



## Markham Sub-Committee Agenda

May 7, 2020, 2:00 PM - 4:00 PM

Electronic Meeting

Sub-Committee Members:

Regional Councillor Jack Heath (Chair)

Councillor Karen Rea

Councillor Andrew Keyes

Councillor Amanda Collucci

Mayor Frank Scarpitti (Ex-Officio)

Deputy Mayor Don Hamilton (Ex-Officio)

Regional Councillor Jim Jones (Ex-Officio)

Councillor Keith Irish (Ex-Officio)

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

---

Pages

1. CALL TO ORDER
2. DISCLOSURE OF PECUNIARY INTEREST
3. MARKHAM ROAD-MOUNT JOY SECONDARY PLAN
  - 3.1 REVISED PUBLIC ENGAGEMENT PROCESS 3

D. Lyons, ext. 2459  
(2:00 PM - 2:30 PM)
  - 3.2 9999 MARKHAM ROAD - REPORT BACK ON HOLD PROVISION 16

B. Karumanchery, ext. 4713  
(2:30 PM - 3:00 PM)
4. CORNELL ROUGE NATIONAL URBAN PARK GATEWAY
  - 4.1 LAND USE / BUILT FORM EXERCISE TERMS OF REFERENCE 19

M. Wouters, ext. 2909  
(3:00 PM - 3:45 PM)

**Note:** Staff presentation to be distributed separately.

**4.2 CORNELL ROUGE NATIONAL URBAN PARK INFRASTRUCTURE  
STEERING COMMITTEE AND WORKING GROUP**

31

L. Duoba, ext. 7925  
(3:45 PM - 4:00 PM)

**5. ADJOURNMENT**



# Markham Road – Mount Joy Secondary Plan Study

**Revised Design Charrette Approach**  
**May 7, 2020**



## Purpose

- To present a revised approach for the Markham Road – Mount Joy Secondary Plan Study design charrette, prepared in response to the COVID-19 pandemic, and obtain feedback from the Markham Sub-Committee



## Previous Direction for Charrette

- June 10, 2019 – DSC resolution required the provision of a design charrette in the Markham Road – Mount Joy Secondary Plan Study
- February 4, 2020 – Markham Sub-Committee resolution recommended a multi-day design charrette as follows:
  - Day 1 (Weekday Morning): Extended Bus Tour
  - Day 2 (Weekday Morning): Demonstration Plans Workshop
  - Day 3 (Weekend Morning): Demonstration Plans Workshop
  - Day 4 (Weekday Evening): Open House



## Impact of COVID-19

### **The COVID-19 pandemic is impacting the timing of public engagement, including the design charrette**

- Orders restricting public gatherings were introduced in March by the Province
- It is unclear when public face to face gatherings will be possible again
- The Markham Road – Mount Joy Study process and timeline will be impacted if the charrette is put off until in-person meetings are possible
  - This also has implications for development applications that are on hold until the draft development concept has been approved for the secondary plan area



## Project Status and Timeline

	WE ARE HERE					
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
<b>Phases:</b>	<b>Project Kick-off</b>	<b>Background Review &amp; Analysis</b>	<b>Vision, Guiding Principles &amp; Demonstration Plan</b>	<b>Community Consultation</b>	<b>Analysis and Recommendations</b>	<b>Final Reports</b>
<b>Tasks:</b>	<ul style="list-style-type: none"> <li>Project Kick-Off</li> <li>Work Plan</li> <li>Stakeholder and Community Consultation Approach</li> </ul>	<ul style="list-style-type: none"> <li>Assess Existing Conditions</li> <li>Assess Potential GO Station</li> <li>Transportation Modelling</li> <li>Design Charrette Options</li> </ul>	<ul style="list-style-type: none"> <li>Design Charrette</li> <li>Develop Vision &amp; Guiding Principles</li> <li>Draft Demonstration Plan</li> <li>Key Policy Direction</li> <li>Interim Report</li> </ul>	<ul style="list-style-type: none"> <li>Community Consultation</li> </ul>	<ul style="list-style-type: none"> <li>Transportation</li> <li>Municipal Servicing</li> <li>Final Demonstration Plan</li> </ul>	<ul style="list-style-type: none"> <li>Final Study Report</li> </ul>
<b>Council Touch-Points:</b>	<ul style="list-style-type: none"> <li>Councillor 1:1s</li> <li>DSC</li> </ul>	<ul style="list-style-type: none"> <li>Markham Sub-Committee</li> </ul>	<ul style="list-style-type: none"> <li>Markham Sub-Committee (June /July 2020)</li> <li>DSC (Dec 2020)</li> </ul>			<ul style="list-style-type: none"> <li>Markham Sub-Committee</li> <li>DSC</li> </ul>
<b>Original Timeline:</b>	Q4 2019	Q1 2020	Q1-Q2 2020	Q2-Q3 2020	Q3-Q4 2020	Q4 2020
<b>Revised Approach Timeline:</b>		Q1-Q2 2020	Q2-Q4 2020	Q1 2021	Q1 2021	Q2 2021



