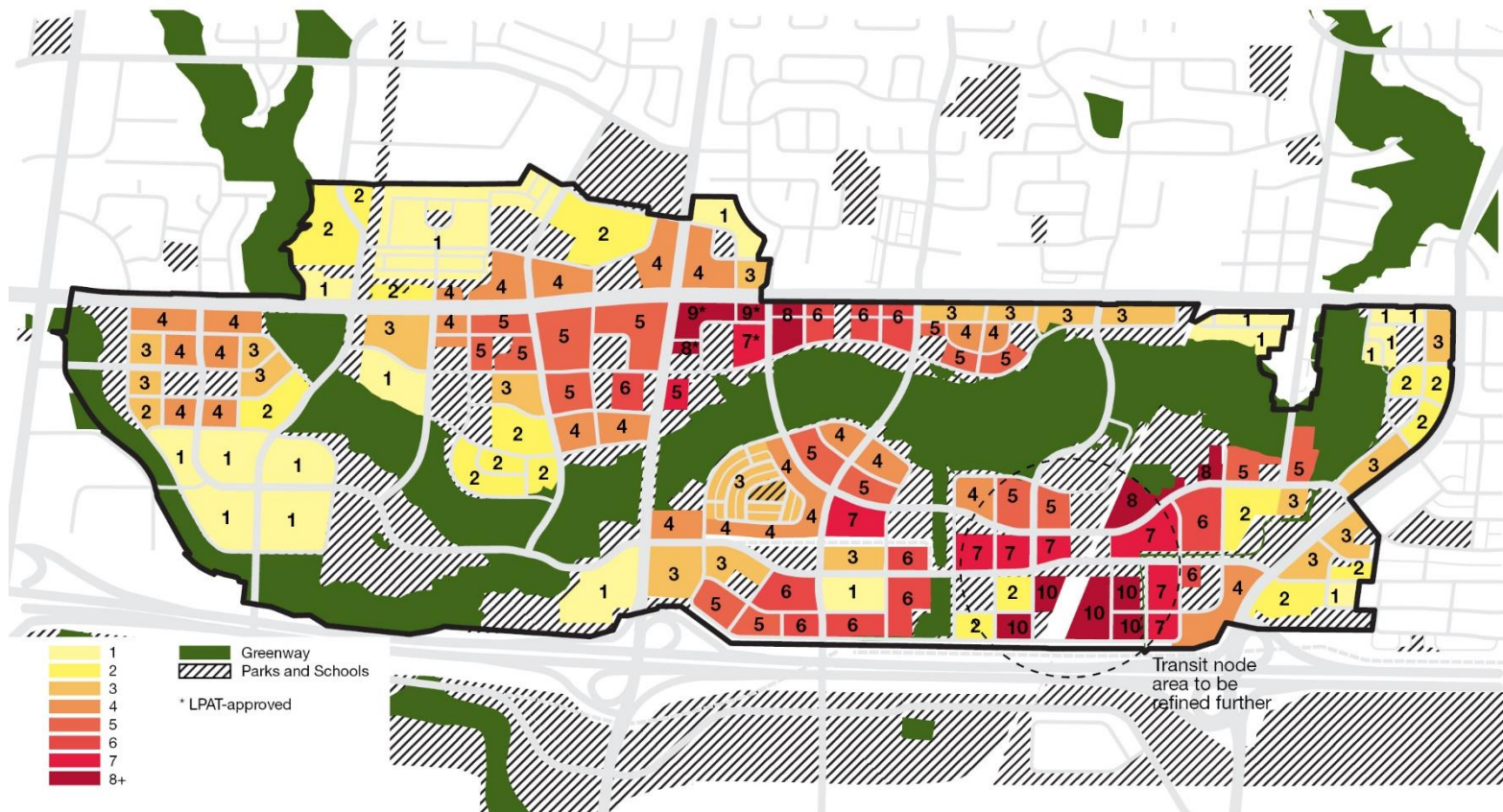


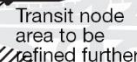


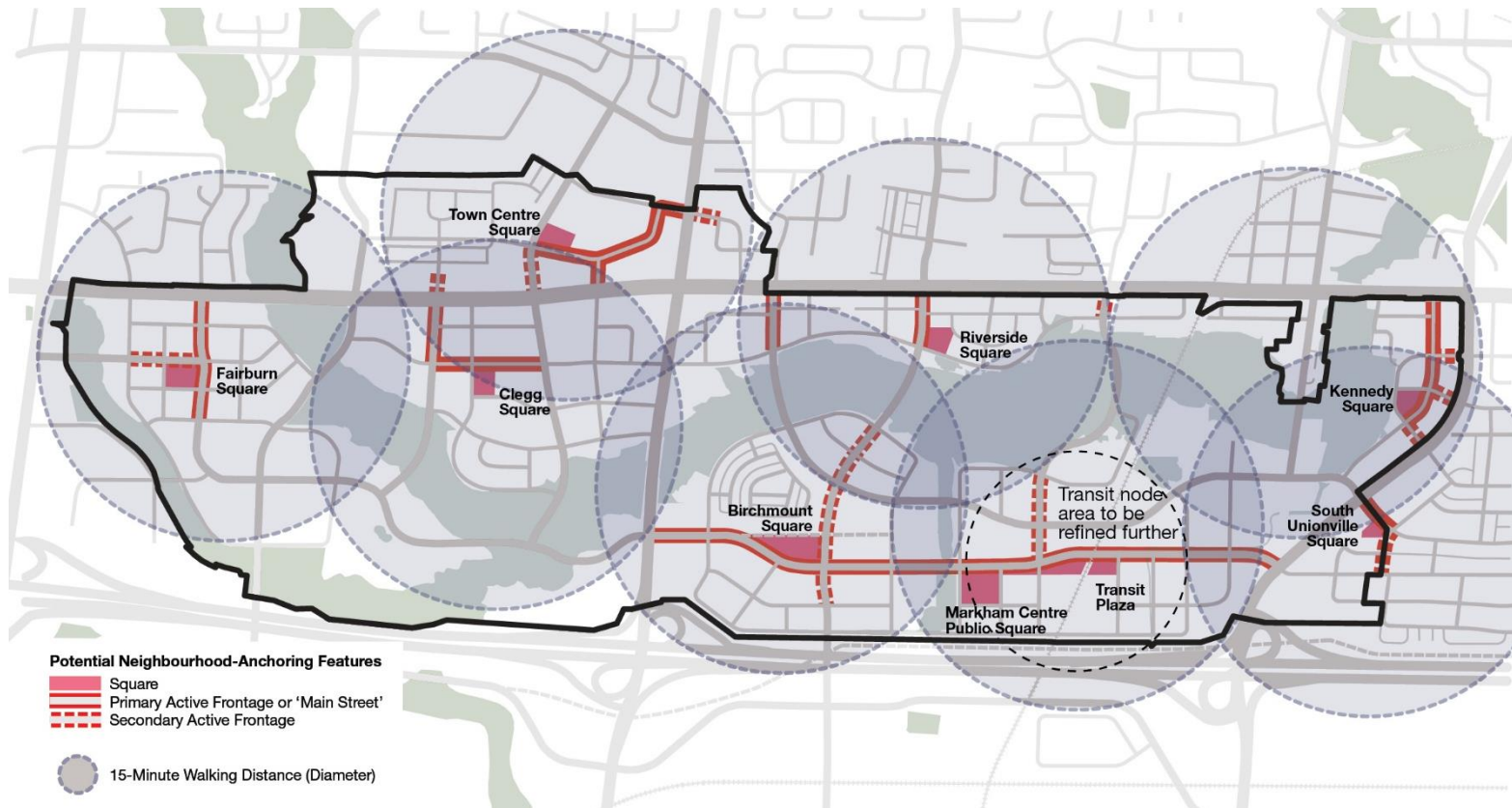
Designated Land Uses



Conceptual Block Densities (Net FSI)



