

Markham Road - Mount Joy

Secondary Plan Study

DESIGN CHARRETTE

Markham Sub-Committee Meeting
Day 01: Baseline Conditions Overview

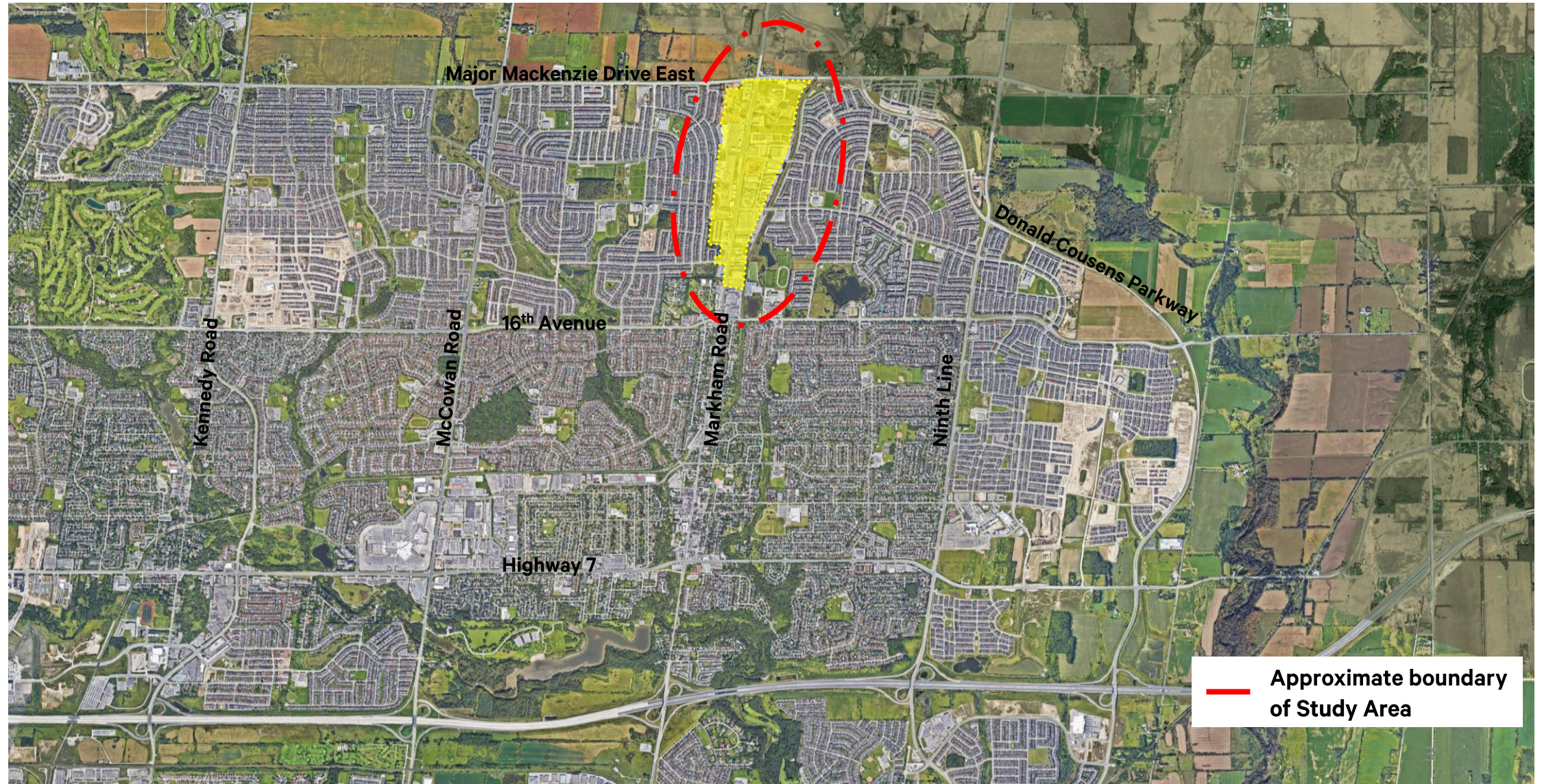


July 29, 2020

BASELINE CONDITIONS PRESENTATION + DISCUSSION OBJECTIVES

- 1. To provide a summary of planning, spatial and technical analysis of the Study Area.**
- 2. To understand a series of “Key Drivers” that set the premise for continued change.**
- 3. To hear your feedback about our preliminary findings.**
- 4. To set the context for further engagement to develop the Vision, Guiding Principles and Opportunities for the future of Markham Road Mount Joy Area.**

WHERE IS MARKHAM ROAD-MOUNT JOY?



THE STUDY AREA BOUNDARIES & SURROUNDING CONTEXT

The future Secondary Plan area is comprised of the lands along Markham Road between 16th Avenue and Major Mackenzie Drive East.

The easterly limit of the Secondary Plan is the Stouffville GO rail line, and the westerly limit is generally defined by the extent of the commercial properties on the west side of Markham Road.



STUDY AREA POLICY DIRECTION

The Official Plan 2014 identifies the corridor as an **intensification area**, and identifies the need for a **Secondary Plan** to guide development

STUDY PURPOSE

To prepare a **development concept** and **policy guidance** that will **inform** the preparation of a Secondary Plan.

STUDY COMPONENTS

The Study integrates **land use & urban design**, **transportation** and **municipal servicing**.

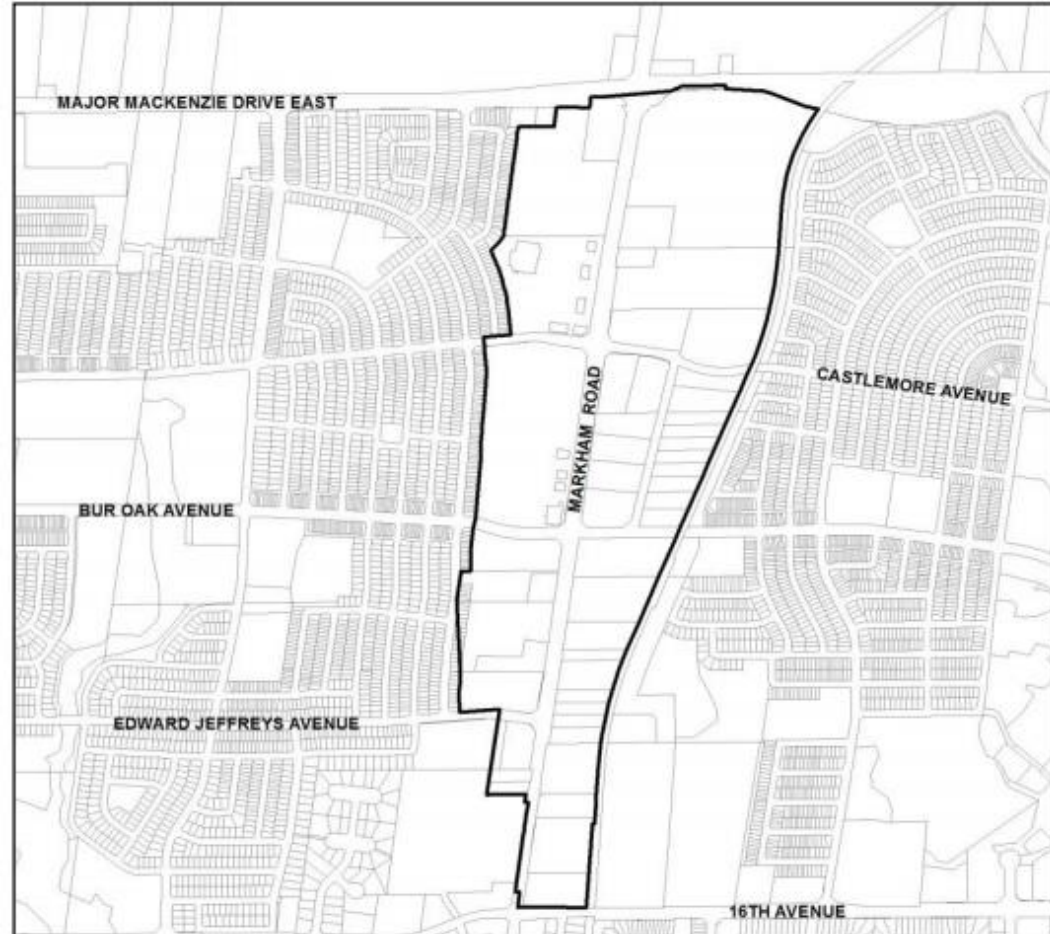


Figure 9.3.7, City of Markham Official Plan 2014

OFFICIAL PLAN VISION

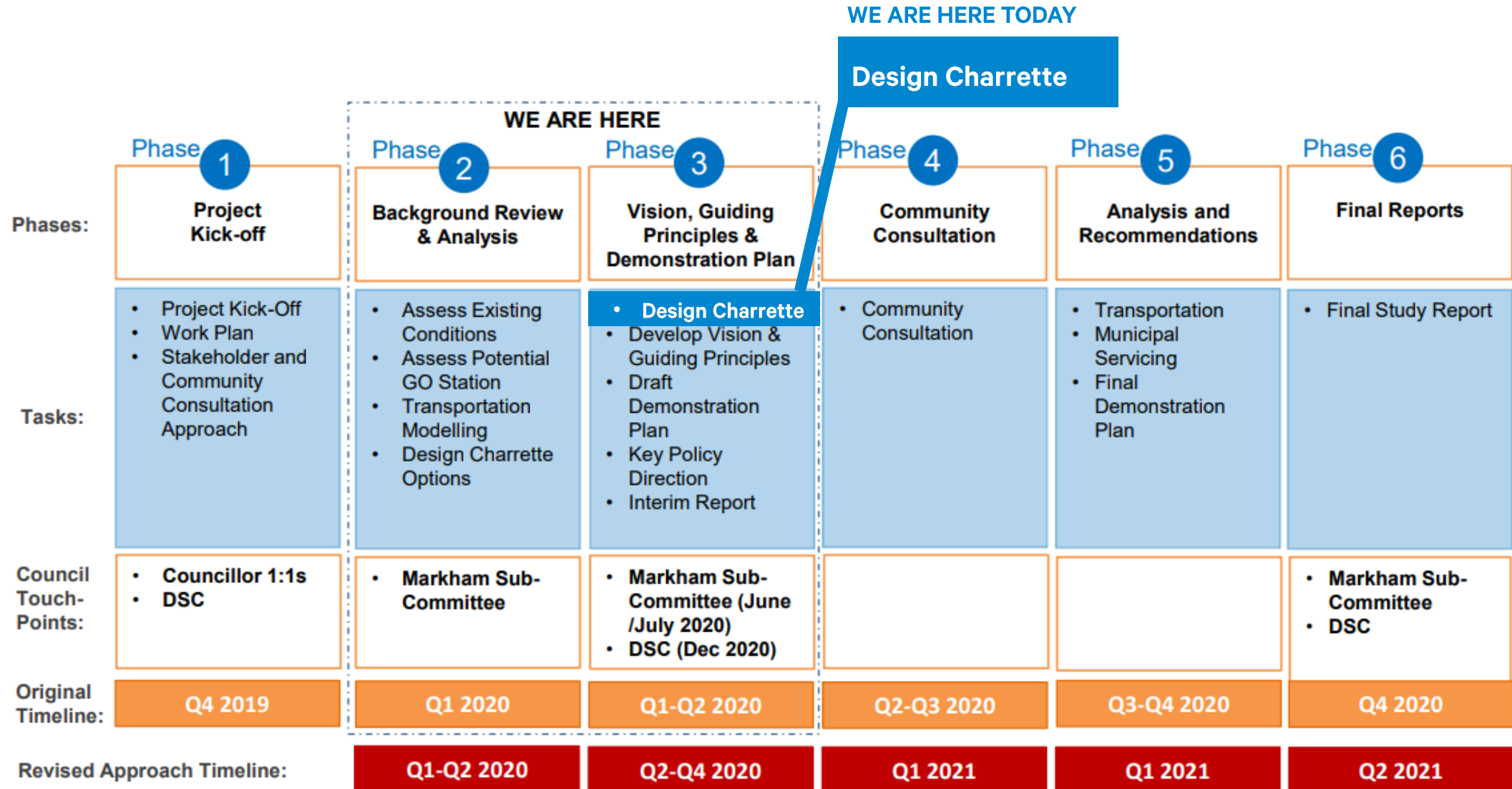
The vision for the Markham Road – Mount Joy Local Corridor is:

“... for a mixed-use local corridor that functions as a main street integrating a range of housing, employment, shopping and recreation opportunities, at transit supportive densities adjacent to the GO station, to serve the adjacent communities of Berzcy Village, Wismer Commons, Greensborough and Swan Lake.”

