

# Markham Road - Mount Joy

Secondary Plan Study

## DESIGN CHARRETTE

### Markham Sub-Committee Meeting

### Day 02: Vision, Guiding Principles & Concept Plans

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August 5, 2020

# CHARRETTE AGENDA

1

Introduction – 5 m

2

What We Heard – 5 m

3

Draft Vision & Guiding Principles (*Live Edit*) – 15 m



4

Emerging Framework: Mobility (*Live Draw*) – 30 m



5

Emerging Framework: Parks & Open Space (*Live Draw*) – 25 m



6

Emerging Framework: Land Use (*Live Draw*) – 25 m



7

Emerging Framework: Placemaking (*Live Draw*) – 20 m



10 minute Break

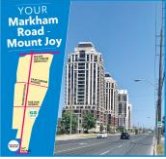
8

Summary + Discussion – 10 m



9

Next Steps– 5 m



# 1

## Introduction

### INTRODUCTION TO THE TEAM

# City of Markham

# SvN





## Today, the key meeting objectives are to seek your input on:

1. The draft vision statement, that builds on the current Official Plan 2014 vision for the Secondary Plan area
2. The draft guiding principles that will inform the development of the Secondary Plan
3. The draft concept plan through an interactive design exercise



## THE OPPORTUNITY

The Secondary Plan will define the Vision for the continued evolution of the Markham Road - Mount Joy area 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.







# 2

## What We Heard

### RECAP FROM DAY 1

#### Virtual Bus Tour



#### Baseline Conditions



Land Use & Built Form



Transportation



Municipal Servicing

#### Key Drivers of Change

COORDINATE  
GROWTH WITH  
TRANSIT +  
MOBILITY  
IMPROVEMENT

MITIGATE  
MOUNT JOY  
CREEK  
FLOODING

EXPAND RANGE  
OF USES  
PERMITTED AT  
MOUNT JOY  
BUSINESS PARK

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

STUDY POTENTIAL  
GO STATION AT  
MAJOR  
MACKENZIE  
DRIVE

### Baseline Conditions: Key Challenges and Opportunities

#### LAND USE AND BUILT FORM



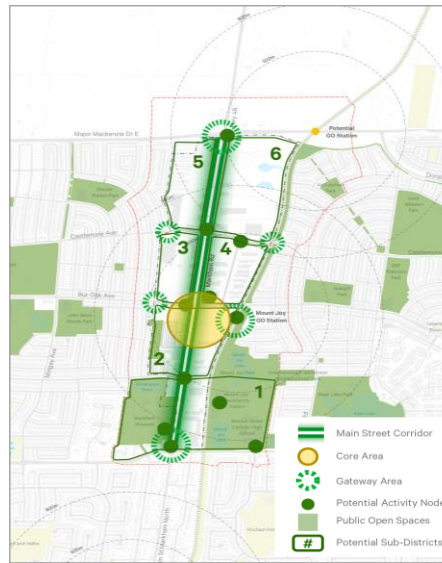
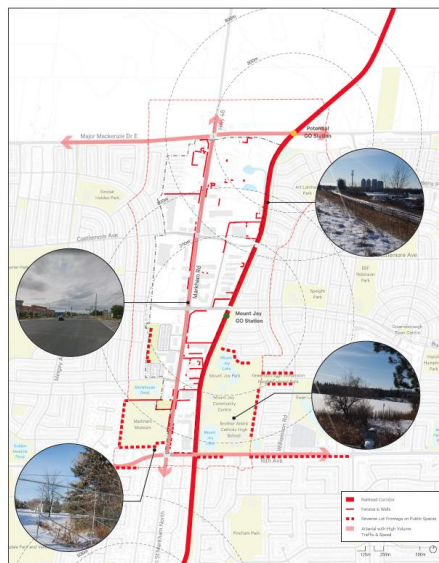
#### Key Challenges:

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

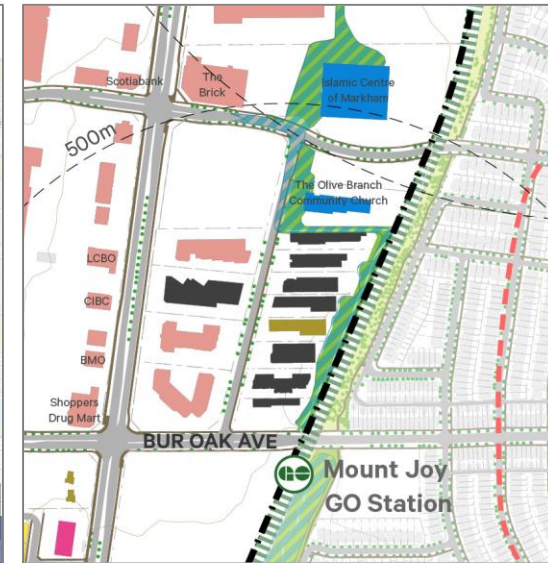


#### Key Opportunities:

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



Floodplain layer is based on Official Plan 2014





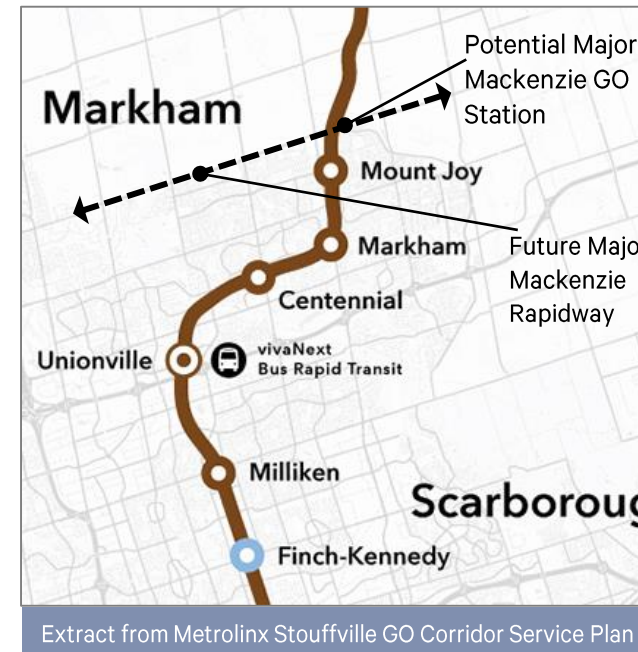
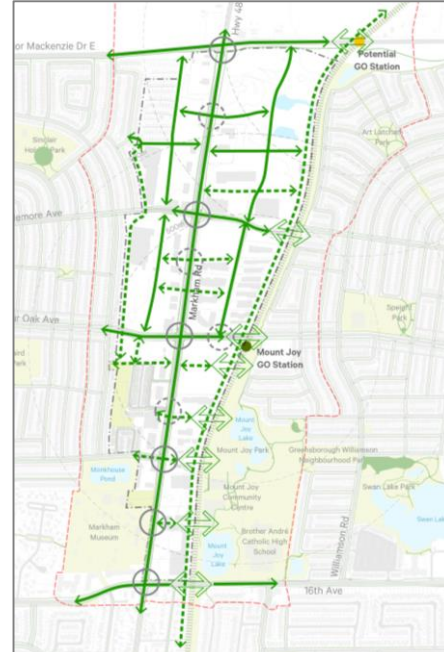
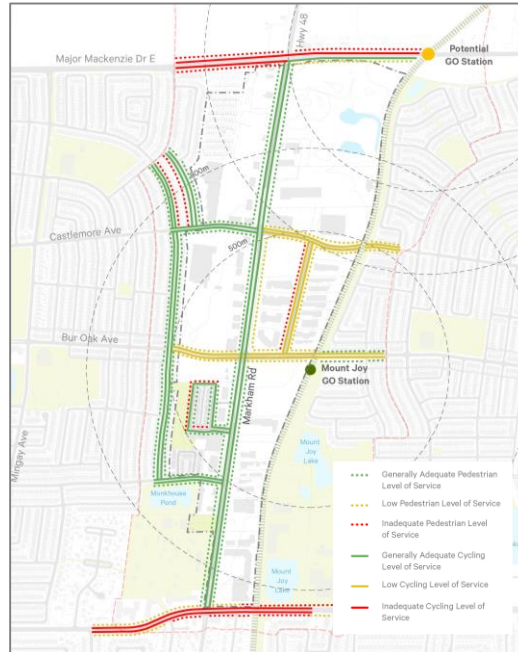
### Baseline Conditions: Key Challenges and Opportunities TRANSPORTATION

#### ! 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



### Baseline Conditions: Key Challenges and Opportunities

#### MUNICIPAL SERVICING AND MOUNT JOY CREEK FLOODPLAIN

##### ! Key Challenges:

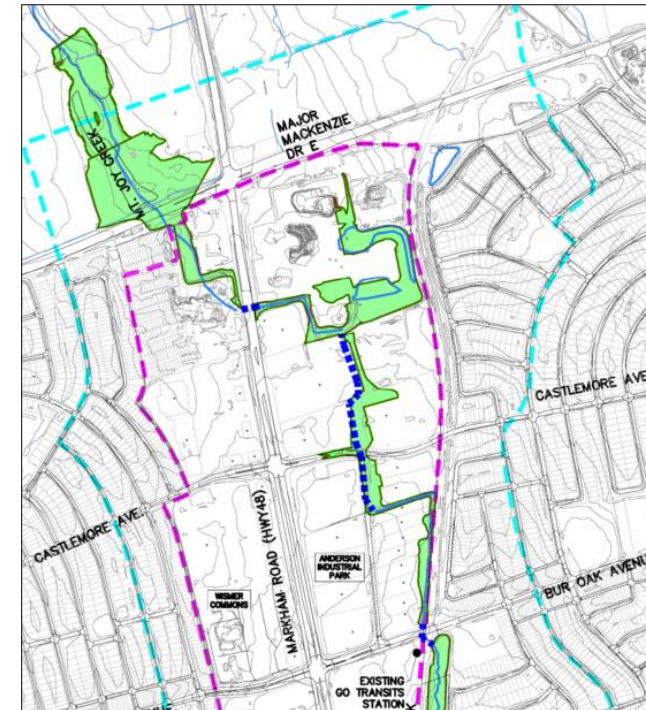
- Flooding and Stormwater Management related to existing Mount Joy Creek condition
- East Sanitary Drainage Area is constrained in existing conditions under wet weather conditions and without upgrade, will be challenged with additional development



The floodplain mapping is based on the Official Plan 2014 and is currently being reviewed/updated by TRCA and the City of Markham

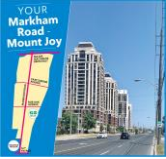
##### 💡 Key Opportunities:

- Various options to mitigate flooding through comprehensive design and consultation
- Implement stormwater management practices, including Low Impact Development (LID), through future development and re-development to alleviate flooding



The floodplain mapping is based on the Official Plan 2014 and is currently being reviewed/updated by TRCA and the City of Markham





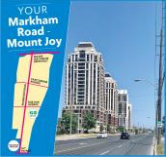
# 3

## Draft Vision & Guiding Principles

### MARKHAM OFFICIAL PLAN 2014

The land use objective for the Markham Rd Corridor - Mount Joy Corridor is to provide 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 Berczy Village, Wismer Commons, Greensborough and Swan Lake

*Policy 9.3.7.1*



# 3

## Draft Vision & Guiding Principles

### DRAFT VISION

The Markham Road - Mount Joy Secondary Plan area will evolve into a **walkable, compact, and vibrant mixed-use community**. It will also function as a **gateway, main street, workplace, and social and cultural hub** serving this community and the surrounding communities of Berczy Village, Wismer Commons, Greensborough, Swan Lake, and Markham Village.