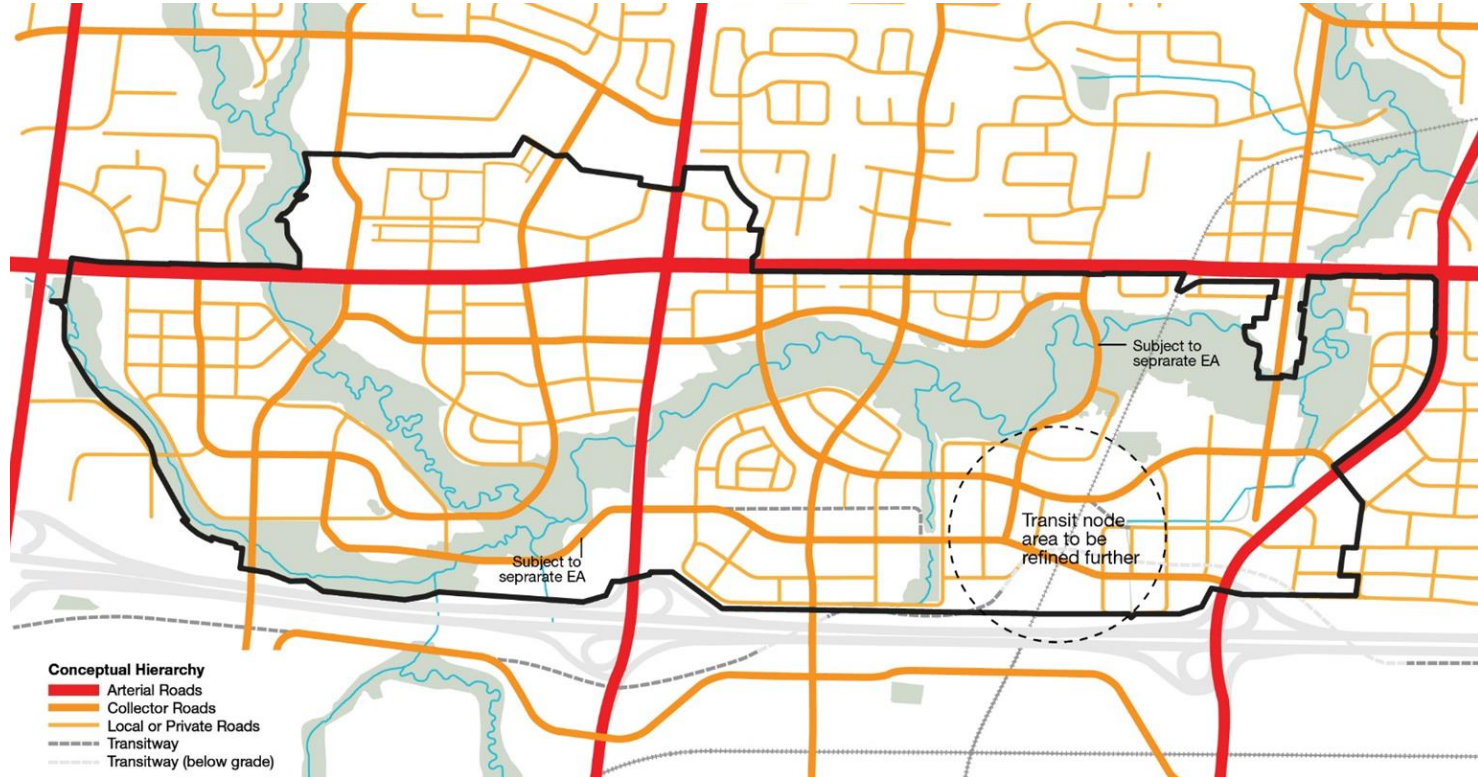




Streets and Movement

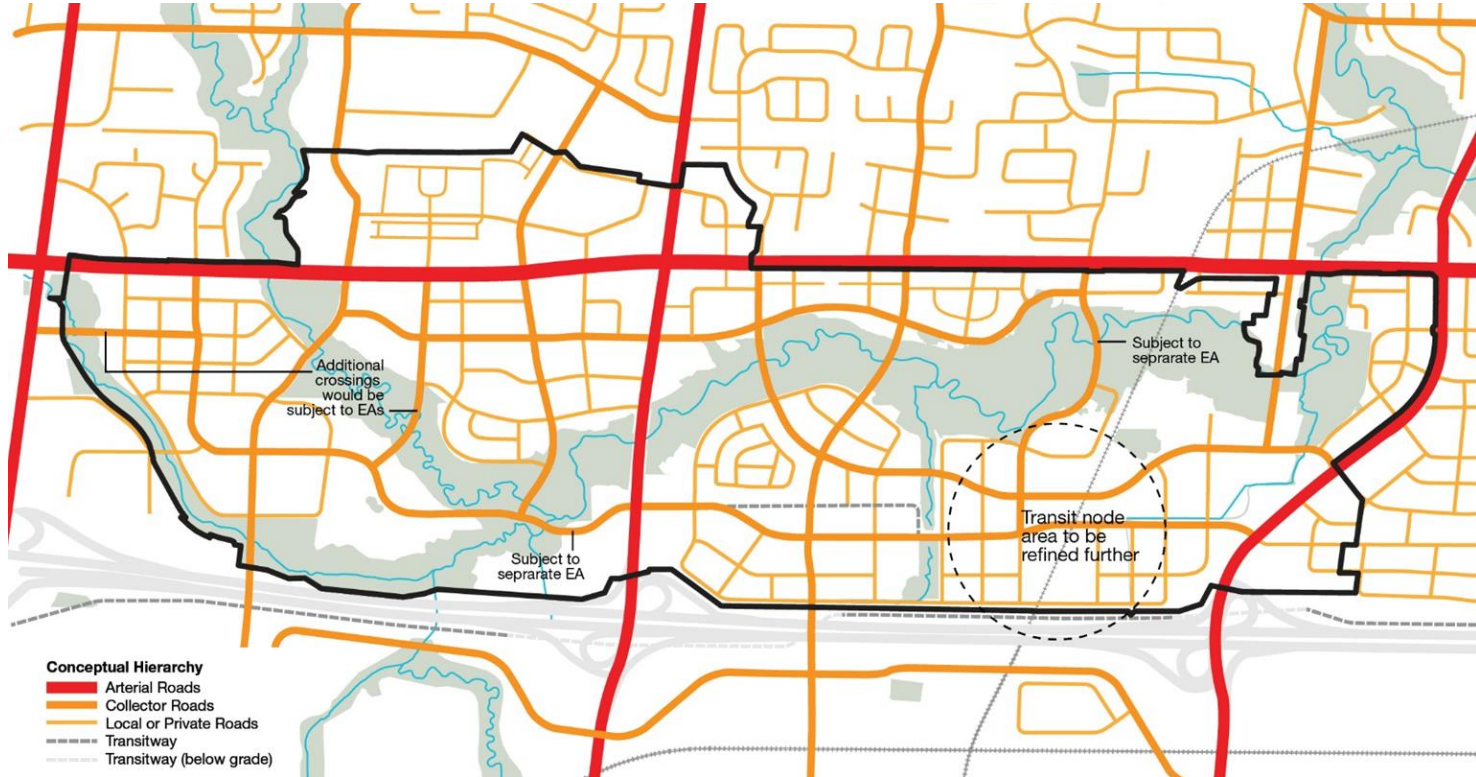
Street Network

- Indirect Yorktech-Enterprise connection (subject to EA study).
- Irregular streets in transit node area due to EA-approved 407 Transitway route.



