

EVERYONE IS
WELCOME

Markville Secondary Plan Study

Development Services Committee Meeting
May 30, 2022

City of Markham



Agenda



Project Team Overview

Study Overview & Study Area

Project Approach, Objectives, & Timeline

Preliminary Opportunities & Constraints

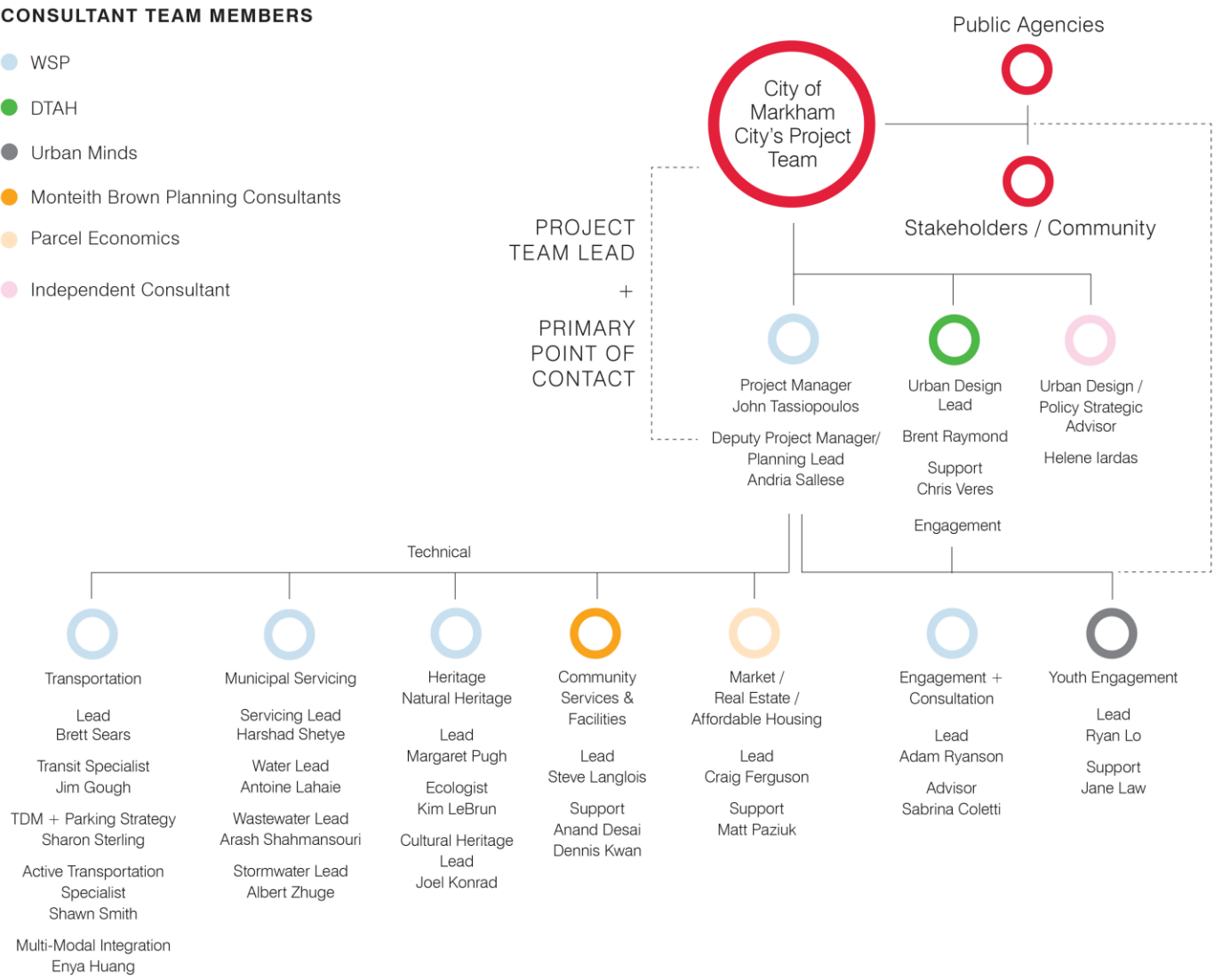
Engagement Program

Next Steps

Project Team Overview

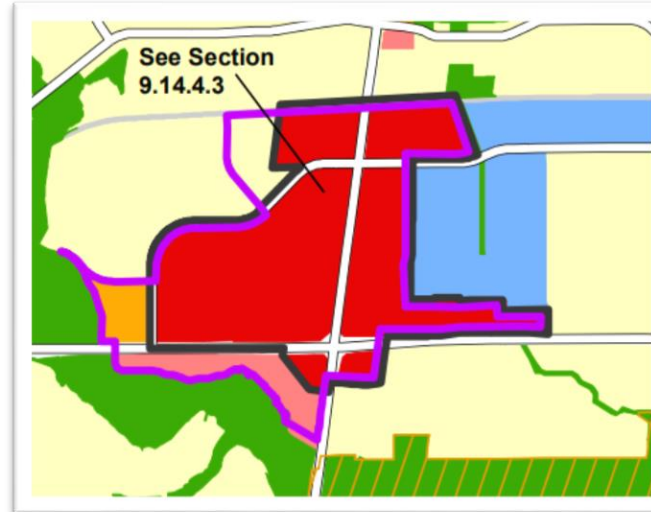
CONSULTANT TEAM MEMBERS

- WSP
- DTAH
- Urban Minds
- Monteith Brown Planning Consultants
- Parcel Economics
- Independent Consultant

