MARKHAM

CITY OF MARKHAM

GATEWAY MASTER PLAN

FEBRUARY 2020

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1 INTRODUCTION

The City of Markham's Gateway Master Plan identifies the gateways that are important to Markham residents and visitors, provides design frameworks for creating noteworthy entry points into Markham and Markham's special places, and provides design direction for gateway development.

The development of gateways is being supported by the City of Markham to provide place making, increase community attraction and support community development. Gateways will highlight Markham's many special attributes including being Canada's high-tech capital, sharing Canada's first national urban park, having a lively performing arts and cultural scene, a wide variety of shopping options, well maintained historic districts, over 22 kilometers of scenic pathways, multi-modal transportation infrastructure, farmers' markets and farm operations. As directed by Markham's Public Realm Strategy "Shared Places Our Spaces" gateways will create lasting impressions, showcase public art, and support the development of green and cultural assets as destinations.

Gateways support place making and a sense of community by:

- Raising awareness of Markham's history, culture, and areas of renewal and future growth;
- Creating a strong sense of place and knowledge of Markham's many unique attributes; and
- Positively influencing urban character, urban structure, built form and street scape design.

Gateways increase community attraction and development by:

- Attracting tourists and locals;
- Beautifying spaces where people work supporting the draw of talent to Markham;
- Adding playfulness and beautification to spaces encouraging people to stop and discover; and
- Providing opportunities for community engagement resulting in strengthened neighbourhood relations.

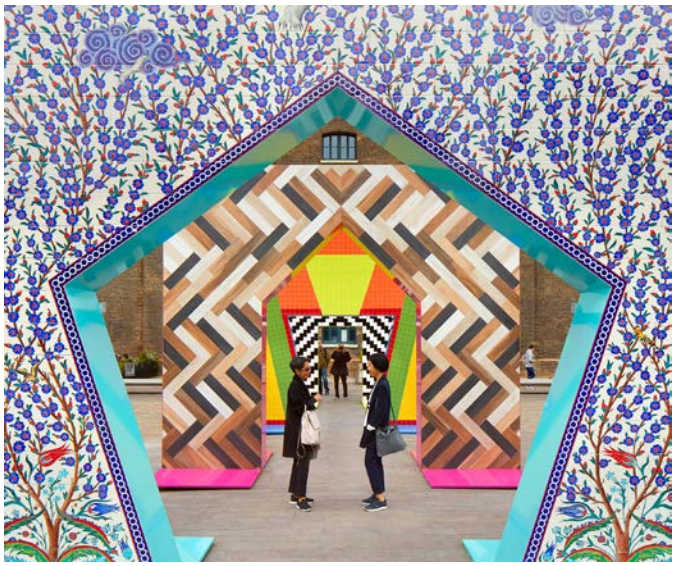

Image 1. Adam Nathaniel Furman gateway installation at the London Design Festival (source dezeen)

The master planning process included: an in-depth policy review that identified gateway supportive policies and policies that gateway development could contribute to; a site visit conducted to identify potential gateway locations; review of existing gateway projects; and public consultation.

Public consultation to garner feedback on the proposed gateway locations, typologies and hierarchies was held throughout the process through:

- Two Internal advisory group meetings were held with City of Markham staff from four city departments including Planning, Operations, Development Services and Community and Fire Services;
- An external advisory group workshop was held with City Councillors, the Mayor, Parks Canada representatives and Regional representatives; and
- Online public engagement was accessible from September 2018 to June 2019.

Through these processes two overarching gateway typologies of Perimeter and Internal gateways were developed.

Perimeter gateways highlight important entrances to Markham, Internal gateways highlight key entrances to unique areas within the City. Sub-typologies have been created to highlight the unique features of the gateways and to provide for a clear hierarchy with the ability to function individually and as a holistic system.

Gateways can be created individually as stand alone projects or developed cohesively to define a larger area and locations within a particular area. To support the implementation of Markham's gateways this report provides:

- An explanation of how to use this report to support the development of gateways in Markham (**Section 2**);
- An explanation of how this master plan defines gateways (**Section 4**);
- A summary of how the gateway Master Plan has regard for relevant provincial, regional and local land use policies and, a list of policy documents that must be used to guide gateway development (**Section 4**);
- An overview of Markham's Internal and Perimeter gateway typologies and sub-typologies (**Section 5**);
- Gateway design guidelines and examples (**Section 6**); and
- Gateway implementation guidelines and funding (**Section 7**).

The following information is provided in the appendices:

- A detailed analysis of relevant policies impacting gateway development (**Appendix A**);
- A summary of the consultation process (**Appendix B**); and
- Identification sheets with detailed information on the existing urban form and character of each individual gateway location (**Appendix C**).

2 HOW TO USE THIS MASTER PLAN

The Gateway Master Plan has been developed to facilitate implementation and granting opportunities for strategic gateways throughout the City of Markham.

Once the decision to build a gateway at an identified location has been made, (based on selection criteria provided in Section 7.1), the steps outlined below should be used to develop the gateway.

Designing and implementing a gateway at a specific location in Markham

1. Refer to Sections 5.1 and 5.2 to look for the type of gateway the selected location falls into;
2. View the design considerations associated with your gateway typology in Section 6.1 or 6.2;
3. View example gateway elements in section 6.3;
4. Identify which gateways the location should be linked with using Section 6.4;
5. Review guidelines on materials and maintenance in Section 6.5;
6. Review the community engagement guidelines in Section 6.6 for guidance on partnerships and stakeholders;
7. Refer to Section 7 to understand the development approval process and funding opportunities associated with the implementation of a gateway feature; and
8. Please note that all gateways whether they are proposed on private or publicly owned land shall conform with applicable City By-laws.

Reviewing a submitted gateway design?

Ensure the proposed gateway meets the requirements set out in:

1. Section 5, Gateway Typologies pages 11-46;
2. Section 6, Gateway Design pages 48 - 69; and
3. Section 7, Gateway Implementation pages 71 - 74.

Image 2. Public art leading and welcoming people along steps in North Vancouver, British Columbia (source Jody Broomfield)

3 WHAT ARE GATEWAYS?

This plan defines gateways as markers that indicate an entrance to, or exit from, the City as a whole, and to important neighbourhoods, districts, or other unique locations within Markham. Gateways can take many forms and consist of a variety of elements that provide different functions. Gateways can include but are not limited to the inclusion of public art and wayfinding elements.

Gateways differ from the City's existing entrance features in that each gateway location is located at a key concession, arterial road, and/or has an Official Plan and/or land use related policy designation, and generally receives high pedestrian and/or vehicular traffic flow.

Gateways can provide multiple functions depending on the forms and elements used to create them.

A gateway's main function is highlighting to a user that they are entering a notable area where there are opportunities to engage with Markham's unique attributes.

Creating gateways at key entrances to Markham's unique areas clearly defines their boundaries and results in increased recognition and use of these areas by residents and visitors alike.

Gateways can also provide place making, story telling, knowledge exchange, community engagement, beautification, increased tourism, and an improved feeling of safety amongst other functions.

Temporary gateway installations can be installed with short, medium or long term goals. Semi-permanent and annually rotating installations can allow for multiple community members and organizations to take part in the design and installation. Long term gateways can provide a grounding source of community identity.

Gateway locations identified include entrance points to:

- Urban and rural areas with high traffic flow from Markham's boundaries;
- Rouge National Urban Park; and
- Mixed use and employment districts and character areas.

Image 3. Old Strathcona Gateway Alberta (source Wikimedia).jpg

Image 4. Hunter St Bridge Murals Peterborough Ontario (source Kwartha NOW)

Image 5. Temporary Tree Quilts public art in Mississauga, Ontario (source Randy Selzer)

4 LAND USE POLICY BACKGROUND

This section explores how guiding land use policies support the development of the gateway Master Plan. Provincial, regional and local legislation and land use policies support and encourage economic development, protecting cultural and natural heritage, and healthy community development. Gateways can be used as tools to implement these policies in the following ways:

Economic Development

Gateways can be used to create focal points to draw people into key areas that drive Markham's economic development. Gateways have been placed at the entrances to the major centres and corridors identified in the Markham Official Plan (Figure 1) and the four major freeway entrance to Markham to support people entering the City.

Protecting Cultural and Natural Heritage

Gateways provide identifiable entrance points to draw attention to key cultural and natural heritage areas encouraging people to spend time experiencing these features (Figures 2 and 3).

Healthy Communities

Increasing awareness of entry points to Markham's multi-modal transportation systems encourages the use of non-car options which can reduce carbon emissions and encourage physical activity which benefits people's mental and physical health. To provide for this, gateways have been proposed at major public transit locations, key cycling routes, and major trail entrances to the Rouge National Urban Park.

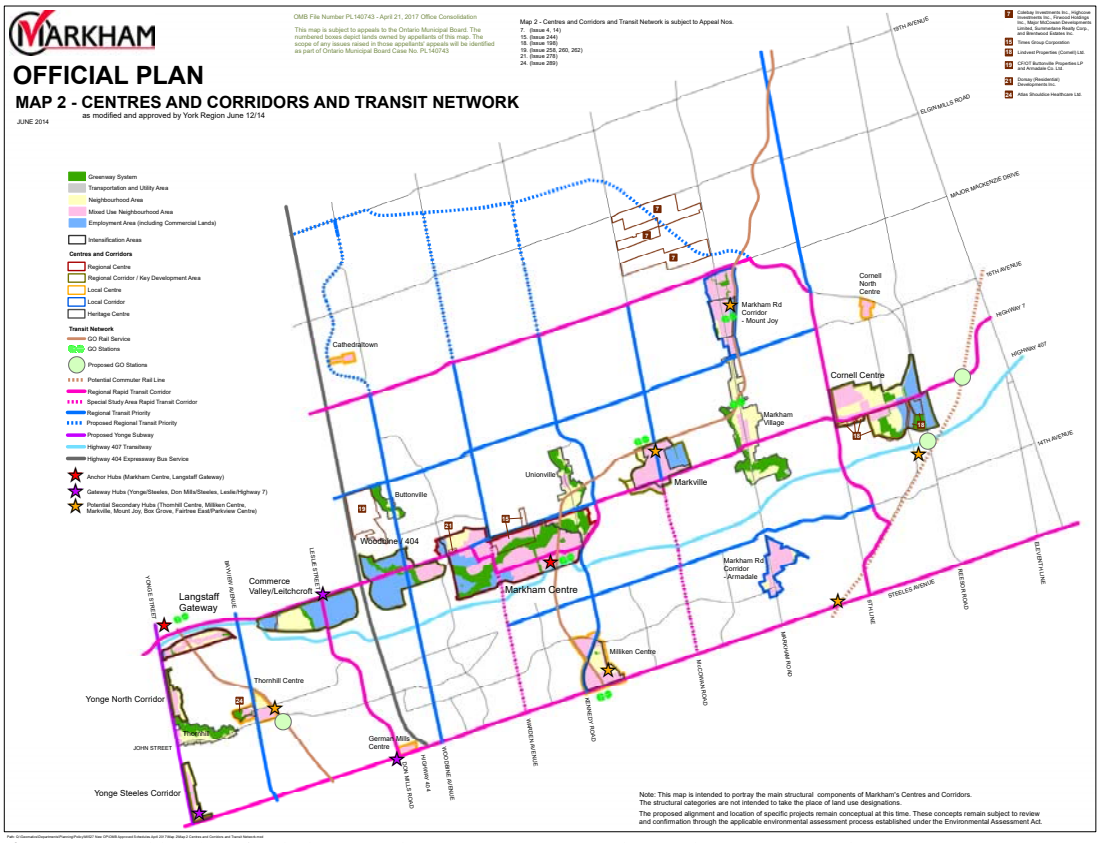

Figure 1. Markham's Official Plan Map showing Centers, Corridors and Transit Network

Community building and place making also contribute to healthy communities. Gateways can support place making through the addition of art, beautification of public spaces, installation of identifiable landmarks and information/ storytelling.

Gateways can support community building through the use of public consultation to develop individual gateway designs providing an opportunity for people to engage with their community and take ownership of the space they inhabit.

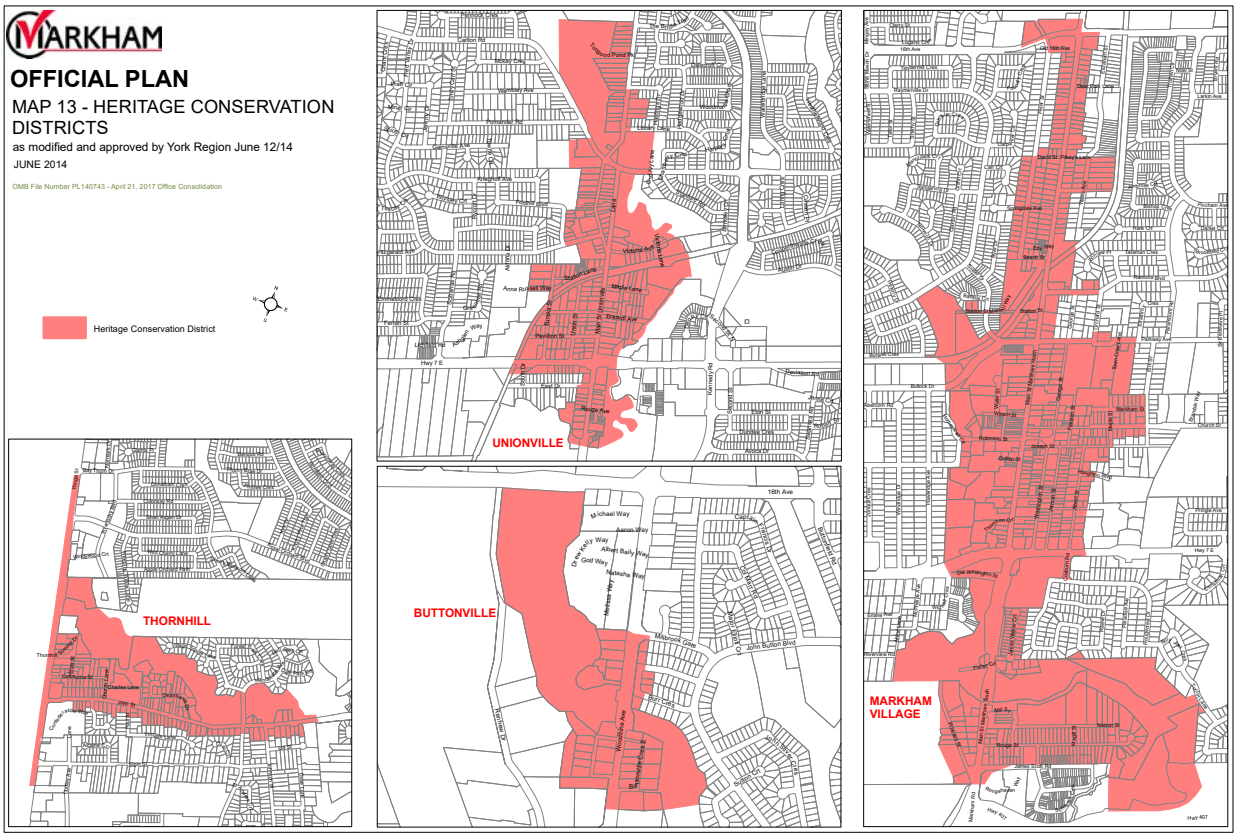

Figure 2. Markham's Official Plan Map showing Heritage Conservation Districts

4.1. GUIDING POLICY DOCUMENTS

An explanation of how each of the policies included in the report supports the creation of gateways and in turn is supported by the creation of gateways is reviewed in depth in **Appendix A** of this report. The policy documents reviewed in **Appendix A** have been organized below to identify which policy documents should be referred to during the development of specific gateways.

All Gateways:

- Provincial Policy Statement, 2006
- Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2019
- TRCA Living Cities Policies, 2013
- City of Markham Official Plan, 2014
- Shared Places Our Spaces, Markham's Public Realm Strategy, 2014
- Integrated Leisure Master Plan, 2010
- Greenprint: Markham's Sustainability Plan, 2011
- Pathways & Trails Markham Master Plan
- Markham 2020: Success by Design, 2016
- Digital Markham Strategy, 2016
- Upon its completion: Making Our Markham Public Art Master Plan 2020 - 25

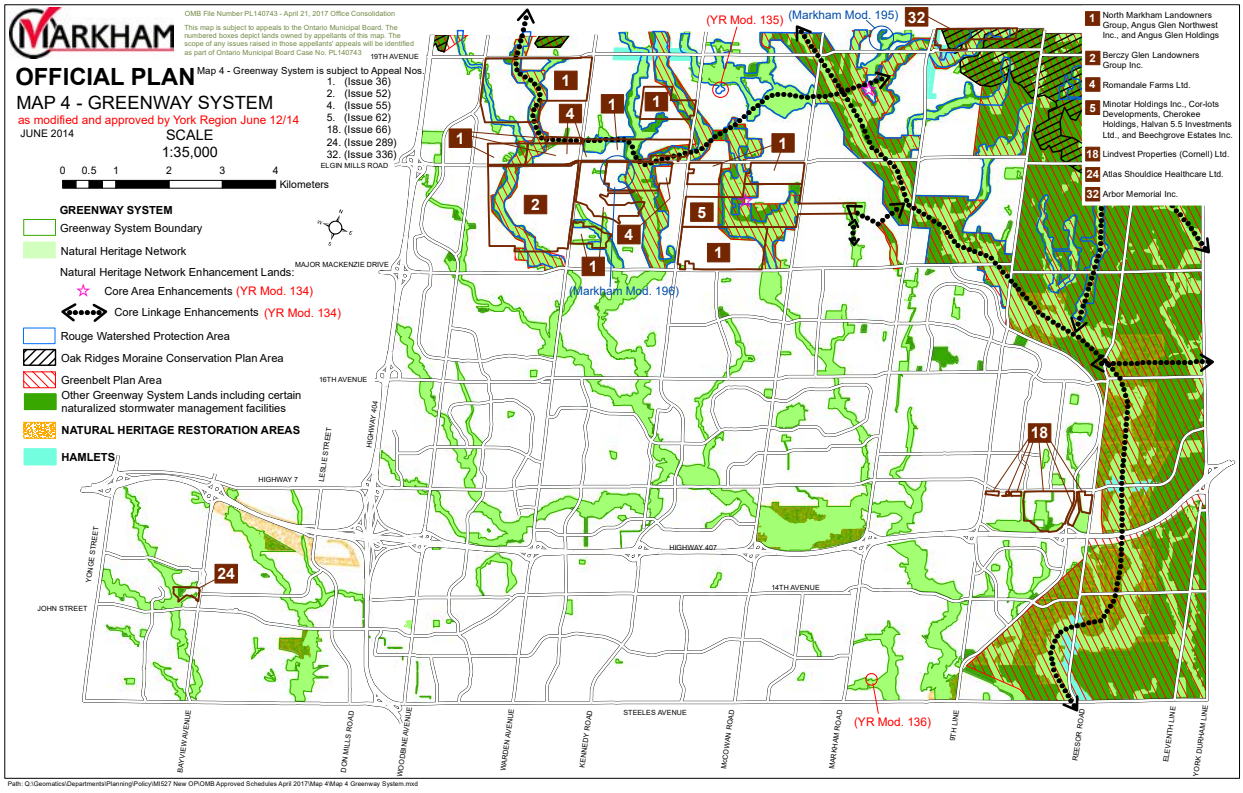

Figure 3. Markham's Official Plan Map showing the Greenway System

Rouge National Urban Park Gateways

- Rouge National Urban Park Management Plan, 2019

Gateway Locations Within the Future Urban Area

- Conceptual Master Plan for the Future Urban Area, 2017

Perimeter Gateways Located along Yonge Street and Steeles Avenue

- Yonge Steeles Corridor Secondary Plan, 2015

Urban Perimeter Gateways Located Along Yonge Street

- South Yonge Street Corridor Streetscape Master Plan Study, 2012

Internal and Perimeter Heritage Conservation District Gateways

- Signage in Markham's heritage conservation districts is regulated by the City's Sign By-law. See section 10.0 Special Sign Districts (Thornhill, Unionville, Markham Village, and Buttonville District)

According to the Draft Markham Public Art Master Plan 2020 - 2025, the Below Gateways have Future or Proposed Public Art Projects, these Must be Considered During Gateway Development

- Perimeter gateways: 2, 16 and 1 (view map on page 14)
- Internal gateways: 25, 38, 40, 41, 47, 48, 53, 54, 55, 56, 65, 67 and 70 (view map on page 30)

5 GATEWAY TYPOLOGIES

This section explains how location and surrounding context determined the proposed gateway typologies.

To create a functional and cohesive hierarchy of gateways the two overarching gateway typologies of Perimeter and Internal have been identified. Placing Markham's many gateway locations into these two typologies creates the base hierarchy for development and identifies which gateways should be linked allowing for gateways to be implemented individually and/or simultaneously.

Perimeter and Internal gateways express to users when they are entering Markham itself and the City's special and distinctive places. Providing an opportunity for Markham to create a lasting impression, showcase public art, and develop green and cultural assets as destinations.

The Perimeter and Internal gateway sub-typologies listed below address the specific location, role and function of individual gateways.

The locations and typologies of these gateways are based on field visits, an analysis of provincial, regional, and local land use policies and public consultation sessions, as summarized in **Section 4**, and **Appendix A** and **B**.

Perimeter gateways:

Perimeter gateways are intended to draw attention to key entrances into Markham and promote a strong sense of Markham's boundaries by identifying the City's edges. Perimeter gateways are located at high traffic intersections, interchanges and transit nodes.

The city wide nature of Perimeter gateways is well suited to the implementation of a strong and easily identifiable City of Markham image that bolsters the City's economic and social development objectives.

Perimeter gateways are divided into the following five sub-typologies based on the main characteristics of the context surrounding each gateway:

1. Urban
2. Rural
3. Rouge National Urban Park
4. Public Transportation
5. 400 Series Highway

Internal gateways:

Internal gateways are intended to highlight to users that they are entering Markham's established major mixed use and employment centres, heritage areas, public transportation hubs and the Rouge National Urban Park. To encourage users to experience Markham's unique areas and build their mental maps of Markham. These gateways differ from Perimeter gateways in that the main visual queue from the gateway feature should express the gateway's locational identity first, followed by the City of Markham's identity.

Internal gateways are divided into the following four sub-typologies based on the main characteristics of the context surrounding each gateway:

1. Centres
2. Heritage
3. Public Transportation
4. Rouge National Urban Park

The location and typology of Internal Gateways located within Markham's Future Urban Area will be confirmed at a later date once detailed plans for the FUA are finalized.

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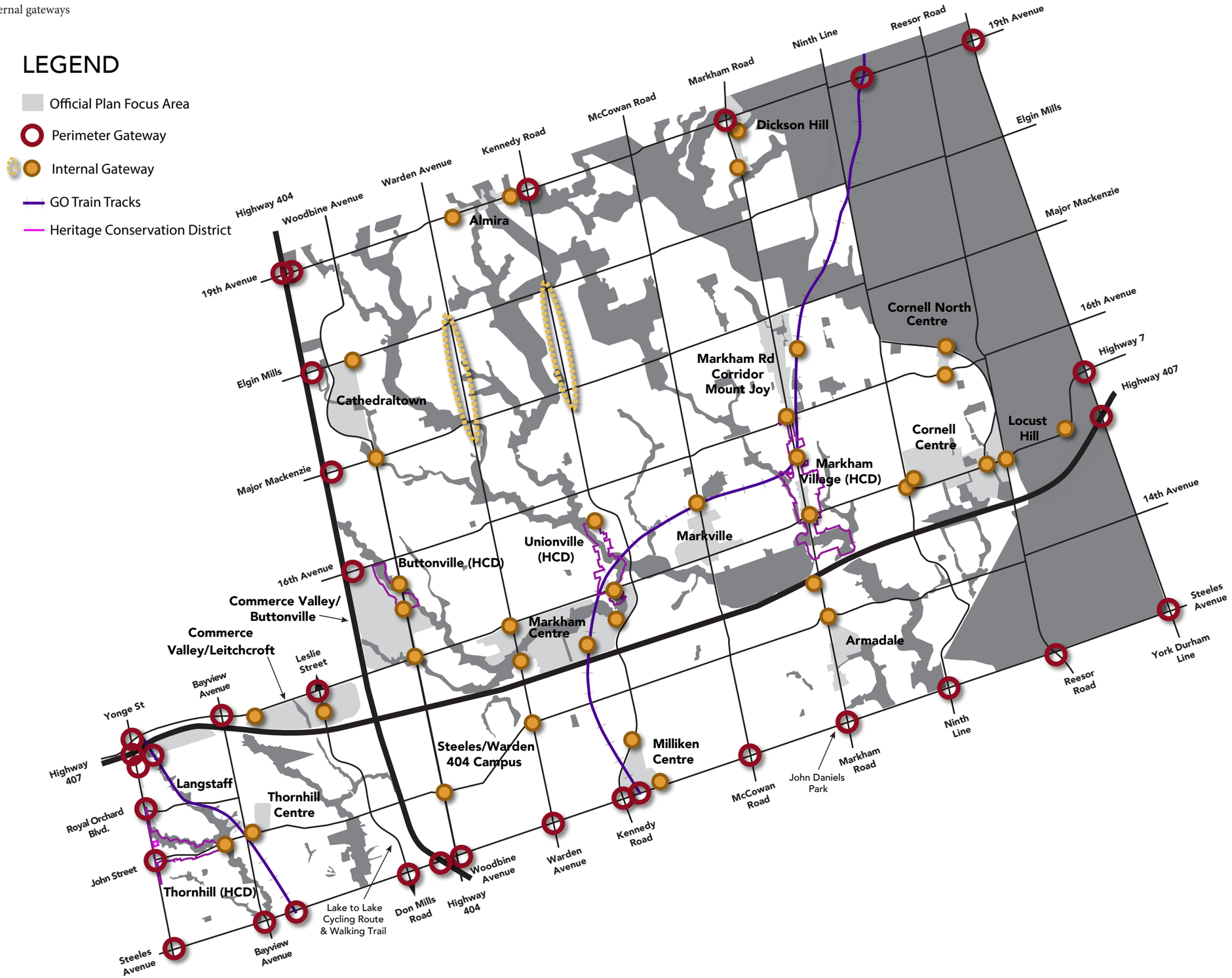
Figure 4. Map of Perimeter and Internal gateways



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5.1. PERIMETER GATEWAYS

5.1.1 PERIMETER GATEWAY LOCATIONS

Perimeter Urban

1. Yonge St & Steeles Ave
2. Yonge St & Highway 7
3. Steeles Ave & Warden Ave
4. Steeles Ave & Don Mills Rd/(Lake to Lake Cycling & Walking Route)
5. Steeles Ave & Bayview Ave
6. Steeles Ave & Markham Rd
7. Steeles Ave & Woodbine Ave
8. 19th Ave & Hwy 404 Overpass
9. Elgin Mills & Hwy 404 Overpass
10. Major Mackenzie & Hwy 404 Overpass
11. 16th Ave & Hwy 404 Underpass
12. Bayview Ave & Highway 7
13. Yonge St & Langstaff Rd E

Thornhill

14. Yonge St & John Street
15. Yonge St & Royal Orchard Blvd

Commerce Valley/Leitchcroft

16. Leslie St & Hwy 7

Milliken Mills E & Milliken Mills W

17. Steeles Ave & Kennedy Rd
18. Steeles Ave & McCowan Rd

Perimeter Rural gateways

19. Kennedy Road & 19th Ave
20. 19th Ave & Highway 48 (Markham Rd)

Perimeter Rouge National Urban Park

21. 19th Ave & York Durham Line
22. Highway 7 & York Durham Line
23. Steeles Ave & Ninth Line
24. Reesor Rd & Steeles Ave
25. Steeles Ave & York Durham Line

Perimeter Public Transportation

26. 19th Avenue & GO Rail Line (Stouffville Line)
27. Steeles Ave & GO Rail Line (Stouffville Line)
28. Steeles Ave & GO Rail Line (Gormley Line)
29. Langstaff Road East & GO Rail Line (Gormley Line)

Perimeter 400 series highway

30. Hwy 407 & Yonge St
31. Hwy 407 & York Durham Line
32. Hwy 404 & 19th Ave
33. Hwy 404 & Steeles Ave

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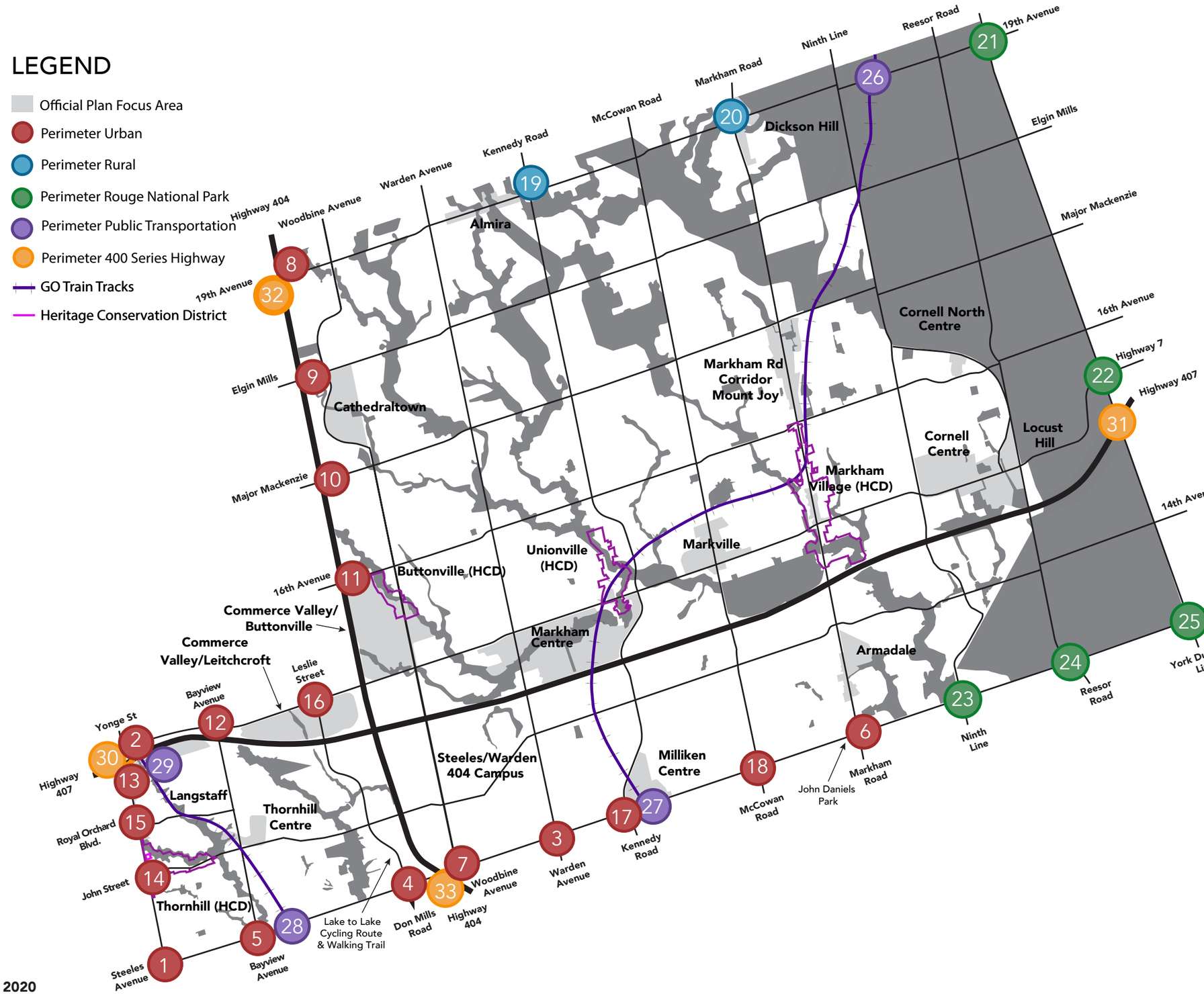
Figure 5. Map of Perimeter gateways



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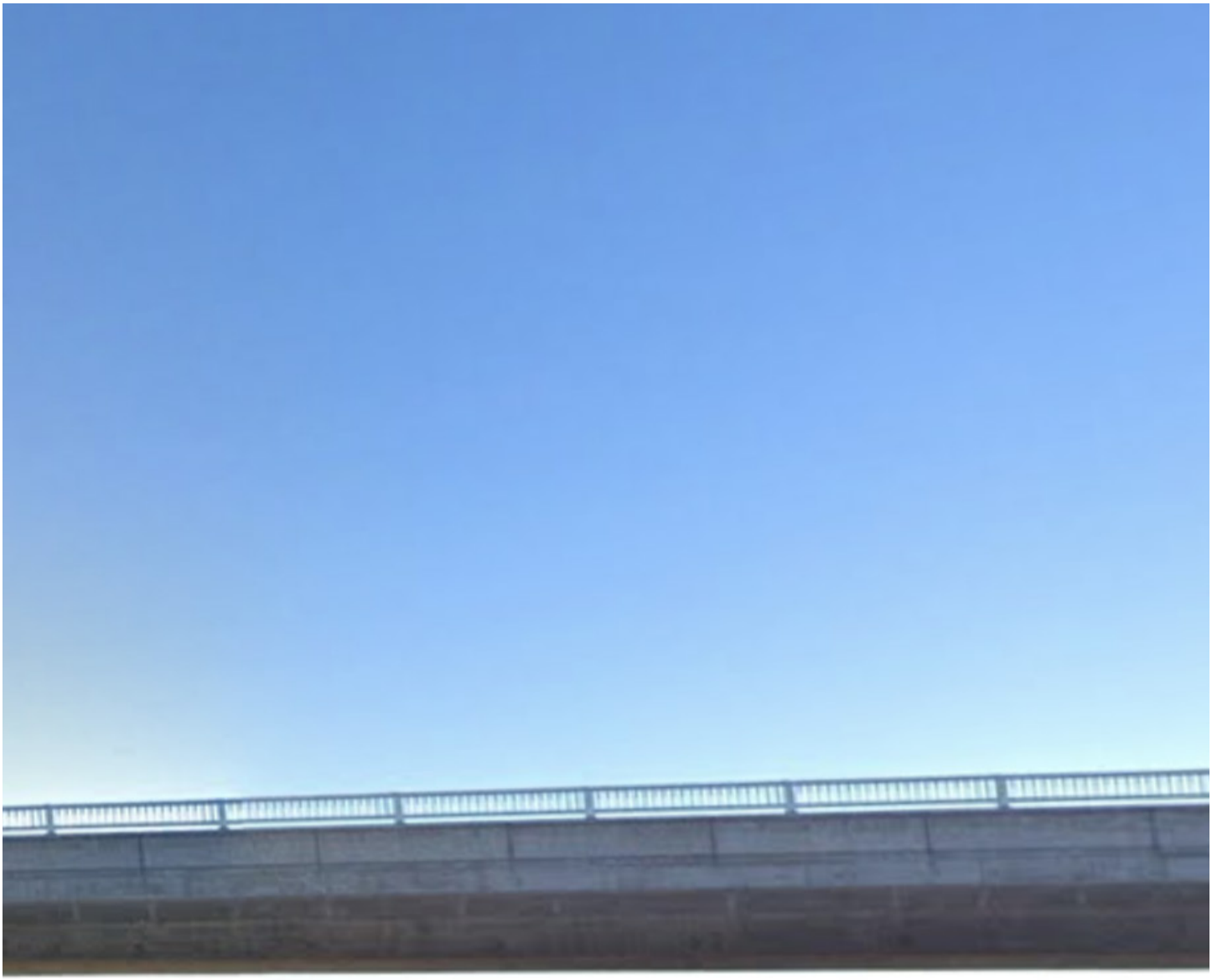


5.1.2 PERIMETER: URBAN

Characterization: Perimeter Urban gateways provide entrances to Markham at major intersections with high user flow, regional significance and an urban built form.

Gateway Purpose: Perimeter Urban gateways must express to the user they are on the edge, entering and/or leaving Markham's boundary, followed by expressing to the user that they are entering a specific area within Markham.

Development Note: Each Urban gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 6. North west corner of the intersection, looking north on Don Mills

Image 7. Northeast Corner of Steeles Ave & Bayview Ave

Image 8. Eastern Corner of Steeles Ave & Kennedy Rd

Locations

1. Yonge St & Steeles Ave
2. Yonge St & Highway 7
3. Steeles Ave & Warden Ave
4. Steeles Ave & Don Mills Rd/(Lake to Lake Cycling & Walking Route)
5. Steeles Ave & Bayview Ave
6. Steeles Ave & Markham Rd
7. Steeles Ave & Woodbine Ave
8. 19th Ave & Hwy 404 Overpass
9. Elgin Mills & Hwy 404 Overpass
10. Major Mackenzie & Hwy 404 Overpass
11. 16th Ave & Hwy 404 Underpass
12. Bayview Ave & Highway 7
13. Yonge St & Langstaff Rd E

Thornhill

14. Yonge St & John Street
15. Yonge St & Royal Orchard Blvd

Commerce Valley/Leitchcroft

16. Leslie St and Hwy 7

Milliken Mills E & Milliken Mills W

17. Steeles Ave & Kennedy Rd
18. Steeles Ave & McCowan Rd

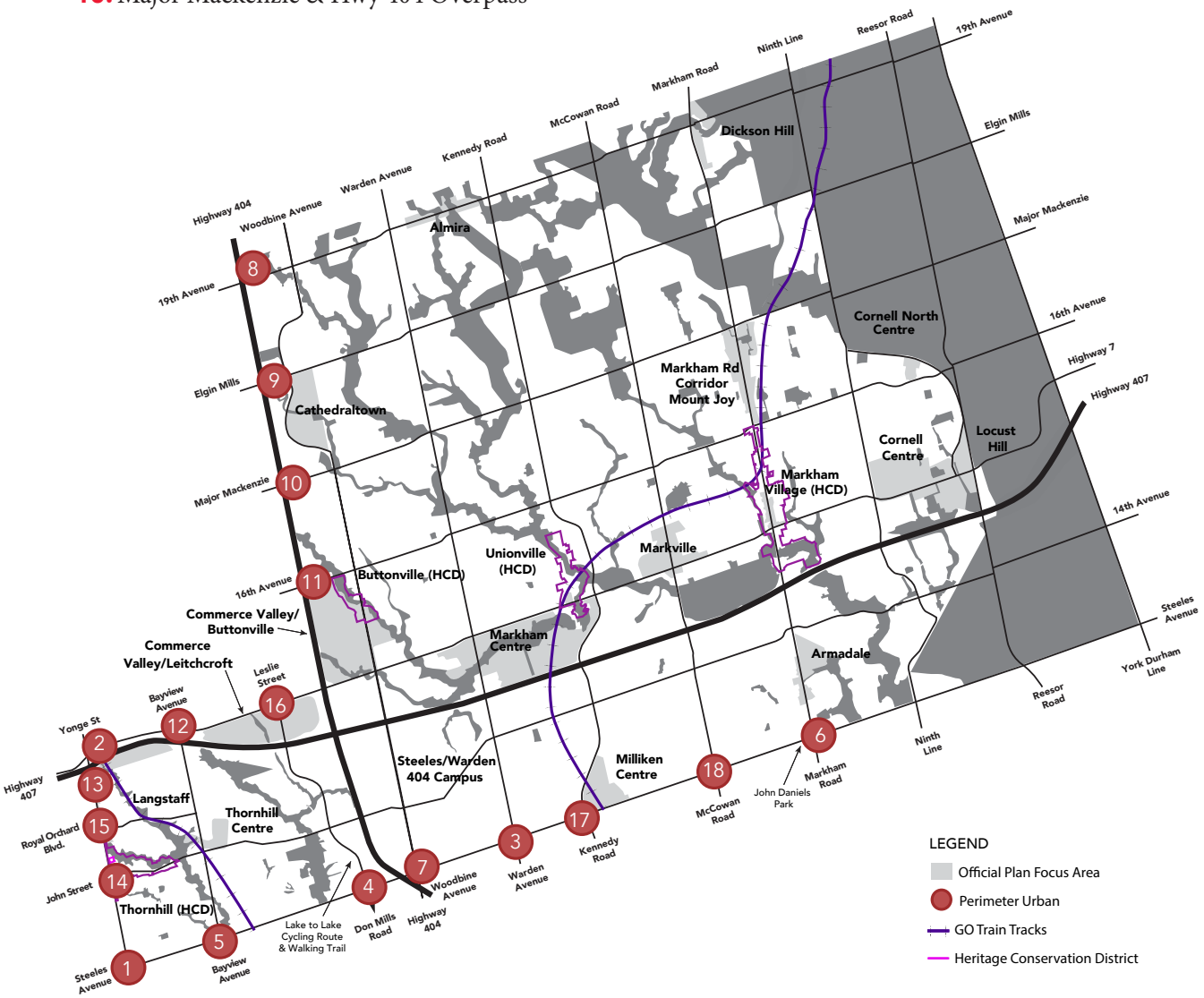


Figure 6. Map of Perimeter Urban gateways

5.1.3 PERIMETER: RURAL

Characterization: Key intersections at or near the edge of Markham's northern municipal boundary characterized by largely agricultural land uses and agricultural heritage.

Gateway Purpose: Highlight the entrances to rural heritage and natural heritage systems, the history of places.

Perimeter Rural gateways must express to the user they are on the edge, entering and/or leaving Markham's boundary, followed by expressing to the user that they are entering a specific area within Markham.

The two selected locations are adjacent to the historic areas of Almira and Dickson Hill and provided access to Mount Joy, Unionville and Markham Village along Kennedy Road and Highway 48.

Development Note: Each Rural gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Rural gateways may need to be moved as the city grows. If a rural area becomes an urban area the Rural gateways might be relocated to a different rural area within the Rouge Conservation zone.

Image 10. 19th Ave & Hwy 48

Image 9. Rural road cross section

Image 11. Western Portion of Kennedy Rd & 19th Ave

Locations

19. Kennedy Road & 19th Ave

20. 19th Ave & Highway 48 (Markham Road)

Image 12. Rural area within Markham

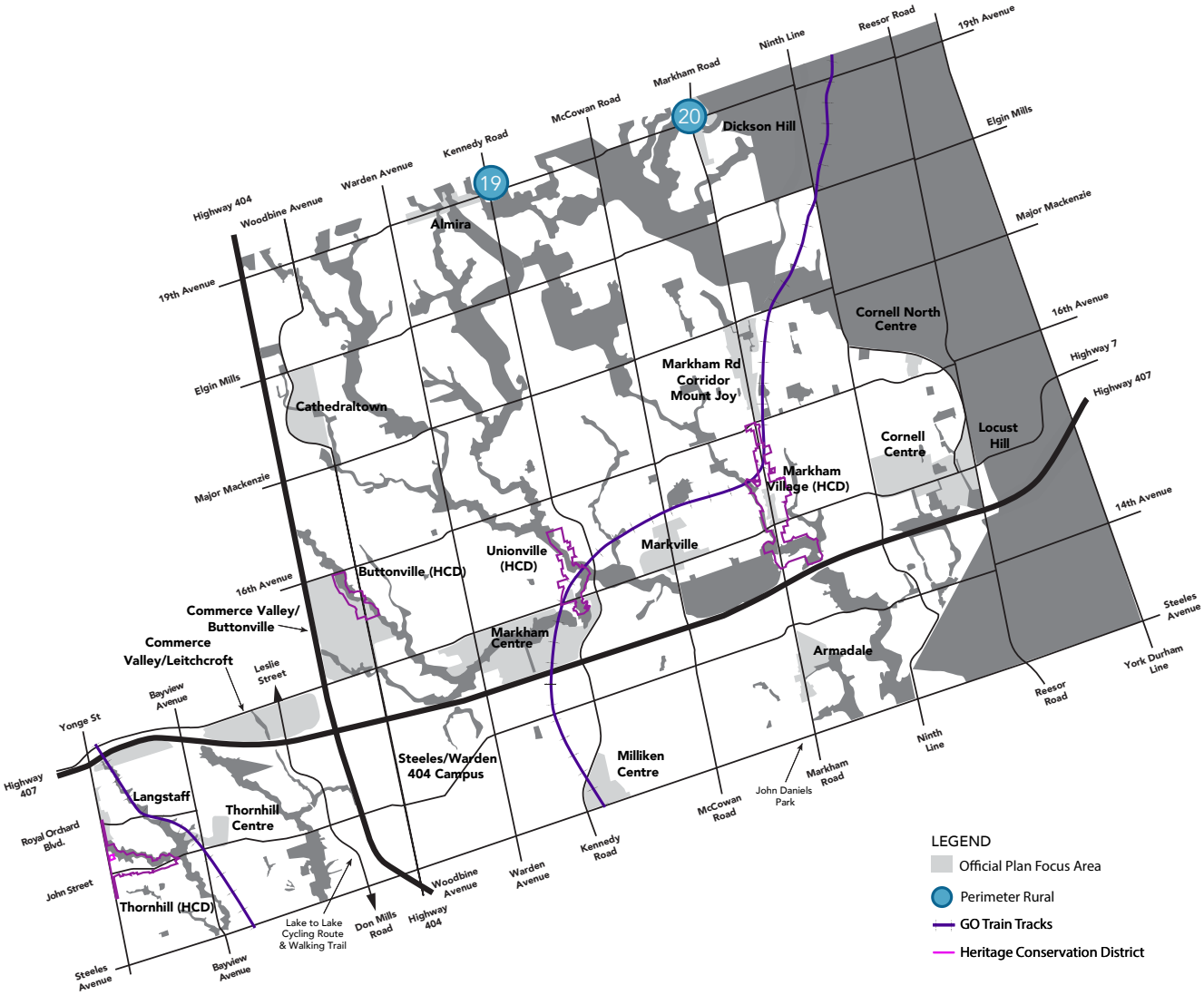


Figure 7. Map of Perimeter Rural gateways

5.1.4 PERIMETER: ROUGE NATIONAL URBAN PARK

Characterization: Key entrances and viewpoints/ experiences to Rouge National Urban Park from Markham's boundaries.