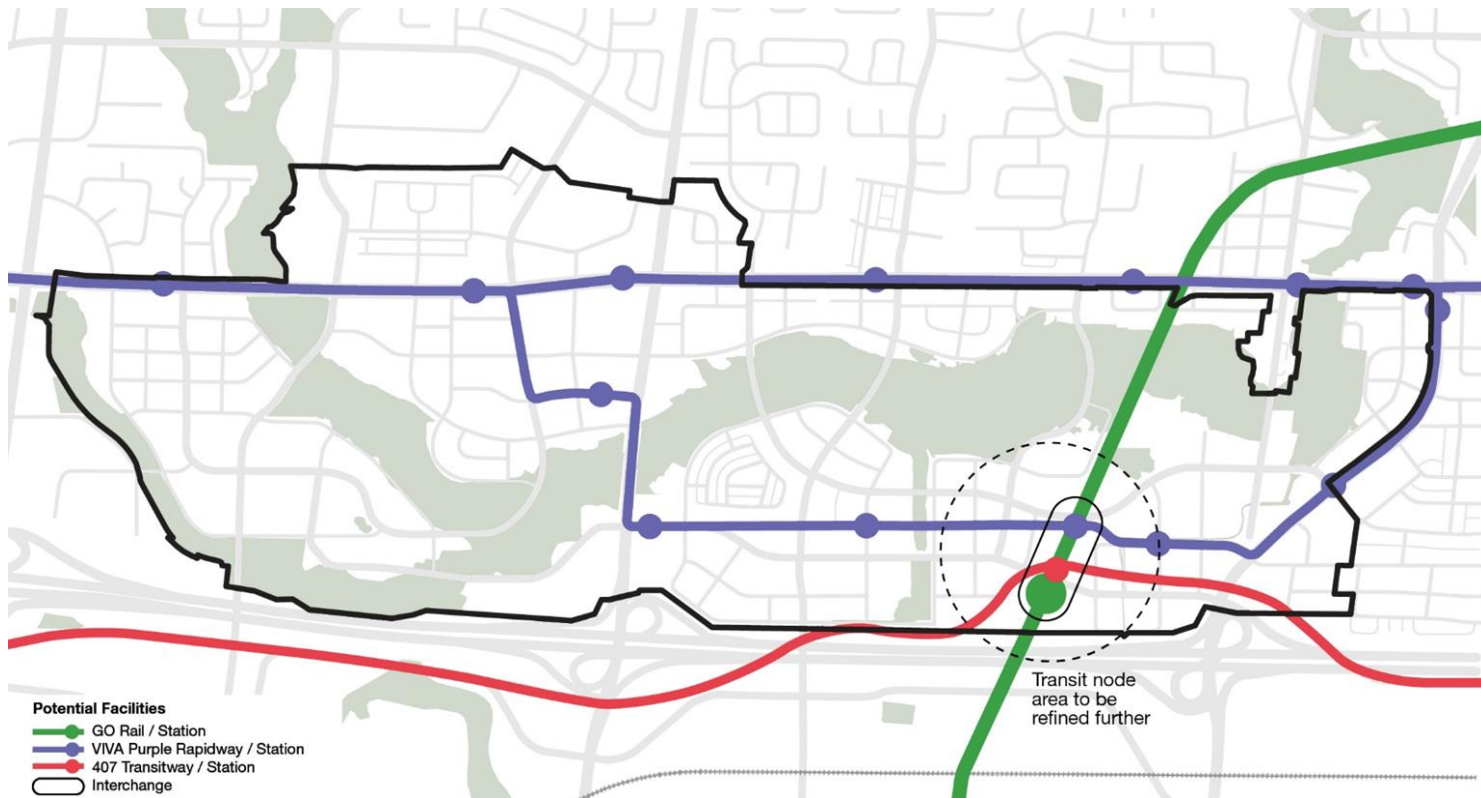
Street Network

- More direct Yorktech-Enterprise connection (subject to EA).
- Road crossings of Rouge River and Beaver Creek (subject to future EA studies).
- More regular grid of streets in transit node area, resulting from City-preferred 407 Transitway route.
- Smaller differences relating to responses to development proposals and open spaces.



