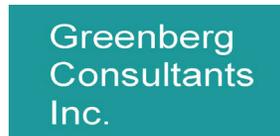


MARKHAM CENTRE SECONDARY PLAN UPDATE

Development Concept



Presentation to Development Services Committee, July 5, 2022





Project Update

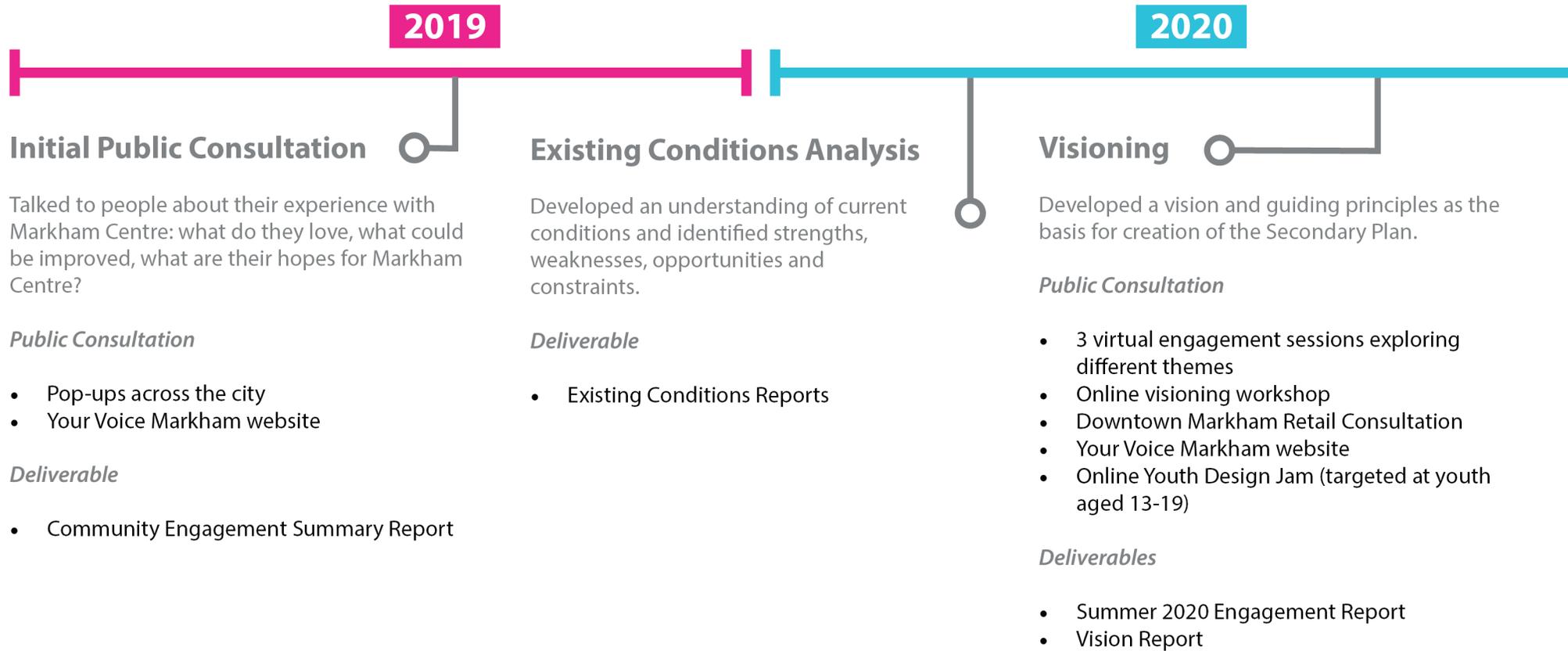
Vision and Guiding Principles

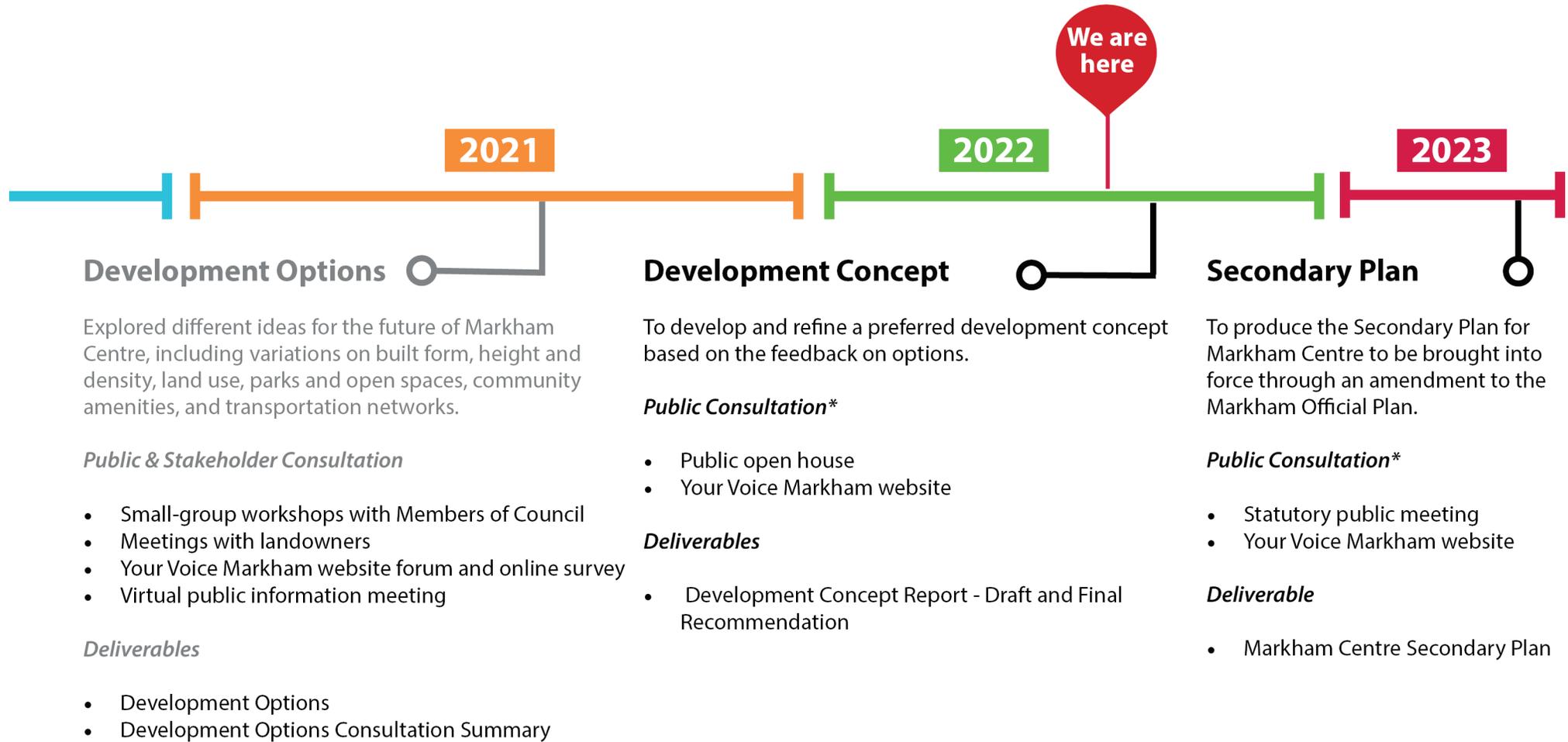
Plan Overview

Transportation Assessment



Project Update





**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.*



Q3 2022

Development Concept (Draft)