Gateway Purpose: Perimeter Rouge National Urban Park gateways must express to the user they are on the edge, entering and/or leaving Markham's boundary, followed by expressing to the user that they are entering a specific area within Markham.

Rouge National Park gateways provide an important sustainability imagery element of the City of Markham's green community strategies. Increasing the visibility, use and ecological functions of the park is extensively supported by provincial, regional and local legislation and policy.

Development Note: Gateways should be developed in close collaboration with Parks Canada.

Each Rouge National Urban Park gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 13. Looking south on York Durham Line at 19th Avenue

Image 14. York Durham Line at Highway 7

Image 15. Northeast Corner of Steeles Ave & Ninth Line

Locations

21. 19th Ave & York Durham Line

22. Highway 7 & York Durham Line

23. Steeles Ave & Ninth Line

24. Reesor Rd & Steeles Ave

25. Steeles Ave & York Durham Line

Image 16. Rouge National Urban Park Signage

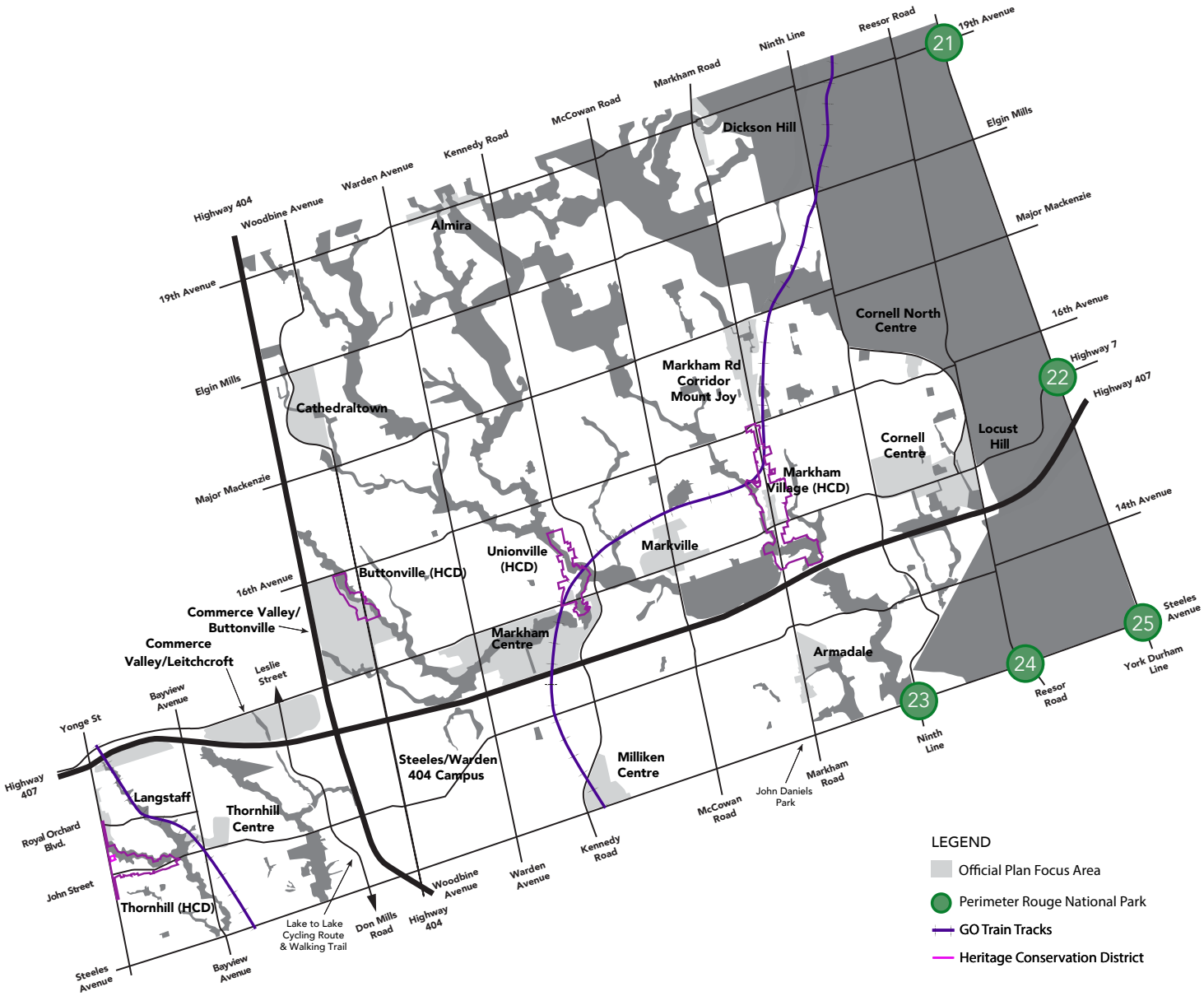


Figure 8. Map of Perimeter Rouge National Urban Park gateways

5.1.5 PERIMETER: PUBLIC TRANSPORTATION

Characterization: Locations where GO trains leaving/entering Markham and there is high train ridership.

Gateway Purpose: To clearly identify to GO train riders when they are entering and exiting Markham to develop public awareness of Markham's landscapes and unique features as they pass through the City.

Development Note: Public Transportation gateways could have a linked installation to clearly express to users when they are entering Markham's boundaries.

Partners that must be considered in the development of these gateways include the:

- Ontario Ministry of Transportation (DOT)
- York Region (matter related to 404)
- Metrolinx

Each Public Transportation gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 17. Looking south from 19th Avenue

Image 18. Looking north from Steeles Avenue

Image 19. Looking west on Steeles at rail crossing

Locations

26. 19th Avenue & GO Rail Line

27. Steeles Ave & GO Rail Line (Stouffville Line)

28. Steeles Ave & GO Rail Line (Gormley Line)

29. Langstaff Road East & GO Rail Line (Gormley Line)

Image 20. Langstaff Road East South side of crossing

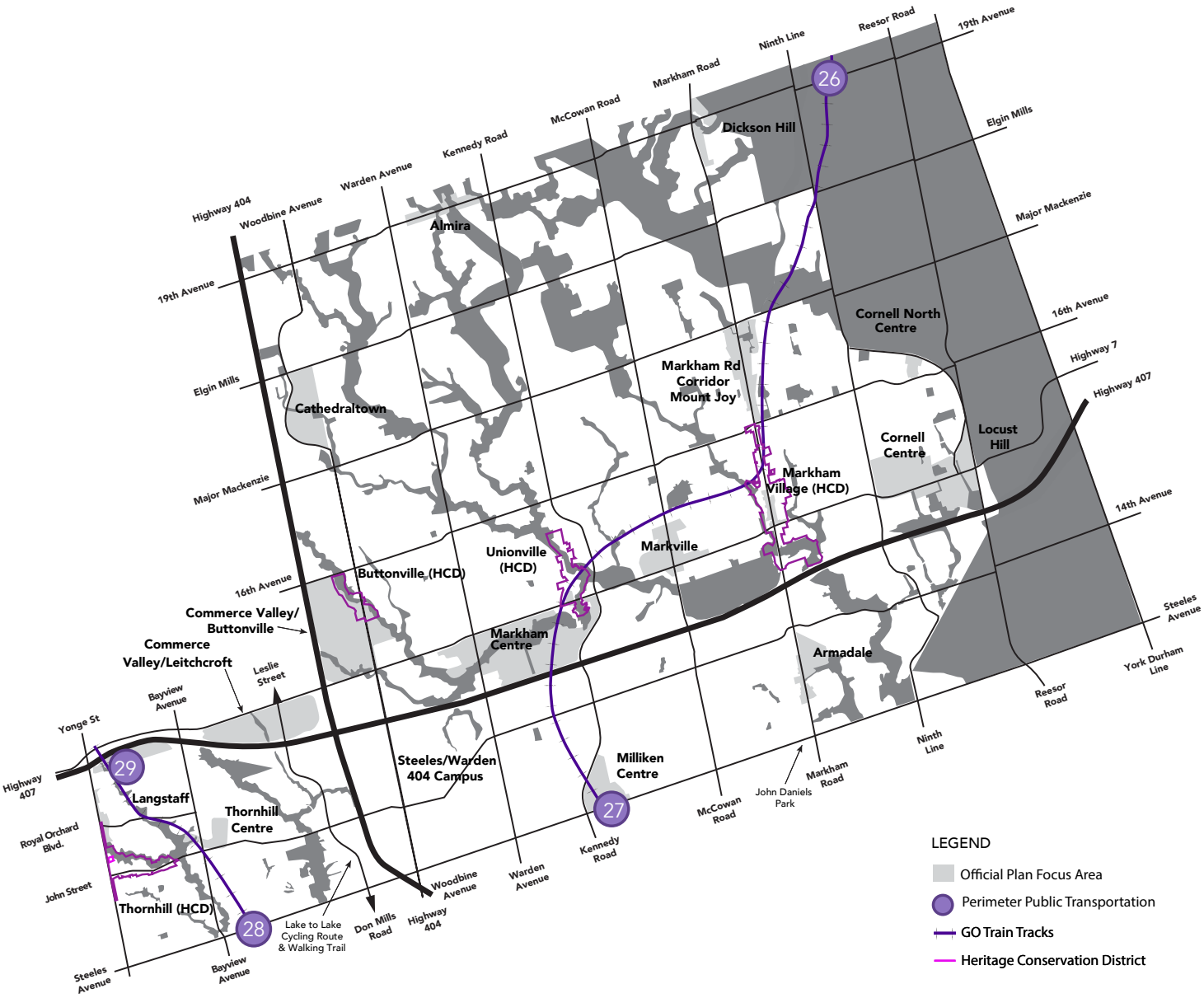


Figure 9. Map of Perimeter Public Transportation gateways

5.1.6 PERIMETER: 400 SERIES HIGHWAY

Characterization: High traffic 400 series highway interchanges that provide entrances to Markham.

Gateway Purpose: Provides access to the highest volume and speed of users at key highway locations. Highlighting these points can create a strong mental map of the city to users.

Development Note: The 407 and the 404 gateways could have a linked landscape installation to clearly express to users when they are entering Markham's boundaries at one of these four gateways as they receive very heavy traffic and therefore viewer ship.

Each 400 Series Highway gateway location is distinctive and characterized by various streetscape, built form and landscape conditions.

To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 22. Northeast corner of Steeles Ave & Hwy 404

Image 21. Open space opportunities for a gateway at Hwy 407 & York Durham Line

Locations

30. Hwy 407 & Yonge St

31. Hwy 407 & York Durham Line

32. Hwy 404 &19th Ave

33. Hwy 404 & Steeles Ave

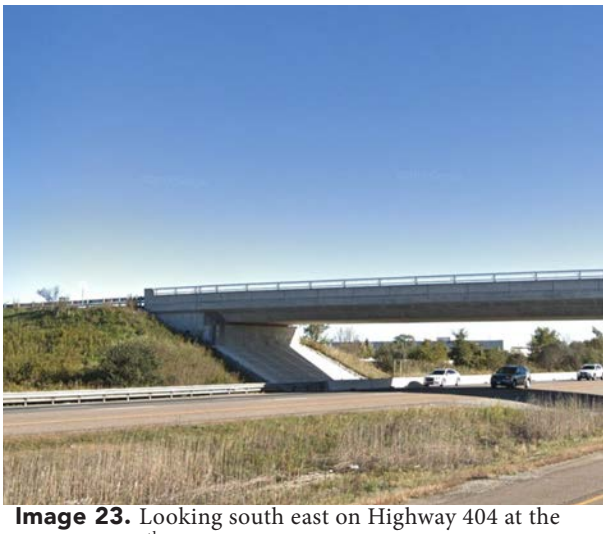


Image 23. Looking south east on Highway 404 at the 19th Avenue overpass

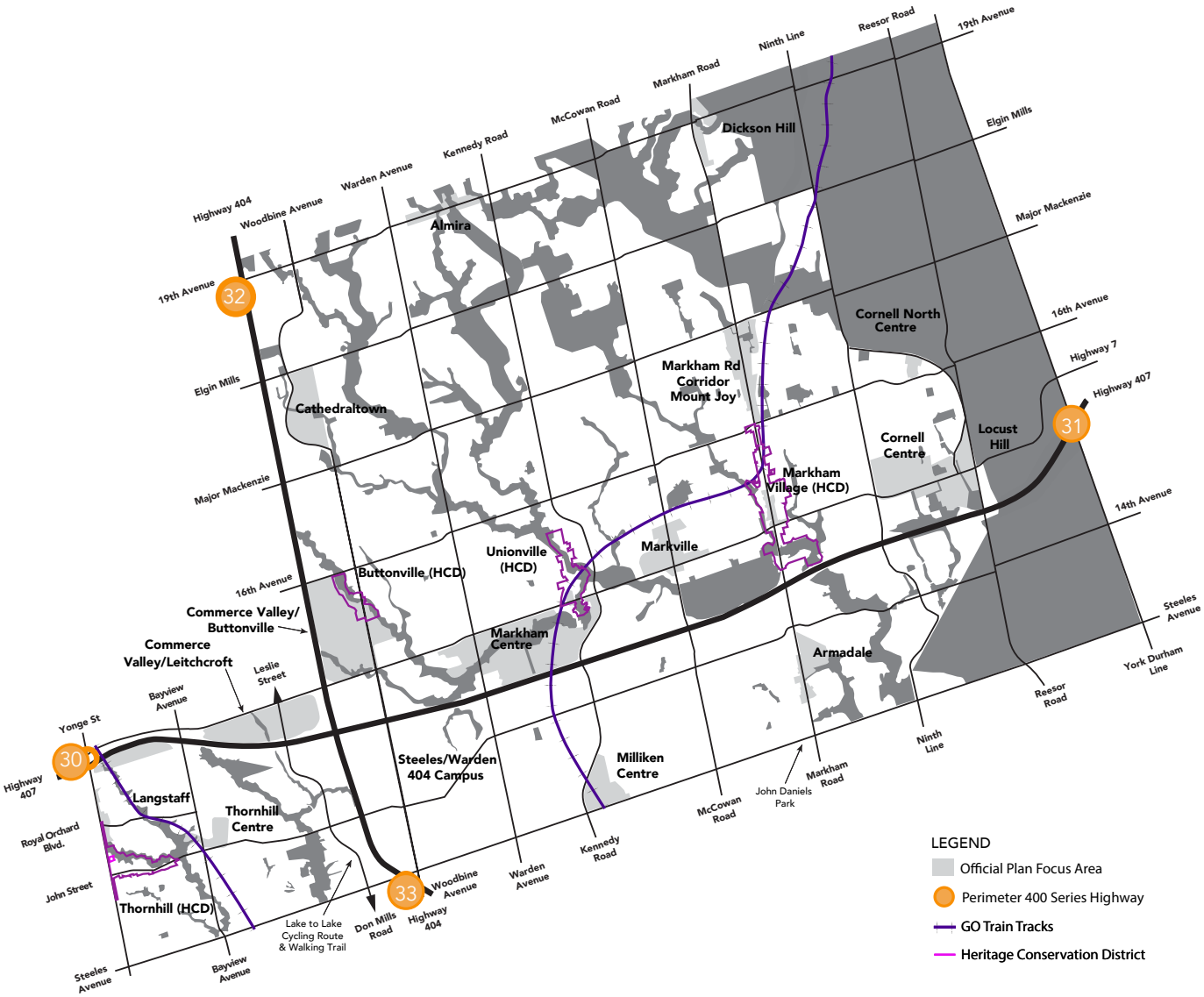


Figure 10. Map of Perimeter 400 Series Highway gateways

5.2. INTERNAL GATEWAYS

5.2.1 INTERNAL GATEWAY LOCATIONS

Internal Centre, Residential

Cathedral Town

34. Major Mackenzie Dr & Woodbine Ave

35. Elgin Mills Rd & Victoria Square Blvrd

Cornell North Centre (Upper Cornell)

36. Donald Cousens Parkway & Country Glen Rd

37. 16th Ave & Bur Oak Ave

Internal Centre, Government Precinct

38. Hwy 7 & Warden Ave

Internal Centre, Mixed Use

Markham Centre

39. Main St Unionville & Enterprise Blvd

40. Warden Ave & Enterprise Blvd

Thornhill Centre

41. John St & Bayview Ave

Milliken Centre

42. Kennedy Rd & Denison St

43. North of Steeles Ave & Old Kennedy Rd

Armadale

44. Markham Rd & 14th Ave

Cornell Centre

45. Hwy 7 & Ninth Line

46. Donald Cousin Park Way & Hwy 7

Internal Centre, Employment

Commerce Valley/Leitchcroft

47. Commerce Valley Dr W & Leslie St

48. Hwy 7 & South Park Rd

Commerce Valley/Buttonville

49. Woodbine Ave & Hwy 7

Steeles, Warden 404 Campus

50. Alden and Warden

51. Woodbine and Esna Park

Internal Future Urban Areas

Internal Heritage, Heritage Conservation Districts

Thornhill (HCD)

52. John St & the Pomona Valley Tennis Club Entrance

Unionville (HCD)

53. Carlton Rd & Main St Unionville

54. Main St Unionville & Hwy 7

Markham Village (HDC)

55. Main St. N & 16th Ave

56. Main Street Markham & Hwy 7

Buttonville (HCD)

57. Woodbine Ave & Millbrook Gate

58. Woodbine Ave & Buttonville Crst

Internal Heritage, Heritage Areas

Almira

59. E of Warden Ave & 19th Ave

60. W of Kennedy Rd & 19th Ave

Dickson Hill

61. 19th Ave & Dickson Hill Rd

62. Hwy 48 (Markham Rd) & Dickson Hill Rd

Locust Hill

63. Hwy 7 & Locust Hill Lane

Internal Public Transportation Stations

64. Mount Joy

65. Markham

66. Centennial

67. Unionville

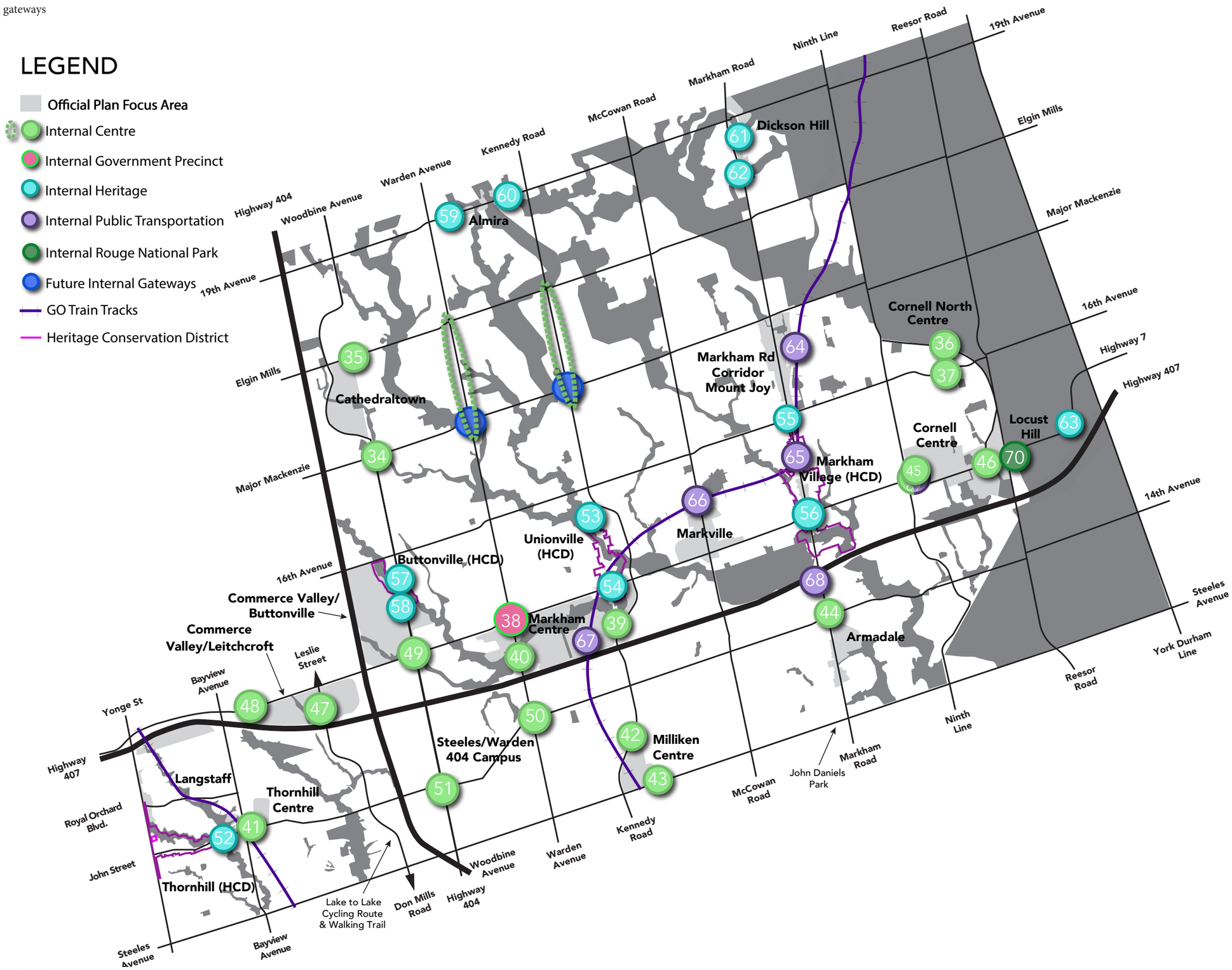
68. Southeast corner of 407 & Markham Rd

69. Northeast corner of 9th Line & Hwy 7

Internal Rouge National Urban Park

70. Reesor Rd & Hwy 7

Figure 11. Map of Internal gateways



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5.2.2 INTERNAL: CENTRE RESIDENTIAL

Characterization: Established centre residential areas are designated within the Markham Official Plan as Local Centres and located within the boundaries of Markham. These gateways contribute to the City's distinct look and feel.

Centre residential areas are characterized by a distinct sense of place and features such as architecture and landmarks and are identified as part of the City of Markham's Centres (See OP Map 2 in Figure 1).

These areas have clear entrance points located at arterial and/or collector road intersections providing entrance to distinct geographic boundaries.

Additionally, centre residential areas are characterized by a low to mid-rise built form.

Purpose: These gateways identify to Markham's residents and visitors the locations of unique designated centre residential areas within Markham.

Development Note: These gateways should be developed based on community interest and leadership.

Each Centre Residential gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 24. Cathedral of Transfiguration

Image 25. Unique pond feature in Cornell North

Image 26. Southwest Portion of Elgin Mills Rd & Victoria Square Blvd

Locations

Cathedral Town

34. Major Mackenzie Dr& Woodbine Ave

35. Elgin Mills Rd & Victoria Square Blvrd

Cornell North Centre (Upper Cornell)

36. Donald Cousens Parkway & Country Glen Rd

37. 16th Ave & Bur Oak Ave

Image 27. Northern Portion of Major Mackenzie Dr & Hwy 404

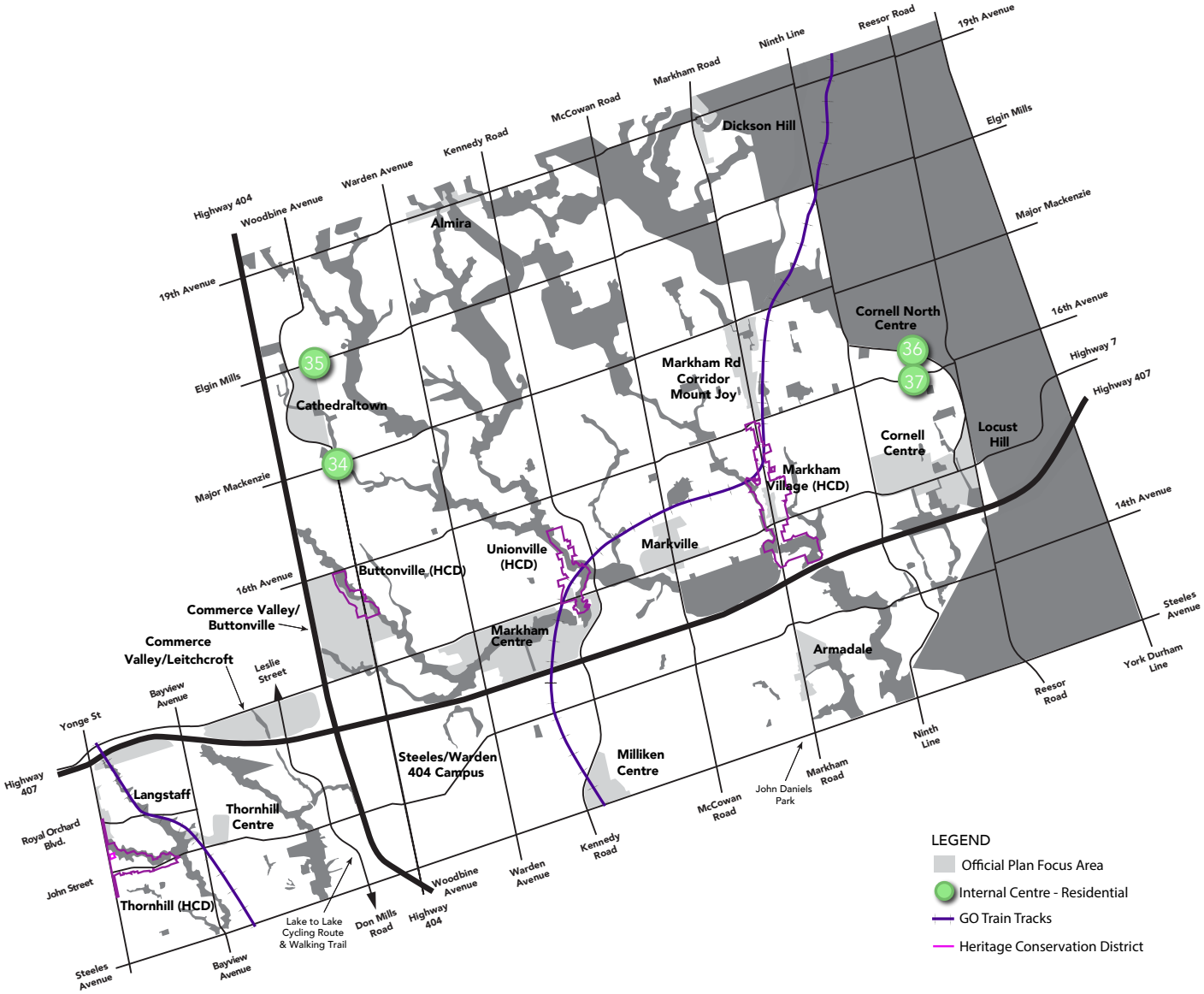


Figure 12. Map of Internal Centres Residential gateways

5.2.3 INTERNAL: GOVERNMENT PRECINCT

Characterization: An established distinct geographic area identified as the Municipal Government seat of the City of Markham. This specific precinct is characterized by the City's Town Hall building and its iconic pond in a campus setting that includes Flato Markham Theatre and Unionville High School.

Purpose: To increase the prominence of Markham's civic centres role and function.

Development Note: As the governmental centre of the City, the design of this specific gateway should embody the Markham Vision strategies implemented in gateways across the City. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of the gateway's location and context.

Image 28. Markham City Hall

Location

Markham Centre

38. Hwy 7 & Warden Ave

Image 29. Markham City Hall

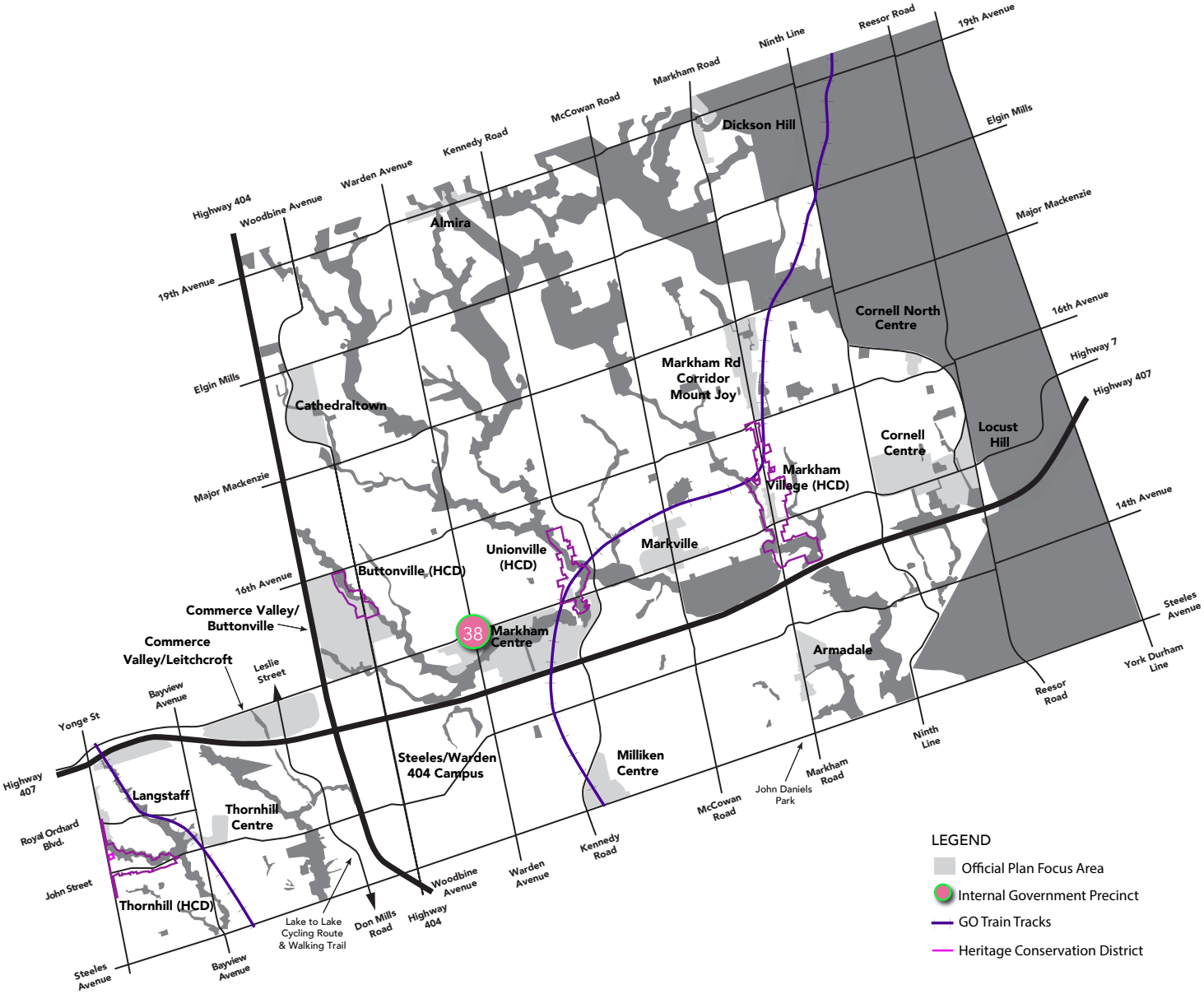


Figure 13. Map of Internal Centre Mixed Use gateways

5.2.4 INTERNAL: CENTRE MIXED USE

Characterization: An established distinct geographic area identified as centres in the City's Official Plan. These areas are characterized by mid to high built forms with mixed use, residential, office, retail & employment uses.

These areas have clear entrance points located at arterial and/or collector road intersections.

Future Mixed Use Internal Gateways are also envisioned along Warden Ave and Kennedy Rd.

Purpose: To increase the use, prominence and enjoyment of Markham's Mixed Use Centres by highlighting and beautifying their boundaries.

Development Note: Where two gateway typologies overlap the gateways must be developed in a manner that speaks to the characterization of both locations. For example the gateway located at Cornell Centre located at Highway 7 and Ninth Line should be developed in a manner that speaks to the mixed use character of Cornell and the planned future public transportation.

Each Centre, Mixed Use gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 30. Homes in Cornell Centre

Image 31. Mixed use in Markham Centre

Image 32. Northwest Corner of Steeles Ave & Old Kennedy Rd

Locations

Markham Centre

39. Main St Unionville & Enterprise Blvd

40. Warden Ave & Enterprise Blvd

Thornhill Centre

41. John St & Bayview Ave

Milliken Centre

Future Urban Area

- Warden Avenue
- Kennedy Road

42. Kennedy Rd & Denison St

43. N of Steeles Ave & Old Kennedy Rd

Armadale

44. Markham Rd & 14th Ave

Cornell Centre

45. Hwy 7 & Ninth Line

46. Donald Cousin Park Way & Hwy 7

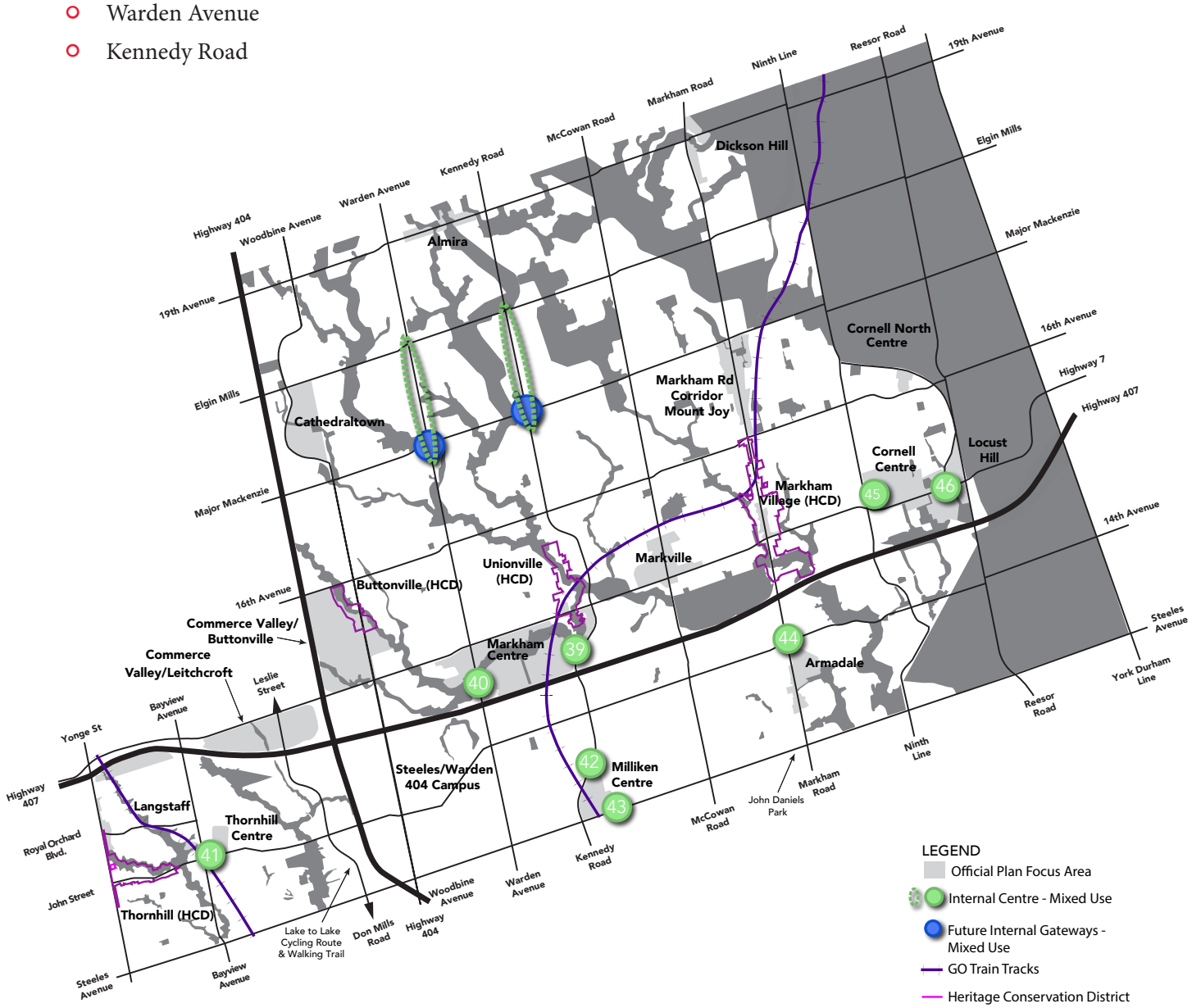


Figure 14. Map of Internal Centre Mixed Use gateways

5.2.5 INTERNAL: CENTRE EMPLOYMENT

Characterization: An established distinct geographic area characterized by employment lands with a high concentration of technology companies, engineering and professional services, and other high paying jobs.

These areas have clear entrance points located at arterial and/or collector road intersections.

Some Centre Employment gateways are identified in the City's Official Plan however not all are because the City does not identify Employment Nodes within the Official Plan.

Purpose: To increase the use, prominence and enjoyment of Markham's Employment areas by highlighting and beautifying their boundaries.

Development Note: These gateways must be developed in established neighbourhoods based on community interest, and/or the development and economic goals of the City.

Each Centre Employment gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 33. Bike lanes along Hwy 7

Image 34. Employment uses with ample grass area

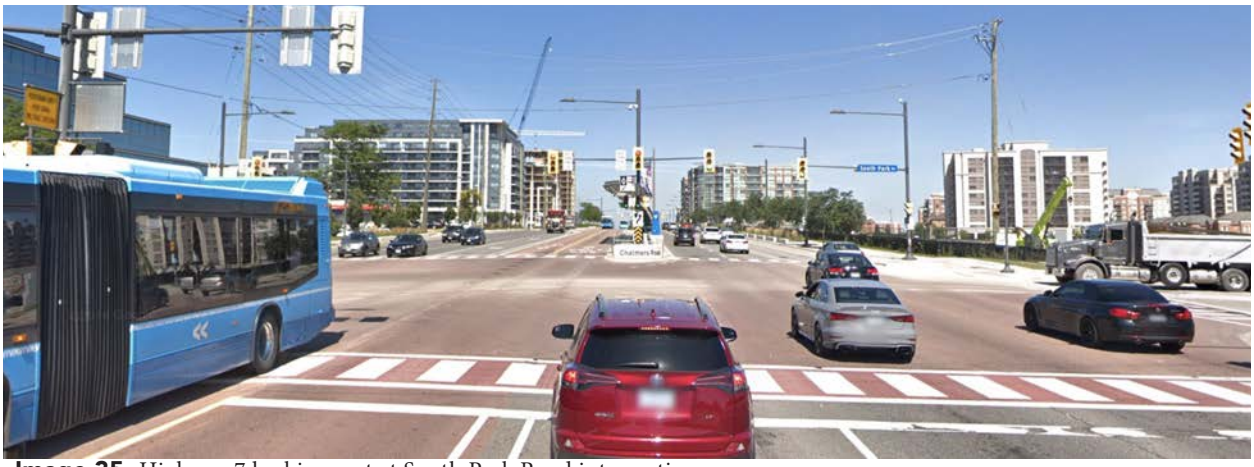


Image 35. Highway 7 looking east at South Park Road intersection

Locations

Commerce Valley/Leitchcroft

47. Commerce Valley Dr W & Leslie St

48. Hwy 7 & South Park Rd

Commerce Valley/Buttonville

49. Woodbine Ave & Hwy 7

Steeles, Warden, 404 Campus

50. Alden and Warden Ave

51. Woodbine Ave & Esna Park Dr

Image 36. South east corner of Woodbine Ave & Esna Park Dr

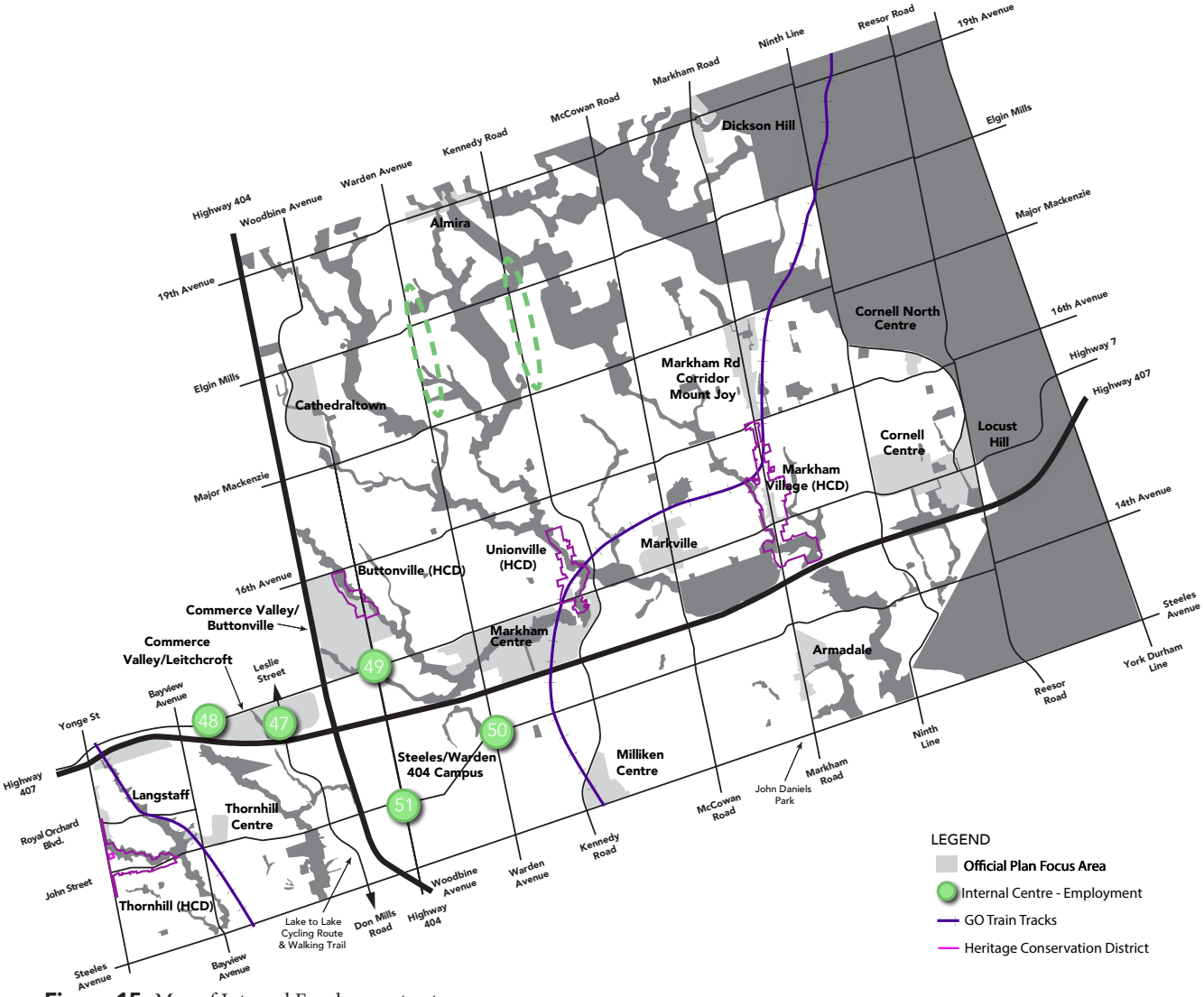


Figure 15. Map of Internal Employment gateways

5.2.6 INTERNAL: HERITAGE

Characterization: An established distinct geographic area where heritage features create the strongest sense of place including Markham's Heritage Conservation Districts. Low-rise built form is most common in these areas.