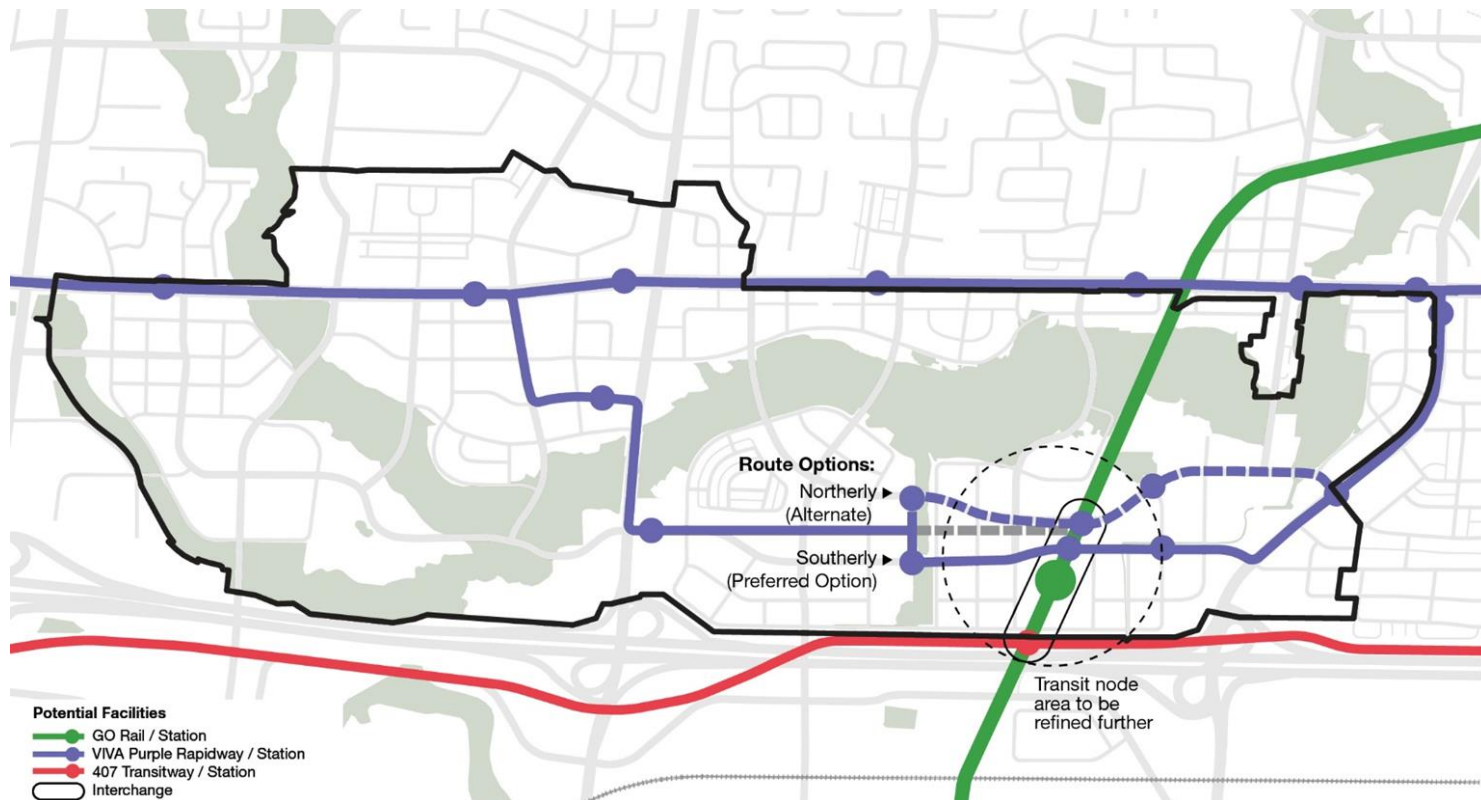
Transit

- EA-preferred 407 Transitway route.
- Viva Rapidway EA-approved route.



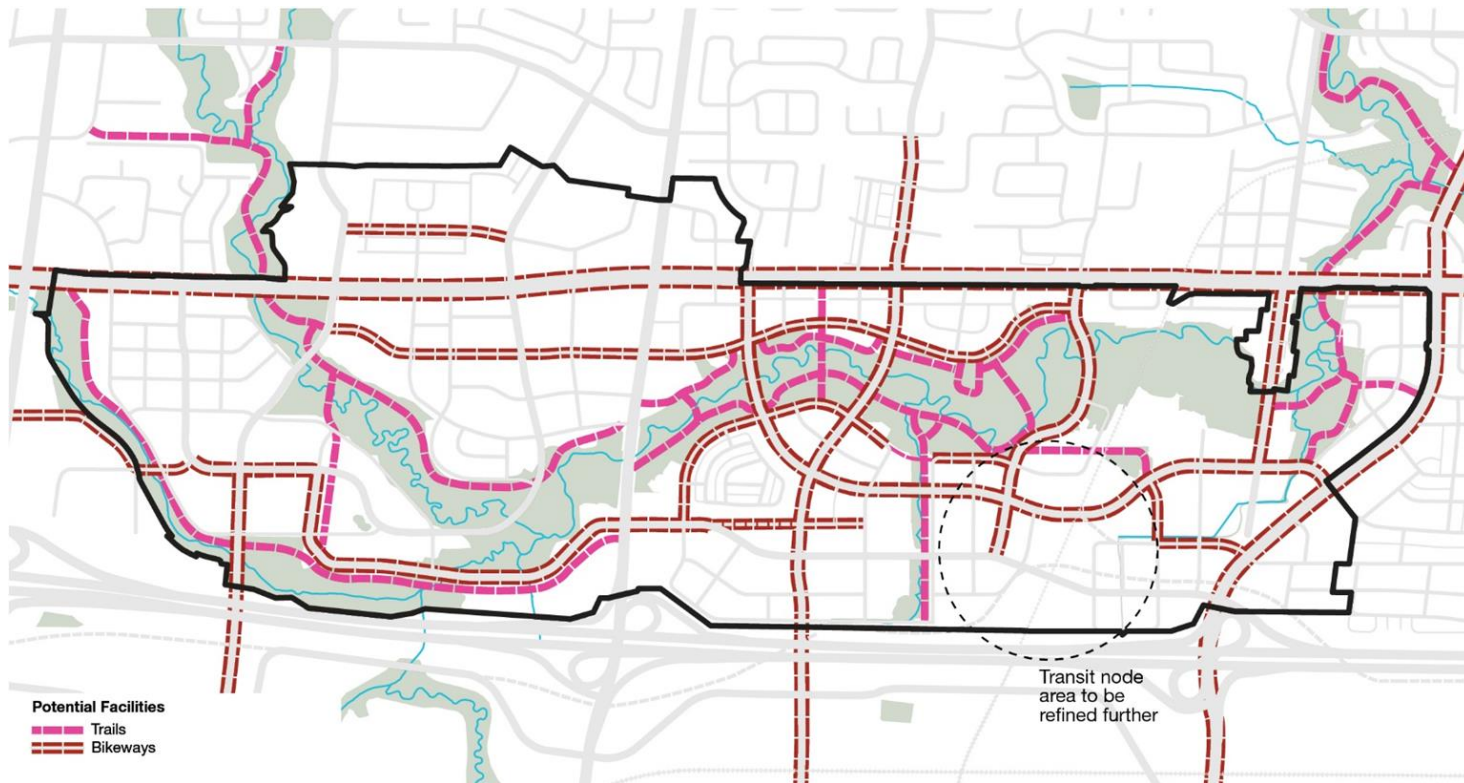
Transit

- City-preferred 407 Transitway route.
- Alternate approaches to Viva Rapidway.