- Development Concept Report (Draft)
- Transportation Study (Draft)

Q3 – Q4 2022

Consultation – Public Meeting

Consultation – Landowners Group

Presentation to DSC

Q4 2022 – Q1 2023

Development Concept (Final Recommendation)

- Development Concept Report (Final Recommendation)
- Transportation Study (Final Recommendation)

Q1 2023

Presentation to DSC

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.**

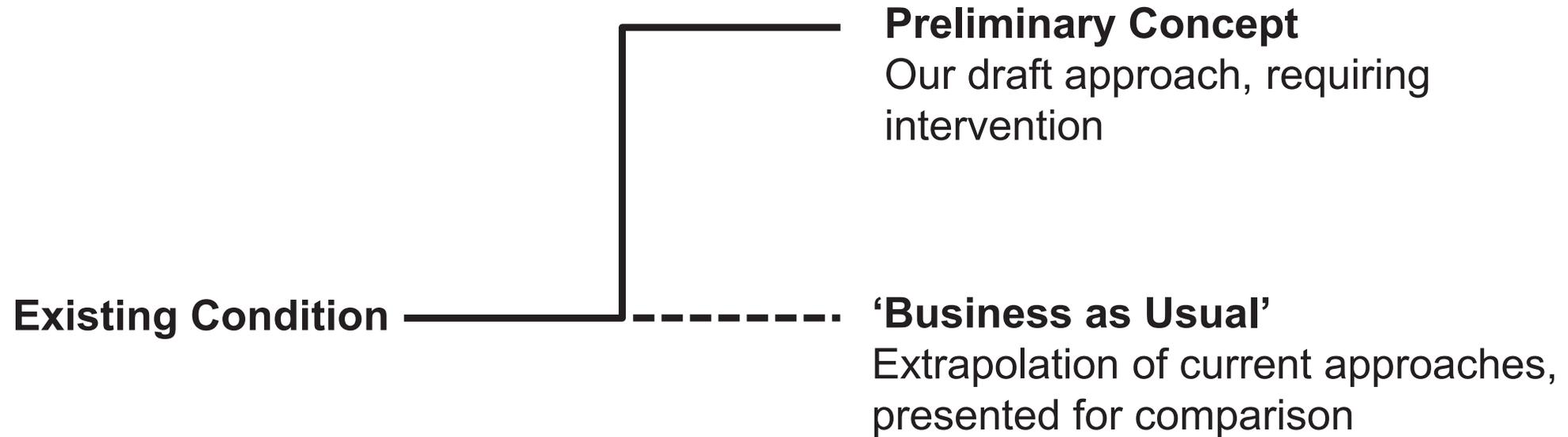
Guiding Principles