## Charrette Objectives

**A hybrid approach combining virtual and in-person engagement is proposed to minimize delays in the project timeline that will still...**

- Result in a draft demonstration plan that integrates land use and urban design, transportation, and municipal servicing
- Generate awareness and interest in the Secondary Plan Study
- Engage Councillors, stakeholders and the public early in the study process
- Share information and receive input about the draft vision, guiding principles, and concept plans
- Provide multiple opportunities for participation and feedback





## Revised Charrette Approach

### Key Components:

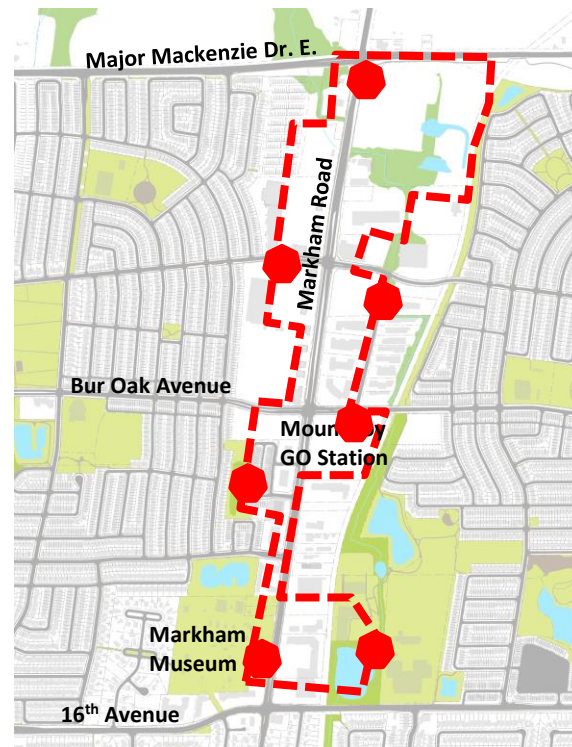
- June/July 2020 - Two (2) interactive virtual Markham Sub-Committee Meetings led by the consultant team supported by online engagement opportunities:
  - Day 1 (Weekday): Baseline Report Presentation and Virtual Bus Tour
  - Day 2 (Weekday): Draft Demonstration Plan(s) Development
- July/August 2020 – Online engagement through Your Voice Markham:
  - Digital access to meeting materials and interactive engagement to support public input over the summer
- September/October 2020 – One (1) interactive face-to-face Open House led by consultant team:
  - Day 3 (Saturday Morning): Open House to share and receive input on all materials developed to date



## Revised Charrette Components

### Day 1: Baseline Report Presentation and Virtual Bus Tour (July/June 2020)

- Convened via virtual Markham Sub-Committee meeting
- Presentation by consultants on baseline study and virtual bus tour to discuss current conditions, issues and opportunities
- Draft vision and guiding principles will be introduced for awareness and input at Day 2 virtual Sub-Committee meeting





# Revised Charrette Components

## Day 2 : Draft Demonstration Plan(s) Development (July/June 2020)

- Convened via virtual Markham Sub-Committee meeting
- Presentation by consultants regarding draft vision and guiding principles for input
- Presentation of draft demonstration plan(s) for discussion and feedback



## Revised Charrette Components

### Day 3: Open House at Markham Museum (September/October 2020)

- In-person meeting, as permitted
- Presentation by consultants to introduce Study, work completed to date and draft demonstration plan(s)
- Share input received on draft demonstration plan(s) (e.g., from Markham Sub-Committee meetings, Your Voice Markham and other stakeholder input)
- Seek public input on the draft demonstration plan(s)



## Target Audiences

<b>Audience</b>	<b>Day 1 Sub-Committee June/July 2020 Virtual</b>	<b>Day 2 Sub-Committee June/July 2020 Virtual</b>	<b>Your Voice Markham July/August 2020 Online</b>	<b>Day 3 Open House Sept/Oct 2020 In-Person</b>
Members of Council	✓	✓	✓	✓
Consultant Team	✓	✓	✓	✓
Landowners	✓	✓	✓	✓
Agencies	✓	✓	✓	✓
Staff	✓	✓	✓	✓
Public	-	-	✓	✓
Ratepayer Associations	-	-	✓	✓



## Proposed Notification Methods

Method	Day 1 Sub-Committee	Day 2 Sub-Committee	Your Voice Markham	Day 3 Open House
Email Invitation	✓	✓	✓	✓
Councillor Outreach	✓	✓	✓	✓
City of Markham Website	-	-	✓	✓
Social Media	-	-	✓	✓
Other (e.g., library, community centre, grocery stores)	-	-	✓	✓
Newspaper Ad in Economist & Sun	-	-	-	✓



