Memo



To: Rick Cefaratti, Acting Development Manager, West District, City of Markham Planning and Urban

Design Department

CC: Participants in the Bayview John Community Engagement Visioning Process

From: Nicole Swerhun, Third Party Public

Re: Completion of the three Bayview John Community Engagement Visioning Working Sessions

Date: April 25, 2025

Our Third Party Public team has completed our support of the City of Markham's community consultation seeking input into the Bayview John Visioning process.

There was strong participation from the local community (see summary table below for participation numbers at each of the three working sessions), with many people passionate about the local community.

Feedback was thoughtful and constructive. There were some areas where there is more common ground about the future and others where some differences emerged. A summary of the feedback received during each working session is attached here along with the Discussion Guide supporting the process.

Highlights of the feedback received from participants include:

- Clear support and love for the existing community centre and a strong interest in seeing it stay as an important focal point in Thornhill Centre. There were several suggestions on how to strengthen the physical spaces and the City programming provided in the community centre and in parks.
- Beyond the community centre, there was also **strong support for other facilities in the area** such as Canada Post, coffee shop, recycling depot, dentists, doctors, library, drug store, grocery store, etc.
- Strong support for the City's purchase of the Shouldice property and interest in seeing the City make full and best use of the lands for the public
- **Significant concerns about increased congestion in the area**, particularly given the impact of new developments in the area and nearby (e.g., Langstaff and development close to the subway). There were several suggestions on how to improve roads (especially Bayview Avenue and John Street) and fill missing road links, improve pedestrian safety, strengthen public transit, and improve bike paths.
- A vision for the future of Thornhill Centre that transforms the area into a more attractive hub of activities, services, and amenities that gives people a place to go, meet with others, and enjoy a movie or good meal or a coffee or just relaxing in a nice place. A vision that creates a "there, there". A group of residents put forward Arlington, Texas as their inspiration for the future (see link to more info here) and others referenced the look and feel of European plazas. There were also some participants who said that they prefer to see no change.
- Some shared concerns about the residential growth required to support a thriving Thornhill Centre. To address this concern, some suggested making Thornhill Centre a destination/draw for

those outside of the community so visitors can help support the economic feasibility of local amenities without needing to increase the local population. There were participants who said that they did not support this strategy.

• Several participants expressed appreciation for the engagement process and some would like to see this engagement continue.

Working session topics and dates:

Working Session	Topic	Date	Approximate # of participants
1	Urban Design, Land Use and Built Form	Monday, January 13, 2025	150
2	Transportation and Mobility	Wednesday, January 22, 2025	90
3	Community Uses	Thursday, February 13, 2025	30

Attachments:

Discussion Guide

Summary from Working Session 1: Urban Design, Built Form and Land Use

Summary from Working Session 2: Transportation and Mobility

Summary from Working Session 3: Community Uses



DISCUSSION GUIDE

Bayview John Community Engagement Visioning Process

January/February 2025

Community engagement is one important input into the future of Thornhill Centre

The City of Markham is interested in understanding what local communities' vision for the future of the Bayview and John area. Community feedback is one of many important inputs into future City decision-making related to the area. The type of decisions that will be informed by the feedback received through the visioning process include new public roads, multi-use connections (including, but not limited to, active transportation network, local trail network, new public parks), and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the area.

What changes are coming?

Markham is one of the fastest growing municipalities in the Greater Toronto Area and projections indicate Markham's population will increase by 35 per cent in the next 16 years. There are changes happening across Markham in response to this growth, and this includes ongoing evolution of the Bayview and John area.

There have been a number of recent development proposals in the Bayview and John area that have generated concerns about additional traffic volumes (Tridel towers on the easter edge of the Ladies Golf Club lands adjacent to Royal Orchard Boulevard and Bayview Avenue, the now withdrawn Liberty Development proposal on the Shouldice Hospital lands at 7750 Bayview Avenue, and the Timbercreek (now Hazelview) proposed development of the Thornhill Square Shopping Centre lands at 300 John Street. There's also interest in discussing community services and

commercial amenities to support an appropriate mix of land uses for the area.

What is the study area?

The study area is bound by Drake Park to the north, the CN Rail Corridor to the south, the Employment Lands and the Otto townhouse development to the east, the Shouldice Hospital and Glynnwood Retirement Residence to the west across Bayview Avenue. See map on the following page.

How to participate?

As directed by the City's Development Services Committee, the Visioning Process will include a series of three working sessions to understand the community's vision for the area. All working sessions will be in the Thornhill Community Centre from 7:00 pm to 9:00 pm, see details below:

NOTE UPDATED ROOM LOCATIONS

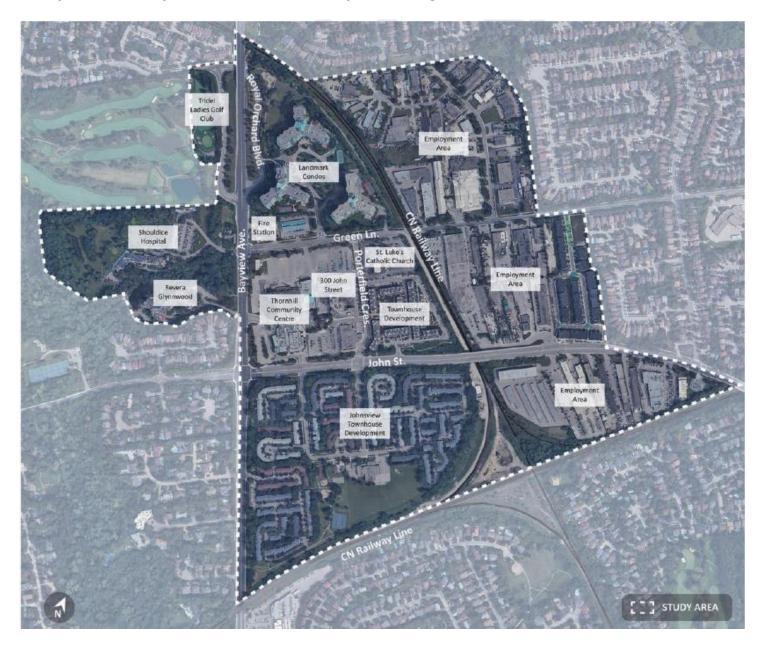
Working Session 1: Urban Design Built Form, and Land Uses (Mon, Jan 13, 2025). Thornhill Community Centre – Centre Hall. Register here

Working Session 2: Transportation and Mobility (Wed, Jan 22, 2025). Thornhill Community Centre – Room B1/B8 on the lower level. Register here

Working Session 3: Community Uses (Thurs, Feb 13, 2025). Thornhill Community Centre – Rooms B5/B6 on the lower level. Register here

Registration through Eventbrite is highly encouraged but not required.

Study area for Bayview John Community Visioning



What do we know about the study area?

The Bayview Avenue and John Street Area:

- Is a key development corridor of Thornhill and contains an important local node (Thornhill Local Centre) that serves as a focal point for the surrounding community and a stable Employment Area, which are essential in achieving appropriate levels of employment.
- Is notable for its existing cultural and natural heritage resources, including the resources on the Shouldice Hospital property.
- Has an existing and well-developed network of parks and open space, a range of housing types, employment opportunities, and places that offer shopping and personal and human services.

The City has identified opportunities for this area to evolve, which requires further analysis of the existing road and active transportation network including new public and or private streets and more connectivity for pedestrians and cyclists.

What other factors influence a future vision for this area?

In addition to community priorities, the future vision will need to consider several other plans, policies, and initiatives, including (but not limited to):

- City of Markham recent purchase of the Shouldice property
- City of Markham Official Plan (from 2014, currently being updated) including potential GO Station
- Yonge Subway opening
- Redevelopment of Langstaff Gateway
- City of Markham Integrated Leisure Master Plan (2019)
- City of Markham Active Transportation Master Plan (2021)
- Bayview Avenue Widening Environmental Assessment (2017)
- City of Markham Urban Design Guidelines

What Markham City Council decisions brought us to this visioning process?

- At a meeting on June 7, 2021, the Development Services Committee ("DSC") directed staff to report back on an estimated cost for the studies, timing and financial resources, engage consultants to complete a secondary plan study for the Thornhill Centre Area. These concerns were raised with the proposed additional traffic volumes resulting from recent development proposals in the area, including the Tridel towers on the eastern edge of the Ladies Golf Club lands adjacent to Royal Orchard Boulevard and Bayview Avenue, the now withdrawn Liberty Development proposal on the Shouldice Hospital lands at 7750 Bayview Avenue, and the Timbercreek (now Hazelview) proposed development of the Thornhill Square Shopping Centre lands at 300 John Street.
- On February 7, 2024, the DSC provided a modified direction for Staff to undertake a visioning exercise, in lieu of a secondary plan, for the Bayview Avenue and John Street area that would identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.
- On June 25, 2024, the DSC endorsed a
 proposed work plan to complete the visioning
 exercise and further directed Staff to facilitate a
 community engagement process comprised of a
 series of three topic-specific meetings on
 various aspects of the plan to seek public input
 on the visioning work.

What will be the structure of the working sessions? The working sessions will include:

An overview briefing on the topic by the City of Markham, including a review of existing conditions and the rhythm of changes to the area over time; existing relevant Municipal / Regional / Provincial policies, plans, guidelines and regulations; what the City sees as the strengths and challenges in the area, as well as opportunities for the future; and other municipal processes that will be informed by feedback shared through the visioning exercise.

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- Working session for participants that includes both small group and full discussion.
- Meeting summary that captures feedback shared and is distributed in draft to participants for their review prior to being finalized.
- Facilitation by Third Party Public, an organization that works exclusively for the public sector and is responsible for facilitation, not advocating for outcomes.

Missed working session and still want to provide feedback?

All materials from each working session, including presentations, worksheets, and summaries will be available following the meeting. Any additional feedback following the meeting can be shared with Rick Cefaratti, Acting Manager, West District, City of Markham Planning and Urban Design Department at RCefaratti@markham.ca.

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For more information, contact:

Notes

City of Markham, Rick Cefaratti, Acting Manager – West District, RCefaratti@markham.ca or (905)477-7000 ext. 3675

Third Party Public facilitation team, Nicole Swerhun, nicole@thirdpartypublic.ca or (416)572-4365



Bayview John Community Engagement Visioning Process

Working Session 1: Urban Design, Built Form, and Land Use Monday, January 13, 2025 Thornhill Community Centre, Centre Hall, 7:00 – 9:00 pm



FEEDBACK SUMMARY

Overview

About 150 people participated in this Community Engagement Visioning Working Session focused on Urban Design, Land Use, and Built Form. This was the first of three Working Sessions to seek feedback from the community on their vision for the future of Thornhill Centre.

The purpose of the working sessions is to seek community feedback that will help inform the development of a vision for the Bayview John area. As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.

How the working session unfolded

Mayor Scarpitti delivered opening remarks, along with Councillor Irish. Points shared by the Mayor included:

- This visioning process is an exercise that came in response to the many development applications received for this area. There is a lot happening in the Langstaff area at Highway 7 and Yonge, and redevelopment pressures all along Yonge. There are also changes in Provincial legislation that are changing how we get parkland, which was one factor prompting the City to purchase the Shouldice property.
- This is the centre of Thornhill, and we have an opportunity to think about what we want for the future. Do we replace this and get something new? Do we use more development to renew this area? Do we do

- something else? There are always tradeoffs
- We don't want this to be the back end of Thornhill. There may be people who may not like more development, but it helps people who want to stay in the community – kids, grandkids, and others.
- The City sees an opportunity to create a special node here. We're trying to meet as many needs as we can. We're very interested in your vision for the future here.

The Mayor was asked "How important is the concept of placemaking for you?" and responded by saying that placemaking is critical to this exercise and to a lot of the planning happening in the City of Markham; that urban designers have a very important job to do; and that the City of Markham will grow and will get density and we want that to be inviting, exciting, and where people feel the influence of good design.