- 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**

Development Options

Structure of Options



'Business as Usual' Massing



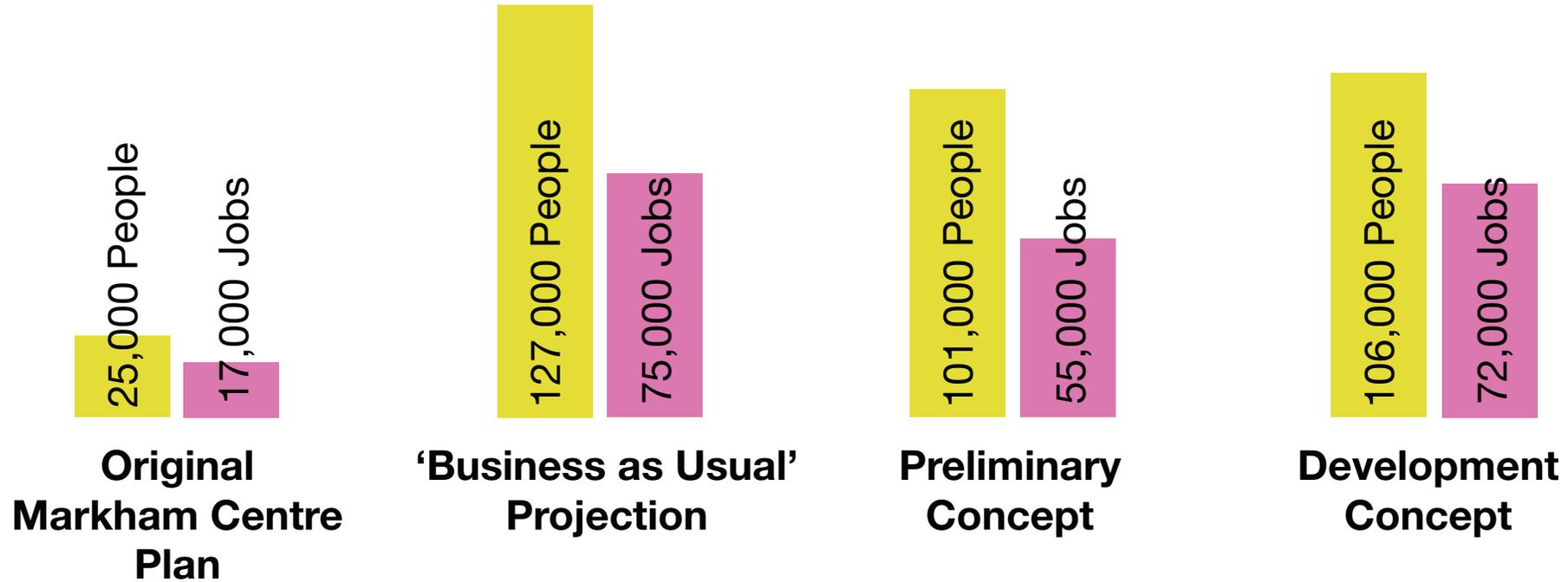
Existing / Approved
Proposed
Potential

Preliminary Concept Massing



Existing / Approved
Potential

Comparison



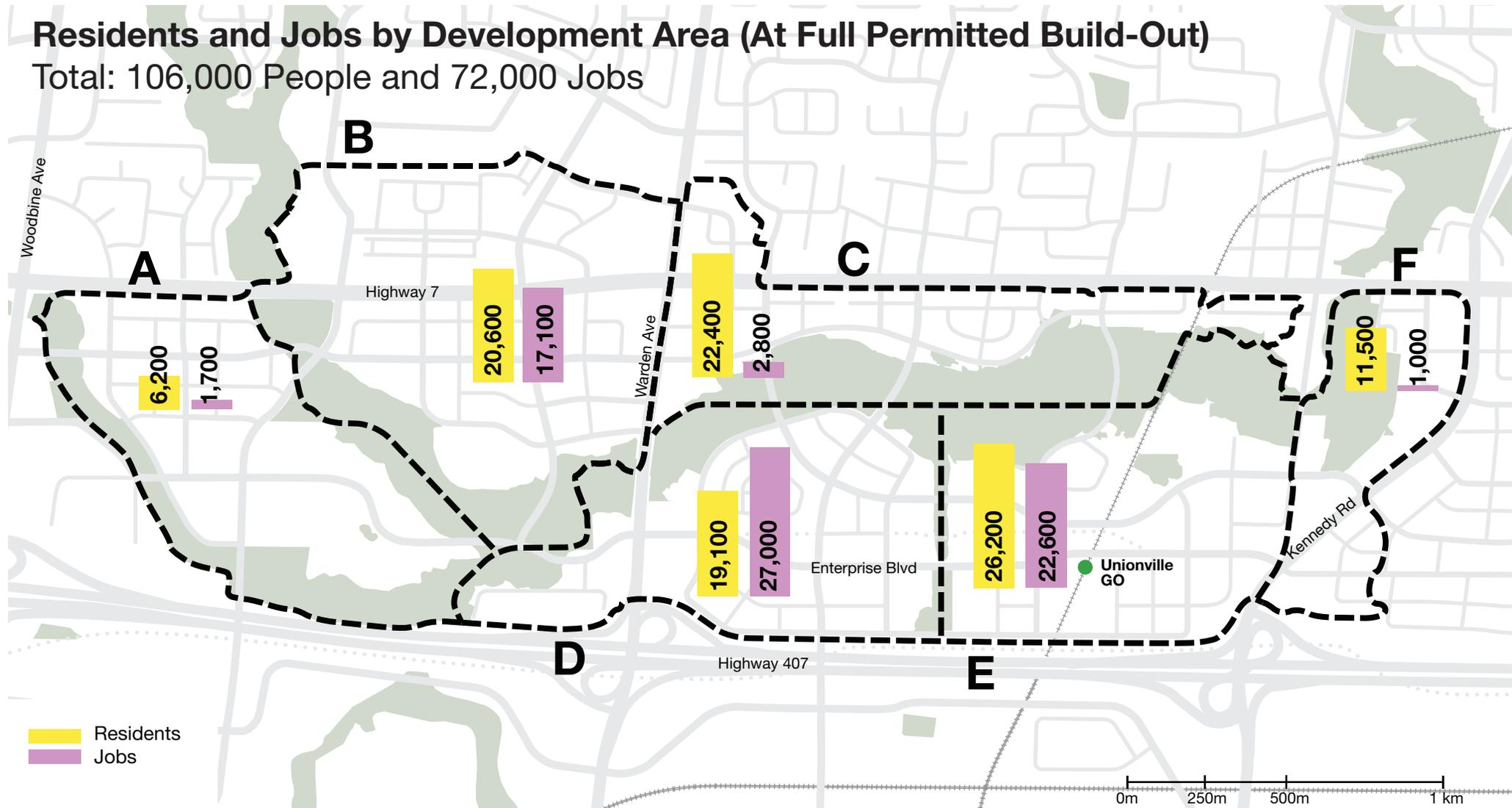
Plan Overview

Residents and Jobs

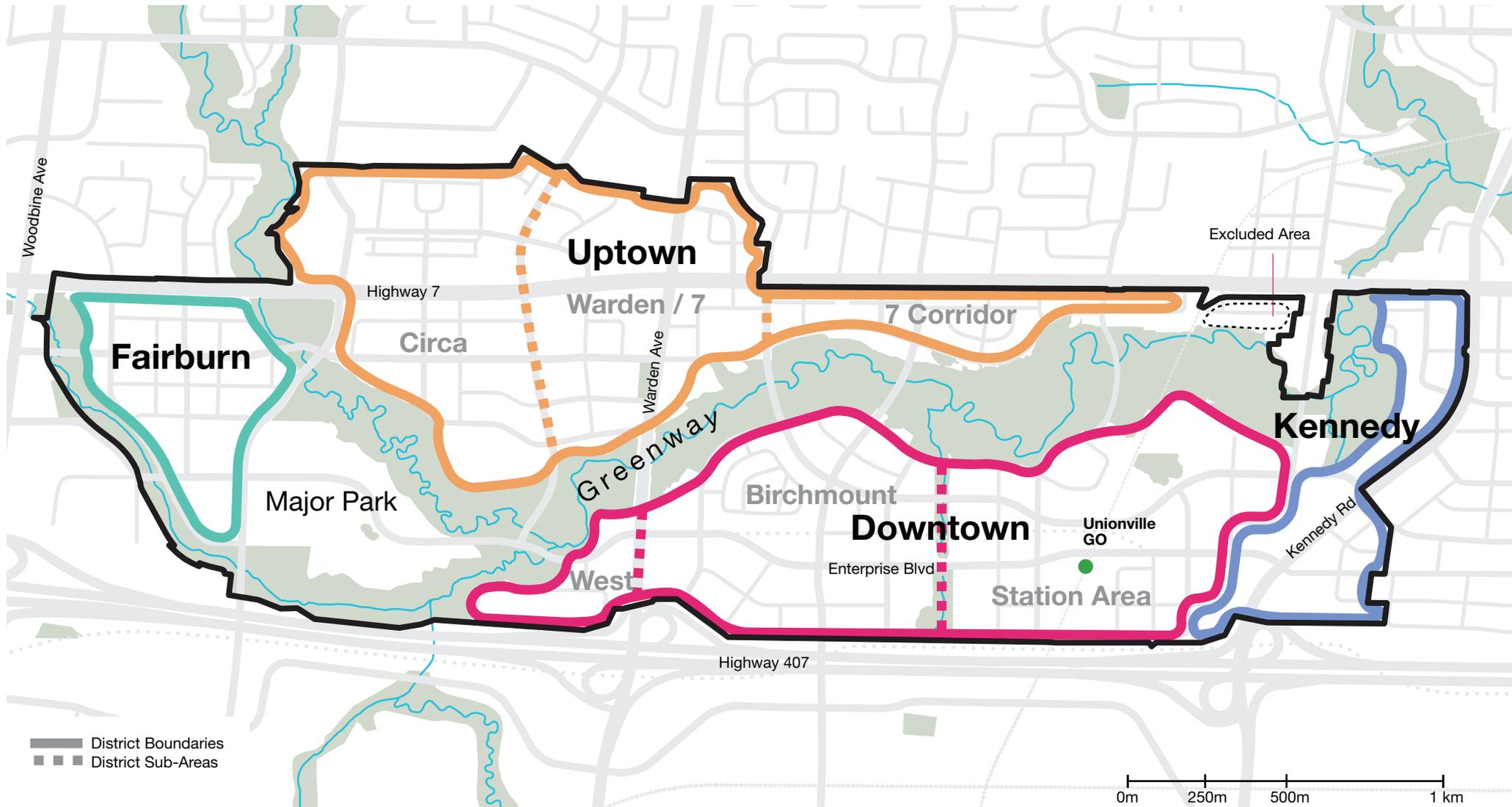


Residents and Jobs by Development Area (At Full Permitted Build-Out)

