

Markham Centre Secondary Plan Update

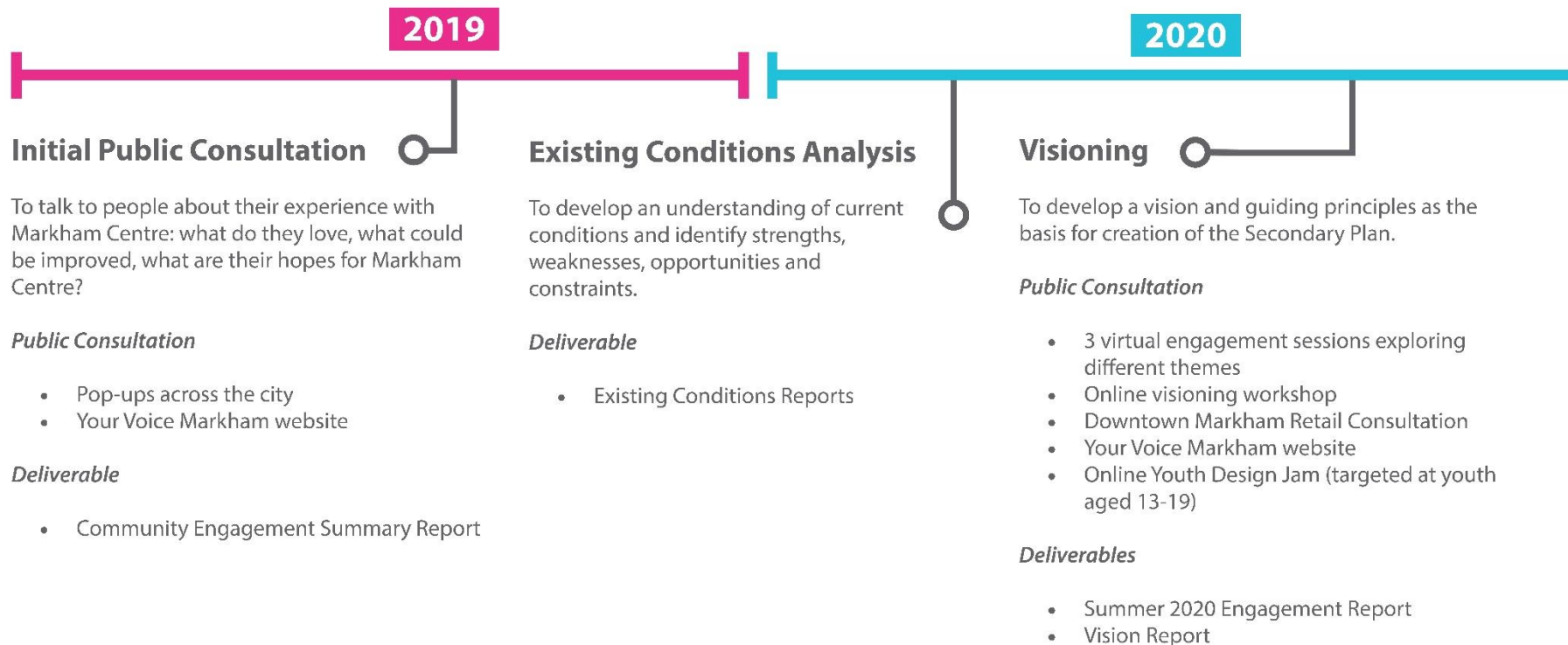
DSC Presentation:
February 8, 2021





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Project Update





We are
here

2020-2021

2021

2022

Development Options

To explore different ideas for the future of Markham Centre, including variations on built form, height and density, land use, parks and open spaces, community amenities, and transportation networks.

*Public Consultation**

- Focus groups
- Pop ups in well-frequented locations (e.g., YMCA, libraries)
- Public open house
- Your Voice Markham website

Deliverables

- Development Options
- Options Consultation Summary

Development Concept

To develop and refine a preferred development concept based on the feedback on options.

*Public Consultation**

- Public open house
- Your Voice Markham website

Deliverable

- Draft Development Concept Report

Secondary Plan

To produce the Secondary Plan for Markham Centre to brought into force through an amendment to the Markham Official Plan.

*Public Consultation**

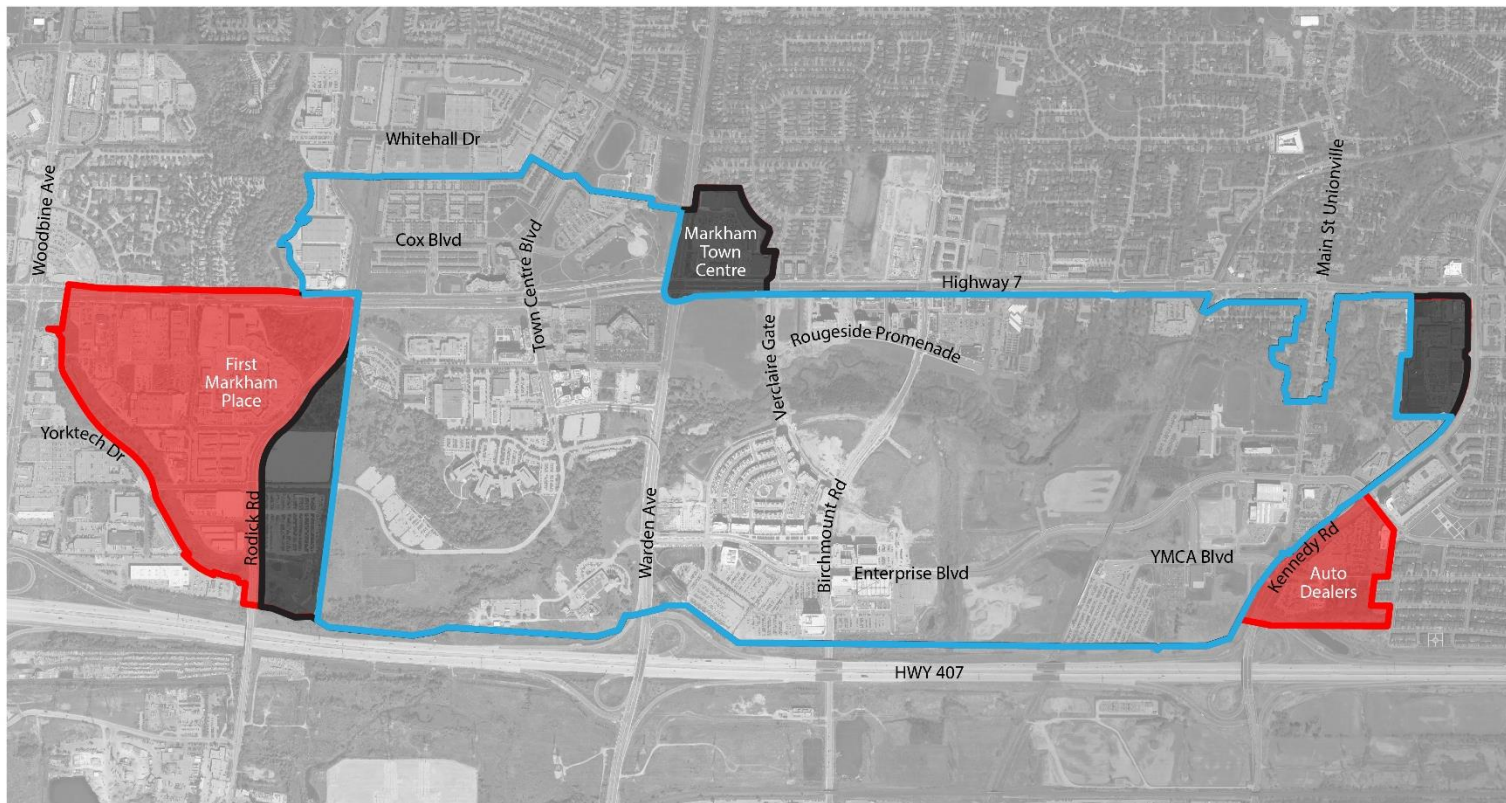
- Statutory public meeting
- Your Voice Markham website

Deliverable

- Markham Centre Secondary Plan

**Future public consultation approaches will be determined based on the status of the COVID-19 pandemic and the need to use virtual platforms rather than in-person events.*

Boundary Expansion



- MCSP Boundary Today
- Expanded MCSP Boundary
- Further Expanded MCSP Boundary



Scale of Markham Centre



Size comparison with other
GTA Centres





Markham Centre and Downtown Toronto



Vision and Guiding Principles



Markham Centre is Markham's downtown.