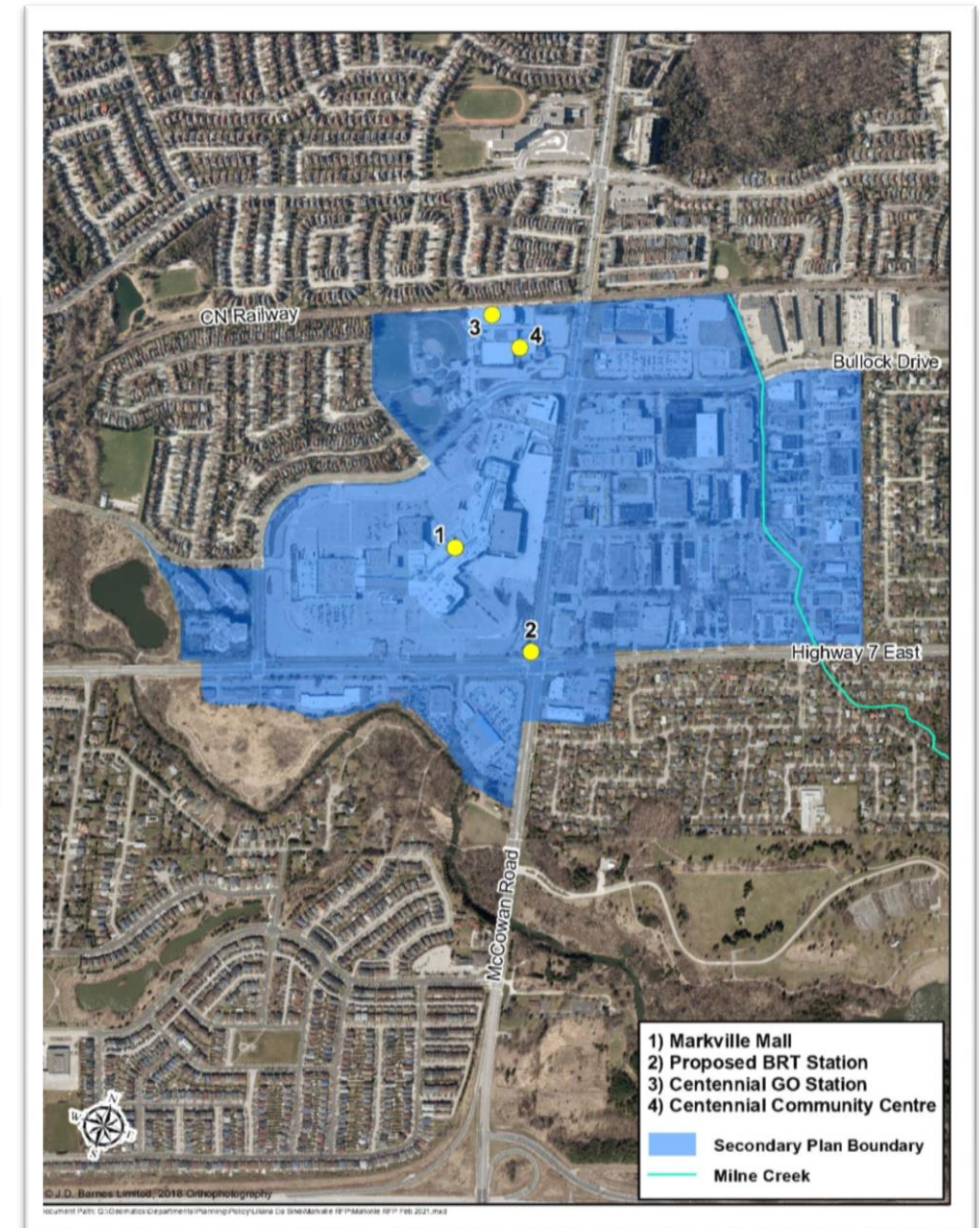


Study Area Overview

- 2014 Markham Official Plan identifies the Markville key development area as an intensification area and requires a new secondary plan to guide development.
- Approximately 110 hectares in size and comprised