These areas have clear entrance points located at arterial and/or collector road intersections.

Purpose: To highlight the boundaries of designated Heritage Conservation Districts and Heritage areas to increase tourism and a sense of place within Markham.

Development Note: Creation of gateways in Heritage Conservation Districts must follow Markham's City's Sign By-law section 10.0 Special Sign Districts and should be in consultation of the City's Heritage Department.

Providing written information on the heritage of the area should be considered to highlight the history of the area.

Each Heritage gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. The final location of each heritage gateway must be arrived to in collaboration with local partners. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 37. Markham Village Museum

Image 38. Historic homes in Unionville

Image 39. Looking south on Kennedy Road

Locations

Heritage Conservation Districts (HCDs)

Thornhill (HCD)

52. John St & the Pomona Valley Tennis Club Entrance

Unionville (HCD)

53. Carlton Rd & Main St Unionville

54. Main St Unionville & Hwy 7

Markham Village (HDC)

55. Main St. N & Ramona Blvd

56. Main St Markham & Hwy 7

Buttonville (HCD)

57. Woodbine Ave & Millbrook Gate

58. Woodbine Ave & Buttonville Crst

Heritage Areas

Almira

59. E of Warden Ave & 19th Ave

60. W of Kennedy Rd & 19th Ave

Dickson Hill

61. 19th Ave & Dickson Hill Rd

62. Hwy 48 (Markham Rd) & Dickson Hill Rd

Locust Hill

63. Hwy 7 & Locust Hill Lane

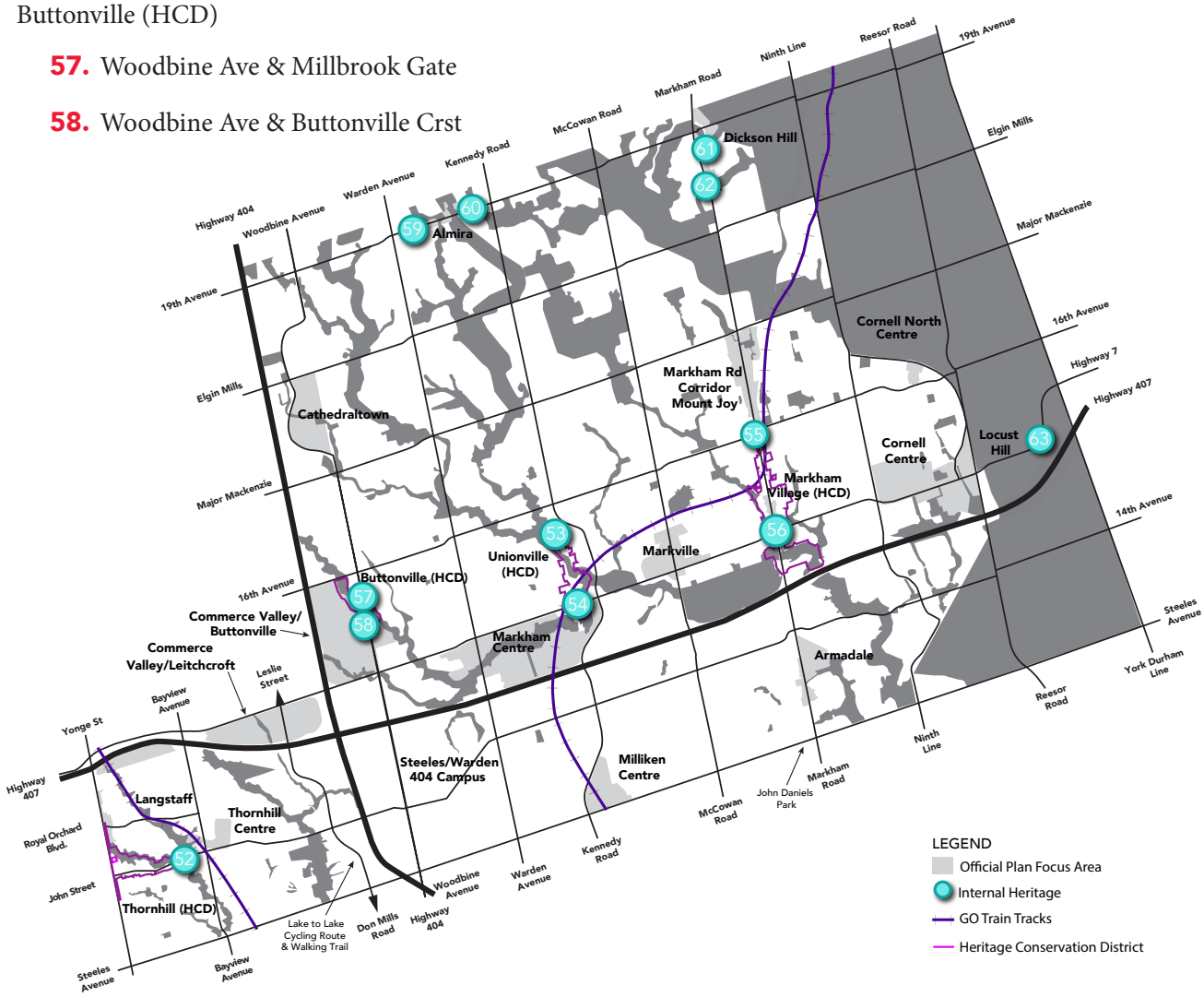


Figure 16. Map of Internal Heritage gateways

5.2.7 INTERNAL: PUBLIC TRANSPORTATION

Characterization: Established locations with GO Stations and bus terminals located within Markham's boundaries. These areas have high pedestrian user flows providing opportunity to highlight Markham as users are passing through.

Purpose: To elevate the profile of public transportation locations within Markham.

Development Note: Where two gateway typologies overlap the gateways must be developed in a manner that speaks to the characterization of both gateways. In the case of Public Transportation gateways, the gateway located at Cornell Centre located at Highway 7 and Ninth Line should be developed in a manner that speaks to the mixed use character of Cornell and Public Transportation and, the gateway located at Markham Village GO should also be duly focused on the heritage of Markham Village.

Each Public Transportation gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 40. Grassy area outside Markham GO Station

Image 41. Wide sidewalks and train crossings

Image 42. North east corner of Ninth Line and Highway 7

Image 43. Mount Joy GO Station

Location

64. Mount Joy GO

65. Markham Village GO

66. Centennial GO

67. Unionville GO

68. Southeast corner of 407 & Markham Rd

69. Northeast corner of 9th Line and Highway 7

Image 44. Centennial GO Station Sign

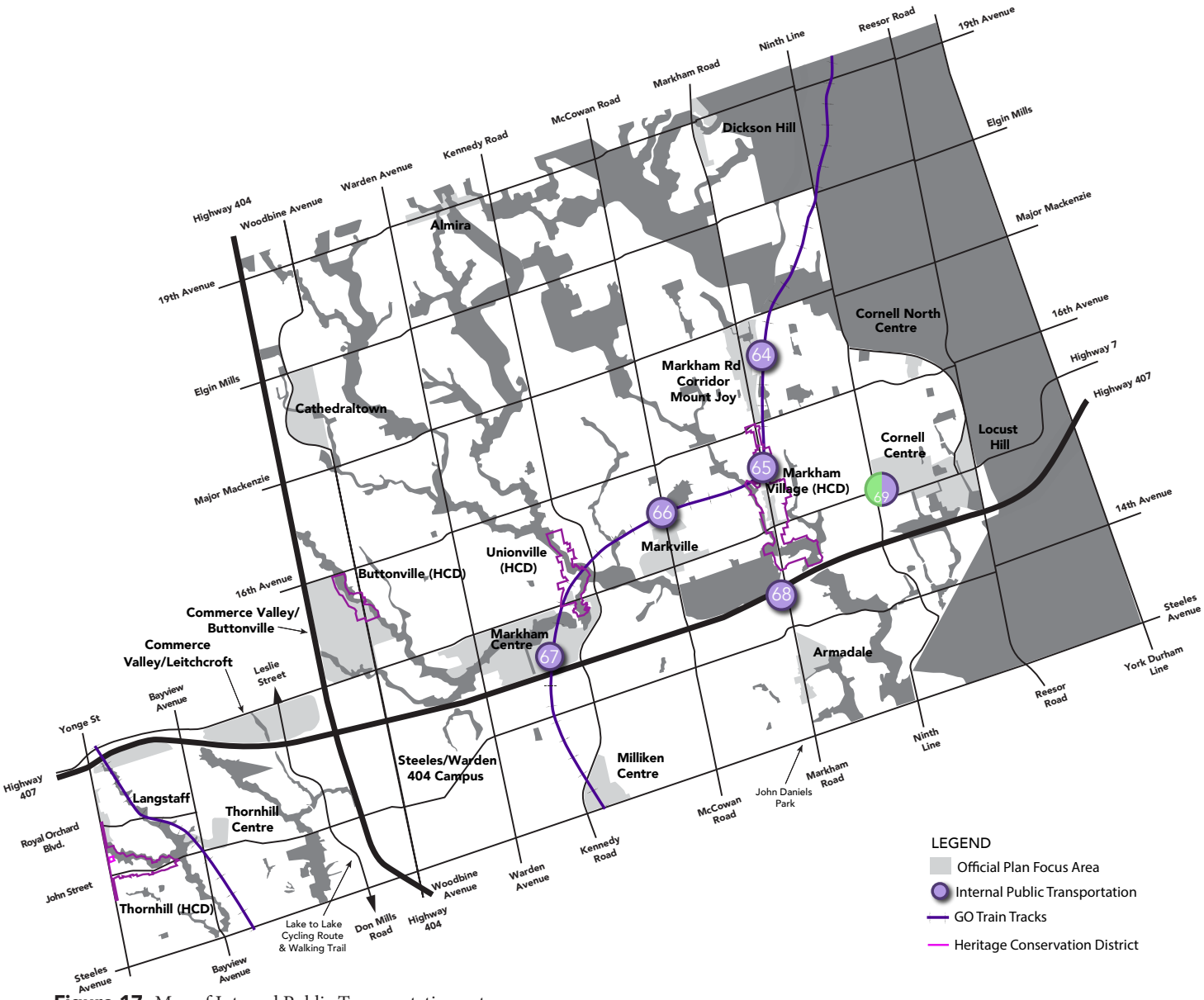


Figure 17. Map of Internal Public Transportation gateways

5.2.8 INTERNAL: ROUGE NATIONAL URBAN PARK

Characterization: Major entrance to Rouge National Urban Park located at the intersection of a Provincial Highway and Major Collector Road within Markham's boundaries.

Purpose: To increase awareness and use of Rouge National Urban Park.

Development Note: Implementation must take place in conjunction with existing Rouge National Urban Park signage and the Cornell Gateway study that is currently underway. Parks Canada must be consulted with.

Each Rouge National Urban Park gateway location is distinctive and characterized by various streetscape, built form and landscape conditions. To support the development of the appropriate gateway design, please refer to **Appendix C** for a detailed description of each gateway's location and context.

Image 46. Eastern Portion of Hwy 7 & Reesor Rd

Image 45. North west corner of Highway 7 and Reesor Road

Location

70. Reesor Road & Highway 7

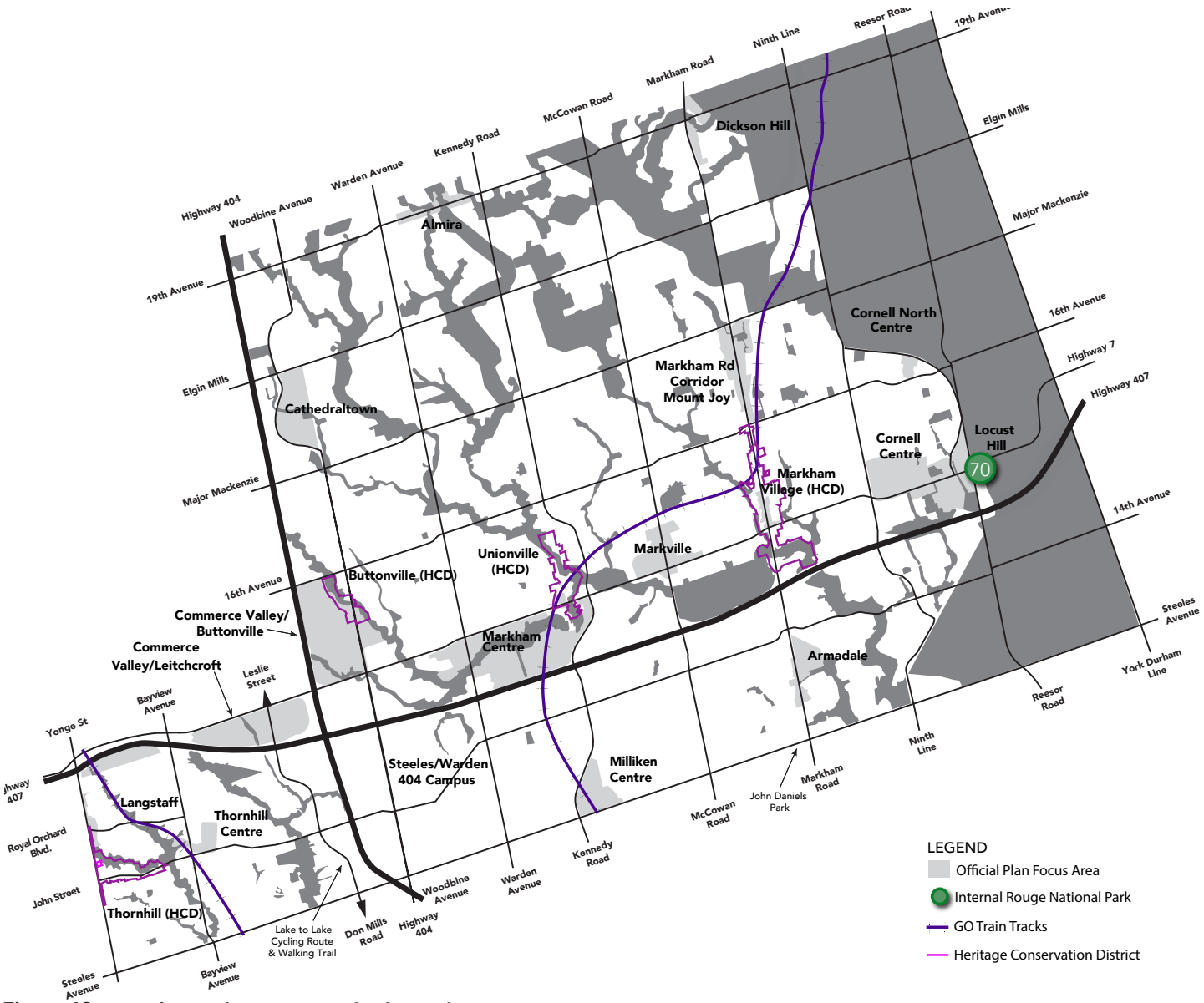


Figure 18. Map of Internal Rouge National Urban Park gateways

6 GUIDELINES FOR DEVELOPING GATE

The City of Markham's Gateway Design Guidelines have been created to support the process of creating gateways that leave a lasting impression, showcase public art, and support the development of Markham's green and cultural assets as destinations.

This section outlines the City of Markham's general guidelines for gateway development and guidelines for:

- Linking gateways,
- Materials and Maintenance and,
- Community Involvement and Partnerships.

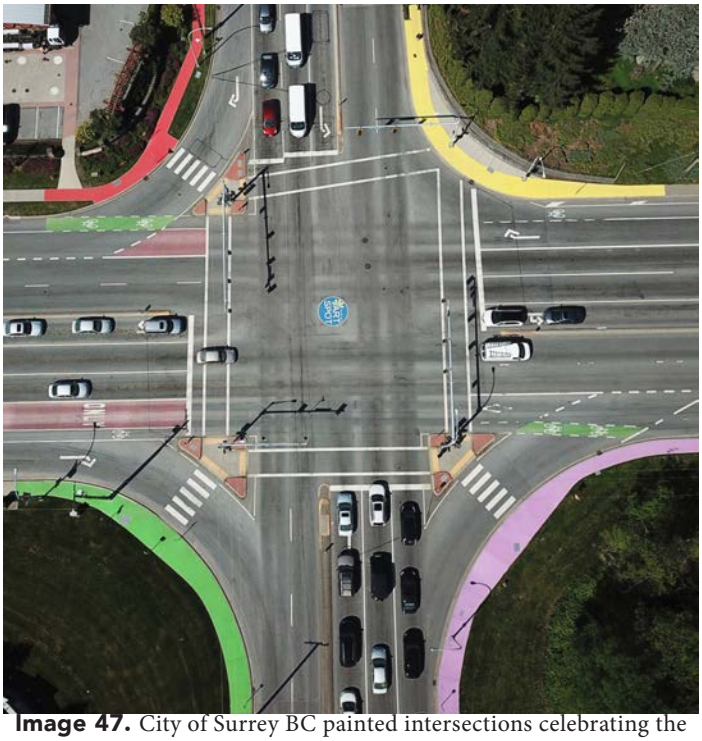


Image 47. City of Surrey BC painted intersections celebrating the City's Art Council (source City of Surrey)

Image 48. Myth Et Evidence by Mathieu Valade seen on Portage Bridge in Ottawa (Image: Andrew King)

Design Element	Location	Scale	Orientation	Transition to Buildings	Type Face	Public Art	Plantings	Lighting
Definition	Precise area gateway is placed	Size of gateway feature in relation to its surroundings	The positioning of the gateway feature	Scale of the gateway feature in relation to surrounding buildings	Type used on gateway feature, See section 6.3.2 for examples	See section 6.3.4 for examples	See section 6.3.5 for examples	See section 6.3.7 for examples
Perimeter Gateways: **Urban** **Rural** **Rouge**	Gateway features shall be **installed at the intersections** of identified arterial and Major Collector Roads **Final gateway locations shall be approved by the City's Council and the Operations department** and relevant partners (i.e. City departments, Parks Canada, Metrolinx, MTO and the Region) **Traffic and way finding signs should not be obscured** by gateway features Site lines shall be respected as per City of Markham and Ontario Ministry of Transportation (MTO) guidelines **Within the public realm of new developments** as defined by the draft Markham Public Art Master Plan	**The size of gateways should be in direct proportion to the scale** of the adjacent right of way width and the surrounding landscape and or buildings **Natural features (berms, stones) should not obscure** the majority of adjacent buildings facades **The gateway will not interfere with** existing desirable public and private **movement and access to the space or abutting uses**, including traffic, sidewalks, parking, utilities and snow storage.	Room for multi-modal traffic flow through the space should be provided for around the gateway Design for the appropriate space for crowds taking selfies away from pedestrian paths and vehicular traffic, if applicable **Gateway feature should face/ address the edge of the street**	**Gateway feature design should respond** and contributes **to the surrounding built form** **New gateway design should be planned in conjunction with proposed development** of a new district or a new building to ensure the gateway feature will be an integral component of the future development of the public realm	**Type Face and size shall be readable** at the specific road posted speed limit. **Key words should be legible at driving speed, detailed information legible at pedestrian speeds** **Corporate marketing text/logos are not permitted** **Avoid shadow lines** that may detract from the primary text **High contrast between text and background** must be achieved for legibility purposes	**If gateway feature location coincides with an identified Public Art location** (as per the City's Public Art Master Plan) **ensure gateway feature incorporates, enhances or is designed as public art. If locations are identified in the Public Art Master Plan the development should be accelerated**	**Gateway features should be designed in accordance with City of Markham approved streetscape plantings** and incorporate, when appropriate, distinctive adjacent development colours in addition to the City approved planting standards **Select plant materials that will mature to desired heights and widths** to ensure plant growth does not obscure **Low maintenance materials** that do not require annual pruning and are drought tolerant **are important** **Landform and berming is encouraged** when appropriate **Have certified landscape architect and design professionals** design and review the plans when required by City By-laws	Provide pedestrian scaled lighting designed to increase the feeling of safety to users and detract vandalism when appropriate Provide lighting schemes that relate to adjacent land uses and are an integral component of the feature's design Lighting scheme can not detract from driving conditions
Perimeter Gateways: **Public Transportation** **400 Series Highway**	**Gateway features shall be installed at identified** GO Railway **locations** and 400 Series highway interchanges **MTO and Metrolinx shall be consulted on location** and provide approval when required	**The size and design of the gateway feature should account for the high speed of movement** through the gateway	**Gateway feature should face/ address the railroad alignment or Highway alignment**	Not applicable	Same as above	Same as above and **have certified landscape architect and design professionals** design and review the plans when required by City By-laws	Same as above and **have certified landscape architect and design professionals** design and review the plans when required by City By-laws	Lighting scheme must relate to the gateway feature and is an integral component of the feature's design

6.2. GENERAL DESIGN GUIDELINES: INTERNAL GATEWAYS

Design Element	Location	Scale	Orientation	Transition to Buildings	Type Face	Public Art	Plantings	Lighting
Definition	Precise area gateway is placed	Size of gateway feature in relation to its surroundings	The positioning of the gateway feature	Scale of the gateway feature in relation to surrounding buildings	Type used on gateway feature, See section 6.3.2 for examples	See section 6.3.4 for examples	See section 6.3.5 for examples	See section 6.3.7 for examples
Internal Gateways: **Centre Residential** **Centre Government Precinct** **Centre Mixed-Use** **Centre Employment** **Heritage** **Rouge National Urban Park** **Public Transportation**	Gateway features shall be installed at locations of identified road intersections, heritage districts and heritage area boundaries Exact gateway locations shall be approved by the Operations department and pertaining partners (i.e. local neighbourhood associations, business district associations, Markham Heritage department, Rouge National Park, the Region and Metrolinx) Traffic and way finding signs shall not be obscured by gateway features Site lines shall be respected as per City of Markham and Ontario Ministry of Transportation (MTO) guidelines Heritage gateway features need to refer to City of Markham Heritage department standards. Heritage department approval of optimal gateway feature sites and approval of design features is required. The design shall avoid conflicts with utilities by being prepared with regards to the local utility plan.	The gateway will not interfere with existing desirable public and private movement and access to the space or abutting uses, including traffic, sidewalks, parking, utilities and snow storage The size of gateways should be in direct proportion to the scale of the adjacent right of way width and the surrounding landscape and/or buildings	Room for multi-modal traffic flow through the space should be provided for around the gateway Design for the appropriate space for crowds taking selfies away from pedestrian paths and vehicular traffic, if applicable **Gateway feature should** face/address the edge of the street	**Gateway feature design should respond** and contributes **to the surrounding built form** **New gateway design should be planned in conjunction with proposed development** of a new district or a new building to ensure the gateway feature will be an integral and integrated component of the future development public realm strategy	**Type Face and size shall be readable** at the specific road posted speed limit **Key words should be legible at driving speed, detailed information legible at pedestrian speeds** **Corporate marketing text/logos are not permitted** Avoid shadow lines that may detract from the primary text High contrast between text and background must be achieved for legibility purposes	**If gateway feature location coincides with an identified Public Art location** (as per the City's Public Art strategy) **ensure gateway feature incorporates, enhances or is designed as public art**	**Gateway features should be designed in accordance with City of Markham approved streetscape plantings** and incorporate, when appropriate, distinctive adjacent development colours in addition to the City approved planting standards **Select plant materials that will mature to desired heights and widths** to ensure plant growth does not obscure additional features of gateway the feature over time if the gateway has multiple features **Low maintenance materials** that do not requires annual pruning and are drought tolerant **are encouraged** **Landform and berming is encouraged** when appropriate **Have certified landscape architect and design professionals design and review the plans** when required by City By-laws **Temporary gateway plantings that celebrate Markham** events are **encouraged**	Provide pedestrian scaled lighting designed to increase the feeling of safety to users and detract vandalism when appropriate Provide lighting schemes that relate to adjacent land uses and are an integral component of the feature's design

6.3. GATEWAY ELEMENTS

Gateway elements can be combined in any number of ways to create distinguishable gateways. This section explores how the below elements can be used to support gateways development in Markham:

- Signage;
- Type Face;
- Architecture;
- Art;
- Plantings and Natural Features;
- Arches; and
- Lighting.

6.3.1 SIGNAGE

Signs can be created at many scales from large scale highway signs to small ornate street signs.

The scale should be based on the distance and speed of the users.

Shape can be used to distinguish signs from one another and to create linkages between signs.

The combination of colour, shape and type face are often used to link signs within an area and to express the feel or vibe of the area.

Image 49. Markham's Thornhill Village heritage sign links with the below Markham Village sign through shape

Image 50. Markham Village signage is made distinct through shape and text (source TorontoNeighbourhoods)

6.3.2 TYPE FACE

Type face describes the Design of the lettering used on a gateway.

Type face can be used to help express the unique elements of a gateway district. An example of this is the sign for Halifax's Historic Town, in Image 47, where an artistic type face is used to highlight the historic nature of the community.

A unique type face can provide increased recognition of an area and link gateways within the same area or typology.

Special Typefaces are also associated with places, communities and cities and can be used as gateway elements as seen in Images 49 and 50 of Markham's name at John Daniel's Park and Toronto's name at Nathan Phillips square.

Image 51. John Daniels gateway recognizable type face (source toronto.com)

Image 52. Toronto Typeface at City Hall (source shutterstock.com)

6.3.3 ARCHITECTURE

Unique architectural elements like statement buildings and cathedrals can provide gateways into special areas.

For an architectural element to act as a gateway it should be unique, be visible from a distance and stand out from the surrounding buildings/land uses. In many cases the architecture speaks to or tells a story of the character of the unique area being entered.

Architecture helps distinguish the existence of a gateway, however it usually requires an additional gateway element like signage to make the gateway understood by visitors.

Image 53. University of Toronto Gateway, Toronto Ontario (source Wikipedia)

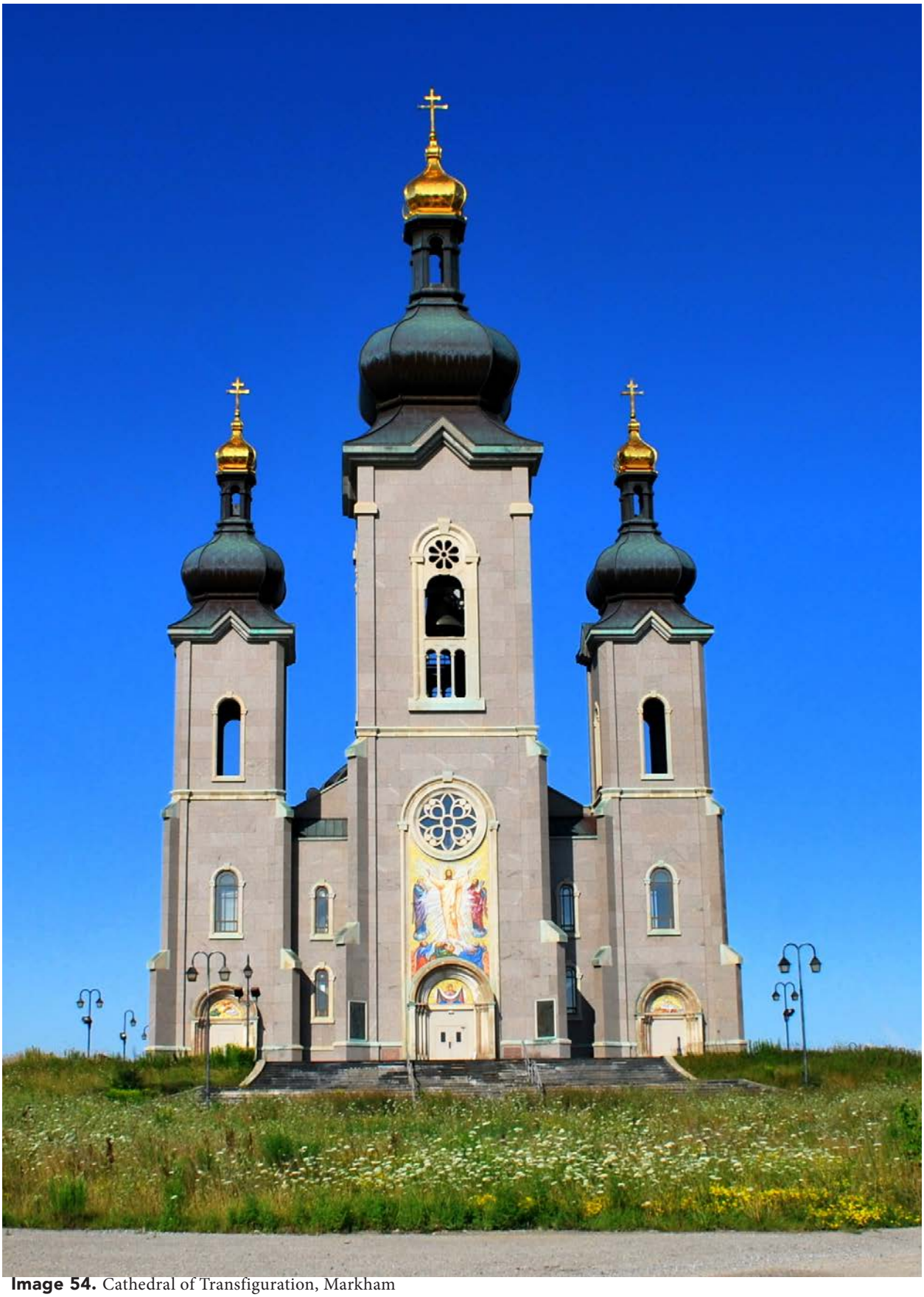


Image 54. Cathedral of Transfiguration, Markham

6.3.4 ART

Art gateways provide access to art within the public realm and can take many forms including wall and ground level murals, statues, and 3D installations. Art gateways are unique in that they can be installed as one complete comprehensive piece as shown by the statue in Image 53, or by many individuals as seen in the informal Seattle Gum Wall in Image 59 and the formalized Community Knit Bridge in Image 54.

An art gateway can be created through multiple elements including:

- Artistic type face;
- Natural and hardscape materials with year round interest;
- Found materials; and
- Commonly used/carried/consumed materials.

An art gateways can;

- Be permanent, semi-permanent or rotating;
- Be interactive or keeping viewers at a distance;
- Be an informal use of space that is allowed and/or encouraged formally (Refer to Image 60 Seattle Gum Wall);
- Communicate the area's history, attributes, and desires;
- Encourage playfulness; and
- Increase community involvement (Images 54).

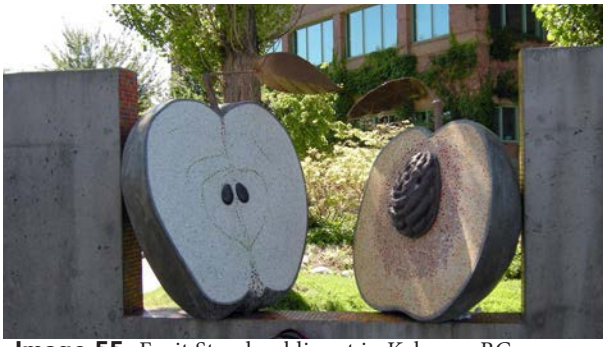


Image 55. Fruit Stand public art in Kelowna BC (source cateeales)

Image 56. Cambridge Ontario Community Knit Bridge (source Georgetown Yarn)

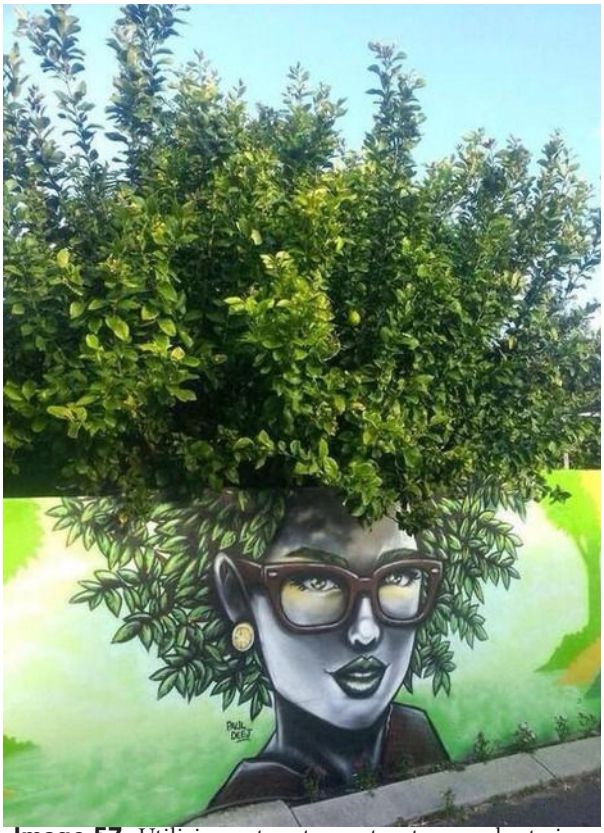


Image 57. Utilizing nature to create a temporal art piece

Art & Citizen Engagement

An example of art that engages an areas residents is Claude Cormier's installation of pink balls in Montreal's Gay Village. It is managed by the Village's merchants' association and local residents come together to string the balls each year it is installed. It was originally done as a temporary installation that has been re-installed for the past 8 summers. The most recent installation was done with rainbow balls. In September 2019 the balls will be replaced with a new installation.

Municipally Accepted Informal Gateways

An example of an informal gateway that has been accepted and supported by the City is the Gum Alley gateway to Seattle's Pike's Place. The alley is about fifty feet long and has had gum building up for almost 20 years. The City recently paid to have it cleaned to protect the building facades from deteriorating but it was quickly re-covered with gum, which was expected and not discouraged by the city (Image 59).

The City supports the gateway because it is an active tourist attraction, activates an alleyway that would otherwise have few "eyes on the street," and provides these benefits at very little cost to the City.

Image 58. School garden gateway contributed to by 150 children

Image 59. Claude Cormier Pink Balls Montreal, Quebec (source claudecormier.com)

Image 60. Claude Cormier Rainbow Balls 2018-19 Montreal, Quebec (source claudecormier.com)

Image 61. Gum Alley Seattle Washington (source Quara)

6.3.5 PLANTINGS AND NATURAL FEATURES

Gateway plantings and natural features can be temporary, semi-permanent or permanent and provide a temporal gateway experience annually as they change through the seasons.

Planting and natural feature gateways can consist of water and stone features, allées of plantings, trees or rocks, mass and repetitive eye-catching plantings of perennials and annuals.

Gateway plantings can beautify spaces, provide ecosystem functions, provide cooling effects in urban spaces, draw the eye to a focal point, and provide biophelic design opportunities.

Ecosystem functions provided by planted and natural feature gateways can include habitat creation, filtration for air and watersheds, climate regulation, storm water run-off protection, pollination opportunities, soil formation and the provision of food for animals.

Allees are repeated sets of materials placed on opposite sides of a formal or informal pathway, creating a natural view point or path through a space. The repetitive massing, colour and material is used to draw the eye to a focal point in the distance and/or provide a linear path through an area.

Biophilic design uses natural materials and imagery to provide people with connectivity to nature in human created spaces like buildings and urban spaces. Natural materials are incorporated into design because they have been shown to reduce stress, increase cognitive function, mood and creativity.

The benefits of biophilic design have been shown to increase when people are allowed to interact with a material and when the material is used in its natural form.

Image 62. Boulevard garden southern Ontario (source metroblooms.com

Gateway systems can use mass plantings to achieve beautification, tourism, and ecosystem benefits. The North Carolina Wildflower Program is an example of a mass planting program achieving the aforementioned benefits (Image 62 and see detailed explanation in Section 6.6.2).

Image 63. Perennial Planting by landscape architect Pier Oudolf (source The New Perennialist)

Image 64. North Carolina Wildflower Program (source NSDT)

6.3.6 ARCHES

Gateway arches provide a clearly defined entrance point to an area that can sometimes be seen from a distance depending on their size and the surrounding built form. Arches are usually long lasting structures due to the longevity of the materials used, and the costs of designing and installing them.

Arches are traditionally created by making a curved symmetrical piece that spans an entrance point. Abstract arches can also be created by placing elements on either side of an entrance point that mimic each other in some manner.

Arches can be made out of metal, brick, stone or living materials like trees or vines. They can have locational or welcoming text on it

Arches can even be interactive through unique activities associated with them like the tram ride provided in the St Louis Missouri Arch (Image 63).

Image 65. St Louis Missouri Arch (smithsonianmag)

Image 68. Chinatown Gateway Vancouver (source Vancouver.ca)

Image 66. Living Willow Dome in Italy by Zenone (source Zenone.com)

Image 67. Stone archway in Fort Anne Park Halifax, Nova Scotia

6.3.7 LIGHTING

Lighting can be used as the main element of a gateway or to illuminate a gateway.

Lighting can take many forms through the use of two key concepts: 1) light panels or inserts and 2) art/structures. Using solar power may be an option depending on the placement of the gateway.

Light gateways can provide an increased feeling of safety, provide night time activation of a space and reduce vandalism if placed in areas where you want people to be at night.

When selecting the form of lighting installation and running costs, the ability to replace parts, concerns of vandalism, safety, maintenance and visual impact should be considered.

Changing Colours

The changing colour of lights can be used to express special occasions and celebrate specific groups, and to attract attention to a gateway.

Through RyeLights Ryerson students can propose changes to the lights on the top floor of Ryerson University's Image Arts Centre to highlight commercial, political and campus events and personal occasions. The centre acts as a gateway to the eastern edge of Ryerson's pedestrian only streetscape (Image 68).

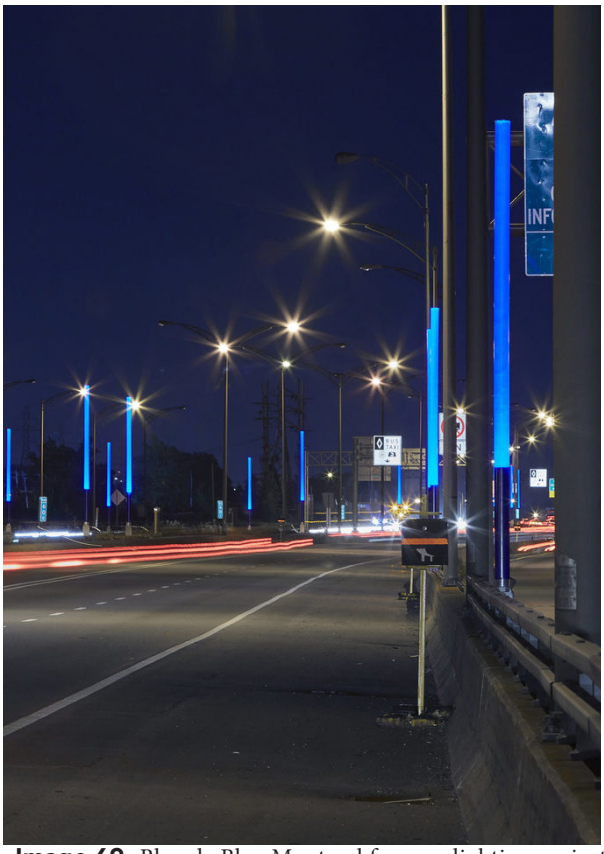


Image 69. Bleu de Bleu Montreal freeway lighting project (source Tourism Montreal)

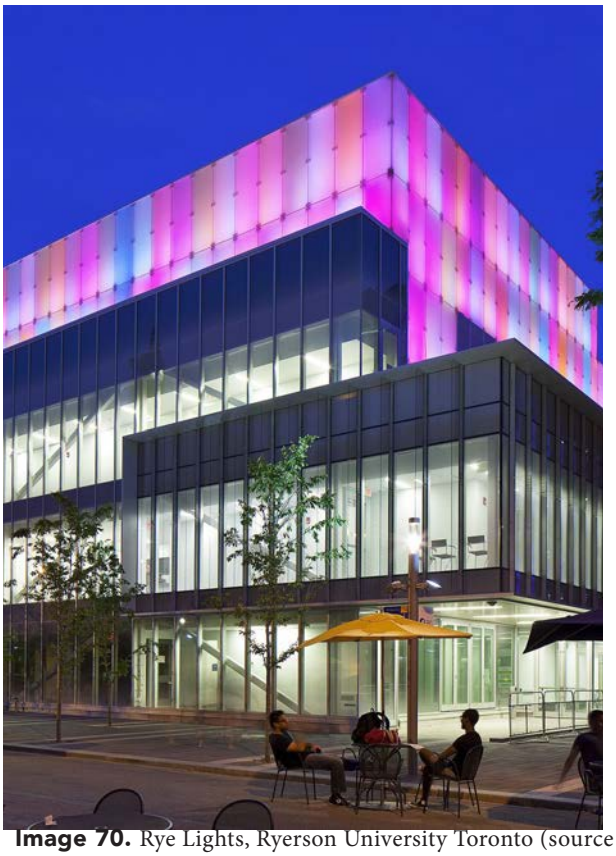


Image 70. Rye Lights, Ryerson University Toronto (source Ryerson.ca)

6.4. GUIDELINES FOR LINKING GATEWAYS

Gateways can take many shapes and forms, they can be individual or part of a system and, create nodes or linear pathways. The variety of gateway forms, elements and functions should be considered in conjunction with the Design Considerations provided in Section 6.1 and 6.2 during gateway development.

This section provides a set of guidelines to be followed during the development of a gateway to ensure the gateway's design elements and/or text relates to its form and function conveying the appropriate layered information.

These guidelines provide some flexibility as the final decision for how gateways should be connected needs to be based on community consultation as outlined in **Section 6.6** of this report.

Perimeter gateways

If a Perimeter gateway involves text it should first identify to the user that they are entering Markham and then if applicable identify the Internal gateway area associated with it.

For example the Perimeter Urban gateway located at Leslie Street and Highway 7 could say "Welcome to Markham" in large text followed by "Commerce Valley/Leitchcroft."

Perimeter gateways that do not involve text have the option of expressing a connection with each other and/or the Internal gateways associated with them.

Perimeter 400 Series Highway gateways

The highest number of users flow in and out of the 400 Series Highway gateways providing a unique opportunity for Markham to express to people that they are entering the City. It is recommended that the Perimeter 400 Series Highway gateways are linked in some manner to each other to clearly highlight to users that they have entered Markham's boundaries.

Internal gateways

Internal gateways that involve text should first identify the name of the special area they are providing an entrance to and following this state that the area is within Markham.

When there is more than one entrance into an internal area and text is not involved the gateways should be planned and developed in a manner that provides either a clear or loose connection between the area's gateways.

Rouge National Urban Park gateways

Due to pre-existing policy and governing structures associated with the Rouge National Urban Park clear linkages should be provided within each of these typologies through the use of text in coordination with Parks Canada management plans.

6.4.1 USING DESIGN TO LINK GATEWAYS

Individual gateways created through art, architecture, or landscaping can be understood as being interconnected or linked through the use of repeated colour pallets, materials, massing (form + shape), imagery, type face and lighting styles.

An example of this is the below architectural art installation of gateways created by the designer Adam Nathaniel Furman.

Each gateway's detailed design is vastly different in its style and colour, yet they are clearly related pieces of art. This is because they are linked by their massing and material. In this case the massing is a square 4 x 4 meters with matching thicknesses, and the material used is ceramic. To further create a sense of linkage the designer used solid bright colours in the same hues on the interior and exterior edges of each gateway.

Another example of using repetition and colour is Montreal's BLEU DE BLEU project which included painting large sections of Highway 20 blue for Montreal's 375th anniversary.