Policy 9.3.7.1

City of Markham Official Plan, 2014

STUDY PROCESS + STATUS



1 Planning & Policy Context

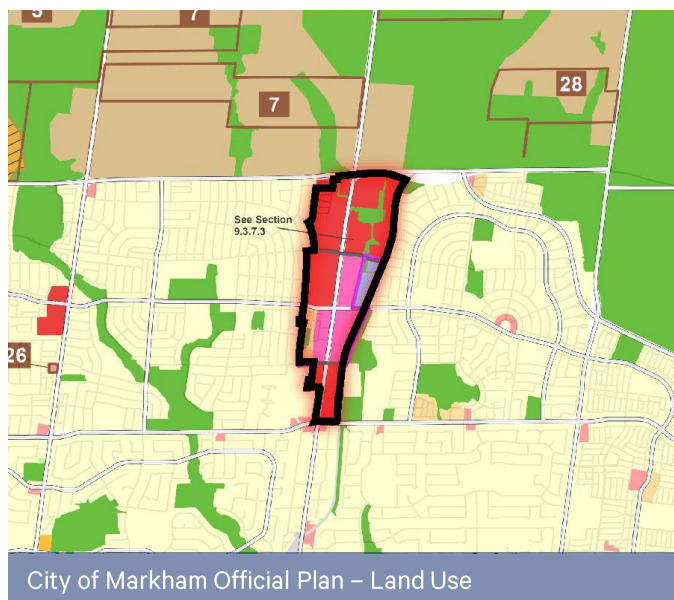
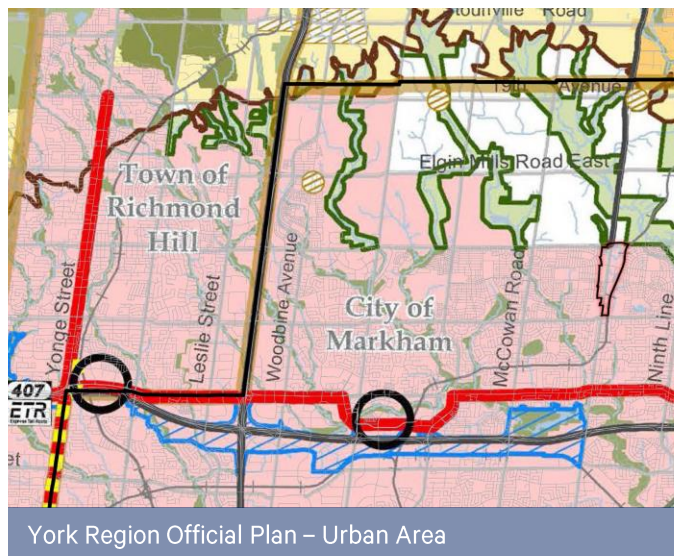
2 Historic & Urban Context

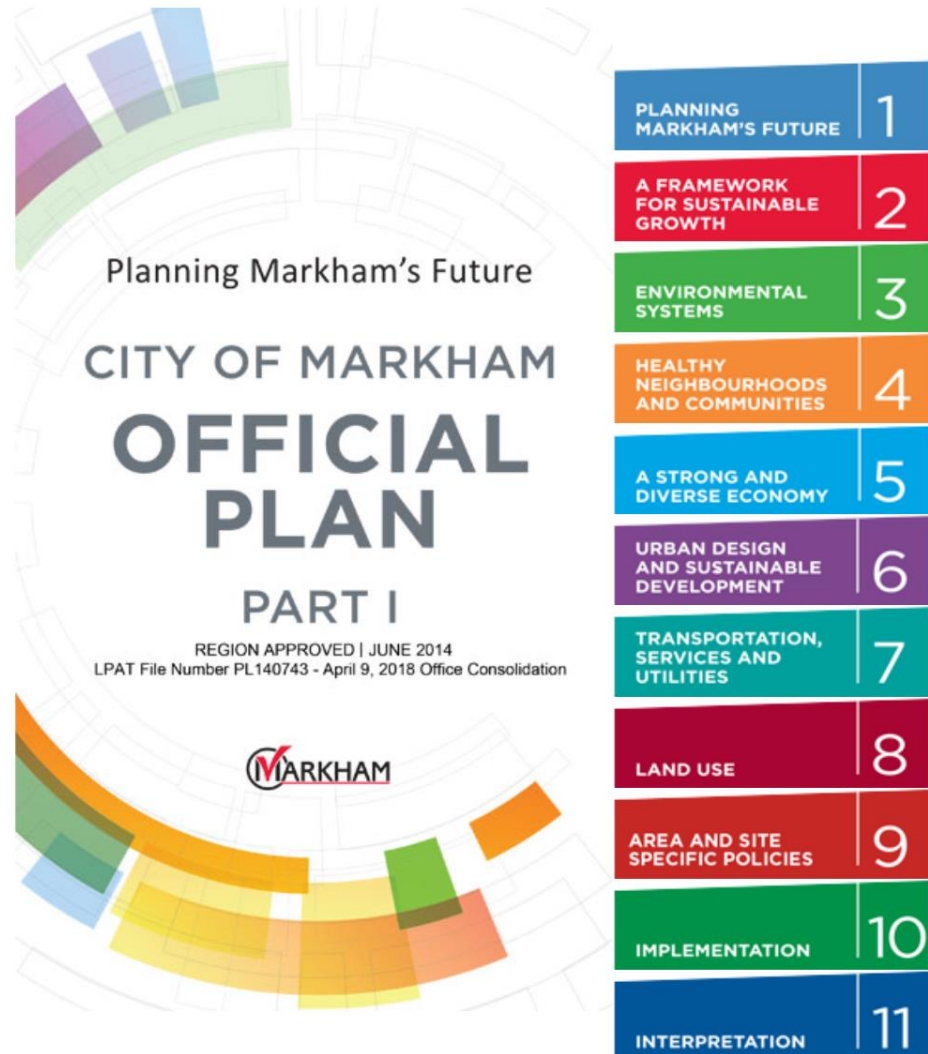
3 Existing Conditions

4 Drivers of Change

5 Next Steps

Planning & Policy Context





Secondary Plans provide more specific land use policies for areas **where greater detailed direction** for land use, infrastructure, transportation, community services, environment, etc. are required.

Official Plan Policy 10.1.2.2 includes directions for the preparation of Secondary Plans, including provisions for:

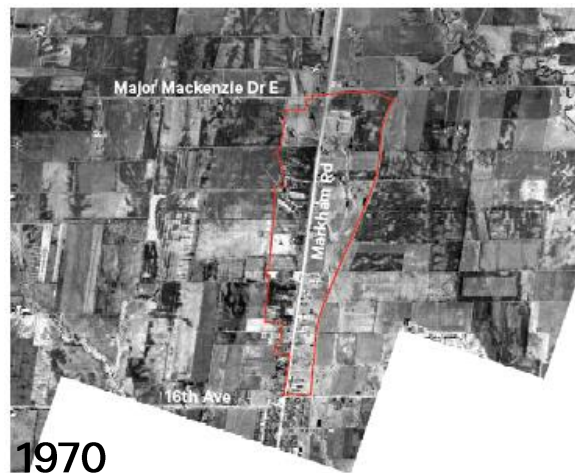
- Housing Supply and Affordability
- Natural & Cultural Heritage
- Recreational & Open Space
- Community Infrastructure
- Sustainable Transportation Design
- Urban Design Guidelines
- Supply and Diversity of Employment Lands
- Phasing of Development, etc.

THE OPPORTUNITY

The Secondary Plan will define the Vision for the continued evolution of Markham Road- Mount Joy and provide the planning parameters to ensure growth can be realized, commensurate with mobility, housing and community amenities. These investments will set the stage for a complete Markham Road - Mount Joy Community.



EVOLUTION OF STUDY AREA



Markham Road has evolved from an important **rural road**, to a **key arterial** connecting **commercial and industrial** uses

Large Format retail complexes have emerged as the area became enveloped by a **'Ring' of low rise residential neighbourhoods**.

Present day development patterns show **pressure for high-density residential and mixed-use development**

MARKHAM ROAD TODAY



Above grade
utilities



Varied,
discontinuous
frontages



3

Existing Conditions

KEY THEMES FOR EXPLORATION + DISCUSSION

Land Use & Built Form

- Identifying **key “Focus Areas” for redevelopment** (e.g. Mount Joy Business Park) + how Secondary Plan may facilitate change
- **Future proofing** in light of market drivers (e.g. changing face of retail)
- Opportunities to **unlock infill potential** adjacent to Mount Joy GO Station
- Maximizing + unlocking access to existing **open space assets + new green spaces**

Transportation

- Redesigning **Markham Road as a main street** with network of **new streets + connections to destinations and community facilities (e.g. community centres and schools)**, and strong anchor destinations (e.g. Markham Village Heritage Conservation District south of 16th Avenue)
- Creating a **Transit Oriented Community** centred around Mount Joy GO Station
- **Feasibility and implications of a new GO Station** at Major Mackenzie Drive East

Municipal Servicing

- Unlocking development potential by **addressing Mount Joy Creek flooding**
- **Determining mitigation strategies** to be realized by Capital +/- Development Investment



Land Use & Built Form



LAND USE + BUILT FORM

As of 2019, the City of Markham has 347,800 residents and 179,900 jobs. **The Secondary Plan area has 2,770 people and 2,380 jobs**



Predominance of low-rise commercial uses along Markham Road



New 'Origin Lofts' at Bur Oak Ave + Markham Rd



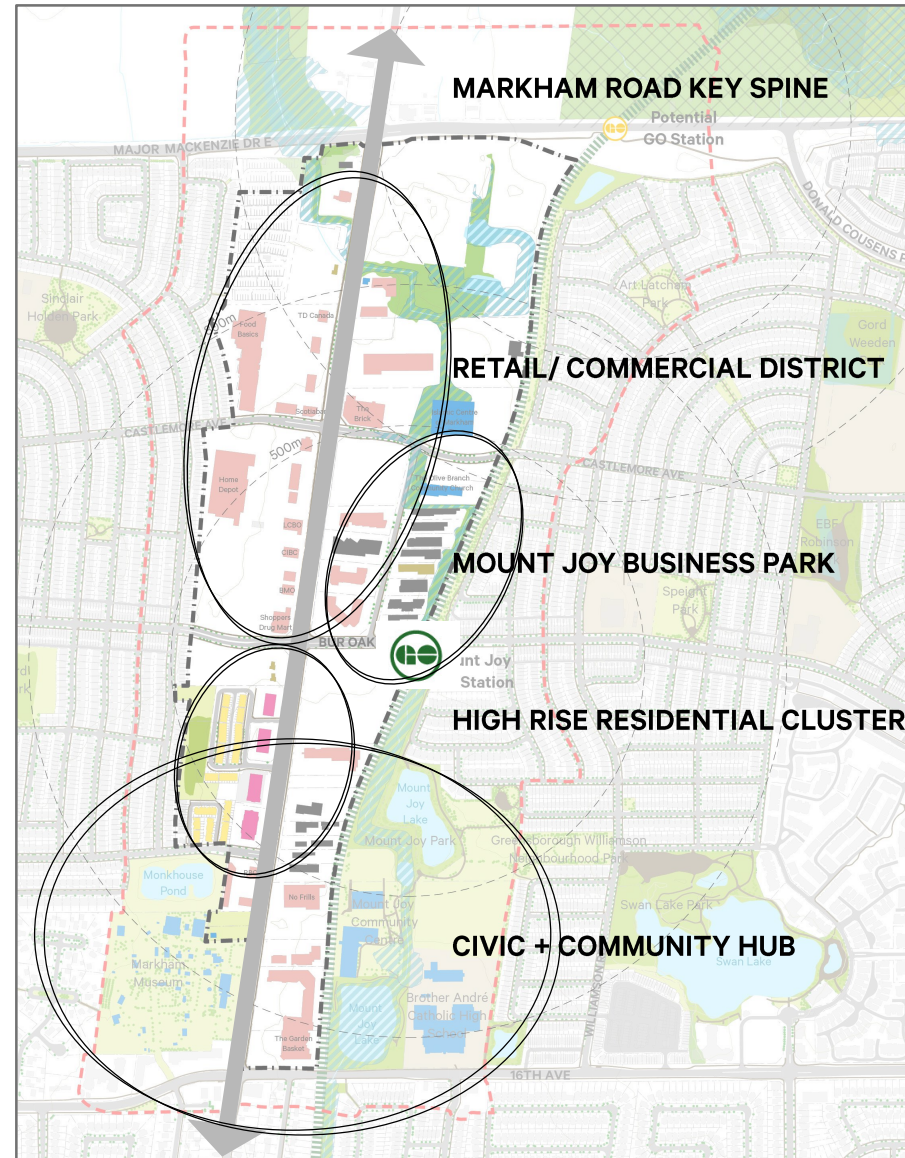
High rise residential near Mount Joy GO Station