## Recommendation

- That Markham Sub-Committee support the revised approach and timing

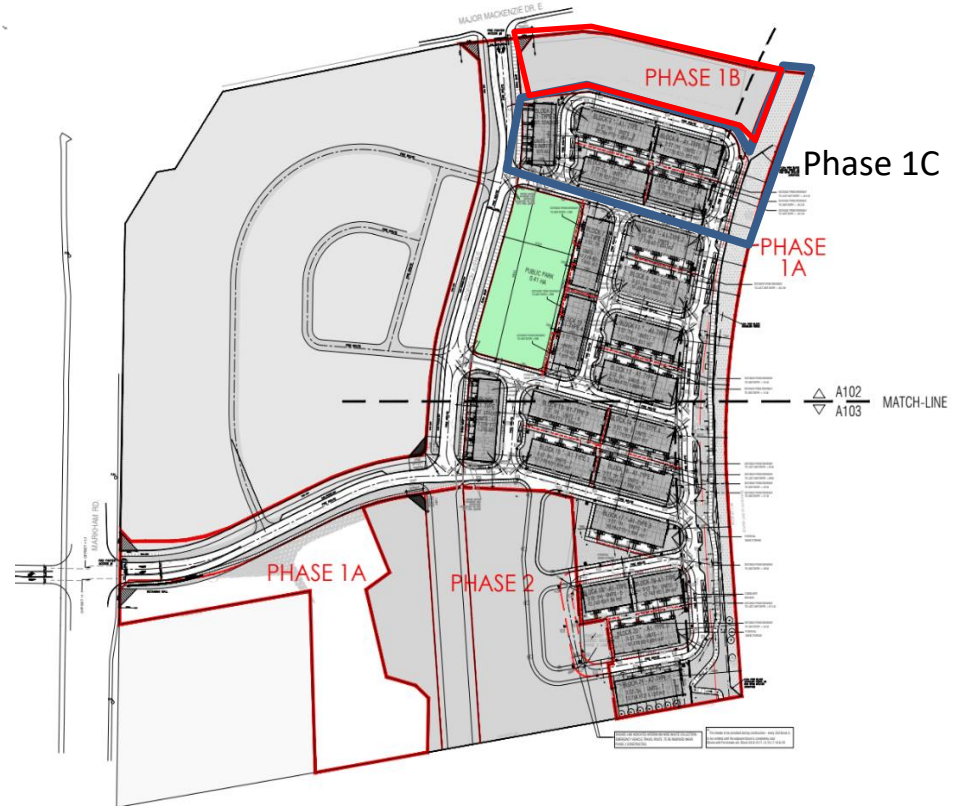
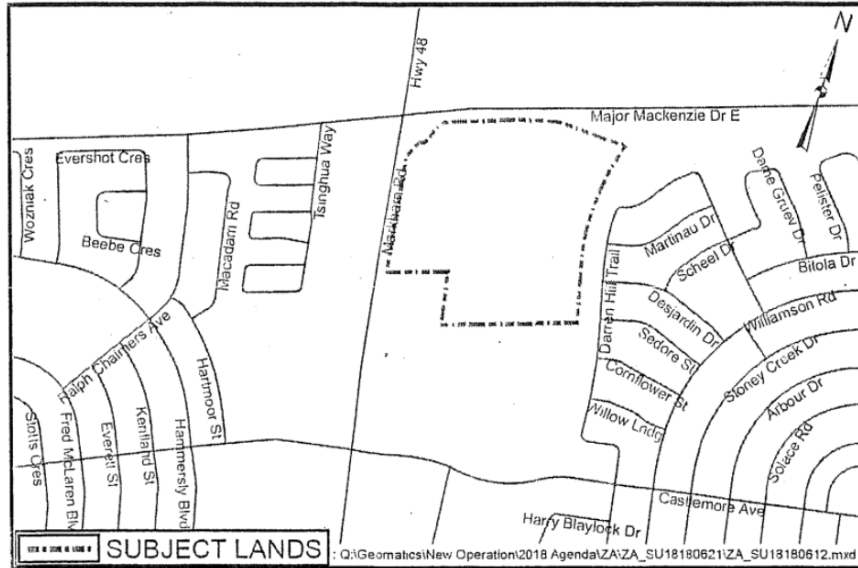
# 9999 MARKHAM ROAD

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





# LOCATION MAP AND SITE PLAN (PHASE 1)



# DSC RESOLUTION AND MINUTES EXCERPT

That Staff be authorized and directed to do all things necessary to give effect to this resolution.