City staff (Rick Cefaratti and Lawrence Yip) delivered a brief overview presentation introducing the background and context for the visioning and some of their work considering opportunities for the future. A few participants asked questions of staff, which are summarized below. Responses from staff are *in italics*.

- Is the green colour along the rail line meant to indicate a park? There is a required 30 metre buffer on either side of the rail line, and the green colour is meant to signal that the space could be an opportunity for a green connection.
- What is the status of the development at 300 John Street? It is at the Ontario Land Tribunal (OLT) and in limbo with respect to the technical services. The applicant hasn't demonstrated their ability to service the site. Hazelview has since put the property for sale, without the order from the OLT.
- A part of the map includes a green loop to the north that includes people's backyards.
 Is that meant to indicate the City plans to purchase these properties? It's hard for the City to earn trust when showing maps like

- that. The maps are conceptual and no, it is not meant to indicate the City plans to purchase properties.
- What is the yellow box on the parking lot of the Thornhill Community Centre? What is the City's vision for that? During negotiations with Hazelview, the City was looking at whether there were opportunities to coordinate development of the site in an integrated way. Hazelview was not interested in coordinating and the City has no vision for the site. That is why these working sessions are asking for the community's vision.

Participants then spent the remainder of the meeting sharing their thoughts both at small tables and as a full room in response to the following focus questions:

- 1. What do you like best about the area today and why? Like least?
- 2. What opportunities would you like to see considered for the future?
- 3. What is your vision for Urban Design, Built Form, and Land Use in the Bayview John area?
- 4. Is there anything else you'd like the City to consider?

Using worksheets and large maps of the area, there were 11 groups that shared their thoughts. Drawing on the verbal report backs from the small tables, along with the comments written on completed worksheets, this summary captures the key points shared. "Raw" notes typed during the small table reports are included as Attachment 1 and photos of maps that were marked up at the small tables are included as Attachment 2. The agenda is included as Attachment 3 and the slides shared by the City as Attachment 4.

This summary was written by the team from Third Party Public and was circulated in draft to participants for their review prior to being finalized. Suggested edits have been incorporated.

Participant Feedback

1. What do you like best about the area today and why?

- Many participants said that they are mostly (and some are very) happy with the current facilities in the area, with many mentioning the community centre, grocery store, library, drug store, doctors, dentists, bank branch, Canada Post, coffee shop, the recycling depot, convenience stores, and other services. Many focused on the importance of retaining commercial function of the area through any redevelopment and that existing uses need to be preserved and strengthened wherever possible. Some said they like the sense of togetherness and closeness in the community.
- Many said that they like the community centre as an important focal point in the area, along with the surrounding commercial uses. Many participants would like to see the importance of the community centre be reinforced, noting that "everybody comes here to find out what's happening, to use the Wi-Fi, etc." They said the centre should not be diluted in any way, with some referring to as the "crown jewel" of the area that deserves expansion. The heritage structure in the community centre (Santorini's) was mentioned as something to protect.
- People said that they like the community feel, the grassland, trees, and park. Many participants said they really like the green space, including the Shouldice property landscaping. They like the natural heritage, including the

- John Walsh House, mature trees, and abundant and diverse wildlife.
- Landmark property is working, and they see an opportunity for more contiguous pathways, including potentially along the railway.
- There were participants said they like the business area and the individual businesses that help meet local needs.

Like least?

- Many participants said they dislike the increases in traffic in the area, especially on Bayview (especially Royal Orchard to Green Lane) and on John. There are problems with the intersection of Bayview and Green Lane. The intersection of John and Porterfield is dangerous. There is concern that more condos bring more people, which makes traffic even worse. It was mentioned that there is too much light pollution and highway-sized signs (rather than pedestrian sized signs).
- Some said they don't like the lack of green space/park in the community centre area. Others said that they would prefer that the City not include the Women's golf course in the total green space calculation because it is only available to women who pay fees and not the public.
- the community centre but expressed concern that the gym is very crowded with all the machines, the mat areas is small, and that there's an opportunity to develop better space for the gym and more opportunities for people to engage. The need for a pool was also identified.

- Some said they don't like seeing the inactive mall in the area. Others said they don't like that there is no TD bank or gas station in the area.
- Some participants said they dislike that the area is outdated, boring, and not pedestrian friendly. This included comments about the lack of places to walk that are interesting, like small towns where there is a main street with restaurants and stores. There were others who said what they dislike the fact that the things they like about the community may not continue.
- Some expressed concern about a lack of green space in the area.
- Concern that an empty house near Thornlea is a heritage house that is not being used well and left to deteriorate.
- Some said the CN rail provides a barrier to pedestrians who want to cross the tracks.
- Some participants commented that there is a shortage of medical offices or similar uses in the community.
- There was concern expressed about the housing affordability, with a worry that there is no way that young people could afford to move into the area.



2. What opportunities would you like to see considered for the future?

ROADS

- Fix the connection from Royal Orchard to Green Lane via Bayview.
- Concern that development in Richmond Hill will increase pressure to widen Bayview. Some expressed interest in getting assurances from the City that Thornhill will not be negatively impacted to meet the needs of Richmond Hill.
- Need red light camera at John and Porterfield Crescent because the intersection is dangerous.

PEDESTRIANS

- There's interest in a more pedestrian friendly environment, especially along Bayview.
- Make sure the community is walkable and accessible.
- There was interest from several participants in seeing pedestrian access provided across the rail corridor with a pedestrian bridge.
- It was suggested that an overpass system be considered to access trails and put the onus on the developer to help make the crossings – such as an overpass for pedestrian and bikes to get across Bayview.

PARKING

Some said they would like adequate parking, and that at certain times the parking lot at the community centre is too full. Others said they would like to see parking preserved, but in a different way so that it's not the first thing that is seen when looking at the site. An opportunity for additional parking at Pomona Mills and German Mills Park was identified. Shuttle buses to parks and the community centre could also be considered.

PUBLIC TRANSIT

- Interest in enhanced public transit, with a preference for minibuses replacing large buses.
- There were a few participants who said they thought that the GO station was a great idea to remove some of the pressure likely to come when the subway station opens at Langstaff. Another participant asked if the City of Markham has received any correspondence or assurances from Metrolinx for a new GO Station at Green Lane?

OTHER MOBILITY

 Opportunity to connect the travel gap from the south side of John Street near the old Canac Kitchens property).

CENTRAL HUB

- Many supported the idea of a central hub or community hub for Thornhill Centre, a focal point, noting that they don't want to have to go to Unionville or downtown Markham – they want the opportunity to go to a concert in the park here. There was also interest in things like bakeries, a grocery store (some said to keep the current grocery store), pharmacy, etc.
- Retain the shopping opportunities the grocery store, etc.

COMMUNITY CENTRE

 It was suggested that the community centre could include a large swimming pool. It was also said that the community centre building could be taller (rather than made wider), and the City could even consider putting condos on top if that would help achieve the vision for the area. Everything needs to be cohesive and matching the rest of the community.

- Newer people in the community want to see a daycare and a place for kids to spend time in the afternoon or evenings.
- If there is increased population, would like to understand if the existing community centre will be able to handle it?

SENIORS

 Ensure the future is suitable to support communities of seniors, including learning opportunities for seniors. There should be many benches, the community should be walkable, and there should be green spaces for people to rest.

SHOULDICE AND PARKS

- The Shouldice site is a very large community benefit, and it needs to be preserved and enhanced. Open space connections need to be strengthened, especially on the west side. Since it is owned by the City, changes will require a lot of input from the community.
- Look at opportunities to preserve and enhance Drake Park.

PLACEMAKING

 Would be beneficial to grab 300 John St property and redevelop it with a focus on placemaking. This could include something for youth, sports fields, pickleball, mini putt, arts and crafts, don't need more houses. Others suggested medical and rehab offices and retail spaces at 300 John.

SCHOOLS

 Consider expanding schools (since there is a concern that they are at capacity).

THE MALL

 The inside of the mall needs to be fixed and enhanced before it becomes a place for negative behaviour.

DEVELOPMENT

- Make sure future development continues to meet the community's needs, especially the needs of seniors.
- Some said that they are ok to have larger buildings, but they need to be a part of placemaking.
- Some said that the City has enough development, and so does Thornhill.
 The next generation is content with what we have. The community needs green space, activities for youth, and services. We have more than enough residents for the future of Thornhill.

EMPLOYMENT AREA

 Some participants raised interest in seeing changes in the employment area south of John Street repurposed to better support community needs and wondered if repurposing part of the area could be considered. They suggested redevelopment of employment areas to make better use of the space.

3.What is your vision for Urban Design, Built Form, and Land Use in the Bayview John area?

- There were several participants who envision a European style plaza that invites the community to connect – an inviting place. An Arlington-like vision of the future was suggested as an opportunity, creating a place to invite people to congregate and connect. It could have cafes, fountains, etc.
 Similarly, others talked about a central piazza with lots of trees and beautiful public realm with murals, street banners, and artwork.
- Can we activate the Thornhill Centre space and start doing music shows (with music and entertainment

venues) in the park at Shouldice and things like a splash pad for kids?

Can we activate our parks, when we look at our communities, we can start acting now to improve this area with focal activities. Consider a park with activities for kids, maybe art and culture. Let's think about how we use what we have, make it better and transition toward what we all want, a fully developed town centre. Having "fun" developments like a bowling alley was suggested.

There were a wide range of different perspectives on future development in the area:

- Some said they would prefer no more development, and they like the community the way it is – keep it as the old Thornhill, which is safe and friendly.
- Some would like to see things stay the same, but services to be improved.
- Others said they would like to see a balance of residential and employment uses that are low density and low rise.
- Some supported enhancing density while also enhancing local amenities.
- Still others said they support the conversion of Employment areas for residential.

Some said that they have a preference is for low density townhouses and not tall towers.

Some said they would like to see the City limit high rise and have more low rise developments and townhouses. Others saw an opportunity to make the area more attractive if there was redevelopment. Many said their vision does not include condos on top of condos.

- We have an aging population and we need more family doctors, including way to encourage family doctors to come here and associated medical professionals.
- In addition, consider more infrastructure for EV charging, more walking trails, space for growing food (community gardens), and gardens in public spaces.

4.Is there anything else you'd like the City to consider?

- Plan the community with the climate crisis in mind. We have too much hard surface that gets very hot in the summery. We need lots of soft landscaping and vegetation to absorb stormwater runoff. Enhance biodiversity of natural heritage at Shouldice and remove invasive species.
- Consider a public private partnership to bring the capital required to achieve the vision. If the City can work with a developer that's inclined to build beautiful things, we could have a beautiful Thornhill Centre, modernize the community centre – with mixed use midrise (not highrise) to help pay for it.
- Consider getting involved in your resident association.
- Thanks for grabbing Shouldice.
- No matter what we do, encourage representation for women, indigenous people, minorities, need to consult indigenous groups and provide their opinion.

- With all potential development, want to see integration of school potentially on community centre lands, maybe 2-3 floors of school.
- Consider transportation modes that don't include cars, winter – clear snow in bike lanes, encourage people to use micro transit, etc.
- Need public bathrooms, more benches to sit, when tired of walking to encourage walking and cycling.
- When there was an internet outage, the Thornhill Community Centre was the focus for everyone to gather and find out what was happening.
- Concern that industrial areas can contribute to garbage, rats, and raccoons in the area.
- Consider putting a "drop dead" end date for development, and don't repeat Metrolinx and Eglinton Avenue.
- Address sewage issues that will arise from development sites.

Wrap-Up and Next Steps

The Mayor wrapped up the meeting by thanking participants, adding that:

- Markham was incredible place to grow up in. The community has grown and changed – and it is still an incredible community.
- Change is somewhat inevitable in area we live in, so we need to think about how we leverage that change for benefit of this community?
- We didn't hear much tonight about seniors housing, which is important so that people don't have to leave this community. We can consider whether we can leverage a

redevelopment opportunity in this area to have more seniors housing.