Extensive surface parking + underutilized land at Mount Joy GO Station



Civic and cultural hub to the south



- Proposed Secondary Plan Boundary
- Study Area
- Property Lines
- Existing Buildings
- Existing Park
- Natural Heritage / Greenway System
- Woodlands
- Wetland
- Waterbody
- Watercourse
- Floodline
- Rouge Watershed Protection Area
- Greenbelt Plan Area
- Street Tree
- Existing GO Station
- Potential GO Station
- GO Rail Corridor
- Footpath
- Light Industrial / Auto Commercial
- Retail Commercial
- Offices
- Institutional / Civic
- Low-rise Residential
- Mixed Use High Rise

PARKS + OPEN SPACES

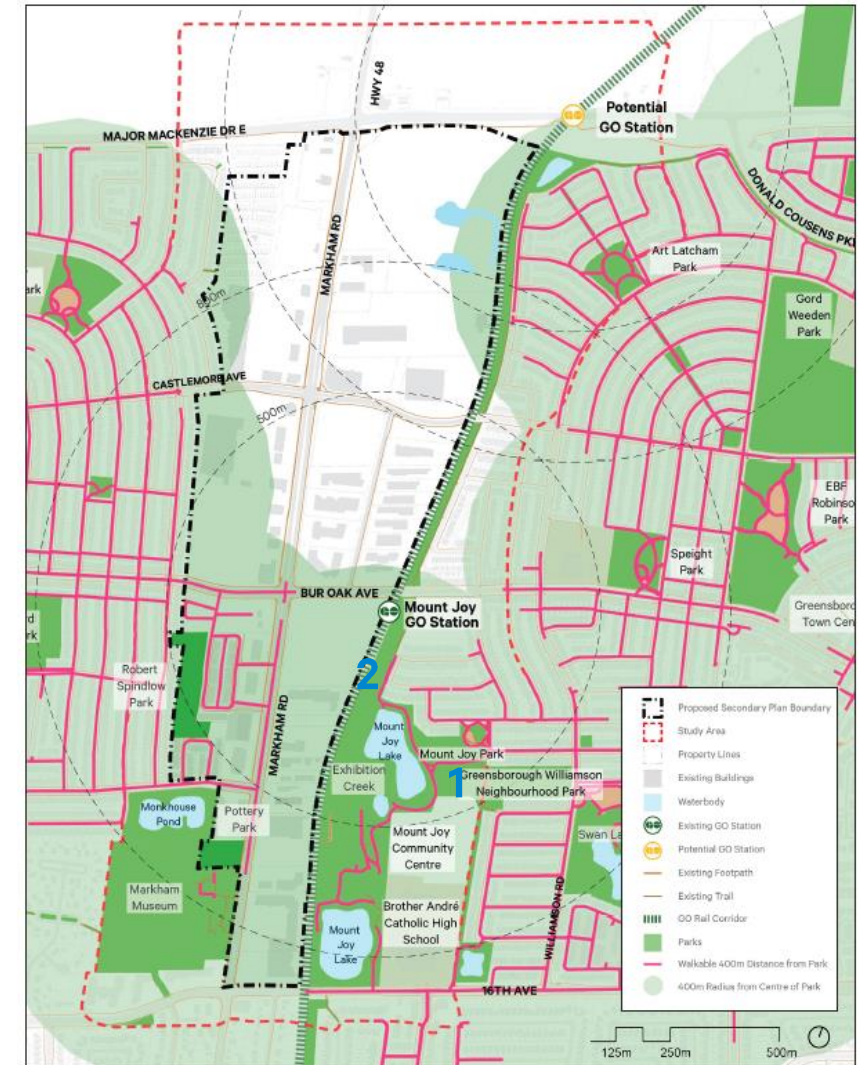
Untapped assets in surrounding parks and open spaces, within only ~ 400 + metres/ 5 min. walk

Park and open space amenities within and adjacent to the Study Area are **mostly passive and inaccessible**

The Stouffville GO rail corridor provides a **significant barrier to connectivity and walkability** to Secondary Plan area residents and surrounding communities

Need to determine growth capacity in short to longer term to determine if additional parkland is required.

Need to create connected open space and parks that are integrated with community facilities (e.g. Community Centre)



EMPLOYMENT

- Markham is forecasted to add over 95,000 new jobs by 2031, located in major business parks and industrial areas. The **Secondary Plan area is not a priority area for employment growth; however need to balance provision of jobs in Study Area**
- Mount Joy Business Park is currently functioning as an employment area however unlikely to be identified as a **Regional Employment Area due to siting, discrete size and adjacencies**

Merchandise Type	Existing Floor Space (sq.m)
Department Store Merchandise	5,240
Automotive Goods	2,980
Home Improvement Goods	6,320
Grocery and Convenience	15,305
Personal Services	7,916
Restaurant and Liquor	3,890
Total	41,651
Available retail amenities within Secondary Plan Area	



Shopping plaza at Castlemore Avenue and Markham Road



KEY CHALLENGE: PHYSICAL BARRIERS

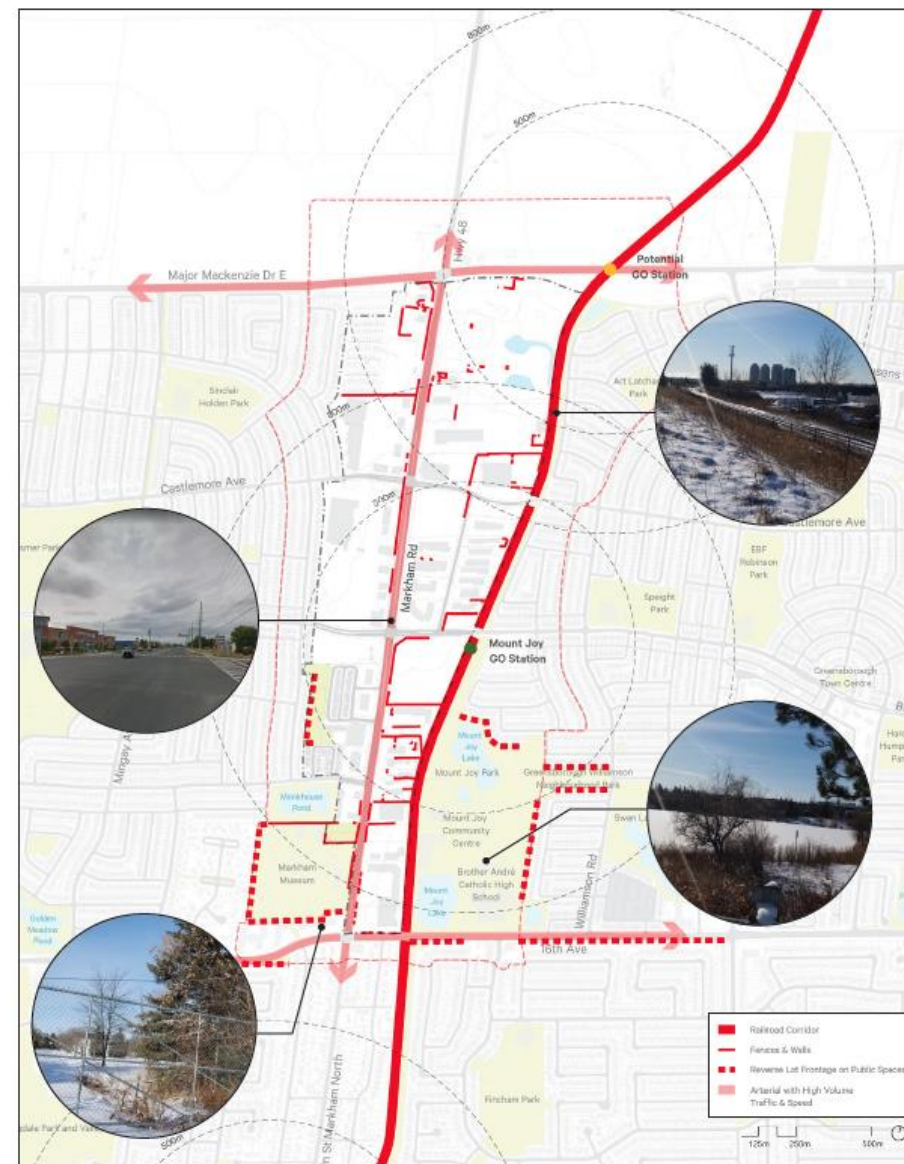
GO Rail Corridor

Extensive rail corridor + fencing block/ limits east-west pedestrian access

Markham Road

Most of Markham Road right-of-way is reserved for cars.

Traffic speed, volume, and long distances between signalized crossings contributes to an unpleasant pedestrian experience.





KEY CHALLENGE: GAPS + UNDERUTILIZED SITES

Extensive, Low Value Hardscape

Prevalence of large surface parking and vacant lots

Flood-impacted properties

Flooding associated with the Mount Joy Creek impedes site and building functionality

Discontinuous Frontage along Markham Road

means little activation and lack of 'enclosure' of the public realm





KEY OPPORTUNITY: DEFINE URBAN STRUCTURE

Transforming Markham Road into a Main Street to define and reinforce a hierarchy of distinct places, transitioning from Markham Village Heritage Conservation District to the south to existing and future destinations within the study area.

Markham Road as a centerpiece of the Secondary Plan area, tying together existing and new development, activity nodes + open spaces



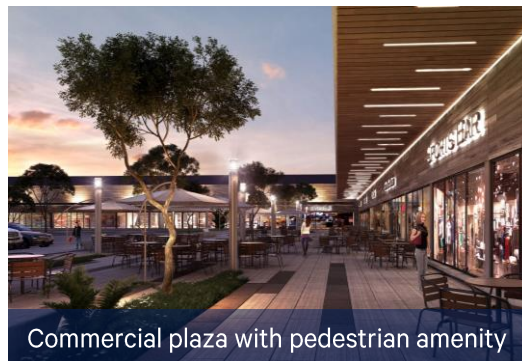
Bayview Village TOD in Ottawa introduces mixed-use paired with transit