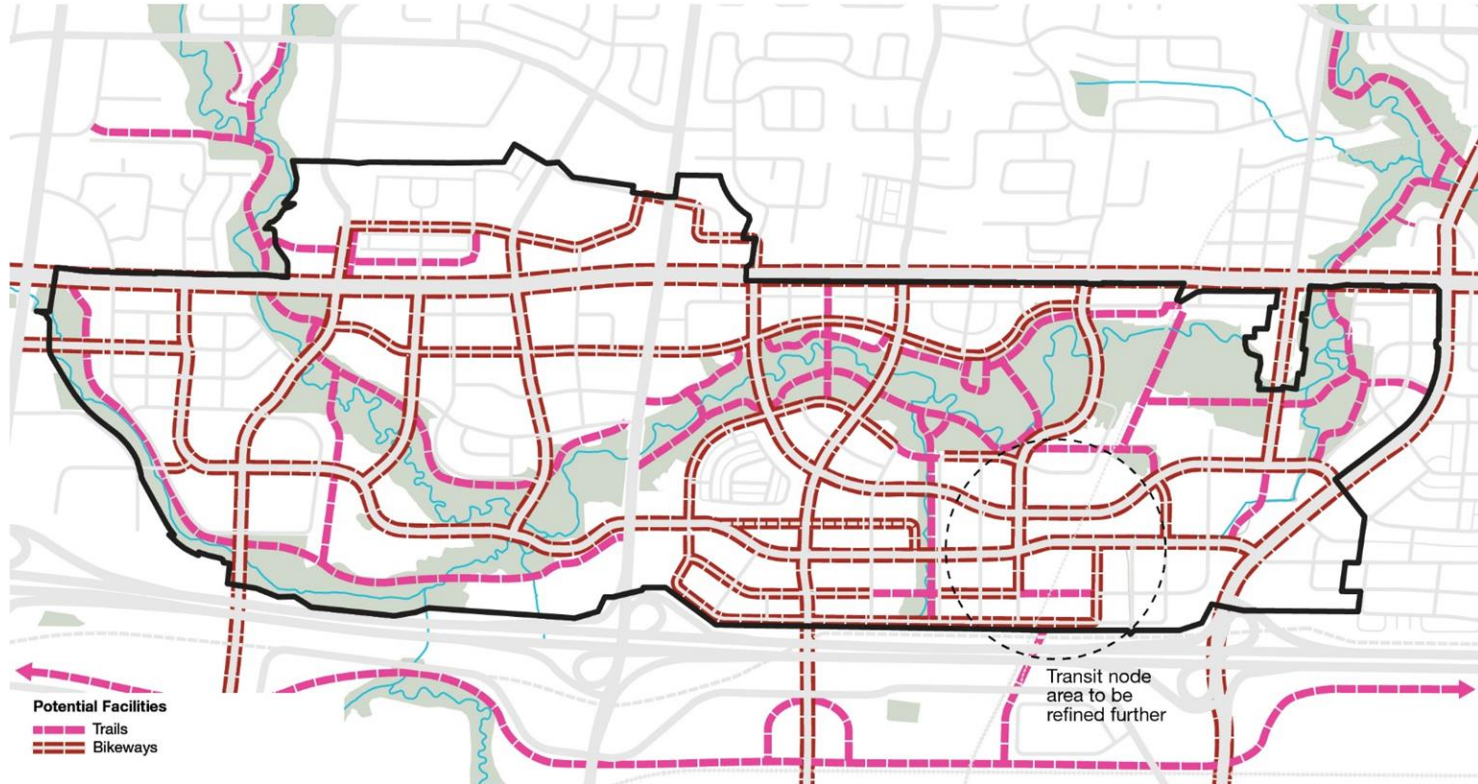
Trails and Bikeways

- Currently-planned cycling routes.
- Current direction from Trails study.



Trails and Bikeways

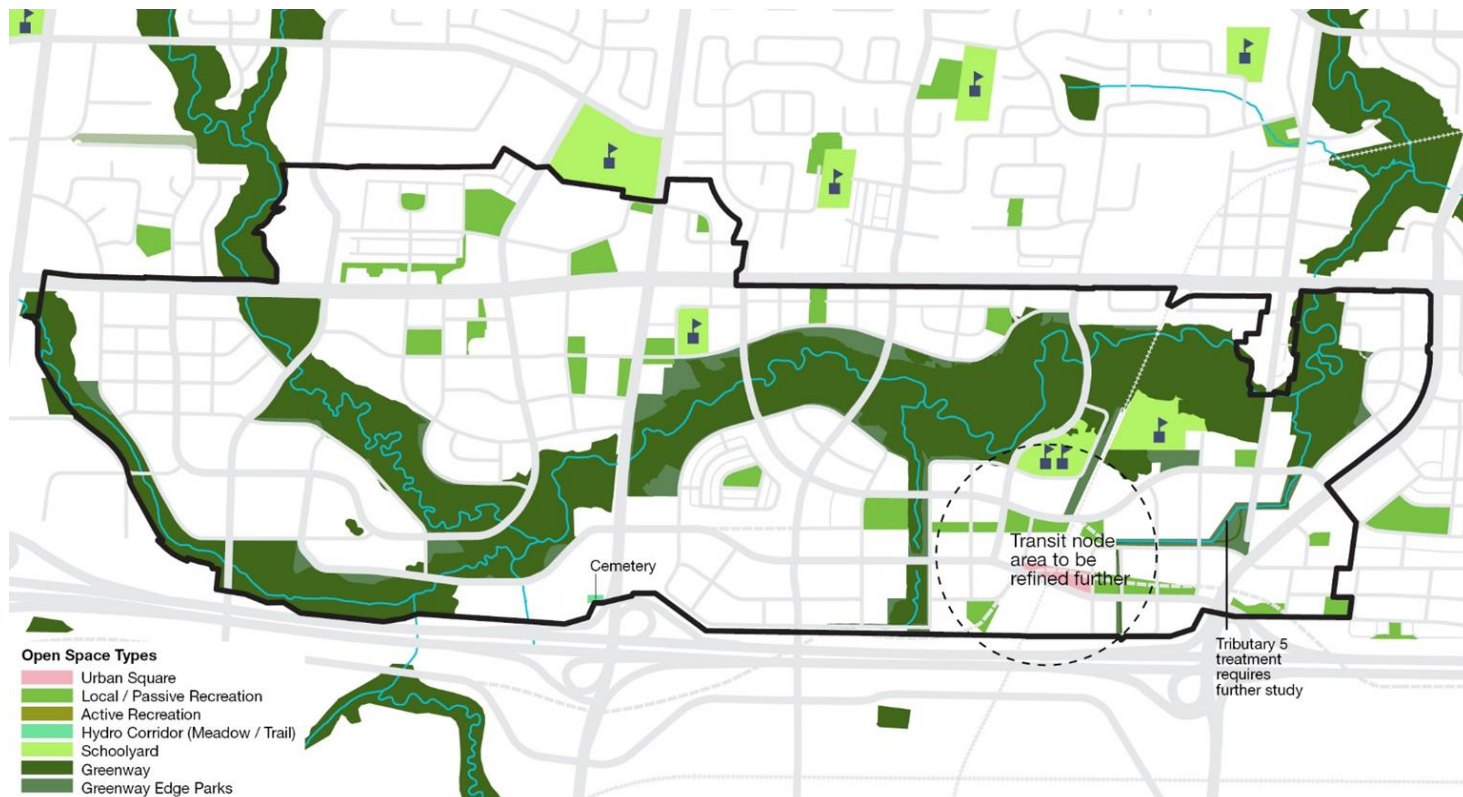
- More extensive network of cycling facilities.
- Current direction from Trails study, with some additional links.
- Major new trail in hydro corridor south of 407.



Parks and Open Spaces

Parks and Open Spaces

- Existing and currently planned parks only.
- Total of four schools.



Parks and Open Spaces

- Central role of Rouge Greenway within open space network and community.
- Network of urban squares, plus a central civic square.
- Network of local parks.
- Major active recreation park on Yorktech.
- Activation of hydro corridors for trails and other permitted activities.
- Total of five schools (number subject to confirmation, based on projected population).