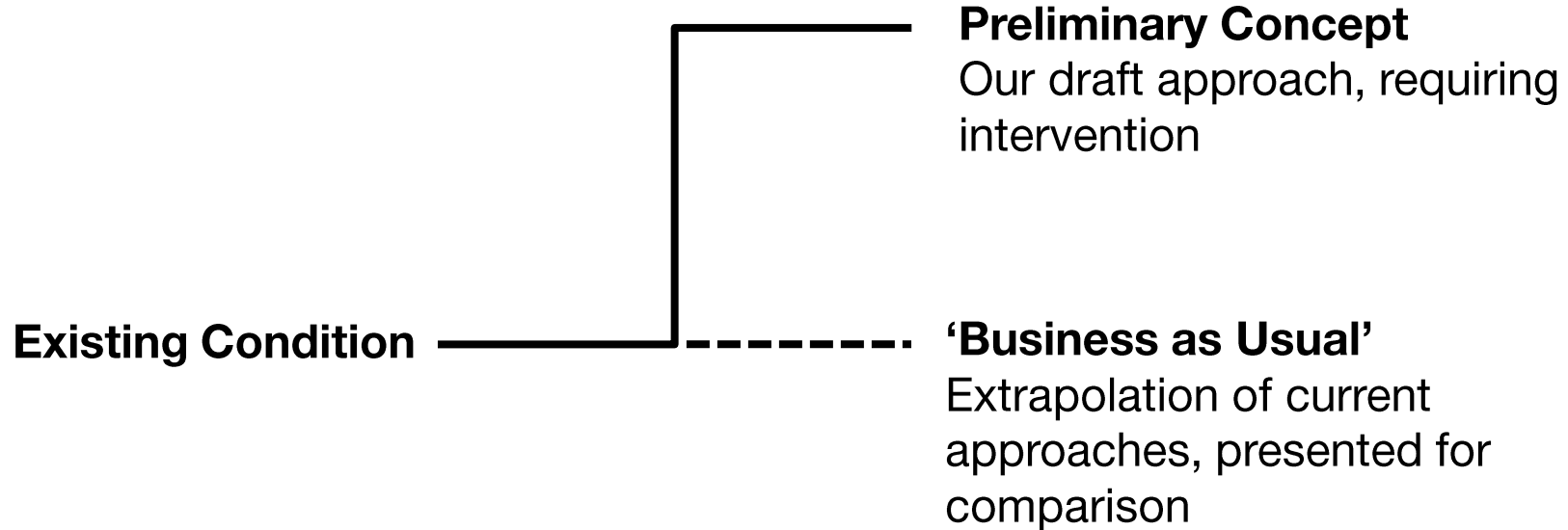
**It is the heart of the city
and a vibrant, intensive,
mixed use urban core.**



1. **Create a place that is the heart of Markham.**
2. **Support a diverse and prosperous economy.**
3. **Support arts, culture and recreation.**
4. **Create an efficient and safe transportation system.**
5. **Create a great public realm.**
6. **Foster diverse built form.**
7. **Build neighbourhoods with access to all the things needed for daily life.**
8. **Realize the full potential of the Rouge River Valley as an environmental and placemaking feature.**
9. **Champion sustainability and environmental performance.**
10. **Plan for inclusive and diverse neighbourhoods.**
11. **Transition from suburban to urban.**

Approach to Options

Structure of Options





What is a business as usual approach?

The continuity of present trajectories, including:

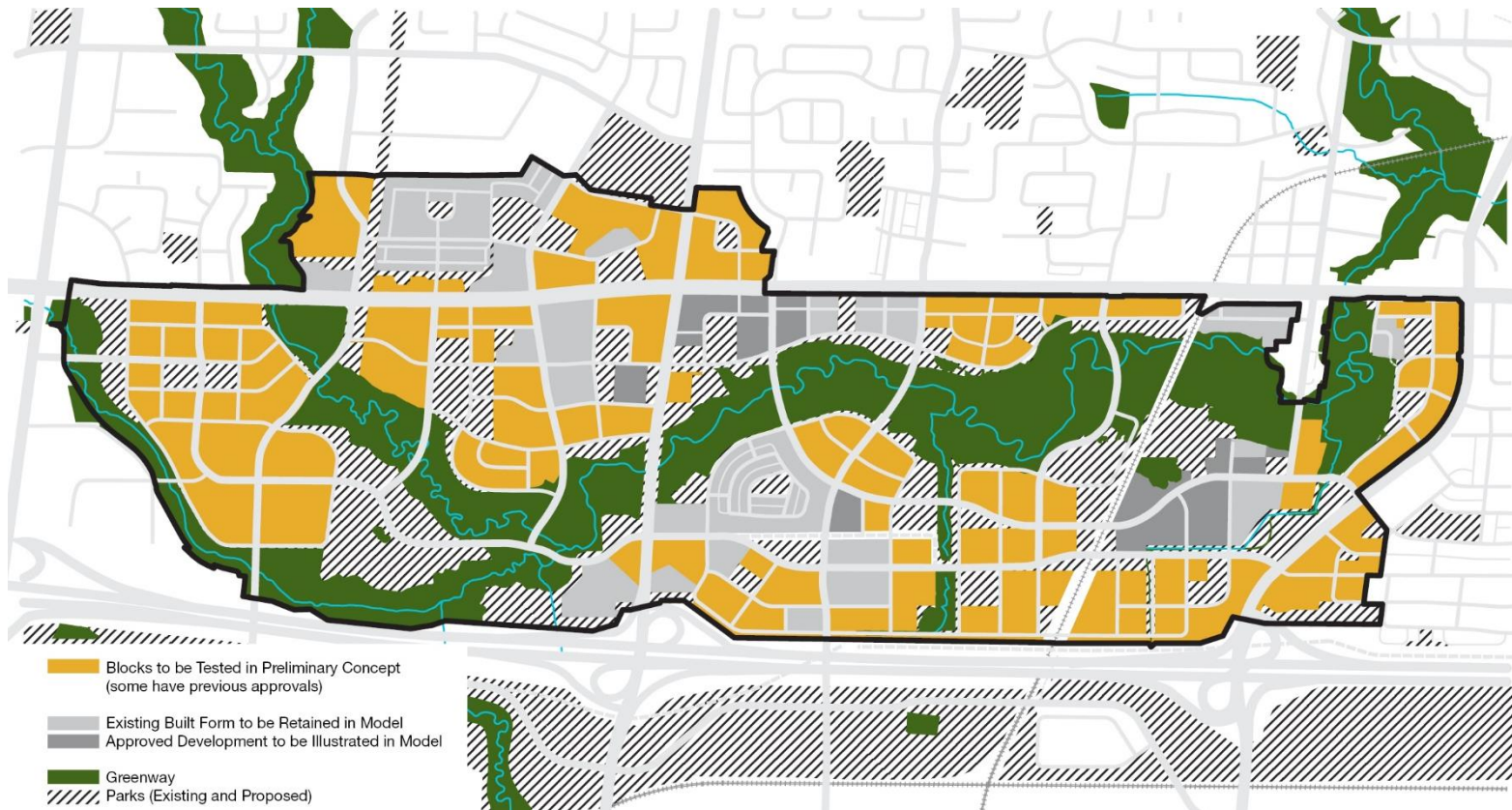
- All current proposals.
- Scale of proposed development to be extended to adjacent parcels, taking into consideration existing land use designations.
- Existing and presently planned parks only.
- Application of current plans and policies.
- Acceptance of EAs previously identified as ‘preferred’ or ‘approved.’

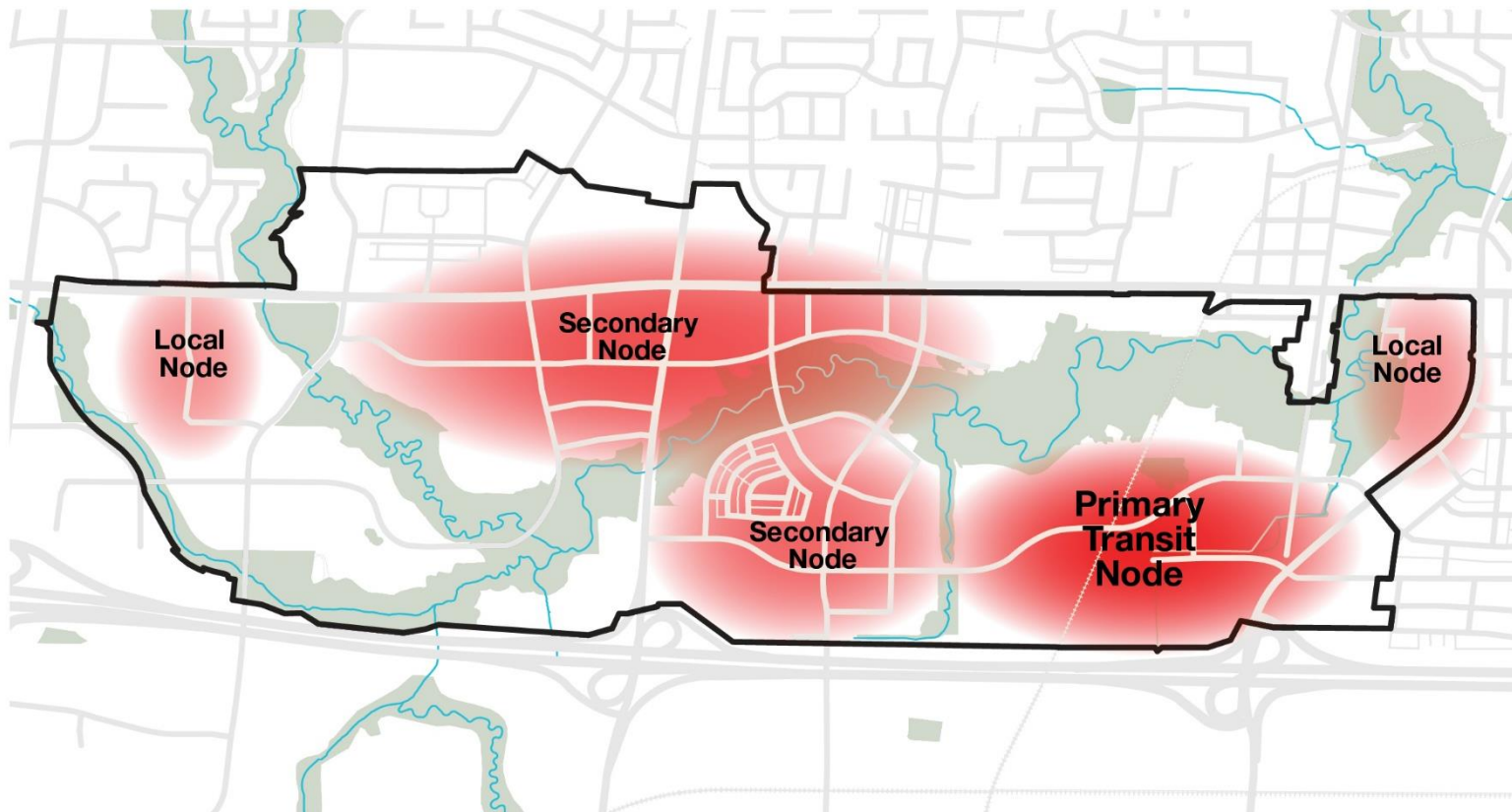


Why not continue with business as usual?