To do so, a range of **housing, employment, shopping and recreation** opportunities are integrated and provided at **transit-supportive densities** that are compatible with the established low-rise residential neighborhoods. The greatest intensity of development and activity are near rapid transit stations, complimented by animated **parks, schools, community and recreation facilities**, and **other amenities**.

All these elements are tied together and enriched with a vibrant public realm that drive the **appeal, livability, resilience** and distinct **sense of place** of the Markham Road – Mount Joy area.

*Draft Vision builds on existing Policy 9.3.7.1, shown in previous slide*



# 3

## Draft Vision & Guiding Principles

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All these elements are tied together and enriched with a vibrant public realm that drive the **appeal, livability, resilience** and distinct **sense of place** of the Markham Road – Mount Joy area.

#### LET'S WORKSHOP & LIVE EDIT:

- What do you like about the Draft Vision and/or the included key words?
- What concerns do you have with the Draft Vision? Why?
- How do you think the Vision could be enhanced or refined?

### DRAFT GUIDING PRINCIPLES



**1.** Building Compact and Complete Communities



**2.** Protecting and Enhancing the Natural Environment



**3.** Increasing Mobility Options



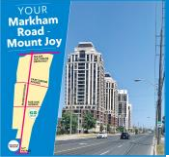
**4.** Maintaining a Vibrant and Competitive Economy



**5.** Adopting Green Infrastructure and Development Standards



**6.** Facilitating Public Input and Long-Range Planning and Implementation



# 3

## Draft Vision & Guiding Principles



### LET'S WORKSHOP:

- What do you like about the Draft Guiding Principles?
- What concerns do you have with the Draft Guiding Principles? Why?
- Are there any additional principles we should consider?



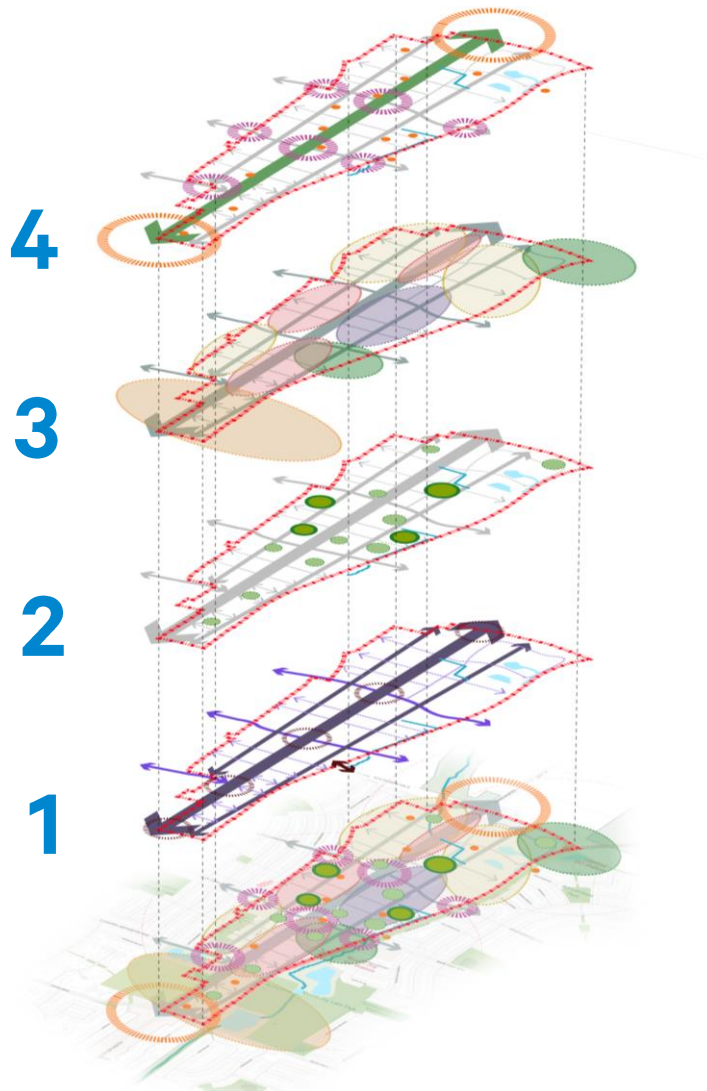
### FOUR PILLARS OF THE CONCEPT PLAN



**1** Mobility



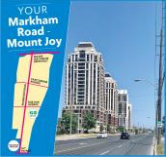
**3** Land Use



**2** Parks & Open Space



**4** Placemaking



# 3

## Draft Vision & Guiding Principles

**“LET’S WORKSHOP & LIVE DRAW”**

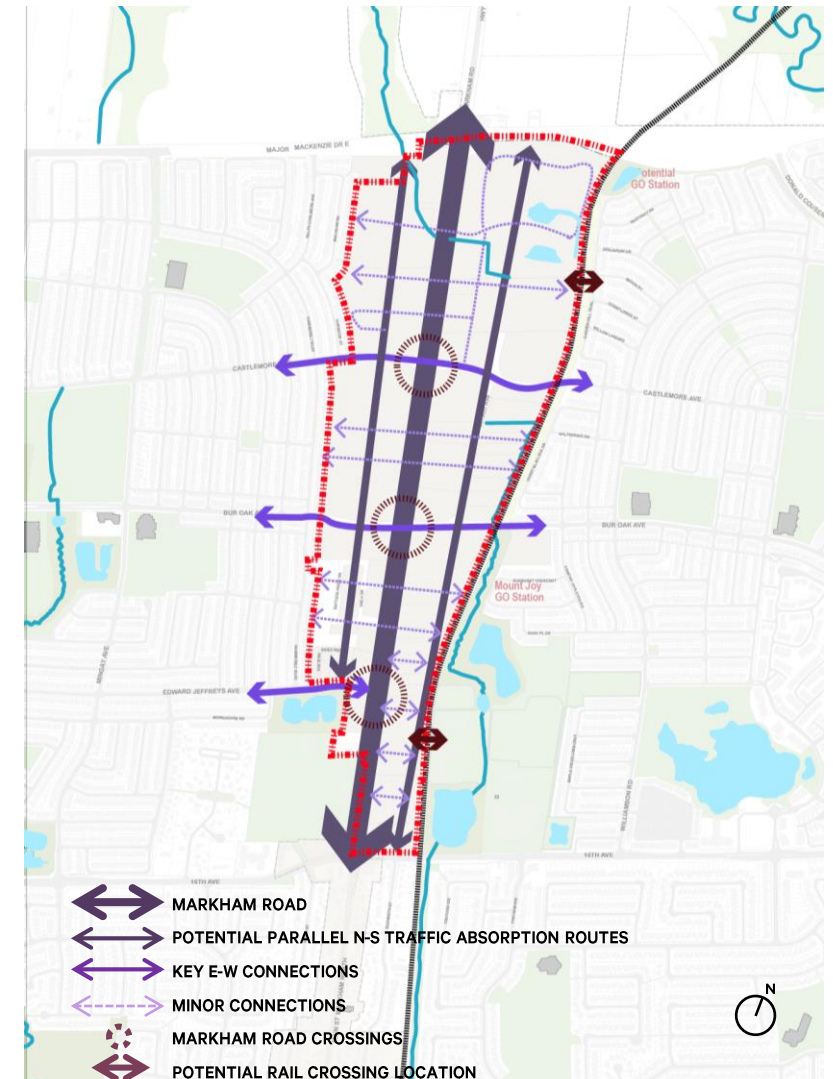
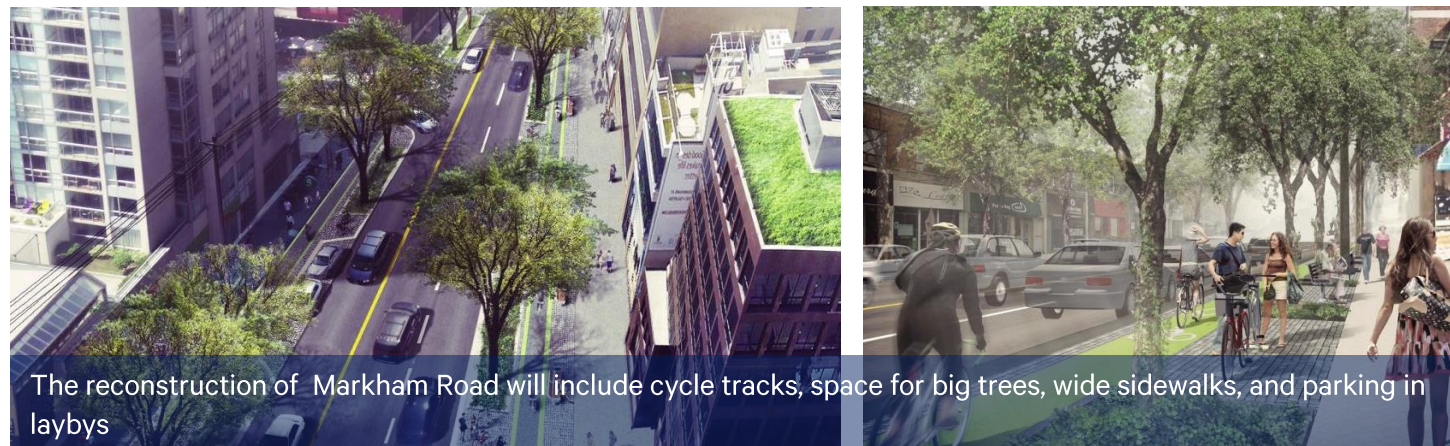




### Improve access and connectivity, prioritize mobility through walking, cycling and transit

#### Objectives

- Redefine Markham Road from 16<sup>th</sup> Avenue to Major Mackenzie Drive East as a **main street that provides for the daily needs of residents, businesses and visitors**
- Build and expand the pedestrian and cycling network to **facilitate active travel** and **increase connections across the rail corridor** to existing communities and local destinations.
- Delineate a **finer-grain network of streets and blocks** that is pedestrian-scaled, with clear and safe cycle routes in addition to travel routes for vehicles
- Plan and protect for a potential **additional GO rail station at Major Mackenzie Drive East and Markham Road** to increase mobility options and development opportunities in the long term
- **Balance multi-modal users in the public rights-of-way**, with adequate allocation of space and functional design that ensure the safety of all users



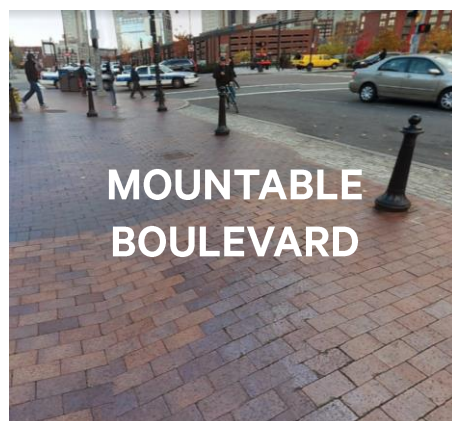


### Improve access and connectivity, prioritize mobility through walking, cycling and transit

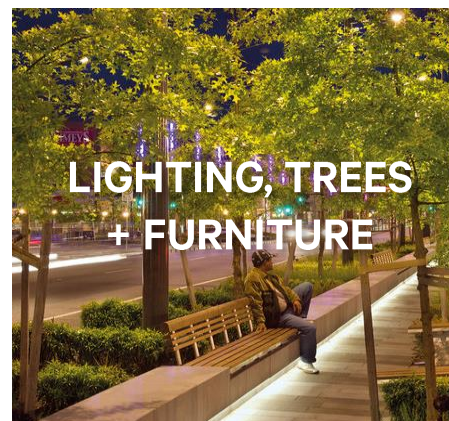
#### Existing Challenge



#### A Potential Hybrid Solution: Flex-Shared Space



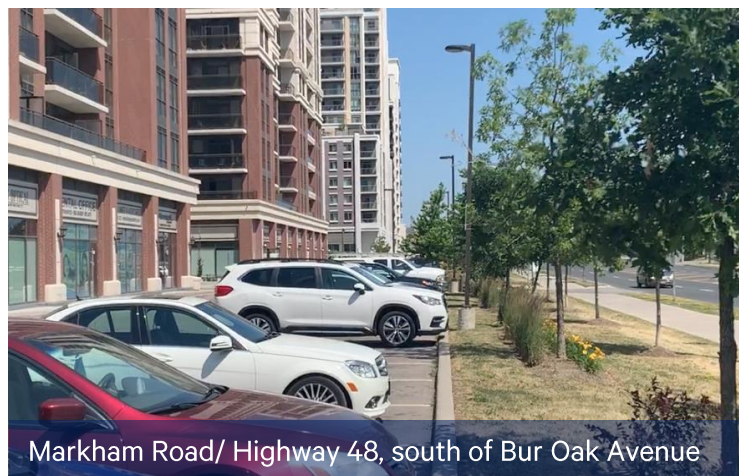
#### Essential Elements & Details





Improve access and connectivity, prioritize mobility through walking, cycling and transit