Image 71. Adam, Nathaniel Furman gateway installation at the London Design Festival (source dezeen.com)

Image 72. Adam, Nathaniel Furman gateway installation at the London Design Festival (source dezeen.com)

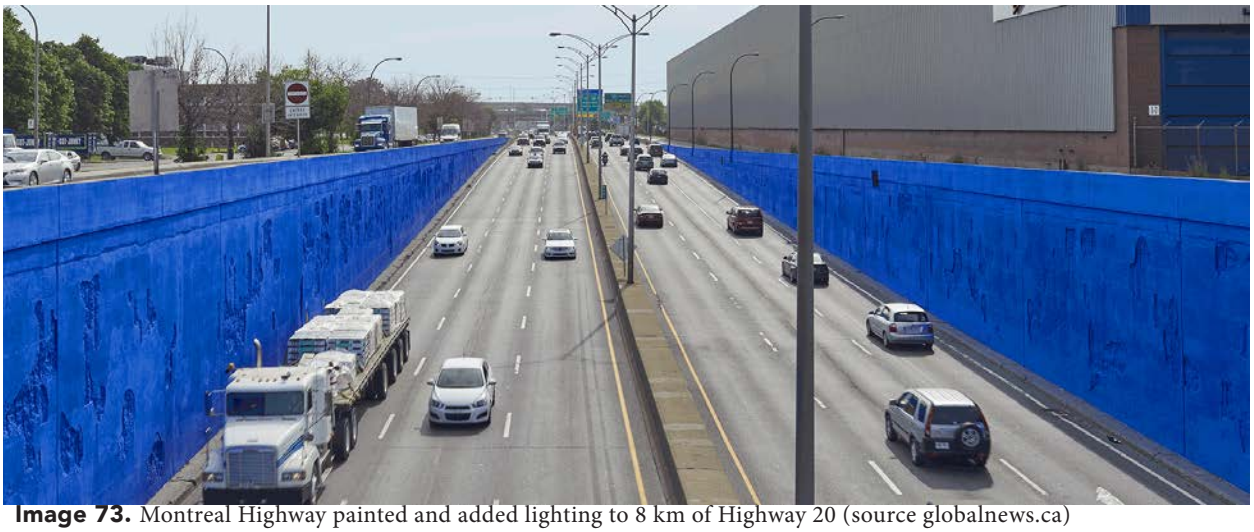


Image 73. Montreal Highway painted and added lighting to 8 km of Highway 20 (source globalnews.ca)

6.5. GUIDELINES FOR MATERIALS AND MAINTENANCE

When designing a gateway the visual impact, durability, safety, maintenance and installation costs of the materials proposed for use must be considered and accounted for.

Materials used can not impose an environmental or public health concern.

Awareness must be given to possibilities of materials like corten steel and or paint staining or impacting surrounding existing materials.

If plant material is being used maintenance costs must be considered for the project as well as appropriate soil depth for water retention to reduce maintenance costs. Year round plant installations should provide some level of year round interest.

Depending on the desired longevity of the gateway the lifecycle replacement costs must be considered.

Gateways intended to exist as short term installations ranging from six months to a year including sidewalk art, planters, and other forms of art must consider use of materials that are weather resistant, low cost, easy to install, remove and potentially store, including:

- Paint
- Found and re-purposed materials
- Wood
- Rubber

Gateways intended for medium to long term installations ranging from a year to three years must use materials that are very weather resistant, low-medium cost, low maintenance, vandal resistant, and reasonably easy to install remove and possibly move, including:

- Paint
- Drought tolerant native, and non-invasive perennial plants
- Found and re-purposed materials
- Water features
- Metal and Steel
- Wood
- Fiber glass
- Movable structures
- Light to medium weight stones
- Rubber

Gateways intended for long term installations of three years plus must use long lasting weather proof materials, low to no maintenance, vandal resistant, with a range of costs and a range of installation costs.

- Paint
- Hard woods
- Rubber
- Medium to heavy stones
- Drought tolerant native, and non-invasive perennial plants
- Concrete
- Metal and Steel
- Mosaic tiles

Material Selection Considerations

Material selection questions to be considered in the process of designing a gateway include:

- What are the installation actions and associated costs?
- What are the maintenance actions and associated costs?
- What is the maintenance plan for short, medium and long term care of the gateway?
- How long will the gateway last and how will it be removed and/or moved?
- Is a building permit required? If so do the drawings require a stamp from an Architect, Engineer, Landscape Architect and/or a Designer?

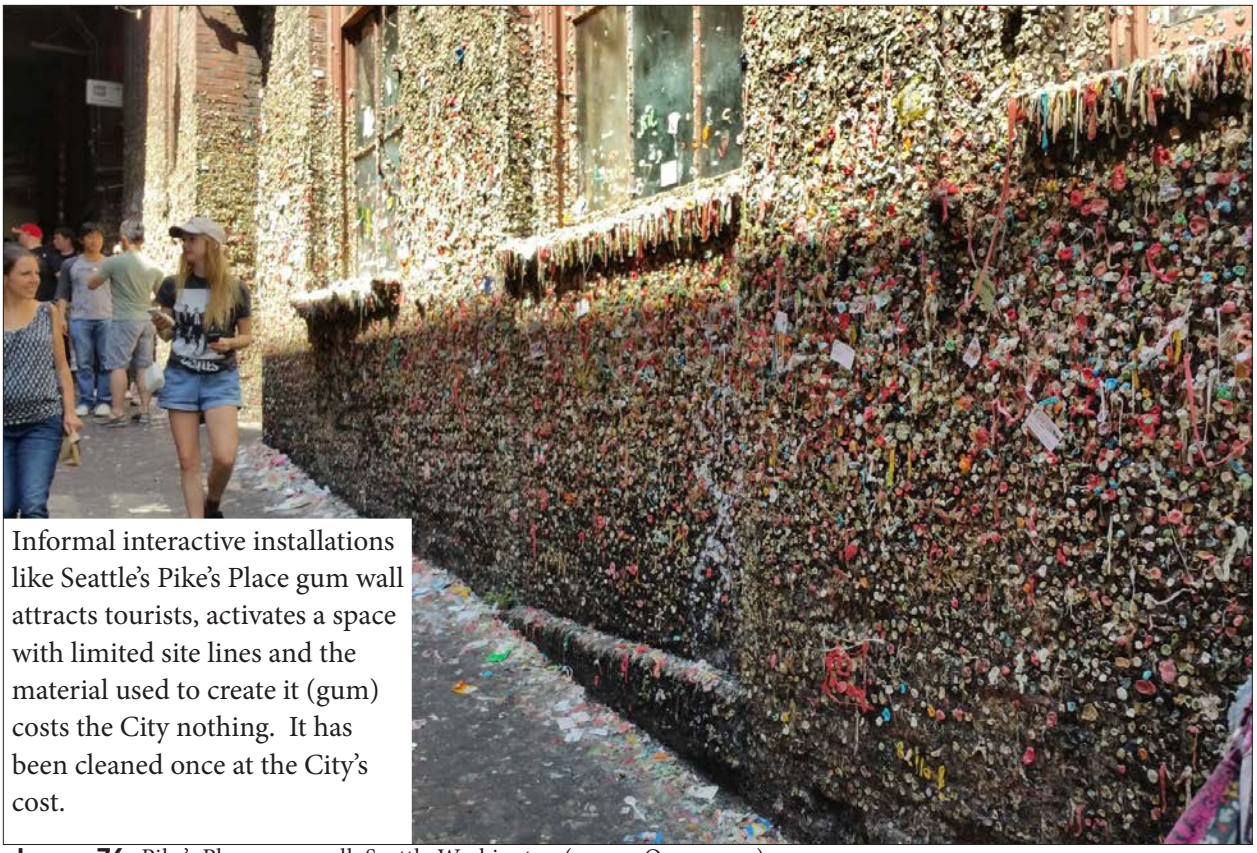
Image 74. Pop Silos provide a rural attraction outside of Ottawa (hiveminer)

Image 75. Corten Steel gateway into a public park in Montreal by Michel de Broin (source Contemporist)

6.5.1 EXAMPLES OF LOW COST GATEWAY MATERIALS & MAINTENANCE PROGRAMS

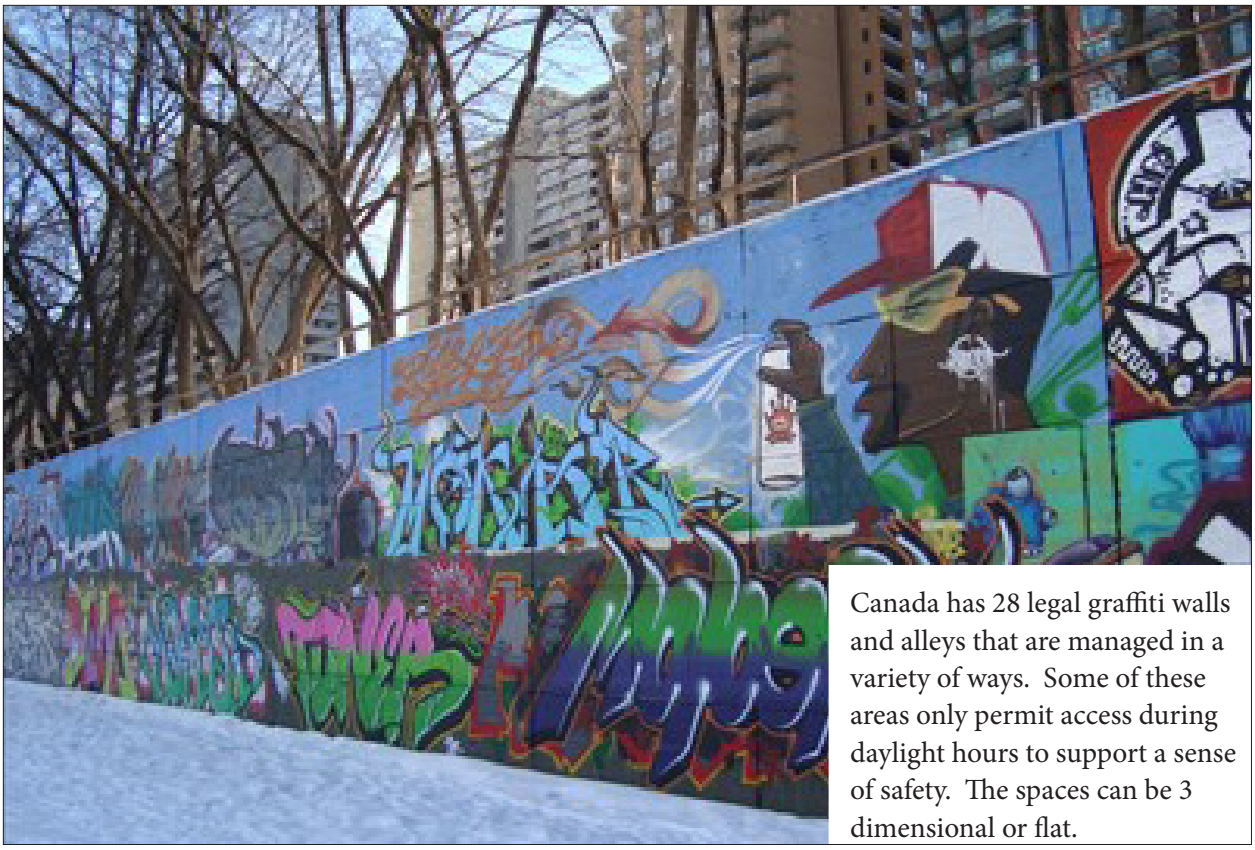
Wildflower gateways can be planted seasonally with a mixture of annual and perennial seeds to remove the cost of mowing large grass areas along major roads and highways. Example: North Carolina Wildflower Program.

Image 77. North Carolina Wildflower Highway (source humanflowerproject.com)



Informal interactive installations like Seattle's Pike's Place gum wall attracts tourists, activates a space with limited site lines and the material used to create it (gum) costs the City nothing. It has been cleaned once at the City's cost.

Image 76. Pike's Place gum wall, Seattle Washington (source Quara.com)



Canada has 28 legal graffiti walls and alleys that are managed in a variety of ways. Some of these areas only permit access during daylight hours to support a sense of safety. The spaces can be 3 dimensional or flat.

Image 79. Legal graffiti wall in Ottawa (source waymarking.com)

Community murals provide opportunities for partnership building, and community engagement.

Image 78. Connect Oshawa community mural (source connectoshawa.ca)

6.6. GUIDELINES FOR COMMUNITY INVOLVEMENT & PARTNERSHIPS

The creation of gateways provides numerous opportunities for community involvement and community building.

Developing, installing and maintaining gateways through partnerships opens up opportunities for community involvement, additional funding resources, and maintenance support. Joint venture opportunities between the City and Community Partners must be explored during the initial phases of gateway development.

To support gateway development, installation and maintenance community involvement must support relationship building between individuals, businesses, not-for-profits, community organizations, and government run organizations including schools and post-secondary institutions.

Gateway development opportunities for supporting these relationships include public art projects, design competitions, landscaping projects, and interactive gateway experiences where people are encouraged to interact and linger.

Whenever possible the greatest number of community members impacted by the development of a gateway must be involved in its design. The design as expressed in this report includes choosing the story/information the gateway will convey, its precise location, materials, how and who will install it and maintain it. Community involvement in Gateway maintenance is encouraged.

Community engagement guidelines for the gateway Typologies are as follows:

Perimeter Urban and Rural gateway Engagement Guidelines

Perimeter Urban and Rural gateways must provide opportunities for residents across Markham and local Councilors to engage with the design process. Opportunities must be explored to ensure community input throughout the planning and design of specific gateways.

Perimeter and Internal Rouge National Urban Park gateway Engagement Guidelines

The planning and design of Rouge National Urban Park gateways must provide opportunities for residents across Markham as well as City Councilors to engage with the design process.

Parks Canada is leading the development of Rouge National Urban Park gateways therefore they must be engaged along with community groups that support and engage with the park. Community groups should be considered for spearheading the development of these gateways.

Perimeter and Internal Public Transportation and, Highway 400 Gateway Engagement Guidelines

The planning and design of Internal and Perimeter Public Transportation and Highway 400 gateways must provide opportunities for residents across Markham as well as City Councilors to engage with gateway development.

The Ministry of Transportation Ontario and Metrolinx are integral partners to the envisioning of these gateways and are expected to be involved and consulted with throughout the process.

Internal Centre and Heritage gateway Guidelines

The local nature of Internal gateways is well suited for a local implementation approach that contributes to the overall City of Markham image and is developed by or in consultation with the local community. Internal gateways must focus on engaging local residents adjacent to the gateways.

6.6.1 POTENTIAL STAKEHOLDERS AND PARTNERSHIPS

City of Markham Organizations and Groups

- Community Organizations
  - Arts Organizations
  - Gardening clubs
  - Community centers
  - Economic development
    - Business Improvement Groups
    - Agriculture Groups
  - Community services
    - Community Centers
    - Schools
    - Police and Fire Departments
  - Local Causes
  - Community Events
- Indigenous Organizations
- Local Business
- Historical organizations

External Organizations and Groups

- Indigenous Organizations
- Community Development Not-for-Profits
  - Trillium Foundation
- The Ministry of Transportation of Ontario: 400 Series Highway gateways
- Parks Canada
- Ontario Parks
- York Region
- Neighbouring Municipalities
  - Whitchurch-Stouffville
  - Pickering
  - Richmond Hill
  - Vaughan
- Neighbouring Regions
  - Durham Region
  - City of Toronto
- Neighbouring Communities
  - Green River, Pickering
  - Belford, Pickering
  - Steeles Corner, Toronto
- Ecological Organizations
  - David Suzuki Foundation: Markham Butterflyway (Ward 5 & Thornhill)
- Not-for-Profit Community Design Organizations

6.6.2 COMMUNITY PARTNERSHIP EXAMPLE

North Carolina Wildflower Program

The program was established in 1985 with a goal of providing highway beatification. It is run by the NC Department of Transportation Roadside Environmental Unit (NCDT). Roadside environmental personal install and maintain the plantings.

The NCDT partners with The Garden Club of North Carolina, North Carolina State University and the North Carolina Department of Agriculture and Consumer Services.

To create and maintain energy around the program the Garden Club runs a volunteer led annual awards program for the NCDT personal who plant and maintain the gardens.

An awards program is sponsored by The Garden Club of North Carolina to recognize the efforts of NCDOT staff who carry out the program.

Benefits cited include:

- Beautification
- Enhances environmental quality of highway
- Economic development, Tourist attraction

The City of Markham gateway master plan project implementation, prioritization and approval

"The Wildflower Program is one of the department's most popular initiatives. Not only are the flowers wonderful to look at, they also help sustain the pollinator population, which is essential to the success of the state's agriculture community."

- David Harris, roadside environmental engineer

Image 80. Example of North Carolina Wildflower program planting (source themountaineer.com)

Image 81. Wildflowers along I-40 in North Carolina (source The Mountaineer)

Image 82. Sunflowers can grow as annuals by seed in Ontario (source Triangle Gardener)

7 GATEWAY IMPLEMENTATION

The City of Markham gateway master plan project implementation, prioritization and approval process must be developed and reviewed by all levels of Development Services and Community and Fire Services Commissions and brought to Council for endorsement of the final project process.

This section provides a series of recommendations in support of process establishment.

7.1. GATEWAY PRIORITIZATION

Recommendation: A process is to be established to develop a strategy to prioritize gateway projects and their triggers.

All Gateways - As a first step regarding priority:

1. The gateway location coincides with the City of Markham's capital project or maintenance work.
2. There is growth related development funding available in the area of a gateway location.
3. Gateway location and type qualifies for the grant.

7.2. CITY OF MARKHAM GATEWAY APPROVAL PROCESS

Recommendation: An approval process is to be established to provide a thorough review of any gateway project from all impacted departments, prior to the project going to Council for final approval. The established process will also consider gateway project removal.

- Design approval for all gateways requires circulation to all departments and approval by Council.
- Gateways need to be designed in collaboration with the pertaining local community partners, local Provincial and Regional partners.
- Gateways need to be designed in consultation with local Councillors.
- Gateways need to be designed in consulation with the pertaining Development Services Committees at the planning stage.
- Length of project lifespan is considered (is the gateway permanent?)

When proposals for gateway development are submitted the City of Markham will review the submission to ensure that the following requirements are met:

1. Design Guidelines in Sections 6.1 and 6.2 of this report;
2. Gateway linking policies in Section 6.4 of this report;
3. Maintenance and Material Guidelines in Section 6.5 of this report;
4. Community and Partnership Guidelines in Section 6.6 of this report;

5. The gateway appropriately fits within its designated typology and sub-typology;
6. Any internal gateways is located within an established neighbourhood;
7. Financial feasibility exists;
8. Maintenance requirements and maintenance plan are feasible for the expected duration of the gateway installation;
9. The gateway does not create any perceived safety hazards;
10. If the gateway is perceived by the City to require professional review by an architect, landscape architect and/or urban designer the appropriate processes and approvals have been met;
11. The gateway supports and integrates with its surroundings and the existing community structure; and
12. The gateway supports and enhances Markham's identity.

7.3. GRANTS AND FUNDING

Grants provide an opportunity for funding gateway development and maintenance. This section of the report provides an overview of key terminology related to gateways that can be used when researching grants. Examples of grant programs are also listed in this section.

Municipal funding for gateways will be provided based on the City of Markham's existing priority areas as laid out in the Official Plan, funding opportunities, and community interest.

When applying for grants review the policy support provided in **Section 4**, the gateway elements explored in **Section 6.3**, the reasoning behind your gateway's typology in **Section 5**, implementation guidelines provided in **Section 7**, the relevant detailed policy analysis in **Appendix A** and your gateways existing built form provided in **Appendix C**.

7.3.1 KEY TERMINOLOGY FOR GRANT WRITING

The key terms listed below were identified from the policy review has been provided to support the identification of funding opportunities and to be used in funding applications.

Rouge National Urban Park

- Enhancing ecological functions
- Public education and celebration
- Establishing Rouge Park gateway
- Increasing accessibility and inventiveness
- Collaboration to support compatible infrastructure abutting the park

- Hydrological Cycles
  - Increase ecological functions of water systems
  - Storm water management
  - Minimizing particulate mater
- Healthy Neighbourhoods
- Indigenous Heritage
- Complete Communities
- Corridor Creation and Support
- Bringing attention to historically relevant areas
- Place-making
- Economic Vitality
- Trail and Pathway Creation

7.3.2 POTENTIAL GRANT OPPORTUNITIES

Funding for Main Streets

- Ontario's Main Street Revitalization Initiative: Guide to Municipal Funding Agreement
  - "The Main Street Revitalization Initiative is a $26 million fund to help municipal governments undertake main street revitalization activities that support and benefit small businesses"
  - Signage, gateways, streetscaping and landscape improvements qualify.
  - Must be related to an existing Community Improvement Plan
  - For more information: https://www.amo.on.ca/AMO-PDFs/Main-Street/MainStreetFundingGuide_FinalAccessible.aspx

Streetscape Improvements

Municipal Streetscape Partnership Program (MSPP)

- Funding from York Region for streetscape improvements that support York Region's policies
- Preliminary applications are submitted in June
- Final design submissions submitted in September
- Budget submissions due in October
- Approvals and funding are available in January

Ecology Based Projects

FCM Green Municipal Fund: Stormwater quality: Feasibility studies, pilot projects and capital projects

- Could be used for bioswales and other stormwater quality project style gateways. Potentially useful for highway improvement plantings.
- To qualify the project: "must aim to remove contaminants such as total suspended solids (TSS) from runoff leaving a site."
- "Funding available
  - Feasibility studies: grants up to 50 per cent of eligible costs to a maximum of $175,000.
  - Pilot projects: grants up to 50 per cent of eligible costs to a maximum of $350,000.
  - Capital projects: We offer low-interest loans, with competitive lending rates, usually in combination with grants Funding is provided for up to 80 per cent of eligible project costs. The loan maximum is $5 million, and the grant amount is 15 per cent of the loan.
  - Applicants with high-ranking projects may be eligible for a loan of up to $10 million, combined with a grant for 15 per cent of the loan amount, to a maximum of $1.5 million.
  - Feasibility studies and pilot projects: Applications are accepted all year round.
  - Applications page https://fcm.ca home/programs/green-municipal-fund/apply-for-funding/application-resources.htm

Great Lakes Guardian Community Fund

- Funding related to protecting Lake Ontario water sheds
- Funding available to not-for-profit, First Nations and Métis communities and organizations
- More information: https://www.ontario.ca/page/great-lakes-guardian-community-fund

Heritage Based Projects

Park's Canada National cost-sharing program for heritage places

- Recognizes Markham's heritage railway station site at 214 Main Street North
- Further information: https://www.pc.gc.ca/en/culture/clmhc-hsmbc/ppf-csp

City of Markham Commercial Signage Replacement Grant Program

- Created to encourage the replacement of inappropriate commercial signage in heritage districts.
- The current sign by-law supports the development of signage that is considered appropriate for a heritage area in terms of size, placement and form of illumination.
- Eligible Areas:
  - Commercial properties located in the City's heritage conservation districts
- Eligible Applicants
  - Owners and tenants of commercial property are eligible to apply for assistance.
- Funding:
  - Assistance is in the form of a 50/50 matching grant, which is paid upon inspection of the approved signage. The program offers a matching grant for eligible work to a maximum limit of $1,000 per commercial establishment.
- For further information please refer to the City of Markham Commercial Signage Replacement Grant Program

Additional Grant Organizations to Consider

- Knight Foundation https://knightfoundation.org/apply
- Crowd sourced funding (to be led by a community organization)
  - Kickstarter, Indiegogo, GoFundMe

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APPENDIX A: LAND USE POLICY BACKGROUND

The development of gateways is being supported by the City of Markham to provide place making, increase community attraction and support community development. Gateways will highlight Markham's many special attributes including being Canada's high-tech capital, sharing Canada's first national urban park, having a lively performing arts and cultural scene, a wide variety of shopping options, well maintained historic districts, 22 kilometers of scenic pathways, multi-modal transportation infrastructure, farmer's markets and operating farms.

The land use policies discussed in this section of the report were used to help guide the locations, development framework and implementation guidance within the Markham's gateway Master Plan. These policies should be drawn upon during the development and implementation of individual gateways and gateway districts.

The provincial, regional and local legislation and land use policies identified in this section support and encourage the following City Building Elements provided by gateways:

- Growth Planning
- Community and Economic Development;
- Protecting and Celebrating Cultural and Natural Heritage Assets;
- Supporting Healthy Communities;
- Supporting Sustainable Communities; and
- Place Making.

Gateways can be a tool for achieving the above city building elements outlined in the land use policies identified in this section in the following ways:

Growth Planning

In recognition of the Richmond Hill Centre/ Langstaff gateway being designated as an Urban Growth Centre by the Growth Plan 2019, the gateway Master Plan includes gateways at Bayview Avenue and Highway 7, Yonge Street and Highway 407, Yonge Street just south of Highway 407 and one on the Langstaff GO Line just south of Highway 407. Clearly denoting these gateways provides a sense of place to the quickly growing area.

The gateway Master Plan also provides gateways at a number of Major Transit Station Areas within Markham which are also designated as key areas for growth in the Growth Plan 2019.

Community and Economic Development

Gateways can attract tourists and locals to Markham's business, residential, natural and community assets. Gateways achieve this by creating focal points to draw people into key areas that drive Markham's economic development.

Gateway focal points can be created through beautification, art, plantings, signage, lighting etc. Adding playfulness and beautification to spaces encouraging people to stop and linger and, the greening of spaces has been shown to reduce crime creating more inviting entrances to Markham's assets.

Gateways have been placed at the entrances to the major centres and corridors identified in the Markham Official Plan and the four major freeway entrance to Markham to highlight these key policy areas within the City of Markham.

Protecting and Celebrating Markham's Cultural and Natural Heritage Assets

People protect the things they love. Gateways provide identifiable entrance points to draw attention to key cultural and natural heritage areas

encouraging people to spend time experiencing these areas.

The gateway Master Plan includes gateway locations at key entrances to the Rouge National Urban Park creating opportunity for increased public knowledge of the existence of the bio-diverse park within Markham and potentially increasing public support for land use patterns that protect the park.

Supporting Healthy Communities

Increasing awareness of entry points to Markham's multi-modal transportation systems encourages the use of non-car options which can reduce carbon emissions and encourage physical activity which is good for people's mental and physical health.

Community building and place making also contribute to healthy communities. Gateways can support place making through the addition of art, beautification of public spaces, installation of identifiable landmarks and information/ storytelling.

Gateways can support community building through the use of public consultation to develop individual gateways which provides an opportunity for people to engage with their community and take on a sense of ownership and pride of the space they inhabit. Gateways made out of public art provide an opportunity for additional community engagement. Furthermore, community driven gateway development creates opportunities for people to meet each other and share skills.

Place Making

Gateways can support place making by raising awareness of Markham's history, culture, and areas of renewal and future growth. Increased awareness of these areas can create a strong sense of place and geographical knowledge of Markham's many attributes.

Gateways positively influence urban character, urban structure, built form and street scape design through beautification and information sharing.

Further gateways provide opportunities for community engagement providing opportunities to strengthen neighbourhood relations.

The gateway Master Plan supports place making and brings awareness to Markham's key internal areas and boundary points, including heritage areas, Rouge National Urban Park, rural areas, business districts and shopping areas.

Supporting Communities

To ensure environmentally significant lands are protected, it is important to foster a sense of connection between parklands and residents adjacent to these systems. As such, creating elements that emphasize local cultural heritage features and their connection to the Rouge watershed may aid in emphasizing the importance of this system.

To achieve this gateways have been located at key entrances to Rouge National Urban Park to bring attention to its ecosystem benefits and in recognition of its protected status as outlined in numerous policy documents.

Additionally gateway plantings can beautify spaces, provide ecosystem functions, reduce green space management costs, provide cooling effects in urban spaces, and biophelic design opportunities.

Ecosystem functions provided by planted and natural feature gateways can include habitat creation, filtration for air and watersheds, climate regulation, storm water run-off protection, pollination opportunities, soil formation and the provision of food for animals.

Green space management costs can be reduced by replacing high maintenance cost materials like grass and transplanted annual plants with materials that require less maintenance like seeded wild flowers, drought tolerant perennials, natural ponds and trees.

Biophilic design uses natural materials and imagery to provide people with connectivity to nature in human created spaces like buildings and urban spaces. Natural materials are incorporated into design because they have been shown to reduce stress, increase cognitive function, mood and creativity.

The benefits of biophilic design have been shown to increase when people are allowed to interact with a material and when the material is used in its natural form.

The following policy documents are explored in detail in this section:

1. Provincial Policy Statement, 2014
2. Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2019
3. TRCA Living Cities Policies, 2014
4. Rouge National Urban Park Management Plan, 2019
5. City of Markham Official Plan, 2014
6. Shared Places Our Spaces, Markham's Public Realm Strategy, 2014
7. Integrated Leisure Master Plan, 2010
8. Greenprint: Markham's Sustainability Plan, 2011
9. Pathways & Trails Markham Master Plan 2009
10. Markham 2020: Success by Design, 2016
11. Digital Markham Strategy, 2016
12. Conceptual Master Plan for the Future Urban Area, 2017
13. Yonge Steeles Corridor Secondary Plan, 2015
14. South Yonge Street Corridor Streetscape Master Plan Study, 2012
15. Signage By-laws for Markham's heritage conservation districts is regulated by the City's Sign By-law. See section 10.0 Special Sign Districts (Thornhill, Unionville, Markham Village, and Buttonville District)
16. Draft Making our Markham Public Art Master Plan 2020 - 2025

1. PROVINCIAL POLICY STATEMENT, 2014

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. It sets the foundation for regulating the development of lands, with the intention of permitting appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

Section 1 of the PPS guides the management and direction of land use to achieve efficient and resilient development and land use patterns. Healthy, livable and safe communities shall be

It is to be noted that the following two policy documents were in draft form during the writing of this report and shall be refereed to for any gateways developed after their completion:

- Making Our Markham Public Art Master Plan 2020 - 25; and
- Cornell Rouge National Urban Park Gateway Study 2019.

sustained by promoting development and land use patterns that conserve biodiversity and consider the impacts of climate change [Section 1.1.1.h].

Section 1.2 of th PPS state that planning policies should be implemented in a coordinated comprehensive approach within municipalities, across lower, single and/or upper tier municipal boundaries, and with other orders of government, agencies and boards. The PPS, in part, includes promoting growth and development, economic development strategies, managing natural and cultural heritage resources, and infrastructure matters as planning matters that should be coordinated (policy 1.2.1).

Section 1.5 provides policy guidance on the development and management of public spaces, recreation, parks, trails, and open spaces. Policy 1.5.1 a) states that "Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity." Policy 1.5.1 d) states that "healthy active communities should be promoted by recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas."

Section 1.7 of the PPS provides policies for long term economic prosperity. Policy 1.7.1 identifies that the following should be done to support long-term economic prosperity:

a) "promoting opportunities for economic development and community investment-readiness;

c) maintaining and, where possible, enhancing the vitality and viability of downtown and main streets;

d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

g) providing opportunities for sustainable tourism development..."

Section 1.8 of the PPS covers energy conservation, air quality and climate change. Policy 1.8.1 states that "planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patters which:

a) promote compact form and a structure of nodes and corridors;

b) promote the use of active transportation and transit in and between residential, employment and institutional uses and other areas;...

g) maximize vegetation within settlement areas, where feasible."

2. PLACES TO GROW GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

Places to Grow provides direction on how and where growth within the Greater Golden Horseshoe (GGH) should occur.

The plan recognizes the GGH as fast growing dynamic region with vibrant and diverse economies, containing significant ecological and hydrological natural environments and scenic landscapes. Also recognized are the large areas of lands within the GGH that are covered by Treaties that provide First Nations and Metis communities with rights. The unique role that Indigenous peoples have in the growth of the GGH is recognized and encouraged.

Guiding principles of the GGH include, in part, developing complete communities, protecting and enhancing natural heritage, supporting long-term viability of agriculture, conserving cultural heritage resources and integrating climate change considerations into planning and managing growth. As expressed in the PPS section of this

report the gateway Master Plan locates gateways in areas that respect these policies by highlighting the existence of natural heritage, agricultural areas, and community edges.

Section 2.2.3 provides policies on Urban Growth Centres which are to be planned "as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses" (Policy 2.2.3.1a). This is relevant to the gateway Master Plan because the Richmond Hill Centre/Langstaff gateway is an Urban Growth Centre which "is to be planned to achieve, by 2031 or earlier, a minimum density target of: ... 200 residents and jobs combined per hectare" (Policy 2.2.3.2b).

In recognition of the Richmond Hill Centre/Langstaff gateway being designated as an Urban Growth Centre by the Growth Plan 2019, the gateway Master Plan includes gateways at Bayview Avenue and Highway 7, Yonge Street and Highway 407, Yonge Street just south of Highway 407 and one on the Langstaff GO Line just south of Highway 407. Clearly denoting these gateways provides a sense of place to the quickly growing area and clear wayfinding tools within a busy area.

Major Transit Station Areas are also designated by section 2.2.4 of Places to Grow as key areas for growth. The gateway Master Plan provides gateways at a number of Major Transit Station Areas within Markham which are also designated as key areas for growth in the Growth Plan 2019.

3. TRCA LIVING CITIES POLICIES, 2014

The Toronto and Region Conservation Authority (TRCA) Living Cities Policies document provides guidance on provincially managed watershed systems. The purpose of the Living Cities Policies document is to provide the principles, goals, objectives and policies that will guide and administer the TRCA's planning and regulatory requirements [Section 1.1].

Natural spaces under TRCA jurisdiction include watersheds, headwater streams, wider, shallower valley corridors, and wetlands [Section 2.2]. The Rouge River, located within the City of Markham and the Rouge Park, is identified as a watershed subject to TRCA jurisdiction [Section 2.1]. The larger Rouge Park is also identified as a National Park and is the second largest urban natural heritage park in North America [Section 2.2].

Managing natural systems is fundamental to creating complete communities [Section 2.3]. As such, the TRCA's "Living City" vision is to "create a new kind of community, where human settlement can flourish forever as part of nature's beauty and diversity" [Section 5.1].

Key principles in achieving the TRCA's goals (in part) are:

- Maintaining a healthy natural heritage and water resource system, which acts as a foundation for sustainable communities;
- Designing sustainable communities based on the inter-dependent relationship between human and the environment to promote a culture of conservation;
- Planning and developing sustainable communities through collaboration with TRCA and its partners to incorporate innovative community designs which maximize the long term economic, social, cultural and environmental benefits;
- Creating a robust and connected greenlands system made up of natural habitats and scenic public places [Section 5.4].

The creation of sustainable communities as envisioned in the Living Cities Polices document relies on the consideration of the impacts of climate change on natural systems.

Section 6 of the Living Cities Policies document outlines the "paths" the TRCA is following to

realize its sustainable communities objectives. A comprehensive approach to addressing climate change includes mitigation and adaptation [Section 6.2].

One key method in building sustainable communities is through cultural heritage. Watershed groups on the Rouge and the Don Rivers have developed cultural heritage master plans to help identify opportunities to integrate heritage features, landscapes, and stories into new developments [Section 6.9].

Section 7 of the Living Cities Policies document outlines policies related to environmental planning. The TRCA's role in enforcing provincial policy is to fulfill its responsibilities as a public commenting body, a service provider, and occasionally as a land owner to the City's approval authorities in the planning and development process. Under the Greenbelt Plan, the headwaters, and some middle portions of the Rouge River are designated as Protected Countryside of the Greenbelt. Under this designation, urbanization should not occur in these areas in order to provide permanent protection to the agricultural land base and ecological features and functions. The Rouge River Watershed is of significance within the Greenbelt because of the extensive public investment in establishing the Rouge Park and the efforts at all levels of government in preparing the Rouge Park Management Plan (1994) and the Rouge North Management Plan (2001). Further, the watershed serves as a vital ecological corridor linking the environmental systems of Lake Ontario to the Oak Ridges Moraine. Any Rouge watershed lands outside the Protected Countryside designation shall rely on the Rouge Management Plans for guidance [Section 7.2.1].

4. ROUGE NATIONAL URBAN PARK MANAGEMENT PLAN, 2019

The Rouge National Urban Park Management Plan (Management Plan) stems from the Government of Canada's National Conservation Plan, an initiative presented which aims to connect Canadians to nature, restore ecosystems, and conserve Canada's lands and waters.

The Rouge National Urban Park, situated at the edge of the City of Markham, is identified as Canada's first National Urban Park. The significance of this park is emphasized by the park's potential opportunities in supporting all three priorities of the Government of Canada's National Conservation Plan, with emphasis on the park's ability to connect Canadians with nature – "to help foster an appreciation for nature and to build a "community of stewards" among Canadians of all ages." The Management Plan, which will guide the management of the Rouge Park over a 10-year period, is designed to identify strategies and objectives which aim to protect the Park. The Management Plan will provide a framework for making decisions and launching initiatives that ensure all public funds are used in the most effective way for the park's full benefit.

The Rouge National Urban Park is a significant environmental feature in the GTA. It contains deep river valleys and is home to more than 1,700 species of plants and animals, including many rare species. The Rouge Park is also significant for its identified economic opportunities, where more than 50% of the park area is covered by farms.

The presence of the Rouge Park in the GTA presents an opportunity for increased collaboration

with people living near or within the boundaries of the Park. The potential to connect people to the Park, and to Lake Ontario and the Oak Ridges Moraine in the near future further progresses the key strategies of the Government's National Conservation Plan to facilitate Canadians' appreciation and understanding of conservation lands and waters and ecosystem restoration.

Highlighting the entrances to the park with Gateways will help draw attention to the park and support the Management Plan's desired transformations for the park, being that:

- "Visitors will have a powerful gateway experience to the park at various welcome areas that will be connected through an extensive and interpreted trail network. A wide range of "learn-to" and visitor activities will cater to the interests of individuals, families and groups from near and far. Through their experiences, visitors will appreciate and value the park; many will be inspired to help achieve the park vision and contribute to the maintenance or restoration of the park's ecological integrity." and,
- That "the park will become known throughout the Greater Toronto Area, Canada and beyond as one of the premiere destinations, conserved landscapes and welcoming gateways to the outdoors."

5. CITY OF MARKHAM OFFICIAL PLAN, 2014

The City of Markham Official Plan (Region Approved, June 2014), looks to set out land use policy to guide future developments and to manage growth until 2031 [Section 1.1].

Section 2 of the Official Plan sets goals and objectives to build complete communities. One policy outlined in the OP is the promotion of walking, cycling, and transit ridership [Section 2.2.2].

Since gateways are major entry points into different communities, there are usually bus stops located at these intersections with some of the major roads such as Highway 7 having separate bike lanes. Bike lanes play a critical role in communities as they encourage walking, exercise, and reduction of congestion on the road; all attributes that will enhance a gateway.

The Official Plan also encourages policies that will create a vibrant and competitive economy [Section 2.2.4]. gateways highlight important economic centres within Markham as many of them cater to certain industries such as businesses or tourism.

Section 2.5 of the Official Plan identifies major centres and corridors in Markham. Gateways are located within all major centres and corridors. The new Markham Centre and Langstaff gateways are identified as urban growth centres in the Growth Plan and as Regional Centres in the Region of York's Official Plan. As a result of these designations, there are multiple gateways into these areas. Thornhill, Buttonville, Unionville, and Markham Village are identified as different heritage centres. The character of these communities will be protected and new development in the area must be compatible and enhance the heritage characteristics of the community [Section 2.5.4]. The heritage characteristics of these communities can be expressed through gateway development.

Section 4 of the Official Plan sets out policies for creating healthy neighbourhoods and communities. One such policy addresses the development of pathways and trails [Section 4.3.4]. Many gateways within Markham have connection to different parks and trails, and more can be added to underdeveloped gateways. The gateway at Steeles Avenue and Markham Road have newly built trails and a park to enhance its characteristics. The Rouge National Urban Park is located along the northern and eastern sides of Markham and will be an important component of these trails. There is support for connecting and integrating off road pathways and trails throughout the community [Section 4.3.4.1].

The Official Plan outlines opportunities to attract more tourism in Markham, Thornhill, Unionville, and Buttonville Heritage Districts [Section 5.1.8] due to the area's rich history.

Section 5.1.8.1 identifies the need to easily distinguish and recognize Markham's neighbourhoods. There is an emphasis on showing different places and buildings the city has to offer such as the Pan Am Centre, Markham Museum, Fred Varley Art Gallery, and Rouge National Urban Park. All these places are near or at gateway intersections.

Section 5.1.8.4 outlines that cultural heritage resources need to be protected and enhanced to provide for additional economic development and tourism opportunities. Gateways are critical parts of Markham as they provide an entry point into these different communities.

Creating sustainable urban design developments are also a vital part of gateway developments. Section 6.1 outlines key characteristics of built up areas such as forming compact neighbourhoods with well-designed and pedestrian friendly streetscapes, compatible and sustainable built forms, and vibrant public spaces. These attributes are key to placement and location of gateway features. Newly designed communities such as Markham Centre have many of these features. Landmarks and architecturally significant buildings should be enhanced and more easily distinguished as outlined in Section 6.1.5 of the Official Plan.

6. SHARED PLACES OUR SPACES, MARKHAM'S PUBLIC REALM STRATEGY, 2014

Markham's Public Realm Strategy provides a plan for a successful public realm through a best practices analysis, community engagement, providing a vision and goals. The vision is "to create a Markham that is a place for all that is engaging, staining and beautiful."

The Goals include delivering high quality public realm design, partnering with residents and business "to maintain and beautify private and public properties," to animate neighbourhoods and districts, to harmonize funding and partnership opportunities and to crate gateways and destinations.

Creating gateways as destinations that create lasting impressions, showcase public art, develop green assets as destinations and identify cultural assets as destinations is a key goals of the Strategy.

The actions associated with creating gateways including Action 5.2 "Develop a gateway Master Plan to ensure people arriving and leaving the City feel a sense of pride and identity that distinguishes Markham from surrounding municipality which may include minor gateways within the City" are provided in the chart on the following page. The gateway Master Plan fulfills Action 5.2 and supports the overall development of Markham's gateways.

7. INTEGRATED LEISURE MASTER PLAN, 2010

The City of Markham's Integrated Leisure Master Plan (ILMP) is a tool used to assist decision-makers, stakeholders and the general public in determining needs and priorities related to leisure services and facilities encompassing the parks, recreation, cultural and library needs of the City of Markham. It stems from the City of Markham's Building Markham's Future Together, 2007 (BMFT) initiative, which included the vision to develop the City into a vibrant, successful and sustainable community.

Markham has invested, or has plans to invest in several key leisure facilities, such as the Varley Art Gallery, Markham Museum, Thornhill Community Centre, Centennial Community

Centre, and Markham Village Library. Rouge Park, identified as Canada's largest urban park, presents an opportunity for ecosystem protection, cultural and natural heritage education, and appropriate recreational enjoyment. In addition, investments in the Langstaff gateway lands through improvements in community infrastructure and protection for natural areas contribute to the city's investment in leisure and community facilities.

The ILMP's identified emerging park and recreation trends which may affect services, programs, and facility needs includes a growing interest in self-scheduled unorganized activities. This, coupled with an increasing environmental awareness and stewardship has grown an interest in neighbourhood-based options such as community gardens and on-traditional parkland uses such as living community centres. Based on household surveys, 4 out of 5 households agree that parks and open spaces, libraries, and indoor recreation facilities are very important to them. 3 out of 4 Markham residents participated in a parks or outdoor recreational activity in the past year. Barriers to increased leisure activity participation include lack of time or unavailable facilities.

The ILMP further identifies opportunities and challenges for increasing and improving leisure related facilities within the City. Markham aims to be the best in demonstrating innovation and creativity though providing stellar recreations services, encouraging cultural expression through arts and heritage programs, maintaining park systems, and further supporting the City's libraries. Identified challenges include general physical inactivity among residents coupled with a lack of personal time, which aid in increasing barriers to participation in programs and services.

As such, the City has identified 9 goals for increasing access to parks, recreation, culture, and library services in order to improve the quality of life and continued sustainability of Markham. The goals are (in part) to:

- Align leisure services with the growth management strategy:
- Facilitate strategic and sustainable investment in infrastructure
- Facilitate community engagement and outreach: building social capital and strengthening neighbourhoods
- Encourage placemaking
- Facilitate inclusion, access and equity
- Maintain and environmental and sustainable focus

To support these goals public participation cab be used to develop gateways that highlight access points to Markham's existing parks and trails including Rouge National Urban Park and the Lake to Lake Cycling Route & Walking Trail.