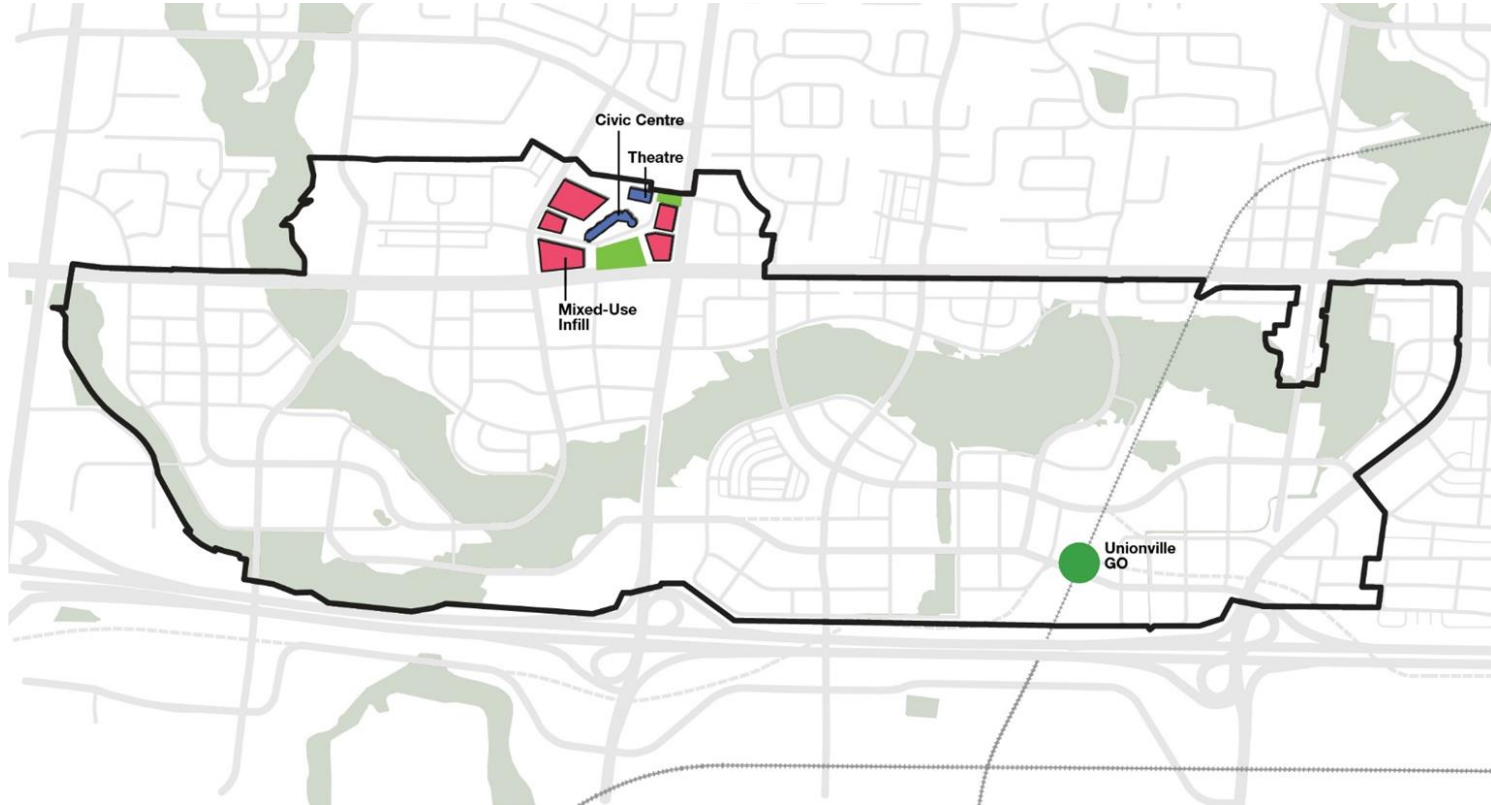
Rivers Plan, Quebec City



Civic District

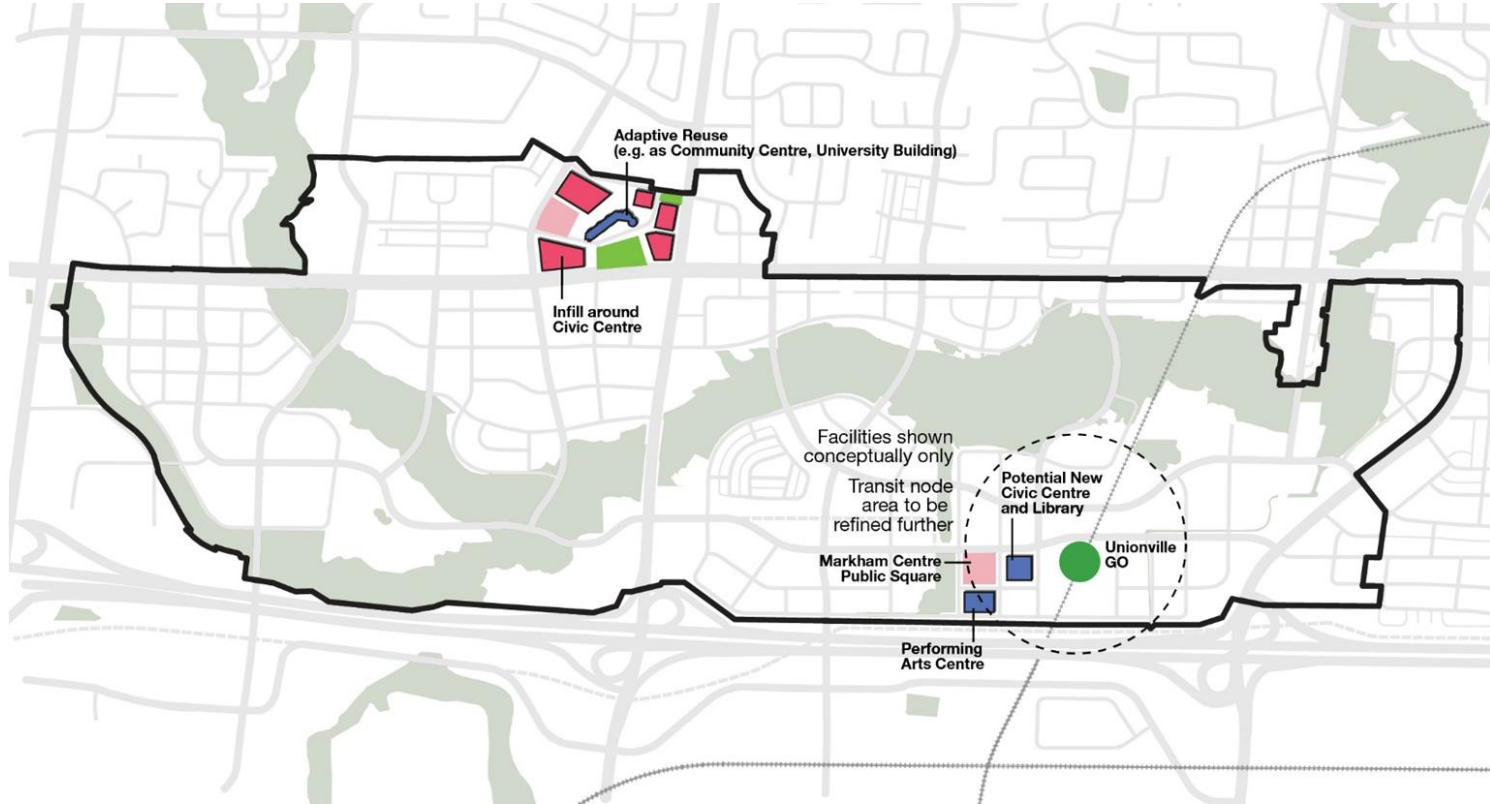
Civic Centre

- Existing condition, with the potential for infill around the Civic Centre.



Civic Centre

- Relocation of Civic Centre, as anchor of a new urban civic district adjacent to the transit node
- May also feature new civic square, central library, performing arts centre.
- Adaptive reuse of existing Civic Centre



Public Squares and Municipal Buildings

Including a major civic presence near the transit node would signify Markham's commitment to building a real urban centre.