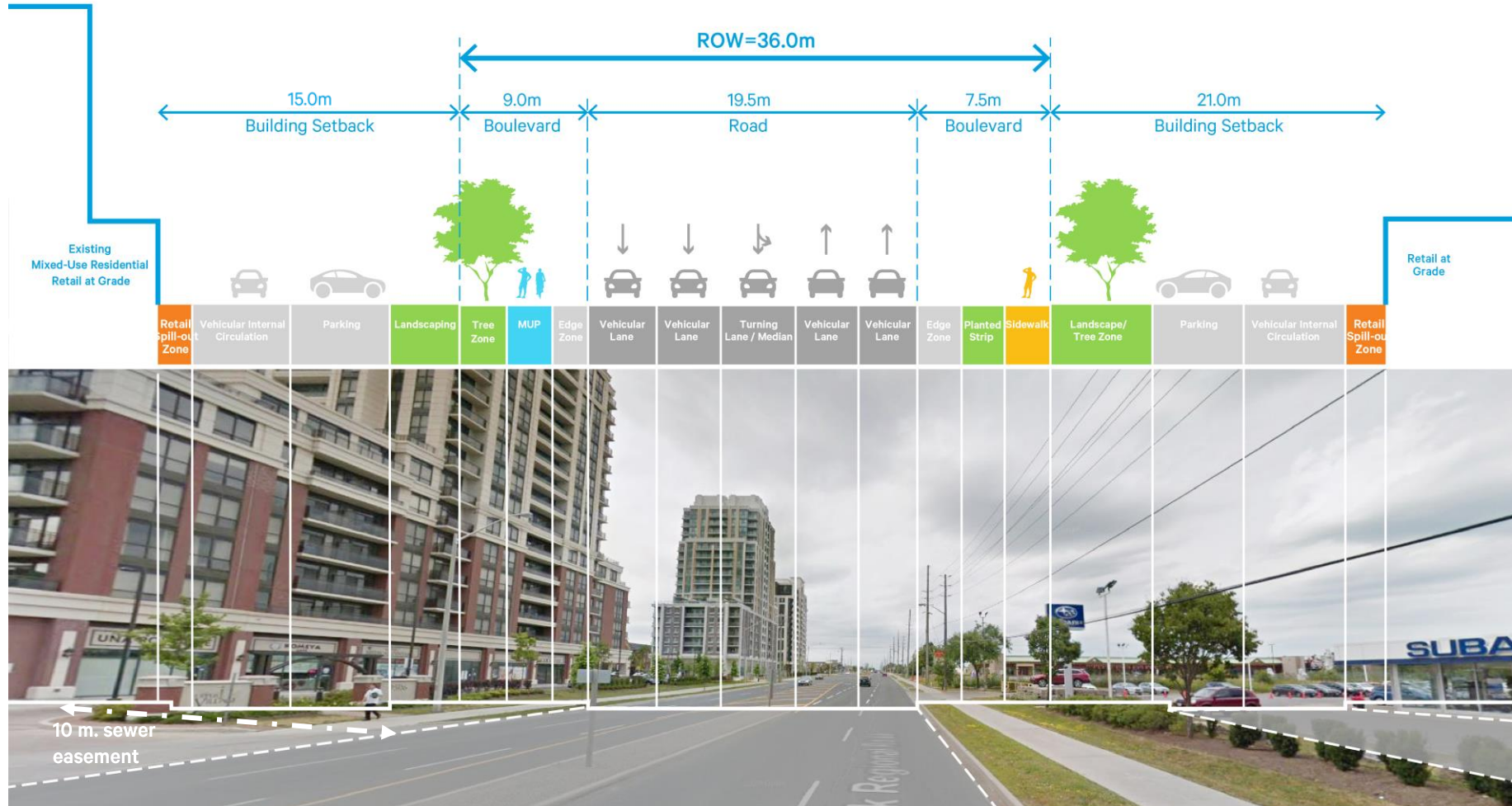
### Markham Road Today





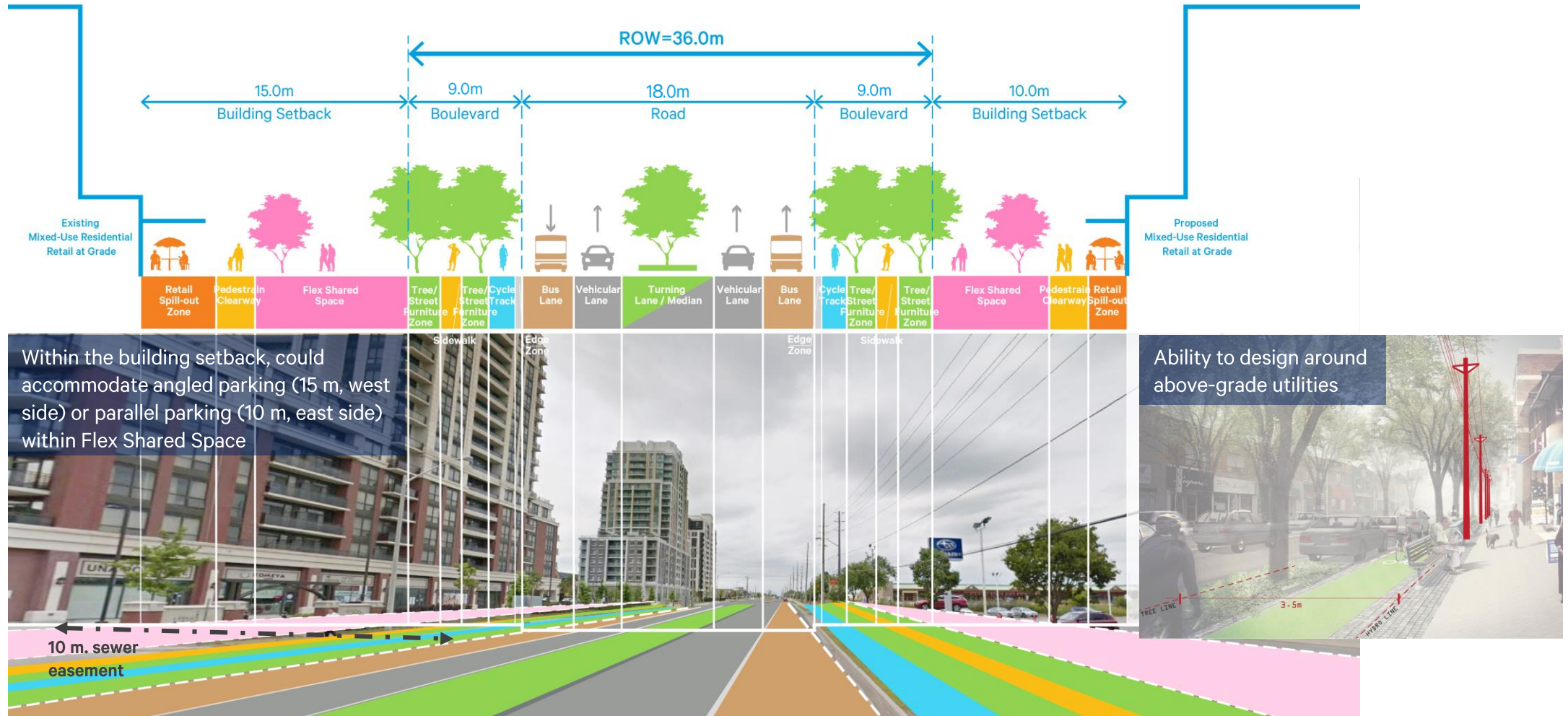
Improve access and connectivity, prioritize mobility through walking, cycling and transit

Markham Road Today



## Improve access and connectivity, prioritize mobility through walking, cycling and transit

### Potential Streetscape: The Complete Multi-Way



### Improve access and connectivity, prioritize mobility through walking, cycling and transit

#### Street Element Standards

##### SIDEWALK

###### STANDARD



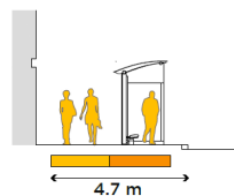
- 2m Minimum
- 3+m Recommended

###### WITH FURNITURE



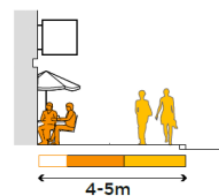
- Benches set back from back curb edge minimum .06m

###### WITH TRANSIT STOP



- Bus stop must be a minimum of 0.60m from face of curb

###### WITH PATIO



- Patio dimension between 2-3m. Minimum pedestrian clearway of 2m

##### TREE ZONE

###### OPEN TRENCH



- Tree a minimum of 1.75 m from the back of curb to the centre of the tree
- Space between trees can be paved and used for other uses

###### TREE GRATE



- Tree a minimum of 1.75 m from the back of curb to the centre of the tree
- Soil system may need to extend beyond tree zone
- Space between trees can be paved and used for other uses

##### CYCLING

###### RAISED CYCLE TRACK



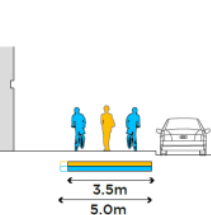
- 1.5 Minimum
- 2.0m Recommended
- Not including buffer
- Not including curb

###### PROTECTED CYCLE TRACK



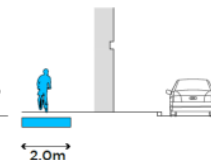
- Different treatments (raised curb, bollards, tree etc.)
- Not including curb

###### MULTI-USE PATH



- 3.5m Minimum
- 3.5-5.0m Recommended

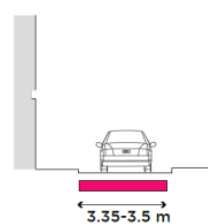
###### ALTERNATE ROUTE OFF-ROAD TRAIL (NOT IN DUNDAS)



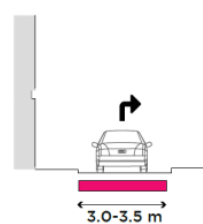
- 2m Minimum
- Undesired condition
- Not including curb
- Location TBD