(By-law 2019-139)

**Carried as Amended**

Moved by Regional Councillor Jim Jones

Seconded by Councillor Andrew Keyes

That the recommendation be amend to include the following:

**"That the portion of Phase 1A located between the south boundary of Phase 1B and the north boundary of the identified park block be designated as a new Phase 1C, and that a hold provision be added onto Phases 1B and 1C in the Draft Zoning By-law, which would not be lifted until the GO Station Feasibility Study is underway, to the satisfaction of the Director of Planning & Urban Design"**

**Carried**

8.4.2 RECOMMENDATION REPORT 2585231 ONTARIO INC. APPLICATIONS FOR ZONING BY-LAW AMENDMENT TO PERMIT MID-RISE RESIDENTIAL AND TOWNHOUSE DEVELOPMENT (PHASE 1 ONLY) AND FOR DRAFT PLAN OF SUBDIVISION TO CREATE DEVELOPMENT, ROAD, PARK AND OPEN SPACE BLOCKS AT 9999 MARKHAM ROAD (WARD 5) (10.7,10.5) FILE NOS: ZA/SU 18 180621

Discussion on this matter ensued with respect to a potential transit infrastructure / GO Station in the proposed area of 1B of the Plan. Council consented to hear from Patrick Chan, representing the applicant on this matter.

Note: Staff will report back to the Development Services Committee in May 2020 with respect to the GO station in the proposed project.

Moved by Regional Councillor Jim Jones

Seconded by Councillor Andrew Keyes

1. That the staff report titled "RECOMMENDATION REPORT, Applications for Zoning By-law Amendment to permit mid-rise residential and townhouse development (Phase 1 only) and for Draft Plan of Subdivision to create development, road, park and open space blocks at 9999 Markham Road (Ward 5), File No: ZA/SU 18 180621", be received; and,
2. That the record of the Public meeting held on March 26<sup>th</sup>, 2019 regarding the applications for Zoning By-law Amendment and Draft Plan of Subdivision 19TM-18007, be received; and,
3. That Council approval of the Zoning By-law

# Terms of Reference

## Cornell RNUP Land Use & Built Form Exercise

### Markham Sub-Committee May 7, 2020 (DRAFT for DISCUSSION)

1. Staff have been directed to undertake a land use and built form exercise for lands within the Rouge National Urban Park Gateway in the Cornell community (see resolution below).

*(Item 8.1.2 Final Report: Cornell Rouge National Urban Park Gateway Study, February 11, 2020 Council meeting:*

*4. That the City engage Cornell landowners and agencies through the Markham Sub-Committee in a block planning and land use exercise for lands within Cornell Centre between Donald Cousens Parkway and Rouge National Urban Park to determine appropriate land uses, built form and streetscape design to achieve the Gateway vision; ...)*

2. Purpose of Land Use/Built Form Exercise:
  - the exercise will review the current employment land uses and determine if the vision for the Gateway can be realized through the existing employment designations or if other land use permissions are needed to support implementation of the Vision
  - any resulting changes in land use that are agreed upon will be reflected in the Cornell Centre Secondary Plan, and will provide the basis for Council comments to the Region on the employment conversion requests of two landowners
3. Who will undertake the exercise:
  - the exercise will be undertaken through Markham Sub-Committee with direct involvement of landowners
  - it is proposed that landowners work together to develop a land use plan for discussion with staff prior to the plan being brought to Sub-Committee for discussion
  - it is also proposed that the largest landowners with conversion requests (Liberty/Cornell Rouge) be charged with organizing development of the Plan
4. Parameters of the Plan:
  - Study Area (see below)
  - need to incorporate uses that are complementary to/provide synergy with the RNUP, e.g., tourism-supportive uses
  - need to identify appropriate land uses/built form/height:
    - along Hwy 7 frontage
    - along Reesor Rd frontage
    - on interior lands (north and south of Hwy 7)
    - on Infrastructure Ontario lands east of Reesor Rd
  - focus on maintaining as much non-residential use as possible to maintain jobs, keeping in mind the retail core for the Cornell community should remain at Hwy7/Bur Oak Ave

- if identifying residential uses, need to justify why employment/non-residential uses are not viable
  - if residential uses proposed, expect to see this delivered in a mixed-use format, with inclusion of appropriate rental or affordable housing (considering proximity of rapid transit and amenities)
  - need to assess the impact of non-employment uses on remaining employment lands (see map below)
  - need to consider appropriate transition in height and density towards the interface with RNUP and surrounding land uses
  - need to consider appropriate streets and block pattern, and public realm amenities
5. Timing:
- draft land use plan to be brought forward to Sub-Committee in late June 2020 (~2 mos)

#### Study Area:



 Area of focus of land use/built form exercise

 Area of employment land impact



# Cornell Rouge National Urban Park Gateway

## Land Use and Built Form Exercise

**Markham Sub-Committee**  
**May 7, 2020**



## Purpose

- To undertake a land use and built form exercise to determine appropriate land uses, built form and streetscape design to achieve the vision for the Rouge National Urban Park Gateway in Cornell

Resulting land uses, once endorsed by Sub-Committee, will provide the basis for Council recommendations to the Region on employment land conversion requests in the area, and will also be reflected in the Cornell Secondary Plan.