Mississauga



Brampton



Kitchener



Toronto

Urban Train Stations

Ideally, a redesigned Unionville GO station should be urban and architecturally-inspiring in style.



Bern



Lisbon



Moynihan Hall (new Penn Station), New York



Melbourne

New Enterprise Crossing of Tracks

- Approaches include under/over passes or rail decks.
- Will require additional engineering and architectural study.
- Needs to overcome barrier of tracks, be urban in style.



Underpass, Chicago



Rail deck, Munich



Underpass, Tokyo



Spadina bridge crossing of rail, Toronto

Overall Concept

**Priorities:
Walking, Cycling,
+Transit**

**Network of
Neighbourhoods**

**Varied
Built Form +
Height**

**Transit
Node
Focus**

**Greenway As
Key Public
Space**

**Parks and
Open Spaces
Up Front**

**Range
of High Quality
Public Spaces**

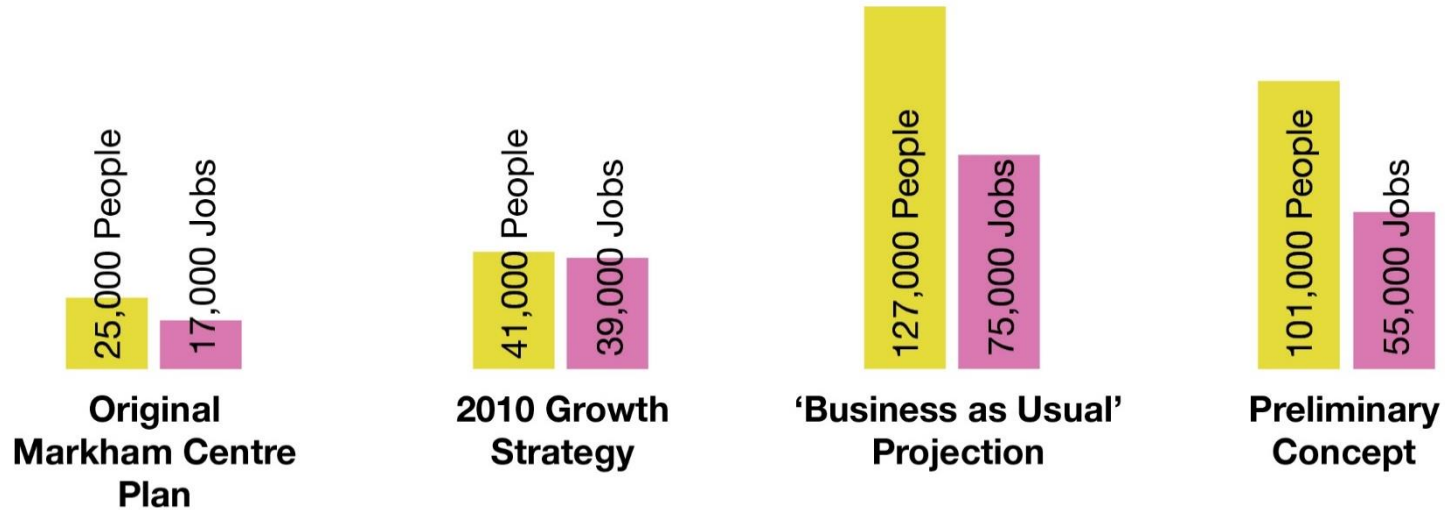
**Civic
District
Rethink**

Approach Comparison

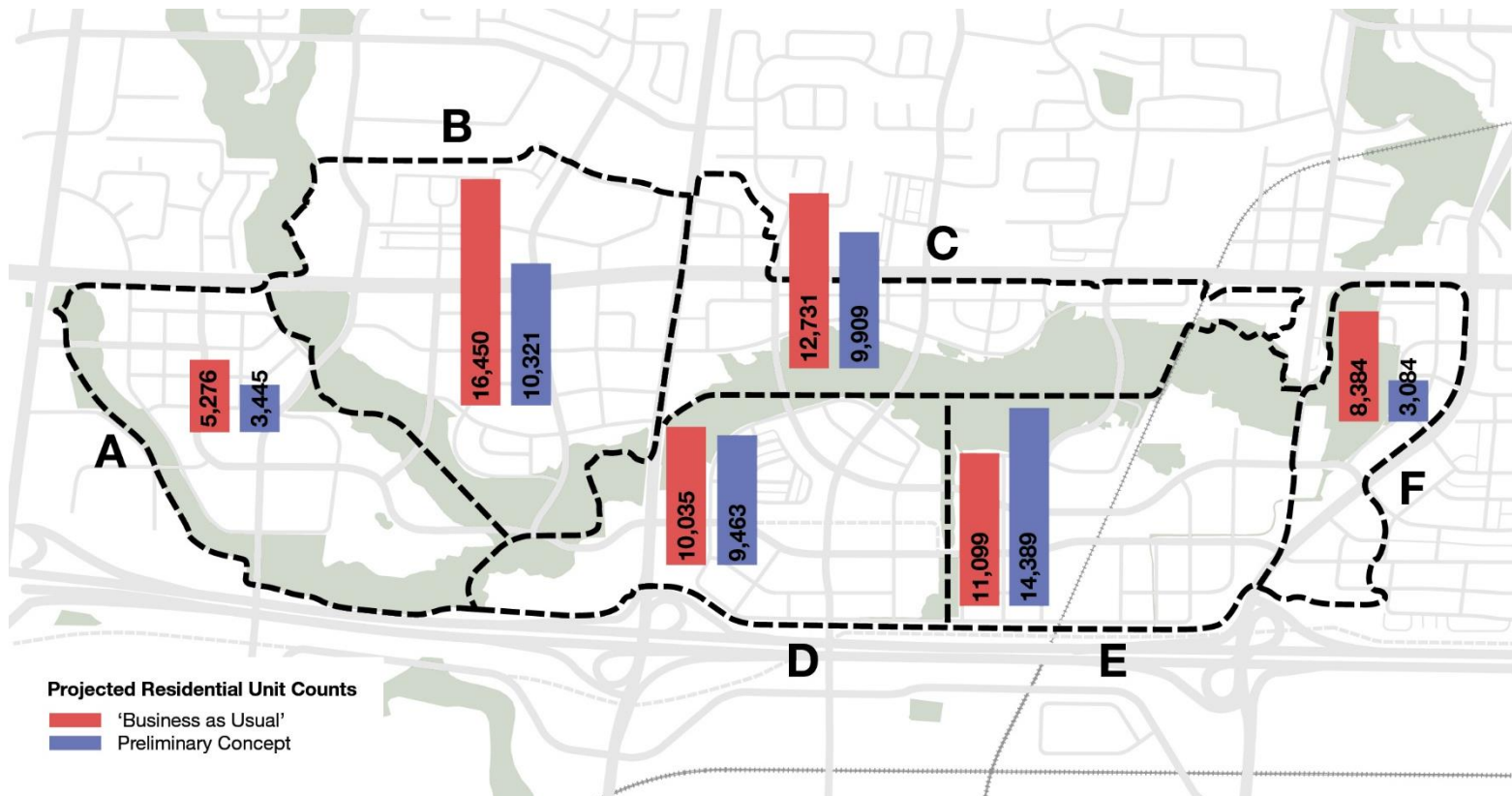
	‘Business as Usual’	Preliminary Concept
Development Intensity	More intensity, less hierarchy / structure	Less intensity, more hierarchy / structure
Streets	Product of various other decisions	More rational and comprehensive
Transit	Based on EA-preferred routes	Current City-preferred routes
Trails + Active Transportation	Incomplete network	Complete network
Parks and Open Spaces	Existing / planned only	Extensive network and variety
Civic District	No new district	New district, reuse of existing