##### VEHICULAR LANES

###### THROUGH TRAFFIC

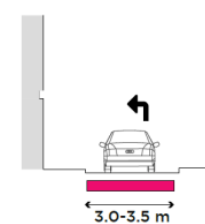


###### LEFT TURN



- Potential conflicts with central transit lanes

###### RIGHT TURN

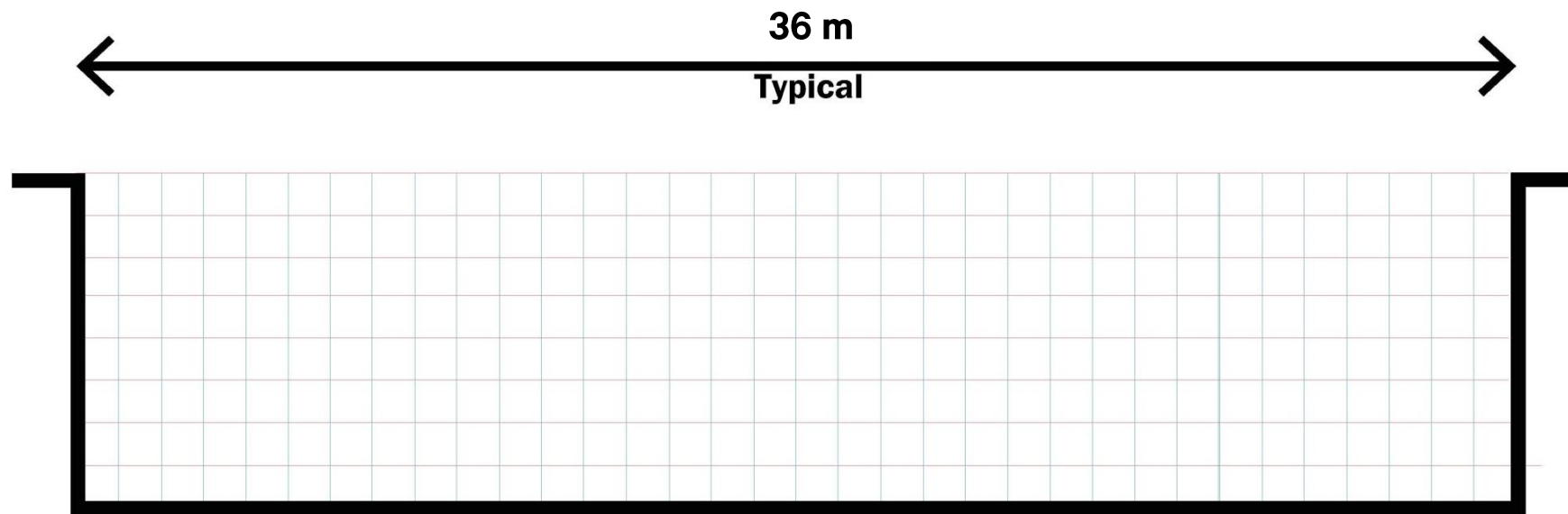
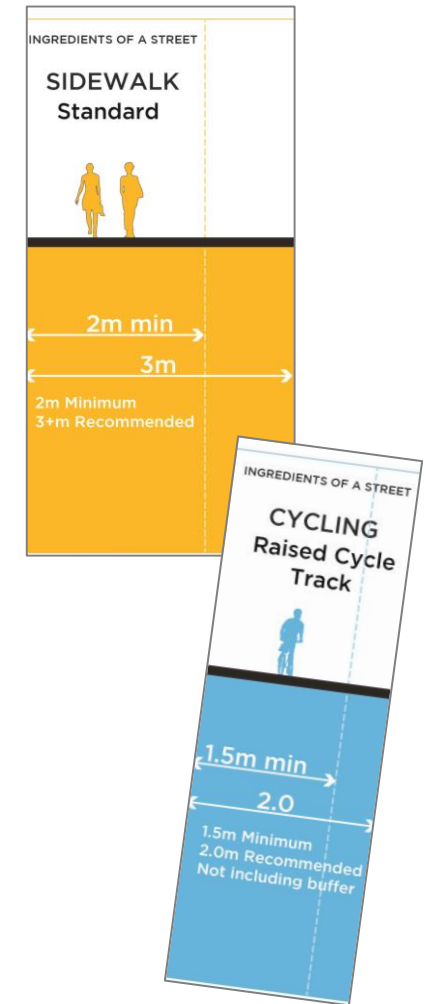


- Potential conflicts with cycling infrastructure



Improve access and connectivity, prioritize mobility through walking, cycling and transit

What are the street elements you would like to see on Markham Road?

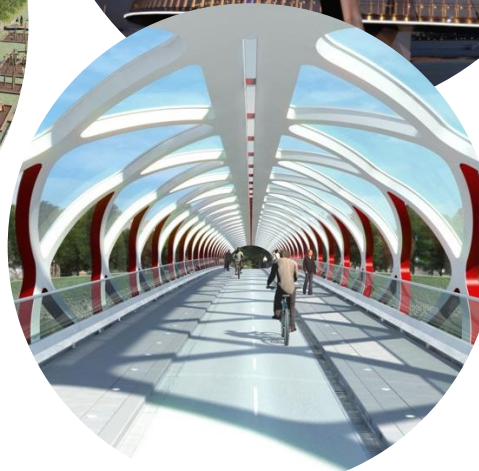


SCALE  
0 1 2 3 4 5m

## Improve access and connectivity, prioritize mobility through walking, cycling and transit

### How can the Rail Corridor be a Connective Spine?

- Continuous linear park within required 30m setback from rail line
- Direct and continuous links to and between stations
- Key connector to reinforce broader open space & green infrastructure system
- Continuous and integrated active transportation corridor and paths to support walking and cycling
- 2 potential pedestrian and cycling bridges

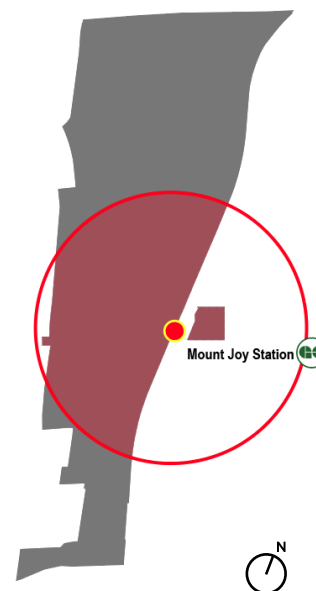




## Improve access and connectivity, prioritize mobility through walking, cycling and transit

How can we create highly walkable, connected + complete communities?

- Plan for a **~10-minute walk** (800 m) to transit stations
- The potential new station would be better suited to **relocate the parking facilities** for commuters that drive to Mount Joy GO Station
- Redeveloping the existing parking lots into an **integrated transit oriented development**
- Without the burden of needing to replace 2,000 parking spaces, the **development of a high-quality transit oriented development with a development partner can be more immediate, viable and potentially profitable**
- **Protect for a second station** and work towards fast-tracking it



Scenario 1:  
Maintain Existing  
Mount Joy GO Station

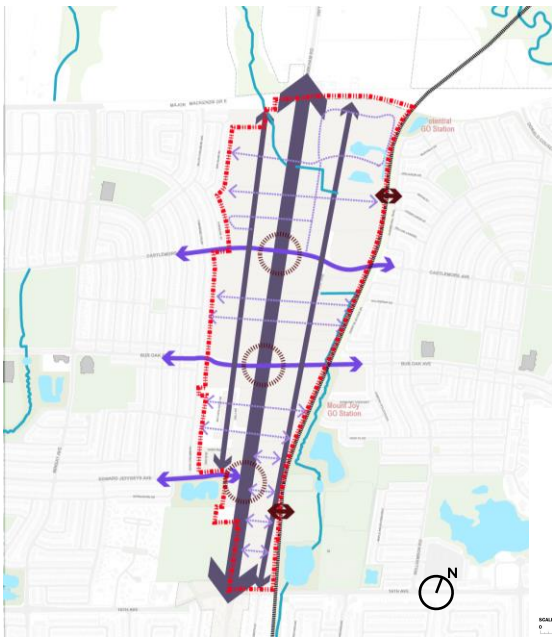


Scenario 2:  
Add a second new station at Major Mackenzie  
Drive, north of Mount Joy GO Station

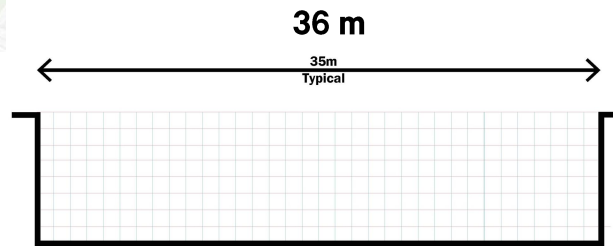
Improve access and connectivity, prioritize mobility through walking, cycling and transit

## MOBILITY RECAP

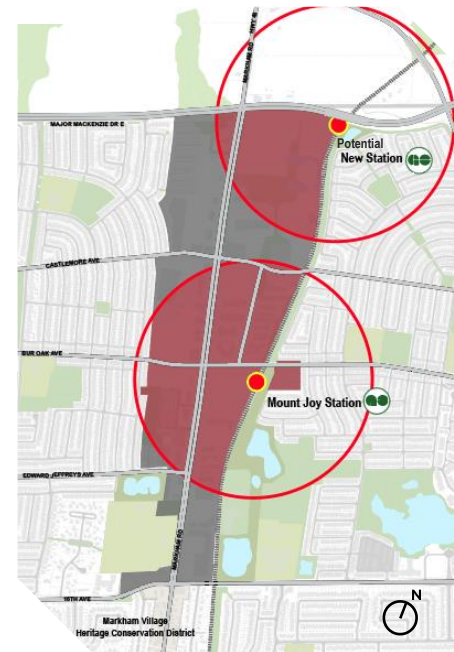
Potential Road Network



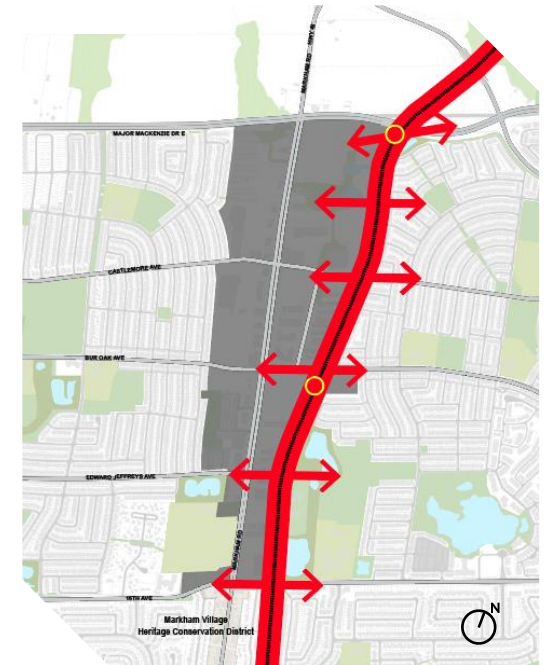
Markham Road Transformation



Connectivity to Transit



Rail Corridor as Connective Spine







# 4

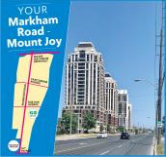
## Emerging Framework: Mobility

**Improve access and connectivity, prioritize mobility through walking, cycling and transit**



### LET'S WORKSHOP & LIVE DRAW:

- Where are the most important connections to/ from the existing and potential GO Stations?
- How should the connections be improved to/from the existing and potential GO Stations?
- What street elements are a priority for you and where should they be included?
- What types of street elements contribute to a “vibrant public realm”?
- What are the high- traffic areas within the Secondary Plan area (pedestrian/ cycling/ vehicular)?