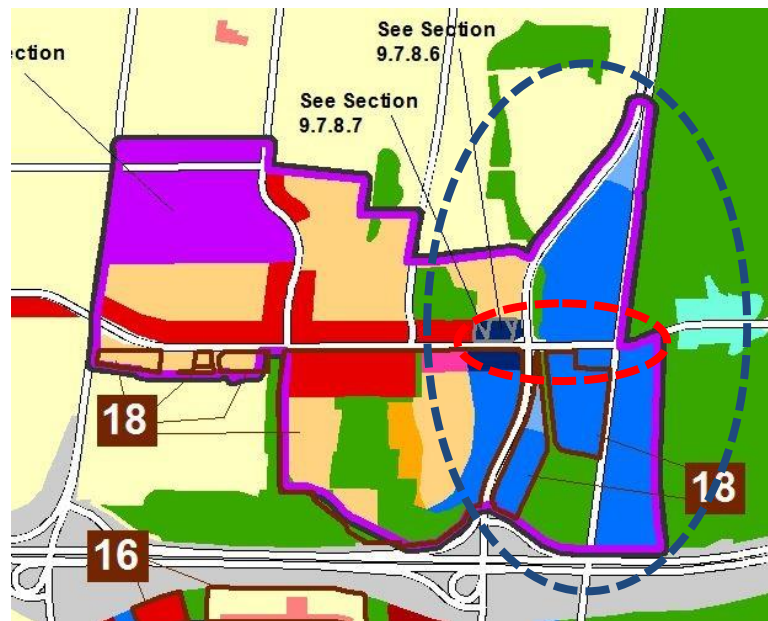
## Staff propose that landowners develop a Land Use /Built Form Concept in consultation with staff

- Staff have previously stated the position that an animated streetscape along Highway 7 can be achieved with current or slightly modified employment land use permissions.
- Therefore, it is proposed that the proponents of employment land conversion lead the development of a Land Use/Built Form Concept, working with other affected landowners in the study area and with staff.



## Study Area

- Focus on Highway 7 and Reesor Road frontages (red outline)
- Also consider impact on larger employment area (blue outline)



Area of focus of land use/built form exercise



Area of employment land impact





## Parameters

- Incorporate uses that are complementary to and provide synergy with the RNUP, e.g., tourism-supportive uses
- Identify appropriate land uses/built form/heights:
  - along Hwy 7 frontage
  - along Reesor Rd frontage
  - on interior lands (north and south of Hwy 7)
  - on Infrastructure Ontario lands east of Reesor Rd



## Parameters (cont'd)

- Focus on maintaining non-residential uses to maintain jobs, having regard for impact on primary Cornell community retail core at Hwy7/Bur Oak Ave
- If proposing any limited residential uses:
  - justify why employment/non-residential uses are not viable
  - assume a mixed-use context, and inclusion of appropriate rental/affordable housing
- Consider appropriate transition in height and density towards the interface with RNUP and surrounding land uses
- Consider appropriate streets, block pattern, public realm amenities



## Parameters (cont'd)

- Assess the impact of non-employment uses on remaining employment lands in larger study area (i.e., continued viability for employment uses)
- Other considerations as determined through the process



## Draft Concept to be brought back to Sub-Committee

- Landowners to prepare draft Land Use/Built Form Concept for discussion with staff, prior to reporting back to Markham Sub-Committee for endorsement (July 2020).
- Sub-Committee recommendation to be reported to Development Services Committee through supplementary report on outstanding employment conversion requests.



## Recommendation

- Seeking Sub-Committee endorsement of draft Terms of Reference, particularly:
  - Landowners leading development of Draft Land Use/Built Form Concept, in consultation with staff
  - Parameters for the Concept
  - Timing



## Discussion



To: Markham-Sub-Committee and Members of Council  
 From: Arvin Prasad, Commissioner, Development Services  
 Prepared by: Loy Cheah, Senior Manager, Transportation  
 Lilli Duoba, Manager, Natural Heritage  
 Date: May 7, 2020  
 Subject: Cornell Rouge National Urban Park Pedestrian Bridge (Ward 5)

---

### **Suggested Draft Recommendation:**

That Terms of Reference be prepared to create the 'Cornell RNUP Gateway Infrastructure Steering Committee' to be comprised of senior staff and established for the purpose of advancing streetscape and bridge implementation options at Highway 7 and Reesor Road with the first meeting targeted for the fall of 2020.