- We have reinvested in the community centre, and maybe this is an opportunity to add on to that work? For example, if there was a senior's centre, maybe there could be an opportunity to have a pool here down the road.
- There are opportunities, and they come with pros and cons. We need to see if there's an opportunity to meet somewhere in the middle that allows us to create something special with additional housing and some of the retail.
- There is no perfect answer, but this is an important opportunity.

Nicole committed to sharing a draft summary of feedback from the working session with participants for review before finalizing.

The City encouraged participants to join the next Working Session – which will be focused on Transportation and Mobility – on Wednesday, January 22, 2025.

Attachment 1. "Raw" notes from Small Table Reports

The following feedback was shared by each small table. More detailed notes included on the small table worksheets are included in the overall summary above.

TABLE 1

- We are generally most happy with current facilities in the area, such as the community centre, grocery store, drug store, etc. – want size of the Shoppers, Food Basics, Community centre to remain the same.
- What we like least is that the things we like may not continue. Also dislike traffic increases along Bayview and John in particular.
- Idea Make sure future development continues to meet the community's needs, especially the needs of seniors. Make sure the community is walkable, accessible.
- Need red light camera at John and Porterfield Crescent because the intersection is dangerous.
- We have a vision of a European style plaza that invites the community to connect, an inviting place.

TABLE 2

- Really like green space, like Shouldice landscaping.
- Like that idea more than condos on top of condos.
- Also like the idea of a community hub where community centre is a focal point with bakeries, grocery store, pharmacy if develop, make community centre taller (not out) even condos on top.
- All cohesive and matching rest of community.

TABLE 3

- Very similar to first two groups.
- Looking for central hub don't want to have to go to Unionville or downtown Markham concert in park here.
- Preference is low density townhouses, not in favour of tall towers.
- Similar likes and dislikes to other tables.

TABLE 4

- LIKE community centre, access to grocery, pharmacy, Canada post, coffee shop.
- Newer people want to see daycare, place for kids to spend time in afternoon or evenings.
- Employment area just south of John doesn't help community that much, possible to repurpose part of it?
- Live south of CN rail, possible to get access across the rail corridor? (clapping)
- Few other communities that don't have easy access to this space.
- PEDESTRIAN bridge across CN rail

- Like community feel, grassland, trees, park.
- Like community centre, want adequate parking, certain times too full.
- Traffic problem with Bayview Royal Orchard to Green Lane.
- Limit high rise and more low rise and townhouses.
- Keep grocery store.
- Reinforce other ideas around community hub.
- Could make it more attractive if we did redevelopment.

TABLE 6

- Community centre is important focal point and surrounding commercial users.
- Really important to retain commercial function through any redevelopment.
- Uses need to be preserved and strengthened wherever possible.
- IMPROVE more pedestrian friendly environment especially along Bayview.
- Preserve parking but in different way so not first thing see when looking at site.
- Bayview and Green Lane problems with intersection Traffic, also traffic problem Royal Orchard trying to get onto Green Lane, ways to improve that, needs to be considered as part of any revisioning.
- Some things need to be done on Shouldice hospital site and that would require LOT of input from City since City owns it.
- Shouldice is very large community benefit needs to be preserved and enhanced, needs to take
 into account open space connections (NEED STRENGTHENING especially on west side where
 connects to park).
- Applies to Drake Park too (NE corner of Royal Orchard potentially nice park but not at all integrated into community).

TABLE 7

- Reinforce importance of community centre, everybody comes to community centre they come here to find out what's happening, using Wi-Fi, this centre should not be diluted in any way.
- Lack of greenspace in this area is issue.
- Overpass pedestrian to cross CN.

TABLE 8

- West site Shouldice, invested \$188M work hard to protect that.
- Like how Landmark working now opportunity for more contiguous pathways, maybe along with railway.
- Shopping retain the opportunities, grocery store, huge needs.
- Community centre space, like idea of holding onto that space.
- Whole concept of business area parts of it need to be cleaned up, lots of blue dots in business section, and individual businesses people really like to satisfy local needs.
- Opportunity to connect with a pathway south side John St near old Canac Kitchens (bridge that gap).
- Protect heritage structure in this community centre (Santorini's).
- Originally was park space in that area gateway into local area, in some ways.
- European plaza concept 2022 concept of Arlington space where lots people interacting with each other, destination.
- Can have larger buildings but need to be part of placemaking.

- Arlington Spot Thornhill Centre, 300 People, so glad Mayor still remembers.
- Vision will only work if we can somehow combine the two properties this property (Thornhill Community Centre) and what's now owned by Hazelview that's for sale (City doesn't have money to purchase).
- Could consider public private partnership, to bring capital to help.
- If the City can make a case to a developer that's inclined to build beautiful things, we could build a
 beautiful Thornhill Centre on these two properties and would have modernize the community
 centre (low rise won't likely do it) would need to have mixed use, midrise (not highrise) to pay for
 it.
- Cafes, fountains, playgrounds for children, places to sit and enjoy, to congregate HIGH LEVEL vision which started 4-5 years ago.
- Mayor took it and promised he would try and deliver something like that.

- Hazelview came with cheap, ugly, money-grabbing proposal they're selling, we need to act.
- Get involved, join your resident association.
- Google Aileen Willowbrook Residents Association you'll find us there.
- We have been working for this for years.

TABLE 10

- Most of us have lived here more than 40 years, why not just keep it like it is? Nothing wrong with it
- Just improve services, like the gym, why need more people, more traffic? What's the rationale? To make money, for whom?

- Realized we all missed our calling as City planners.
- Consider community centre to be a crown jewel, deserves expansion into even bigger crown jewel.
- Also need retail in this area, like we have now.
- CHANGE on the other side of railroad tracks on John (south side) is storage place (Storage Wars filmed there), on other side are businesses, great idea to have GO station there to remove some of the pressure likely to happen when subway station opened at Langstaff.
- Shuttle bus that moves people from GO station to Langstaff TTC.

Attachment 2. Photos of maps marked by participants

The photos from each small table are included below. Note that participants used dots and post-it notes to add their thoughts and comments to the map using the following legend:

- BLUE DOTS = Things you LIKE (and want to protect)
- RED DOTS = Things you **DON'T LIKE** (and want to see changed)
- YELLOW DOTS = Ideas you would like considered for the future

Given the size of the file, photos of the marked up maps are included as a separate file.

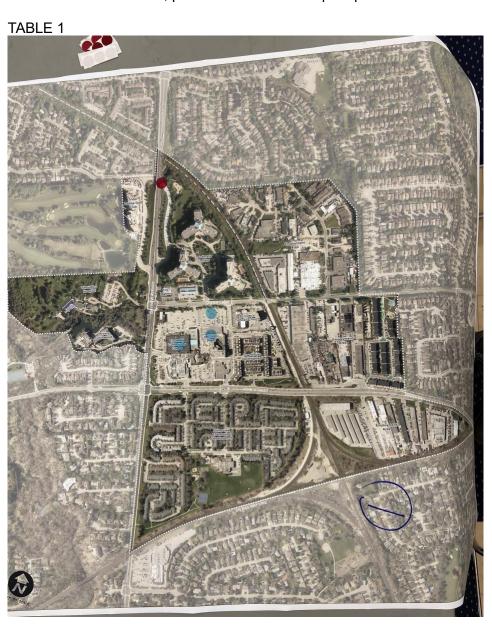


TABLE 2

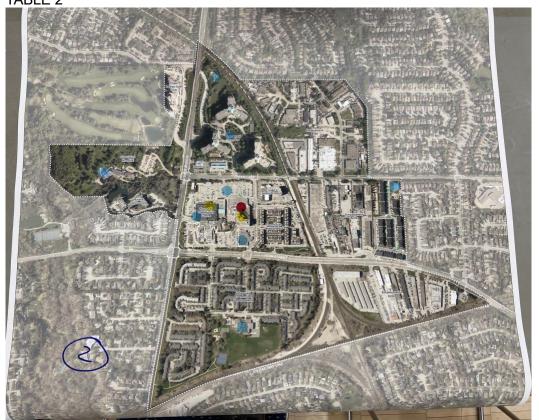








TABLE 5



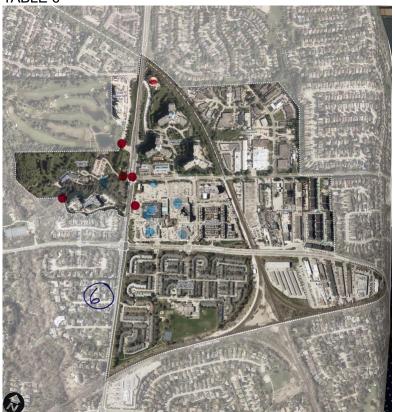


TABLE 7



TABLE 8



CLOSE-UP OF ARLINGTON CONCEPT (colour version emailed by a table member after the meeting)



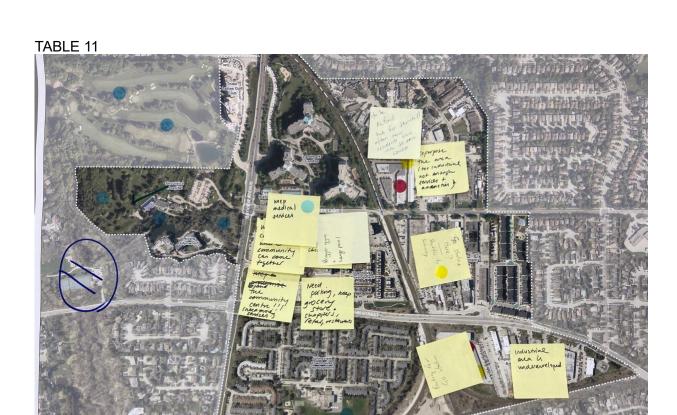
A participant at the meeting shared that this photo is Market Common, Carleton in Arlington Virginia. It is from an Urban Land Institute publication titled "Ten Principles for Developing Successful Town Centres" available here: https://uli.org/wp-content/uploads/ULI-

Documents/TP TownCenters.ashx .pdf

TABLE 9







Attachment 3. Working Session Agenda



Bayview John Community Engagement Visioning Process

Working Session 1: Urban Design, Built Form, and Land Use Monday, January 13, 2025 Thornhill Community Centre, Centre Hall *Note updated location* 7:00 – 9:00 pm

Purpose of the working sessions:

To seek community feedback that will help inform the development of a vision for the Bayview John area.

As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area

Proposed Agenda

7:00 p.m. Welcome, Introductions, and Agenda Review

Nicole Swerhun, Facilitator, Third Party Public

Ward 1 Councillor Keith Irish

7:10 City of Markham Briefing

- · Overview of the Visioning Process
- · Urban Design, Built Form, and Land Use

Questions of clarification

7:45 Working Session and Facilitated Discussion

- 1. What do you like best about the area today and why? Like least?
- 2. What opportunities would you like to see considered for the future?
- 3. What is your vision for Urban Design, Built Form, and Land Use in the Bayview John area?
- 4. Is there anything else you'd like the City to consider?