# 5

## Emerging Framework: Parks & Open Space

**Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors**

### Objectives

- Establish a network of parks that provides **recreational opportunities** for current and future residents
- Protect and enhance the local **natural heritage system** and explore opportunities for **connections** outside the Secondary Plan area
- **Protect** and **restore** natural habitat and ecological connectivity associated with the Mount Joy Creek Urban River Valley
- Explore options/ solutions to eliminate current flooding associated with **Mount Joy Creek**
- Supplement the Greenway System by providing **parks, landscaping, and bird-friendly building designs** that support urban biodiversity and improve the urban forest canopy and pollinator habitat
- Design new communities that are **safe and resilient to flooding** and **effects of climate change**



Mount Joy Lake Park



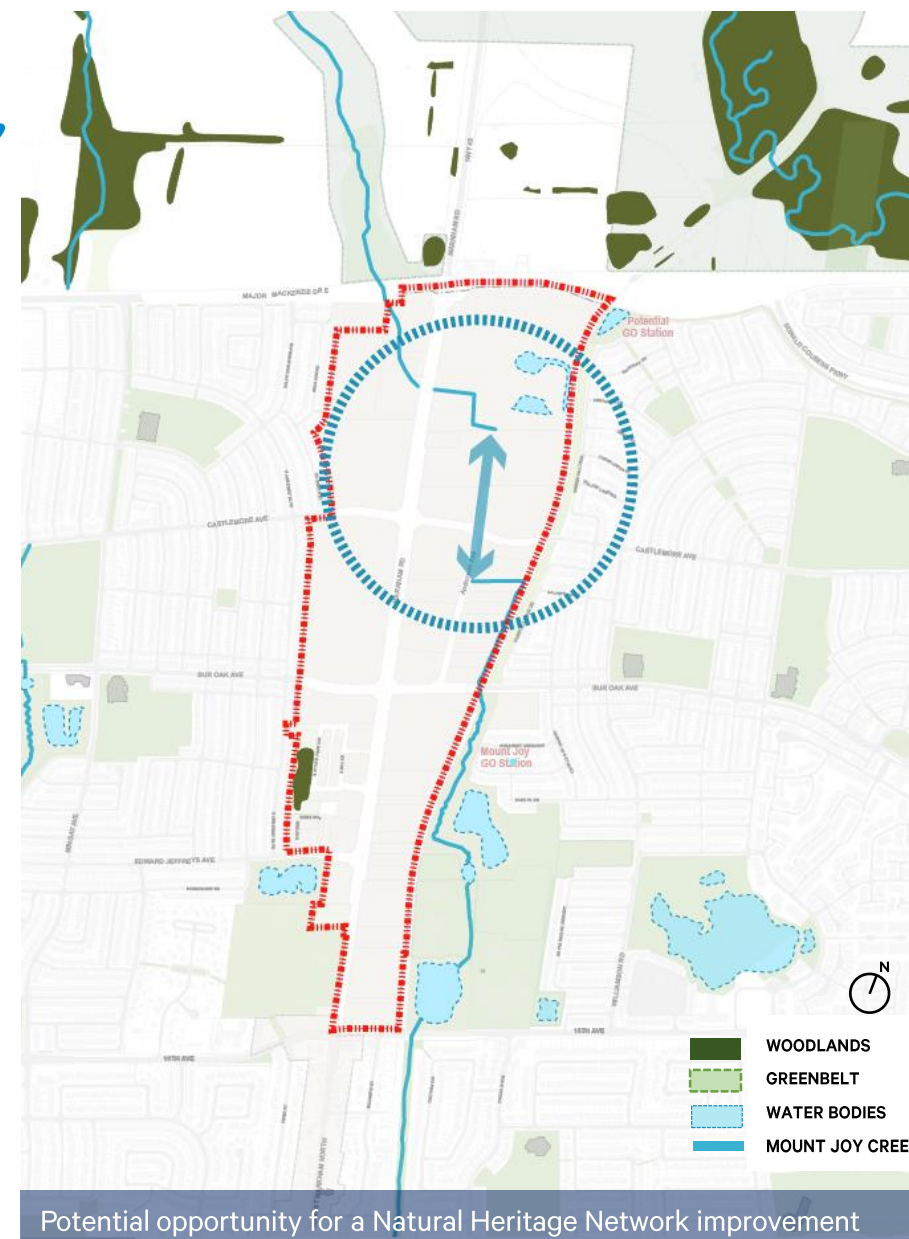
Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors

## Protection and Enhancement of the Natural Heritage Network

- A significant opportunity exists to re-establish the **Greenway System associated with Mount Joy Creek** as one of the main organizing elements of the community
- The potential exists to **protect** and **enhance** the features, functions and water resources associated with the greater Natural Heritage Network



Culvert at the terminus of the piped section of Mount Joy Creek



Potential opportunity for a Natural Heritage Network improvement



**Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors**

## Options for Mount Joy Creek

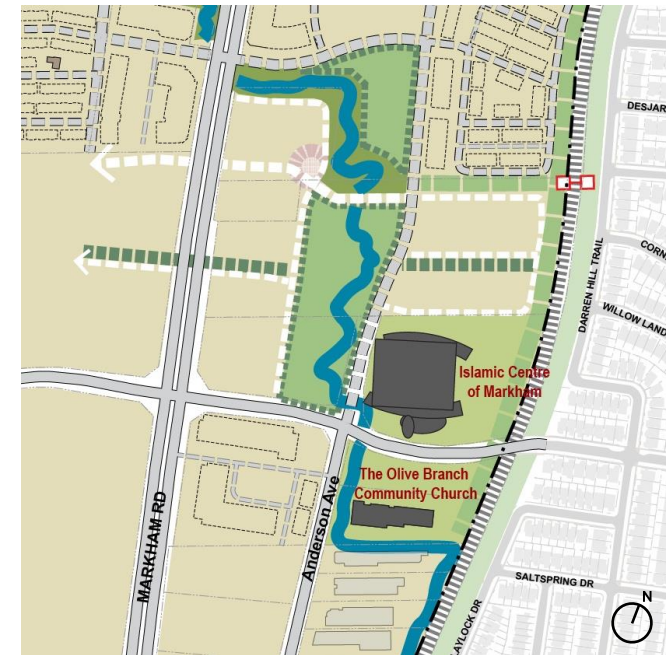
Mount Joy Creek is a natural watercourse that has been partially altered (piped sections) in the past. Options to restore the Creek will be explored to alleviate flooding with consideration to enhancing habitat, encourage biodiversity and create an open space amenity for all to enjoy. The preferred Creek restoration option will need to consider impacts on; transportation, costs, existing businesses, and future developments



**Concept 1: Piped Sections**



**Concept 2: Re-aligned (open channel/piped)**



**Concept 3: Open Channel**



**Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors**

## Parks Classification

Section 4.3 of the Markham Official Plan (2014) sets forth a classification system for the City's parks and open spaces. Of the types provided, the **Neighbourhood Park** typology is most appropriate for the Secondary Plan area. **Neighbourhood Parks** of various sizes provide space for active and passive recreational needs, including:



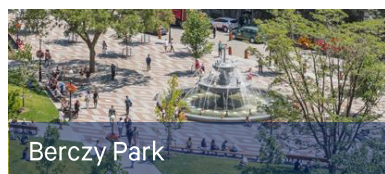
Pottery Park



Churchill Square



McGill Street Parkette



Berczy Park



### Active Parks (1-6 ha)

Parks that provide space for field sports, playgrounds and recreational needs of low-mid rise residential areas



### Urban Squares (0.5-5 ha)

Multifunctional, flexible spaces for programming and social gatherings, civic functions, and recreational needs of a mixed-use neighbourhood



### Parkettes (0.5-1.5 ha)

Passive recreational space within a 2-5 minute walk of residences in a low-mid rise residential area



### Urban Parkettes (0.2-0.5 ha)

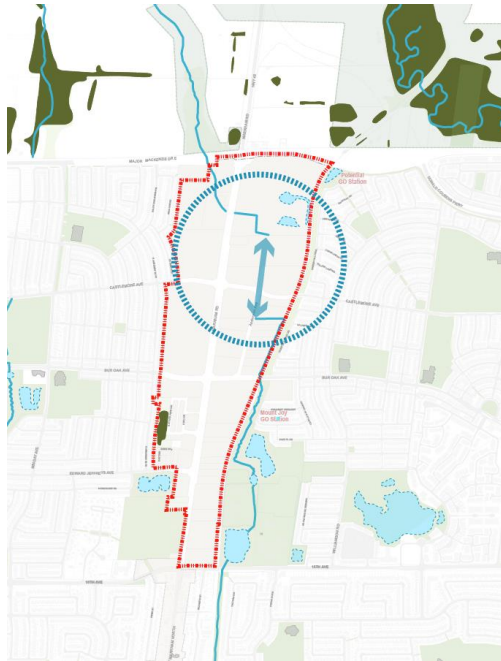
Animated by adjacent uses (cafes, shops) with a short minute walk of residents and businesses within a mixed use neighborhood



Potential distribution of park spaces (for discussion)

## PARKS & OPEN SPACE RECAP

## Natural Heritage



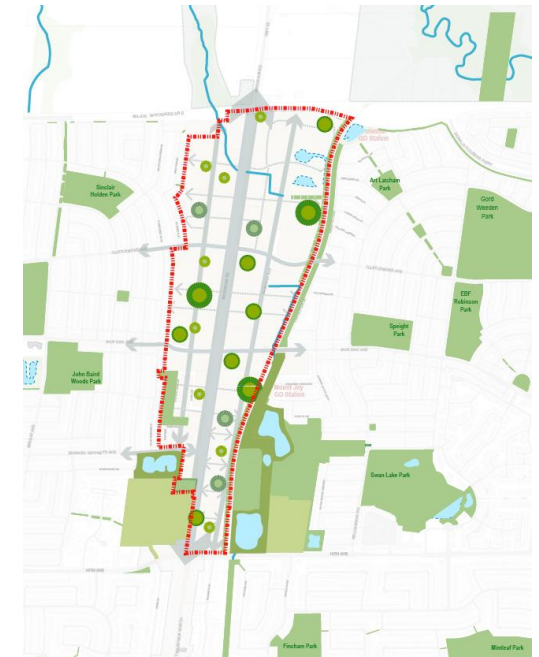
## Mount Joy Creek



## Parkland Classification



## Parkland Distribution







# 5

## Emerging Framework: Parks & Open Space

Restore, protect and enhance the health of the community's land, water and air to promote the wellbeing of residents and visitors