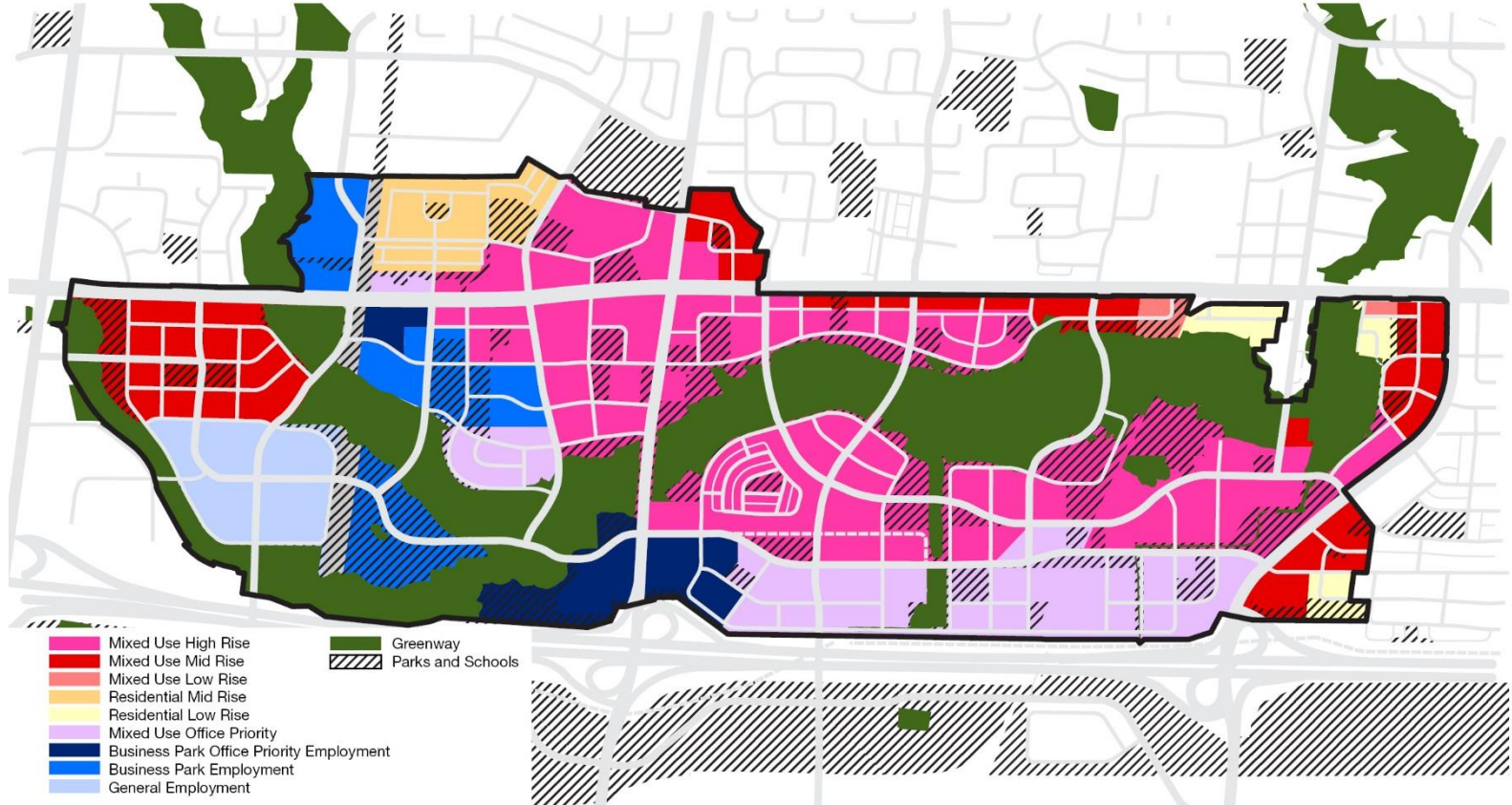
- Insufficient amenity and parks space to service population and jobs.
- Risk of overwhelming transportation system with scale of development.
- Unrelenting number of tall buildings (in part due to the removal of Buttonville airport), without the relief of mid-rise.
- Falls short of achieving the guiding principles.
- Does not include any of the big moves we hope to see.
- Ultimately, will not help Markham achieve a complete Downtown.