8:15 Small Tables Reports and Plenary Discussion

8:55 Wrap-Up and Next Steps

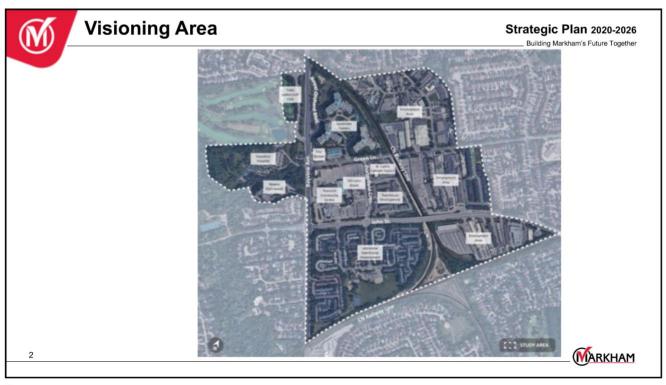
9:00 p.m. Adjourn

Attachment 4. Slides shared by City staff



VISIONING EXERCISE
Bayview Avenue and John Street Area
Thornhill (Ward 1)
January 22, 2025







- · Provincial Policy Statement, 2024 established to increase housing supply
- Recent development proposals in the Bayview Avenue and John Street area have generated concerns about increased traffic, additional density, impacts on existing community facilities

3



3



Council Direction

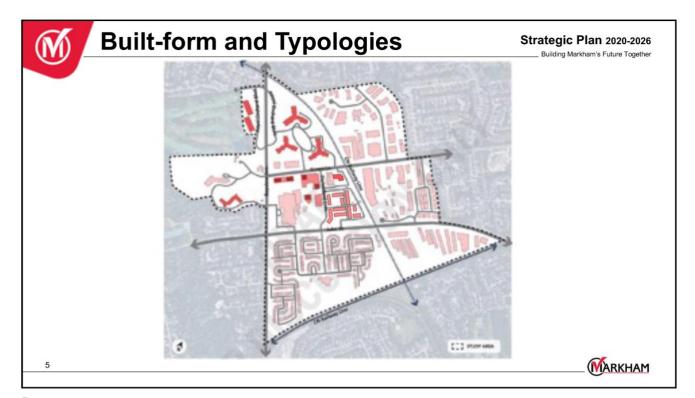
Strategic Plan 2020-2026

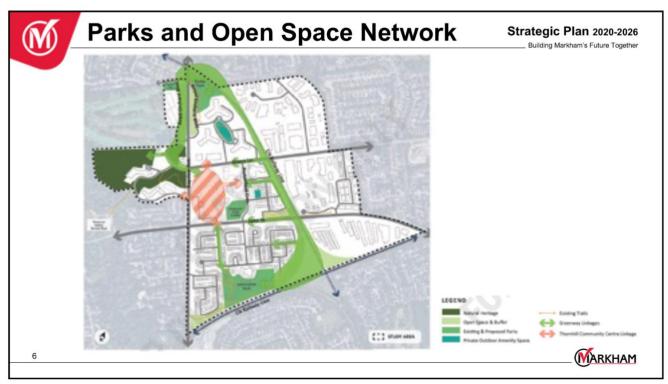
__ Building Markham's Future Together

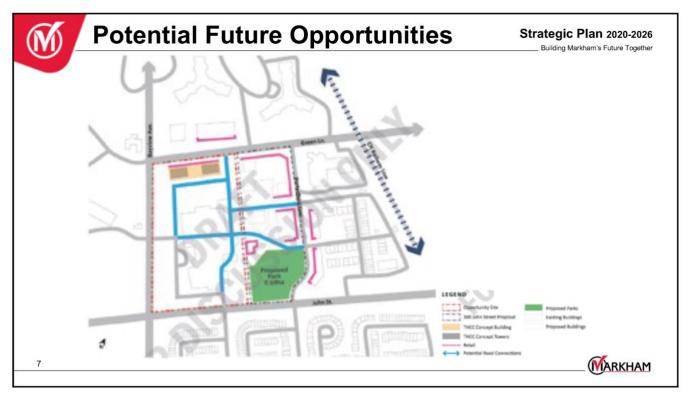
- Staff directed to undertake a visioning exercise for the Bayview Avenue and John Street area for private and public owned lands
- · 3 working sessions











7



Community Engagement

Strategic Plan 2020-2026

Building Markham's Future Together

- · What do you like best about the area today and why? Like least?
- · What opportunities would you like to see considered for the future?
- What is your vision for Urban Design, Built Form, and Land Use in the Bayview and John Area?
- ?Is there anything else you would like the City to consider?





Bayview John Community Engagement Visioning Process

Working Session 2: Transportation and Mobility Wednesday, January 22, 2025
Thornhill Community Centre, Rooms B1/B2, 7:00 – 9:00 pm





FEEDBACK SUMMARY

Overview

About 90 people participated in this Community Engagement Visioning Working Session focused on Transportation and Mobility. This was the second of three Working Sessions to seek feedback from the community on their vision for the future of Thornhill Centre.

The purpose of the working sessions is to seek community feedback that will help inform the development of a vision for the Bayview John area. As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.

How the working session unfolded

Councillor Irish delivered opening remarks, followed by an overview presentation by City staff (Rick Cefaratti and Henry Lo) providing the background and context for the visioning and reviewing opportunities for the future related to transportation and mobility. Many participants had questions following the presentation, which are summarized below, along with answers provided.

Participants then spent the remainder of the meeting sharing their thoughts both at small tables and as a full room in response to the following focus questions:

 What are the hot spots when it comes to all modes of transportation and mobility challenges?

- Are there any missing transportation or mobility links you'd like to see connected? If so, what are they?
- What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area? (i.e., consider the different needs of seniors, public transit users, road users, parking, cyclists, pedestrians, other mobility devices, etc.)
- Is there anything else you'd like the City to consider?

Using worksheets and large maps of the area, there were 11 groups that shared their thoughts. Drawing on the verbal report backs from the small tables, along with the comments written on completed worksheets, this summary captures the key points shared. "Raw" notes typed during the small table reports are included as Attachment 1 and photos of maps that were marked up at the small tables are included as Attachment 2. The agenda is included as Attachment 3 and the slides shared by the City as Attachment 4.

This summary was written by the team from Third Party Public and was circulated in draft to participants for their review prior to being finalized. No suggested edits were received.

Questions and Answers following the Presentation

There were several questions asked following the presentation by City staff. Rick, Henry, and Councillor Irish provided responses, which are included below in *italics*. The questions are numbered for ease of reference only.

- 1. What's the status of the future GO station? Councillor Irish has heard from Metrolinx that they have no plans for a GO station at John and are not protecting land for a GO station at John.
- 2. You have asked us to identify "hot spots". What do you mean by "hot spots"? Any problematic areas related to transportation and mobility.
- 3. Are there any current plans for an extension of Green Lane through the Shouldice property? No, but this is seen as an important opportunity to be considered as part of future plans.
- 4. Do you have any information on the effects of development in the Langstaff area coming south, especially how it will impact this area? Yes, we are considering this. Any transportation studies for this area consider what is happening in the surrounding areas, including Langstaff.
- 5. The intersection of John and Bayview is an important hot spot but the study area ends at Bayview. Why is the area to the west of Bayview around John Street not included in the study area? The intersection is included on the edge of the study area. As discussed, the boundaries of the study area are somewhat flexible and could be subject to change possible after these visioning sessions.
- 6. You mentioned that the 300 John Street site will include market based rental housing. Why is it not affordable housing? We described what is being proposed by the applicant. The City is required to consider what is proposed. It doesn't mean

- that there can't be affordable housing. This is just what has been proposed.
- 7. What are the future subway stations planned? There are 5 subway stations coming, including: Steeles, Clark, Royal Orchard, Bridge and High Tech (these final two are about 400 metres apart).
- 8. Is there a law that forces the City of Markham to grow its population? What happens if we say no to growth? The City is a creature of the Province. The Provincial focus is on increasing the housing supply. The Province says where growth will happen and the City has the power to say where that growth will be allocated within the municipality.
- 9. Why is the municipality picking on us and this area? The City is not picking on you or on Thornhill. Any landowner or developer can apply for change to their land. The City then is legally obligated to consider these applications. To date, I'm only aware of two applications that have been refused by the City of Markham and they have then been taken to the LPAT for a decision. This includes the proposed development at the Farmers Market/Octagon Restaurant site. The Tribunal will consider that application in May. Resistance is not futile.
- 10. Will the LPAT acknowledge that the future GO Station and Bayview Road widening are not happening and how this will impact the amount of development that can be accommodated in this area? LPAT decisions generally include conditions that must be met to address any issues.
- 11. How will people get to and from Thornhill Centre and the future new Yonge subway stations? The City is undertaking a Yonge Corridor Secondary Plan that will also address the need for connectivity between subway stations and adjacent communities.
- 12. Does the City know the number of units and/or the population expected around the new subway stations? There are no set numbers and there are still vacant sites. There is a built form and massing study.

- 13. What is happening with the widening of Bayview? It is a regional road and there is no commitment from the Region to do the widening and no timeline so we assume that for now it will not occur.
- 14. Will the Ontario Land Tribunal acknowledge that Bayview will not be widened and will that influence their decisions related to new 40-storey proposed developments? The OLT usually includes conditions with their decisions. Any vision for the future would need to include transportation and traffic testing.
- 15. Are different City teams talking to one another about the different plans and studies happening? *Absolutely.*
- 16. What is the City's expectation about the order of development? Do roads come first, then housing? Do they happen at the same time? Or does housing come first and then roads? We expect things will generally happen in parallel. We review what development is planned and what transportation improvements may be required to support it.
- 17. Are there plans to change approved plan for the Royal Orchard ramps at Bayview Avenue? No, but it may be considered as part of future plans for the area.



Participant Feedback

There was a lot of common ground in the feedback from participants throughout the meeting. At the same time, it's important to note that not everyone in the room was asked if they agreed with everything every other participant said. Where objections or differences were raised related to any of the feedback, they are highlighted in the notes.

What are the hot spots when it comes to all modes of transportation and mobility challenges?

1. Whole area is congested

The whole area is congested and there are a lot of accidents. Cars are a problem. There are too many. In addition:

- It's not realistic to get rid of all cars. This
 area was designed for cars and it's not
 realistic to walk around. Kids are often
 driven to school, especially when it's
 weather like today, minus 20.
- When new residential units are developed that brings more cars and more people. Many families have two cars.

2. Bayview Avenue

All intersections with Bayview Avenue, and in particular:

Bayview and Green Lane/Royal
 Orchard. In particular, when cars are
 going northbound and pedestrians are
 trying to cross from Shouldice to Green
 Lane. The line on the road lets cars
 stop too far forward and they can't see
 the pedestrians. Consider either moving
 the line back (so the cars stop further
 back), or put in a No Right Turn on Red

- rule, or add a 3 second advance crossing option for pedestrians.
- Bayview and John (including northwest corner of Bayview and John).
- Bayview and Harris Way.
- Royal Orchard onto Bayview south.
- Concern that the Fire Department would have trouble getting out on Bayview.

3. John Street

The entire length of John Street. Specific comments included:

- John Street between Leslie and Bayview.
- Intersection of John Street and Porterfield Crescent is congested and needs a red light camera. Porterfield Road is a private road; the City should consider buying it.
- Travelling John from one end to the other takes as long as it does to get to downtown Toronto from Thornhill.
- Concern about the subway stations at Clark and Royal orchard putting pressure on John Street.
- The intersection of Henderson and John is impossible to get across on foot. Cars don't want to stop for you. Lights may be the only solution.

4. Pedestrian safety concerns

Congestion causes pedestrian safety issues. Examples:

- At Bayview and John, the cars and pedestrians are allowed to cross at same time, which creates conflicts.
 Consider putting in a dedicated light for pedestrians.
- There are safety issues with the sidewalks, especially on bridges (e.g., John Street over the CN railway). The sidewalks are so narrow that cars are right next to pedestrians.
- Sidewalks along John Street are not cleared of ice, which especially impacts seniors.

5. Poor driver behaviour

Congestion is leading to queue-jumping.

- For example, people driving west on John Street take the right lane to turn right onto Bayview Avenue and then instead of turning right, they cut back in and jump the queue.
- The same thing happens on Green Lane where the centre lane is misused.

6. Traffic around schools

Two schools were identified as hot spots, including:

- Thornlea Secondary School, which has big back-ups with bus traffic and people dropping off students. There are 1000+ students and staff traveling to and from the school at very specific times, Monday to Friday, causing significant traffic on Bayview.
- Willowbrook Public School is on a curve, and people are double and triple parking. Then people heading south on Bayview heading to Willowbrook are making U-turns because they don't want to have to wait in the queue.