of lands along both sides of McCowan Road

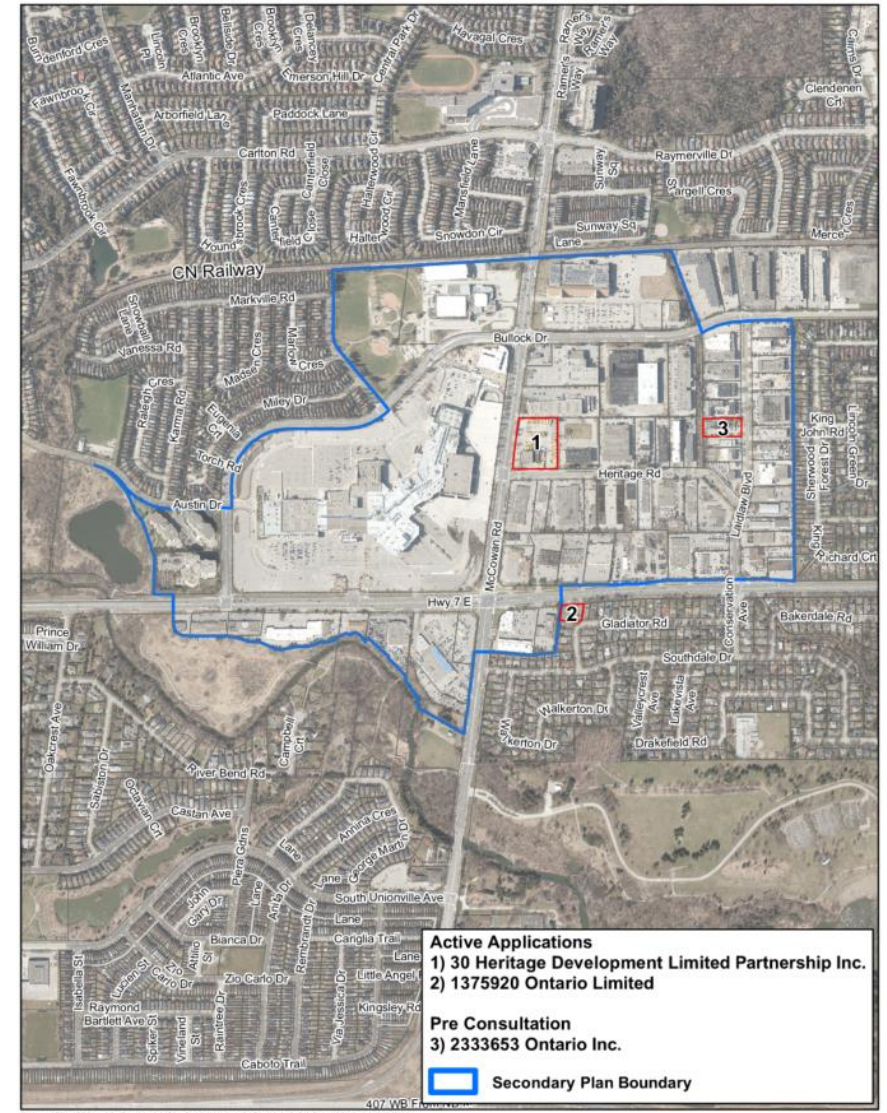


- Greenway
- Residential Low Rise
- Residential Mid Rise
- Residential High Rise
- Mixed Use Low Rise
- Mixed Use Mid Rise
- Service Employment
- Secondary Plan Area Specific Policy