Markham Village Heritage Conservation District



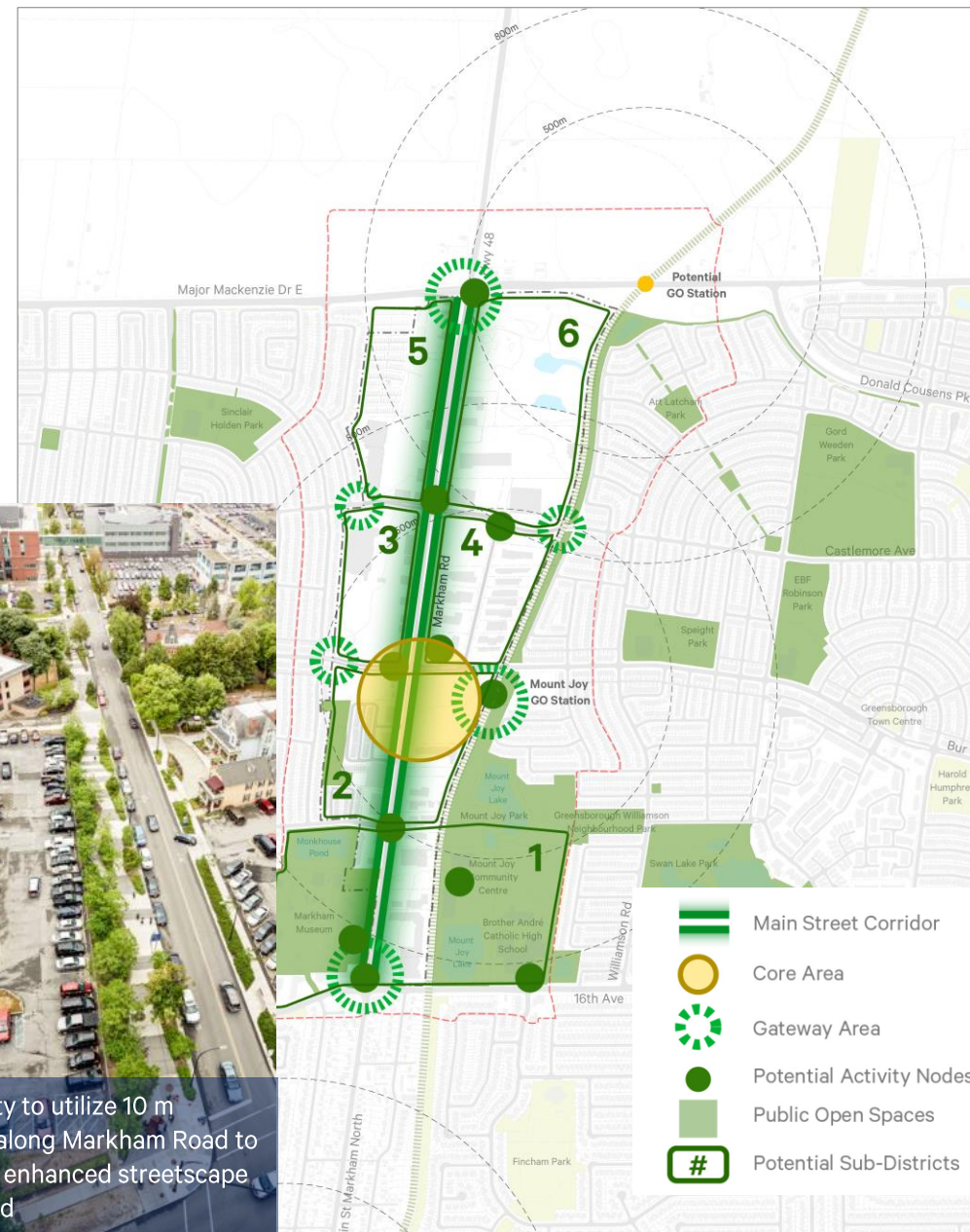
Gough Street, San Francisco – wide, dedicated sidewalks, tree planting and bike infrastructure



Commercial plaza with pedestrian amenity



Opportunity to utilize 10 m easement along Markham Road to implement enhanced streetscape + boulevard





KEY OPPORTUNITY: GREEN LINKS + CORRIDORS

Mount Joy Creek should be **leveraged as a significant green link** throughout the Secondary Plan area

Potential exists to **improve and increase trail network** through re-established and naturalized corridor associated with the Mount Joy Creek

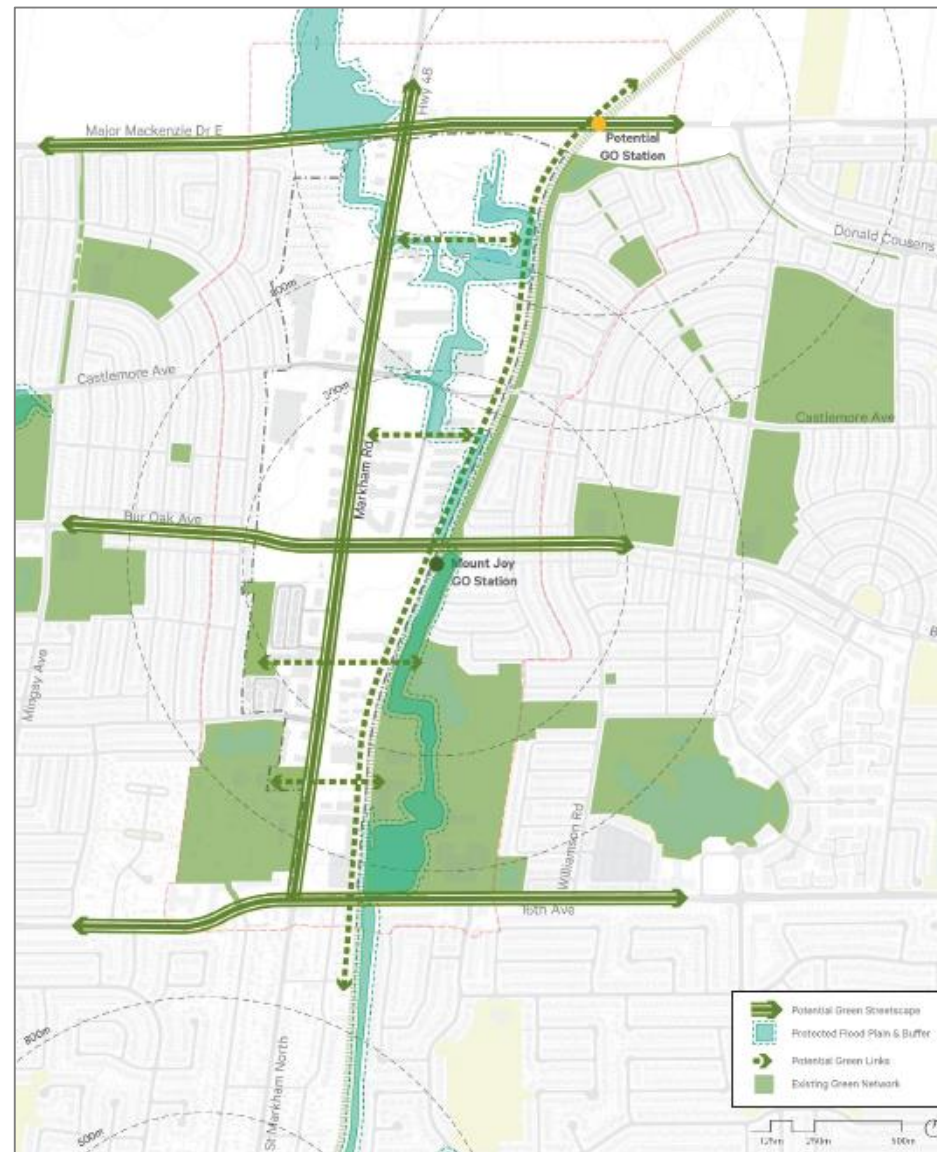
Strategic placement of parks and new open spaces to fully serve existing and future community



The Wharf District, Washington, DC integrates planting beds that accommodates stormwater runoff along an urban streetscape



Parks with Green Infrastructure

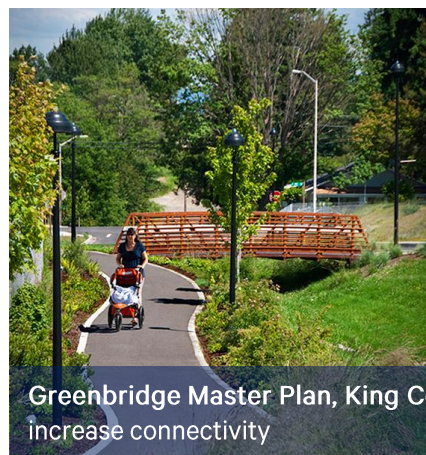




KEY OPPORTUNITY: LEVERAGE ASSETS FOR PLACEMAKING



Adjacent to Secondary Plan area: Mount Joy Lake Park



Greenbridge Master Plan, King County, Washington introduced new pedestrian connections to increase connectivity



Adjacent to Secondary Plan area: Mount Joy Community Centre



Riverside Health Center, NY is conveniently located next to a library, public park, church, and municipal buildings, adding to the resources available to nearby schools, senior centers, and housing developments.

LAND USE + BUILT FORM SUMMARY + DISCUSSION

! Key Challenges:

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

💡 Key Opportunities:

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

FOR DISCUSSION

- Do you have suggestions on what types of employment uses would be appropriate within the Mount Joy Business Park? What are other “focus areas” within the Secondary Plan area?
- What types of uses would you like to see adjacent or integrated with the Mount Joy GO Station?
- What are the key assets within the Secondary Plan area?
- **Other?**

Transportation



TRANSPORTATION



- Markham Road is the primary access point - lack of supporting public street network puts pressure on Markham Road
- Destinations within the Study Area are predominantly accessed by car due to incomplete active transportation network, and land uses that prioritize car access
- Pedestrian flow is hindered by large blocks that are not conducive to walking

TRANSPORTATION

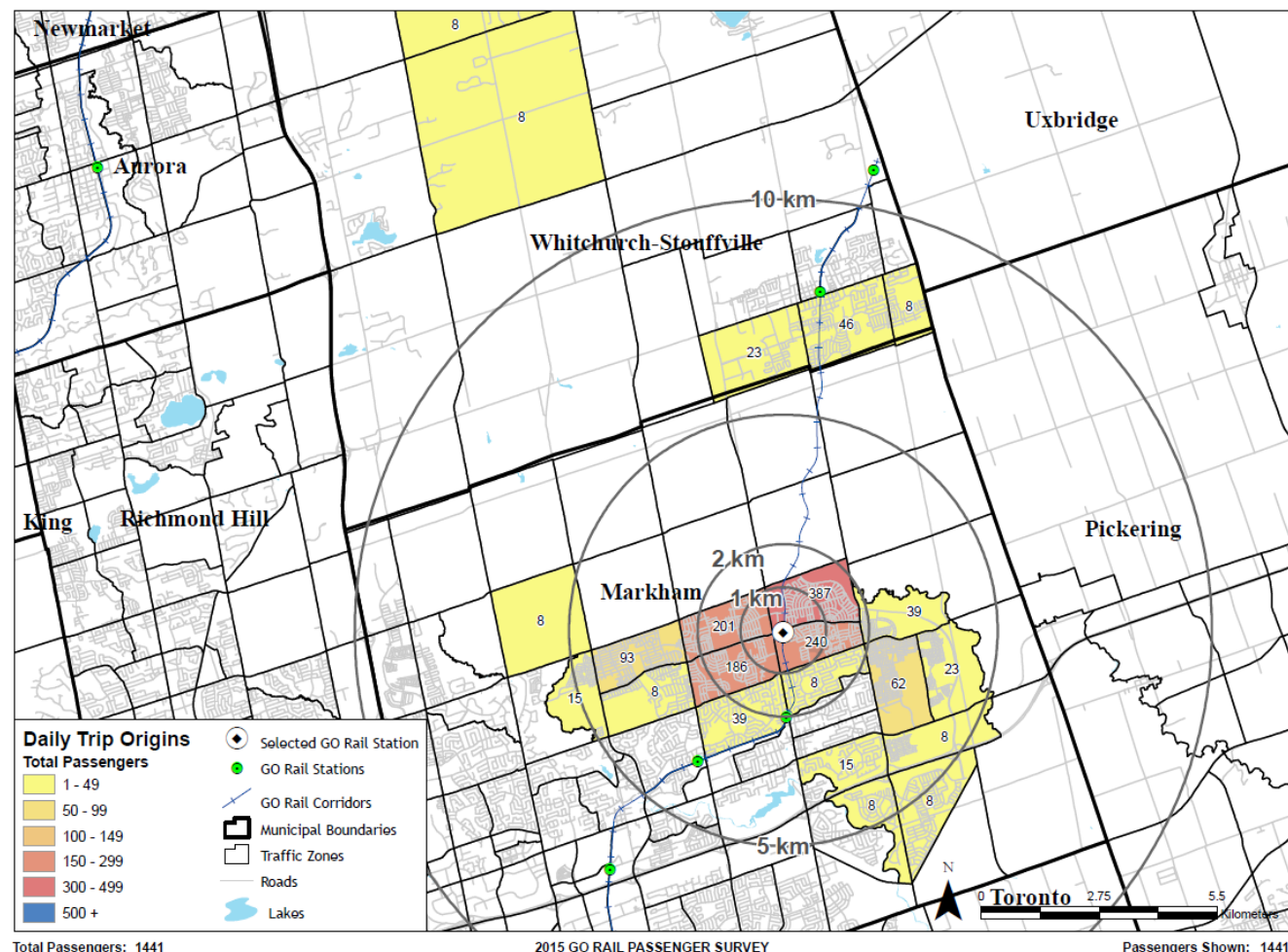
Mount Joy GO Station serves over 2,100 daily riders where 50-60% of users drive and park.