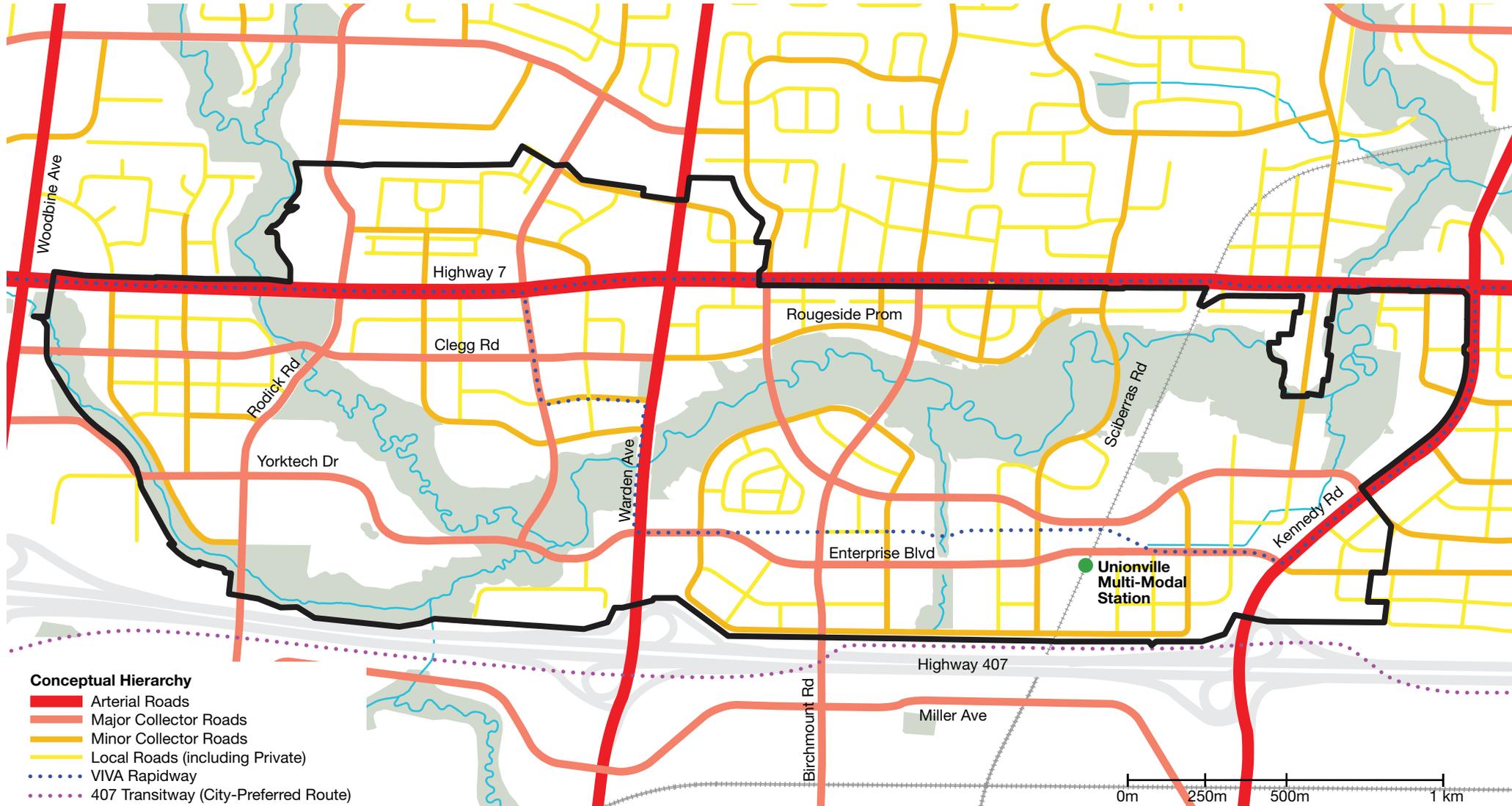
Total: 106,000 People and 72,000 Jobs



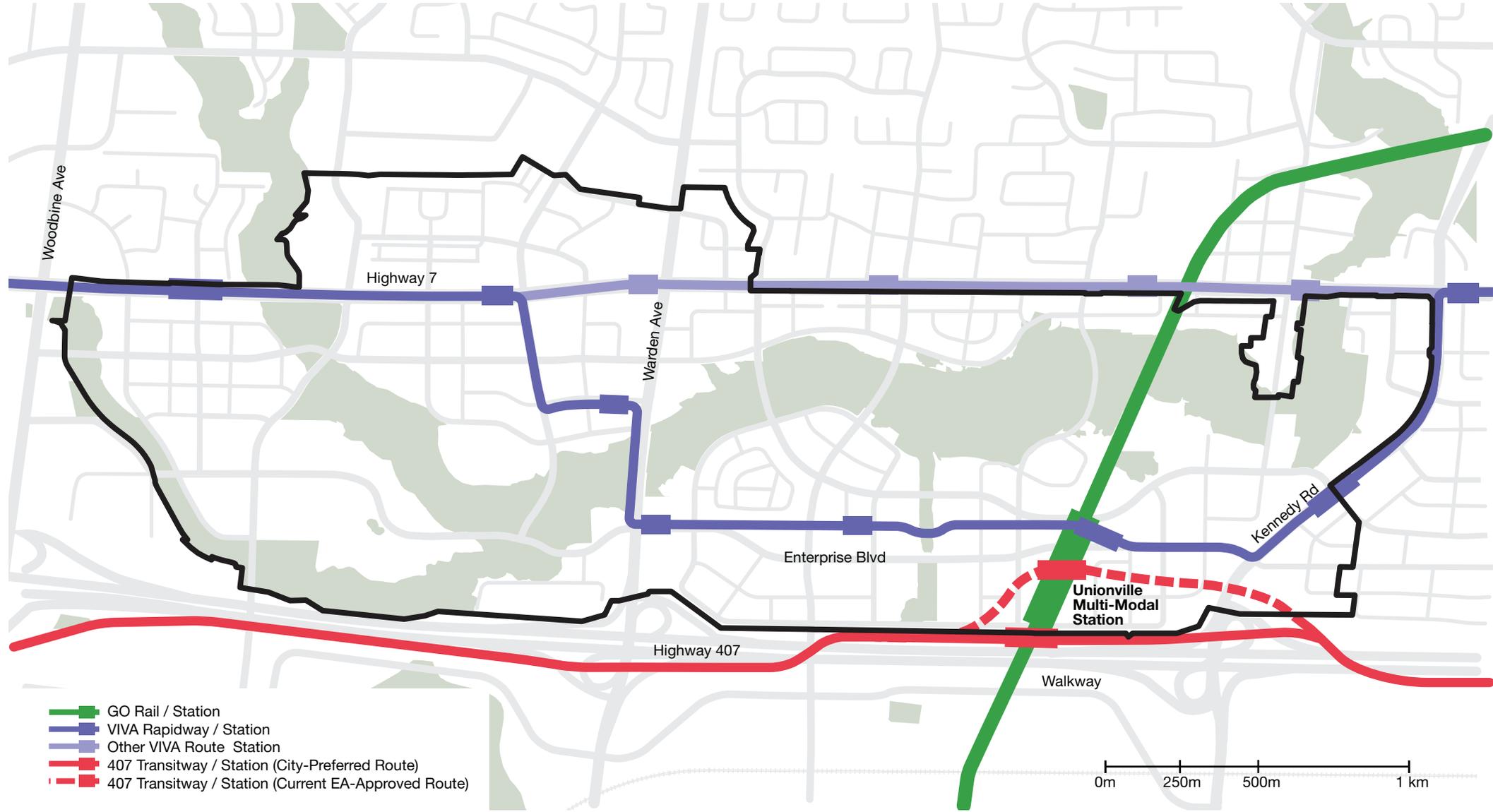
Districts and Sub-Areas