8. GREENPRINT: MARKHAM'S SUSTAINABILITY PLAN, 2011

The City of Markham's Greenprint Sustainability Plan (*Greenprint*) is a 50 to 100 year plan created by the Markham community, which aims to guide future communities as environmentally, economically, socially, and culturally vibrant places. The *Greenprint* sets out plans for protecting and enhancing the natural environment, maintaining a high quality of life for Markham residents and providing fulfilling employment, life-long opportunities and affordable access to basic needs.

Chapter 2 of the *Greenprint* identifies existing issues facing Markham. Issues include impacts of climate change and economic instability, and a reduced reliance on energy sources which generate greenhouse gases. To mitigate impacts of these issues, the City of Markham has identified the need to initiate and foster partnerships with community groups, integrating municipal planning and decision making with the *Greenprint* Plan, and enforcing the Climate Action Plan objectives of the *Greenprint*.

Chapter 3 of the *Greenprint* identifies the foundation for the goals of the Plan, the three pillars of sustainability:

Pillar 1: Social and Cultural Wellbeing

- Focus on developing healthy social relationships and partnerships to achieve common goals and meet individual needs

Pillar 2: Economic Vitality

- Promote opportunities in Markham to provide good quality jobs, opportunities for learning and skills development, and re-skilling and community development to meet demands of a low-carbon economy

Pillar 3: Environmental Health

- Protecting, enhancing, or creating conditions that provide ecosystem services that maintain biodiversity, provide water, sequester carbon, provide oxygen and contribute to the well-being of humans, flora and fauna.

Chapter 4 identifies twelve sustainability priorities and their relevance and importance to the *Greenprint*. They include:

- Social Equity
- Identity & Culture
- Individual Health
- Shelter
- Food Security
- Access and Mobility
- Education & Skills
- Economic Vibrancy
- Materials Management
- Water Efficiency
- Ecosystem Integrity
- Energy & Climate

A key factor in fostering the cultural values of Markham is the creation of a unique sense of place through identity and culture. Identity includes physical features of the community, from natural to built heritage (old buildings, main streets, cultural landscapes), to the designs of new public realm developments (streets, parks, bridges, public buildings). Culture includes the artistic, musical, literary, culinary, political and social elements that are representative of a community. Markham can support and enhance the community's heritage, natural setting and cultural diversity by building on and promoting urban design and place-making guidelines for all new Markham development. This includes promoting public art, festivals, community events, and engagement exercises.

Implementation of the *Greenprint* is considered in three time horizons: short term, medium term, and long term. In the short term, a focus on education, engagement and awareness is emphasized. The medium-term focus is on implementing projects, with the intension for all new communities to be "complete neighbourhoods" and emphasize sustainability. The long-term focus sees Markham approaching the sustainability vision identified within the *Greenprint*.

Overall, the *Greenprint* emphasizes collaborative efforts between the City of Markham and community groups to achieve environmental, economic, and social sustainability. One major element in fostering social sustainability is the creation of places with unique identities that encourage expressions of cultural identity which as expressed previously can be supported through gateway development.

9. PATHWAYS AND TRAILS MARKHAM MASTER PLAN, 2009

The City of Markham's Pathways and Trails Master Plan reviews a short- and long-term vision for the City's existing and future trail network. Residents within the City have identified a desire for trail networks which connect all neighbourhoods in Markham, in order to unify the community, improve health, and decrease car dependence [Section 1.3].

The Vision for the Trails Master Plan is to create an interconnected system of pathways and trails

Our Actions

	Lead Commission	2015	2016	2017	2018	2019+
ACTION 5.1 **Showcase Markham's unique areas and destinations** with beautiful public spaces, great public art and memorable gateways, sustaining and engaging neighbourhoods, city districts and public engagement.	Community & Fire Services Development Services					
ACTION 5.2 **Develop a Gateway Masterplan** to ensure people arriving and leaving the City feel a sense of pride and identity that distinguishes Markham from surrounding municipalities. This may include minor gateways within the City.	Community & Fire Services Development Services					
ACTION 5.3 **Continue to promote the City's public art program** and encourage developers, businesses and residents to participate.	Community & Fire Services					
ACTION 5.4 **Develop a masterplan for the Civic Centre lands** to enhance the public realm opportunities.	Development Services Community & Fire Services					
ACTION 5.5 **Develop promotional material to market our unique destinations and areas** to both visitors and residents.	Corporate Services Community & Fire Services					
ACTION 5.6 **Develop an Interpretive Walk in historic Markham, Unionville and Thornhill Villages** to celebrate specific historical sites and events with on-street interpretive panels plus online audio and visual components offering additional information.	Development Services Community & Fire Services					

Figure 19. City of Markham "Our Actions" chart for creating gateways and Destinations from the Shared Places Our Spaces Markham's Public Realm Strategy

which includes providing improved connections to existing and planned sidewalks and facilitating and maintaining accessibility when connecting neighbourhoods to key destinations in the City [Section 2].

Pathways and trails should provide access to major destinations in Markham, including natural, cultural, and service facilities, as well as schools, parks and shopping facilities. They should be designed to incorporate any opportunities to incorporate historical, cultural, civic or other meaningful story telling elements [Section 9.1].

Section 4 of the Trails Master Plan identifies constraints and opportunities to the existing City-wide pathways and trails system. Some constraints to the existing system include general safety of trail systems (unsafe crossings on existing busy roads and highways) and the general maintenance of trails. Additional barriers include Highway 407, active rail corridors, major arterial roads, private properties and major creek and watercourse crossings. Opportunities include access to significant open spaces and parks, the interpretive potential of significant locations to create experiences, east-west connections across the City through hydro corridors (for which the Ontario Realty Corporation are willing partners), the presence of the Rouge Park, convenient location of federal open spaces and airport lands, and existing floodplain areas [Section 4].

Section 5 outlines the trail standards which may be applied to various trail systems throughout the City. Six trail types are identified in the Trails Master Plan. These standards shall be applied on

a case-by-case basis when creating trails, where a site specific design exercise involving a detailed site inventory and site review.

- Type 1: Primary Multi-Use Town Wide Pathways
  - Town wide linkages, major off-road commuting routes, or special scenic or highly experimental routes with high expected routes
  - Minimum width: 3 metres
  - Surface type: asphalt or other hard surface pavement
- Type 2: Secondary Town Wide Paths
  - Off road connections from Type 1 Trails to neighbourhoods and other destinations in the Town, and multi-use with variety of users including cyclists, pedestrians, rollerbladers and other wheeled users
  - Minimum width: 3 metres
  - Surface Type: generally paved, may be gravel
- Type 3: Park Pathways
  - Interior park paths which are ancillary to the continuous Town Wide System
  - Minimum width: 2 metres
  - Surface type: varies per park type and use
- Type 4: trails
  - Include smaller local routes through more sensitive natural areas or other areas where wider pathways are not desired or would impact vegetation
  - Minimum width: 1 metre; Maximum width: 1.5 metres
  - Surface Type: generally unpaved, granular mulch or dirt; paved only under special circumstances
- Type 5: Informal Trails
  - Very small, local, informal routes through more sensitive natural areas or other areas where wider pathways are not desired or would impact vegetation. These are not part of the Town wide system and are ancillary to the Town Wide system
  - Minimum: vary
  - Surface Type: worn dirt, mulch, worn in grass
- Type 6: Alternate routes
  - Typical existing or proposed municipal sidewalks used as connection routes between parks and open spaces as an alternative to off road pathways and trails, or in areas without off road open space routes

This Section identifies the need for rest areas which should be provided along off-road and rural pathways and trail systems, typically every 5 km on a trail. In addition, staging areas should be incorporated into key gateways and park areas, which shall provide for access to trail systems. Facilities at staging areas may include picnic facilities and/or automobile parking [Section 5.8].

Section 6.1.3 speaks to gateway Signage in two forms: Town gateways and Local gateways as described below"

- "Town gateways are meant to introduce Markham as a community-oriented place, and are meant to create a sense of welcoming, arrival, and safety. These gateways should be used in historical districts or near the borders of adjacent municipalities in parks along the pathway and trail system."
- Local gateways maintain a "pragmatic" tone, where features introduce locally significant themes and prepare local residents and visitors for transitions during system experience. These gateways are often paired with information and wayfinding signs [Section 6.1.3].

Gateway features may take the form of small public art installations along and at the entrances of pathways and trails. The future City of Markham Municipal Public Art Plan will guide the placement of public art on private and public lands. These elements aid in improving the overall trail experience around the City [Sections 8.1, 8.2].

Where gateway Master Plan gateway locations overlap with Pathways and Trails they should

respect the typologies of the Town and Local gateways as described by the Pathways and Trails Master Plan.

10. MARKHAM 2020: SUCCESS BY DESIGN, 2016

The Markham 2020: Success by Design Plan outlines a performance review of the City's 10-year economic strategy - a blueprint for the overall economic development program. The 4-phase process included Phase 1: Research, Phase 2: Community Engagement, Phase 3: What's NXT at Flato Markham Theatre, and Phase 4: Key Findings and Recommendations.

Phase 1 outlines priority technology sectors and identifies key findings. Based on the review, it was found that all priority sectors grew in employment and number of firms. Technology is playing an increasingly important role across all sectors, permitting Markham to have the highest concentration of diverse, high-tech employment among Canadian cities including Toronto, Ottawa, and Waterloo. Future identified goals include growing all priority sectors and advanced manufacturing, ensuring the workforce is suitably trained and educated to meet current and future demands of the industry, and evolve concentrated employment areas into employment "communities" that include cultural, transit and other amenities to attract and retain workers and employers.

Growth in relation to a Global Business Strategy is significant to the overall growth of Markham. Globally, approximately 57% of foreign companies are in the Information and Communications Technology (ICT) sector. As such, attracting foreign companies and investment to Markham, especially in this prominent sector, is logical. Markham's strengths in attracting foreign investment include being cost competitive (taxes, parking, rents, etc.), new design-build options, close proximity to decision-makers, and fostering skilled and diverse talent all within a pro-business environment.

Markham's identified weaknesses include scarcity and limited access to public transit, distance from downtown, retaining labour due to pull of downtown, limited employment land supply and pressure for employment land conversions. As such, the investment attraction strategy must balance focus on emerging markets while cultivating local and international relationships.

Gateways have been placed at key public transportation locations to highlight the existing transportation infrastructure within Markham.

Gateway development has the potential to support the recommendations from Markham 2020 to include optimizing the potential for York University's new campus, emphasizing Markham as a hub for technology, and leveraging Markham's cultural diversity in making it an attractive place for investment and growth.

11. DIGITAL MARKHAM STRATEGY, 2016

The Digital Markham Strategy is a strategy initiated by the City of Markham which aims to facilitate the changing digital engagement environment expected over the next 10 years. The "digital revolution" is characterized by a shift in the way consumers interact and engage with organizations. Increasingly, consumers expect a more direct, digital line of communication with industries and services. As such, the City of Markham aims to enhance its current digital presence, in order to better serve the needs of residents.

The City must further enhance its digital presence in order to maintain competitiveness with other major North American cities. Three key identified themes for the current state assessment are as follows:

- There is short term initiative-based planning & lack of clarity on ownership of enterprise-wide initiatives;

- The in-person culture and lack of tools prevent staff from being more digital; and,
- There is a lack of resource planning and capacity to execute strategic initiatives.

The #DigitalMarkham vision is aimed at creating a digitally connected city by 2025. It envisions "the City of Markham as a platform for digital innovation and collaboration between citizens, businesses, and governments that contributes to the overall quality of life".

To achieve this, 12 key initiatives were identified to increase Markham's digital maturity, initiatives with the potential for linking to gateways are as follows:

- Continue to enhance the suite of fully integrated online and mobile service offerings
- Promote collaboration through digital tools, especially through the use of public engagement tools such as PlaceSpeak
- Continue to develop Markham's role as a leader in Digital Democracy
- Establish Markham's Identity as a Digital Destination by developing and executing a communication strategy to promote the #DigitalMarkham strategy, developing a plan to embed digital initiatives into existing strategies, and leveraging existing ICT and local business clusters to identify growth opportunities in the city and generate an appropriate atmosphere for #DigitalMarkham

The "Roadmap" for achieving the #DigitalMarkham vision outlines 4 timeframes for the strategy's next steps:

Explore: in 2016, the City began implementing digital tools and technologies to facilitate the above initiatives.

Enable: between 2017 – 2019, the City shall set visions for digital transformation and put initiatives, structures, and standards in place to better coordinate the delivery of digital initiatives.

Connect: by 2020, internal operations shall be transformed, data analytics shall be scaled across the City and externally, and digital applications shall be run with new business processes.

Transform: beyond 2021, the City's digital maturity shall be advanced to a stage where online, mobile, and social infrastructure and organizations are normalized.

It will take innovative thinking to integrate the Digital Markham Strategy into Markham's gateways. However opportunities exist such as the integration of digital feedback opportunities into gateway installations.

12. CONCEPTUAL MASTER PLAN FOR THE FUTURE URBAN AREA, 2017

The Conceptual Master Plan (CMP) for the Future Urban Area (FUA) provides a high-level comprehensive Community Structure Plan for Markham's FUA, a 1,300 hectare area north of Major Mackenzie Drive and east of the Hydro Corridor and Woodbine Avenue [Section 1.1]. The CMP shall form the basis of more detailed secondary plans for smaller areas within the FUA.

The vision for the development of the FUA reflects the vision of sustainable, healthy, compact and complete new communities as outlined in the Markham Official Plan and York Region Official

Plan. Land use for the FUA shall be primarily designated as "Future Neighbourhood Area" or "Future Employment Area."

To establish a healthy community, the physical, social, and mental well-being of residents must be considered as a necessary components of public health. As such, the built environment should be designed to provide opportunities to encourage residents to be physically active and socially engaged. This includes the creation of human scaled streetscapes that encourage walking and cycling, and providing accessible public open spaces that offer a variety of passive and active activities [Section 3.1]. As discussed previously gateways can be sued to highlight healthy community elements.

The City of Markham Official Plan identifies underlying principles needed to ensure the development of healthy and resilient communities throughout the City, including the FUA. Building a compact, complete community means providing a range of housing types, employment opportunities, and services which are reasonably accessible through various modes of transport. Along with integrating cultural heritage in neighbourhood design, creating identity through public art and landmarks, and ensuring a high-quality public realm [Section 3.2]. As stated previously gateways can be used to highlight cultural and natural heritage through the use of art, plantings and using community consultation events to develop gateways.

Integral to the development of the CMP is the Community Structure Plan, a strategy which is intended to form the basis of land use and transportations schedules in secondary plans within the FUA [Section 6]. The elements of compact and complete communities that need to be established in a coordinated manner across the FUA in the Community Structure Plan include creating an integrated open space system consisting of linkages between natural areas with the Greenway System, parkland, and school sites [Section 6.3]. These linkages should also further integrate with streets through a system of pedestrian and cycling trails [Section 6.6]. gateways can be used to help connect the integrated public space system.

With the completion of the CMP, the next step in detailed planning for the FUA is the submission, review, and approval of secondary plans, including supporting master environmental servicing plans and community design plans. Urban design guidelines to guide community design plans shall also be completed to further inform master environmental servicing plans and secondary plans.

13. YONGE STEELES CORRIDOR SECONDARY PLAN, 2015

The Yonge/Steeles Corridor Secondary Plan provides the development framework for intensification for the Yonge Street corridor generally located along the west side of Yonge Street between Steeles Avenue and Langstaff Road, in the City of Vaughan. The Secondary Plan is divided in two areas: The North Area and the South Area.

The existing Yonge/Steeles intersection is characterized by low-rise, large format retail or auto-oriented uses. Commercial buildings are situated in large lots surrounded by surface parking. Land uses vary greatly within this area, but generally reflect an emphasis on auto-oriented development. Existing buildings are typically 1 – 3 storeys in height.

The overall vision for the Secondary Plan is to promote well designed intensification, to maximize the use of existing and planned infrastructure, to protect stable residential neighbourhoods, to provide a range of housing options, encourage a mix of housing and employment within walking distance of each other, and minimize the ecological footprint of residents and the working population

[Section 2].

The Secondary Plan contemplates intensified mixed-use redevelopment of the study area, where building heights and density will be increased towards the Yonge/Steeles intersection and will decline as distance increases away from the intersection. The concentration of high-rise, mixed use office buildings located at this intersection, as shown in Schedule 2 of the Secondary Plan, shall reflect the importance of the intersection as a transit hub and gateway into the City of Vaughan. Buildings at the Yonge/Steeles intersection shall be designed to highlight their symbolic significance as urban anchors and focal points, and shall frame the intersection and incorporate public art and design features to emphasize its importance [Section 3.6.1].

Parks and publicly accessible open spaces in the Secondary Plan shall be designed to create visual links to the Yonge/Steeles intersection [Section 4.3].

In conclusion, the Secondary Plan aims to facilitate intensification at gateway locations for the City of Vaughan. At full built-out, the Secondary Plan area is expected to accommodate 9,660 people and 4,500 new jobs in the South Area, and 760 people and 800 new jobs in the North Area. As such, the planning and build-out of this community will support the Region's urban structure and advance the implementation of investment for the Yonge Subway Extension.

Gateways have been placed within the Yonge Steeles Corridor Secondary Plan area to support the beautification, public engagement and awareness of the area. Gateways could also be used in coordination with public green spaces to support Section 4.3 of the Plan.

14. SOUTH YONGE STREET CORRIDOR STREETSCAPE MASTER PLAN STUDY, 2012

The South Yonge Street Corridor Streetscape Master Plan Study provides a 20-year, detailed streetscape plan for the Yonge Street corridor north of Steeles Avenue. This corridor, identified by York Region as a Regional Corridor, is envisioned to be a "Main Street", designed as a pedestrian and cyclist-friendly route lined with a mix of housing, shops, offices and meeting places.

Yonge Street is identified as a higher order transit corridor, and will serve and support the Region's future Urban Growth Centres and Mobility Hub in Richmond Hill/Langstaff and Newmarket.

As such, the Streetscape Master Plan compartmentalizes the corridor into five distinct districts, linked together by "threshold" zones envisioned as transitional open and natural spaces that will be used to showcase natural views, landscape, and public art by including seating areas, specialty planting, lighting, and materials. This "Linked District Approach" shall recognize and consider the varying local character, plans, policies, and features of each district. Gateway Districts, located at the Yonge/Steeles intersection and at the Richmond Hill Centre north of the 407, shall be emphasized with specialty paving palette and median treatments, street trees, and plantings to emphasize their importance.

Overall, the vision of the Yonge Street Corridor streetscape shall be based on the construction of the Yonge Subway Extension. Densities along Yonge Street will increase traffic congestion and delay existing transit, until the Subway Extension is fully established. As such, the implementation of the Master Plan shall be triggered by development, achieved in collaboration through establishing strong partnerships with Yonge Street BIAs, developers, and local municipalities.

Gateways have been located along the South Yonge Street Corridor to support the beautification, public engagement and awareness of the area.

15. TOWN OF MARKHAM BY-LAW 2002-94 SIGN BY-LAW

Sign regulations for the City of Markham's Heritage Conservation Districts (HCDs): Thornhill, Markham Village, Buttonville, and Unionville are provided in Section 10 Special Sign Districts of the 2002-94 Town of Markham Sign By-law.

Signage within these areas must comply with the general requirements provided in Section 5 of the By-law and with the specific provisions outlined in Section 10 of the By-law.

These special provisions state that all applications for sign permits must be submitted to Heritage Markham for review.

The City of Markham provides the following tips for developing appropriate heritage signage to ensure compliance wit the By-law:

- "Signs should not block architectural features
- Place signage in traditional locations such as above the storefront or a stand-alone ground sign
- Use traditional materials such as wood and canvas awning signs as opposed to modern plastics and vinyl which are not permitted
- Use letter styles and fonts appropriate to the heritage character of the area such as Roman, Clarendon, Egyptian and sans serif styles.
- Capital letter are generally more legible than lower case
- Use heritage colours- no fluorescent or very bright colours
- Use symbols were feasible to enhance product recognition
- Light the sign with external forms of illumination (i.e. goose-neck lighting)"

16. DRAFT, MAKING OUR MARKHAM PUBLIC ART MASTER PLAN 2020 - 2025

Markham's Public Art Master Plan supports the City in "realizing public art projects that will: Inspire people to live in work in, visit and invest in Markham; Celebrate the diverse cultures and heritage in Markham from multiple points of view; and Connect residents to Markham's built and natural environment."

The Public Art Master Plan provides seven recommendations to direct the development and implementation of a successful public art program from 2020 to 2025. The Master Plan prioritizes potential sites for public art, and identifies administration and implementation best practices.

The Vision, Objectives and Guiding Principles are as follows:

Vision

"It is time to make our mark! Innovative Public Art will highlight the city's unique characteristics and create new experiences through which local residents and visitors can engage with each other and the rich surroundings in Markham"

Objectives

"Each public art project will meet at least two of the following objectives:

1. INSPIRE people to live in, work in, visit and invest in Markham.
2. CELEBRATE the diverse cultures and heritage in Markham from multiple points of view.
3. CONNECT residents to Markham's built and natural environment."

Guiding Principles

"The City of Markham's Public Art Program follows the guiding principles below:

1. Community education and engagement
2. Cultivation of the local arts sector - in a wide variety of art forms and practices

3. Artistic excellence and innovation
4. Protection of artists' integrity - fair pay for artists who retain their copyright and moral rights
5. Professionalism, fairness and equity in processes
6. Sustainability and responsibility of the program
7. Accessibility and geographic reach of the collection
8. Stewardship of the collection"

Recommendation 2 updates the definitions found in Markham's existing Public Art Policies, Markham Municipal Projects and Private Sector. The Master Plan defines Public Art as:

"Public Art is a work in any medium created by one or more Professional Artists; that is relevant to its site and context; that has been planned and executed with the specific intention of being sited or staged in a public space; and that has been acquired following the City of Markham's established processes."

The Master Plan also includes specific definitions for Stand-alone Public Art, Integrated Public Art, Temporary Public Art, Public Art Platform, Commemoration and Street Art. It is noted that Street Art does not include graffiti or non sanctioned or permitted art. Additional definitions are provided for Public Realm and different types of artists.

Public Realm is defined as:

"Publicly owned spaces, indoors, outdoors and virtual which are generally accessible to the public free of charge, either visually or physically. In the case of privately-owned property, only exterior spaces that are open to the general public to use 24 hours per day will be considered to be defined as Public Realm."

Recommendation 5 requests the adoption of the Public Art Site Selection criteria, and the public art types and locations presented within the Master Plan.

Placing public art at gateway locations within the Gateway Master Plan will help fulfill Public art site selection criteria, evaluation criteria number one, which states that the public art piece should support City of Markham strategic and planning goals.

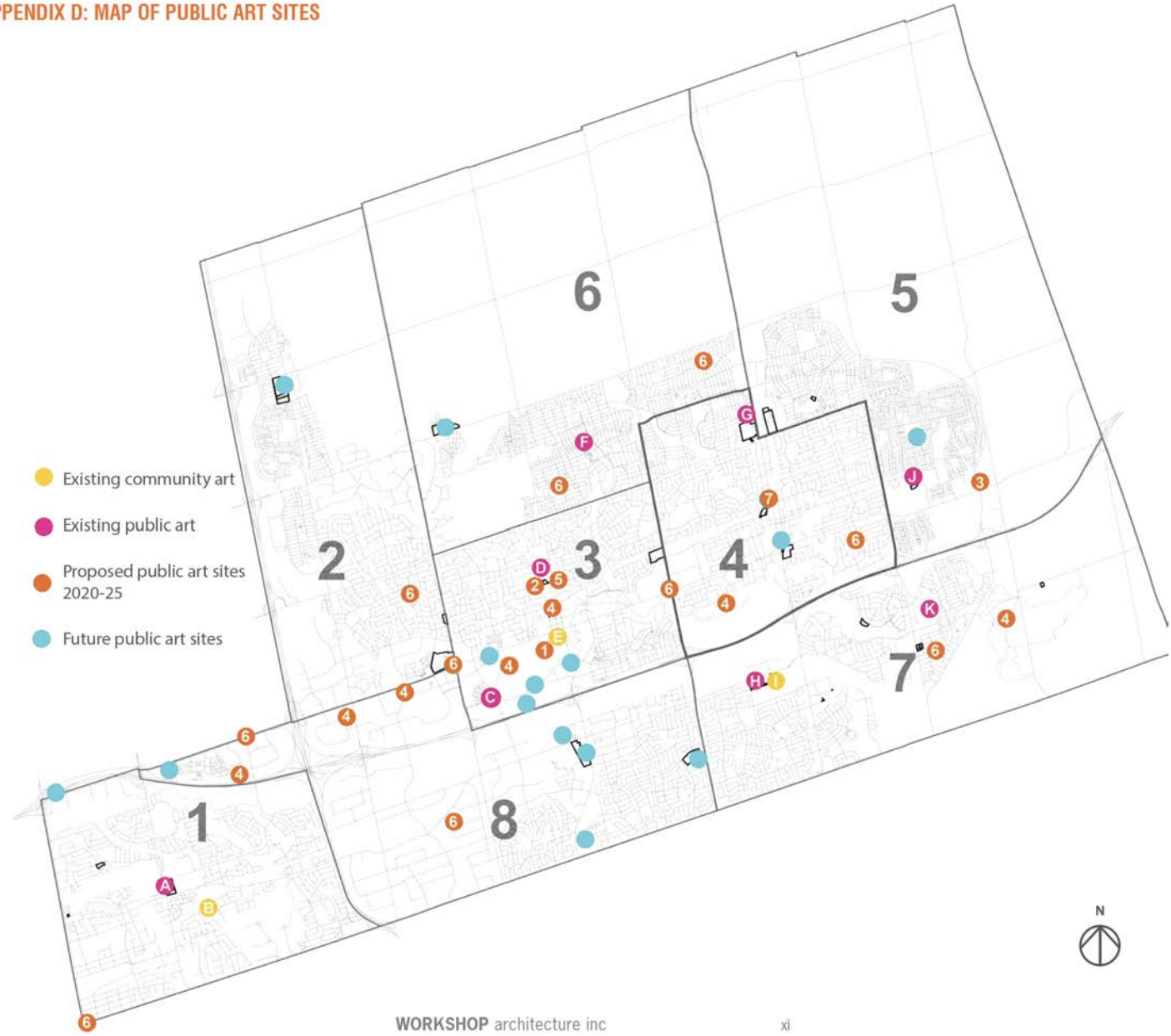
The internal and Perimeter gateway locations that overlap with the Public Art Master Plan proposed and future public art locations seen on the Public Art Sites map on the facing page and as listed below:

- Perimeter gateways: 2, 16 and 1 (view map on page 14); and
- Internal gateways: 25, 38, 40, 41, 47, 48, 53, 54, 55, 56, 65, 67 and 70 (view map on page 30).

Regarding maintenance the Master Plan recommends that "artists are to provide a maintenance manual for new commissions and, at least 10% of a Public Art budget is to be set aside for future maintenance and conservation for long-term installations."

A governance system for locating, choosing and managing public art is provided by the Master Plan which includes the creation of an interdepartmental Public Art Working Group based on the terms of reference provided within the Master Plan.

APPENDIX D: MAP OF PUBLIC ART SITES



EXISTING CITY-OWNED PUBLIC ART

A. Monument to Benjamin Thorne by Les Drysdale
B. Henderson Bridge Murals *
C. Living Light by Jill Anholt (in progress)
D. Quarry by Mary Ann Barkhouse
E. Pan Am Community Art Projects *
F. Monument to William Berczy by Marlene Hilton Moore
G. Gambrel Journey by kipjones
H. Top Garden by GUILD (in progress)
I. 7 Grandfather Teachings led by Tessa Shanks *
J. Cloudflower by Douglas Walker
K. Dr. Joze Rizal Monument

* Existing community art projects

PROPOSED PUBLIC ART SITES 2020-25

1. PanAm Centre Plaza
2. Main Street Unionville Streetscape
3. Cornell Rouge National Urban Park gateway
4. Community Parks and Trails (exact sites to be determined)
5. Varley Art Gallery Courtyard
6. Walking Routes (exact locations to be determined)
7. Main Street Markham Village gateway

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APPENDIX B: SUMMARY OF PUBLIC AND STAKEHOLDER CONSULTATION

ONLINE PUBLIC ENGAGEMENT

Overview

The City of Markham with support from SGL Planning and Design & Fotenn Planning + Design launched an online questionnaire to garner feedback from the public on the locations, typologies and hierarchies being proposed for the Markham gateway Master Plan.

Location: https://yourvoicemarkham.ca/gateway-master-plan

Time: September 2018 – June 2019

Information provided on the site included an outline of the project, and explanations and examples of gateway and a Subdivision Entrance Features and the difference between the two. The online engagement activities consisted of a map of Markham for participants to add gateway locations to and comment on proposed locations, an ideas page for people to post gateway, and a page for question from the public and answers from City Staff to be posted.

A total of 561 people visited the site, 12 people contributed to the map by adding comments and additional gateway locations, and 2 people submitted questions. The online engagement activities are summarized below.

Ideas Provided

Five people contributed the following gateway ideas:

- Preference "something similar to that of Strathroy Ontario";
- A "gateway arch would speak to the historic nature of Markham";
- A "linguistic gateway would allow a unique opportunity for us to describe Markham verbally with high impact words that explicitly represent us";
- "I have designed a gateway for the Cornell Centre and can put it at Ninth Line and Highway 7"; and
- "The existing provincial or municipal entrance signage is paid for and adequate. This project sounds expensive* and unnecessary. If neighbourhoods wishing to retain their falling down signage and can raise half the cost of the repairs, they deserve the support of other Markham taxpayers to pay the other half. Otherwise they clearly don't care if it remains or not, and may even dislike it (a certain sculpture comes to mind) so cart it away and clean the location up. *traffic is terrible and getting worse. Put this money into expanding and improving pathways so that they are functional for shopping and short-distance commuting along the central Rouge corridor. To date it seems like our pathways have not been developed with these functions in mind."

Questions and Answers

Q: How will the City decide which gateway to build?

A: Have your say on the gateway places map page. Go to our Map and add a pin to the gateways that

you think are the most important.

The City will use public engagement, the importance of the location and the type of funding being applied for to determine which projects will be built and when. This is a very long-term project and there's a chance that some gateways may take a long time to be completed.

Q: How will the different gateways be funded?

A: The gateway Master Plan is a strategy that can be amended over time. It will help the City in planning and provide direction in grant applications, helping the City qualify for future funding.

Q: How much will these gateways cost?

A: The size and scope of the gateway proposal will determine the project cost.

Gateway Locations Map

Participants comments and additional proposed gateways have been compiled in Figure 19.

STAKEHOLDER MEETING

Overview

On May 9th, 2019 SGL Planning and Design & Fotenn Planning + Design facilitated a stakeholder visioning workshop to garner feedback from city staff, ward Councillors, and regional Councillors on the study's goals and objectives as well as the locations, typologies and hierarchies being proposed for the Markham gateway Master Plan.

Location: Markham Civic Centre, York Room

Time: 2:30 – 4:30 pm

City of Markham staff member Tanya Lewinberg introduced the project and project team followed by a presentation by Ute Maya-Giambattista on the study's goals and objectives as well as proposed gateway typologies, hierarchies and locations. It was noted during the presentation that there is an existing heritage gateway network to be worked with, and that the Steeles, Warden, 404 campus has been added as an Internal Employment area due to the engineering presence there.

A questions and answer period took place during and after the presentation. This was followed by participants being asked to provide comment on two table top activities, in groups of two to three people. The activities focused on garnering feedback on gateway locations and which gateways should be focused on first for implementation.

A list of responses and questions asked during the question and answer period is provided below, followed by an explanation and summary of the two group activities.

Question and Answer Period

Q: A comment was made that today an area may be rural however in the future it may become urban. The example of Steeles and 9th Line was provided in reference to this.

A: In response to this participant's question, participants were encouraged to identify gateways where changes like this could occur during the mapping activity with the understanding that some gateways will change in nature over time and their specific recommendation will reflect this.

Q: What is the budget for this project?

A: This is a master planning process which lays out an action and priority plan to ensure that as development comes the City can work with the development community to advance those objectives and can apply for granting opportunities based on the directives of this plan. It is an opportunistic process for implementation, as the city evolves this plan outlines the city's interests.

A: It was also noted that the implementation will be phased and part of today's workshop is identifying which gateway typologies will be prioritized over others for implementation.

Q: Will there be standardized approaches for how the gateways are developed or will they all be different? Also, how will there be a communality shown that links the gateways?

A: To understand the multitude of gateways we needed to understand how many gateway typologies or "buckets" are present in the City. During the categorization of gateways to the different buckets of Perimeter and Internal, it became clear that the perimeter gateways speak to the city in its entirety - whether it's the font, colours, letters etc they need to be very clearly identified with the City branding.. Once we took a closer look at the internal gateways we thought it was important to maintain an element of that branding but allow the communities to have a distinct character. It will be important to provide communities with the capacity to have their own take on their associated gateways. The design framework for the gateways that will be put forward through this process will allow for the City of Markham character to come through in the design of all gateways while allowing communities to add their own specific take on the character of their community..

Comment: As things change over time it would be nice to be able to move an gateway object instead of wasting money.

Q: I am concerned about the design of these gateways, I have heard a lot of criticism about the gateway design in ward 7, the lettering lightbox spelling "Markham." I would like consultation before gateways are installed because it is a lot of money. The design needs to give some kind of identity to Markham, people need to take pride in taking photos at the gateways.

A: There will be a hierarchy of gateway installation to ensure funding is going to the most desired gateways first. The master planning phase will provide a framework for development of different gateway typologies. The development of individual gateways will have its own process that uses the gateway typology and design framework, but goes beyond the detail and consultation level of this master planning process.

Comment: We have some gateways done already, most of them relate to the region. I have never liked those – if York Region wants their own sign they can make them separately from Markham's.

Response: In the recommendations we will be putting forward, having clarity in signage will be key, we cannot have areas over crowded with too many signs.

It was noted that coordination with existing heritage signs and Parks Canada signs needs to take place and will be recommended within the gateway Master Plan Report.

Summary of Activities

Activity 1: gateway Mapping Exercise

Activity one asked participants to highlight any additional gateways they would like to see included, and any gateways they felt should not be included by writing and drawing on a table top map of the proposed gateways.

Figure 20 shows the comments made by participants for additional gateways, key gateways and gateways requested to be removed.

Numerous gateways additional gateway locations were suggested as shown by the pink "A"s in Figure 20. Of particular note, Cedar Grove was noted by three of the five groups for an additional gateway, and Box Grove was noted by two of the groups. Two groups added a Perimeter Urban gateway at McCowan Road and 19th Avenue. Two groups also suggested adding a gateway at 14th Avenue and York Durham Line where the future Whitevale bypass will be located. There were no other suggestions made by more than one group for the addition, removal or altering of a gateway.

Three gateways were suggested for removal with Royal Orchard Boulevard and Yonge Street being noted as not a major entrance, and 19th and Steeles being noted as not large enough. There was no reason given for the removal of Don Mills Road and Steeles Avenue.

It was noted that funding opportunities from YR MSPP may be available for the Perimeter Urban, Rouge and Public Transportation gateways. Additionally, it was noted that the Official Plan's midblock definition, which is currently being finalized, should be considered in creating the definition of "gateway."

Activity 1 Continued

The individual group suggestions for gateway additions, removals and notes that were compiled to create the map in Figure X are provided below.

(Within this section text in *italics* refers to interpretation of what was written, non-italicized text is verbatim from participants.)

<u>Group 1</u>

- Refer to Parks Canada Rouge National Urban Park coordinated with Identify signage plan
- Vision for each gateway – particularly developing area
- What types of uses businesses will support visions
- Not just streetscape
- And streetscape beyond gateway feature
- Street lights

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Figure 20. Map of online Public Engagement Responses

ONLINE PUBLIC ENGAGEMENT RESPONSES

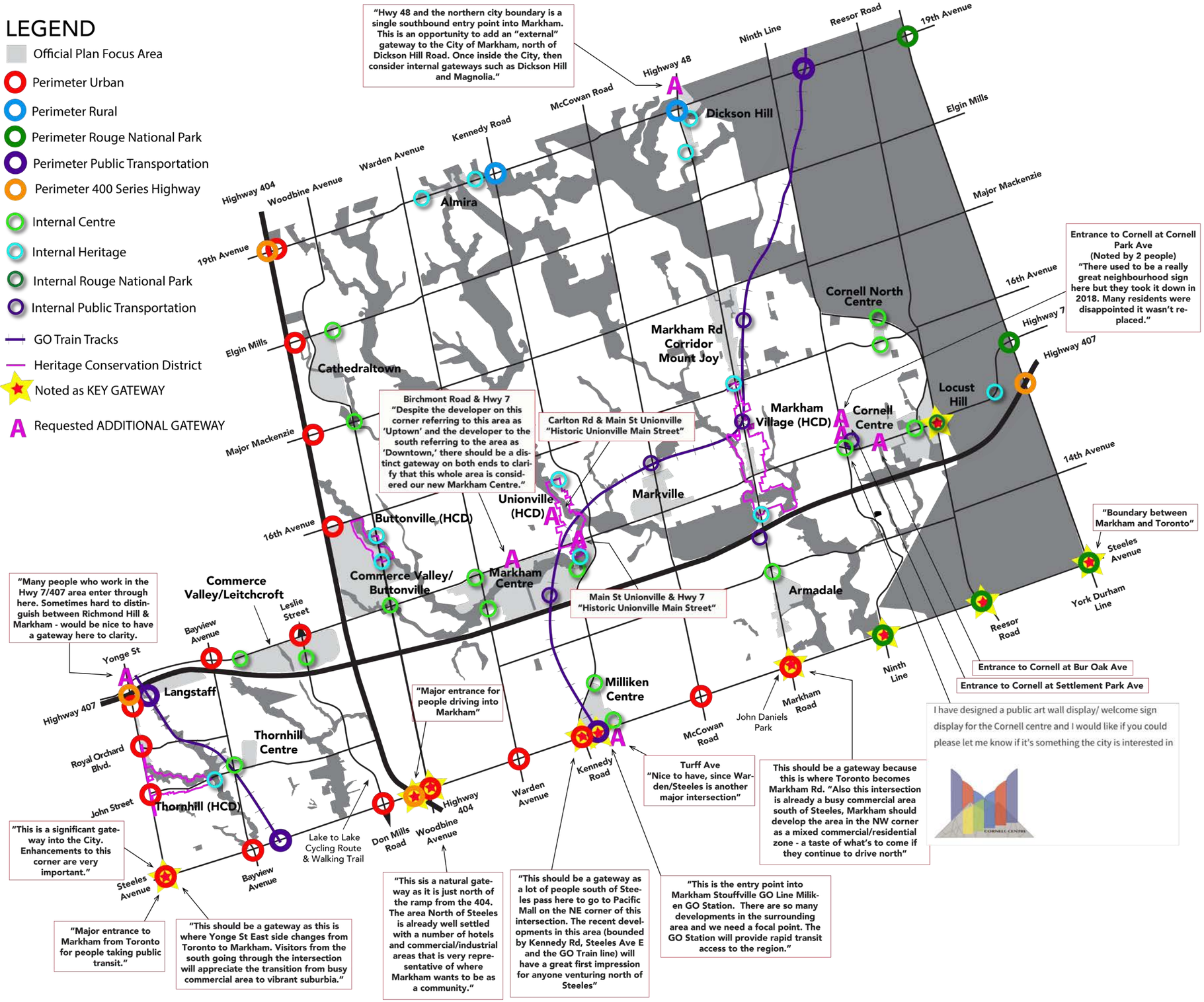

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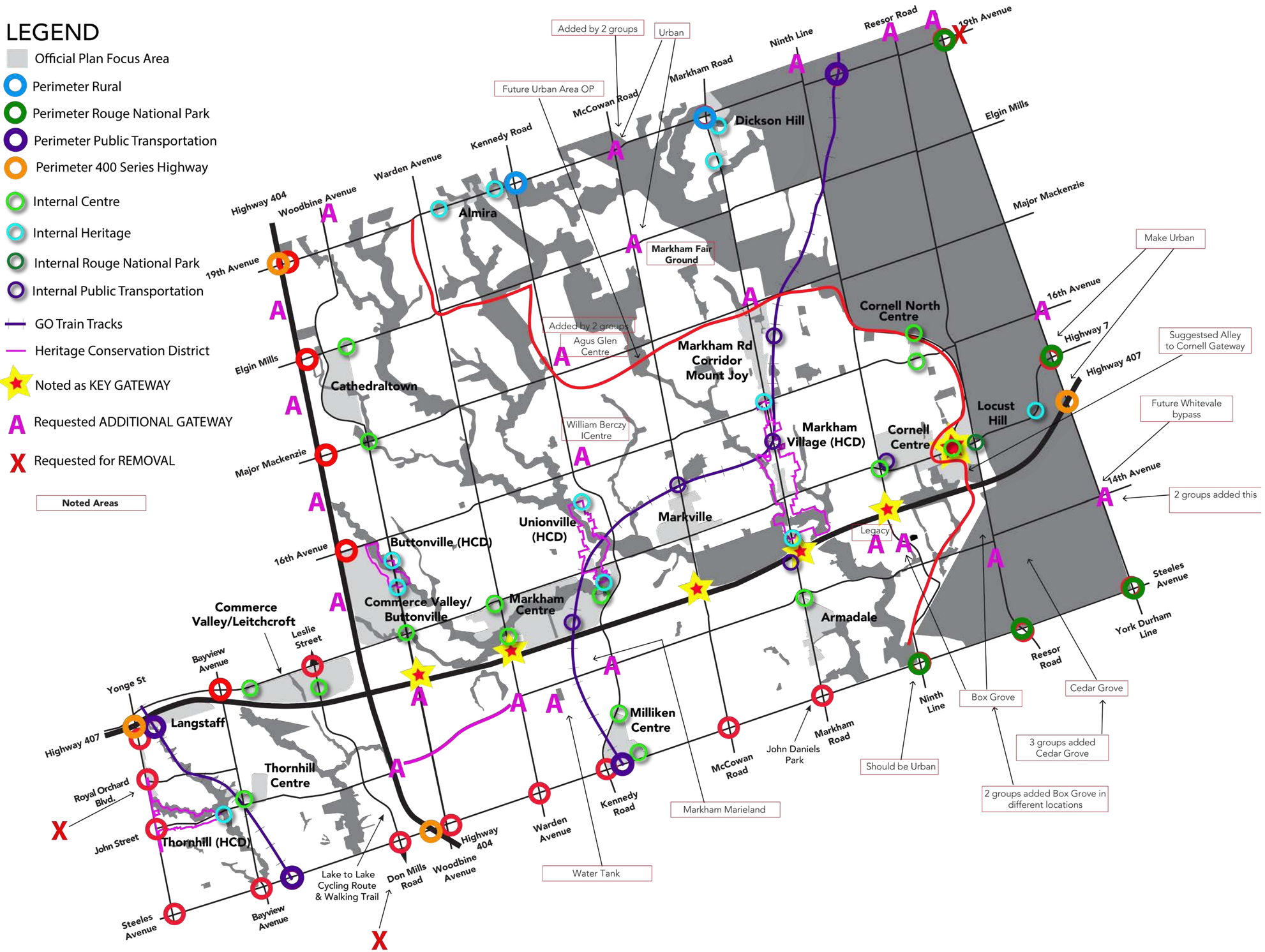
Figure 21. Map of Stakeholder Meeting Responses



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- Banners
- Gateway landscaping
- Highway 7 & Donald Cousins is a critical entrance to Cornell gateway and Rouge National Urban Park (map drawings/text indicate a desire to include landscaping along Donald Cousins off of Highway 407 going to Highway 7 to highlight gateway)
- Seaton residential development
- Viva Line common theme, some individuality for specific communities
- 407 – Cornell Centre, Markville, Unionville, Buttonville – internal gateway – high visibility – high volume
- Cedar Grove and Box Grove were highlighted on the map a potential gateway
- The future Whitevale bypass from Seaton located at 14th Avenue and York Durham Line was highlighted on the map as a potential gateway