Structure of Preliminary Concept

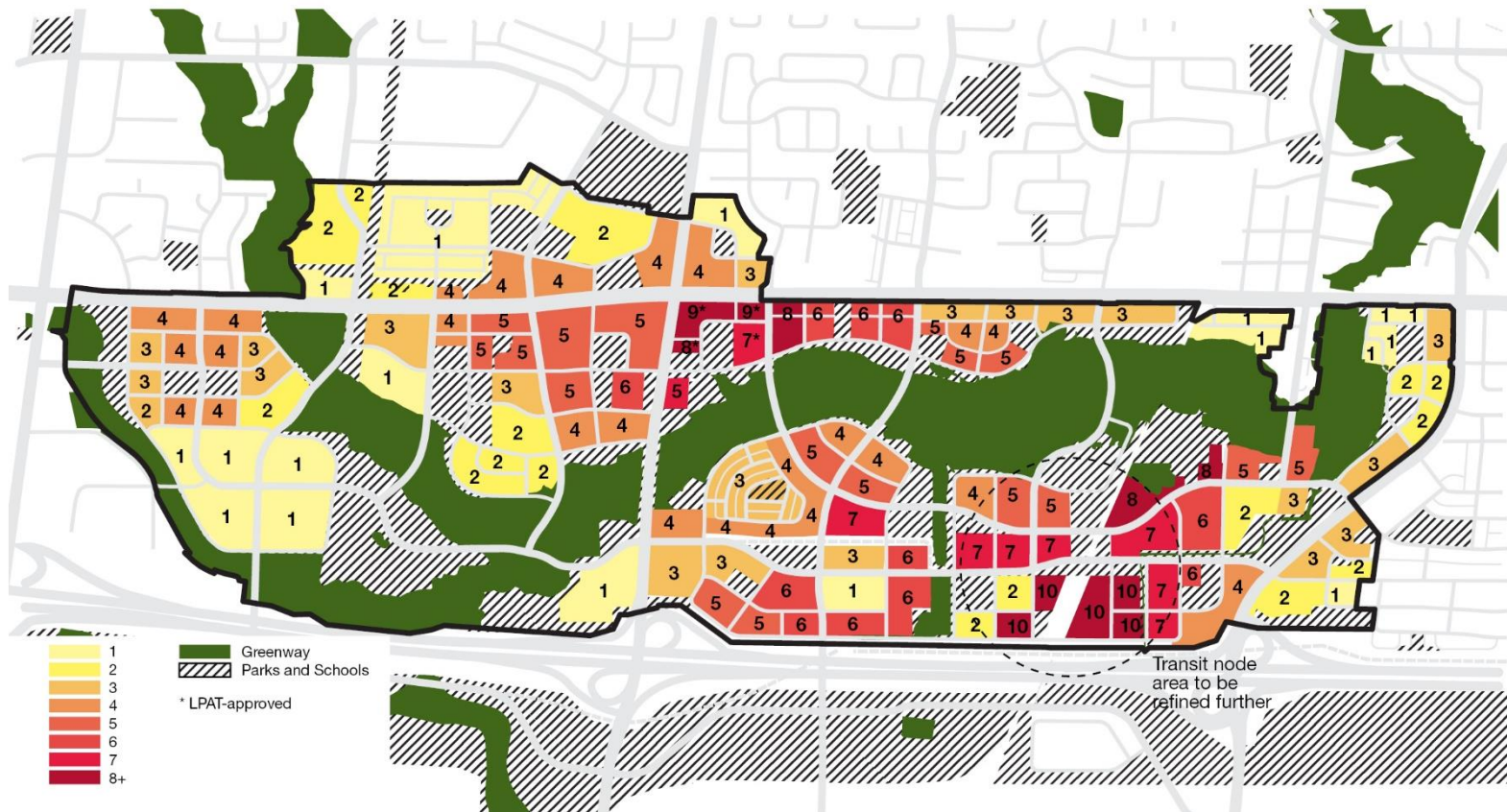




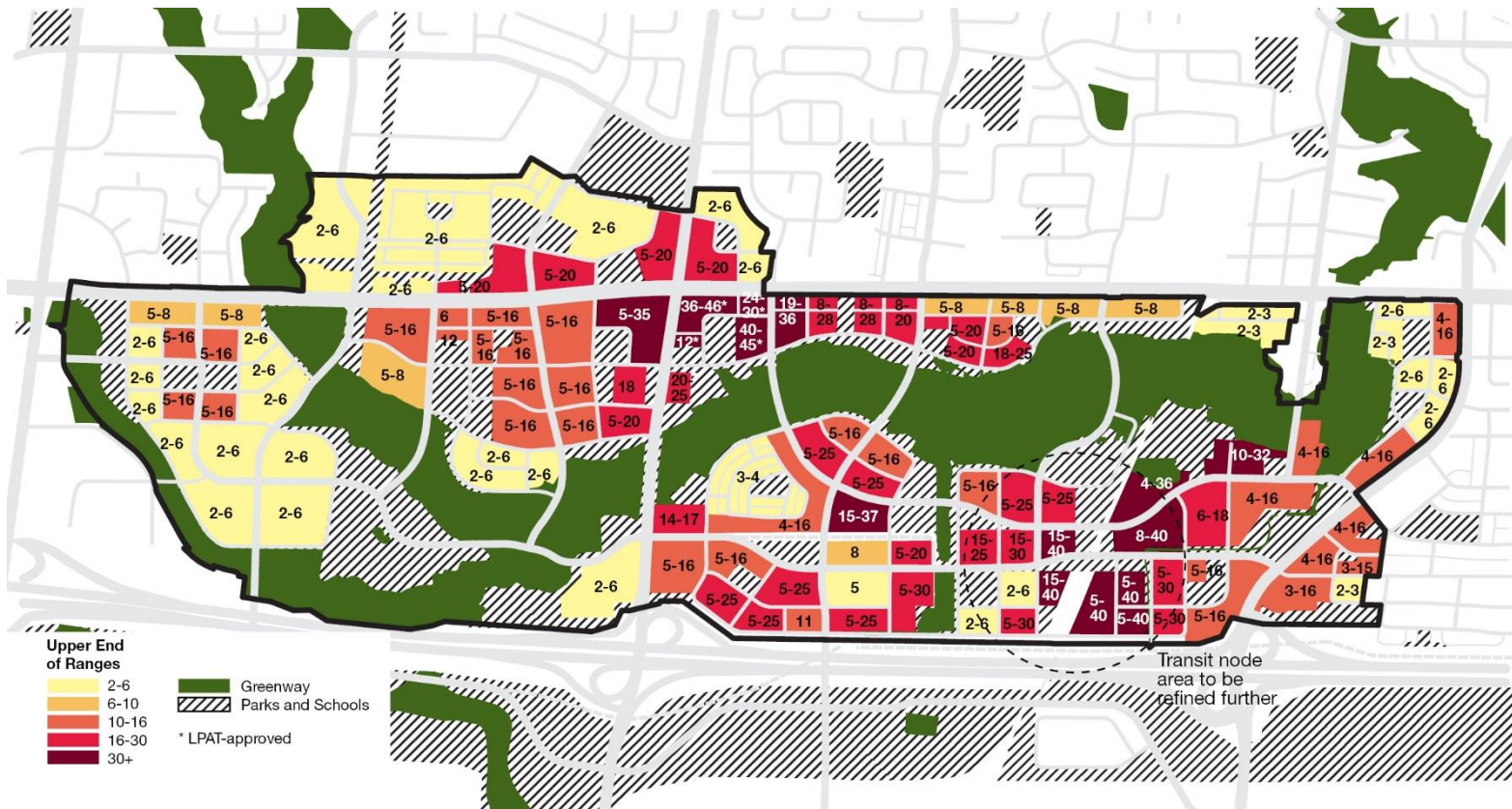
Designated Land Uses



Conceptual Block Densities (Net FSI)



Conceptual Height Range (Storeys)



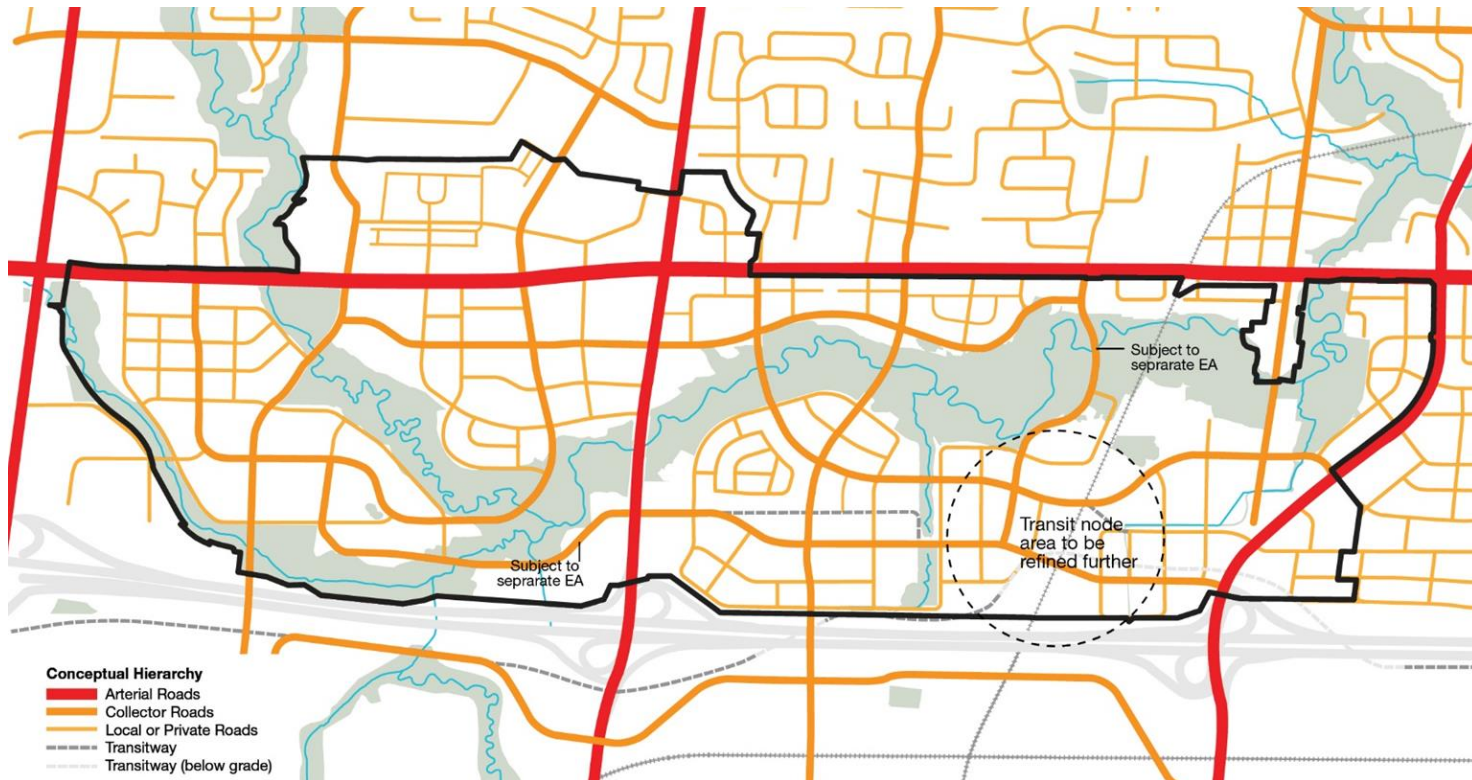


Streets and Movement



Street Network

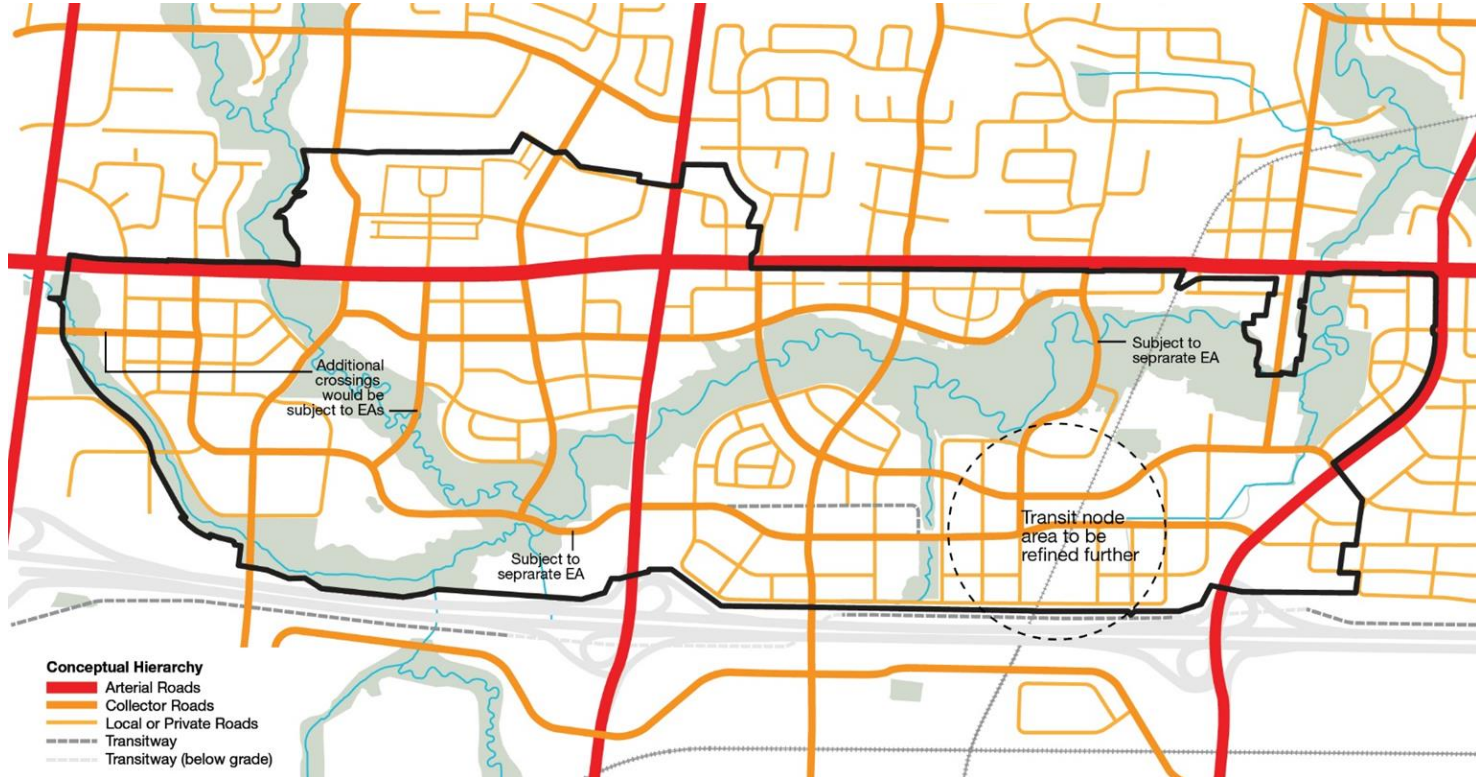
- Indirect Yorktech-Enterprise connection (subject to EA study).
- Irregular streets in transit node area due to EA-approved 407 Transitway route.