### **Background:**

On February 11, 2020 Council received and endorsed the Cornell Rouge National Urban Park Gateway Study. Council resolved the following (Recommendation #4):

*That the City create a working group to include senior staff from the City, Ministry of Transportation, York Region and Parks Canada to review opportunities to advance streetscape improvements along Highway 7 and Reesor Road and explore a multi-year design, funding and implementation strategy for a pedestrian/cycling access bridge over Highway 7.*

### **Why is this Important for Markham and the RNUP:**

The RNUP will increase in popularity and usage on a regional scale as the park facilities continue to come on line. In Markham, trails have now been constructed throughout the park with trailheads and parking facilities at Nineteenth Avenue east of Ninth Line, Reesor Road and Elgin Mills and 14<sup>th</sup> Avenue west of Reesor Road. The major Welcome Area for Markham is planned for the north east corner of Highway 7 and Reesor Road. The RNUP will be providing a continuous trail within their lands from Lake Ontario to the Oak Ridges Moraine. Streetscape improvements recommended in the Cornell RNUP Gateway Study include a potential pedestrian/cycling bridge spanning Highway 7 connecting the trails south of Highway 7 to the Visitor Area north of Highway 7. The bridge is contemplated to provide safe pedestrian/cycling access across Highway 7 and provide an iconic design element and entry feature into the RNUP.

Bridges play multiple roles in the built environment. As functional infrastructure, they facilitate the transportation of people and connect places to each other, but they can also be architectural marvels, cultural icons and tourist attractions. Globally, bridge designs can become the most celebrated infrastructure features in communities especially where associated with entry into a major public space and as such, cities have shifted the focus to treating streets not only as places for mobility and access, but also places for social interaction.

The City is also reviewing appropriate land uses and built form along Highway 7 west of Reesor Road at the interface to the RNUP and the proposed Visitor Centre to support the recommendations of the Cornell RNUP Gateway study and provide an enhanced streetscape and public realm to support a pedestrian focussed urban-park activity area.

### **Markham RNUP Visitor Area:**

The Rouge National Urban Park Management Plan identifies the main RNUP Welcome Area for Markham at the northeast corner of Highway 7 and Reesor Road. Parks Canada have timelines for their park infrastructure funding and delivery program and have targeted the construction of the Markham Visitor Area for 2021. The pedestrian/cycling bridge contemplated for the Gateway is intended to connect to the Visitor Centre, but will have a much longer timeline given the scale of the project and the need to secure funding. As such, Parks Canada will be looking to the City for guidance on this matter before proceeding with finalizing the design plans for the Visitor Area. These discussions are important in order to prevent an unnecessary delay to the development of main Markham Visitor Area.

### **Markham Public Art Master Plan:**

The City has undertaken the preparation of a Public Art Master Plan which was approved by Council on October 28, 2019. The Draft Implementation Plan 2020 – 2024 for the Public Art strategy was approved by Council on February 24, 2020. The Implementation Plan identifies a public art funding allocation of \$500,000 for the gateway area for 2022. See Figure 1.

Figure 1: Making our Mark: Implementation Plan July 2019.

3	Cornell Rouge National Urban Park - Gateway Artwork	Ward 5	1. Key Civic Sites, Gateways and Heritage			\$500,000			An artwork that forms a gateway marker for the Cornell National Urban Park at Highway 7 and Reesor Road or another key locations. The artwork may have an environmental and/or educational focus. There may be opportunities to develop the project and its parameters in partnership with Parks Canada and/or the Eabametoong First Nation as well as with local community members and in collaboration with Public Realm.
---	---	--------	---	--	--	-----------	--	--	---

The Public Art Master Plan provides a liberal definition of art. A public art investment at the gateway entrance into the RNUP would be a tremendous asset to both the City and RNUP and help create the Gateway as a special place. Public art can be incorporated into infrastructure, so as the City commences discussions on a potential RNUP pedestrian crossing bridge, parallel discussions can commence on how best to incorporate art and culture into the bridge and/or site.

### **Setting up a Senior Steering Committee:**

It would be appropriate at this time to set up a steering committee to commence discussions on 1) the feasibility of an iconic pedestrian bridge vision; 2) a process and partnership model to



move forward with the bridge; 3) determine any appropriate alternative solutions to provide safe pedestrian access across Highway 7 in the interim; and 4) determine appropriate artistic gateway elements to announce arrival into the Cornell RNUP gateway.