7. Other hot spots

- Heavy traffic on Elgin needs to be resolved.
- Area around the Tridel development.
- Further east on Green Lane at the railway crossing.
- Someone living in Thornhill has no choice but to drive to the airport if they have luggage because there is no overnight parking at transit connections (e.g., Finch or GO bus).
- Unique circumstance for friends at Synagogue. They are parking on Green Lane; however Green Lane is not particularly wide. When cars are parked on both sides, it creates issues.
 Consider having parking on one side of Green Lane only or no parking at all on Green Lane and encourage parking on Guardsman Road instead.

Are there any missing transportation or mobility links you'd like to see connected? If so, what are they?

1. Missing road links

The following missing road links were identified:

- Consider pushing Clark across to connect to where Longo's is.
- Consider extending Royal Orchard parallel to Bayview to where the little house is on the Shouldice property and pop it out directly to Green Lane (that may take the pressure off John Street).
- It may make sense to widen John Street to four lanes, but it is beautiful, there is a cemetery, etc.
- More connectivity is needed from Woodbine to Yonge and Highway 7 to Steeles.
- Create a link between Laureleaf Road and Clark Avenue, and then Royal Orchard and Green Lane.
- There's no left turn to get out of the parking area near the library so drivers need to make a U-turn around the island (as Shoppers parking lot is blocked off).
- Need more ways to access the 404 from this area.

2. Missing active transportation links

Related to active transportation:

 Need active transportation connection from the back of the Shouldice property to the valley.

Pedestrian links:

 Need pedestrian access from Windy Hill Park through the industrial area to the commercial area.

- Need to link pedestrian paths to the community centre. Right now, there are number of places where people can't get across.
- Safe pedestrian crossings of the onramps to Highway 407.

Cycling links and infrastructure:

- Need better cycling paths that are integrated so people can get across town.
- Would like to have a bike path connecting north of Highway 407 to south of Highway 407 to Thornlea Secondary School.

3. Missing transit links

The following missing transit links were identified (some are very specific, and others are more general):

- Need more public transportation along John, Royal Orchard, and Clark to the subway stations from Woodbine, Leslie, and Bayview.
- More connectivity is needed to Langstaff GO station (right now, need a car).
- We are missing a GO station.
- Walking to any higher order transit is not an option. Taking transit to access higher order transit takes a long time (35 minutes wait).
- It is inconvenient that people need to get off the Royal Orchard bus to get to another bus to get to the subway.
- For Bus 91 and 91A southbound on Bayview, add an 8:30 am service at Highway 7 and Bayview Avenue (the current 8:35 am bus does not arrive at the stop until 8:45 am.
- Add a connection to VIVA Purple and Number 1 bus. Transferring student bus riders does not work.
- Need to integrate Wheel Trans with Toronto and York.

What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area?

Participants identified a range of different priorities.

Transit:

- Need better bus service and shuttle buses.
 Buses are needed to help people go to the subway.
- Consider shuttle buses that would move pedestrians to the new subway system.
- Consider smaller capacity buses to reduce costs. Consider a local bus service to the shopping malls.
- Provide the ability to travel to downtown Toronto from Thornhill without using a car.
- Introduce shorter circuit, smaller buses that can service main hubs.
- Make this area a hub and work with transit providers to provide a continuous shuttle that gets people to the hub by public transit.
- More public transit along John, Royal Orchard and Clark to subway station (from all over Thornhill).
- Need parking at subway stations.
- The CN line is already there. Use it. A GO Station would help people get straight downtown, or north or east or west.

Cycling:

- Bike paths like those that exist along John to Leslie and then up Leslie and part of the Lake-to-Lake path system are a good solution. Bike lanes on Bayview and heavily trafficked street are very scary.
- Instead of creating big bike lanes in lanes of traffic, take the area in the median (the grass) and make the bike lane there to keep bikes off pavement.

- It is possible to have a safe experience biking on roads. If you are a biker, write me an email, we can ride together and come up with some recommendations.
- I used to live next to the Humber River in Etobicoke which had a safe bike lane. Now in Thornhill, I'm looking for a place to take my family biking with connected trails.
 There are some beautiful areas to cycle here, but they are not connected. I don't want to have to jump a street.
- Need more cycling paths.
- Consider additional bike lanes where they are safe.
- Build bike lanes where they don't impede traffic flow.
- Need more cycling infrastructure and need it maintained (i.e., snow clearing, no parked cars).

Pedestrians:

- Pedestrian safety at intersections.
- Consider plantings on Bayview so pedestrians feel more separated from cars.
- A lot of people care about cyclists, but a lot of us are walkers. There are safety concerns/conflicts between cyclists and walkers that needs to be addressed somehow. Most sidewalks in suburban areas have hardly any pedestrians on them so sometimes it's not unreasonable to ride a bike on the sidewalk. For background, I have a friend who got hit cycling on a Markham road and lost his leg.

Traffic controls:

- Traffic controls on residential streets (e.g., on Johnson Street which currently has no stops), Henderson, etc.).
- Increase the timing of the advanced green turning light from John onto Bayview and then coordinate the signal going north (at the next stop light).

Other priorities:

- More police presence.
- Meet the needs of people with disabilities.

Is there anything else you'd like the City to consider?

Other feedback that participants said they would like the City to consider included:

Related to the study area:

- Expand the study area to include the subdivision of Baywood Court.
- Expand the study area to include Thornlea Secondary School student boundary (i.e. east of the 404, north to 16th Avenue, etc.). Most traffic originates outside the study area.
- Expand the study area to include Langstaff because of the impact the growth in that area will have on this area.
- Consider the impact of areas outside Thornhill Centre on the traffic within Thornhill Centre (i.e., Langstaff, Bishop's Cross, Romfield, Royal Orchard and Yonge).

Related to the visioning process:

- Consider how the community can be involved / have a role / have a representative at the table when City staff discuss about transportation and mobility, beyond being invited to participate in working sessions like this one.
- Share the results of this visioning process before it is presented to Council. This is an opportunity for the City to say something along the lines of "Here's what we think we heard you say and what we'd be prepared to do".
- Advise us early on how all of this will affect our taxes.
- Need to speak to more people who use mobility devices as they do not seem to be represented in this room and their views are often left out. There are several people who use wheelchairs in the stacked townhouses next to 300 John Street.

- For the next session, everyone should try and find a friend that is younger to bring with them to the meeting.
- There's too much repetition. We talked about all of this 15 years ago and now you are wasting our time.

Other comments:

- Road widening just results in more traffic.
- Be realistic this is not downtown Toronto or New York City where subway and public transportation is plentiful and relatively quick. People will be using cars for the foreseeable future.
- There is not much active transportation.
 Bike lanes are being built but we don't see them being used.
- Thornhill buses to the Finch subway are rarely full.
- New building heights should be scaled to the Tridel development and the existing building across the street (stay at that height).
- I am against the widening of Bayview Avenue as it will not solve traffic problems and will only create more traffic. Demand greatly exceeds road capacity.
- How will I be able to get out of my street during construction (Porterfield and John).
- People who use scooters and electric vehicles on the sidewalks pose a threat.
- It bothers me that I hear rumours that development in this neighbourhood will be more intense than Hong Kong. That's not true. It is true that, based on provincial direction, the Langstaff area, would be the second densest place on earth next to slums in Mumbai. But that will take decades to happen, if it ever does.
- Travelling over the bridge on John Street, there have been people on motorized scooters travelling against traffic in both ways in dark clothing in the evening and in the afternoon, in the middle of road. This should be addressed before there's an accident.

Wrap-Up and Next Steps

The Councillor wrapped up the meeting by thanking participants.

Nicole committed to sharing a draft summary of feedback from the working session with participants for review before finalizing.

The City encouraged participants to join the final Working Session – which will be focused on Community Uses – on Thursday, February 13. 2025.

Attachment 1. "Raw" notes from Small Table Reports

The following feedback was shared by each small table. More detailed notes included on the small table worksheets are included in the overall summary above.

TABLE 1

- Way too many cars on Bayview, lots accidents, how fit everything else in?
- Not realistic to be able to walk around, not NY or downtown Toronto
- Not realistic that get rid of all cars
- 3 hot spots Johnsview (across street, Harris Way and Bayview)
- Royal Orchard onto Bayview south
- How many cars at Tridel, Landmark?

TABLE 2

- Problem is cars. More residents, more cars. People don't move into million dollar houses and take
 the bus. Normally have 2 cars to a family. Kids can't walk to school so use cars. Especially when
 weather like today, minus 20.
- When have new residential = more cars and more people. No solution to traffic situation. Already jammed. What are you going to do? I don't know.

TABLE 3

- Got to expand
- Woodbine to Yonge
- Highway 7 to Steeles
- Whole area congested. John from one end to the other is as long as to get downtown
- Why isn't road by Tridel building built together at same time, that's how we do it downtown.
- Why aren't buses thought out for people who want to go to subway
- 33 years ago, talking about GO station. Doesn't use CN line. Won't that improve prices on homes? So can go straight downtown or north or east or west.
- Very important to get people downtown not driving

TABLE 4

- NW corner Bayview and John because traffic from all directions EWNS
- Inclusion of subdivision of Baywood Court should be part of the study area
- Increase timing of advance green turning light form John onto Bayview then coordinate going north to next stop light

- Main concern is traffic flow and concerned about subways at Clark and Royal Orchard putting huge pressure on John St (already enough pressure)
- Would make sense to widen John to 4 lanes, BUT we know how beautiful it is and cemetery, etc.
- We could take Clark and push Clark across to connect to where Longo's is (because people need
 to get to subway at Clark). Other option at Royal Orchard, connect it to Green Lane where have
 swing lane (parallel to Bayview) continue to where little house is on Shouldice and pop it out
 directly to Green Lane. That would maybe take pressure off John St.
- Building heights scaled to Tridel and existing building across street (stay at that level)
- Priorities for people with disabilities need to be addressed

- HOT SPOTS
- Bayview and Green Lane
- Further east on Green Lane the railway crossing (not at grade)
- Intersection of Bayview and John
- Intersection of Bayview and Harris Way

- Mostly agree with what said by previous tables
- This community designed as car dependent community with road sized for cars
- We have added population and adding cars so get more congestion
- Hot spots are all intersections with Bayview. See people going west on John take right lane to go
 right on Bayview and jump the queue. Same on Green Lane centre lane only one cross Bayview
 to Shouldice, people using that to go straight
- Walking to any higher order transit is not an option
- Going to higher order transit takes long with transit (35 minute wait)
- Not much active transportation building bike lanes, but don't see them used. Bike lanes are there in Active Transportation Master Plan only a few of us used local lanes
- We would like more connectivity to Langstaff GO station (right now need a car)
- Other type of shorter circuit smaller buses to go in areas to service main hubs
- Need pedestrian access from Windy Hill Park through industrial area up to the commercial area
- Need to integrate wheel trans with Toronto and York

TABLE 7

- Agree with hot spots from other tables
- Gaps better bus service, shuttle buses, cycling paths (and integrating them so can get across town)
- Link pedestrian paths to community centre because number of places where can't get across to shopping centre
- Pedestrian safety at intersections
- Consider areas OUTSIDE this area, and any consideration to involve some representation from the community at all of your discussions as opposed to just sessions like this?