The vehicular parking lot has 1,333 spaces at 81-90% utilization

Walk access mode share increased from 15% to 23% between 2015 and 2019; this can likely be attributed to new development in the area

Trips accessing Mount Joy from the north could divert to a proposed GO station at Major Mackenzie Drive East

MOUNT JOY STATION



Mount Joy GO Station Ridership Catchment Areas



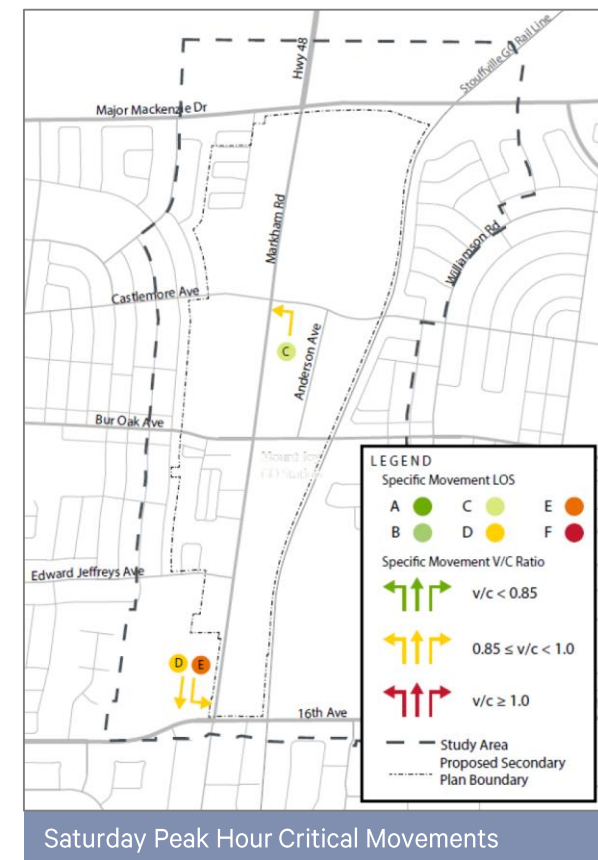
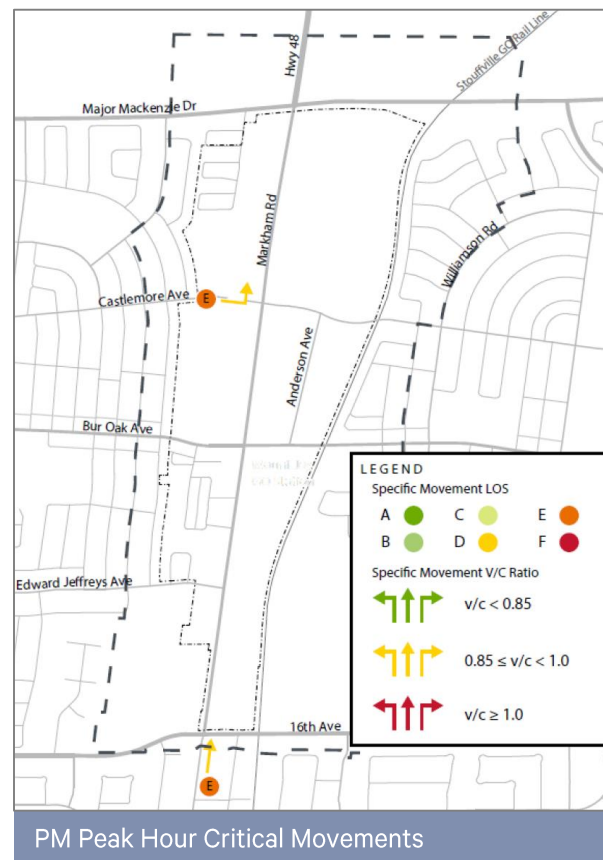
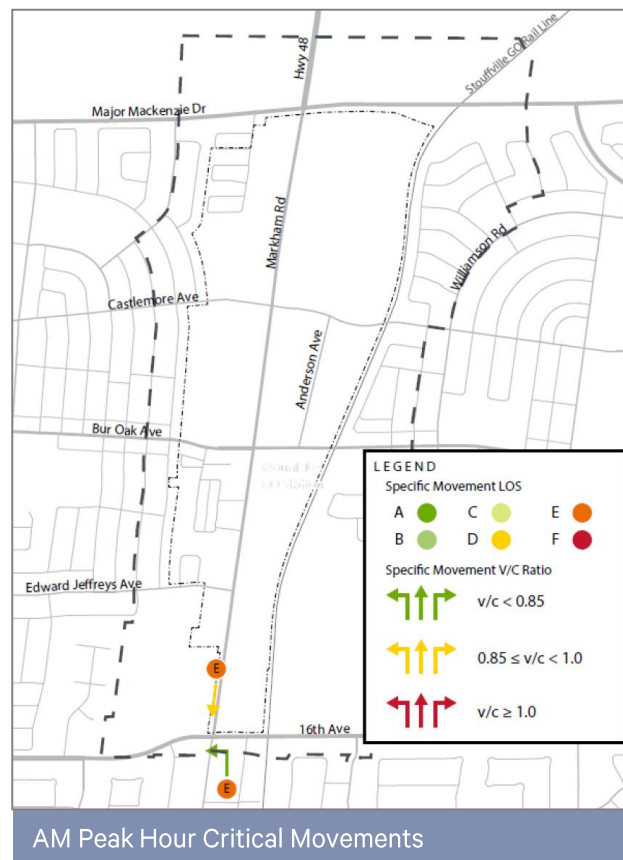
KEY CHALLENGE: LACK OF SUPPORTING NETWORK CREATES PRESSURE AT THE SOUTH END OF MARKHAM ROAD

Markham Road is constrained to the south (Main Street Markham North)

Congestion at key locations (16th Ave)

Primary accesses along Markham Road

Lack of supporting road network





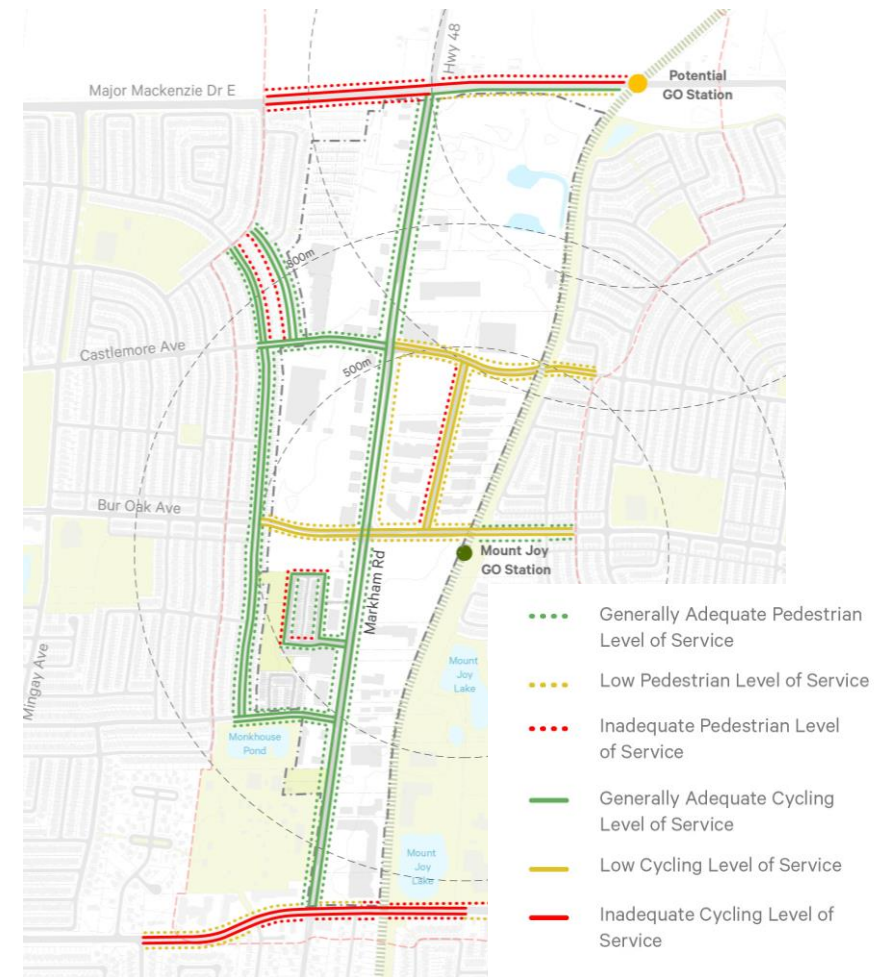
KEY CHALLENGE: SPARSE, DISJOINTED STREET NETWORK GEARED TO CARS

Barriers to Walkability

Large blocks increase distance to destinations and safe crossing points

Few signalized intersections increase traffic speeds

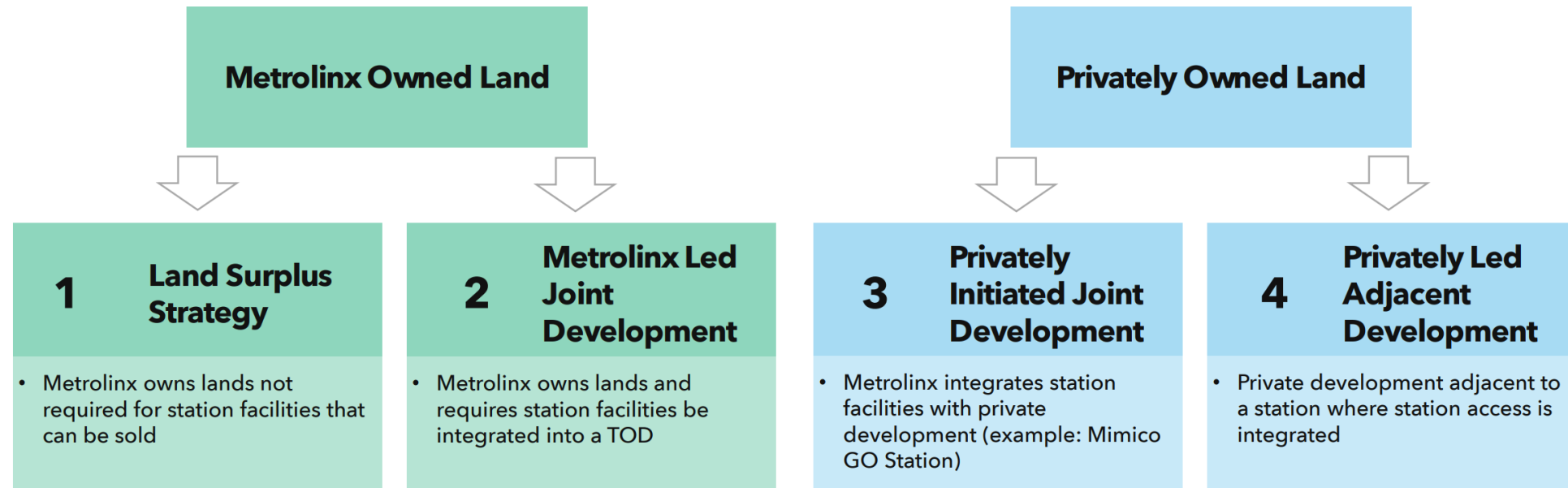
Inadequate to Low Level of Pedestrian and Cycling Service within centre and edges of study area, particularly to/ from Mount Joy GO Station





KEY OPPORTUNITY: TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) is higher density, mixed-use development that is connected, next to or within a short walk of transit stations & stops, and is designed to encourage transit use.