### **Composition of Working Group**

City of Markham	Commissioner of Development Services, Director of Economic Growth, Culture and Entrepreneurship, Public Art Coordinator, CAO, Members of Council
Parks Canada	RNUP Superintendent, Chief Executive Officer or designate
York Region	Director of Transportation and Infrastructure, CAO or designate
Infrastructure Ontario	President and Chief Executive Officer or designate
Ministry of Transportation	ADM Provincial Highways Division or designate
Markham Staff Support	Loy Cheah, Senior Manager, Transportation Lilli Duoba, Manager, Natural Heritage *staff support from other agencies TBD

Meeting 1 Steering Committee Preliminary Agenda

#### ***Item 1: Pedestrian Bridge Vision***

Is the development of an entry feature pedestrian bridge a goal that all partners can work towards?

#### ***Item 2: Bridge Design***

What process should be used to determine bridge design - International Design Competition or local Bridge Design collaborations? Can this process be led by Parks Canada with support from Markham and other partners? How can a competition be funded? Is there a role for the private sector?

#### ***Item 3: Interim Highway 7 crossing solutions***

What should be done in the interim to ensure safe crossing at Highway 7?

#### ***Item 4: Advancing the Visitor Area***

Can the general location of the bridge be determined to allow the Visitor Area to proceed? Should the Visitor Area and Bridge be designed together? How do we integrate and consider artistic elements?

Terms of Reference should be prepared to guide the work of the Committee.

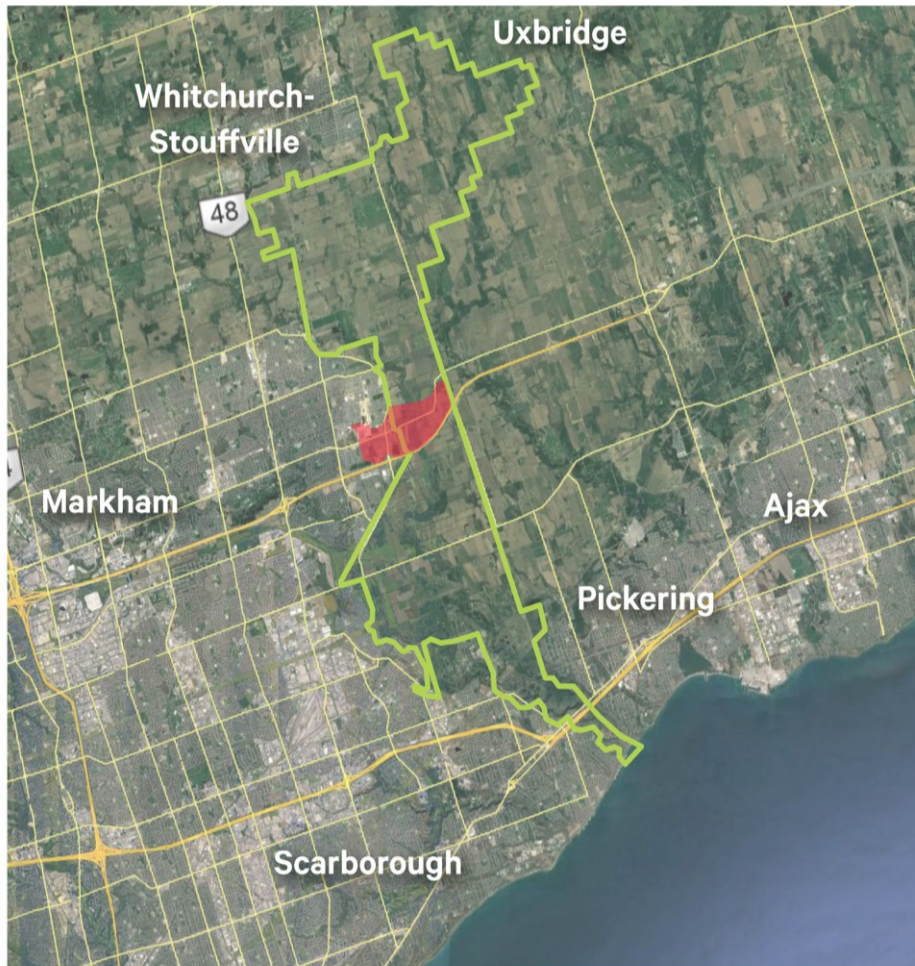
Given the current Federal, Provincial and Municipal health requirements and restriction related to the coronavirus pandemic, it is recommended that any direction arising from the Markham Sub-Committee be implemented once work at home and other safety protocols are lifted and sufficient time is provided to allow other governmental priorities to resume (Fall 2020).