Statistical Comparison

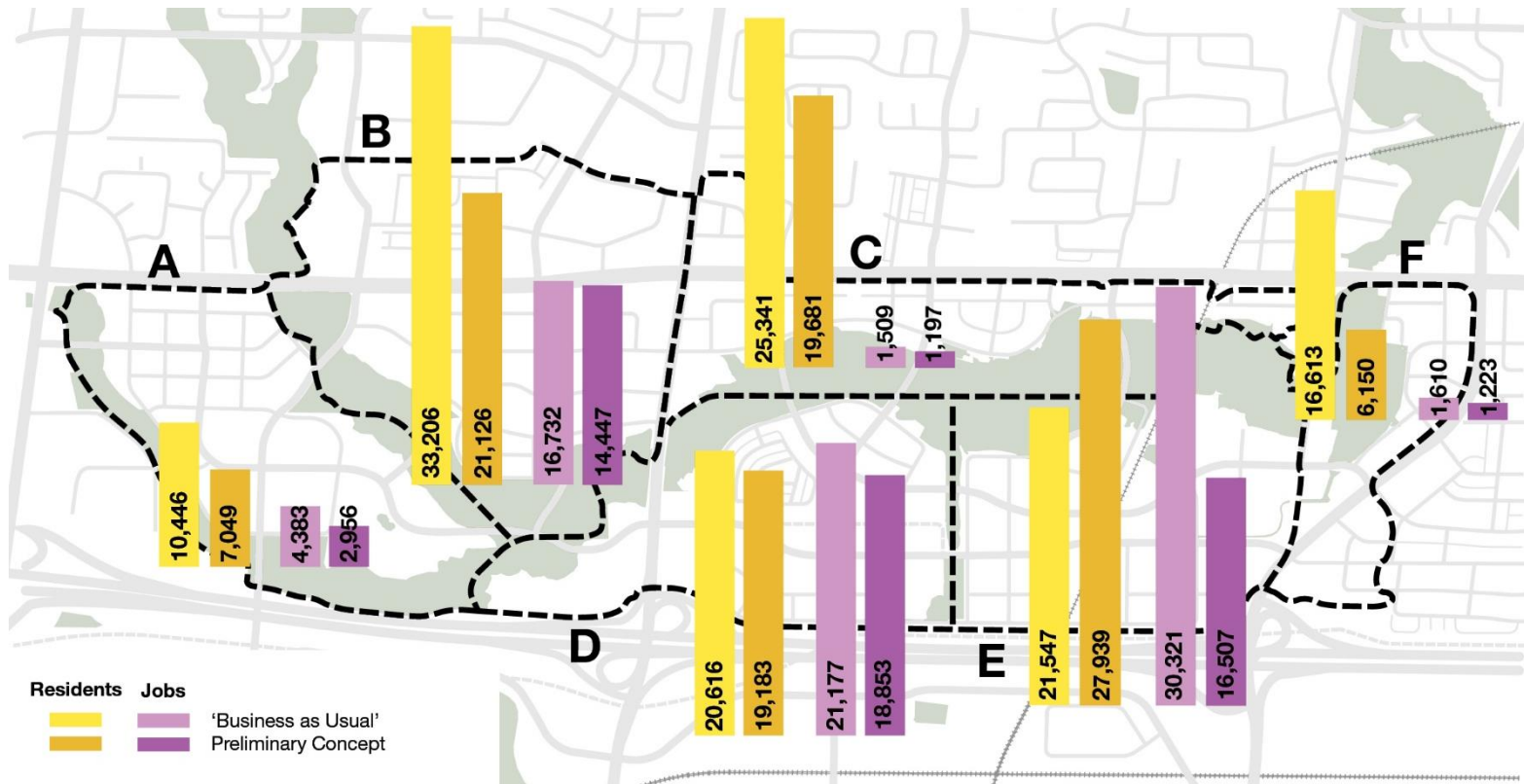
**Total Projected Residential
Units, Population and Jobs for
Markham Centre**



Distribution of Residential Units



Distribution of Population and Jobs



Distribution of Parkland Area (Excluding Greenway)





‘Business as Usual’









Preliminary Concept



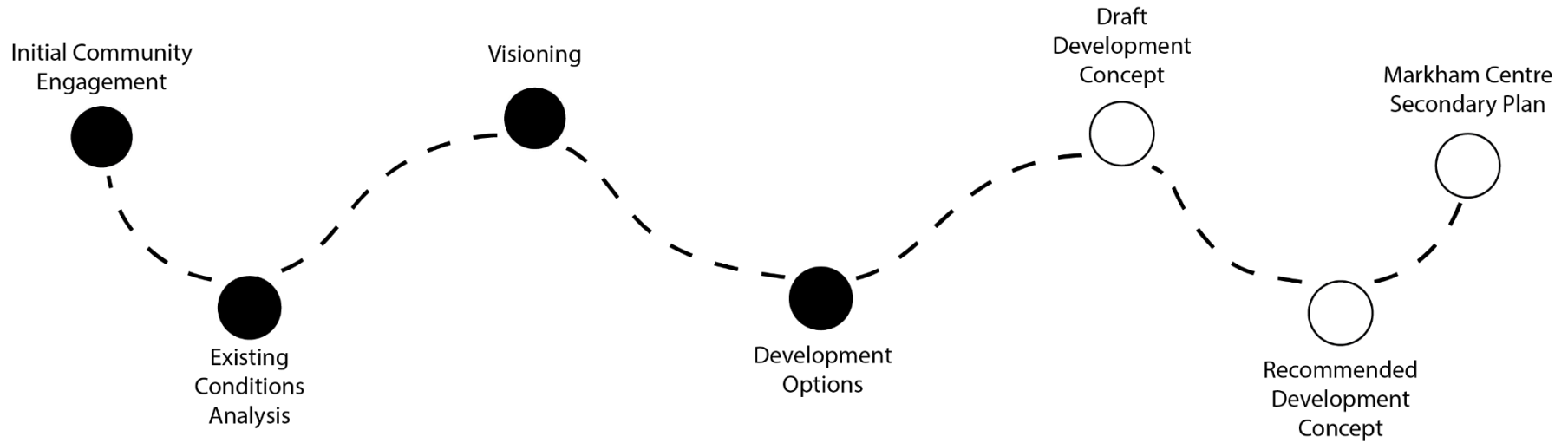


Discussion Topics

Items To Be Resolved

- Viva Rapidway route
- 407 Transitway route
- Transit hub area design and crossing of the rail line
- Potential relocation of Civic Centre
- A new master plan for the Greenway
- Greenway crossings
- Tributary 5 treatment
- Balancing amenities and population (families, seniors)
- Planning for a diverse community (amenities, housing)
- Implementation of built form variety (mid-rise and tall buildings)
- Details of walkability and active transportation

Next Steps



Thank you!

gladki planning associates