Development Activity

1. 30 Heritage Road – self storage building & telecommunications tower
2. 5305 & 5307 Highway 7 – 32 back-to-back stacked townhouses (outside of the study area)
3. 16 Laidlaw - 40 metre telecommunications tower

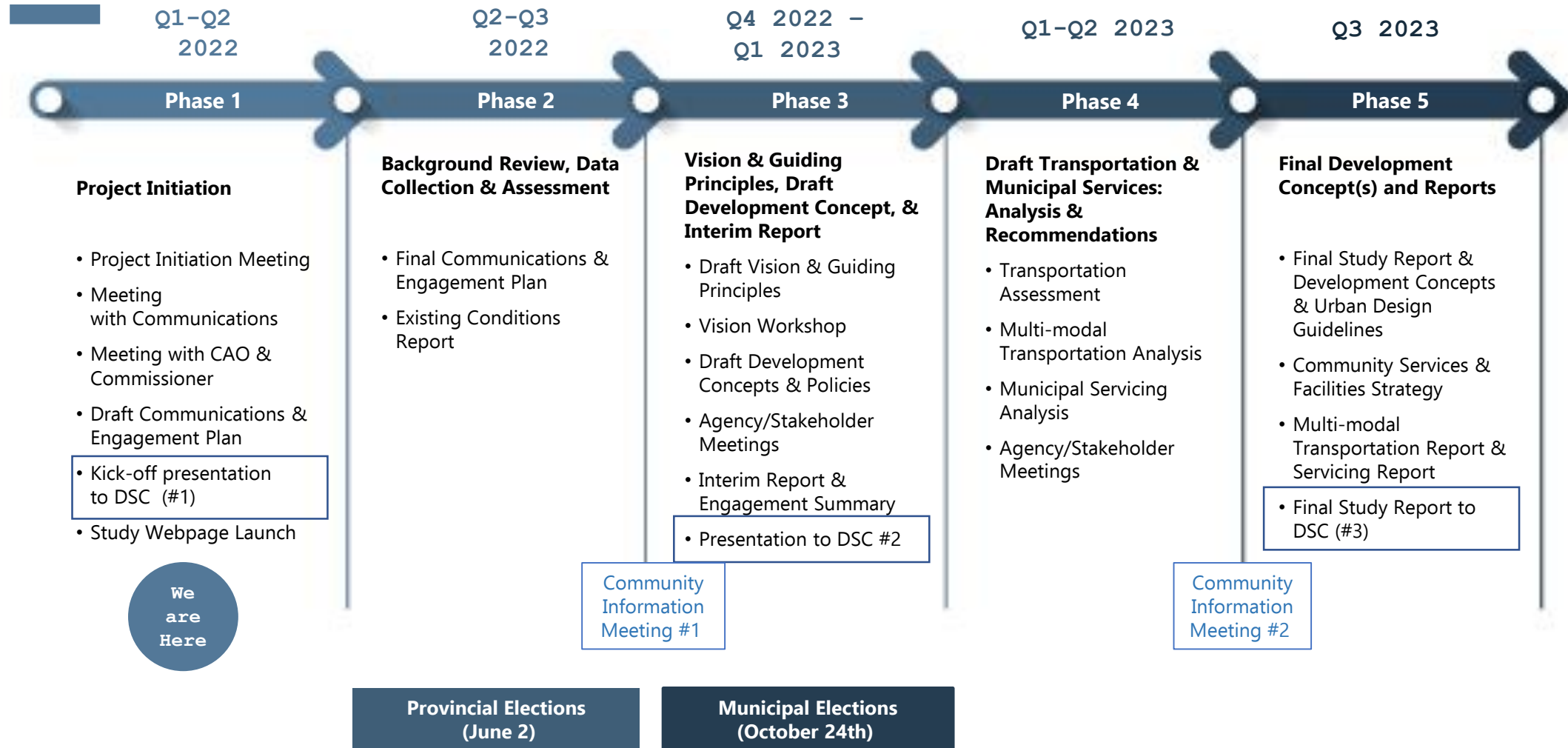


Project Approach

- Draft development concepts to demonstrate a vibrant, mixed use, complete community.
- Technical studies (transportation, servicing, land use planning and urban design) and policy recommendations support and inform the new, flexible Secondary Plan framework.
- A meaningful engagement program tailored to meet the needs of the City and support the process.
- Focus on the public realm which places importance on the user experience by emphasizing public spaces, streets and building elements.
- Integrated and iterative approach to planning, urban design, transportation and servicing.