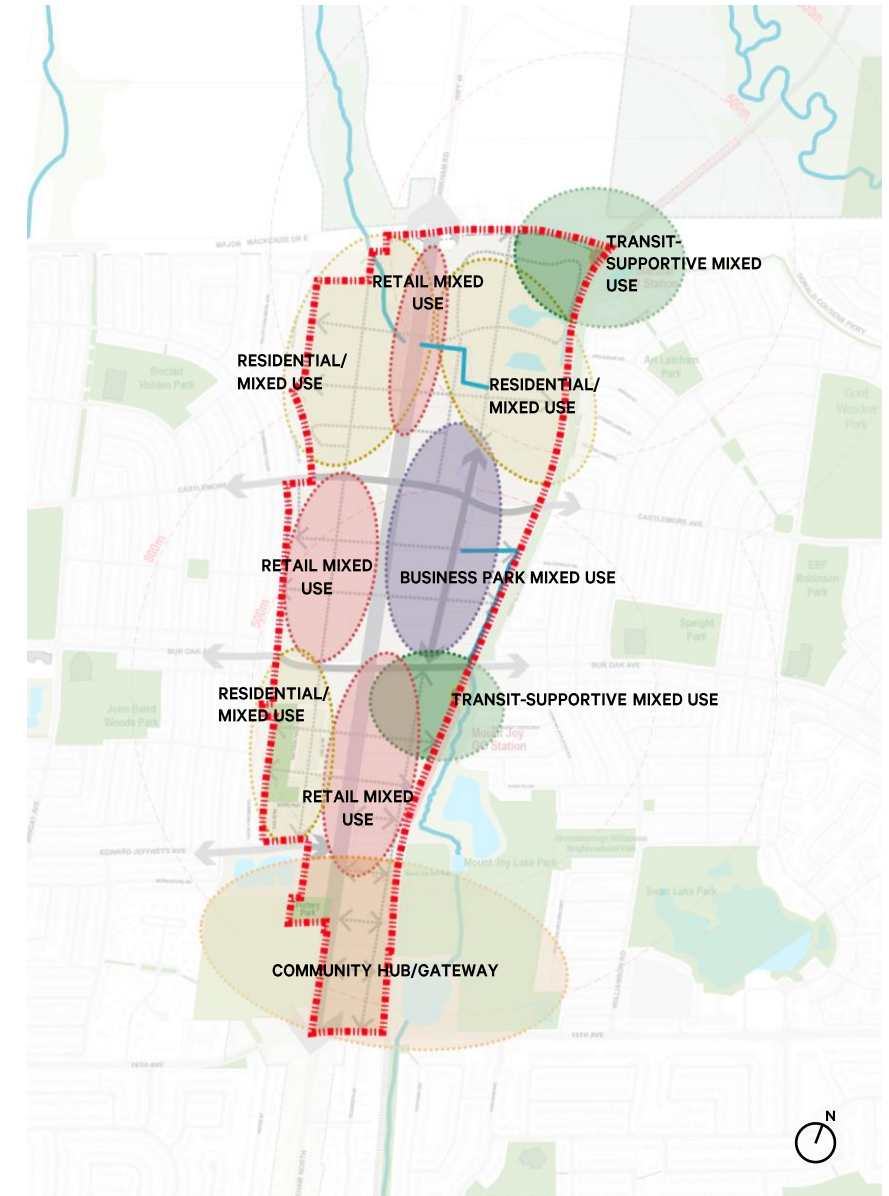
### LET'S WORKSHOP & LIVE DRAW:

- What types of parks and open spaces would you like to see in the Secondary Plan area and where would you like them located?
- Do you think there should be larger but fewer parks or smaller but more parks dispersed throughout the Secondary Plan area?
- Please share your ideas on enhancing the Natural Heritage Network, including opportunities to make connections outside of the Secondary Plan area.
- What community priorities should be considered when evaluating options to restore Mount Joy Creek?

## Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

### Objectives

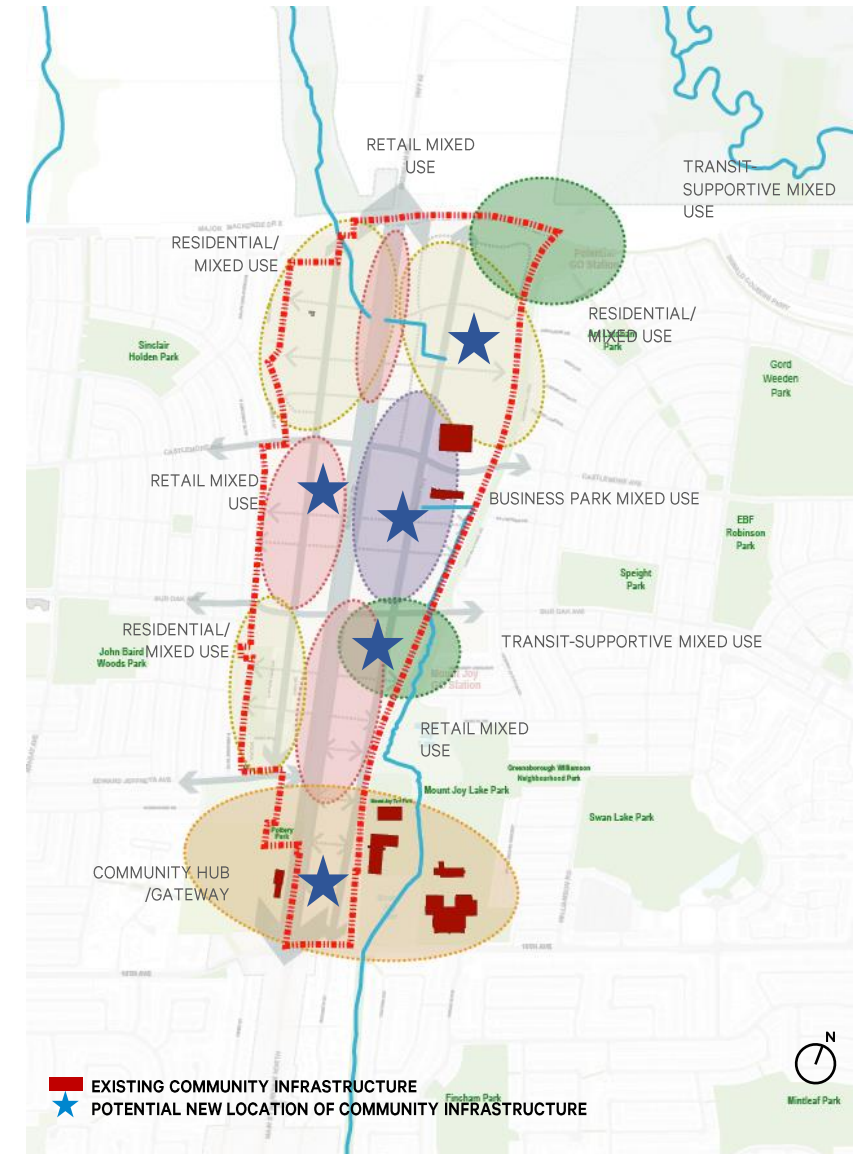
- Provide for a **range of housing types and tenures**, including affordable and rental housing options, and **to provide opportunities to age in place**
- Plan for **higher order transit-supportive uses and densities** surrounding the Mount Joy GO Station and potential future station at Major Mackenzie Drive East
- Plan for **employment opportunities that serve the community, that offer potential for career growth and that are accessible by transit and active transportation**, including live/work opportunities
- Plan for an **appropriate and complementary range and mix of uses** within each precinct area
- Plan for **community infrastructure** (schools, community centres, cultural centres, etc.) based on the needs of the projected population





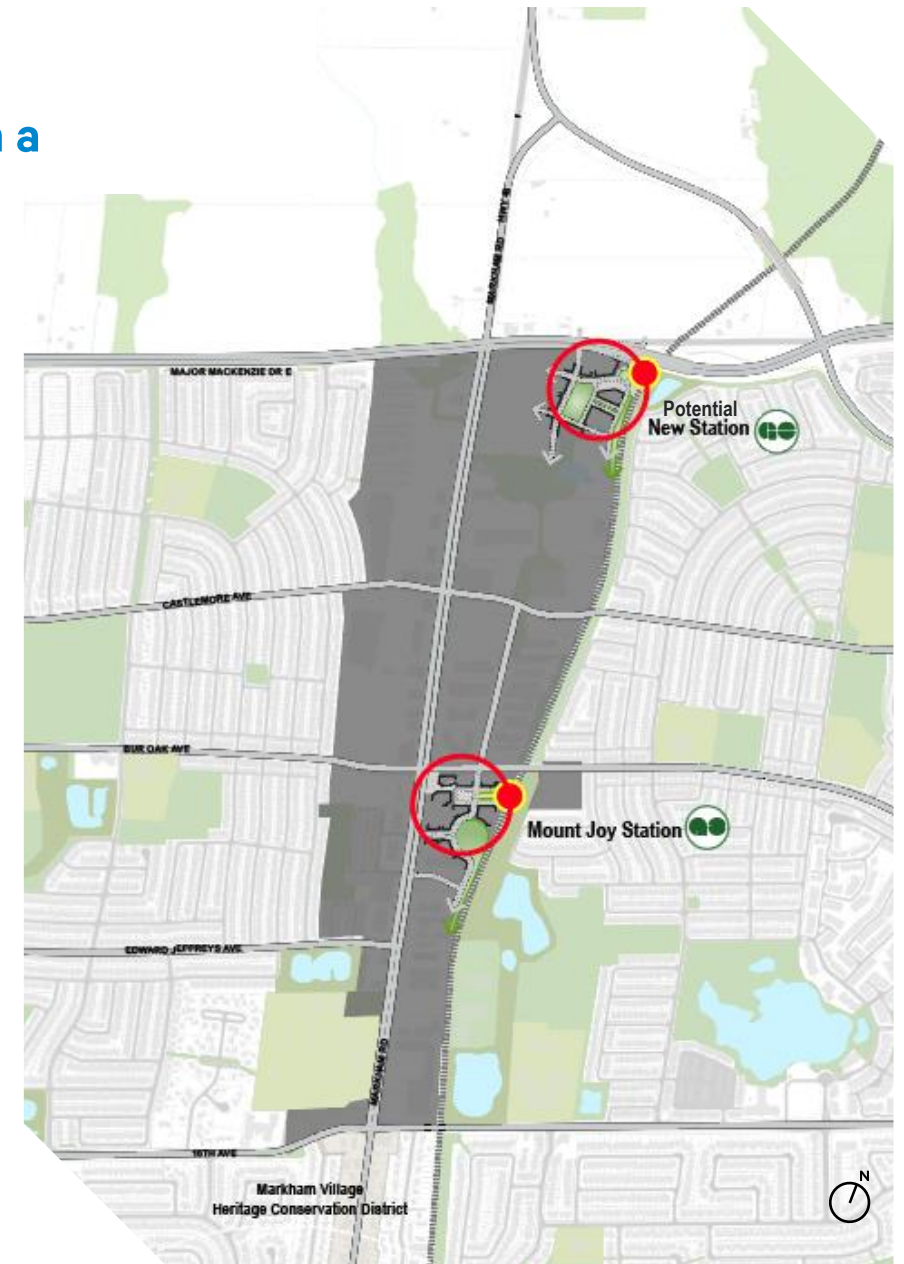
### Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

- As the community and population grows, there will be an increased need for key **community infrastructure**
- Community infrastructure may include **schools, community centres, childcare/daycare centres, cultural spaces, libraries, faith institutions** and other civic amenities
- These facilities can either be grouped into a **centralized hub** or **dispersed** throughout the Secondary Plan area (as shown). Quantity of community infrastructure will be dependent on projected population growth.



### Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

- The areas adjacent to transit stations are **most valuable and most prominent** that warrant the **highest and best uses**
- These developments should adhere to the **highest transit oriented development and urban design standards to set the bar high and positively influence** other area developments
- Station areas should **prioritize the pedestrian** and be comprised of **high-density mixed uses in compact form**



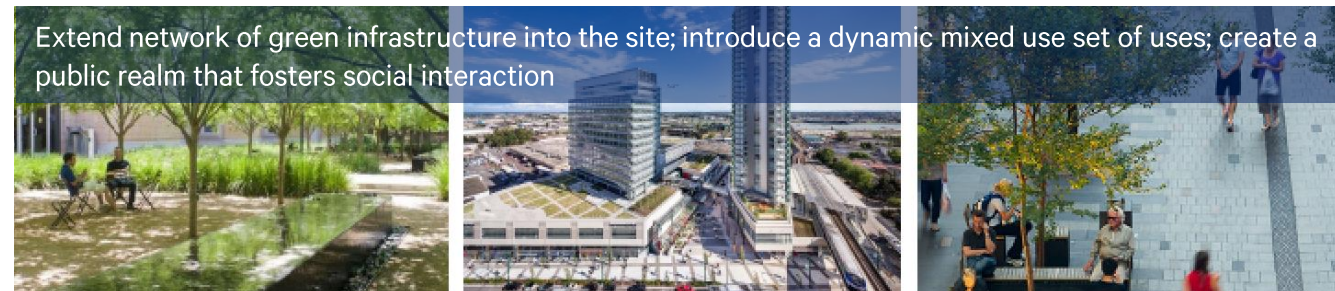
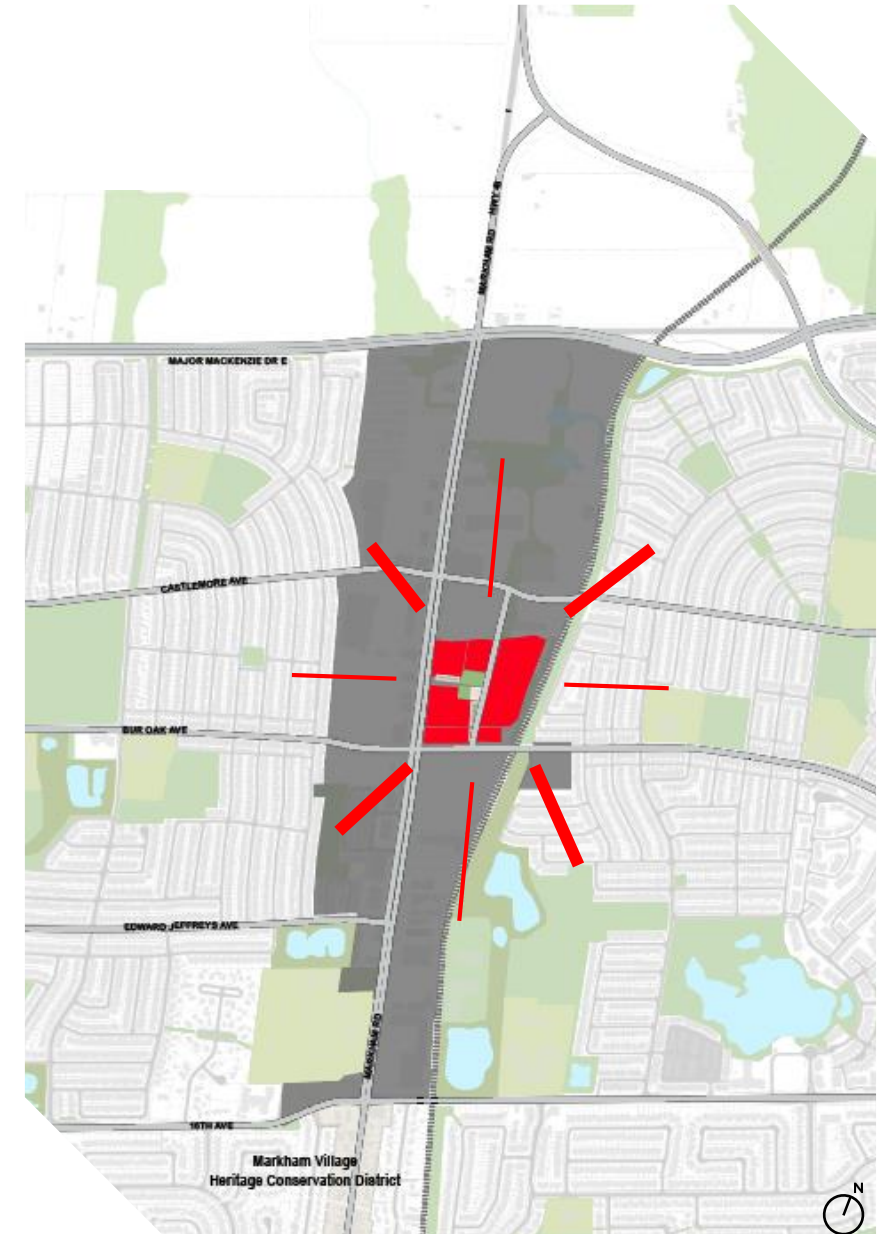
\*Note: potential built form siting/configuration shown for illustrative purposes only



**Diversify housing, employment and community uses to maintain a competitive economy and build a complete community**

### Nurturing an Innovation Hub at Mount Joy Business Park

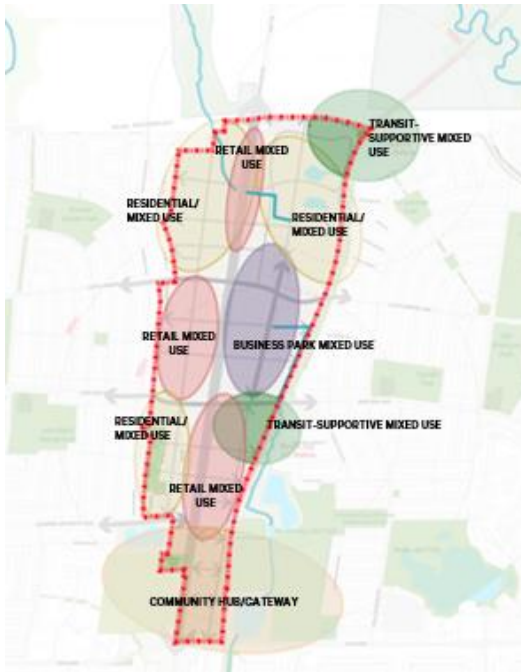
- Expand employment use permissions to better support and strengthen longer term viability of the Mount Joy Business Park
- Introduce a mix of uses on the west side of the Business Park with direct frontage on both Markham Road and Anderson Avenue
- Create a distinct gateway and new 'front door' leading to the Mount Joy GO Station



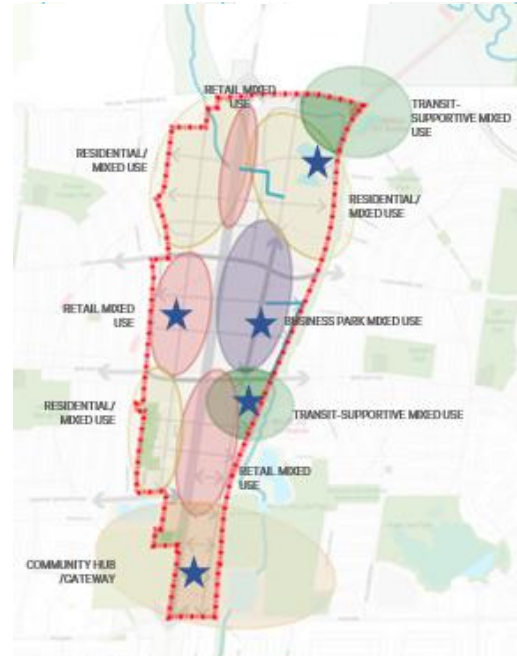
Diversify housing, employment and community uses to maintain a competitive economy and build a complete community

## LAND USE RECAP

Land uses



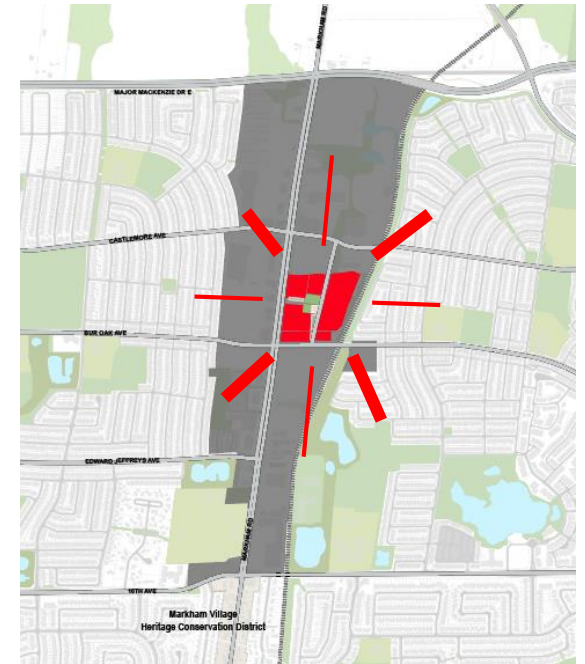
Community infrastructure



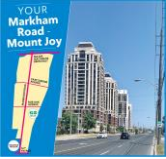
Transit Oriented Development



Mount Joy Business Park







# 6

## Emerging Framework: Land Use

**Diversify housing, employment and community uses to maintain a competitive economy and build a complete community**



### LET'S WORKSHOP & LIVE DRAW:

- What type of community infrastructure and facilities should be planned for in the Secondary Plan area? Should they be grouped into a centralized hub or dispersed throughout the Secondary Plan area?
- What types of uses should be considered to protect and enhance the viability of the Mount Joy Business Park?
- What types of uses would you like to see around the existing and potential GO Stations?

## Strive for private and public design excellence and promote cultural heritage to create a sense of place

### Objectives

- Create a **sense of community identity** through the establishment of a high quality public realm, built form character and a high standard of urban design
- Identify and plan for the **community infrastructure** (public facility and service) needs of the community
- Use **gateways, public art, streetscapes, signage and wayfinding** to establish a distinct and recognizable character
- Recognize, protect and conserve **cultural heritage resources** within the community and through development opportunities



Markham Museum



**Strive for private and public design excellence and promote cultural heritage to create a sense of place**

Establishing Distinct Character Areas



**A North Area**

Defined by residential development; the potential for a new GO Station; and the Mount Joy Creek traversing the area



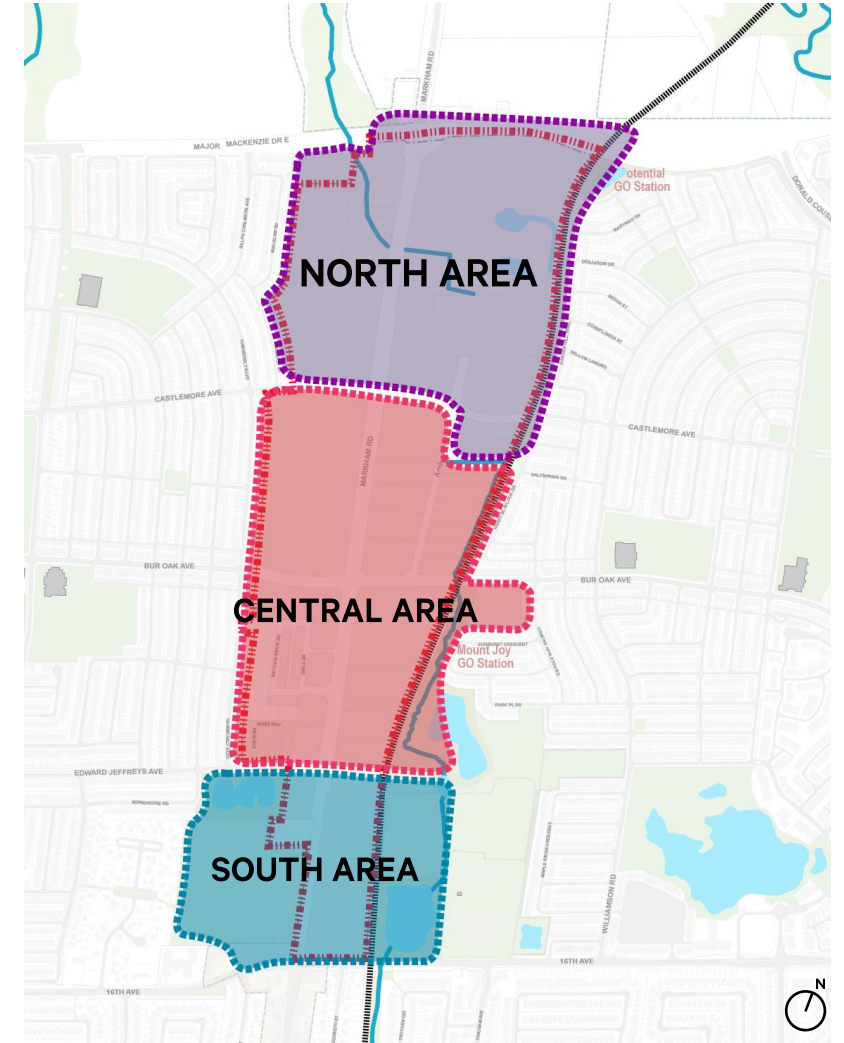
**B Central Area**

Defined by retail/commercial concentration, higher densities, large-format retail and ample surface parking