Street Network

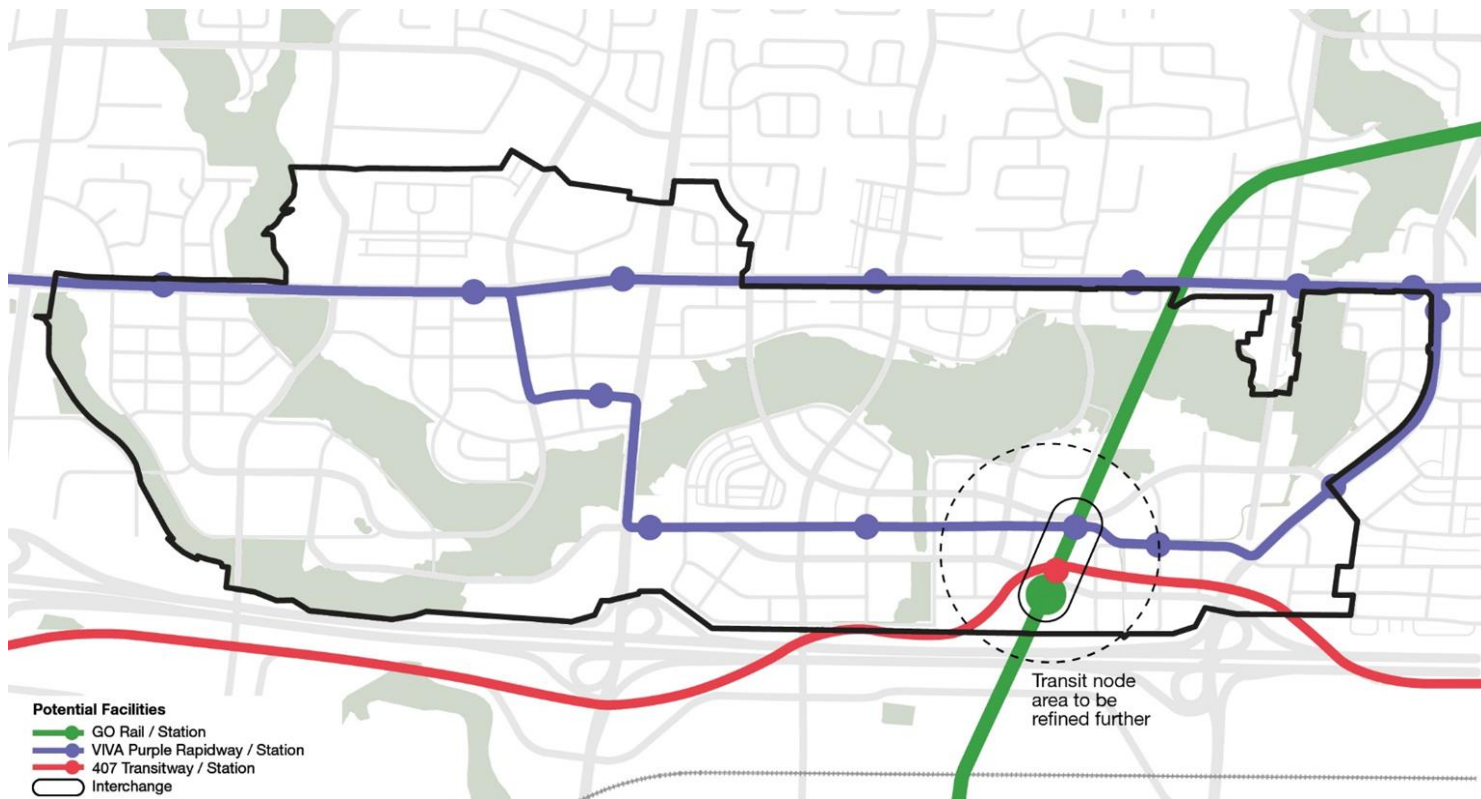
- More direct Yorktech-Enterprise connection (subject to EA).
- Road crossings of Rouge River and Beaver Creek (subject to future EA studies).
- More regular grid of streets in transit node area, resulting from City-preferred 407 Transitway route.
- Smaller differences relating to responses to development proposals and open spaces.





Transit

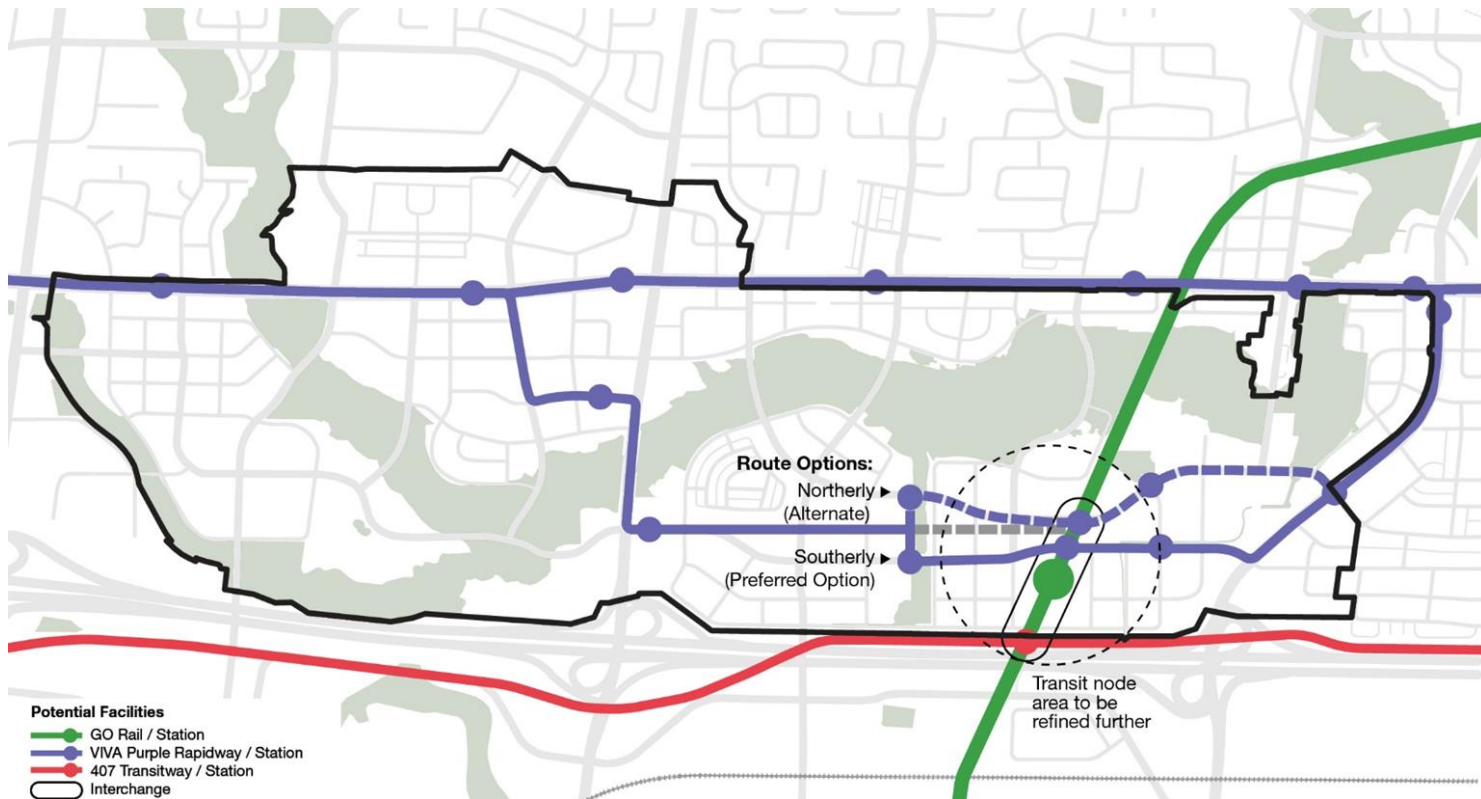
- EA-preferred 407 Transitway route.
- Viva Rapidway EA-approved route.