KEY OPPORTUNITY: FINE-GRAINED, INTERCONNECTED NETWORK

Development anchored around the Mount Joy GO station will be based on an **attractive and complete multi-modal network**

The creation of smaller blocks will allow for a **finer-grain, pedestrian-scaled mix of uses**

Smaller blocks allow for active frontages to frame streets, **enhancing the public realm**

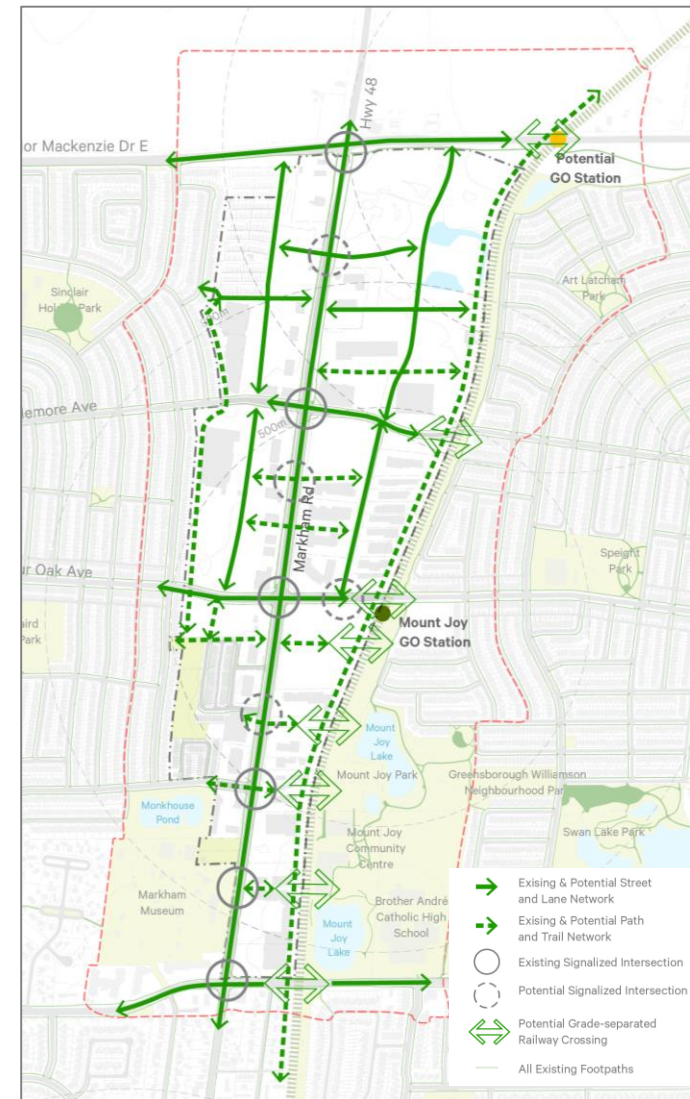
Consideration will need to be given to **movement across the rail corridor**



New Street, Brighton



Bell Street, Seattle, Washington





KEY OPPORTUNITY: GO STATION AT MAJOR MACKENZIE DRIVE EAST

Opportunity to create a **new transit / mobility hub** at the north of the Secondary Plan area, **capitalizing on a Rapidway expansion** along Major Mackenzie Drive East

Benefits of serving **new growth** area and unlocking **Mount Joy GO Station as a TOD hub**.

Will be supported by the **Donald Cousens Parkway Extension**, and can **alleviate traffic** within the Secondary Plan area





KEY OPPORTUNITY: GO STATION AT MAJOR MACKENZIE DRIVE EAST – PLATFORM OPTIONS





KEY OPPORTUNITY: GO STATION AT MAJOR MACKENZIE DRIVE EAST

Category	Objective	Criteria	Measure/Metric	Performance
Strategic/ Economic Planning	Connectivity and Ridership Drivers	How many trips will start and end at this station?	600-1,500+ daily riders projected by 2031 which aligns with other new, approved stations.	<input checked="" type="checkbox"/> Positive
		Does the station connect to other higher order transit modes and have potential to improve network and/or corridor service?	Multiple planned transit routes at this location including Major Mackenzie Viva service. Potential future transit hub at edge of urban boundary. Major Mackenzie Viva corridor.	<input checked="" type="checkbox"/> Positive
		Does the station connect to key destinations?	Improves connection to North Markham FUA, northern part of MRMJSP study area, northern part of Greensborough community and other communities along Major Mackenzie Drive.	<input checked="" type="checkbox"/> Positive
	Travel Time Savings	What are the time savings associated with the new station?	Improved access for new development balances out impacts to Stouffville customers.	<input type="checkbox"/> Neutral
	Potential for Surrounding Area Land Value Uplift	How well situated is the station in relationship to future market demand?	Market demand in Markham is strong – the station will uplift land value in the northern part of the MRMJSP area, and potential encourage an urban boundary expansion north of Major Mackenzie Drive.	<input checked="" type="checkbox"/> Positive

Category	Objective	Criteria	Measure/Metric	Performance
Financial/ Technical	Affordability	What is the cost to construct the station?	Greenfield station should have relatively lower costs, but the following potential issues could increase costs: <ul style="list-style-type: none"> • Environmental mitigation requirements • Operational solutions • Trackwork depending on platform location 	<input type="checkbox"/> Neutral
		Ease of construction	Can the required facilities be constructed in this location?	Limited site constraints today will allow for staging of construction required. <input checked="" type="checkbox"/> Positive

Based on the evaluation, it is recommended that the City of Markham protect for a future GO station at Major Mackenzie Drive.



KEY OPPORTUNITY: GO STATION AT MAJOR MACKENZIE DRIVE EAST – FACILITY FIT PLAN





3

Existing Conditions

TRANSPORTATION SUMMARY



Key Challenges:

- The existing GO station and retail developments are scaled to a low-density, underutilized context
- Large blocks result in adjacent land uses in far proximity from one another
- Access is optimized for the private automobile with ample surface parking
- Markham Road is busy due to lack of supporting street network
- Lack of connectivity for active travel modes and transit



Key Opportunities:

- Improve active transportation connectivity
- Build a fine-grid street network
- Transform Markham Road into a Complete Street for all modes
- Plan for a future transit and mobility hub (including a potential GO station) at Major Mackenzie Drive East



FOR DISCUSSION

- Do you think Markham Road should be redesigned? If so, what are the priority elements of the street design?
- What do you believe are the benefits or challenges associated with a new GO Station at Major Mackenzie Drive East?
- **Other?**

Municipal Servicing



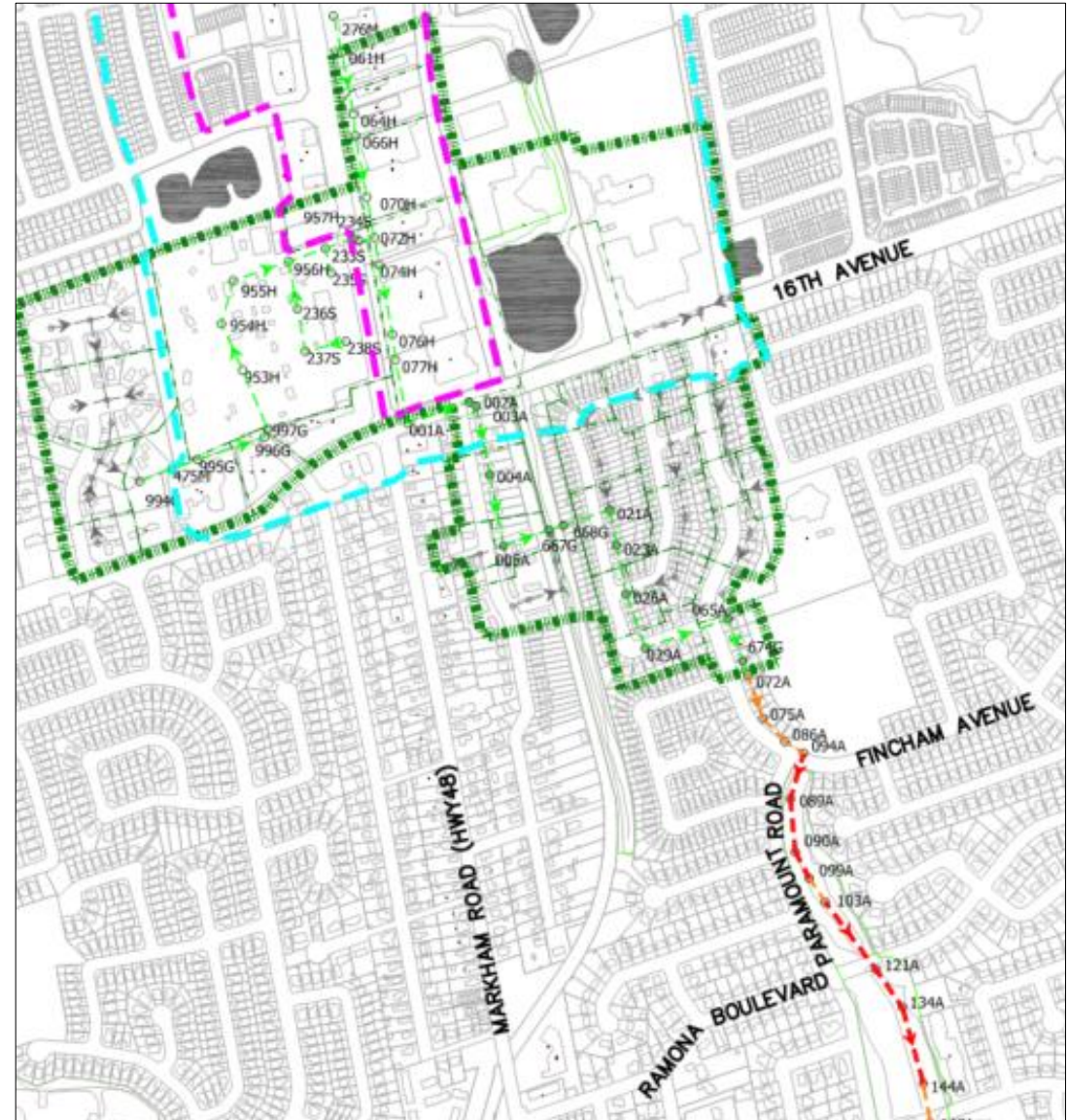
MUNICIPAL SERVICING

West Sanitary Drainage Area is unconstrained in existing conditions

East Sanitary Drainage Area is constrained in existing conditions under wet weather conditions

The lower existing depth of the system adjacent Mount Joy Creek results in the areas of concern

Servicing capacity will need to be further evaluated based on potential/ proposed people and job figures





KEY CHALLENGE: FLOODING ASSOCIATED WITH MOUNT JOY CREEK

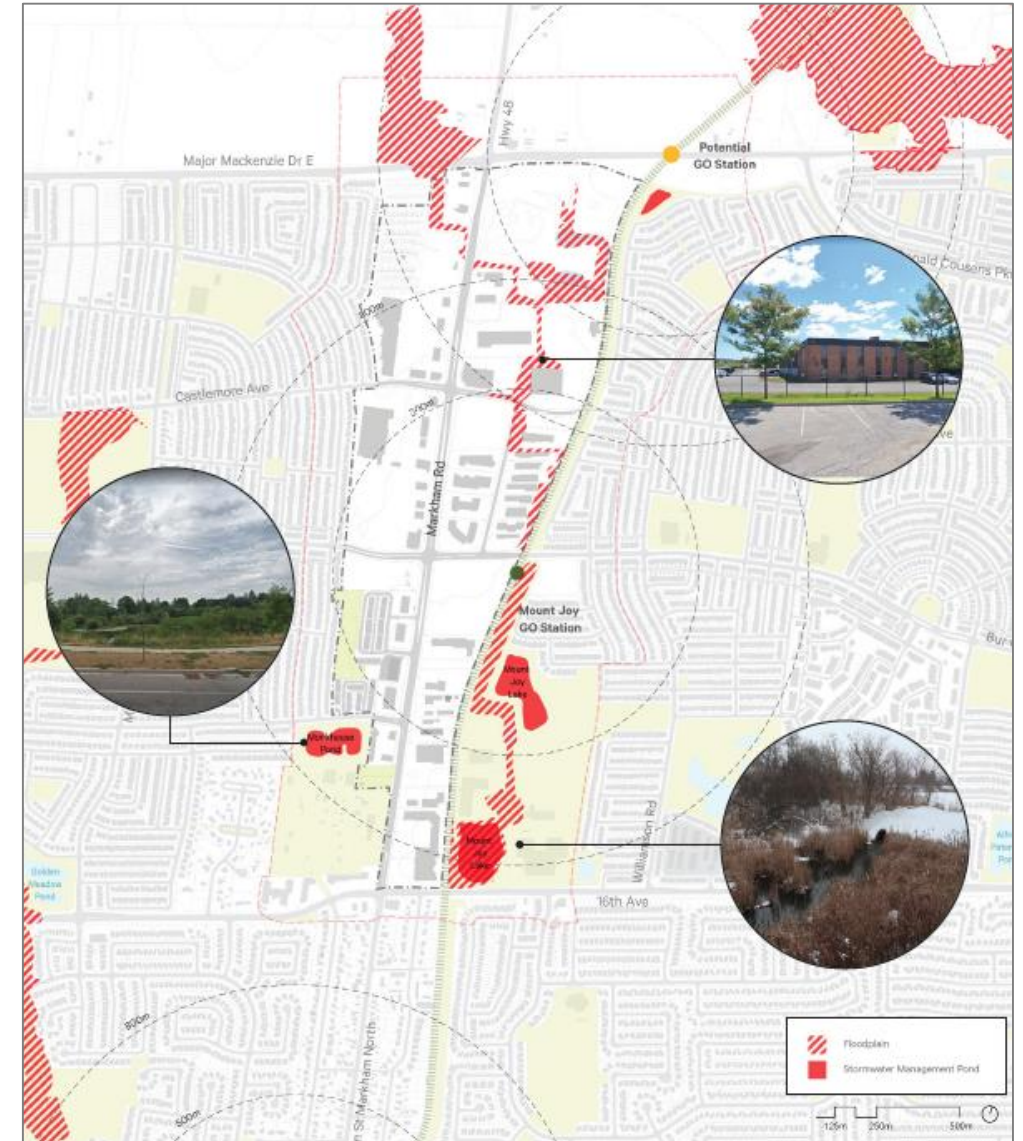
During major storm events, the Mount Joy Creek is prone to flooding of adjacent areas.