TABLE 8

- Three ideas
- Idea of making this a hub, get regional bus to change so continuous shuttle to get people to the hub by public transit
- Bus company not doing so many dumb things...now need to get off royal orchard bus to get to another bus to get to subway
- Thornlea school big bus backups and congestion with kid drop off look at that
- If want to go to airport with public transit can't park overnight at Finch or GO bus, make it easier for us by adding overnight parking – because right now have no choice if you have luggage but to drive

- Safety issues with sidewalk, especially on bridges (John St over CN railway, and over other CN railway) sidewalk so narrow cars right next to you
- On Bayview Ave would be nice to have plantings so feel more separated (cars from pedestrians)

- With cycling infrastructure more infrastructure, need it maintained (snow clearing, no parked cars)
 happens on Willowbrook, along Green Lane regularly cars parked there
- Unique circumstance for friends at Synagogue, parking on Green Lane, Green Lane not particularly wide, when parked cars on both sides – can they park on only one side of Green Lane or on NO sides and park on Guardsman Rd
- Keeping up with comments from the school nightmare, lot people being hurt, no U-turns, heading south on Bayview heading to Willowbrook making U turns because don't want to have to wait
- Willowbrook school is on a curve, people are double parked, already signed, triple parking
- People going to residents' driveways just to do U turns.
- Connectivity from back of Shouldice to the valley (said before active transportation).

- Bayview traffic congestion
- Road widening just results in more traffic
- Congestion causes pedestrian safety issues Bayview and John (cars and peds allowed to cross at same time need dedicated ped light)
- Bayview and Green Lane cars going northbound and peds trying to cross from Shouldice to Green Lane. Line lets cars too far forward and can't see peds so either move line back or put in no right turn on red or 3 second advance for pedestrian (have to talk to Region)
- Consider shuttle buses that would move peds to new subway system in 30 yrs when done
- Consider additional bike lanes where doesn't impede traffic flow
- Suggest everyone see what would be presented to Council because of this exercise before it is
 presented. "Here's what we think we heard you say and what we'd be prepared to do: maybe
 another one.

- HOT SPOTS
- Bayview
- Henderson and John, impossible to get across on foot, especially if taking dogs with you because cars don't want to stop for you. Lights may be only solution
- More public transit along John, Royal Orchard and Clark to subway station (from all over Thornhill)
- Traffic controls on residential streets Johnson Street (now no stops), Henderson, etc.
- Link between Laureleaf and Clark, and then Royal Orchard and Green Lane

Attachment 2. Photos of maps marked by participants

The photos from each small table are included below. Note that participants used dots and post-it notes to add their thoughts and comments to the map using the following legend:

- BLUE DOTS = Things you LIKE (and want to protect)
- **RED** DOTS = Things you **DON'T LIKE** (and want to see changed)
- YELLOW DOTS = Ideas you would like considered for the future

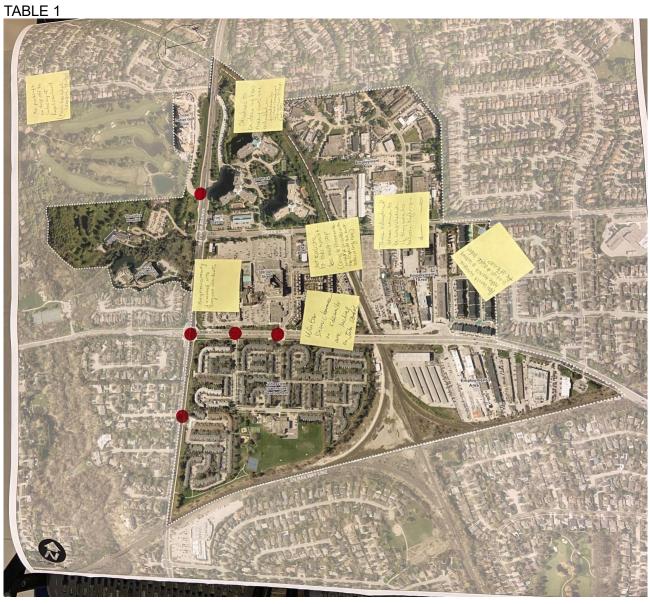
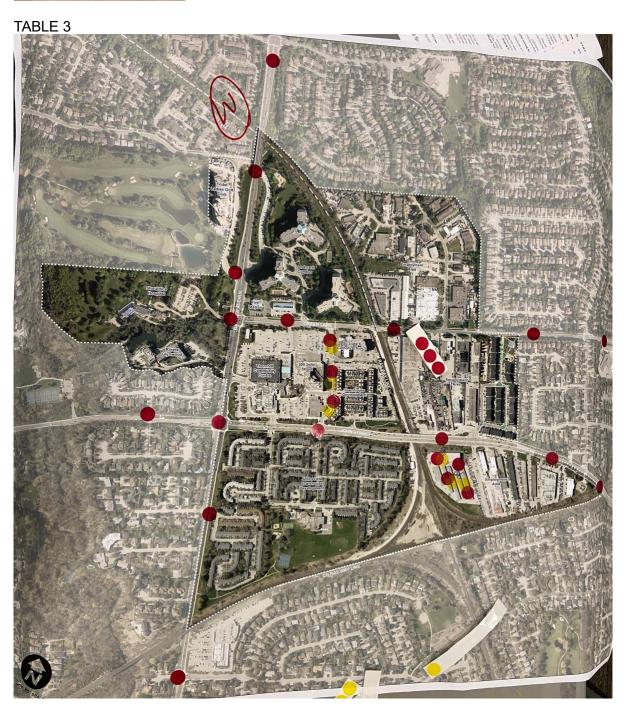


TABLE 2 (no annotations)









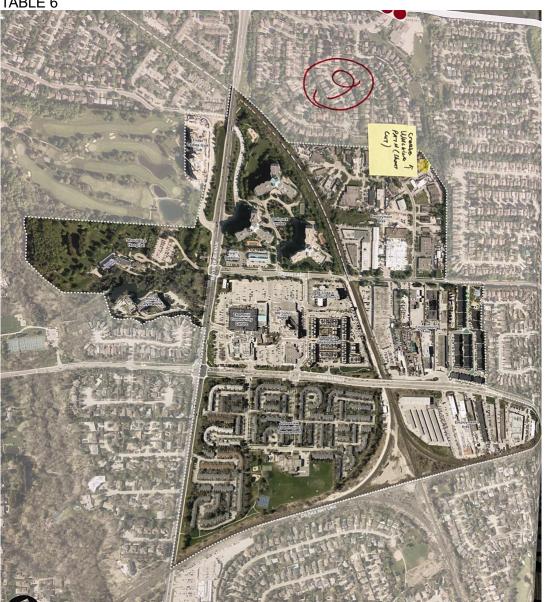


TABLE 7 (no annotations)





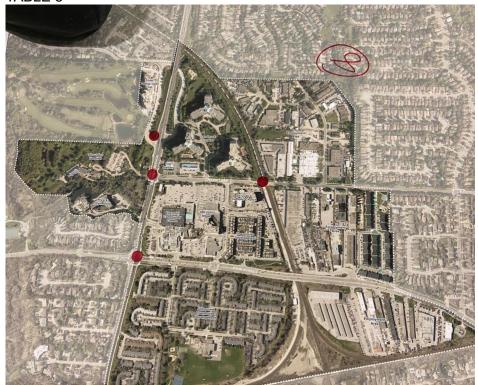
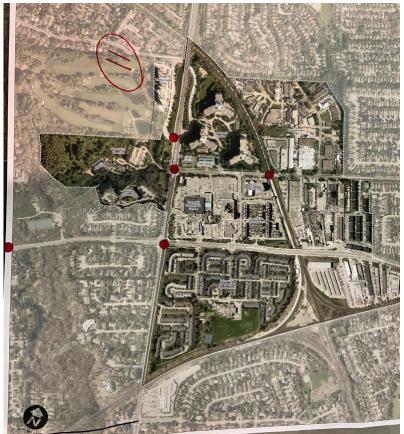


TABLE 9





TABLE 11



Attachment 3. Working Session Agenda



Bayview John Community Engagement Visioning Process

Working Session 2: Transportation and Mobility Wednesday, January 22, 2025 Thornhill Community Centre, Lower Level Rooms B1/B2 7:00 – 9:00 pm

Purpose of the working sessions:

To seek community feedback that will help inform the development of a vision for the Bayview John area.

As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area

Proposed Agenda

7:00 p.m. Welcome, Introductions, and Agenda Review

Nicole Swerhun, Facilitator, Third Party Public

Ward 1 Councillor Keith Irish

7:10 City of Markham Briefing

- · Overview of the Visioning Process, including highlights from Working Session 1
- · Transportation and Mobility

Questions of clarification

7:45 Working Session and Facilitated Discussion

- 1. What are the hot spots when it comes to all modes of transportation and mobility challenges?
- Are there any missing transportation or mobility links you'd like to see connected? If so, what are they?
- What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area? (i.e., consider the different needs of seniors, public transit users, road users, parking, cyclists, pedestrians, other mobility devices, etc.)
- 4. Is there anything else you'd like the City to consider?

8:15 Small Tables Reports and Plenary Discussion

8:55 Wrap-Up and Next Steps

9:00 p.m. Adjourn

Attachment 4. Slides shared by City staff

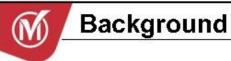


VISIONING EXERCISE
Bayview Avenue and John Street Area
Thornhill (Ward 1)
January 13, 2025



1





- Provincial Policy Statement, 2024 established to increase housing supply
- Recent development proposals in the Bayview Avenue and John Street area have generated concerns about increased traffic, additional density, impacts on existing community facilities





Council Direction

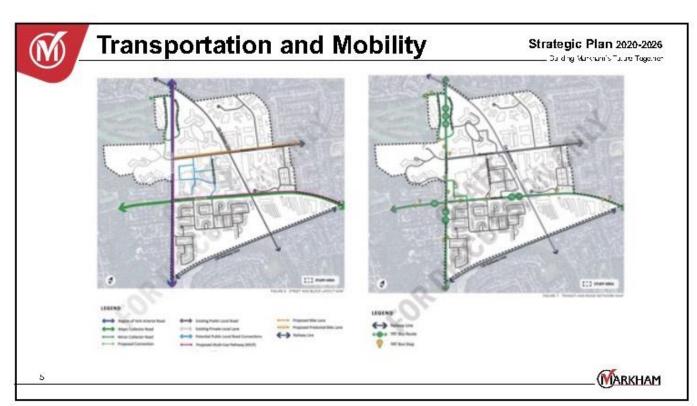
Strategic Plan 2020-2026

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- · Staff directed to undertake a visioning exercise for the Bayview Avenue and John Street area for private and public owned lands
- 3 working sessions



MARKHAM



5



Community Engagement

Strategic Plan 2020-2026

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- What are the hot spots when it comes to all modes of transportation and mobility challenges?
- Are there any missing transportation or mobility links you'd like to see connected? If so, what are they?
- What would you like to see the City prioritize when planning the future of transportation and mobility in the Bayview John area? (i.e., consider the different needs of seniors, public transit users, road users, parking, cyclists, pedestrians, other mobility devices, etc.)
- Is there anything else you would like the City to consider?

6





Bayview John Community Engagement Visioning Process

Working Session 3: Community Uses Thursday, February 13, 2025 Thornhill Community Centre, Rooms B1/B2, 7:00 – 9:00 pm





FEEDBACK SUMMARY

Overview

About 30 people participated in this Bayview John Community Engagement Visioning Working Session focused on Community uses. This was the third of three Working Sessions to seek feedback from the community on their vision for the future of Thornhill Centre.

The purpose of the working sessions is to seek community feedback that will help inform the development of a vision for the Bayview John area. As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area.

How the working session unfolded

Nicole Swerhun (Facilitator, Third Party Public) opened the meeting, followed by welcoming remarks from Councillor Irish. An overview presentation was then delivered by Rick Cefaratti (Acting-Development Manager, West District) and Jason Tsien (Senior Manager – Business Development, Recreation Services) providing the background and context for the visioning and reviewing opportunities for the future related to community uses, with a focus on the Integrated Leisure Master Plan (ILMP). Participants had questions following the presentation, which are summarized below, along with answers provided.

Participants then spent the remainder of the meeting sharing their thoughts both at small tables and as a full room in response to the following focus questions:

 Related to physical infrastructure and facilities supporting community uses (e.g., places and buildings such as community centres, parks, sports fields, pools, arenas, gyms, etc.), what are 2-3 strengths of Thornhill Centre and what are 2-3 opportunities to improve?