Transit

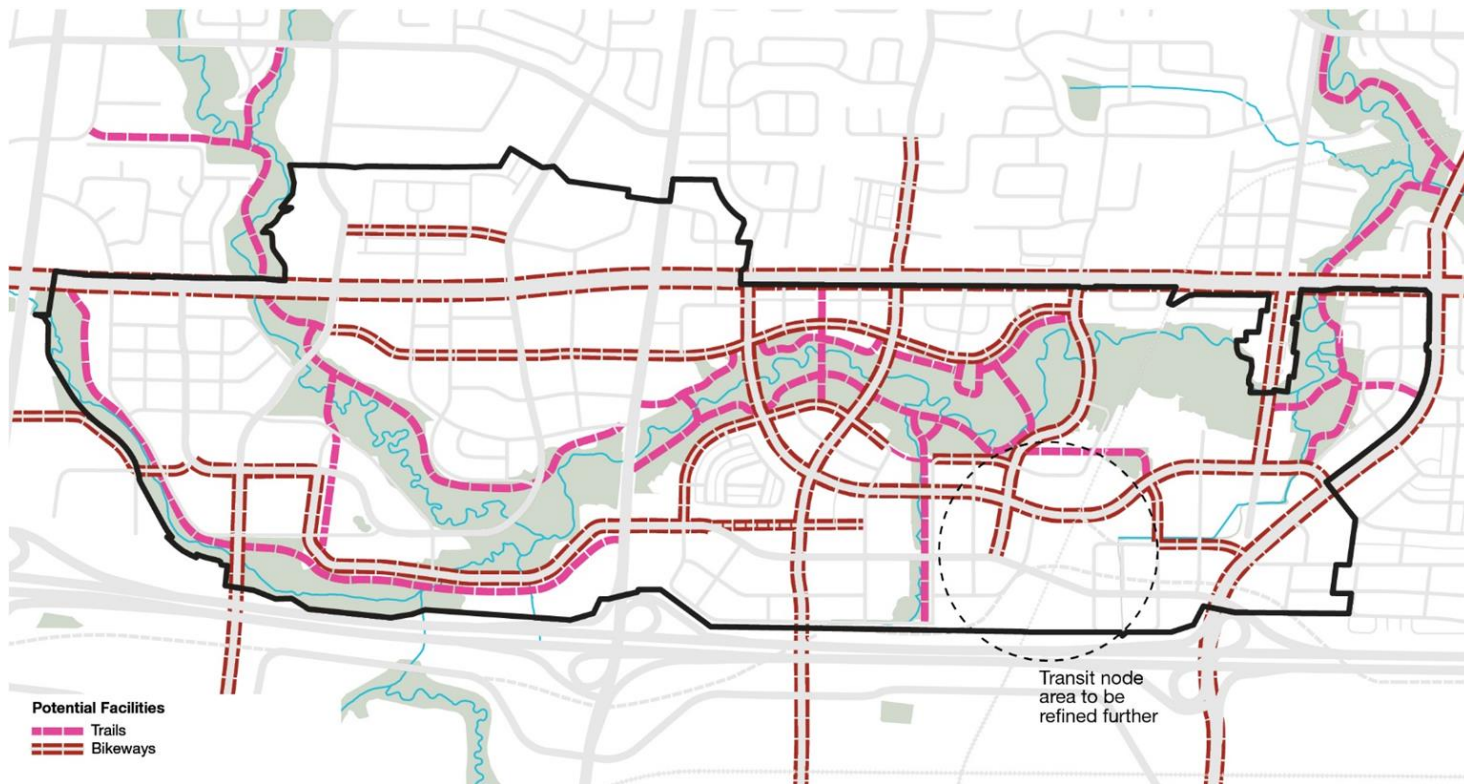
- City-preferred 407 Transitway route.
- Alternate approaches to Viva Rapidway.





Trails and Bikeways

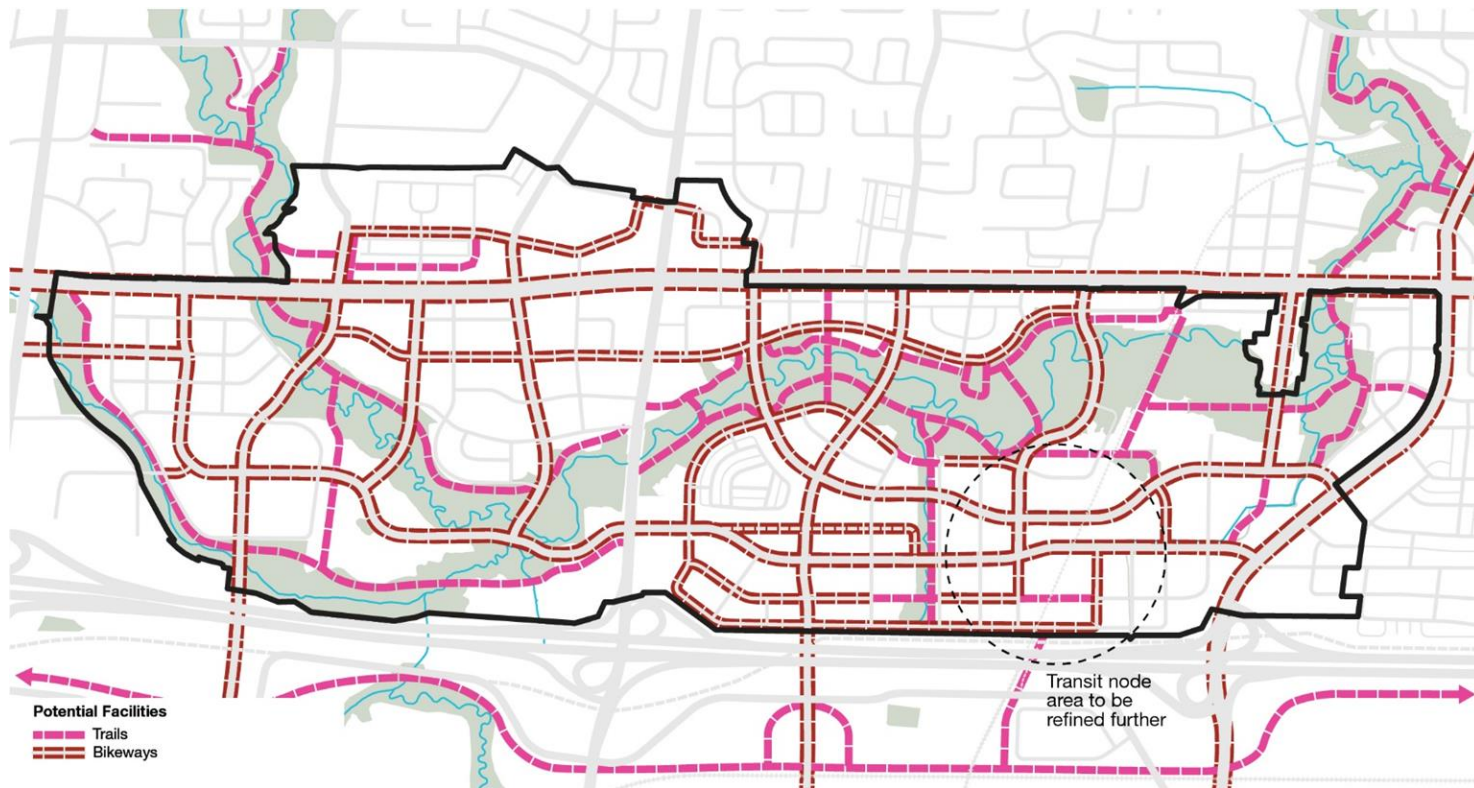
- Currently-planned cycling routes.
- Current direction from Trails study.





Trails and Bikeways

- More extensive network of cycling facilities.
- Current direction from Trails study, with some additional links.
- Major new trail in hydro corridor south of 407.



Parks and Open Spaces



Parks and Open Spaces

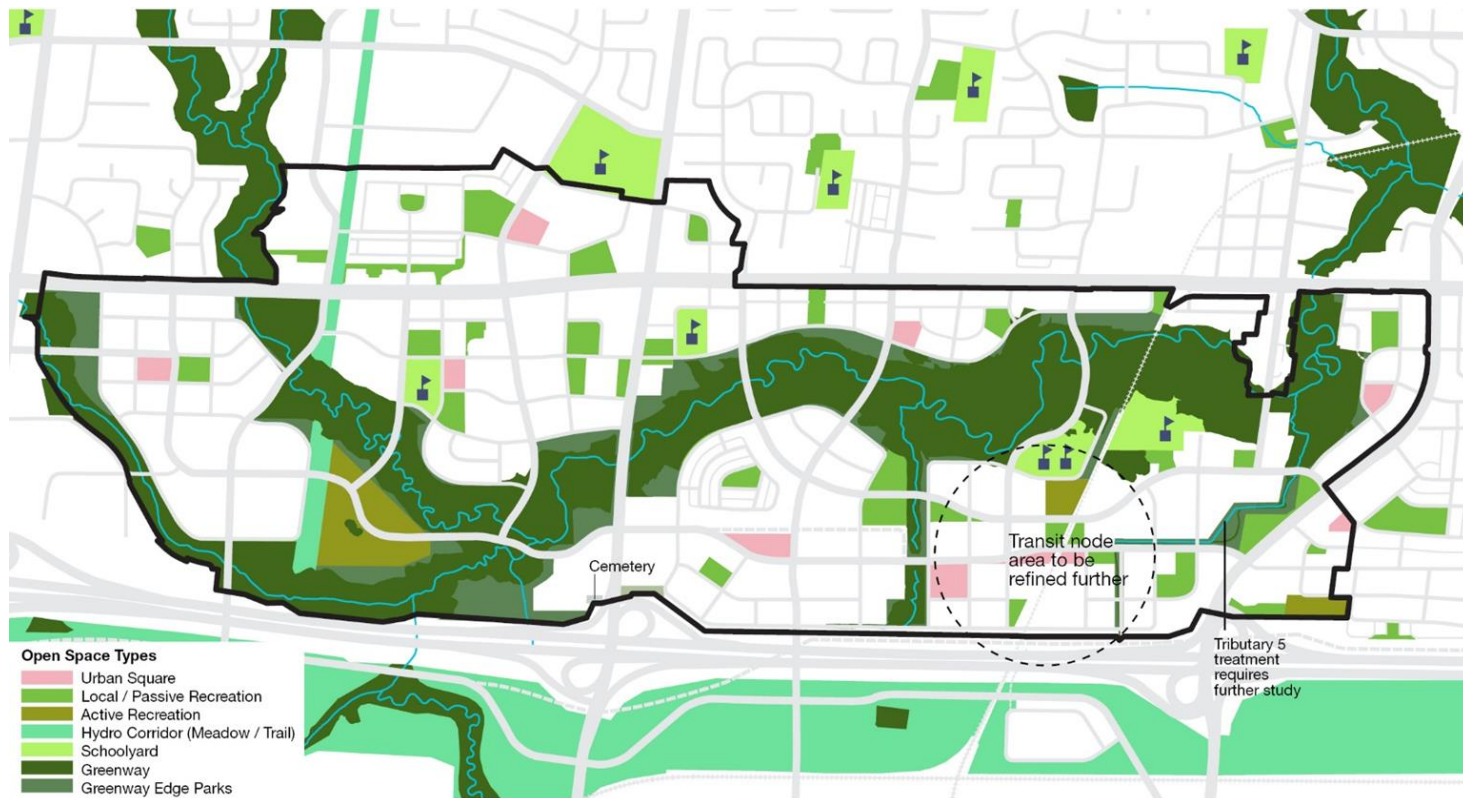
- Existing and currently planned parks only.
- Total of four schools.