# Cornell Rouge National Urban Park Gateway Implementation





**Markham Sub-Committee (Remote)**  
**May 7, 2020**

# RNUP and Gateway Location



## Legend

-  Study Area
-  Rouge National Urban Park

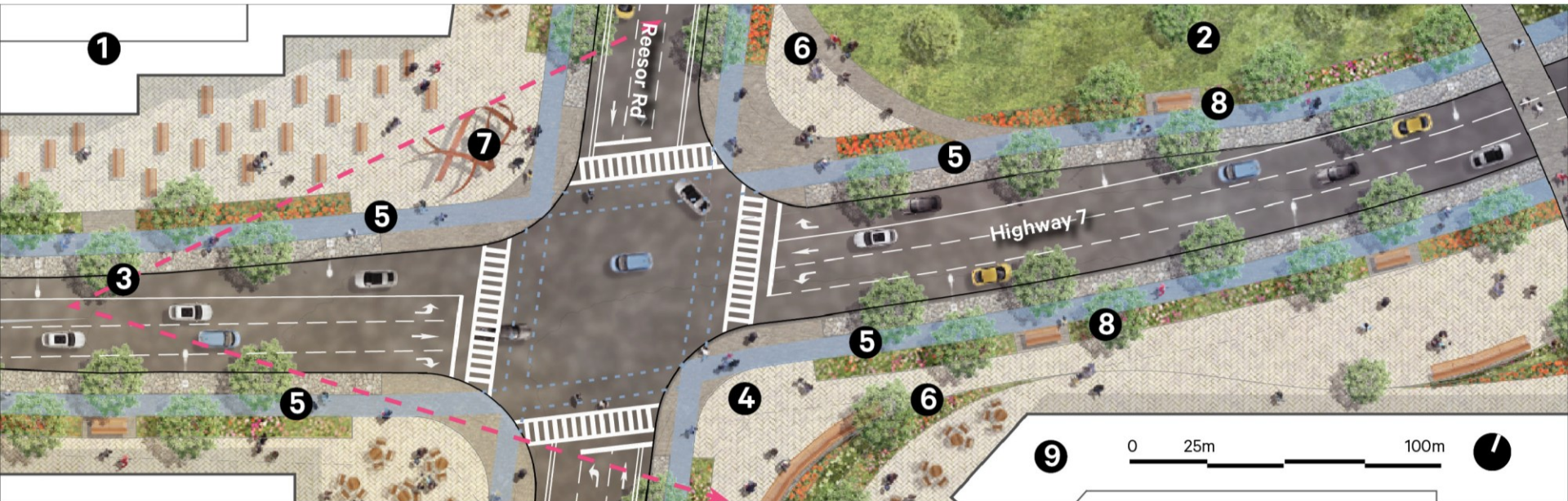
## Council Direction

On February 11, 2020 Council received and endorsed the Cornell Rouge National Urban Park Gateway Study. Council resolved the following (Recommendation #4):

*That the City create a working group to include senior staff from the City, Ministry of Transportation, York Region and Parks Canada to review opportunities to advance streetscape improvements along Highway 7 and Reesor Road and explore a multi-year design, funding and implementation strategy for a pedestrian/cycling access bridge over Highway 7.*



# RNUP Interface @ Reesor Rd and Highway 7



Urban uses west



Park uses east



Protected  
viewshed into  
RNUP



Signalized  
intersection



Multi-use  
pathway in all  
directions



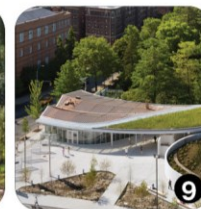
Protected  
heritage  
building & Cairn



Public Art



Signage



RNUP Visitor  
Area with  
Parking

## **Moving forward on the bridge concept and opportunity:**

- Coordinating the interests of all stakeholders will require a generous timeline
- Location of the bridge could impact the design of proposed RNUP Visitor Centre
- Safe access across Highway 7 will be needed as trails north and south are established
- Markham Public Art Master Plan identifies funding allocation for gateway for 2022

# Committee Composition

**City of Markham** (Commissioner of Development Services, Director of Economic Growth, Culture and Entrepreneurship, Public Art Coordinator, CAO, Members of Council)

**Parks Canada** (RNUP Superintendent, Chief Executive Officer or designate)

**York Region** (Director of Transportation and Infrastructure, CAO or designate)

**Infrastructure Ontario** (President and Chief Executive Officer or designate)

**Ministry of Transportation** (ADM Provincial Highways Division or designate)

## Committee Mandate (Proposed)

Confirm a shared vision for the pedestrian bridge and a partnership model to move forward

Identify a process to site and design the bridge (traditional RFP, international competition or other)

Identify funding opportunities and prepare a implementation strategy

Determine any interim Highway 7 pedestrian crossing solutions

Work with Parks Canada to advance the RNUP Visitor Centre



## Suggested Draft Recommendation

That Terms of Reference be prepared to create the 'Cornell RNUP Gateway Infrastructure Steering Committee' to be comprised of senior staff and established for the purpose of advancing streetscape and bridge implementation options at Highway 7 and Reesor Road with the first meeting targeted for the fall of 2020.