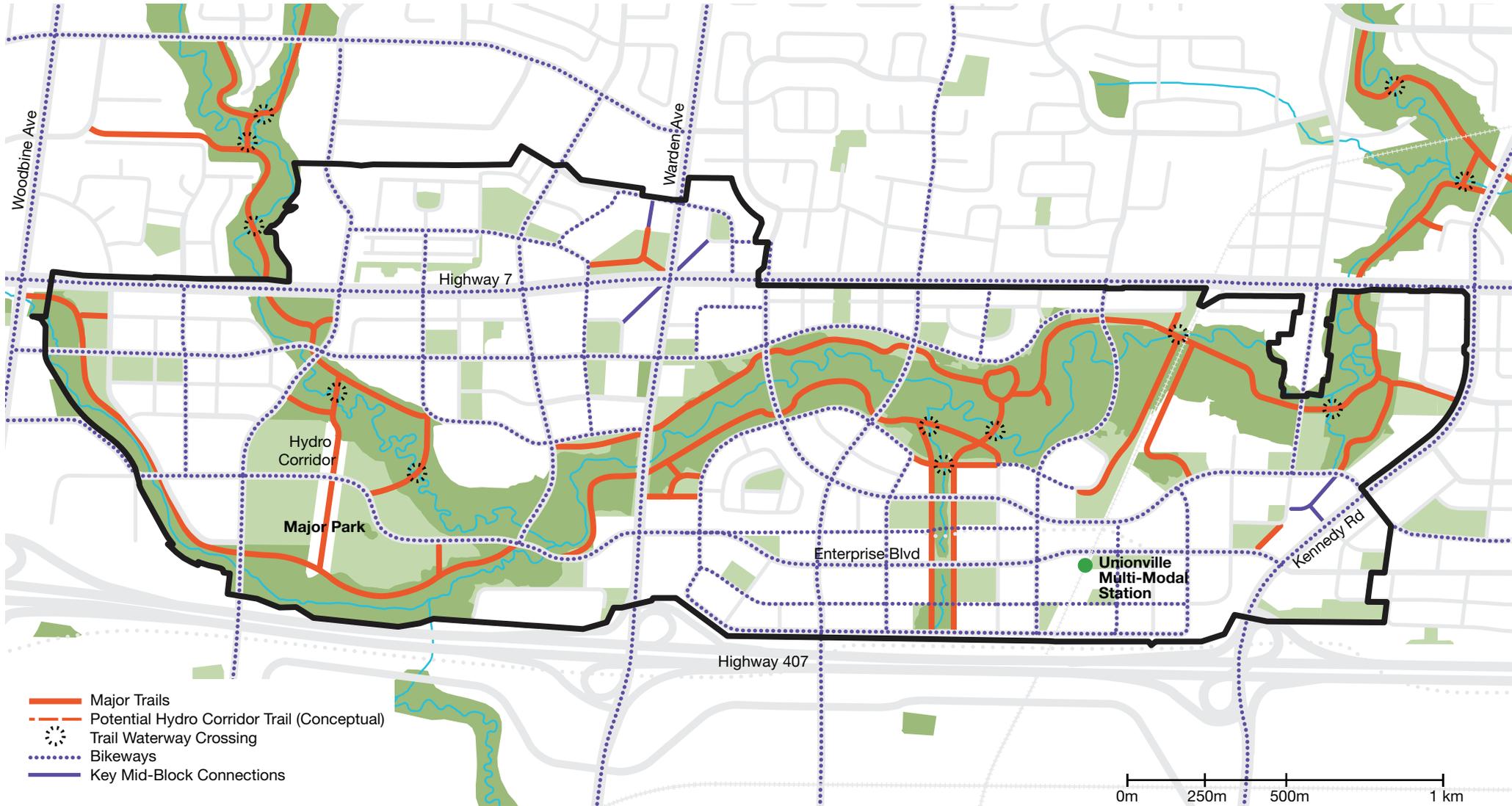
Street Network



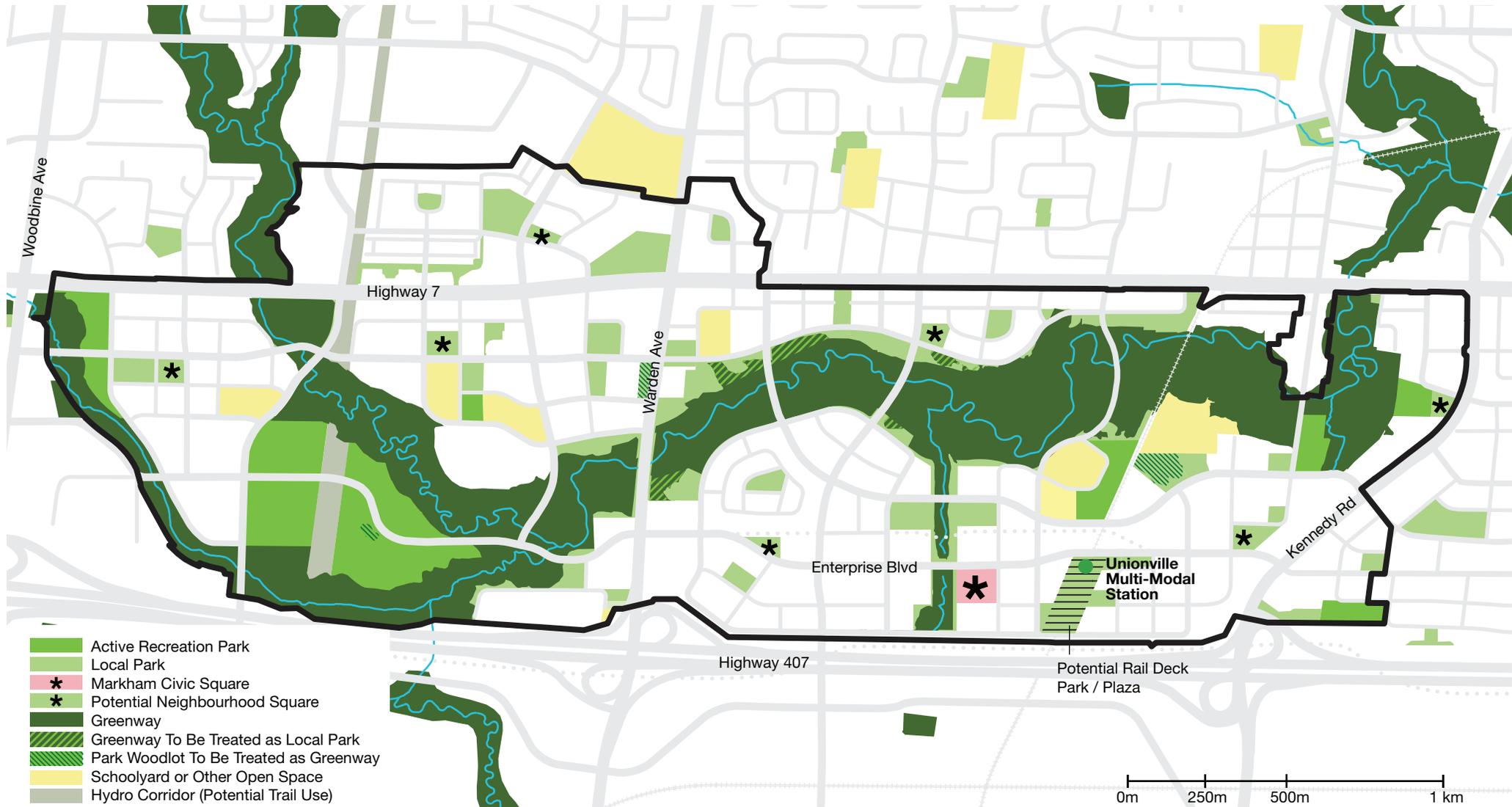
Rapid Transit