Group 2

- The future Urban Area from the Official Plan Focus Area was highlighted in green on the map as an internal centre
- Noted that the Perimeter Urban, Rural, Rouge and Public Transportation gateways are eligible for YR MSPP partnership funding
- Consider Official Plan midblock definition, which is in progress, in the gateway definition
- Noted the internal node of Markham Marieland, located between 14th Avenue, Kennedy Road, Highway 407 and the GO transit line
- Additional gateways were highlighted in the following locations
  - Kennedy Road and 14th Avenue
  - Warden Avenue and 14th Avenue
  - Woodbine Avenue and Highway 407
  - Highway 404 and John Street

Group 3

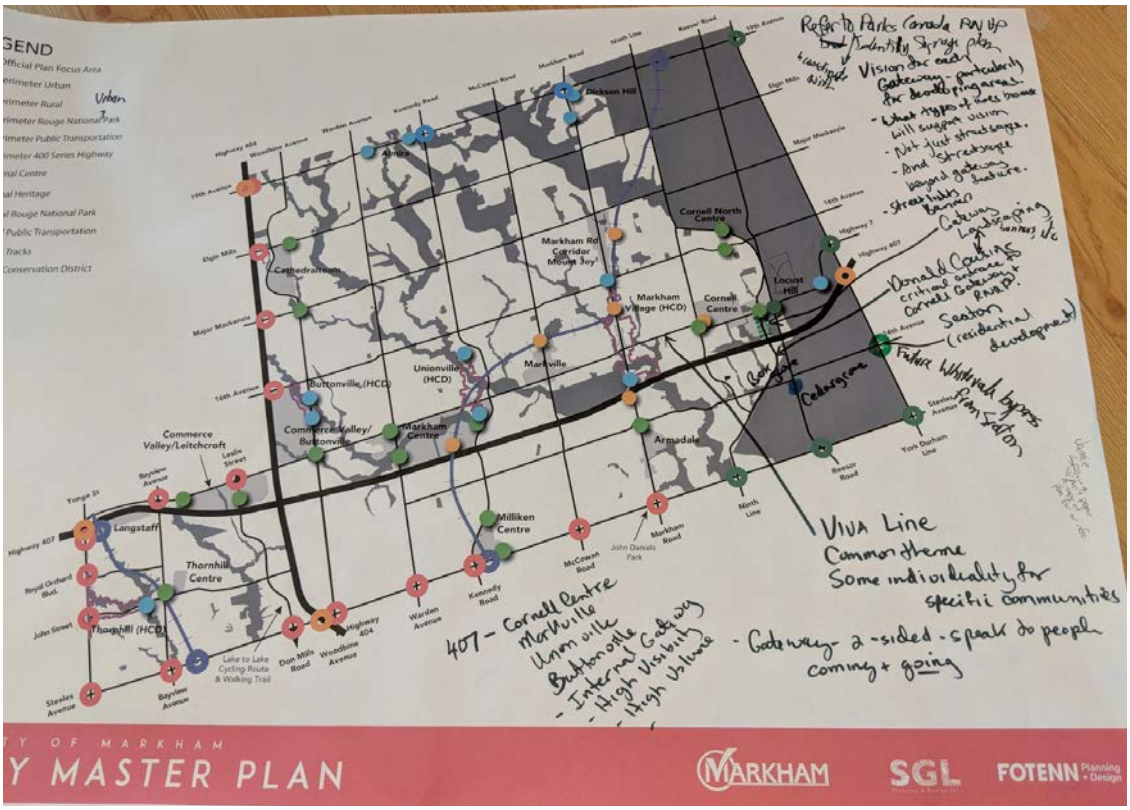


Figure 22. Group 1 activity map

- Noted as not being needed gateways
  - Royal Orchard Boulevard and Yonge Street gateway as not being a key entrance
  - 14th Avenue and Markham Road (Armdale)
- Noted importance of
  - Don Mills Road & Steeles Avenue gateway's connection to the lake to Lake cycling route
  - Highway 7 and York Durham Line
  - Highway 407 and York Durham Line
- Additional gateways were highlighted in the following locations
  - 14th Avenue and York Durham Line
  - 16th Avenue and York Durham Line
  - Major Mackenzie Road and Markham Road

Group 4

- Changes requested to gateways
  - Ninth Line and Steeles Avenue to be changed from Rouge National Urban Park to Urban
- Additional gateways were highlighted in

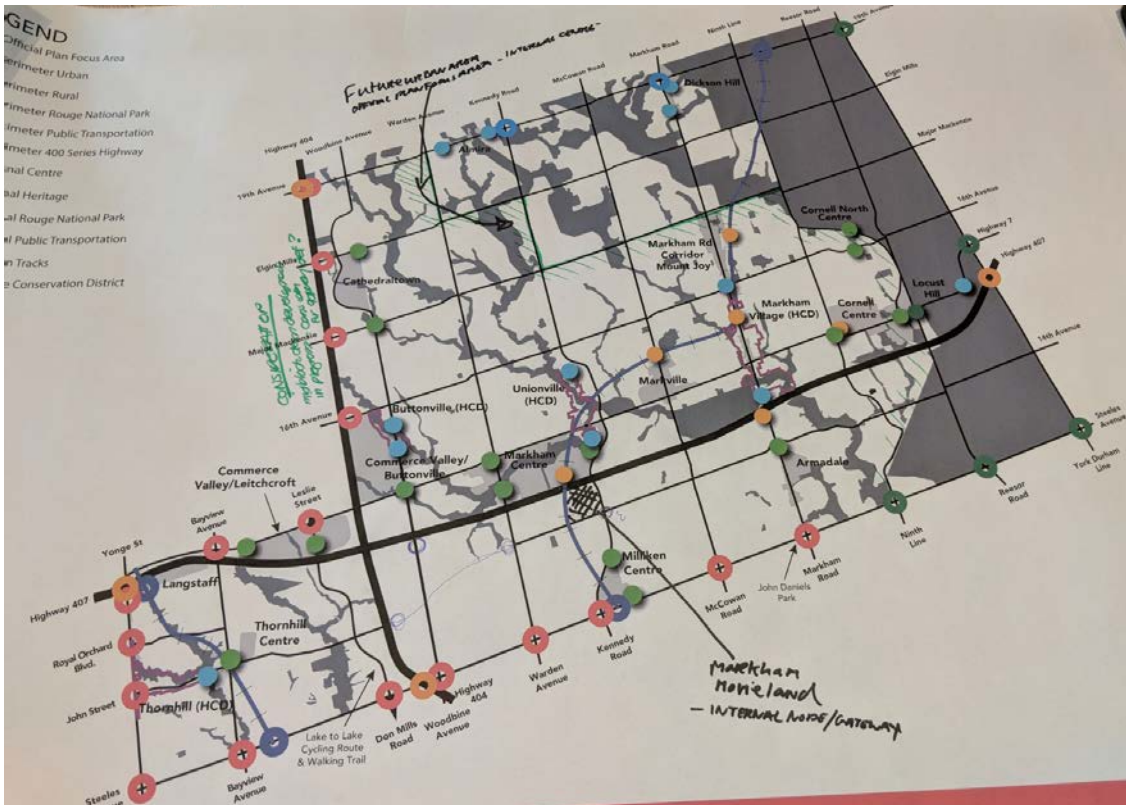


Figure 23. Group 2 activity map

the following locations

- McCowan Road and 19th Avenue (as Perimeter Urban)
- Elgin Mills and McCowan Road (Markham Fair Grounds)
- Ninth Line and 19th Avenue
- Elgin Mills and York Durham Line
- Major Mackenzie and York Durham Line
- 16th Avenue and York Durham Line
- 14th Avenue and York Durham Line
- Box Grove as an internal centre (located between 14th Avenue and Ninth Line & Highway 407 and Ninth Line)
- Use the water tank located along 14th Avenue between Warden Avenue and Kennedy Road as a gateway feature
- Angus Glen as an Internal Centre (located at the northeast corner of Kennedy Road and Major Mackenzie Road)

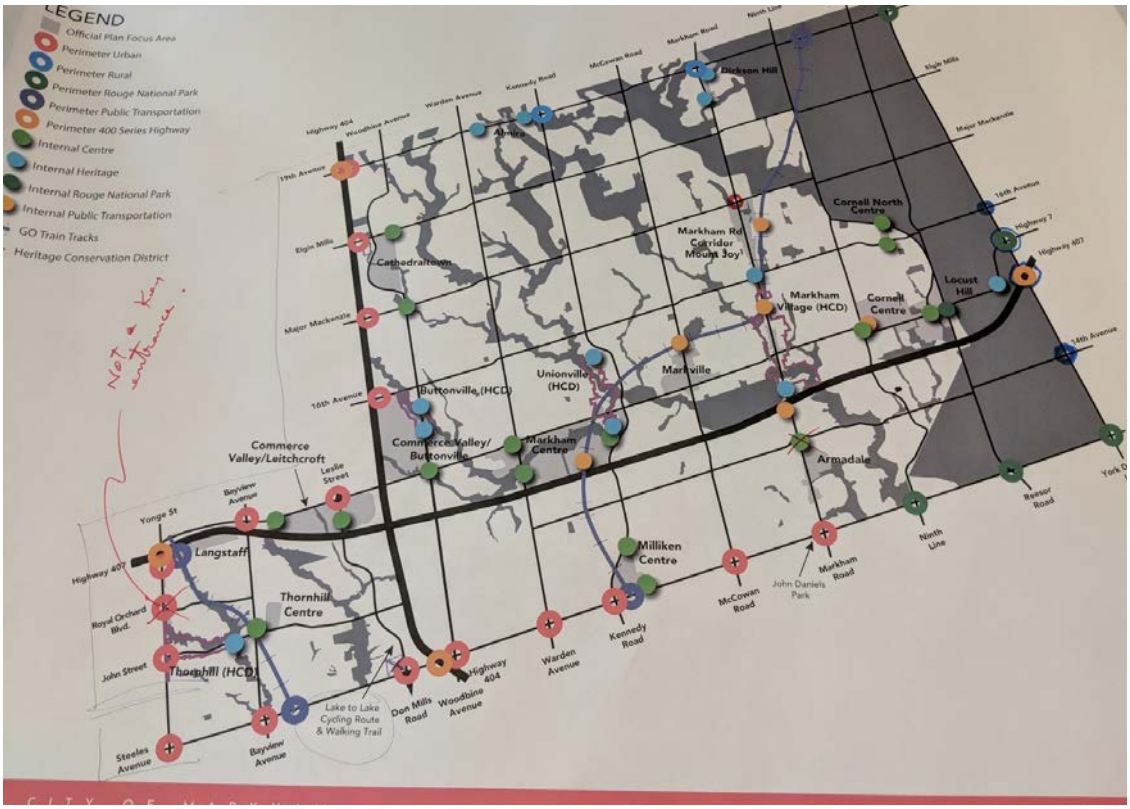


Figure 24. Group 3 activity map

- William Berczy as an Internal Centre located at the northeast corner of 16th Avenue and Kennedy Road

Group 5

- Additional gateways were highlighted in the following locations
  - Perimeter Urban
    - Woodbine Avenue north of 19th Avenue
    - Highway 404 between 19th Avenue and Elgin Mills
    - Highway 404 between Elgin Mills and Major Mackenzie
    - Highway 404 between Major Mackenzie and 16th Avenue
    - Highway 404 between 16th Avenue and Highway 7
  - Perimeter Rural
    - Warden Avenue north of 19th Avenue
    - McCowan Road north of 19th Avenue
    - Ninth Line north of 19th Avenue
    - Reesor Road north of 19th Avenue
    - Move Rouge Urban Park gateway located at 19th Avenue and York Durham Line, north of 19th Avenue and change it to Perimeter Rural
  - Perimeter Rouge National Urban Park
    - 14th Avenue and York Durham Line

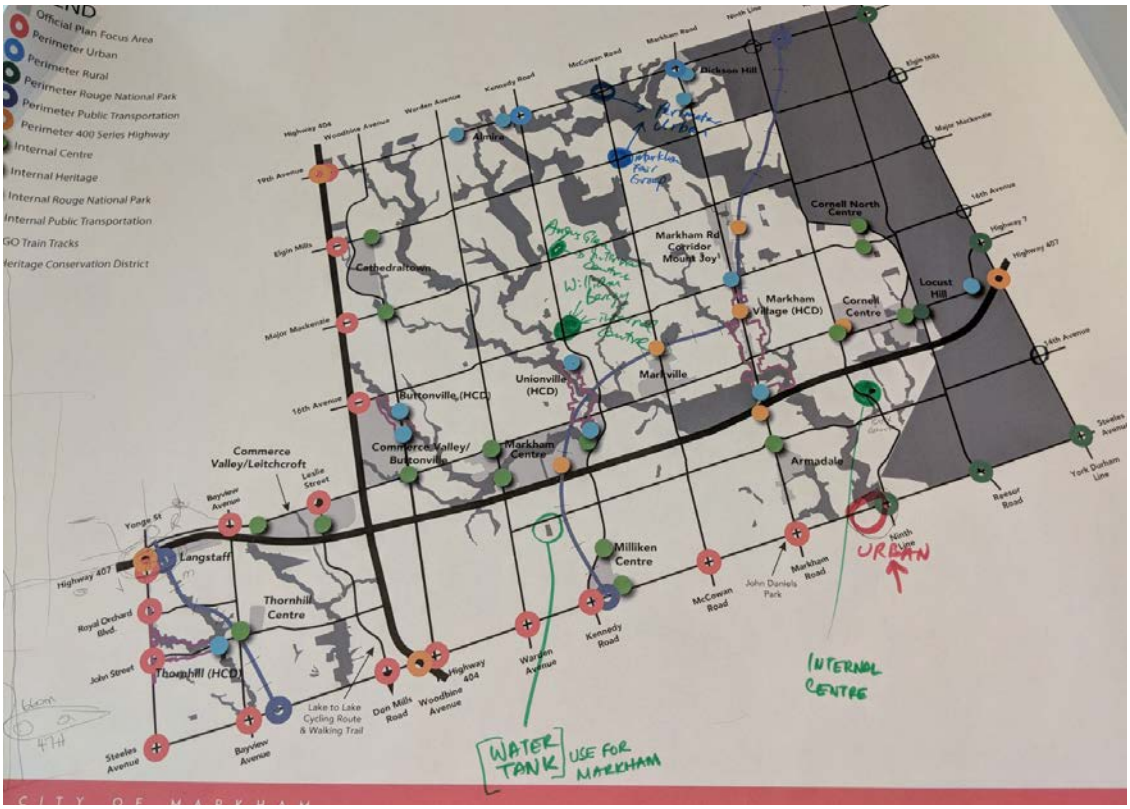


Figure 25. Group 4 activity map

- Internal
  - Angus Glen (located west of Kennedy Road on Major Mackenzie Road)
  - Legacy located west of Ninth Line between Highway 407 and 14th Avenue
  - Cedar Grove located south of 14th Avenue on Reesor Road

Activity 2: gateway Implementation

Activity two asked participants the order in which gateway typologies should be implemented. Participants ranked the gateway typologies from 1 to 5 with 1 equating to focus on first, and 5 equating to focus on later.

A summary of the rankings is provided below followed by images of the participants activity sheets.

Overall participants wanted to see Perimeter gateway typologies implemented before the Internal gateway typologies. The following ranking order was provided for the Perimeter gateway Typologies:

1. Urban gateways
2. Rouge National Urban Park
3. Public Transportation
4. 400 Series Highway
5. Rural

Within the Internal gateway Typologies the following ranking order for implementation was provided:

1. Heritage
2. Rouge National Urban Park
3. Public Transportation

Figure 26. Group 5 activity map

4. Centres

Compiled information from participant responses:

Perimeter: 1, 1, 1

- Urban: 1, 1, x
  - (People live here, focus on south and west)
- Rural: x
  - (the heritage hamlets)
- Rouge National Urban Park: 2, 3, x
  - (Visitors, we are working on this)
- Public Transportation: 2
- 400 Series Highway: 5
  - (Through traffic)

Internal

- Centres
- Heritage: 2, x
  - (Plus historical value, the heritage hamlets)
- Rouge National Urban Park: 3, x
- Public Transportation: 4
  - (Viva internal)

Additional comments noted for consideration of which gateway typology should be implemented first:

- Shows that the Municipal Government cares
- Identify what generates the most price – people want to live here
- People that live here or are coming to
- High volume entry points
- Criteria to guide discussion of hierarchy – timing of development align. Hit all user groups equitably
- Suggestion to work from the 4 corners inwards

The above information was summarized from the activity sheets on the following pages.

Completed Work Sheets from Activity 2

Municipal Cow cores.

People want to live here

WHICH GATEWAY TYPOLOGY IS MOST IMPORTANT TO YOU?

With the intent of implementing a strong place making gateway strategy from the onset, please help us prioritize the gateways you think will best help showcase the City. Please rank the gateways from 1 (focus on first) to 5 (focus on later).

Criteria to Guide Decision of Hierarchy

- What generates the most pride
- People that live here or coming to.
- High Volume entry points

PERIMETER

(1) Urban — People live here

Rural

(2) Rouge National Urban Park — Visitor

Public Transportation

(5) 400 Series Highway — through traffic

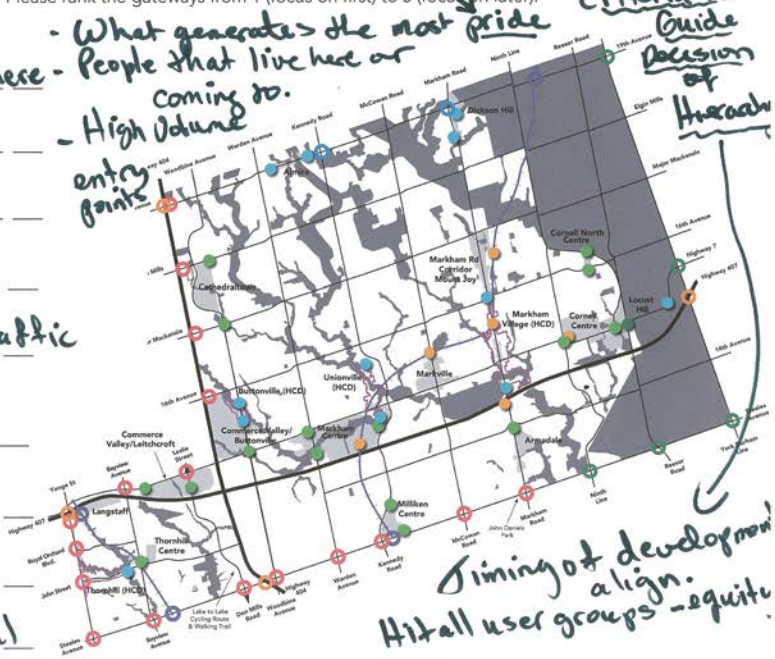
INTERNAL

Centres

Heritage

(3) Rouge National Urban Park

(4) Public Transportation — Viva internal



Timing of development align. Hit all user groups - equitable

WHICH GATEWAY TYPOLOGY IS MOST IMPORTANT TO YOU?

With the intent of implementing a strong place making gateway strategy from the onset, please help us prioritize the gateways you think will best help showcase the City. Please rank the gateways from 1 (focus on first) to 5 (focus on later).

PERIMITER

Urban — SOUTH and West.

Rural — The Heritage hamlets.

Rouge National Urban Park — we are working on this.

Public Transportation

400 Series Highway

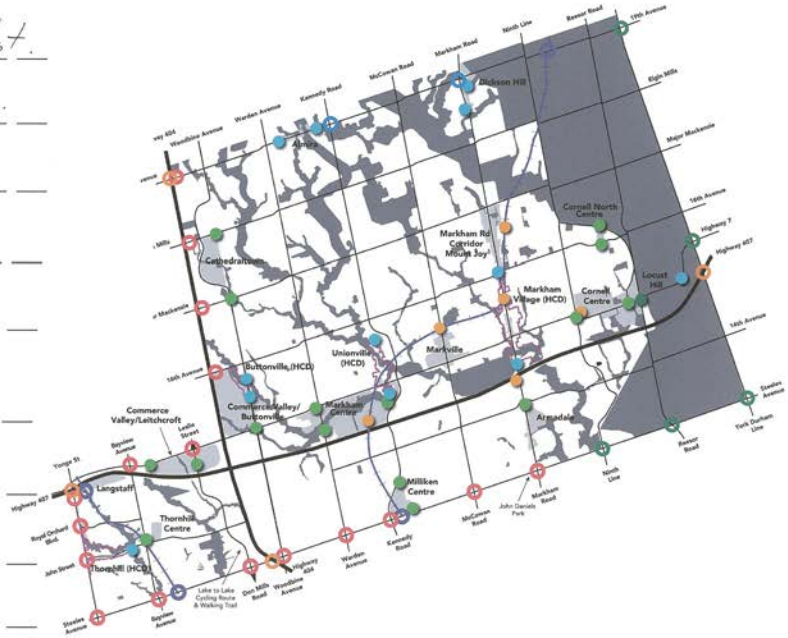
INTERNAL

Centres

Heritage

Rouge National Urban Park — see above.

Public Transportation



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PERIMITER

1 Urban

Rural

3 Rouge National Urban Park

2 Public Transportation

400 Series Highway

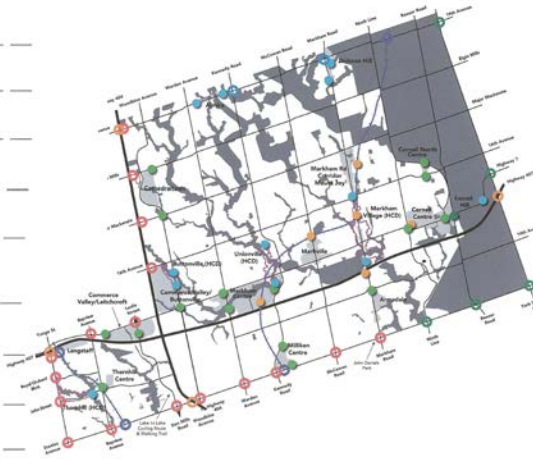
INTERNAL

Centres

Heritage

Rouge National Urban Park

Public Transportation



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1 **PERIMITER**

Urban

Rural

Rouge National Urban Park

Public Transportation

400 Series Highway

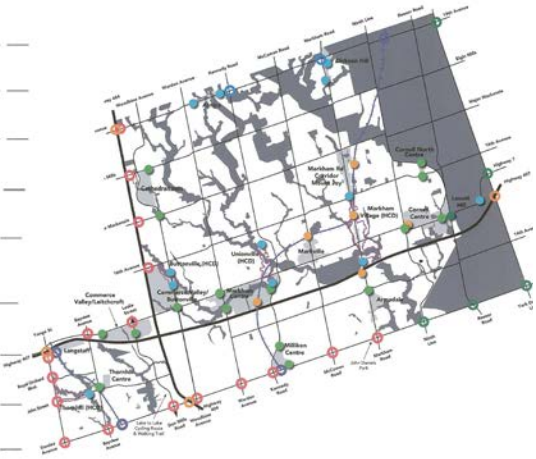
INTERNAL

Centres

2 Heritage + Historical Value

Rouge National Urban Park

Public Transportation



WHICH GATEWAY TYPOLOGY IS MOST IMPORTANT TO YOU?

With the intent of implementing a strong place making gateway strategy from the onset, please help us prioritize the gateways you think will best help showcase the City. Please rank the gateways from 1 (focus on first) to 5 (focus on later).

PERIMITER

SUGGEST WORKING FROM THE FOUR CORNERS OF MARKHAM INWARD

Urban

Rural

Rouge National Urban Park

Public Transportation

400 Series Highway

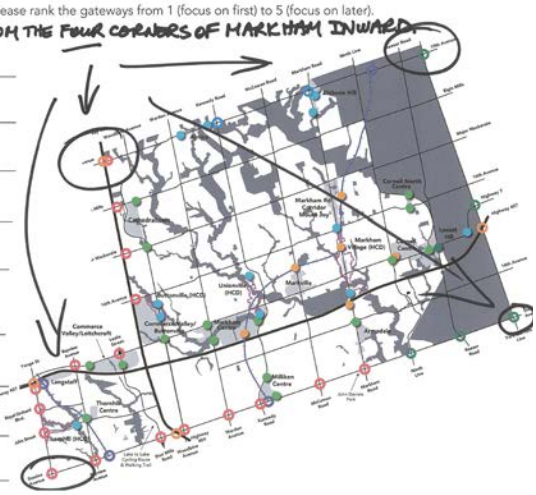
INTERNAL

Centres

Heritage

Rouge National Urban Park

Public Transportation



PUBLIC CONSULTATION RESPONSE CHART

Public Comment	Response
Add Perimeter gateway location at Woodbine Avenue, just north of 19th Avenue	Not a high priority location. As future development occurs it could be reconsidered in the future
Add Perimeter gateways along running north south along Highway 400 between Highway 407 and 19th Avenue between existing urban Perimeter gateways	Additional gateways along Hwy 400, Hwy 407 and 19th Avenue at secondary crossings can be considered in the future. This report suggests prioritizing the construction and placement of gateways along main arterial roads crossing the above mentioned Hwy's and Road
Add Perimeter Urban gateway at Yonge Street and Steeles Avenue	Added - High traffic flow, located at a major intersection with high visibility
Remove Perimeter Urban gateways at Royal Orchard Boulevard and Yonge Street	Retained - Proposed gateway is located at major intersection entrance to Markham with high traffic flow and entrance to Thornhill HCD
Remove Perimeter Urban gateway located at Don Mills Road and Steeles Avenue	Retained - Proposed gateway is located at major intersection entrance to Markham with high traffic flow and marks a high traffic entrance to the Lake to Lake Cycling Route & Walking Trail
Add Internal Centre, Employment gateways at Warden Avenue and 14th Avenue, and Woodbine Avenue and 14th Avenue to highlight the Steeles/ Warden/404 Campus employment area	Added - Major employment centre within Markham with entrances located at major intersections
Add Internal gateway at the water tank located to the south east of Warden Avenue and 14th Avenue	Water tank is a landmark in its own right and no further gateway considerations are necessary for the area.
Add an Internal gateway to Markham Marieland near the corner of Kennedy Road and 14th Avenue	The suggested gateway isn't located at a major intersection and is not an entrance to an identified special district area.
Add Internal gateways at the major intersections with Highway 407 running east west	To be considered in the future - Internal gateways located along Highway 407 were not included in an effort to focus beautification efforts at main arterial road crossings onto the City of Markham
Add gateways to Box Grove and Cedar Grove	These locations are private developments which could benefit from Wayfinding tools but do not meet the requirements for gateways - see Section 5 for details
Add Rural Perimeter gateway at 14th Avenue and York Durham Line because of future Whitevale bypass	Priority has been put forward based on current road alignments. If future road alignments change and result in the creation of new major intersections additional gateways may be considered

Create an Allee from Highway 407 to Highway 7 to Cornell	Not within the scope of the gateway Master Plan
Change Rouge National Urban Park gateway located at Highway 7 and York Durham Line and Highway 407 and York Durham Line 400 Series Highway gateways into Rouge National Urban Park or Rural Perimeter gateways	No - See Section 5 for explanations of the Characteristic and Purposes of these gateways Typologies
Add an Internal gateway to the Markham Fairground	No - This is a way finding need not a gateway need
Add an Internal gateway to Angus Glen Centre	No - This is a way finding need not a gateway need
Add Perimeter Rouge gateway to 16th Avenue and York Durham Line	No - gateway locations along York Durham Line have been prioritized at high traffic locations due to the high cost requirement of installing and maintaining gateways at all intersections along York Durham Line
Add gateways at Ninth Line, Reesor Road and York Durham Line north of 19th Avenue	No - gateway locations along York Durham Line and 19th Avenue have been prioritized at high traffic locations due to the high cost requirement of installing and maintaining gateways at all intersections along York Durham Line
Remove gateway Location at 19th Avenue and York Durham Line	Retained - gateway location was selected based on it being an entrance to the north eastern most corner of Markham
Add gateway to William Berzy Centre	No - This location may benefit from way finding
Add a gateway at Turff Avenue and Steeles Avenue	No - Not a major intersection, Internal and Perimeter gateway locations have been provided into Milliken Centre located at major intersections to highlight the area with the most users
Add Perimeter gateway just north of 19th Avenue and Highway 48	A gateway has been located at the major intersection of 19th Avenue and Highway 48 to access the highest number of users and have the potential for visibility from four directions
Add a gateway to Markham Centre on Highway 7 between Warden Avenue and Kennedy Road	Gateways have been located at major intersections into Markham Centre for highest viewership
Move gateways into Unionville HCD to where the main street feel starts	Gateways were moved to locations where the main street feel begins
Move gateways in Markham Village HCD to where the main street feel starts	Gateways were moved to locations where the main street feel begins
Submission of a gateway design for Cornell	Thank you for submitting your design for Cornell, the City of Markham appreciates your submission and encourages you to contact the City to further discuss ideas.

GATEWAYS ADDED AND REMOVED BASED ON PUBLIC CONSULTATION

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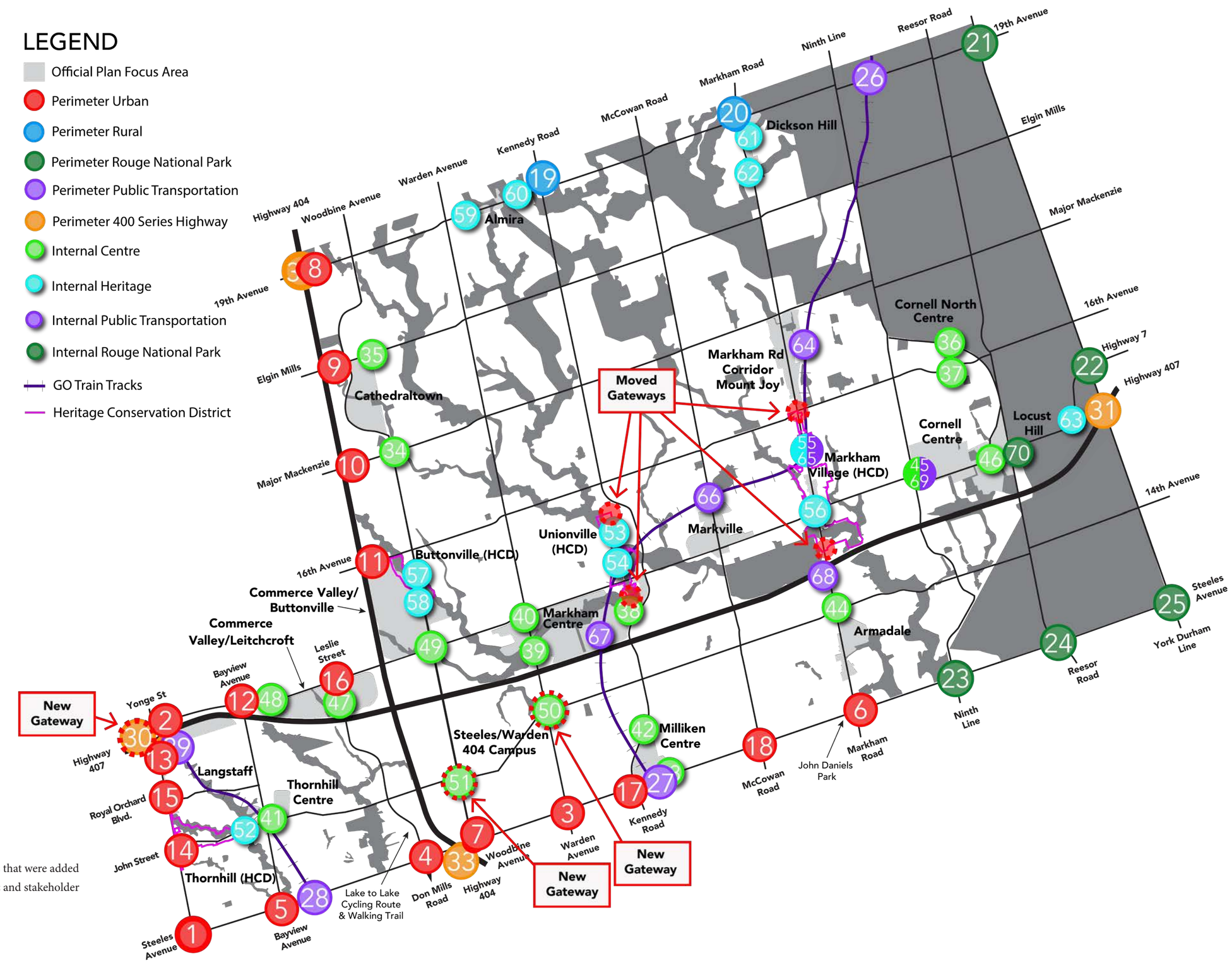

Figure 27. Map of gateways that were added and removed based on public and stakeholder consultation

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APPENDIX C: IDENTIFICATION SHEETS

Appendix C provides descriptions for the following gateway locations identified within the gateway Master Plan Report.

Diamond bullet points in the "What makes it notable" section of the descriptions Denotes land use policy associated with the gateway location.

Perimeter gateways

Perimeter Urban

1. Yonge St & Steeles Ave
2. Yonge St & Hwy 7
3. Steeles Ave & Warden Ave
4. Steeles Ave & Don Mills Rd/(Lake to Lake Cycling & Walking Route)
5. Steeles Ave & Bayview Ave
6. Steeles Ave & Markham Rd
7. Steeles Ave & Woodbine Ave
8. 19th Ave & Hwy 404 Overpass
9. Elgin Mills & Hwy 404 Overpass
10. Major Mackenzie & Hwy 404 Overpass
11. 16th Ave & Hwy 404 Underpass
12. Bayview Ave & Highway 7
13. Yonge St & Langstaff Rd E

Thornhill

14. Yonge St & John Street
15. Yonge St & Royal Orchard Blvd

Commerce Valley/Leitchcroft

16. Leslie St & Hwy 7

Milliken Mills E & Milliken Mills W

17. Steeles Ave & Kennedy Rd
18. Steeles Ave & McCowan Rd

Perimeter Rural gateways

19. Kennedy Road & 19th Ave
20. 19th Ave & Highway 48 (Markham Rd)

Perimeter Rouge National Urban Park

21. 19th Ave & York Durham Line
22. Highway 7 & York Durham Line
23. Steeles Ave & Ninth Line
24. Reesor Rd & Steeles Ave
25. Steeles Ave & York Durham Line

Perimeter transit

26. 19th Avenue & GO Rail Line
27. Steeles Ave & GO Rail Line (Stouffville Line)
28. Steeles Ave & GO Rail Line (Gormley Line)
29. Langstaff Road East & GO Rail Line (Gormley Line)

Perimeter 400 series highway

30. Hwy 407 & Yonge St
31. Hwy 407 & York Durham Line
32. Hwy 404 & 19th Ave
33. Hwy 404 & Steeles Ave

Internal gateways

Internal Markham Centre, Residential

Cathedral Town

34. Major Mackenzie Dr & Woodbine Ave

35. Elgin Mills Rd & Victoria Square Blvrd

Cornell North Centre (Upper Cornell)

36. Donald Cousens Parkway & Country Glen Rd

37. 16th Ave & Bur Oak Ave

Internal Markham Centre, Government Precinct

38. Hwy 7 & Warden Ave

Internal Markham Centre, Mixed Use

Markham Centre

39. Main St Unionville & Enterprise Blvd

40. Warden Ave & Enterprise Blvd

Thornhill Centre

41. John St & Bayview Ave

Milliken Centre

42. Kennedy Rd & Denison St

43. N of Steeles Ave & Old Kennedy Rd

Armadale

44. Markham Rd & 14th Ave

Cornell Centre

45. Hwy 7 & Ninth Line

46. Donald Cousin Park Way & Hwy 7

Internal Markham Centre, Employment

Commerce Valley/Leitchcroft

47. Commerce Valley Dr W & Leslie St

48. Hwy 7 & South Park Rd

Commerce Valley/Buttonville

49. Woodbine Ave & Hwy 7

Steeles, Warden 404 Campus

50. Alden and Warden

51. Woodbine and Esna Park

Internal Heritage: Heritage Conservation Districts

Thornhill (HCD)

52. John St & the Pomona Valley Tennis Club Entrance

Unionville (HCD)

53. Carlton Rd & Main St Unionville

54. Main St Unionville & Rouge River Bridge

Markham Village (HDC)

55. Main St. N & Ramona Blvd

56. James Scott Rd & Main Street Markham South

Buttonville (HCD)

57. Woodbine Ave & Millbrook Gate

58. Woodbine Ave & Buttonville Crst

Internal Heritage: Heritage Areas

Almira

59. E of Warden Ave & 19th Ave

60. W of Kennedy Rd & 19th Ave

Dickson Hill

61. 19th Ave & Dickson Hill Rd

62. Hwy 48 (Markham Rd) & Dickson Hill Rd

Locust Hill

63. Hwy 7 & Locust Hill Lane

Internal Public Transportation Stations

64. Mount Joy

65. Markham

66. Centennial

67. Unionville

68. Southeast corner of 407 & Markham Rd

69. Northeast corner of 9th Line & Hwy 7

Internal Rouge National Urban Park

70. Reesor Rd & Hwy 7

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Figure 28. Map of Perimeter gateways

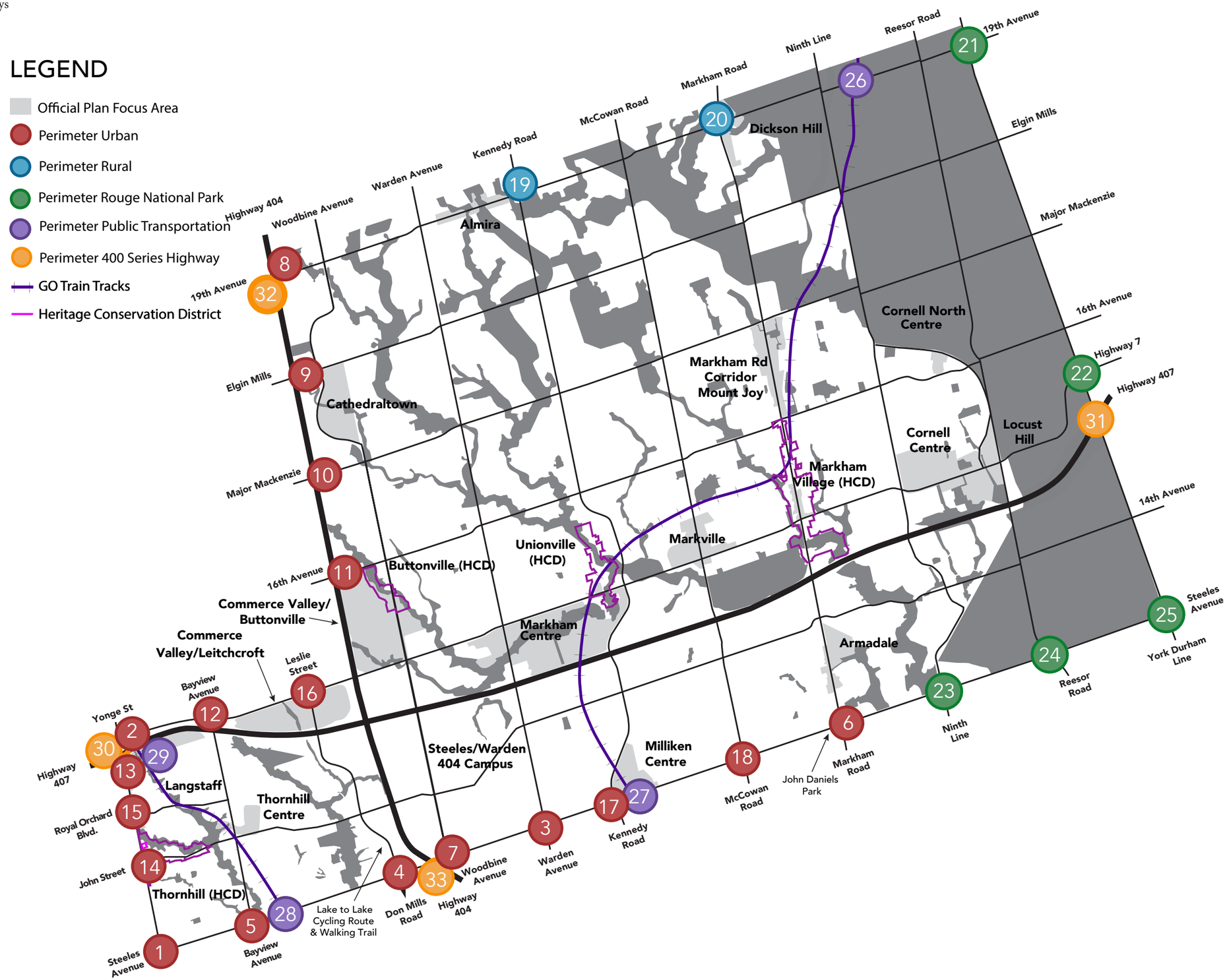

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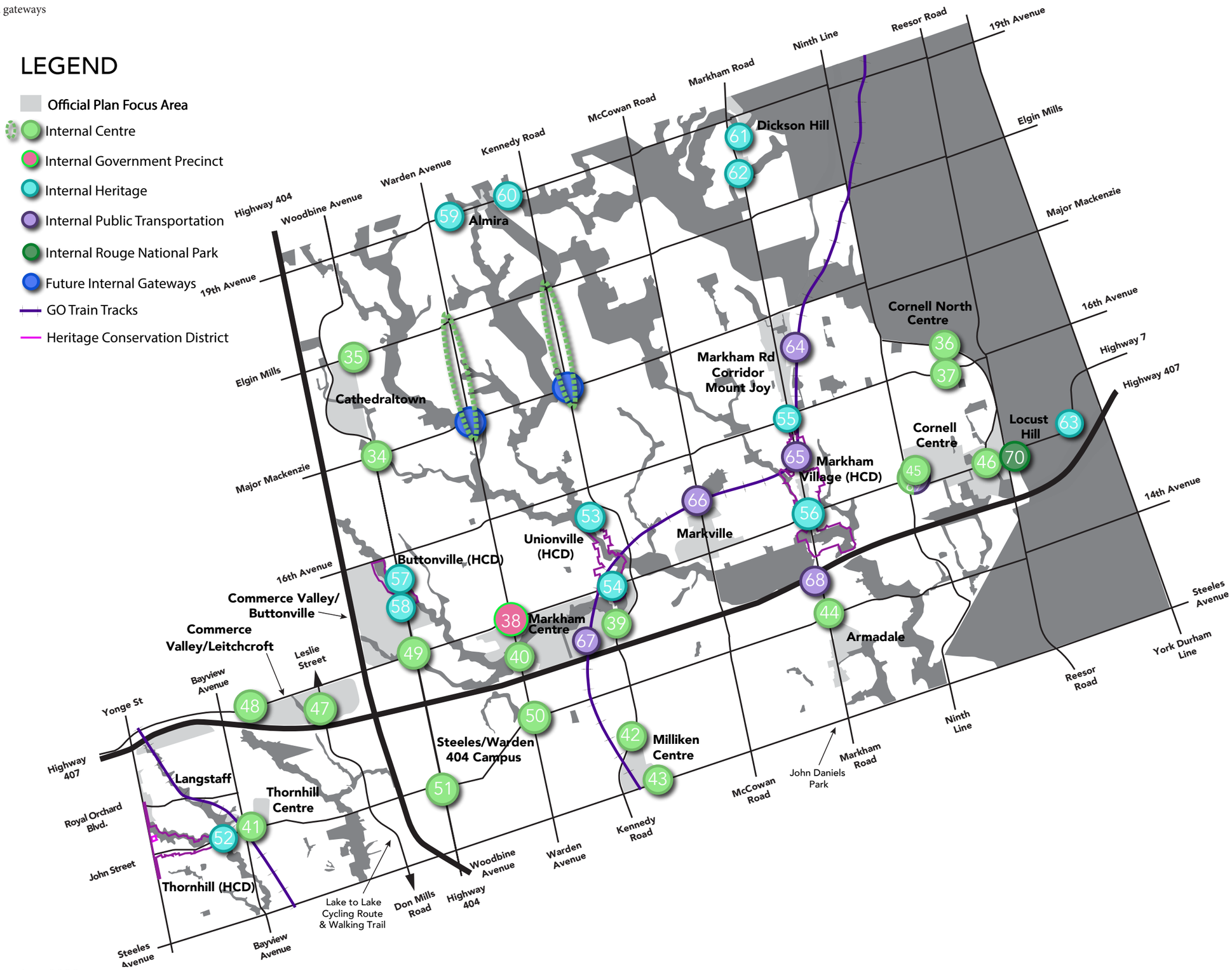
Figure 29. Map of Internal gateways



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1

YONGE STREET & STEELES AVENUE
PERIMETER: URBAN

EXISTING FEATURES

NE corner is the Markham section of the gateway and includes a gas station. Next to the gas station along Steeles Avenue, there is a 9 storey apartment building.