**C South Area**

Defined by its gateway of Markham Museum to the West and Mount Joy Lake Park to the east; transitional zone from Markham Village



Strive for private and public design excellence and promote cultural heritage to create a sense of place

## Key Placemaking Elements



A

### Key Streetscapes

Key connecting corridors with specialized boulevard treatments; trees; multi-modality; and active frontage



B

### Gateways

Key points of entry at the North (rural to urban transition) and South (Markham Village transition) ends of the Secondary Plan Area- defined by grand open spaces, landmark buildings, public art or signage depending on existing conditions



C

### Nodes

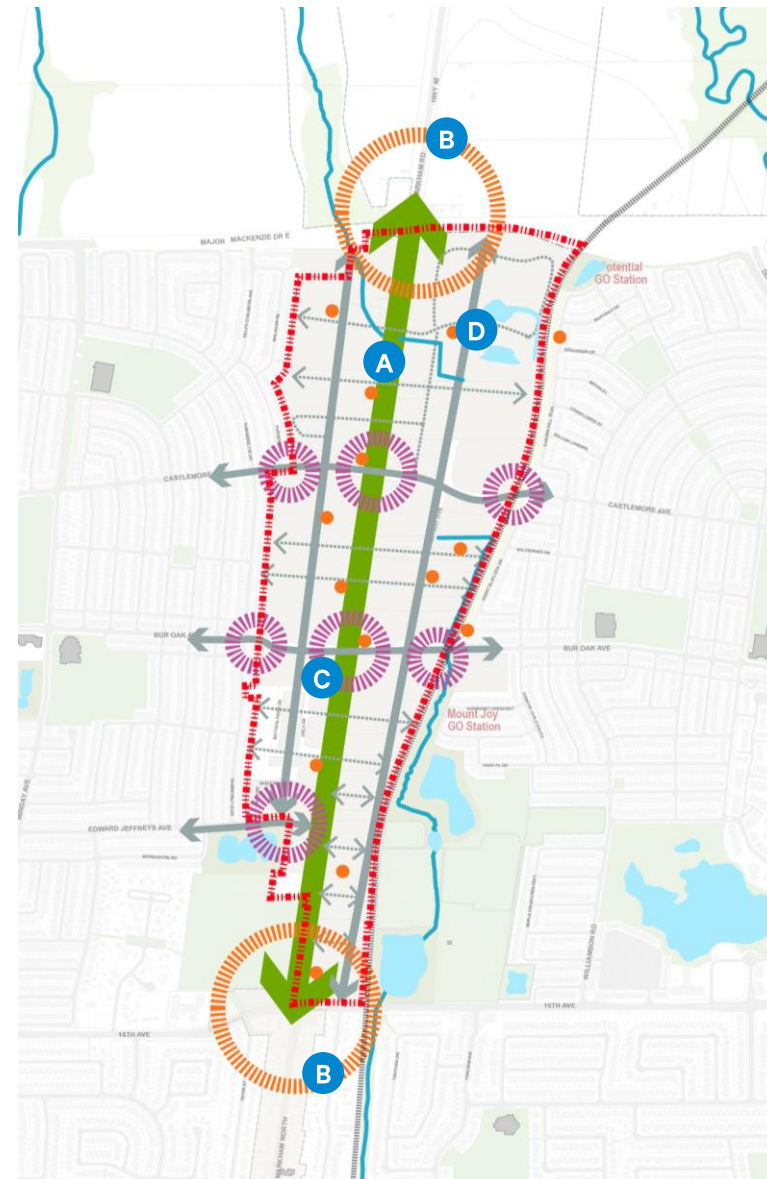
Key intersections defined by taller built form, open spaces, public art, key retail tenants, and transit connections



D

### Public Art/Signage/Wayfinding

Interactive or sculptural art elements; heritage signage; wayfinding signage

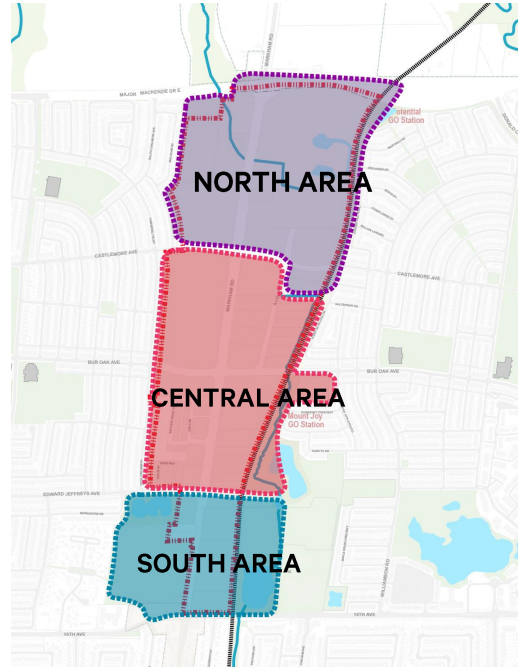




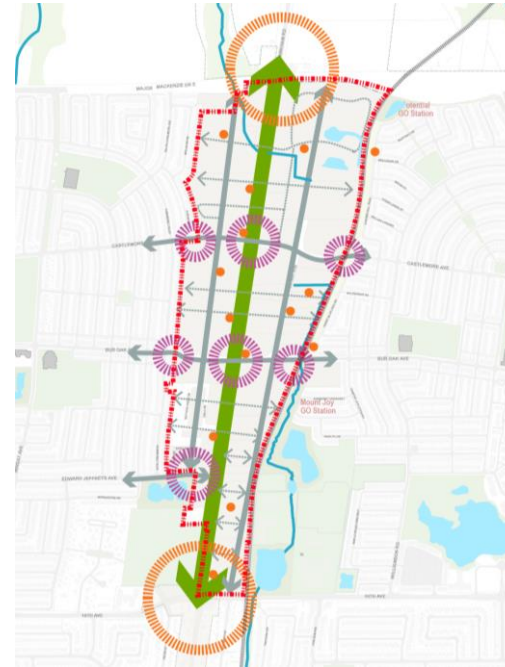
Strive for private and public design excellence and promote cultural heritage to create a sense of place

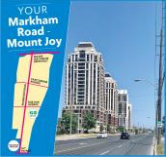
## PLACEMAKING RECAP

Character Areas



Placemaking Elements





# 7

## Emerging Framework: Placemaking

**Strive for private and public design excellence and promote cultural heritage to create a sense of place**

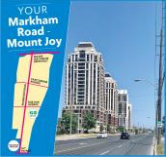


### **LET'S WORKSHOP & LIVE DRAW:**

- Do you agree with the proposed precinct areas? Are there other unique precincts within the Secondary Plan area that should be recognized?
- How should the transitions to the rural lands to the north and Markham Village to the south be considered?



# 10 Minute Break



# 8

## Summary and Discussion



### LET'S WORKSHOP & LIVE DRAW:

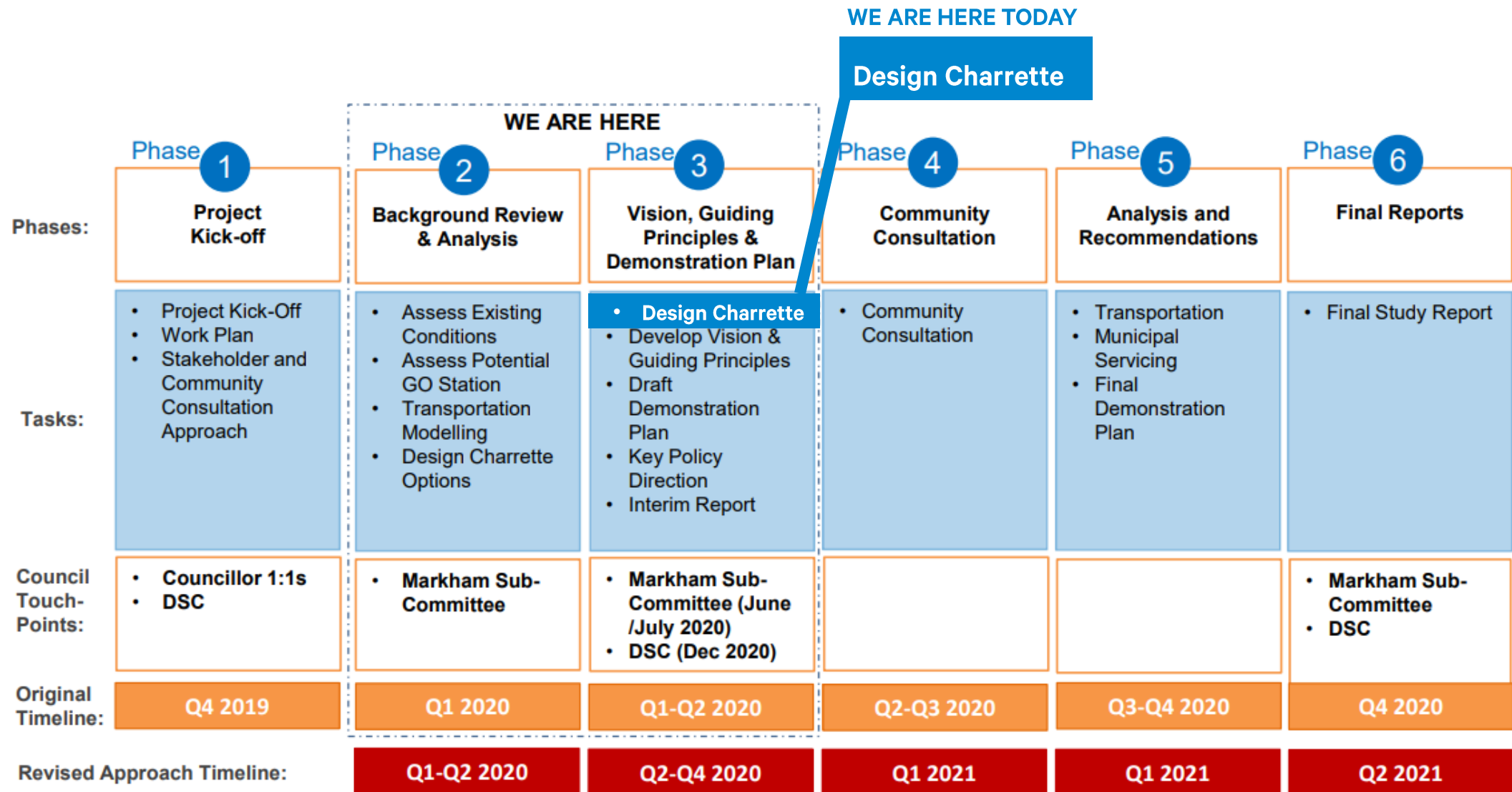
- Based on your knowledge of the Secondary Plan area and the ideas that we have discussed today, do you have any suggestions regarding the guiding principles?
- Do you have any further questions or comments?





# 9

## Next Steps



# Thank You!

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

<https://yourvoicemarkham.ca/yourmarkhamroadmountjoy>

Or contact:

Darryl Lyons, Manager, Policy, City of Markham: [dlyons@markham.ca](mailto:dlyons@markham.ca)  
Shonda Wang, Principal, SvN: [swang@svn-ap.com](mailto:swang@svn-ap.com)