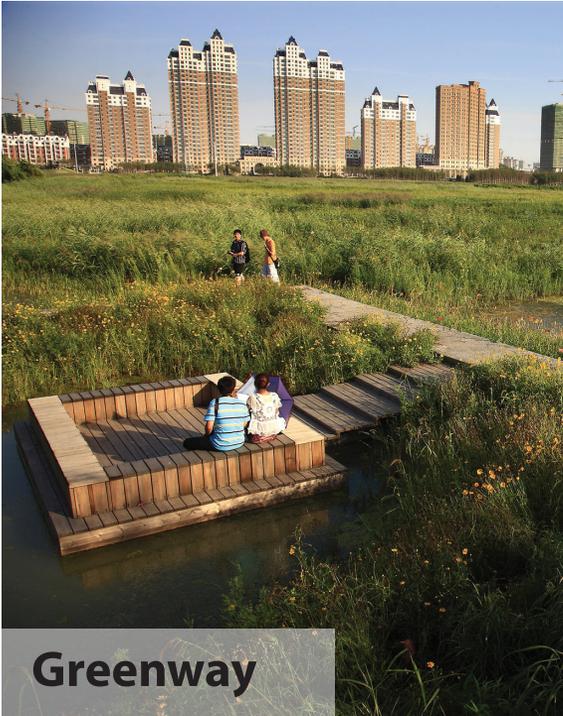


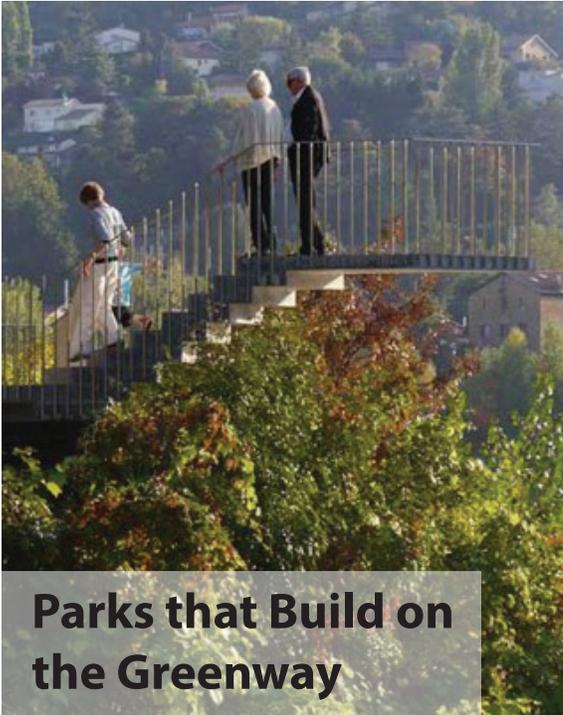
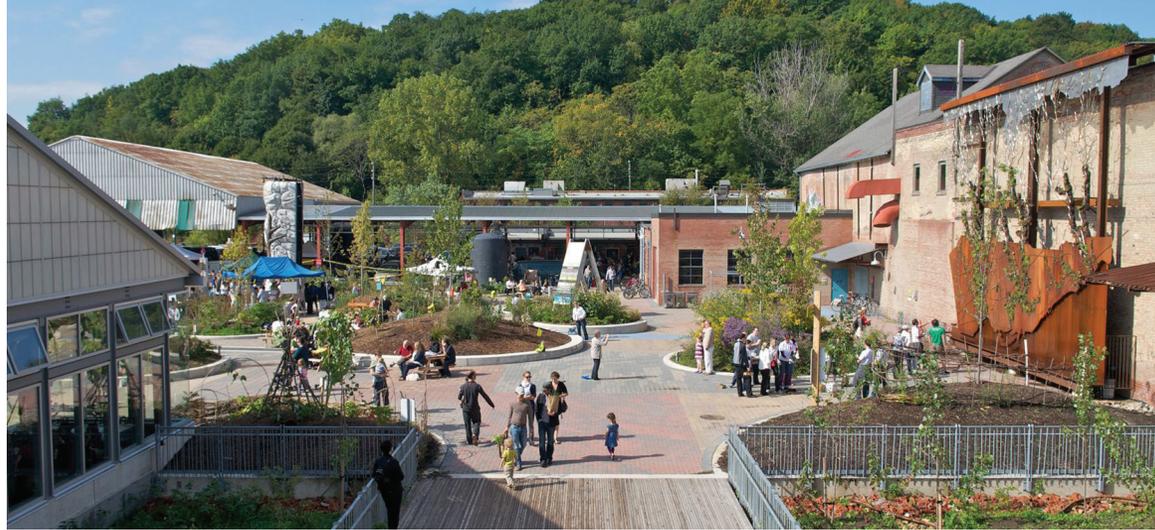
Active Transportation