Yonge Street is a 7-lane arterial road, while Steeles Avenue is a 6-lane arterial road.

While not directly located at the Yonge and Steeles intersection, the "World on Yonge" Apartments are visible from the intersection looking north (Figure 81).

A bus stop is present in front of the gas station, on Yonge Street. There are a few street trees located at this bus stop, and more street trees located along Steeles Avenue.

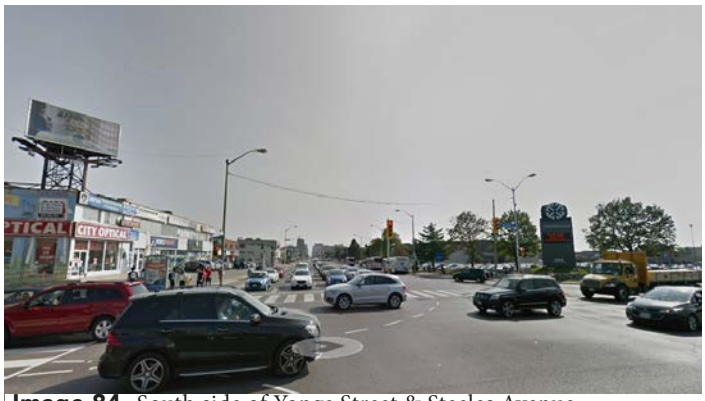


Image 84. South side of Yonge Street & Steeles Avenue

Image 83. Existing Markham signage at the northeast corner of Yonge Street & Steeles Avenue

REASONS FOR GATEWAY

Borders the City of Vaughan and the City of Toronto

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designate the following at this intersection:

- Designated gateway Hub;
- Entrance to a Neighbourhood Area and Mixed Use Neighbourhood Area;
- A meeting point of two Existing Regional Rapid Transit Corridors; and
- Intensification Area and a Regional Corridor/Key Development Area.

EXISTING SIGNAGE

The gas station in the north east quadrant of the intersection has "Markham" in silver lettering which is difficult to read and does not provide a clear announcement of entry into the City of Markham. The lettering is also blocked by a bike rack.

The Vaughan and Toronto borders do not have signage or gateway features distinguishing their entryway points.

Image 85. Existing Markham signage at the northeast corner of Yonge Street & Steeles Avenue

2

Yonge St & Hwy 7

PERIMETER: URBAN

EXISTING FEATURES

Major entrance point to Markham with high traffic flow.

Large green space exists on either side of Yonge Street between Highway 7 and Highway 407.

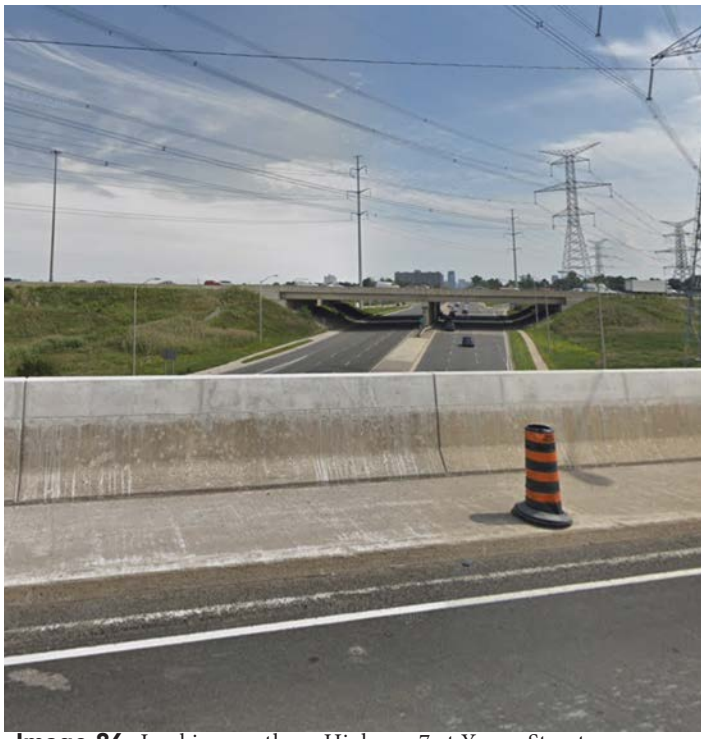


Image 86. Looking south on Highway 7 at Yonge Street

WHAT MAKES IT NOTABLE

- Designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area
- Markham's Official Plan 2014, Map 3 - Land Use designates a portion of the adjacent area Business Park Priority Employment
- Proposed Cycling Route by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Anchor Hub: Langstaff gateway;
- Meeting point of an existing Regional Rapid Transit Corridor and the proposed Yonge Subway;
- Entrance to a Regional Centre and Intensification Area,
- Entrance to a neighbourhood Area, Mixed Use neighbourhood Area and an Employment Area; and
- Near a GO Transit Station.

Image 87. Looking south on Yonge Street below Highway 7 at the Yonge and Highway 407 crossing

3

STEELES AVENUE & Warden Avenue
PERIMETER: URBAN

EXISTING FEATURES

NE corner is composed of detached single-family homes. At this corner there is a small garden with rocks, plants, and tall trees to act as a buffer. Backyard fences lined with trees have placed along the sidewalks along Warden and Steels, to act as a rear-yard buffer. There is also a landscaped boulevard along both streets at this corner. Bus stops are located at both corners.

Along Warden Avenue, there is a small bike rack located beside the bus stop.

NW corner is fully comprised of restaurants and small businesses within a plaza. At the corner, there is a well landscaped walkway that leads into the plaza consisting of a small brick layer wall, surrounded by bushes, flowers, and trees. The parking lot for the plaza surrounds the building and is visible from the gateway. A bus stop is also located in this corner with a small bike rack right next to it. About 300m to the west there is a church that is visible from the intersection.

WHAT MAKES IT NOTABLE

The Steeles Avenue and Warden Avenue intersection provides a gateway into Markham from the City of Toronto.

- Proposed Cycling Route along Steeles by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of an existing Regional Rapid Transit Corridor and a Special Study Area Rapid Transit Corridor;
- Special Study Area Rapid Transit Corridor route could provide external access to Markham Centre Intensification Area and Regional Centre.

Image 88. Looking north west on Warden Avenue

Image 89. Looking north east on Warden Avenue

4

STEELES AVENUE & Don Mills Rd
PERIMETER: URBAN

EXISTING FEATURES

NW corner has two storey townhouse homes. The property surrounding the homes has been landscaped with trees in between the homes and the setback has also been landscaped with trees.

Narrow, landscaped boulevard along Steeles Avenue. A sign that reads "Rental Townhomes" is visible from the gateway.

NE corner has a gas station with a Tim Hortons. A large mall is located behind these buildings.

Image 90. North west corner, looking north on Don Mills

WHAT MAKES IT NOTABLE

- Proposed Lake to Lake Cycling Route on Don Mills Road by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network includes the following at this intersection:

- Designated gateway Hub;
- Entrance to A local Centre and Mixed Use Neighbourhood Area; and
- A meeting point of two Existing Regional Rapid Transit Corridors.

Heavy traffic flow, located about 1 km west of the Highway 404 and Steels Avenue interchange

EXISTING SIGNAGE

NE corner has a gas station with a white brick layer wall located along the station. The wall has a sign that reads the "Town of Markham" on it. The sign is difficult to read as its behind bushes and flowers located in front of the wall. Bus stops are located in both corners of the gateway.

Image 91. North east corner, looking north on Don Mills

5

STEELES AVENUE & Bayview Avenue
PERIMETER: URBAN

EXISTING FEATURES

NW corner has the East Don River trail.

There is a bus loop located at this intersection with the loop going around the trail. The trail is located right along the sidewalk.

The **NE** corner of this intersection has a gas station with landscaped front and side yard setback. A church is located just east of the gas station, but it is not visible from the intersection.

The area is mostly greenway and it provides a connection to the East Don River trail.

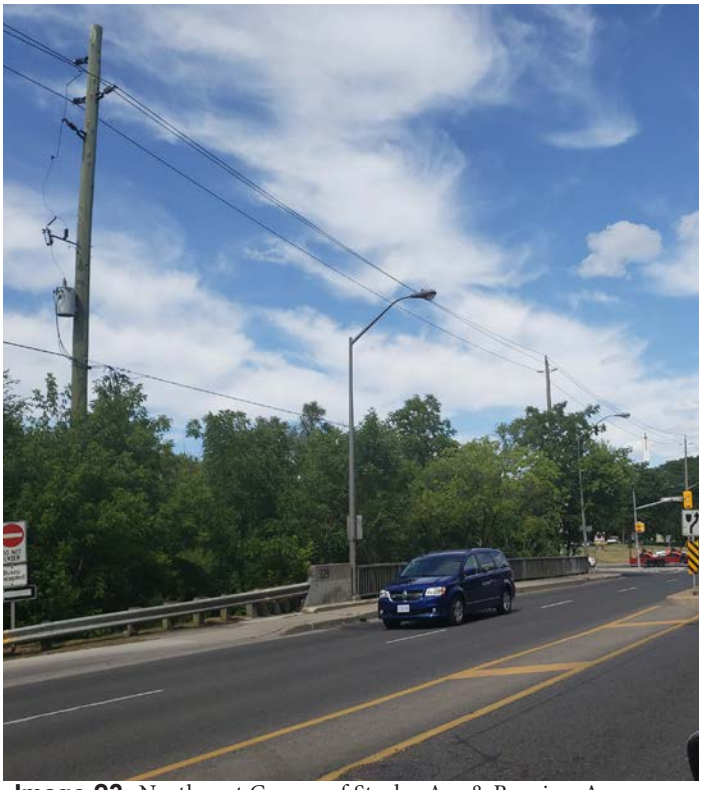


Image 92. Northwest Corner of Steeles Ave & Bayview Ave

WHAT MAKES IT NOTABLE

- Proposed Cycling Route by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of existing Regional Transit Priority route and an existing Regional Rapid Transit Corridor; and
- A Regional Transit Priority external entry point into Thornhill Centre which is designated as a Potential Secondary Hub.

EXISTING SIGNAGE

Just before the trail begins, there is a City of Markham sign signaling entry to the gateway, which reads "Markham" and underneath reads "Community of Thornhill".

Image 93. Northeast Corner of Steeles Ave & Bayview Ave

6

STEELES AVENUE & Markham Road
PERIMETER: URBAN

EXISTING FEATURES

Has bus stops located at both southern corners of the gateway.

NW corner has newly built John Daniels Park with a gazebo, flowers, fountain, and trees that can be seen from the intersection. A trail is located behind the park. A river that flows through the park is part of the Rough River watershed.

NE corner has a commercial plaza with small businesses, a bank, restaurants, and grocery stores. All businesses operate at ground level. At this corner there is a sight triangle with enhanced, attractive landscaping and a well-designed seating area.

Image 94. John Daniels Park Markham gateway on the north west corner of the intersection

WHAT MAKES IT NOTABLE

This gateway provides the southern entrance to the Armadale neighbourhood which is located in the southeast area of Markham, bordering the City of Toronto's district of Scarborough.

- Proposed and Existing Cycling Routes by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Steeles is an existing Regional Rapid Transit Corridor; and
- Provides external access to Armadale which is a Local Corridor.

EXISTING SIGNAGE

John Daniels Park provides a gateway feature at this location (Figure 92).

Image 95. North east corner looking north on Markham Road

7

STEELES AVENUE & Woodbine Avenue
PERIMETER: URBAN

EXISTING FEATURES

High traffic intersection into Markham bordering Toronto.

NE corner includes a gas station and mid rise office and residential buildings.

NW corner also has a gas station and mid rise office buildings.

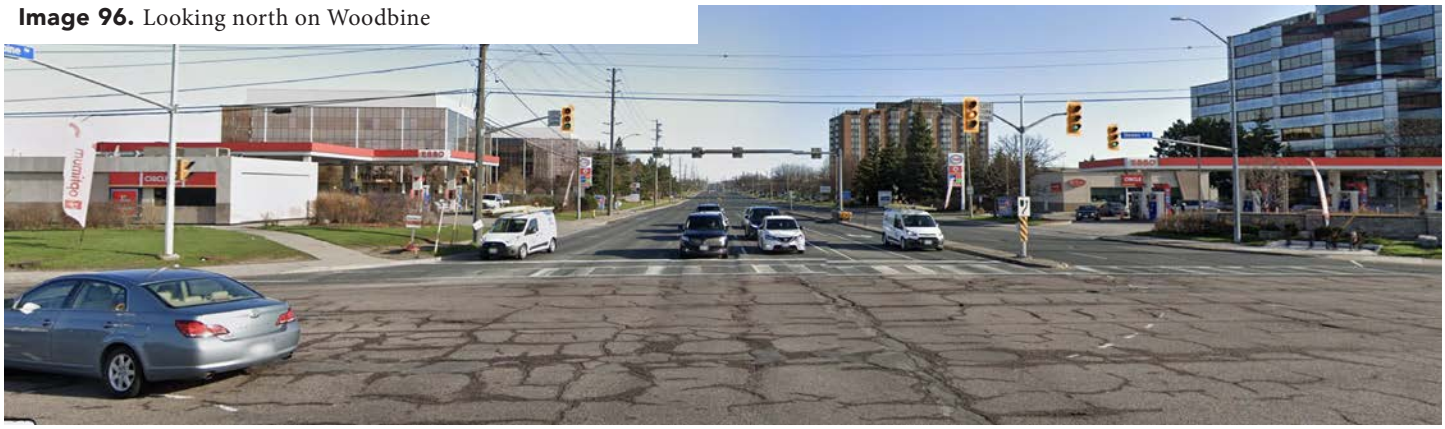
WHAT MAKES IT NOTABLE

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of an existing Regional Rapid Transit Corridor and Regional Transit Priority route; and
- Provides the southern external entrance on a Regional Transit Priority route to Commerce Valley/Buttonville Intensification Area.

Image 97. North east corner of Steeles and Woodbine

Image 96. Looking north on Woodbine



8

19th Avenue & Highway 404 Overpass
PERIMETER: URBAN

EXISTING FEATURES

Overpass into Markham from Richmond Hill.

NE corner is agricultural and the **SE** corner has a industrial uses and a sports field.

There is currently no signage signifying entrance into Markham.

WHAT MAKES IT NOTABLE

- Proposed Regional Transit Priority route included in Markham's Official Plan Map 2 – Centres and Corridors and Transit Network
- Proposed Cycling Route by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Image 98. Southern Portion of Hwy 404 & 19th Ave

Image 99. Northern Portion of Hwy 404 & 19th Ave

9

Elgin Mills & Highway 404 Overpass
PERIMETER: URBAN

EXISTING FEATURES

Overpass into Markham from Richmond Hill.

NE and **SE** corners have residential and agricultural uses.

There is currently highway signage indicating entrance into Markham.

WHAT MAKES IT NOTABLE

- Proposed Cycling Route by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Image 101. Northern Portion of Hwy 404 & Elgin Mills

Image 100. Southern Portion of Hwy 404 & Elgin Mills

10

Major Mackenzie & Hwy 404 Overpass
PERIMETER: URBAN

EXISTING FEATURES

Overpass into Markham from Richmond Hill.

NE and **SE** corners have green space followed by residential.

There is currently highway signage indicating entrance into Markham.

WHAT MAKES IT NOTABLE

- Proposed Cycling Route by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Image 103. Looking south from overpass

Image 102. Looking east into Markham on overpass

11

16th Ave & Hwy 404 Underpass
PERIMETER: URBAN

EXISTING FEATURES

Underpass into Markham from Richmond Hill.

NE corner has a funeral home and golf course.

SE is home to the Toronto Buttonville Municipal Airport.

There is currently highway signage indicating entrance into Markham. Significant green space exists on both corners.

WHAT MAKES IT NOTABLE

- External Entrance to Buttonville designated Heritage Conservation District (Markham Official Plan Map 13 - Heritage Conservation Districts)
- Proposed Cycling Route by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Image 104. View Of Buttonville Airport from 16th Ave & Hwy 404

Image 105. Looking east into Markham on 16th Ave

12

Bayview Ave & Highway 7
PERIMETER: URBAN

EXISTING FEATURES

Underpass into Markham from Richmond Hill.

NE is a school.

SE is largely undeveloped green space.

WHAT MAKES IT NOTABLE

Major intersection of Highway 407 Transit-way

- Designated a meeting point of an Existing Regional Rapid Transit Corridors and an existing Regional Transit Priority route by Map 2 - Centres and Corridors and Transit Network Markham's Official Plan 2014
- Markham's Official Plan 2014, Map 3 - Land Use designates the area Business Park Priority Employment
- Proposed Cycling Route by Markham's Official Plan 2014 Appendix d - Cycling Facilities

Image 107. Looking east on Bayview at Highway 7

Image 106. Looking south east on Bayview

13

Yonge St & Langstaff Rd E
PERIMETER: URBAN

EXISTING FEATURES

The site borders the City of Vaughan and Town of Richmond Hill.

An active transportation hub is also located at the Richmond Hill Centre station, where multiple YRT (York Region Transit) and VIVA buses stop. The Langstaff GO Station is also located at Richmond Hill Centre. Yonge Street is a 7-lane arterial road, while Highway 7 is a 3-lane collector road. There is significant pedestrian traffic at this intersection during the school year, as many students going to and from Langstaff Neighbourhood School bypass the Yonge Street and Garden Avenue intersection in order to access the bus stop.

Image 108. View of Richmond Hill Centre Bus Station

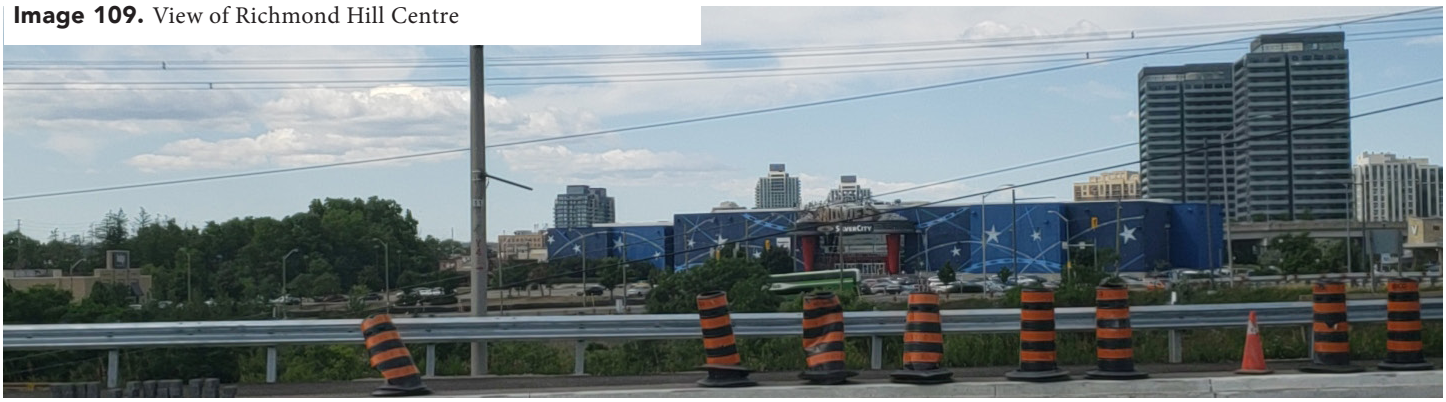
WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 3 - Land Use designates a portion of the adjacent area Business Park Priority Employment
- Designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area
- Existing Cycling Route on Langstaff (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Near an Anchor Hub: Langstaff gateway;
- On the proposed Yonge Subway route;
- Entrance to a Regional Centre and Intensification Area,
- Entrance to a neighbourhood Area, Mixed Use neighbourhood Area and an Employment Area; and
- Near a GO Transit Station.

Image 109. View of Richmond Hill Centre



14

Yonge St & John Street

PERIMETER: URBAN

Thornhill

EXISTING FEATURES

Located at the southern end of Thornhill

W and **NE** corners have banks and other small corporate businesses with some parking lots for these buildings fronting Yonge Street, while others are located to the rear of buildings. Buildings range in height between one to two storeys.

SE corner has a community of 2 storey townhouses surrounded by a small brick orange wall that is lined with large street trees. There are also large trees located in the backyards of the townhouses. As a result, it is difficult to see the townhouses due to the location and height of the trees. There is a bus stop located at this corner of the gateway.

Along Yonge Street, sidewalks are landscaped with street trees and colorful plants. Yonge Street is a 5-lane arterial road, while John Street is a 3-lane residential road.

Of the two gateways in Thornhill, this site is more recognizable as a gateway. Signs may be installed at the northern intersection of Yonge Street and Royal Orchard Boulevard to better identify the gateway.

Image 110. Looking east down John street on Yonge Street

WHAT MAKES IT NOTABLE

Well-defined neighbourhood with high density bordering Vaughan.

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts
- Existing Cycling Route on John Street(Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Thornhill Yonge Street Corridor Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- On the Proposed Yonge Subway;
- Entrance to a Heritage Centre; and
- An entrance to a Mixed Use Neighbourhood Area and a Neighbourhood Area.

EXISTING SIGNAGE

At Yonge Street and John Street approximately 150 metres to the east of Yonge Street and John Street, a large sign reads, "Old Thornhill".

A plaque commemorating the founding of Thornhill is located 200 metres away, at the north end of the gateway.

15

Yonge St & Royal Orchard Blvd

PERIMETER: URBAN

Thornhill

EXISTING FEATURES

Located at the north end of Thornhill

W corner has a church, a small corporate business center and the entrance to the Thornhill Golf and Country Club. These buildings are two storeys in height, and have parking located adjacent to each building.

NE corner is primarily commercial, consisting of small businesses, fast food chains, and grocery stores. These buildings primarily operate at ground level and are surrounded by a large parking lot.

SE corner has multiple high-rise buildings that are shielded by large trees. Four high-rise buildings are located at this corner, all more than ten storeys in height.

A bus stop is located on both sides of the intersection.

Both streets are landscaped with grass, with trees and flowers lining the private properties of the businesses and apartment buildings.

Similar to the southern gateway, Yonge Street is a 5-lane arterial road while Royal Orchard Boulevard is a 3-lane residential road.

Image 111. Old Thornhill Sign

WHAT MAKES IT NOTABLE

- Existing Cycling Route on Royal Orchard (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- On the Proposed Yonge Subway;
- Entrance to an Intensification Area and a Regional Corridor/Key Development Area; and
- An entrance to a Mixed Use Neighbourhood Area and a Neighbourhood Area.

Image 112. Northeast Corner of Yonge St & John St

16

Leslie St and Hwy 7

PERIMETER: URBAN

Commerce Valley/Lietchcroft

EXISTING FEATURES

Has newly installed multi-modal street infrastructure that includes bike lanes on Highway 7 going in both directions and a Bus Rapid Transit (BRT) lane in the center of Highway 7 which is six lanes wide.

Attention has been paid to making pedestrians and cyclists feel safe crossing this major intersection, which includes a mid-way island where the BRT stop is located on the east and west sides of Highway 7.

SE corner is an open field that looks poised for development.

NE corner has a parking lot of fronting Highway 7 and Leslie Street, with a strip mall and the Sheraton Parkway Towers.

NW corner has parking lots fronting the street on both sides as well and three to ten storey high buildings.

SW corner also has parking fronting the street on both sides and taller buildings around ten storeys.

All corners have bus stops and green space at their edges with a mix of grass and plantings.

WHAT MAKES IT NOTABLE

- Existing Cycling Route on Highway 7, Proposed Lake to Lake Cycling route on Leslie Street (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network includes the following at this intersection:

- Designated gateway Hub;
- Meeting point of two existing Regional Rapid Transit Corridors
- Entrance to Employment Area, Intensification Area and a Regional Corridor/Key Development Area

Provides a key thorough fare from Richmond Hill into Markham, at the lower NW corner of Markham.

- Markham's Official Plan 2014, Map 3 - Land Use designates the area Business Park Priority Employment

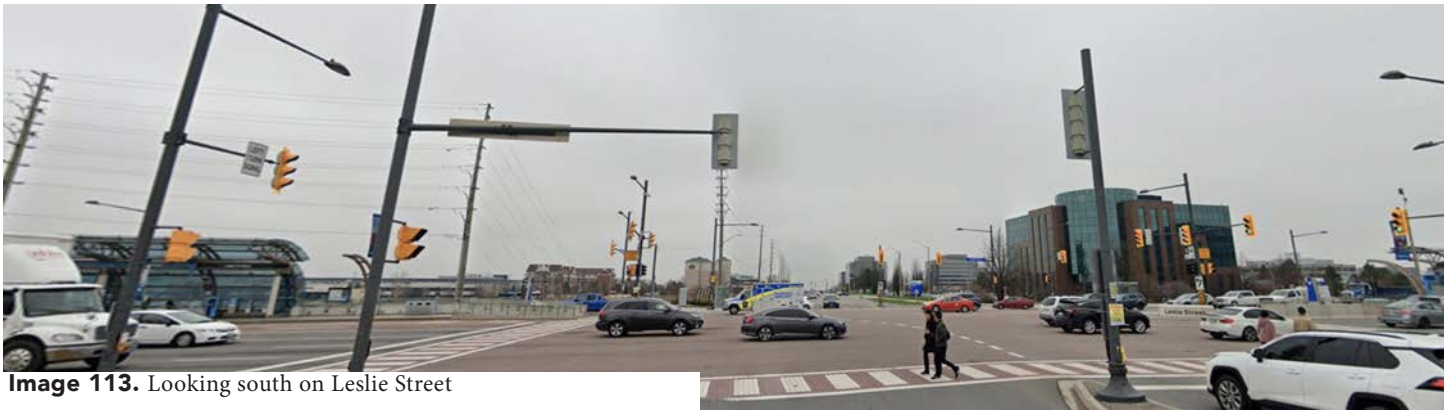


Image 113. Looking south on Leslie Street

17

Steeles Ave & Kennedy Rd

PERIMETER: URBAN

Milliken Mills East & Milliken Mills West

EXISTING FEATURES

N corner has a bus stops are located at both northern corners of the intersections.

NW corner has a Garden centre. A fence surrounds the building and outdoor supply centre, and the parking lot but the supplies are visible from the gateway. ‘

NE corner has a large parking lot for Pacific Mall with a small landscaped setback and a landscaped boulevard. A walkway at this corner leads into the parking lot, a bench, and a gazebo.

WHAT MAKES IT NOTABLE

- Proposed Cycling Route on Steeles Avenue (Markham’s Official Plan 2014 Appendix d - Cycling Facilities)

Markham’s Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of an existing Regional Transit Priority route and a Regional Rapid Transit Corridor;
- Entrance to a Local Centre and Potential Secondary Hub, Milliken Centre;
- Entrance to a Mixed Use Neighbourhood Area and a Neighbourhood Area; and
- Near a GO Transit Station.

Image 114. Western Corner of Steeles Ave & Kennedy Rd

Image 115. Eastern Corner of Steeles Ave & Kennedy Rd

18

Steeles Ave & McCowan Rd

PERIMETER: URBAN

Milliken Mills East & Milliken Mills West

EXISTING FEATURES

The surrounding area is mostly comprised of single-family homes. The **NW** and **NE** corners have bus stations.

NW corner has a gas station with a front and side yard setback landscaped with primary rows, and lined with bushes and trees, which act as a visual barrier to the gas station from the gateway. Suburban homes are located behind the gas station and all along Steeles Avenue and McCowan Road.

NE corner of the gateway contains the Calvary Korean Presbyterian Church with a landscaped front and side yard setbacks and a narrow, landscaped boulevard along Steeles Avenue and McCowan Road. A five-storey residential building is located immediately behind the Church. From the intersection, the Church's cross can be seen from the main intersection.

Image 116. Northwest Corner of Steeles Ave & McCowan Rd

WHAT MAKES IT NOTABLE

- Existing and Proposed Cycling Routes linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Intersection of an existing Regional Rapid Transit Corridor and a Special Study Area Rapid Transit Corridor; and
- Special Study Area Rapid Transit Corridor could provide external access to Markville which is a Potential Secondary Hub and Heritage Centre with a GO Station.

Image 117. Northeast Corner of Steeles Ave & McCowan Rd

19

Kennedy Road & 19th Ave
PERIMETER: RURAL

EXISTING FEATURES

Large rural residential lots and wide grass boulevards.

WHAT MAKES IT NOTABLE

- Entrance to Almira, a designated Hamlet by Markham's Official Plan 2014, Map 1 - Markham Structure

Image 119. Northwest Corner of Kennedy Rd & 19th Ave

Image 118. Western Portion of Kennedy Rd & 19th Ave

20

19th Ave & Highway 48 (Markham Road)

PERIMETER: RURAL

EXISTING FEATURES

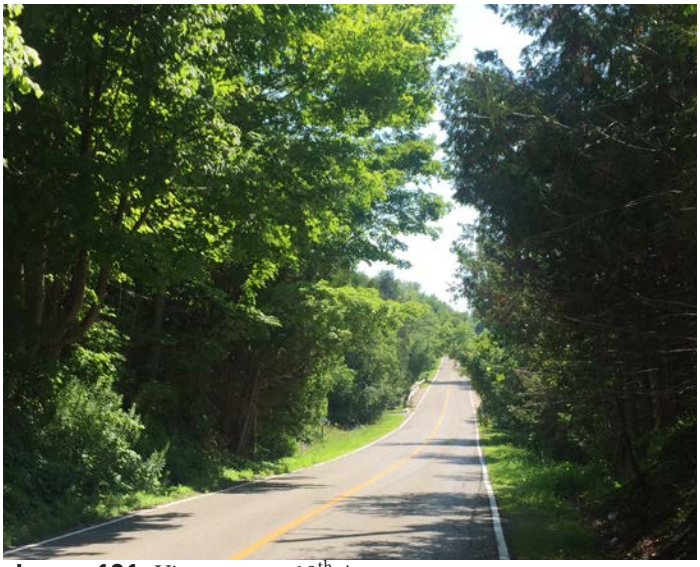


Image 121. View west on 19th Avenue

WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 1 – Markham Structure designates Dickson Hill as a Hamlet
- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System
- Proposed Cycling Routes linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Image 120. Eastern View From 19th Ave & Hwy 48

21

19th Ave & York Durham Line

PERIMETER: ROUGE NATIONAL URBAN PARK

EXISTING FEATURES

Image 123. Looking south on York Durham Line at 19th Avenue

WHAT MAKES IT NOTABLE

- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System
- Markham's Official Plan 2014, Map 3 - Land Use designates the area Greenway
- Proposed Cycling Route on York Durham Line (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Image 122. Looking west along 19th Avenue into Markham

22

Highway 7 & York Durham Line
PERIMETER: ROUGE NATIONAL URBAN PARK

EXISTING FEATURES

NE, **SW** and **SE** corners are farmland. A woodlot is located south of the farmland, and is visible from the southwest corner.

NE corner has a small woodlot with homes located immediately to the north. The woodlot prevents visibility of the homes from the main street.

Along the road in all four quadrants of this gateway there is a narrow boulevard that is not landscaped.

Image 125. Looking south east on York Durham Line at Highway 7 intersection

WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 3 - Land Use designates the area Greenway
- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System
- Proposed Cycling Route on York Durham Line (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Highway 7 is an existing Regional Rapid Transit Corridor;
- Highway 7 provides external access to Cornell Centre which is a Regional Corridor/Key Development Area and Intensification Area; and
- A Proposed GO Station is located west of the intersection on Highway 407.

Image 124. Looking east into Markham on Highway 7

23

Steeles Ave & Ninth Line

PERIMETER: ROUGE NATIONAL URBAN PARK

EXISTING FEATURES

NW corner is home to a Natural Heritage System connected to the Rouge Valley consisting of grass, small trees, and bushes. There is a small forested area in the distance along Rouge river that is visible from the intersection.

NE corner is comprised of an undeveloped

Image 126. Northwest Corner of Steeles Ave & Ninth Line

WHAT MAKES IT NOTABLE

- Proposed Cycling Routes linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Markham's Official Plan 2014, Map 3 - Land Use designates the area Greenway and Future Neighbourhood Area

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of two existing Regional Rapid Transit Corridors;
- Ninth Line provides external access to Cornell Centre which is a Regional Corridor and Intensification Area; and
- To the west is a Potential Commuter Rail Line and Potential Secondary Hub.

Image 127. Northeast Corner of Steeles Ave & Ninth Line

24

Reesor Rd & Steeles Ave

PERIMETER: ROUGE NATIONAL URBAN PARK

EXISTING FEATURES

Image 129. Existing signage for Cedar Grove Park and a farm stand

WHAT MAKES IT NOTABLE

- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System
- Markham's Official Plan 2014, Map 3 - Land Use designates the area Greenway
- Markham's Official Plan 2014, Map 1 – Markham Structure designates the adjacent area Cedar Grove as a Hamlet
- Proposed Cycling Route (Markham's Official Plan 2014 Appendix d - Cycling Facilities

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Steeles Avenue is an existing Regional Rapid Transit Corridor;
- Reesor Road provides external access to Cornell Centre which is a Regional Corridor/Key Development Area and Intensification Area; and
- A Proposed GO Station is located north of the intersection at Reesor Road and Highway 407.

Image 128. Looking east on Steeles Road at Reesor Road

25

Steeles Ave & York Durham Line

PERIMETER: ROUGE NATIONAL URBAN PARK

EXISTING FEATURES

Image 130. Existing Rouge National Urban Park Signage located on the north west corner

WHAT MAKES IT NOTABLE

- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System
- Markham's Official Plan 2014, Map 3 - Land Use designates the area Greenway
- Proposed Cycling Routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Steeles Avenue is an existing Regional Rapid Transit Corridor.

Image 131. North western corner of the intersection is the south western corner of Markham

26

19th Avenue & GO Rail Line

PERIMETER: PUBLIC TRANSPORTATION

EXISTING FEATURES

Image 133. Looking east along 19th Avenue

WHAT MAKES IT NOTABLE

- Designated Greenbelt Plan Area and Oak Ridge Moraine by Markham's Official Plan 2014, Map 4 - Greenway System
- Markham's Official Plan 2014, Map 3 - Land Use designates the area Greenway

Image 134. Looking east along 19th Avenue

Image 132. Looking south from 19th Avenue

27

Steeles Ave & GO Rail Line (Stouffville Line)

PERIMETER: PUBLIC TRANSPORTATION

EXISTING FEATURES

Image 135. Looking north from Steeles Avenue

WHAT MAKES IT NOTABLE

- Part of the Milliken Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of an existing Regional Transit Priority route and the GO Transit Stouffville Line;
- Entrance to a Local Centre and Potential Secondary Hub, Milliken Centre;
- Entrance to a Mixed Use Neighbourhood Area and a Neighbourhood Area;
- GO Station on the south side of Steeles Road provides access to the internal GO Station in Markham Centre which is an Intensification Area and Regional Centre.

Image 136. Looking east on Steeles

28

Steeles Ave & GO Rail Line (Gormley Line)

PERIMETER: PUBLIC TRANSPORTATION

EXISTING FEATURES

Image 137. Looking west on Steeles at rail crossing

WHAT MAKES IT NOTABLE

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of the Gormley Line GO Rail Service and an existing Regional Rapid Transit Corridor; and
- An external entry point to the Proposed GO Station at Thornhill Centre which is a Potential Secondary Hub.

Image 138. Looking east on Steeles at rail crossing

29

Langstaff Rd East & GO Rail Line (Gormley Line)

PERIMETER: PUBLIC TRANSPORTATION

EXISTING FEATURES

Image 140. South side of crossing

WHAT MAKES IT NOTABLE

- Designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Near an Anchor Hub: Langstaff gateway;
- On the Gormley GO Train Line;
- Entrance to a Regional Centre and Intensification Area; and
- Entrance to a neighbourhood Area, Mixed Use neighbourhood Area and an Employment Area.

Image 139. North side of crossing

30

Hwy 407 & Yonge St

PERIMETER: 400 SERIES HIGHWAY

EXISTING FEATURES

NE corner is primarily commercial with a Cineplex movie theatre, two restaurants and an Indigo outlet and a large parking lot is located behind the Indigo store.

W corner has a temple, a gas station, and a hotel along the western portion of Yonge Street.

SE corner has an undeveloped lot with a large stormwater management pond located.

This intersection is designated as the final stop of the northern extension of the Yonge subway line. An active transportation hub is also located at the Richmond Hill Centre station, where multiple YRT (York Region Transit) and VIVA buses stop.

- The Langstaff GO Station is also located at Richmond Hill Centre. Yonge Street is a 7-lane arterial road, while the Highway 7 is a 3-lane collector road. There is significant pedestrian traffic at this intersection during the school year, as many students going to and from Langstaff Neighbourhood School bypass the Yonge Street and Garden Avenue intersection in order to access the bus stop.

EXISTING SIGNAGE

A "Town of Richmond Hill" sign is located at the northeast corner. There are no gateway signs identifying Langstaff.

WHAT MAKES IT NOTABLE

- Entrance to a designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area

The Highway 407/7 and Yonge Street gateway borders the City of Vaughan and Town of Richmond Hill. It is a major gateway area for Markham and provides entrance into the neighbourhood of Langstaff to the south.

- Markham's Official Plan 2014, Map 3 - Land Use designates a portion of the adjacent area Business Park Priority Employment

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Anchor Hub: Langstaff gateway;
- Meeting point of an existing Regional Rapid Transit Corridor and the proposed Yonge Subway;
- Entrance to a Regional Centre and Intensification Area,
- Entrance to a neighbourhood Area, Mixed Use neighbourhood Area and an Employment Area; and
- Near a GO Transit Station.

Image 141. Looking into Markham on Highway 407 crossing over Yonge Street

31

Hwy 407 & York Durham Line

PERIMETER: 400 SERIES HIGHWAY

EXISTING FEATURES

This area contains woodlots, farmland, and open space.

NW and **NE** corners both contain large farms. The farmland is difficult to see from the intersection as they are shielded by large plots of trees.

SE and **SW** both contain green space with trees.

WHAT MAKES IT NOTABLE

Provides the eastern entrance to Markham on Highway 407.

Located in the eastern end of Markham bordering Pickering, this gateway provides an entrance to Rouge National Urban Park and Green River. Rouge National Urban Park is located within Markham to the west of York Durham Line, and Green River is located within Pickering to the east.

- Markham's Official Plan 2014, Map 3 - Land Use designates the area Greenway
- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System

Image 142. Highway 407 and York Durham Line

32

Hwy 404 & 19th Ave
PERIMETER: 400 SERIES HIGHWAY

EXISTING FEATURES

This gateway consists primarily of agricultural lands and lands designated for Transportation and Utilities. Several trees are placed along the highway and at all four corners of the site.

This is the furthest gateway to the north along Highway 404. 19th Avenue runs above Highway 404 with no exit or entrance lanes from the highway. It has two traffic lanes and Highway 404 is six lanes wide with not entrances or exits.

SE corner is industrial storage and multiple football fields. The Honda Canada facility is also visible from a distance due to the building's large size.

NE and **SW** corners are currently farmland that is in production.

NW corner houses a small industrial area with farmland behind it.

WHAT MAKES IT NOTABLE

Unique gateway because it is not an intersection or an interchange.

- Proposed Cycling Route on 19th Avenue linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Image 143. Looking south into Markham on Highway 404 at the 19th Avenue overpass

Image 144. Looking south east on Highway 404 at the 19th Avenue overpass

33

Hwy 404 & Steeles Ave

PERIMETER: 400 SERIES HIGHWAY

EXISTING FEATURES

NE corner has a gas station with commercial buildings behind it. The two buildings visible from the intersection are both are 5+ floors. A parking lot is surrounding the building and the setback has been landscaped close to the street. The gas station has a small brick layered wall right at the intersection. Small trees and bushes have been planted around the wall. A bus stop is located in front of this gas station.

NW corner is similar to northeast corner. There is a gas station at the intersection with two commercial buildings to the east. The setback for this gas station has also been landscaped. There is a boulevard running north alongside the building and it has not been landscaped.

WHAT MAKES IT NOTABLE

Provides the southern entrance into Markham on Highway 404.

Borders the City of Toronto with local roads connecting to the highway resulting in significant traffic.

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of Highway 404 and an existing Regional Rapid Transit Corridor.

Image 145. Northwest Corner of Steeles & Hwy 404

Image 146. Northeast Corner of Steeles & Hwy 404

34

Major Mackenzie Dr & Woodbine Ave

INTERNAL: RESIDENTIAL

CATHEDRAL TOWN

EXISTING FEATURES

Bounded by greenway at all four corners with bus stops located at each corner.

Both Major Mackenzie Drive and Woodbine Avenue are 6-lane arterial roads.

Just north of the gateway, the Cathedral of the Transfiguration is visible due to its immense height. The presence of the Cathedral of the Transfiguration acts as a distinct landmark for the neighbourhood.

Image 149. Southeast Portion of Major Mackenzie & Woodbine

Image 147. Northern Portion of Major Mackenzie Dr & Hwy 404

RELATED LAND USE POLICY

- Cathedral Town is designated as a Local Centre and Mixed Use Neighbourhood by Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network
- Existing and Proposed Cycling Routes linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Meeting point of:

- Existing Regional Transit Priority route included in Markham's Official Plan Map 2 – Centres and Corridors and Transit Network
- Existing Regional Rapid Transit Corridor included in Markham's Official Plan Map 2 – Centres and Corridors and Transit Network
- Proposed Regional Transit Priority route included in Markham's Official Plan Map 2 – Centres and Corridors and Transit Network

Image 148. Northwest Portion of Major Mackenzie & Woodbine

35

Elgin Mills Rd & Victoria Square Blvrd

INTERNAL: RESIDENTIAL

CATHEDRAL TOWN

EXISTING FEATURES

This neighbourhood and intersection is primarily residential, comprised of older detached bungalows and two storey homes with large lot sizes.

Landscaping is prevalent at all four corners of the intersection as the homes have large setbacks.

This gateway feels noticeably different from the other gateways as the large lot sizes of homes and spacious landscaping gives the area a distinct look.

The presence of the Cathedral of the Transfiguration acts as a distinct landmark for the neighbourhood.

There is also a community centre approximately 200 metres west of the intersection.

- **SW** corner has a bus stop.

WHAT MAKES IT NOTABLE

- Cathedral Town is designated as a Local Centre and Mixed Use Neighbourhood by Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network
- Proposed Cycling Route linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Image 151. Nearby homes

Image 150. Southwest Portion of Elgin Mills Rd & Victoria Square Blvd

36

Donald Cousens Parkway & Country Glen Rd

INTERNAL: RESIDENTIAL

Cornell North Centre (Upper Cornell)

Image 152. Southwestern Corner of Donald Cousens Pkwy & Country Glen Rd

WHAT MAKES IT NOTABLE

- Proposed Cycling Route linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Image 154. Pond at Donald Cousens Pkwy & Country Glen Rd

Image 153. Northern Portion of Donald Cousens Pkwy & Country Glen Rd

37

16th Ave & Bur Oak Ave

INTERNAL: RESIDENTIAL

Cornell North Centre (Upper Cornell)

Image 157. Businesses Along Bur Oak Ave

WHAT MAKES IT NOTABLE

- Proposed Cycling Route linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Image 155. Northern Portion of 16th Ave & Bur Oak Ave

Image 156. Southern Portion of 16th Ave & Bur Oak Ave

38

HIGHWAY 7 & Warden Ave

INTERNAL: GOVERNMENT PRECINCT

MARKHAM CENTRE

EXISTING FEATURES

Image 158. Markham's City Hall

WHAT MAKES IT NOTABLE

- Designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area
- Markham's Government Seat
- Proposed Cycling Route on Highway 7 linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Markham Centre Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of three Regional Transit Priority routes;
- Entrance to Markham Centre which is designated an Intensification Area, and
- Entrance to the Mixed Use Neighbourhood Area of Markham Centre.