Parks and Open Spaces

- Central role of Rouge Greenway within open space network and community.
- Network of urban squares, plus a central civic square.
- Network of local parks.
- Major active recreation park on Yorktech.
- Activation of hydro corridors for trails and other permitted activities.
- Total of five schools (number subject to confirmation, based on projected population).



Significance of Greenway



Rivers Plan, Quebec City

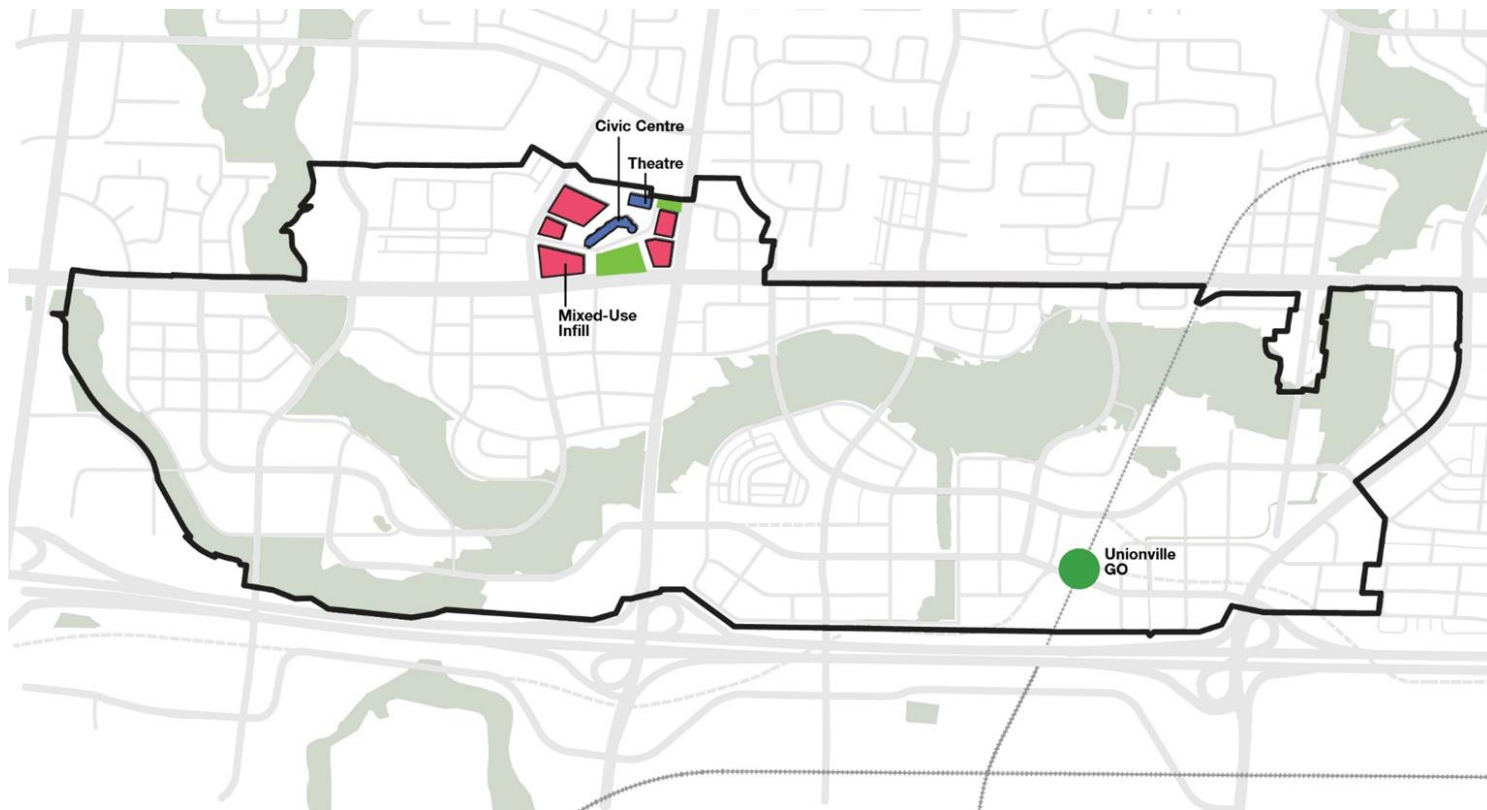


Civic District



Civic Centre

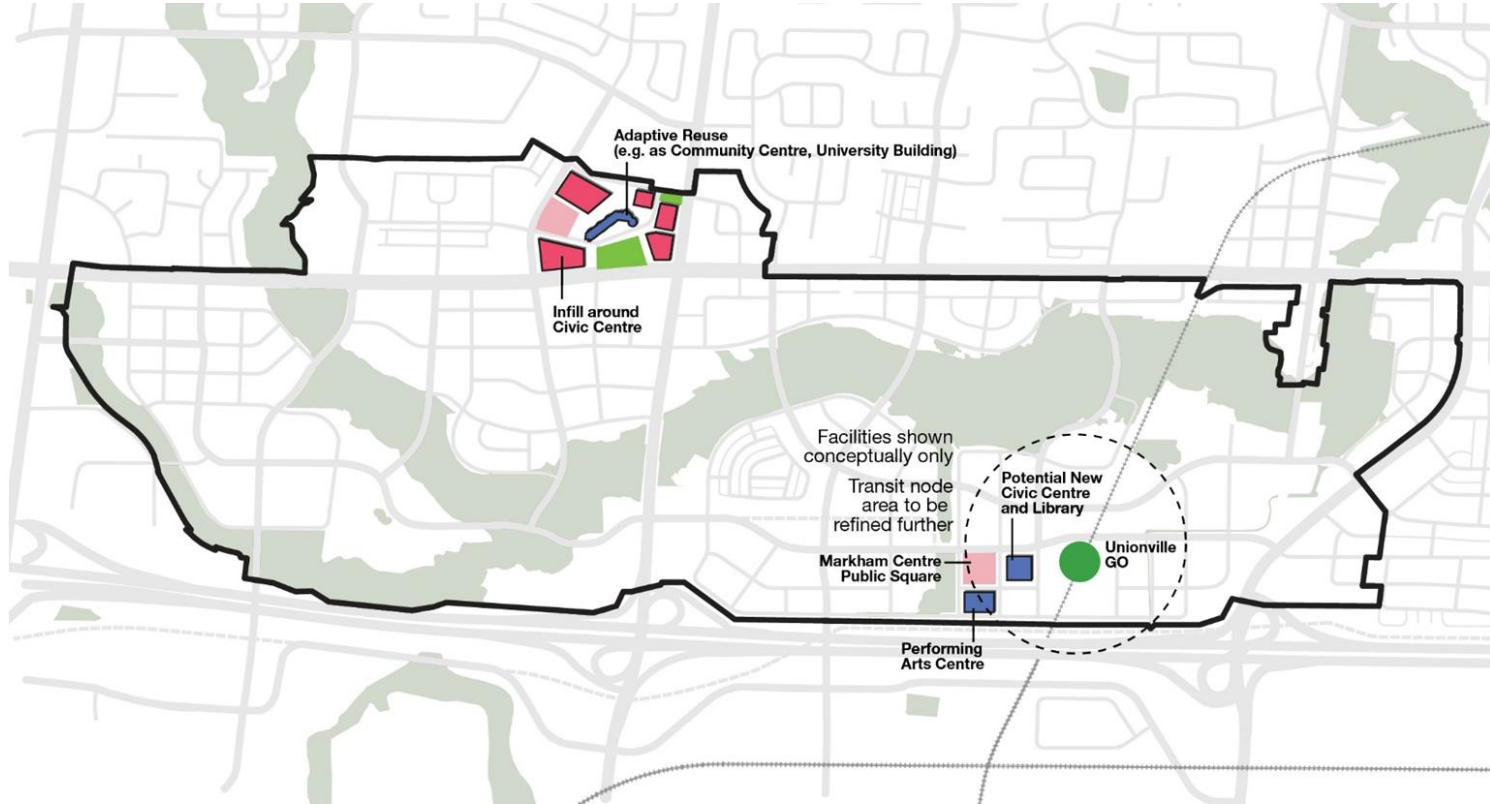
- Existing condition, with the potential for infill around the Civic Centre.





Civic Centre

- Relocation of Civic Centre, as anchor of a new urban civic district adjacent to the transit node
- May also feature new civic square, central library, performing arts centre.
- Adaptive reuse of existing Civic Centre





Public Squares and Municipal Buildings

Including a major civic presence near the transit node would signify Markham's commitment to building a real urban centre.



Mississauga



Brampton



Kitchener



Toronto



Urban Train Stations

Ideally, a redesigned Unionville GO station should be urban and architecturally-inspiring in style.



Bern



Lisbon



Moynihan Hall (new Penn Station), New York



Melbourne



New Enterprise Crossing of Tracks

- Approaches include under/over passes or rail decks.
- Will require additional engineering and architectural study.
- Needs to overcome barrier of tracks, be urban in style.