- Related to programs and services supporting community uses (e.g., activities organized by people in the places and buildings that support community uses, like the Thornhill Seniors Club, instructional programs, leagues, drop-ins, etc.), what are 2-3 strengths of Thornhill Centre and what are 2-3 opportunities to improve?
- What is your overall vision for the future of community uses in Thornhill Centre?
- Is there anything else you'd like the City to consider?

Using worksheets and large maps of the area, there were 8 groups that shared their thoughts. Drawing on the verbal report backs from the small tables, along with the comments written on completed worksheets, this draft summary captures the key points shared. "Raw" notes typed during the small table reports are included as Attachment 1 and photos of maps that were marked up at the small tables are included as Attachment 2. The agenda is included as Attachment 3.

This summary was written by the team from Third Party Public and was circulated in draft to participants for their review prior to being finalized. Suggested edits have been incorporated.

Questions and Answers

There were several questions asked following the presentation by City staff and during the meeting. Rick, Jason, and Councillor Irish provided responses, which are included below in *italics*. The questions are numbered for ease of reference only.

1. How do you define Thornhill Centre? It is the area within the solid black line on the table maps. If you would like the City to consider adjusting the study area, that is something we are open to considering.

- 2. When considering population projections, does recreation planning consider households or the types of housing they will live in? Recreation Services does not have data on future households or the built form they will live in, but we do consider how best to serve residents through our planning of recreation facilities and programming.
- 3. Are people leaving Thornhill? There has been a small decrease in population, but it is negligible.
- 4. The services (shown in the presentation) are largely offered by the municipality. What about other non-municipal services? Recreation Services looks specifically at municipal services. We do work with private recreation partners to see where we can coordinate services. Other services (e.g., commercial, medical, etc.) are typically negotiated with developers. The goal of the City's Official Plan is to create a cluster of uses where they are needed.
- 5. The demographic data presented is current, do you have the same type of data looking 5 and 10 years into the future? It is important that we start with a baseline. We do have projections into the future but they are not 100% accurate. The area that has the least accuracy is the population by age segment. Population projections are part of the 2014 Official Plan (OP). The OP is being updated currently and will help inform other plans. In terms of retail space, we agree that we do not want to lose retail space and we are regularly talking to developers about this. The issue for developers is they don't get funding from the banks for retail uses in the same way they do for residential uses.
- 6. Why wasn't there anything about education in the presentation (e.g., courses for seniors and others about history, art, how to make things, play bridge)? Education is part of our libraries. Libraries are part of the City's Integrated Leisure Master Plan.

- 7. Is there a way to address with developers the kinds of retail / retailers that come into a community? We can zone for retail but we can't compel / dictate the type of retail or specific tenant. The type of retail and specific retailers is driven by the market. There has been a major change in retail towards online shopping and big box stores we are experiencing this like everywhere else.
- 8. Do you engage Destination Markham in any of this work? Not saying they should have a huge say, but it would be good to get their ideas. We have regular conversations with Destination Markham they are currently focused on other areas but we can put it on their radar and see what ideas they have.
- 9. Are we planning other areas or just Thornhill Centre? This plan process is focused on Thornhill Centre.
- 10. Will Shouldice stay? Yes, when we bought it, they were operating under lease. They have asked to renew that lease for 5 years. Hospital Charter is such that they cannot move and offer services someplace else—they are tied to the land and are providing an essential service.
- 11. When the City purchased the Shouldice property it announced that it would be a park in perpetuity, however we have yet to see it named. Why is there no name or signage put up? My first priority is a safe pedestrian connection between the Shouldice property and Pomona Mills, The Mayor and I have walked the area and came up with low cost solution to making it safe. The City Engineer said an Environmental Assessment is necessary. We hope to find a bit of money this year to do the EA and build the connecting bridge.
- 12. With increased density, how is that going to impact property taxes? On one hand, more people means taxes should go down. On the other hand, more infrastructure is needed, so that brings taxes up. It's hard to predict, with inflation and cost of services.

Over time, taxes inevitably go up. We all know the state of the market. There are a lot of proposals in Thornhill – the City has close to 20 development applications. Developers need to sell 75% of the units to get financing, and we have seen interest dry up – so we are a long way away from seeing those developments happen.

Participant Feedback

There was a lot of common ground in the feedback from participants throughout the meeting. At the same time, it's important to note that not everyone in the room was asked if they agreed with everything every other participant said. Where objections or differences were raised, they are highlighted.

Strengths

1. Community Centre

The Thornhill Community Centre was raised repeatedly as a strength, often *the* strength, of the Bayview John area.

Participants said they like the facilities and the programs, and especially that everything is accessible in one place. Strengths included:

- The arena/two skating rinks, fitness centre, library, squash courts, community spaces, gym, etc.
- The variety of community programs (seniors, open gym, community programs, skating and programs that support Olympic quality figure skaters, hockey, etc.).
- The good variety of community services.

2. Parks

The importance of parks in the area was also identified as a key strength. Specifics related to parks included:

 The Shouldice property was identified as an important park asset. There were participants who said that they want to see

- the property kept as a park, used for park purposes, and connected to other parks.
- Interest in keeping the outdoor skating rinks.
- Interest in keeping the Toronto Reservoir. It has a park above it, playing fields, and it's good for sledding (remember that there used to be a fence to stop kids for going out to Bayview!).

3. Other Strengths

- Want to maintain grocery (Food Basics), pharmacy, medical services, historical areas (Burton House/Santorini's). Yonge Street Farmers Market. Keep it.
- Keep Thornhill historic district preserved.

Opportunities to Improve

1. Parks

Park connections and upgrades

- Connect parks (e.g., with bike paths, short thin green space adjacent to rail line) and maintain them. There's an opportunity to connect green areas east of Bayview. See slide from first meeting. East of Bayview there are separate parks and we can't walk from one to the other. There's an opportunity to fix that.
- We need a few creative and quality upgrades in parks – not a lot. Make upgrades so parks are walkable after rain.

Social connections

- In all our parks, create more leisure spaces and more social spaces (like tables and benches). Redesign paths in parks so there's a combination of more open space and quiet space. Create some social involvement (e.g., bridge tables, chess tables, etc.) and people will stop by. Create social connection and integration.
- Start integrating some of the groups (e.g., younger kids and older kids; seniors can

entertain and teach toddlers). Others disagreed. They said that they're not really wanting to integrate with toddlers. Want seniors centre with more dedicated facilities. Can be problems with noise levels with toddlers and seniors. There are opportunities to improve the way school breaks are managed so seniors don't have to relocate or miss programs.

Shouldice property

- The Shouldice property is a big opportunity.
 We hope that arts and culture is part of the ILMP. Think about outdoor options such as an amphitheatre or music.
- Suggestion recognition on Shouldice lands of Indigenous peoples, help with some commemoration.
- Can the Shouldice land be used while the hospital in operation? Can the public go enjoy the property? Yes. Only practical issue is restrictions on parking. Private Property signs have been removed. Note added after the meeting: There may still be private property signs remaining on site. The City is working to have these signs removed.

Park facilities

- Consider a splash pad for kids the area is currently missing that.
- Tennis courts, hope that at some time they could be converted to multiple uses.
- We're missing some type of outdoor recreational facility (could be covered with a dome during the winter). Thornlea facilities are close, but not close enough.
- Incorporate outdoor skating path (see Stouffville).
- More Dog Off Leash Areas (DOLAs) need place for people to take cats and dogs.
- Want to see privately owned parks (POPS).

2. Community Centre

This community centre is very busy and overstretched.

Physical space

- The community centre could use face lift/refresh. We're missing indoor gathering place, maybe locate food services there.
- The community centre was developed 50 years ago. There is an opportunity to use this area for more services. We need more space built on top of the community centre.
- Add another swimming pool along with therapeutic pool classes. Others disagreed. Don't necessarily want a pool – what happens here in Thornhill Centre doesn't have to look like every other Markham community centre.

<u>Programs</u>

- We have good programs. The problem is that they're full very quickly (30 minutes after registration starts). Drop-ins are capped and full. Sitting half of the time waiting for space while others are playing. This is an opportunity for improvement.
- Demand is there for programs but need more space to offer more programs – use parks for that.
- Offer a greater variety of class (e.g. adult cooking class).

Arts and Culture

- Would like to see an amateur theatre, as we have at City Centre.
- Consider how we could do performance in the park. We have 2 ice pads, and one is empty in the summer. One option is to do music-in-the-park indoors on one of the ice pads.
- Consider a bandstand (like at old historic Unionville).
- Group of 7 lived in Thornhill and painted here. Keep plaque.

4. Retail

- How do we go about attracting retailers, particularly smaller retailers? It drives me nuts that I have to go to big box stores to get everyday items (e.g. one screw).
- We need a family style restaurant, that is mid-sized and mid-priced.
- Retail should be decent looking (John Street retail is awful looking). Don't want destination for everyone in Toronto to come to. Increase curb appeal like in Unionville.
- The draw of the community centre with the courts, ice rinks, is a huge draw to the area. 1000s coming every day to the community centre. Retailers and restauranteurs will see huge opportunity here. It's equivalent to an anchor tenant in a mall (e.g., like a Wal-Mart).
- Getting financing can be problematic for developers. If they can't guarantee an income, the bank won't pay for that development. Restrictions on who can use retail makes it harder for developers to get good quality tenants they can take to the bank.

5. Other opportunities

- Want animal adoption centre back and functioning – was good for adults and kids (reading to cats program).
- More daycare.
- More temporary workspaces (especially with tons of condos that are smaller – so people can get out).
- Milliken Library has maker space, where can borrow tools, snow blower, etc. People can donate. Had shipping container where could borrow bike from the library, and volunteers helped maintain and repair bikes.
- Include conference spaces, and economic development to get people coming here.
 This could drive restaurant use and amenities (with Yonge close).

Vision for the Future

Several participants talked about the value of having a central place in Thornhill Centre, a focal point. They said We are in a central place but there is no "there" in the place. No place to come to and gather. We have very few placed (e.g., commercial places) for people to gather and spend time together.

Participants described their vision of Thornhill Centre as a place that thrives year round:

- There should be more places to come to we need to have a "there, there".
- Want more options to do things in Thornhill Centre, like there used to be (restaurants, movie theatre, place to go for happy hour, etc. so don't have to drive to a big box for scotch tape or couple nails). Some interest in smaller retail, some interest in bigger retail spaces (e.g., grocery stores). Want diversity in retail (not more nail salons, dentists, etc.).
- An integrated community that includes the arts, some greater centralized and attractive community uses for Thornhill Centre residents (not for the whole city) which provides something for people to do (to address isolation).
- Make it attractive, make it a destination where people coming here from other areas help create the critical mass to support the things that residents want, without increasing the population that lives here. Make it a tourism destination (for example, for people without cottage). This vision has been around for several years (see **Arlington vision** shared at Working Session 1). People are attracted to beautiful spaces. If you develop the area in a beautiful manner, it will create a great place for people to come.
- Making Thornhill Centre the centre of Thornhill – a showcase, a starting point.
 They envision adding on, redesigning, or extending (vertically horizontally or below)

- the community centre and making it a showpiece.
- point, a destination. It's not the City's job to plan it, but the City can allow for it, potentially support it through partnership(s), and encourage a developer to put in medium-priced restaurants with outdoor space where we can meet people and say hi.

There was also discussion about the connection between the types of retail and community amenities participants are interested in seeing in Thornhill Centre, and the need for enough people/population to financially support those amenities.

- A critical mass is needed to operate different types of retail. Part of the visioning exercise should be attracting retail. If we can create a community that attracts people from across Markham and even broader (e.g. from Toronto) we can attract more people without increasing the population and in turn attract more retail.
- Some said that attracting tourists to Thornhill Centre is one way to increase the number of people supporting local retail, without increasing the local resident population. Others disagreed. They said they do not want to live in the middle of a tourist destination. They also raised concerns about traffic.
- What we've observed in proposals from developers is a reduction in the amount (square footage) of retail and other community services that the City does not provide. At the same time, we are seeing a rise in population that requires these services.