Parks and Open Spaces



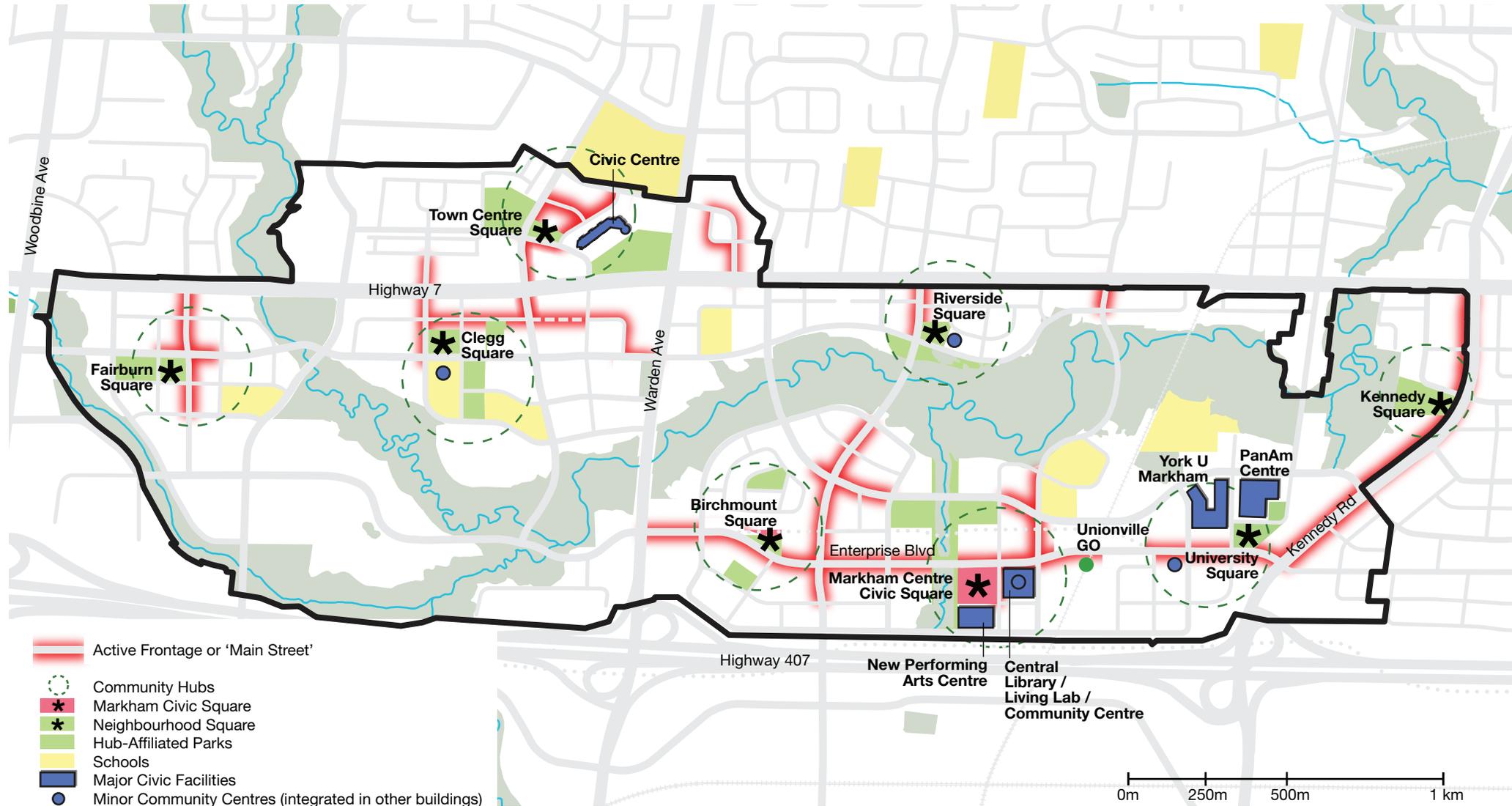




Parks that Build on the Greenway



Urban Framework

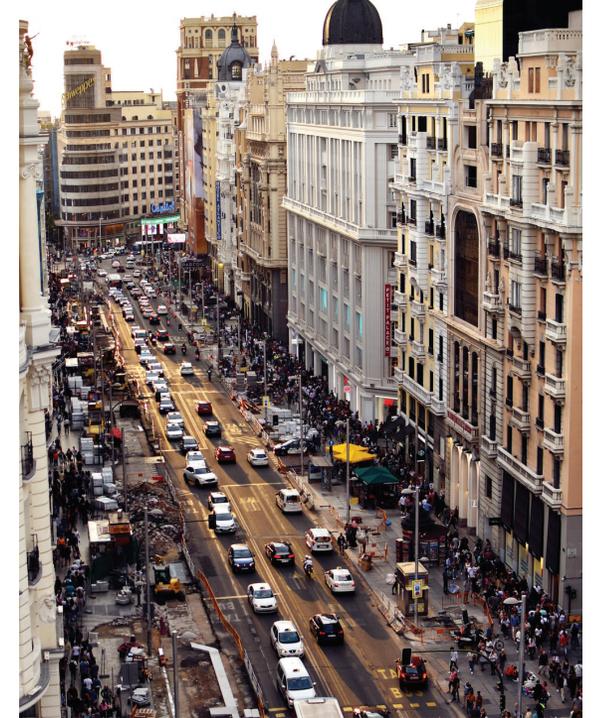


- Active Frontage or 'Main Street'
- Community Hubs
- Markham Civic Square
- Neighbourhood Square
- Hub-Affiliated Parks
- Schools
- Major Civic Facilities
- Minor Community Centres (integrated in other buildings)

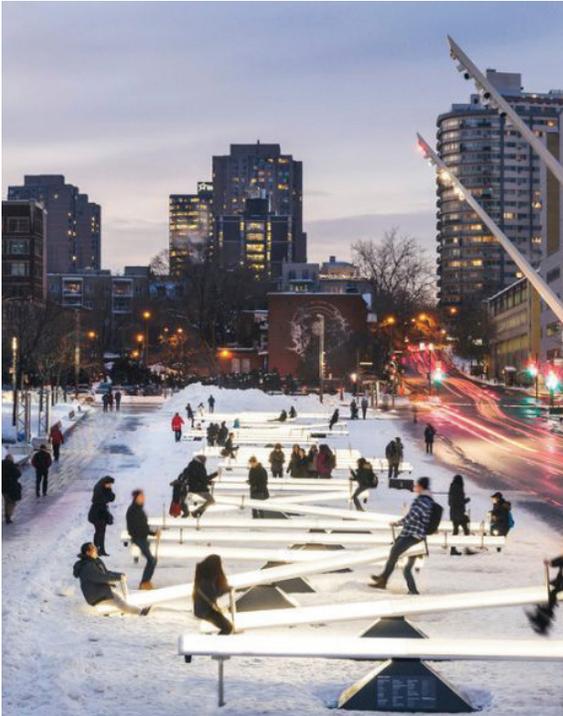
Urban Transit Stations

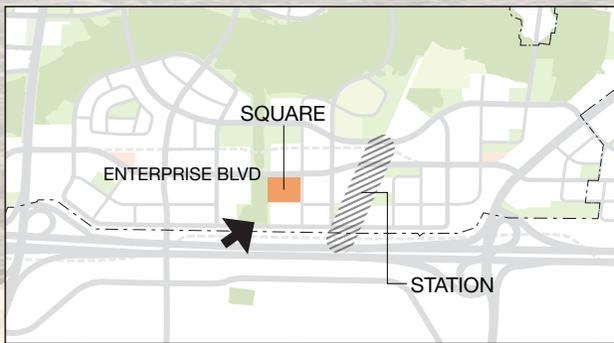


Enterprise Main Street



Major Civic Squares





MARKHAM CIVIC SQUARE

PERFORMING ARTS CENTRE

UNIONVILLE MULTI-MODAL STATION

LIBRARY / COMMUNITY CENTRE (MIXED USE)

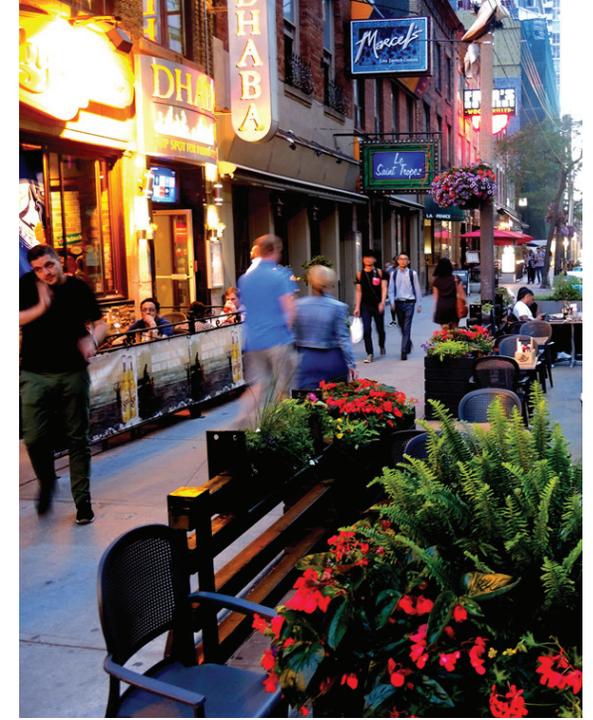
ENTERPRISE BLVD.