Options are available to either **upgrade the existing system capacity**, **realigning the piped section**, **daylighting buried sections** or a **combination** of the above.

Secondary Plan to further explore best strategies to mitigate flooding associated with Mount Joy Creek



Existing Mount Joy Creek



Flood Plain Mapping has been taken from Markham Official Plan 2014. Revised mapping is currently under review by the TRCA and City of Markham.



KEY OPPORTUNITY: MITIGATE MOUNT JOY CREEK FLOODING TO UNLOCK DEVELOPMENT POTENTIAL + PROVIDE AMENITY

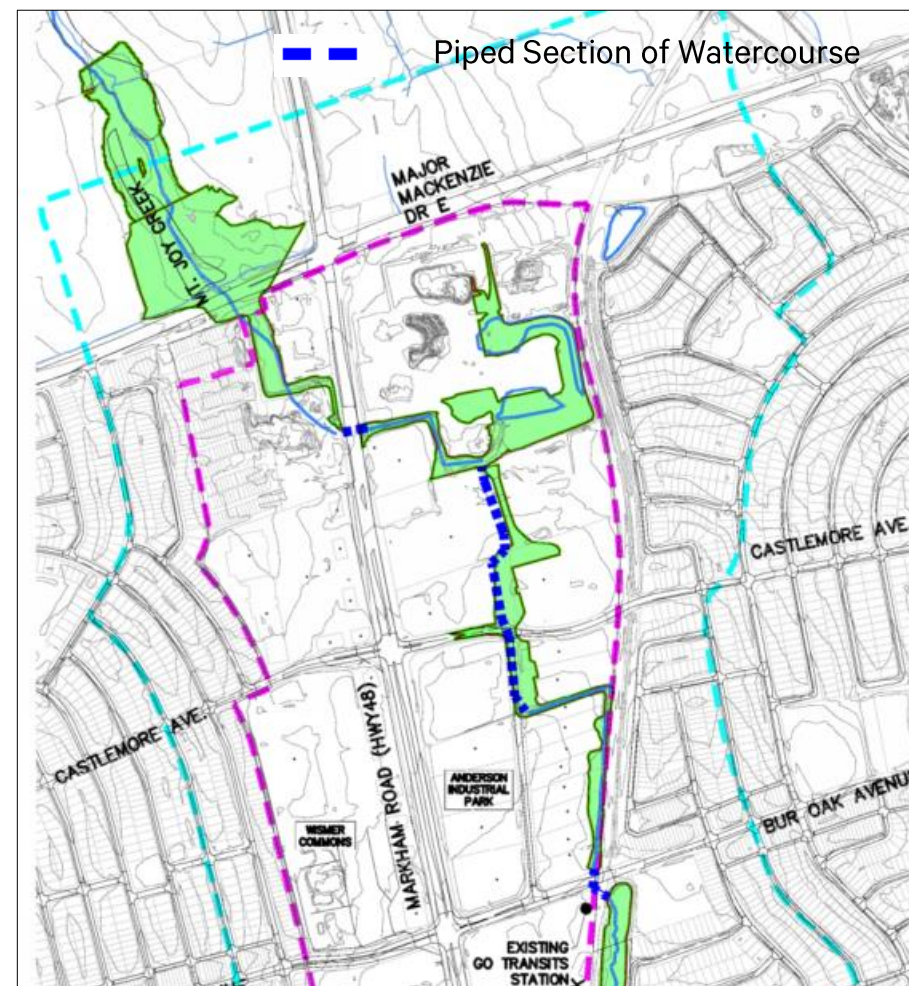
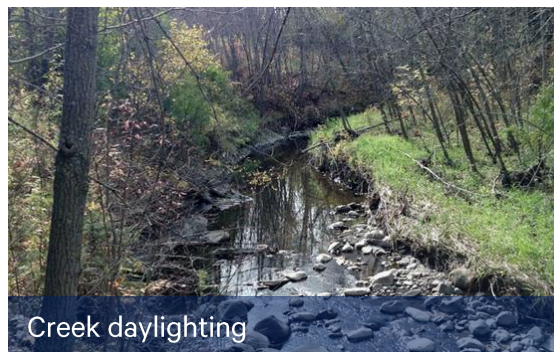
Existing floodline under review by TRCA and City of Markham

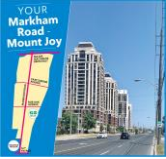
Existing sections are piped and above ground; undersized culverts and historic alteration have resulted in flood spills

Daylighting of existing systems present opportunity to integrate natural feature with stormwater management and public features

Additional **study and coordination with the Anderson Avenue EA** work is required

The Secondary Plan will investigate opportunities to alleviate flooding including the option of daylighting the piped section of Mount Joy Creek and other current SWM best practices





3

Existing Conditions

EXISTING CONDITIONS – MUNICIPAL SERVICING AND MOUNT JOY CREEK FLOODPLAIN



Key Challenges:

- Flooding and Stormwater Management related to existing Mount Joy Creek condition
- East Sanitary Drainage Area is constrained in existing conditions under wet weather conditions and without upgrade, will be challenged with additional development



Key Opportunities:

- Various options to mitigate flooding through comprehensive design
- Implement Low Impact Development Methods to alleviate flood impacts and general stormwater management across the Study Area



FOR DISCUSSION

- What do you believe are the benefits or challenges with the various strategies for mitigating flooding associated with Mount Joy Creek?
- **Other?**

Drivers of Change

COORDINATE
GROWTH WITH
TRANSIT +
MOBILITY
IMPROVEMENTS

EXPAND RANGE
OF USES
PERMITTED AT
MOUNT JOY
BUSINESS PARK

MITIGATE MOUNT
JOY CREEK
FLOODING

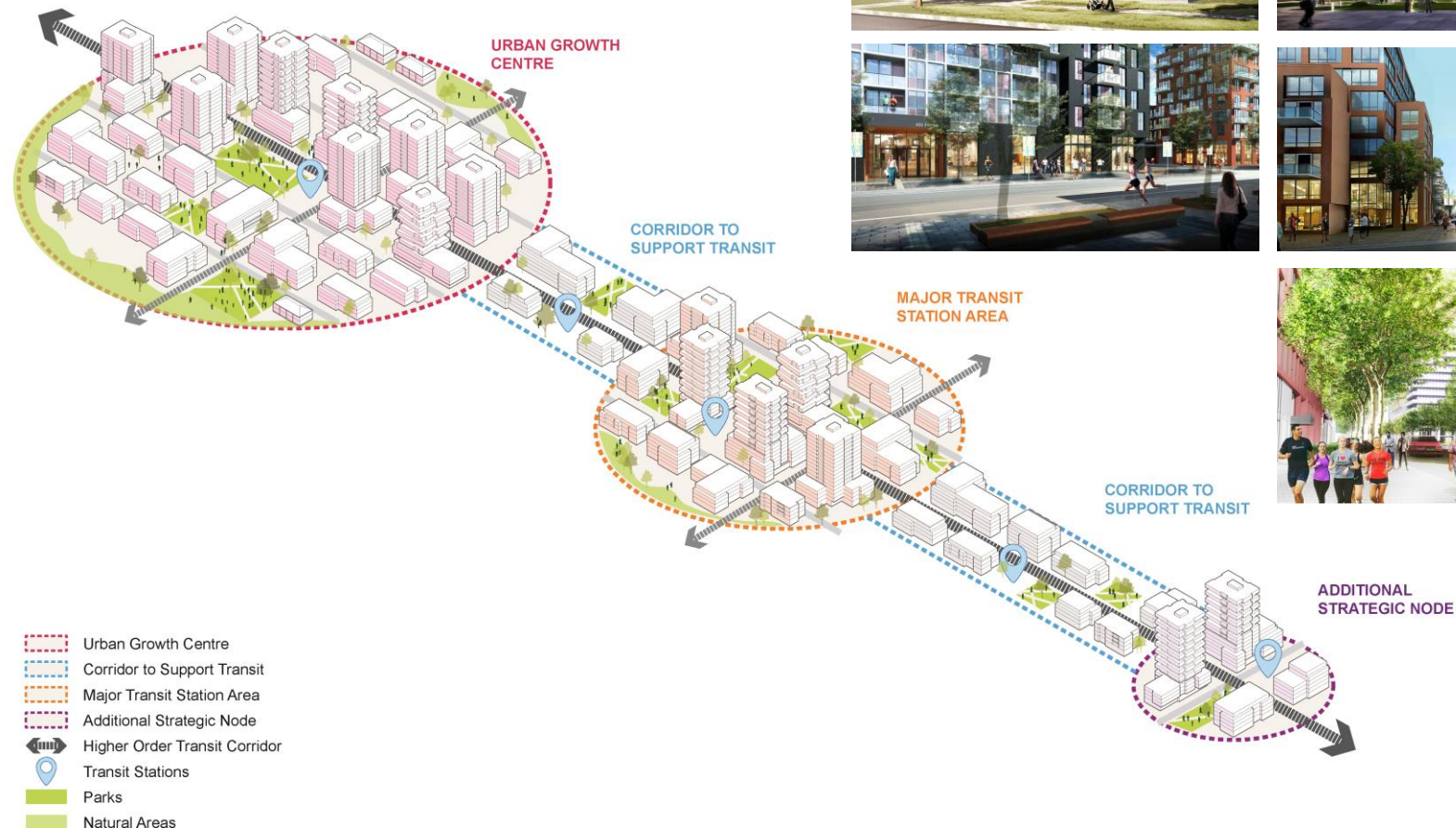
STUDY
POTENTIAL GO
STATION AT
MAJOR
MACKENZIE DRIVE

INTRODUCE NEW
STREETS, IMPROVE
MOBILITY OPTIONS,
CREATE VALUE +
FRONTAGE FOR NEW
USES

COORDINATE GROWTH WITH TRANSIT + MOBILITY IMPROVEMENTS

Provincial and Regional policies direct that **intensification be prioritized where transit and mobility improvements are planned and constructed.**

The redevelopment of the Mount Joy GO station area into a hub can be a **destination and catalyst for change across the Secondary Plan area.**



Leverage transit investments to introduce housing, community facilities, jobs and connections across the Secondary Plan area



EXPAND RANGE OF USES PERMITTED AT MOUNT JOY BUSINESS PARK

Current land uses are primarily industrial and service commercial

- 10 ha of land
- 67 businesses
- 494 jobs
- 3,820 sq.m. of floor space

Predominant Employment focus (besides retail areas):

- 4 ha with 160 jobs (~40 jobs per hectare)

The Secondary Plan will examine whether residential use directly adjacent to business use is appropriate.