Wrap-Up and Next Steps

There were participants who thanked the City for all the work they're doing in Thornhill Centre. Stephen Lue, Senior Development Manager with the City of Markham, shared that the intent is to feed the results of the Bayview John Visioning process into Official Plan Review process to update the current Chapter 9 Area and Site Specific Policies on Thornhill Centre (Section 9.18.11 of the 2014 Official Plan).

The Councillor wrapped up the meeting by thanking participants.

Nicole committed to sharing a draft summary of feedback from the working session with participants for review before finalizing.

The City committed to re-connecting with the participants and the public with a draft Visioning report prior to reporting back to the City of Markham's Development Services Committee, likely in the Spring of this year.

Attachment 1. "Raw" notes from Small Table Reports

The following feedback was shared by each small table and projected on screen in the room during the working session. There were participants who also shared written notes on worksheets (on behalf of the discussion at their small table and/or their own notes). Any written feedback has been incorporated into the overall summary.

TABLE 1

- Overall Some of us do not want to live in the middle of a tourist destination. We have concerns about traffic.
- Strengths Seniors programs and arena
- Opportunities to Improve Would like a theatre, another swimming pool, therapeutic pool classes
- Vision An integrated community where have arts, some greater centralized and attractive community uses for Thornhill Centre (not for the whole city) which provides something for people to do (to address isolation). Can only sit outside in Canada for 3 months per year, need to take that into consideration.

TABLE 2

- Thank City for all the work they're doing in Thornhill Centre, this being the corner Bayview John.
- There should be more places to come to we need to have a "there, there".
- The draw of the community centre with the courts, ice rinks, is a huge draw to the area. 1000s coming every day to the community centre. Retailers and restauranteurs will see huge opportunity here. It's equivalent to an anchor tenant in a mall (e.g., like a Wal-Mart).
- We need a central place. It's not the City's job to plan it, but the City can allow for it and encourage a developer to put in medium-priced restaurants with outdoor space where we can meet people and say hi.

TABLE 3

- Opportunities to Improve The community centre was developed 50 years ago. There is an
 opportunity to use this area for more services. We need more space built on top of the community
 centre.
- Parks There's an opportunity to connect green areas east of Bayview. See slide from first
 meeting. East of Bayview there are separate parks and we can't walk from one to the other.
 There's an opportunity to fix that.
- The Shouldice property is a big opportunity. We hope that arts and culture is part of the ILMP. Think about outdoor options such as an amphitheatre or music.
- Consider a splash pad for kids the area is currently missing that.
- Tennis courts, hope that at some time they could be converted to multiple uses.
- Programs and services We have good programs. The problem is that they're full very quickly (30 minutes after registration starts). Drop-ins are capped and full. Sitting half of the time waiting for space while others are playing.
- Demand is there for programs but need more space to offer more programs use parks for that.
- Overall vision Create a Town Centre, a central focus point, a destination. We hope that the City can partner with a business to do it.

TABLE 4

• STRENGTHS – Skating rink, open gym, community spaces, fitness centre, library, squash courts, community programs.

- OPPORTUNITIES We're missing some type of outdoor recreational facility (could be covered
 with a dome during the winter). Thornlea facilities are close, but not close enough. Maybe add a
 swimming pool. Offer a greater variety of class (e.g. adult cooking class).
- The community centre could use face lift/refresh. We're missing indoor gathering place, maybe locate food services there.

- STRENGTHS like community centre and all services currently here. Arena, Programs, Seniors
- Want to maintain grocery, pharmacy, medical services, historical areas (Burton House/Santorini's)
- Shouldice want to keep park for park purposes and connect to other park
- Want animal adoption centre back and functioning was good for adults and kids (reading to cats program)
- Use and enhance Group of 7 lived in Thornhill and painted here. Keep plaque.
- LIKE Yonge Street Farmers Market. Keep it. Keep Thornhill historic district preserved
- Have a few outdoor skating rinks keep them. Like the Food Basics, don't want it to go.
- Want to keep the Toronto Reservoir because has park above it, playing fields, good for sledding (used to be a fence to stop kids for going out to Bayview!)
- Want to see privately owned parks (POPS)
- More daycare
- More temporary workspaces (especially with tons of condos that are smaller so people can get out)
- More Dog Off Leash Areas (DOLAs) need place for people to take cats and dogs
- Suggestion recognition on Shouldice lands of Indigenous peoples, help with some commemoration
- Milliken Library has maker space, where can borrow tools, snow blower, etc. People can donate.
 Had shipping container where could borrow bike from the library, and volunteers helped maintain and repair bikes (Jason knows)
- Splash pads needed (e.g., David Hamilton Park in Richmond Hill, north on Bayview to East before 16th Avenue) good design, natural park, something more than standard plastic and metal
- Incorporate outdoor skating path (see Stouffville)
- Toddler and seniors using similar times not necessarily a problem, sometimes think could integrate them. Have seniors home right across the street, sure would love visits from students, kids could earn volunteer credits doing that
- Would be helpful to clarify difference between fitness and recreation programs can that happen?
- Include conference spaces, and economic development people get people coming here, could drive restaurant use and amenities (with Yonge close)
- Kind of like bandstand at old historic Unionville

- STRENGTHS Like variety in one place, including the arena, library, aquafit in one place, 2 ice
 pads (more things going on), Olympic quality figure skaters on one and hockey on other. Good
 variety of programs.
- IMPROVEMENT OPPORTUNITIES Retail should be decent looking (John Street retail is awful looking). Don't want destination for everyone in Toronto to come to. Increase curb appeal like in Unionville. Consider how we could do performance in the park, others do it. We have 2 ice pads, and one is empty in the summer. One option is to do music-in-the-park indoors.

- We're not really wanting to integrate with toddlers. Want seniors centre with more dedicated facilities. Can be problems with noise levels with toddlers and seniors. There are opportunities to improve the way school breaks are managed so seniors don't have to relocate or miss programs.
- Don't necessarily want a pool what happens here in Thornhill Centre doesn't have to look like every other Markham community centre.

- STRENGTHS Community centre and parks.
- OPPORTUNITIES Want to make Thornhill Centre the centre of Thornhill have it be a showcase, a starting point. We can add on, redesign, extend (vertically horizontally or below) the community centre and make it a showpiece. Something that can be used year round.
- Make parks where they can be integrated. Connect parks (e.g., with bike paths, short thin green space adjacent to rail line) and maintain them.
- Make upgrades so parks are walkable after rain. Create more social spaces in parks like tables and benches. Redesign paths in parks so there's a combination of more open space and quiet space.
- We need a few creative and quality upgrades not a lot.
- In all our parks, little leisure space, little social space. Start integrating some of the groups. Younger kids and older kids. Seniors entertain and teach toddlers and say toddlers, what can you do for seniors one day. Create some social involvement (e.g., bridge tables, chess tables, etc.) and people will stop by. Create social connection and integration here.

TABLE 8

Same as Table 5.

Attachment 2. Photos of maps marked by participants

The photos from each small table are included below. Note that participants used dots and post-it notes to add their thoughts and comments to the map using the following legend:

- **GREEN** DOTS = Strengths
- RED DOTS = Opportunities to improve

TABLES 1, 2, 4, 6, and 7 made no annotations on their table maps.

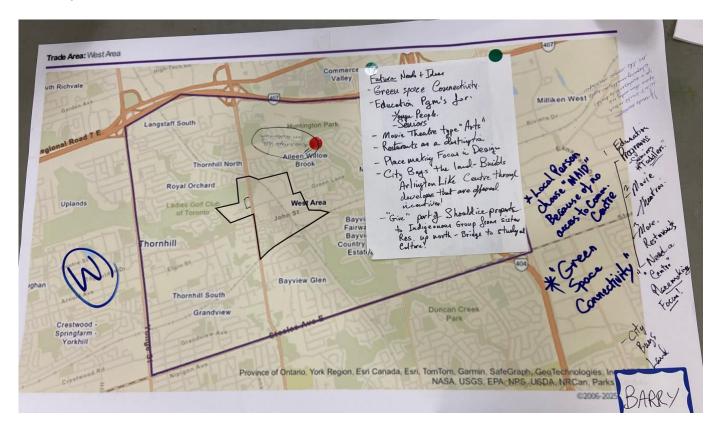
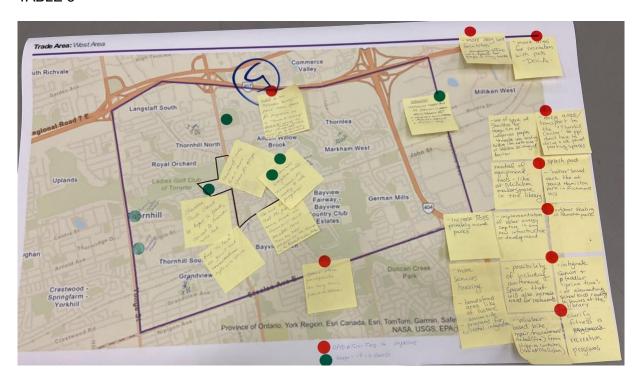
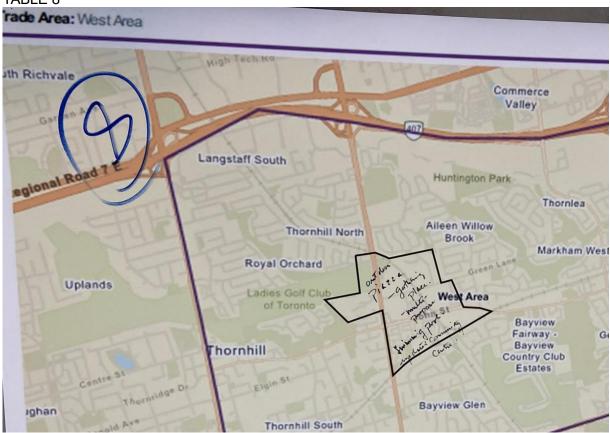


TABLE 5





Attachment 3. Working Session Agenda



Bayview John Community Engagement Visioning Process

Working Session 3: Community Uses Thursday, February 13, 2025 Thornhill Community Centre, Lower Level Rooms B1/B2 7:00 - 9:00 pm

Purpose of the working sessions:

To seek community feedback that will help inform the development of a

vision for the Bayview John area.

As directed by the City of Markham Development Services Committee, the visioning exercise will identify potential new public roads, multi-use connections including, but not limited to, active transportation network, local trail network, new public parks, and an assessment for the need for additional community services and commercial amenities to support an appropriate mix of land uses for the Subject Area

Proposed Agenda

7:00 p.m. Welcome, Introductions, and Agenda Review

Nicole Swerhun, Facilitator, Third Party Public

Ward 1 Councillor Keith Irish

7:10 City of Markham Briefing

- Overview of the Visioning Process, including highlights from Working Sessions 1 and 2
- Community Uses

Questions of clarification

7:45 Working Session and Facilitated Discussion



- Related to physical infrastructure and facilities supporting community uses (e.g., places and buildings such as community centres, parks, sports fields, pools, arenas, gyms, etc.):
 - What 2-3 strengths of Thornhill Centre?
 - What are 2-3 opportunities to improve?



- 2. Related to programs and services supporting community uses (e.g., activities organized by people in the places and buildings that support community uses, like Thornhill Seniors Club, instructional programs, leagues, drop-ins, etc.):
 - What 2-3 strengths of the Thornhill Centre?
 - What are 2-3 opportunities to improve?
 - 3. What is your overall vision for the future of community uses in Thornhill Centre?
 - 4. Is there anything else you'd like the City to consider?

8:15 **Small Tables Reports and Plenary Discussion**

8:55 Wrap-Up and Next Steps

9:00 p.m. Adjourn