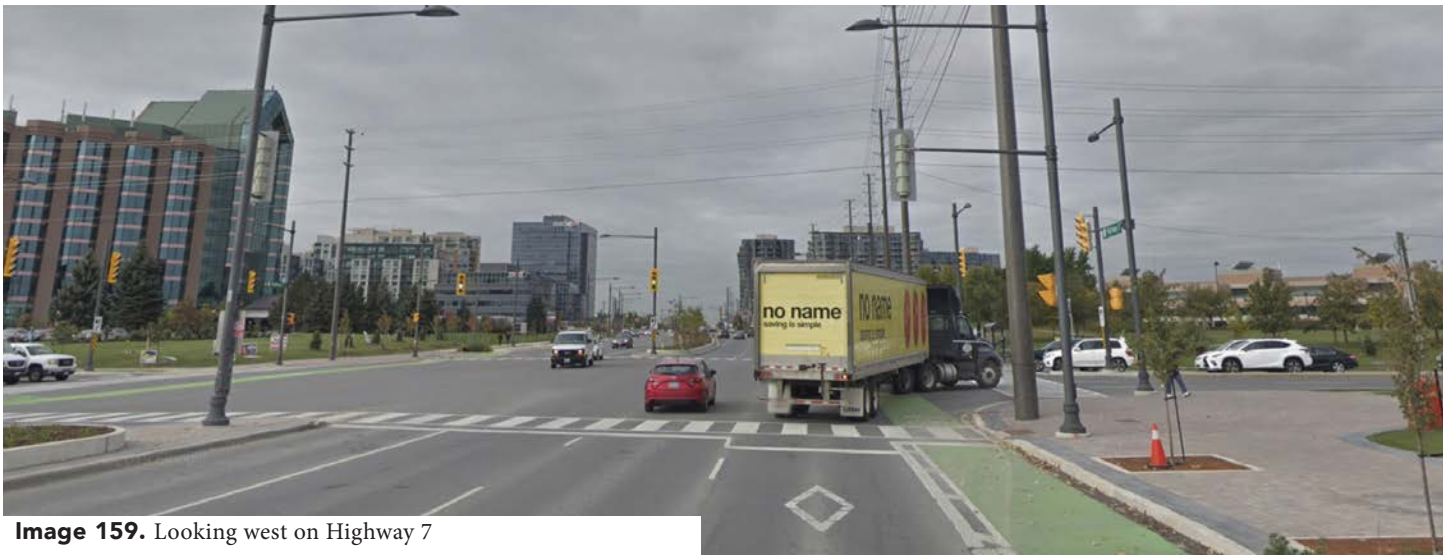


Image 159. Looking west on Highway 7

39

Main St Unionville & Enterprise Blvd

INTERNAL: MIXED USE

MARKHAM CENTRE

EXISTING FEATURES

Image 161. Sign for the Markham Pan Am Centre on the south west corner of the intersection

WHAT MAKES IT NOTABLE

- Designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area
- Existing and Proposed Cycling Routes linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Markham Centre Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Near the Markham Centre Anchor Hub location;
- Near a GO Station;
- Markham Centre is an Intensification Area and Regional Centre;
- Enterprise Boulevard is a Regional Rapid Transit Corridor; and
- Entrance to the Mixed Use Area in Markham Centre.

Image 160. Looking south on Main Street Unionville

40

Warden Ave & Enterprise Blvd

INTERNAL: MIXED USE

MARKHAM CENTRE

EXISTING FEATURES

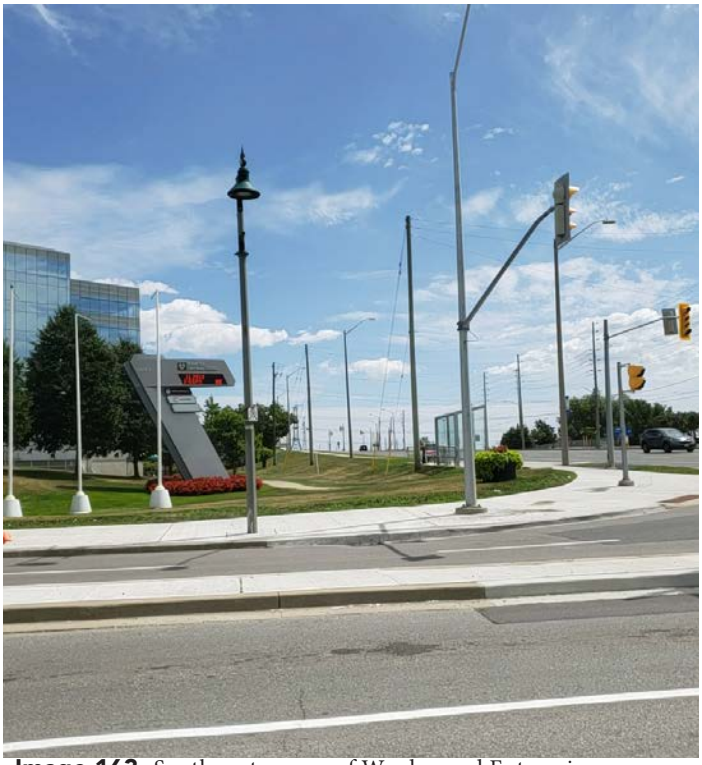


Image 163. South east corner of Warden and Enterprise Boulevard

WHAT MAKES IT NOTABLE

- Designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area
- Existing and Proposed Cycling Routes linking to existing routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Markham Centre Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Markham Centre is an Intensification Area and Regional Centre;
- Meeting point of a Regional Rapid Transit Corridor and Special Study Area Rapid Transit Corridor; and
- Entrance to Employment Areas and Mixed Use Areas in Markham Centre.

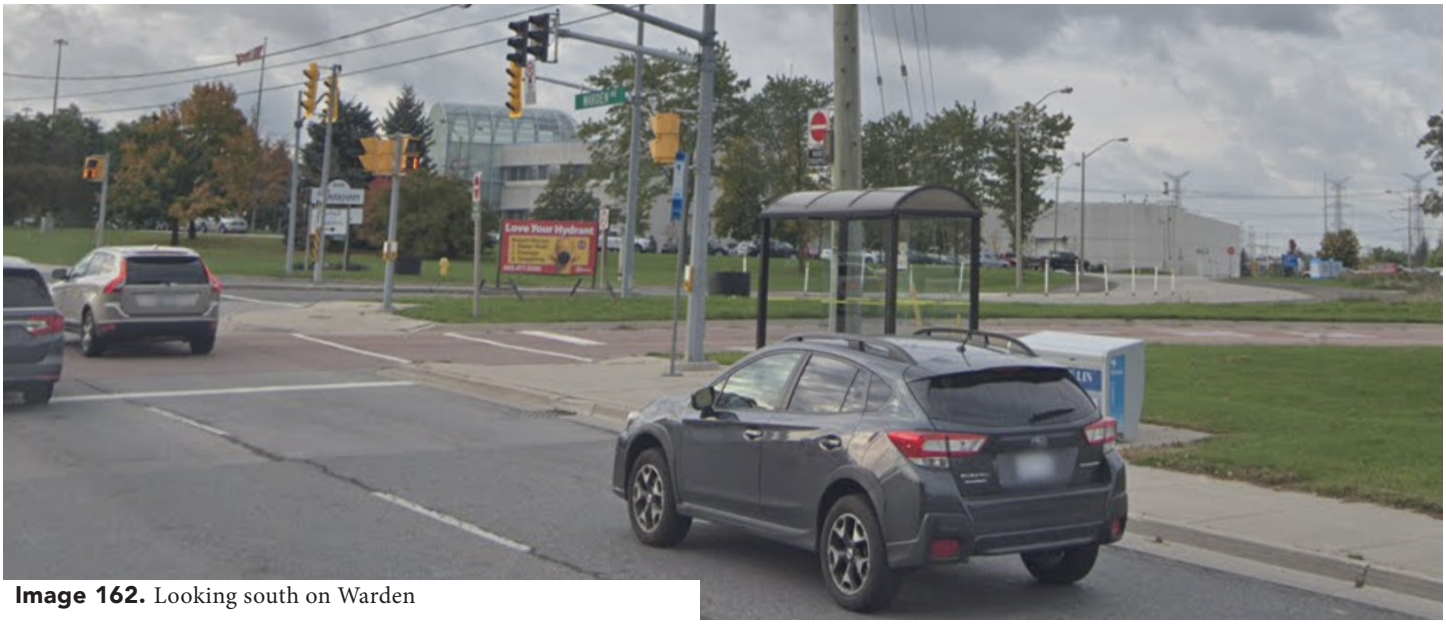


Image 162. Looking south on Warden

41

John St & Bayview Ave

INTERNAL: MIXED USE

THORNHILL CENTRE

EXISTING FEATURES

Image 165. Looking north on Bayview Avenue

WHAT MAKES IT NOTABLE

- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Location of a Proposed GO Station at Thornhill Centre;
- Location of a Potential Secondary Hub; and
- Entrance to a Mixed use Neighbourhood Area and a Neighbourhood Area; and
- An entrance to a Local Centre.

EXISTING SIGNAGE

Gateways to this area are not distinctly heritage in character even though it is designated

Image 164. Looking east on John Street

42

Kennedy Rd & Denison St

INTERNAL: MIXED USE

MILLIKEN CENTRE

EXISTING FEATURES

The area to the north of Steeles Avenue on the east and west sides of Old Kennedy Road is designated as a Community Improvement Project Area in Markham's 2014 Official Plan.

Markham's neighbourhoods of Milliken Mills East and Milliken Mills West, border the neighbourhood of Milliken to the south in the City of Toronto's district of Scarborough. Four gateways into Milliken East and West have been examined.

Milliken GO station is located just south east of Steeles Avenue and Kennedy Road.

WHAT MAKES IT NOTABLE

- Part of the Milliken Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Kennedy Road is a Regional Transit Priority route;
- Local Centre and Potential Secondary Hub, Milliken Centre; and
- Mixed Use Neighbourhood Area and a Neighbourhood Area.

Image 167. Looking east on Denison Street

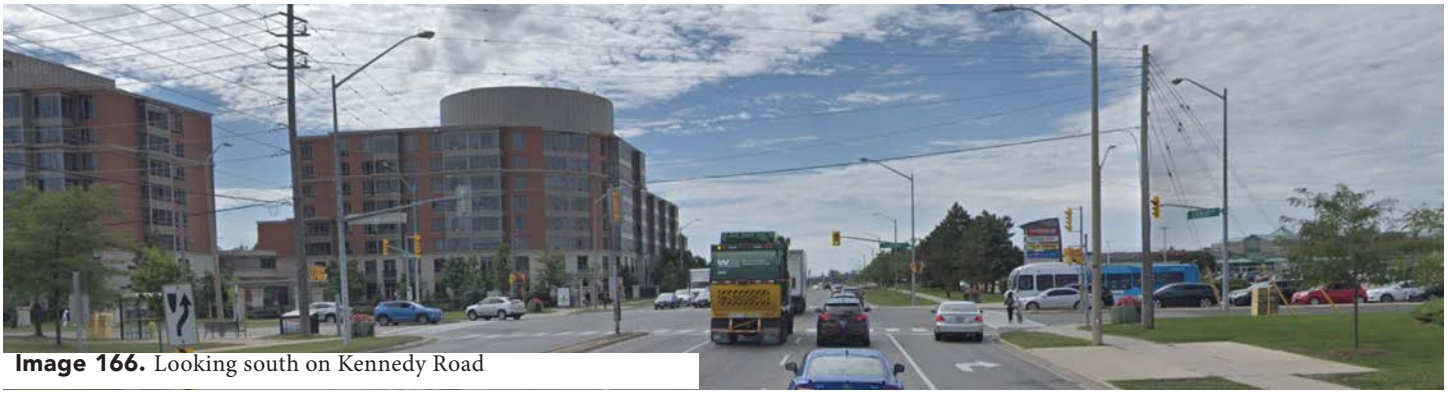


Image 166. Looking south on Kennedy Road

43

N of Steeles Ave & Old Kennedy Rd

INTERNAL: MIXED USE

MILLIKEN CENTRE

EXISTING FEATURES

NW and **NE** corners have bus.

NW corners has an auto centre with a parking lot. There is little setback between the parking lot fences and the sidewalk and there is no boulevard.

NE corner has a one storey restaurant with a generous front and side yard setbacks. The parking lot is located to the east of the restaurant and is not visible from the gateway.

WHAT MAKES IT NOTABLE

- Proposed Cycling route on Steeles (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Milliken Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Local Centre and Potential Secondary Hub, Milliken Centre; and
- Mixed Use Neighbourhood Area and a Neighbourhood Area.

Image 168. Northwest Corner of Steeles Ave & Old Kennedy Rd

Image 169. Northeast Corner of Steeles Ave & Old Kennedy Rd

44

Markham Rd & 14th Ave

INTERNAL: MIXED USE

Armadale

EXISTING FEATURES

Image 170. Southwest Corner of Markham Rd & 14th Ave

Image 171. Northern Portion of Markham Rd & 14th Ave

WHAT MAKES IT NOTABLE

- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- 14th Avenue is an existing Regional Transit Priority route; and
- Armadale is a Local Corridor with Mixed Use Neighbourhood and Neighbourhood Areas.

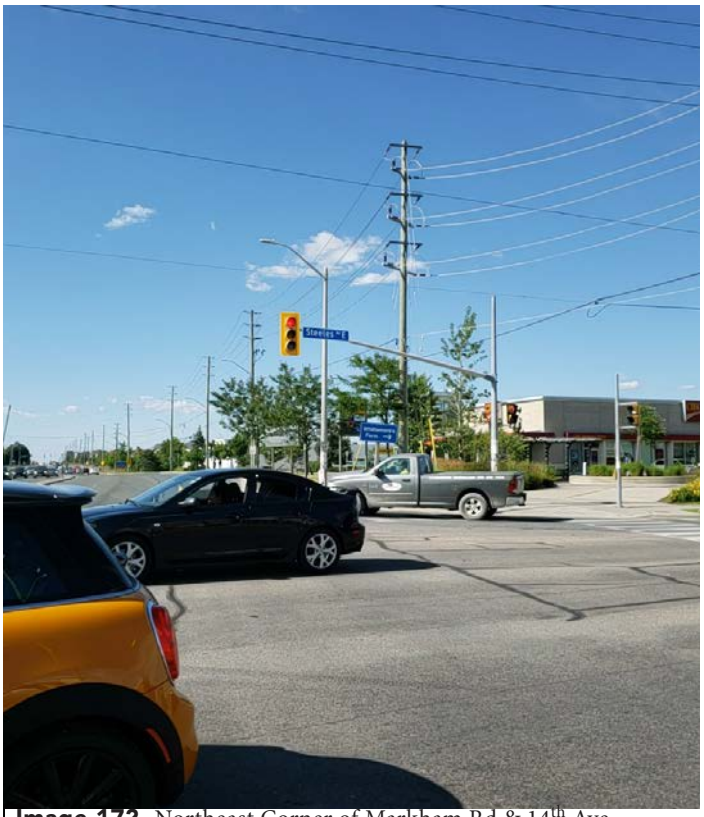


Image 172. Northeast Corner of Markham Rd & 14th Ave

45

Hwy 7 & Ninth Line

INTERNAL: MIXED USE

Cornell Centre

EXISTING FEATURES

E quadrants primarily composed of open space.

NE corner has Cornell Community Centre and Markham Stouffville Hospital are visible beyond the open space. Each building is more than four storeys with large parking lots.

SE corner has street trees lining the road. Detached single family homes are located to the south of the green space.

W Corners: More heavily more developed. Single-detached residential homes at the southwest corner of this intersection are rear lotted to the streets, with a fence fronting the intersection. Large trees located in backyards further limit visibility of residential areas from Ninth Line and Highway 7.

SW corner has street trees have been planted along Ninth Line.

NW corner is primarily comprised of open green space with street trees. Detached homes are located to the north of the green space.

NW and **SW** corners have bus stops

Cornell Centre is primarily composed of newly built townhouses and detached homes.

The Cornell Community Centre, and Markham Stouffville Hospital are located in this area.

Image 174. Western Portion of Hwy 7 & Ninth Line

WHAT MAKES IT NOTABLE

- North Cornell is Labeled as a Local Centre in Markham's 2014 Official Plan.
- Proposed Cycling route on both roads (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Highway 7 and 9th Line are both Regional Rapid Transit Corridors; and
- Entrance point to Cornell Centre which is a Intensification Area and Regional Corridor/ Key Development Area with Mixed use and Neighbourhood Areas adjacent to this intersection.

Image 173. Northeast Corner of Hwy 7 & Ninth Line

46

Donald Cousin Park Way & Hwy 7

INTERNAL: MIXED USE

Cornell Centre

EXISTING FEATURES

Image 176. Looking west on Highway 7

WHAT MAKES IT NOTABLE

- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Markham's Official Plan 2014, Map 3 - Land Use designates a portion of the adjacent area Business Park Priority Employment

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Key entrance to Cornell Centre which is a Regional Corridor/Key Development Area and Intensification Area;
- Employment Area and Neighbourhood Area; and
- Located just north of a Proposed GO Station and Secondary Hub on Highway 407 and Reesor Road.

Image 175. Looking north on Donald Cousin Park Way

47

Commerce Valley Dr W & Leslie St

INTERNAL: EMPLOYMENT

Commerce Valley/Leitchcroft

EXISTING FEATURES

The site borders Richmond Hill and is home to many large corporate businesses.

Highway 7 runs through all of these gateways and is built to support multiple modes of transportation. Separate bus lane, bike lanes, and distinguishable separate roads and trees line the highway in order to better the streetscape. Highway 7 is a 9-lane arterial road.

S corner has large corporate buildings including technology and engineering firms. Most offices are 5 to 8-storey glass buildings with landscaped setbacks. This area is easily distinguishable as a corporate environment.

Streetscapes are well designed with street trees planted along both streets.

As a large employment area, parking spaces take up a big portion of the site, mostly placed to the rear of corporate buildings.

NW and **SE** corners have bus stops.

WHAT MAKES IT NOTABLE

- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Markham's Official Plan 2014, Map 3 - Land Use designates the area Business Park Priority Employment

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Within an Employment Area;
- Regional Rapid Transit Corridor; and
- Within an Intensification Area and a Regional Corridor/Key Development Area.

Image 177. Commerce Valley Dr & Leslie St

48

Hwy 7 & South Park Rd

INTERNAL: EMPLOYMENT

Commerce Valley/Leitchcroft

EXISTING FEATURES

W corner has townhouses are being developed on lands south of Highway 7.

Lands within Richmond Hill (north of Highway 7) have been developed with restaurants and corporate businesses. Most restaurants operate at ground level and have parking which fronts Highway 7.

The tallest corporate building is 5 storeys.

New apartment buildings are being built up to 10 storeys. These apartment buildings house restaurants and services operating on the ground floor and have no setback from the sidewalks.

NE and **SW** corners have bus stops

WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 3 - Land Use designates the area Business Park Priority Employment
- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Entrance to a designated Neighbourhood Area;
- Entrance to an Intensification Area and a Regional Corridor/Key Development Area; and
- On a Regional Rapid Transit Corridor.

Image 179. Highway 7 looking east at South Park Road

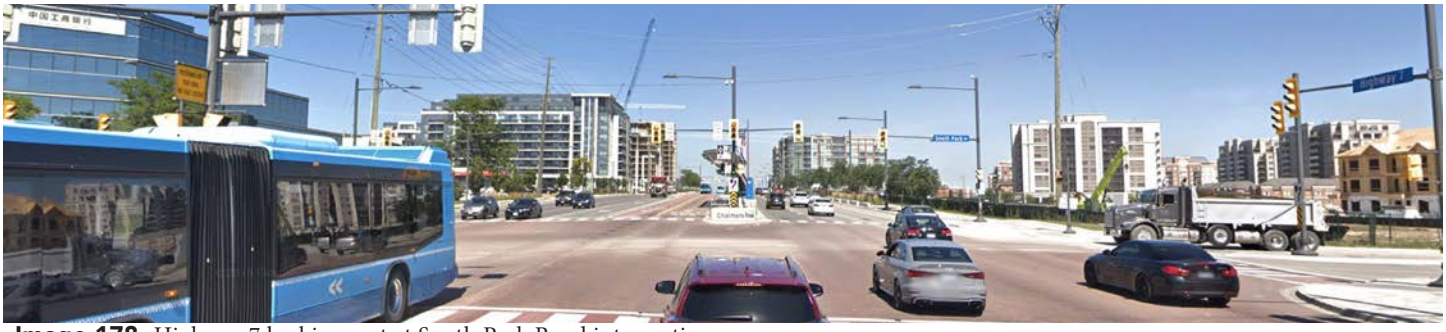


Image 178. Highway 7 looking east at South Park Road intersection

49

Woodbine Ave & Hwy 7

INTERNAL: EMPLOYMENT

Commerce Valley/Buttonville

EXISTING FEATURES

Bus stops are located at each corner of the intersection.

SW and SE corners consists of greenway

SW corner has a parkette at the southwest corner leading to Beaver Creek.

NW corner has a Shell gas station with a large Hyundai office behind it.

NE corner has a small two floor building with restaurants, a fitness center, and small businesses. The building has a landscaped setback from the sidewalk. Private parking is located behind the building.

Along the Highway 7 and Woodbine Avenue intersection bus stop, there are two signs that read "Woodbine Avenue." This is the only sign at this intersection.

WHAT MAKES IT NOTABLE

- The area is designated as a "Heritage Conservation District" in Markham's 2014 Official Plan. However it does not clearly convey itself as a heritage district at its gateways.
- Proposed Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Meeting point of:

- Existing Regional Rapid Transit Corridor included in Markham's Official Plan Map 2 – Centres and Corridors and Transit Network
- Existing Regional Transit Priority route included in Markham's Official Plan Map 2 – Centres and Corridors and Transit Network

The Buttonville gateway is located near the Buttonville Municipal Airport. There are three entry points into this area.

- Markham's Official Plan 2014, Map 3 - Land Use designates the area Business Park Priority Employment

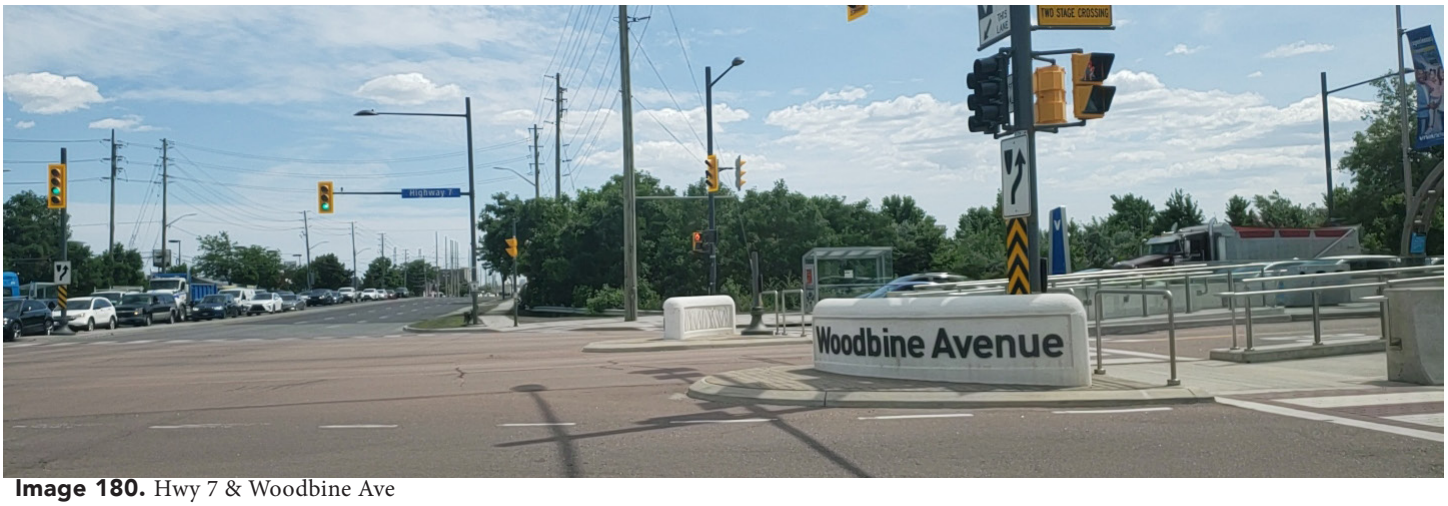


Image 180. Hwy 7 & Woodbine Ave

50

Alden and Warden

INTERNAL: EMPLOYMENT

Steeles, Warden 404 Campus

EXISTING FEATURES

Image 181. North western corner of intersection

WHAT MAKES IT NOTABLE

- The intersection is within Markham's largest concentration of General, Service and Business Park Employment designations (Markham's Official Plan 2014, Map 3 - Land Use)
- Proposed Cycling route on 14th Avenue (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Meeting point of an existing Regional Transit Priority route and a Special Study Area Rapid Transit Corridor;
- Special Study Area Rapid Transit Corridor route could provide access to Markham Centre Intensification Area and Regional Centre.

Image 182. Looking west on Alden

51

Woodbine avenue and Esna Park

INTERNAL: EMPLOYMENT

Steeles, Warden 404 Campus

EXISTING FEATURES

Image 184. South east corner of the intersection

WHAT MAKES IT NOTABLE

- The intersection is within Markham's largest concentration of General, Service and Business Park Employment designations (Markham's Official Plan 2014, Map 3 - Land Use)
- Woodbine Avenue is an existing Regional Rapid Transit Corridor designated by Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network

Image 183. Looking east across Woodbine on Esna Road

52

John St & Pomona Valley Tennis Club Entrance

INTERNAL: HERITAGE

HERITAGE CONSERVATION DISTRICTS: Thornhill

EXISTING FEATURES

Image 186. Existing Thornhill sign located just west of the entrance to the Pomona Valley Tennis Club

WHAT MAKES IT NOTABLE

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts
- Existing Cycling route on John Street (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Entrance point to the Thornhill Heritage Centre;
- Entrance to a Neighbourhood Area; and
- John Street leads to the Proposed Yonge Subway Line.

Image 185. Looking west on John Street

53

Main St Unionville & GO Train Tracks

INTERNAL: HERITAGE

HERITAGE CONSERVATION DISTRICTS: Unionville

EXISTING FEATURES

The gateways for Unionville are well established and should not require much modification.

Unionville is a small community located in the centre of Markham, with two gateways.

Main Street Unionville is primarily comprised of century homes that have been rezoned as house restaurants, shops, and other services.

There are many historical buildings such as the Unionville Planning Mill, Unionville Gazebo, and the Stiver House.

Parking along this street is mostly located behind the homes and not visible along the street.

Unionville GO station is located at 155 YMCA Boulevard

Provides the main gateway into the community.

NE corner has a "Historic Village of Unionville" sign. A two-storey home has also been converted to a health clinic. The parking lot for this business is to the north of the home and is not visible from the gateway.

NW corner has a small one-storey auto stop. The parking lot for the store is in front of the shop, close to the sidewalk.

SE corner has a vacant lot with a small forested area beyond it and the Rouge River running through it.

SW corner there is a small one floor commercial business building that is not currently in operation.

All four corners have bus stops.

WHAT MAKES IT NOTABLE

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts
- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Main Street Unionville Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Unionville is a Heritage Centre with Mixed Use Neighbourhood Area and Neighbourhood Area.

EXISTING SIGNAGE

NE corner of Highway 7 and Main Street Unionville has a "Historic Village of Unionville" sign.

Image 187. Looking north from the train tracks into Unionville

54

Main St Unionville & Hwy 7

INTERNAL: HERITAGE

HERITAGE CONSERVATION DISTRICTS: Unionville

EXISTING FEATURES

Image 188. Historic homes in Unionville

WHAT MAKES IT NOTABLE

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts
- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Main Street Unionville Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Unionville is a Heritage Centre with Mixed Use Neighbourhood Area and Neighbourhood Area.

Image 189. Looking south on Carlton Road to Main Street Unionville

55

Main St N & Ramona Blvd

INTERNAL: HERITAGE

HERITAGE CONSERVATION DISTRICTS: Markham Village

EXISTING FEATURES

The area on to the east and west of Main Street Markham North at highway 7 are designated as a Community Improvement Project Area in Markham's 2014 Official Plan.

The Markham GO Station is located just north of the northern gateway

Most of the homes along Markham Road have been converted for commercial use, many of them becoming restaurants. All buildings within this gateway are either one or two storeys

WHAT MAKES IT NOTABLE

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Markham Village is a Heritage Centre with Mixed Use Neighbourhood Area and Neighbourhood Area;
- The intersection is shared with a GO Station.

Image 191. Markham historic fire hall

Image 190. Looking south on Main Street

56

Highway 7 & Highway 48

INTERNAL: HERITAGE

HERITAGE CONSERVATION DISTRICTS: Markham Village

EXISTING FEATURES

Image 193. Memorial at intersection

WHAT MAKES IT NOTABLE

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts
- Proposed Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Part of the Main Street Markham Main Street Community Improvement Area (Markham Official Plan 2014, Appendix G - Community Improvement Project Areas)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Markham Village is a Heritage Centre with Mixed Use Neighbourhood Area and Neighbourhood Area; and
- Highway 7 is a Regional Rapid Transit Corridor and Markham Road/Highway 58 leads to a GO Station.

Image 192. Looking north on Highway 48

57

Woodbine Ave & Millbrook Gate

INTERNAL: HERITAGE

HERITAGE CONSERVATION DISTRICTS: Buttonville Crst.

EXISTING FEATURES

Image 195. Character street signs at intersection

WHAT MAKES IT NOTABLE

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Woodbine Avenue is a Regional Transit Priority route; and
- Entrance to Buttonville which is a Heritage Centre and Neighbourhood Area with a Greenway System

Image 194. Looking south on Woodbine Avenue

58

Woodbine Ave & Buttonville Crst

INTERNAL: HERITAGE

HERITAGE CONSERVATION DISTRICTS: Buttonville Crst.

EXISTING FEATURES

Image 196. Buttonville sign at intersection

WHAT MAKES IT NOTABLE

- Designated Heritage Conservation District by the Markham Official Plan Map 13 - Heritage Conservation Districts

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Woodbine Avenue is a Regional Transit Priority route; and
- Entrance to Buttonville which is a Heritage Centre and Neighbourhood Area with a Greenway System.

Image 197. Looking north on Woodbine Avenue

59

E of Warden Ave & 19th Ave

INTERNAL: HERITAGE

HERITAGE AREAS: Almira

EXISTING FEATURES

NE corner has large yard with horses with a fence surrounding the property.

SW and **NW** corners have vacant lots are designated Future Employment Area.

NE and **SE** are designated Countryside.

Almira is a small neighbourhood at the north end of Markham that provides a heritage and agricultural north western entrance to Markham.

Most of the homes in this neighbourhood are located between the two intersections. Residential homes consist both of bungalows and 2 storey homes and have large lot sizes and setbacks landscaped with tall trees that act as front yard buffers.

WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 1 – Markham Structure designates Almira as a Hamlet

Image 198. Warden Ave & 19th Ave Intersection

Image 199. Eastern Portion of Warden Ave & 19th Ave

60

W of Kennedy Rd & 19th Ave

INTERNAL: HERITAGE

HERITAGE AREAS: Almira

EXISTING FEATURES

SW and NW corners each have one single family home with fencing around the block. The home at the northwest corner is located closely to the intersection and stands out due to its Victorian housing style design and white facade.

NE and **SE** are composed of green space with street trees placed along 19th Avenue.

NE corner has a small forest is visible.

All four corners are designated Countryside

Almira is a small neighbourhood at the north end of Markham that provides a heritage and agricultural north western entrance to Markham.

Most of the homes in this neighbourhood are located between the two intersections.

Residential homes consist both of bungalows and 2 storey homes and have large lot sizes and setbacks landscaped with tall trees that act as front yard buffers.

WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 1 – Markham Structure designates Almira as a Hamlet

Image 201. Looking south on Kennedy Road

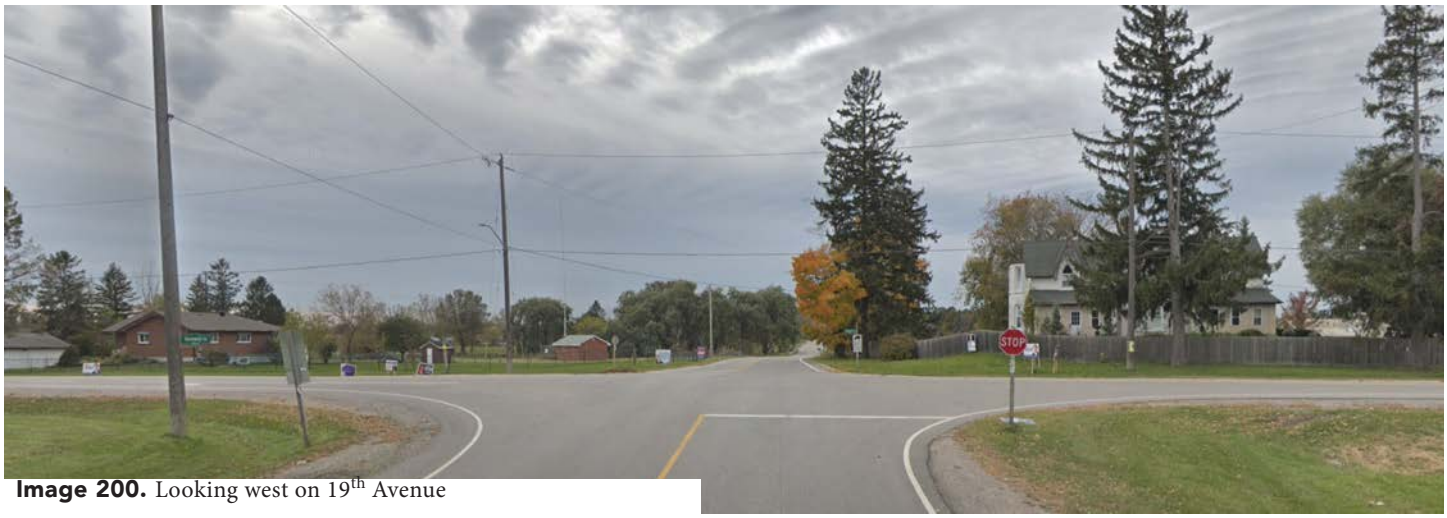


Image 200. Looking west on 19th Avenue

61

19th Ave & Dickson Hill Rd

INTERNAL: HERITAGE

HERITAGE AREAS: Dickson Hill

EXISTING FEATURES

SE corner has single family detached homes run along Dixon Hill road with one visible at this corner.

19th Avenue sees a dead end when it reaches Dickson Hill Road.

Primarily composed of green space and trees.

NW, SE, NE corners house a small woodlot.

SW corner has a large green space with a home visible on this lot.

Most homes along Dickson Hill Road have large lots with trees and bushes shielding the homes from street view.

The small community is wedged between two roads, Highway 48 and Dickson Hill Road, within a plot of land less than 100 metres wide.

WHAT MAKES IT NOTABLE

Dickson Hill is the area located furthest to the northeast within Markham.

- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System
- Markham's Official Plan 2014, Map 1 – Markham Structure designates Dickson Hill as a Hamlet

Image 203. View of 19th Ave & Dickson Hill Rd

Image 202. Eastern View From 19th Ave & Dickson Hill Rd

62

Hwy 48 (Markham Rd) & Dickson Hill Rd

INTERNAL: HERITAGE

HERITAGE AREAS: Dickson Hill

EXISTING FEATURES

Montessori school located to the east of Dickson Hill Road with trees planted in front of the school.

Mostly comprised of farmland, located at all corners of the site. Dickson Hill Road has two traffic lanes while Highway 48 has three lanes.

The small community is wedged between two roads, Highway 48 and Dickson Hill Road, within a plot of land less than 100 metres wide.

WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 1 – Markham Structure, designates Dickson Hill as a Hamlet

Dickson Hill is the area located furthest to the northeast within Markham.

EXISTING SIGNAGE

A sign is visible at the Highway 48 and Dickson Hill Road gateway intersection that reads "Hamlet of Dickson Hill."

Image 205. Looking north on Highway 48 at Dickson Hill Road

Image 204. Looking south on Highway 48 and Dickson Hill Road

63

Hwy 7 & Locust Hill Lane

INTERNAL: HERITAGE

HERITAGE AREAS: Locust Hill

EXISTING FEATURES

Image 207. Highway 7 looking north west

WHAT MAKES IT NOTABLE

- Markham's Official Plan 2014, Map 1 – Markham Structure, designates Dickson Hill as a Hamlet
- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- A Proposed GO Station;
- Highway 7 is an existing Regional Rapid Transit Corridor; and
- Highway 7 provides access to Cornell Centre which is a Regional Corridor/Key Development Area and Intensification Area.

Image 206. Looking at Highway 7 from Locust Hill Lane

64

Mount Joy

INTERNAL: Public Transportation Stations

EXISTING FEATURES

Image 208. Mount Joy GO Station Sign

WHAT MAKES IT NOTABLE

- Proposed and existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- A GO Station;
- Markham Road Corridor Mount Joy is an Intensification Area with Mixed Use, Employment Area and Neighbourhood Area;
- A Potential Secondary Hub; and
- Within a Local Corridor.

Image 209. Mount Joy GO Station

65

Markham

INTERNAL: Public Transportation Stations

EXISTING FEATURES

Image 210. Markham GO Station

WHAT MAKES IT NOTABLE

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Markham Village is a Heritage Centre with Mixed Use Neighbourhood Area and Neighbourhood Area; and
- A GO Station.

Image 211. Markham GO Station Parking Lot

66

Centennial

INTERNAL: Public Transportation Stations

EXISTING FEATURES

Image 212. Bullock Drive entrance to Centennial GO Station

WHAT MAKES IT NOTABLE

- Proposed Cycling route (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Intersection of an existing Regional Transit Priority route and a GO rail line;
- Markville is a Potential Secondary Hub and Heritage Centre with a GO Station; and
- Provides access to a Mixed Use Neighbourhood Area, Neighbourhood Area and an Employment Area.

Image 213. Bullock Drive entrance to Centennial GO Station

67

Unionville

INTERNAL: Public Transportation Stations

EXISTING FEATURES

Image 215. Entrance from Kennedy Road to YMCA Boulevard

WHAT MAKES IT NOTABLE

- Existing Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)
- Designated Provincial Urban Growth Centre within the Markham Official Plan Map 12 - Urban Area and Built-Up Area

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Anchor Hub location;
- GO Station location;
- Markham Centre is an Intensification Area and Regional Centre;
- Meeting point of a Regional Rapid Transit Corridor and GO line; and
- Entrance to the Mixed Use Area in Markham Centre.

Image 214. Unionville GO Station

68

Southeast corner of 407 & Markham Rd

INTERNAL: Public Transportation Stations

EXISTING FEATURES

Currently an undeveloped lot, the City is planning to develop a transit station in this location.

WHAT MAKES IT NOTABLE

- Proposed Cycling (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Image 216. Looking north on Markham Road at Highway 407 to the south east corner of the intersection

Image 217. Looking north on Markham Road at Highway 407 to the south east corner of the intersection

Image 218. Looking north on Markham Road at Highway 407 to the south east corner of the intersection

Image 219. Looking north on Markham Road at Highway 407 to the south east corner of the intersection

69

Northeast corner of 9th Line and Highway 7

INTERNAL: Public Transportation Stations

EXISTING FEATURES

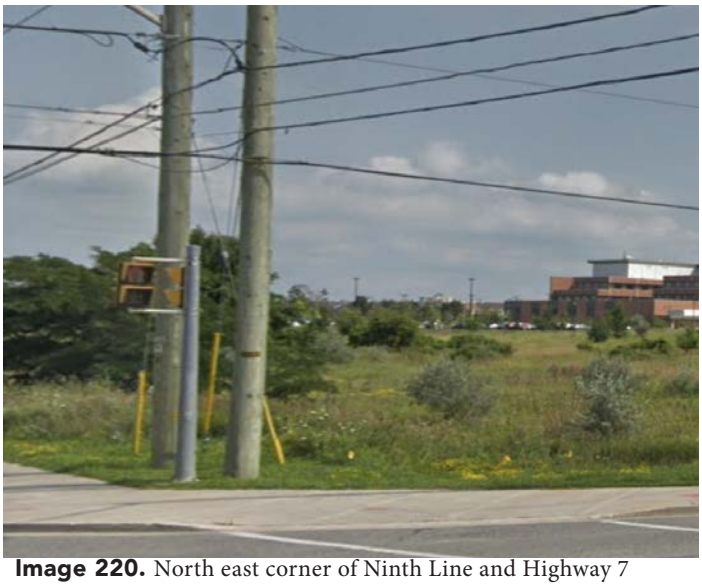


Image 220. North east corner of Ninth Line and Highway 7

WHAT MAKES IT NOTABLE

- Proposed Cycling routes (Markham's Official Plan 2014 Appendix d - Cycling Facilities)

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- Highway 7 and 9th Line are both Regional Rapid Transit Corridors; and
- Entrance point to Cornell Centre which is a Intensification Area and Regional Corridor/ Key Development Area with Mixed use and Neighbourhood Areas adjacent to this intersection.

Image 221. North east corner of Ninth Line and Highway 7

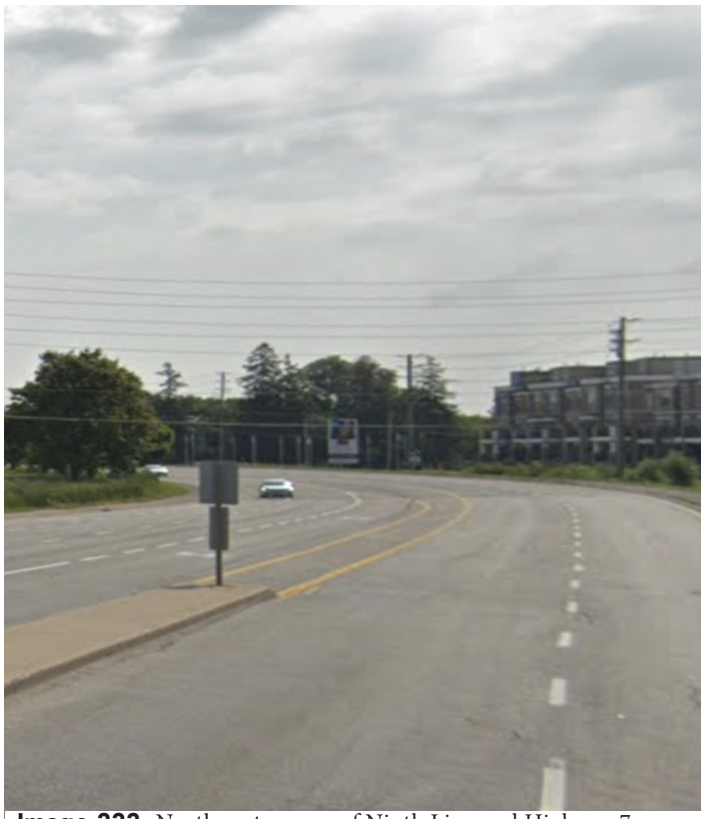


Image 222. North east corner of Ninth Line and Highway 7

70

Reesor Rd & Hwy 7

INTERNAL: ROUGE NATIONAL URBAN PARK

EXISTING FEATURES

Located within the Locust Hill neighbourhood. This area is comprised of green space and small woodlots.

NE corner contains a cairn that honours Reesor Pioneers for their settlement in the area. The cairn is surrounded by mature trees.

SE corner is where Little Rouge Creek is visible beyond the green space.

W portion is also comprised of green space.

NW corner has street trees placed along Highway 7.

SW corner contains a private residential property with mature trees fronting the intersection.

A church is located approximately 450 metres to the east of intersection along Highway 7.

Image 223. Eastern Portion of Hwy 7 & Reesor Rd

WHAT MAKES IT NOTABLE

- Designated Greenbelt Plan Area by Markham's Official Plan 2014, Map 4 - Greenway System

Markham's Official Plan 2014, Map 2 – Centres and Corridors and Transit Network designates the following at this intersection:

- A Proposed GO Station;
- A Potential Secondary Hub;
- Reesor Road provides access to Cornell Centre which is a Regional Corridor/Key Development Area and Intensification Area.

Image 225. Eastern Portion of Hwy 7 & Reesor Rd

Image 224. Western Portion of Hwy 7 & Reesor Rd

MARKHAM

CITY OF MARKHAM

GATEWAY MASTER PLAN

FEBRUARY 2020