Underpass, Chicago



Rail deck, Munich



Underpass, Tokyo



Spadina bridge crossing of rail, Toronto

Overall Concept



**Priorities:
Walking, Cycling,
+Transit**

**Network of
Neighbourhoods**

**Varied
Built Form +
Height**

**Transit
Node
Focus**

**Greenway As
Key Public
Space**

**Parks and
Open Spaces
Up Front**

**Range
of High Quality
Public Spaces**

**Civic
District
Rethink**

Approach Comparison

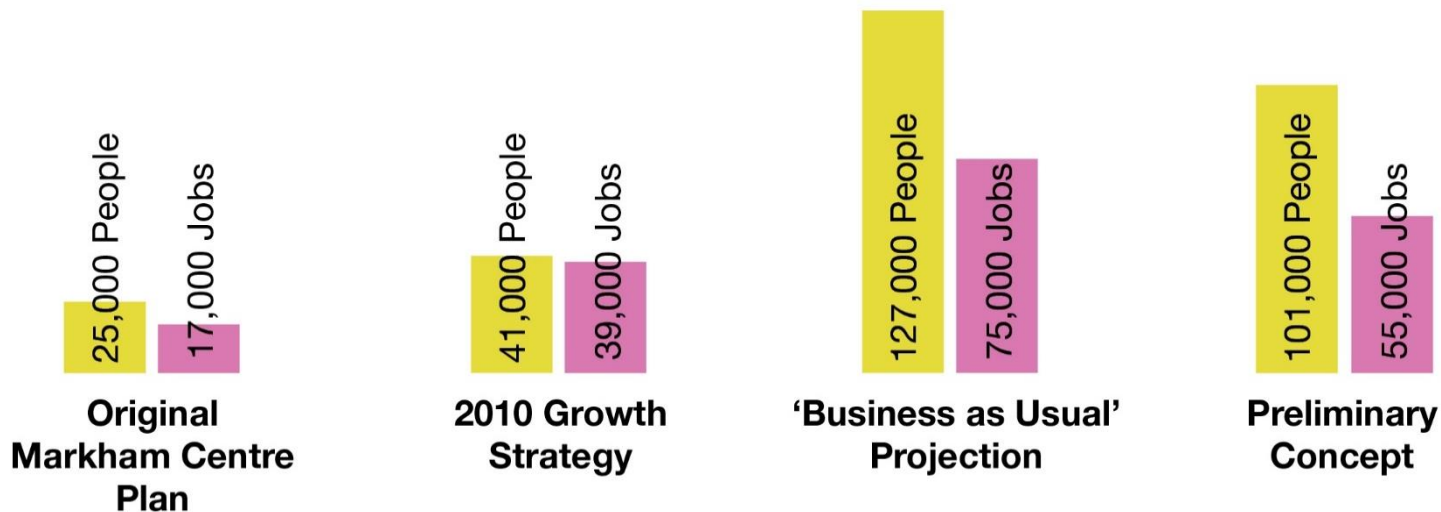


	‘Business as Usual’	Preliminary Concept
Development Intensity	More intensity, less hierarchy / structure	Less intensity, more hierarchy / structure
Streets	Product of various other decisions	More rational and comprehensive
Transit	Based on EA-preferred routes	Current City-preferred routes
Trails + Active Transportation	Incomplete network	Complete network
Parks and Open Spaces	Existing / planned only	Extensive network and variety
Civic District	No new district	New district, reuse of existing

Statistical Comparison



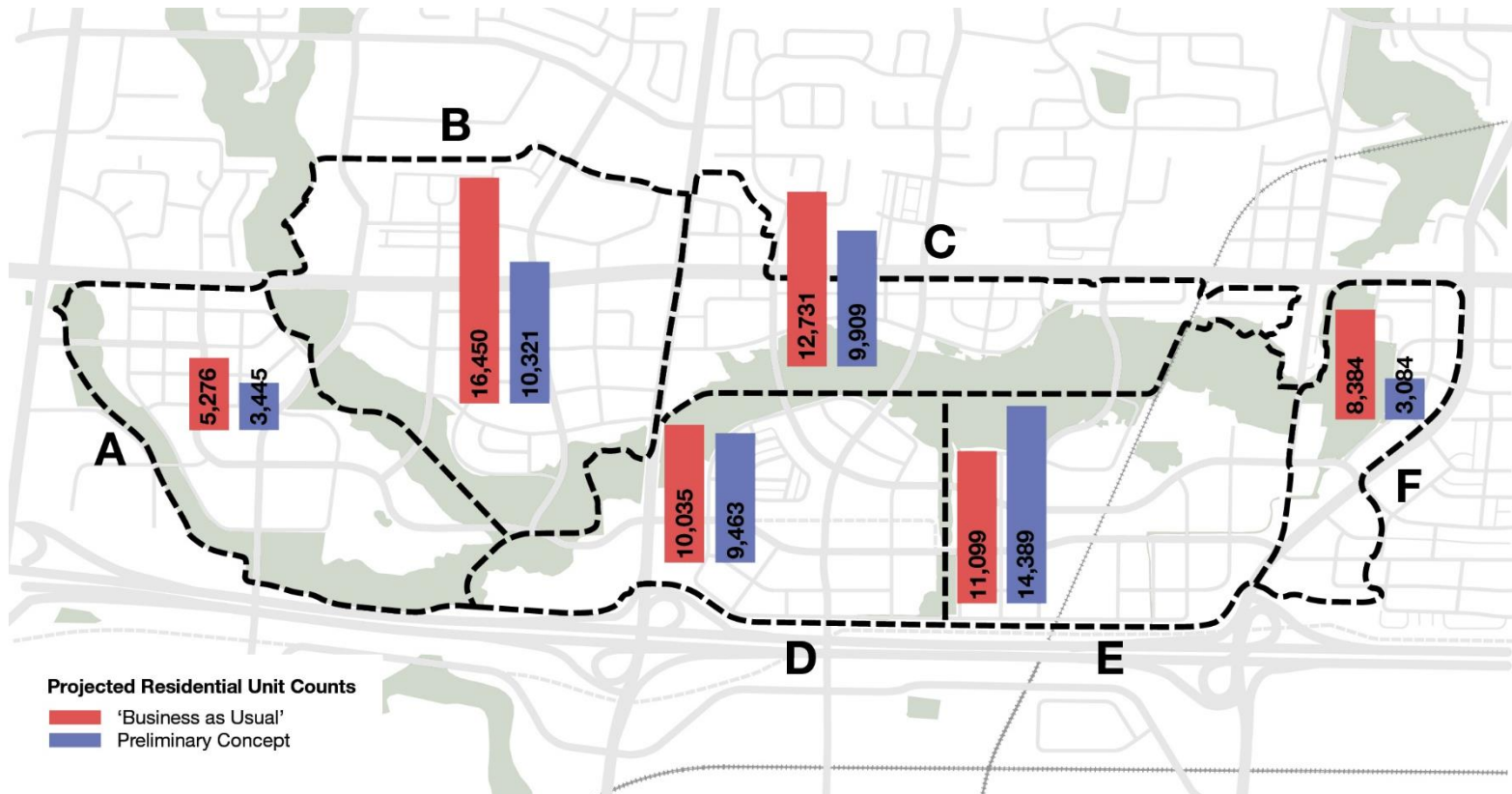
**Total Projected Residential
Units, Population and Jobs for
Markham Centre**



Statistical Comparison



Distribution of Residential Units



Statistical Comparison



Distribution of Population and Jobs



Statistical Comparison



Distribution of Parkland Area (Excluding Greenway)



‘Business as Usual’



‘Business as Usual’





Preliminary Concept





Preliminary Concept



Preliminary Concept



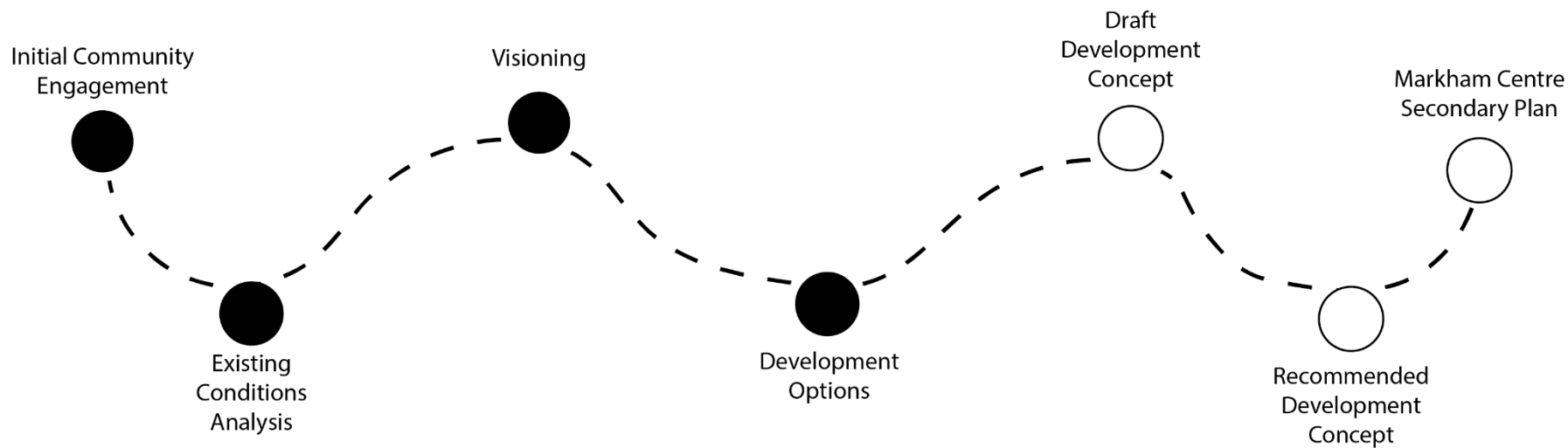
Discussion Topics

Items To Be Resolved



- Viva Rapidway route
- 407 Transitway route
- Transit hub area design and crossing of the rail line
- Potential relocation of Civic Centre
- A new master plan for the Greenway
- Greenway crossings
- Tributary 5 treatment
- Balancing amenities and population (families, seniors)
- Planning for a diverse community (amenities, housing)
- Implementation of built form variety (mid-rise and tall buildings)
- Details of walkability and active transportation

Next Steps





Thank you!

gladki planning associates