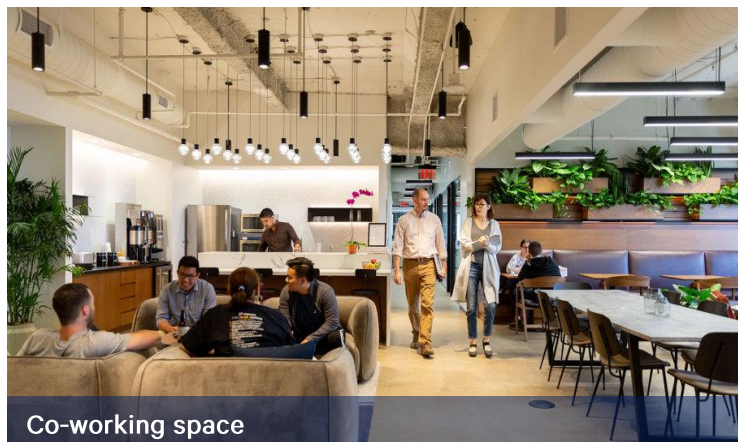
Mount Joy Business Park (shaded area subject to conversion request to residential)

EXPAND RANGE OF USES PERMITTED AT MOUNT JOY BUSINESS PARK

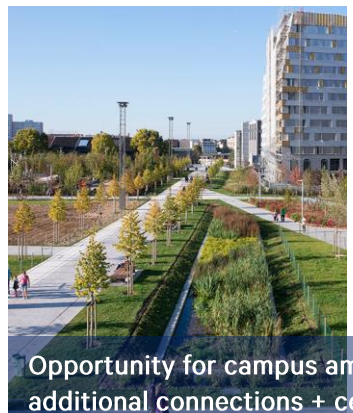
- Lands are currently designated for employment
- Examine feasibility as a dedicated employment area on an ongoing basis
- Bolster as a district for “new employment”
- Leverage “2 way/ all day” GO Service
- Create linkages to adjacent neighbourhood and retail



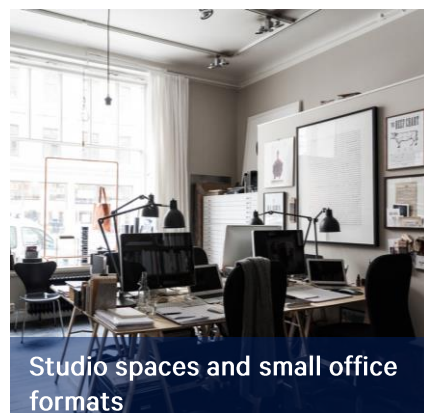
Restaurants



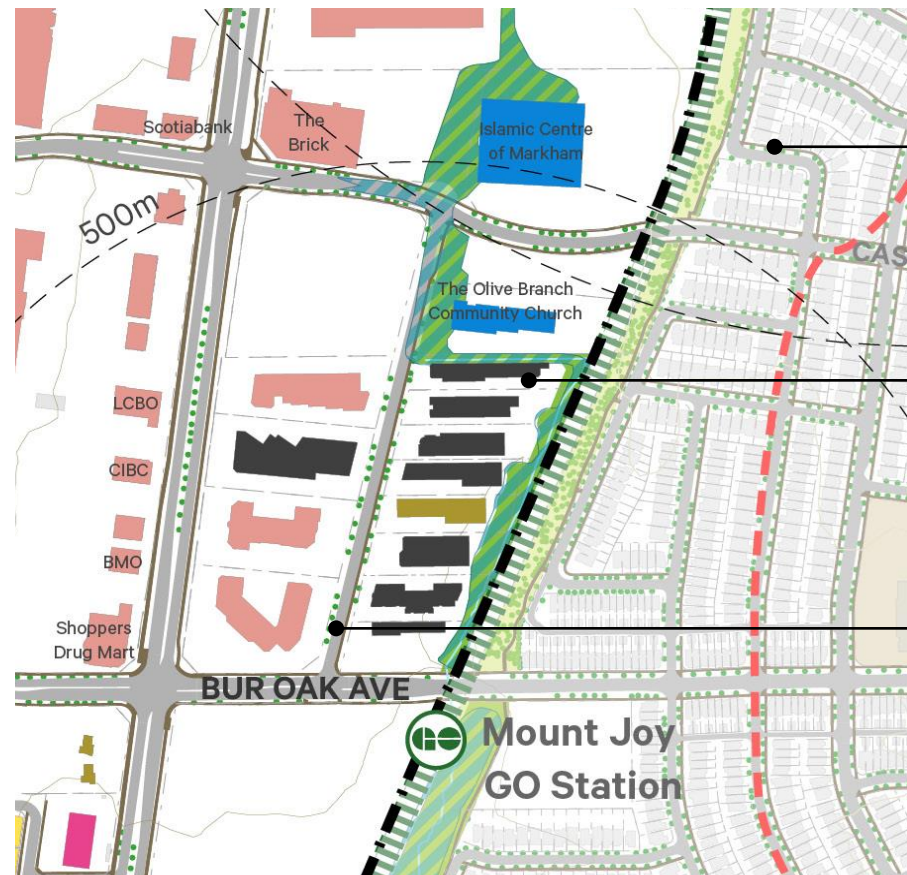
Co-working space



Opportunity for campus amenities, office uses, additional connections + central amenities



Studio spaces and small office formats



PROXIMITY TO EXISTING RESIDENTIAL NEIGHBOURHOOD

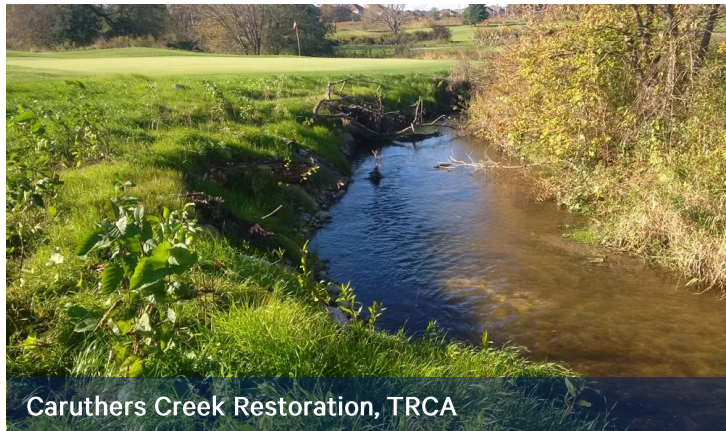
SUFFICIENT DEPTH OF PARCELS TO REDEVELOP/ REPURPOSE BUILDINGS

WITHIN 500 M RADIUS OF MOUNT JOY GO STATION WITH GOOD ACCESS ALONG ANDERSON AVENUE

MITIGATE FLOODING ADJACENT TO MOUNT JOY CREEK THROUGH COMPREHENSIVE DESIGN

Improvements to the Mount Joy Creek channel could potentially **unlock development potential**

The realignment and/or daylighting of Mount Joy Creek should be undertaken in a complementary way that **supports a cohesive vision** for the Secondary Plan, including **Low Impact Development Strategies** across Site to address stormwater management



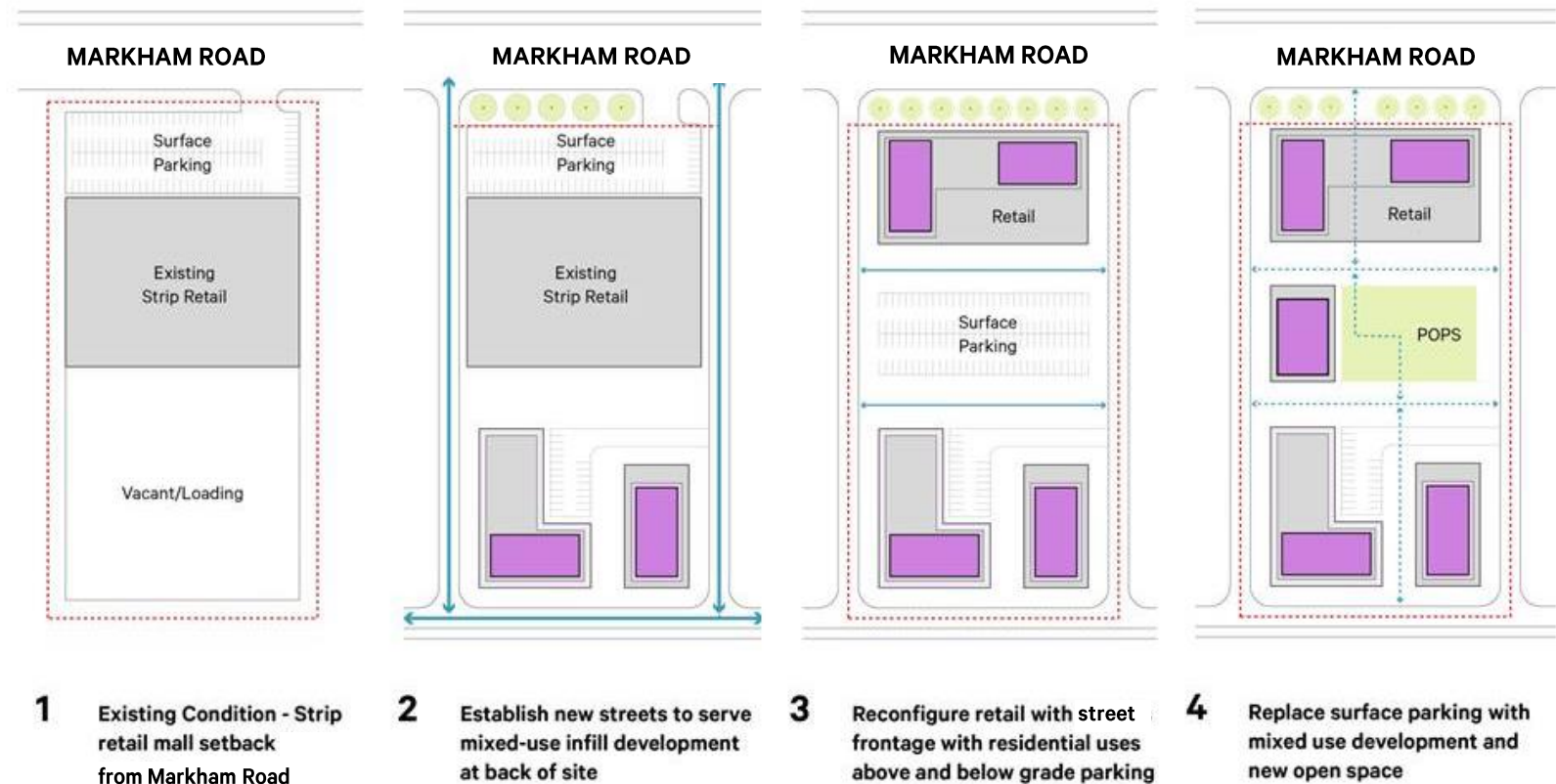
INTRODUCE NEW STREETS, IMPROVE MOBILITY OPTIONS, CREATE VALUE + FRONTAGE FOR NEW USES

The **changing face of retail** + **updated land use permissions** will see redevelopment of commercial/retail uses over time.

Secondary Plan will further examine street and block pattern and **locations for new public and private streets/ connections**

Phase new streets/ connections through a combination of **capital investments and redevelopment**

Consider development of **Preliminary Streetscape Design + Functional Plan for Markham Road**



Demonstration Phasing to introduce new connections, buildings, amenities

CREATING A TRANSIT ORIENTED COMMUNITY AT MT JOY GO STATION

The purpose of the **Transit Oriented Development (TOD) Market Driven Strategy** is to implement transit infrastructure that leverages the value of Metrolinx's transit network, service and real estate portfolio



Case Study: The City of Toronto developed a Site and Area Specific Policy to transform large, land locked parcels to accommodate a mix of mid-rise and tall buildings, new streets, new public park and Integrated TOD with Danforth GO Station

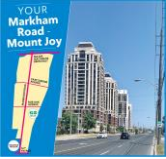


Mt Joy GO Station: Rail and bus service to Union station along the Stouffville Line; 1333 parking spots



Case Study: Mimico GO + 327 Royal York- at the western edge of Toronto – Vandyk partnered with Metrolinx to deliver new office, retail, commercial, housing and new green linkages; 200 Metrolinx parking spaces accommodated below-grade





4

Drivers of Change

GO STATION AT MAJOR MACKENZIE DRIVE EAST

The station is anticipated to be needed **between 2031 and 2041**. Various factors will influence the need for the Major Mackenzie GO Station, including:

- The **completion of the MRMJSP Secondary Plan**, to identify projected population and employment numbers to support further discussions with Metrolinx to inform ridership forecasts
- **New development interest** in proximity to Mount Joy GO Station
- Development of the **North Markham Future Urban Area**
- Local **transit service expansion** in concert with new development, including Major Mackenzie Drive East improvements via viva curbside service by 2031 and a Rapidway by 2041

Thank You!

We're happy to answer any questions or you can submit your comments via:

<https://yourvoicemarkham.ca/yourmarkhamroadmountjoy>

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