Anticipated Study Timeline



Streets and Blocks

Markville Secondary Plan Area Today:

- Street and block pattern that supports vehicle movement over other users such as pedestrians and cyclists.
- Several physical and perceived barriers to movement (e.g., rail, wide and busy streets, large parking lots).
- Poor pedestrian and cycling network.

Opportunities

- Introduce new connections such as streets, walkways, trails, bridges and green corridors.
- Create properly scaled urban development blocks from the larger sites.
- Improve and prioritize pedestrian and cycling connections to higher order transit, parks, and amenities.



Looking north-east on McCowan Road, north of Highway 7



Laidlaw Boulevard, looking south

Public Realm

Markville Secondary Plan Area Today:

- Milne Creek greenway is, for the most part, not accessible nor visible.
- Majority of exterior spaces are left over after other uses are considered.
- Pedestrian supportive environment is deficient.
- Sidewalks and bicycle lanes incomplete or absent.

Opportunities

- Rouge River Greenway, Centennial Park, Milne Dam Conservation Park and adjacent parks are assets.
- Introduce pedestrian friendly streets and parks.
- Organize sites and new buildings to shape and animate streets and parks.
- Promote high performing sustainable streets and parking areas.



Centennial Park



Milne Creek

Built Form

Markville Secondary Plan Area Today:

- Existing buildings do little to define space or contribute to a positive pedestrian quality or experience.
- The surrounding context is predominantly low-rise residential neighbourhoods.

Opportunities

- Situate new buildings to shape and contain the spaces in-between, which in turn will contribute to a safe, comfortable, and engaging place.
- Promote a range of building types that can support a range of uses and housing opportunities.
- Encourage design excellence so that new buildings contribute to Markville's future identity.
- Ensure a sensitive transition between new buildings, lower-scale adjacent development, and parks.
- Promote green infrastructure as part of redevelopment.



Bullock Drive looking South-West



Heritage Road looking East Source: Google Streetview

Land Use

Markville Secondary Plan Area Today

- Buildings in study area are single use (retail/commercial/employment).

Opportunities

- Achieving an appropriate mix of housing types and tenure, including affordable housing for people at all stages of their life.
- Building on the Markville Mall Retail Node at McCowan & Highway 7, and proposed Major Transit Station Area.
- Balancing and ensuring the appropriate mix of residential, employment, retail and recreation opportunities, and access to transit to create walkable, vibrant communities.
- Protecting, promoting and enhancing the Bullock Employment Area.



Markville Employment Area



Markville Shopping Centre

Open Spaces & Community Services

Markville Secondary Plan Area Today

- Markham Centennial Park is the only park within the Secondary Plan area.
- Centennial Community Centre is identified as a Major Community Centre and is the only indoor public recreation facility directly located within the Markville Area.

Opportunities:

- Ensuring sufficient land is set aside for new parks, open spaces and community services and facilities.
- Planning for the integration of community services and facilities into new development.
- Ensuring growth does not outpace the provision of soft services.



Centennial Community Centre

Cultural & Natural Heritage

Markville Secondary Plan Area Today

- Abutting Rouge River valleylands are being restored to a natural woodland community and the Rouge Valley Trail provides external connections to City-owned natural areas.
- Portions of the study area falls within the Special Policy Area (related to floodplain).

Opportunities:

- Recognize the area's history and protecting, restoring, and celebrating local heritage resources.
- Enhance and connect Natural Heritage areas.
- Improve connections to and between key open space destinations such as the Rouge Valley Greenway, Centennial Park and adjacent parks.
- Promote the revitalization of Milne Creek.



5011 Highway 7 (Sabiston House)



Milne Creek 'backlands'



Milne Dam Conservation Park, just south of the study area

Transportation

Markville Secondary Plan Area Today

- Limited connectivity between large blocks and to adjacent arterial streets.
- Large parking lots with a lack of pedestrian/cycling safety, comfort, & amenity.
- Single-grade crossing of the Metrolinx/GO Right-of-Way.

Opportunities:

- Rebalancing transportation modes away from the automobile, including effective transit, trails and other connections to encourage walking & cycling.
- Enhancing connections, pedestrian and cycling areas in the community, to promote active transportation.



Centennial GO Parking Garage



Highway 7 (within the study area)

Next Steps



- 1 Complete background review, data collection and assessment
- 2 Undertake consultation and visioning