ROUGE GREENWAY

TRIBUTARY 4

Demonstration Model
**View of Square and
Performing Arts Centre**

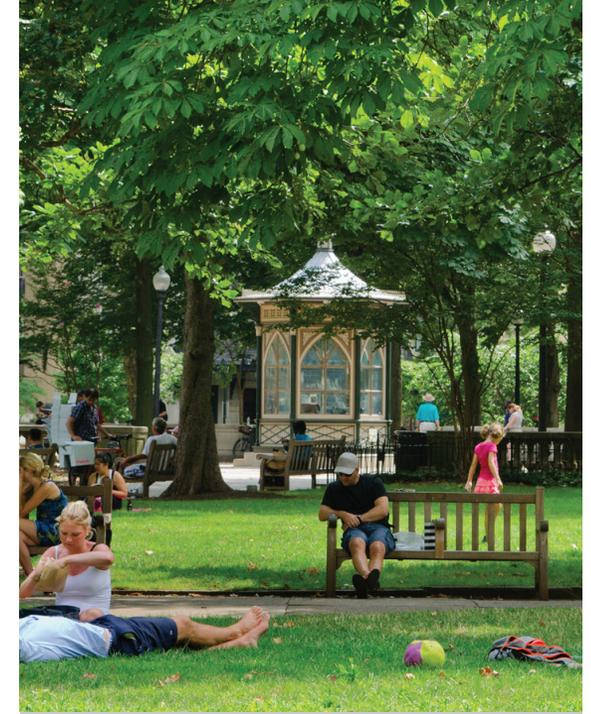






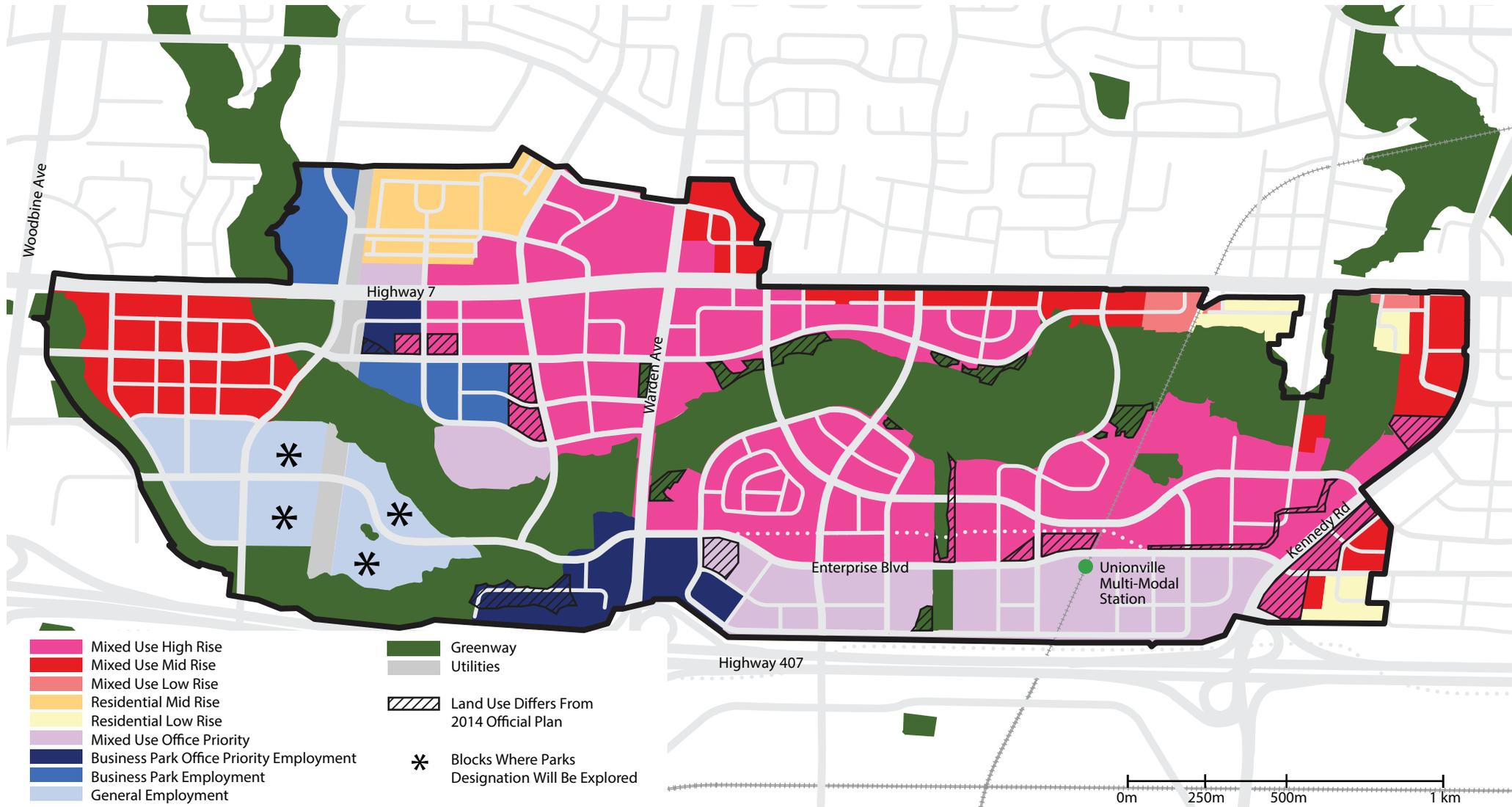
Civic Spaces

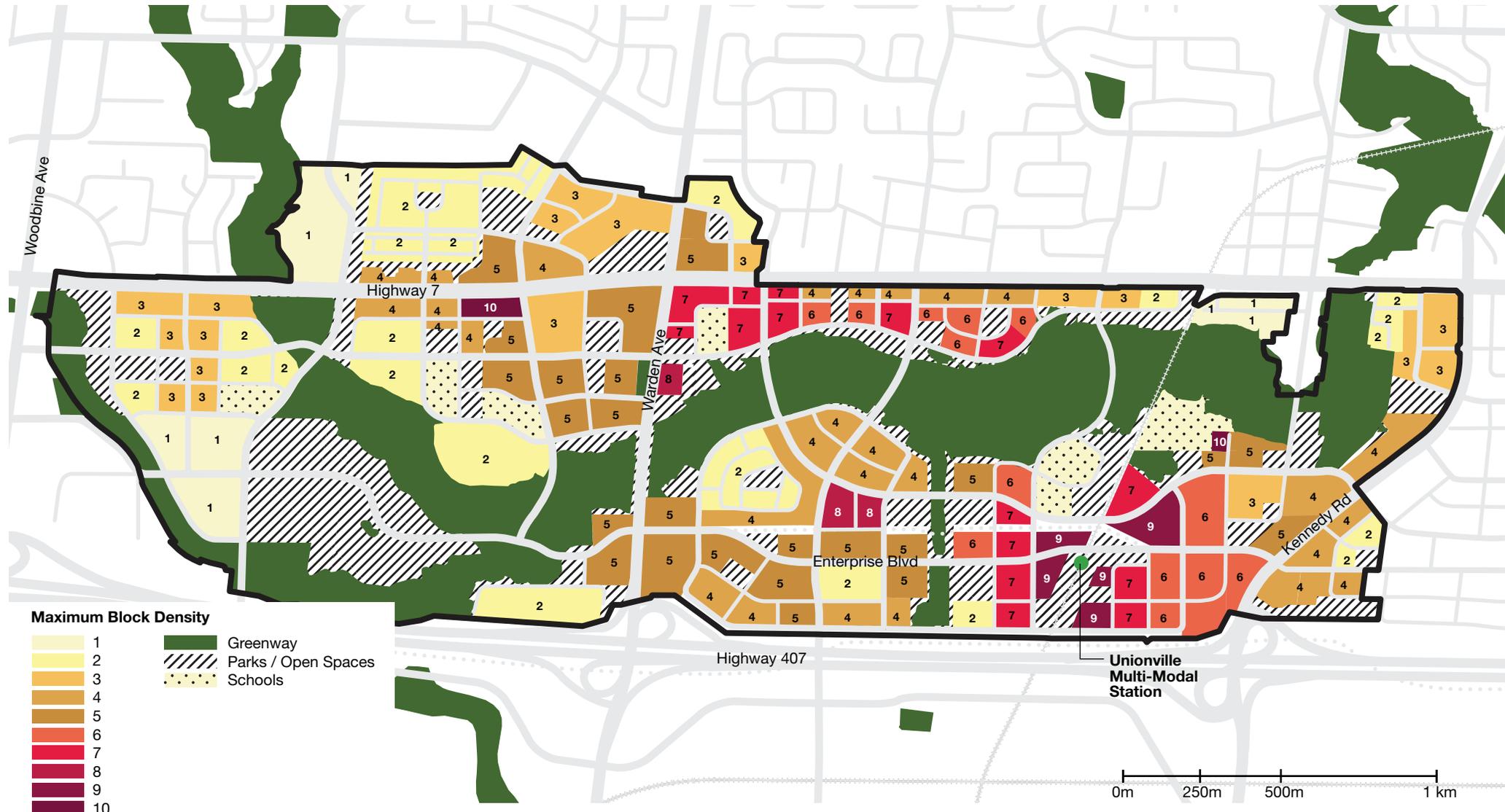


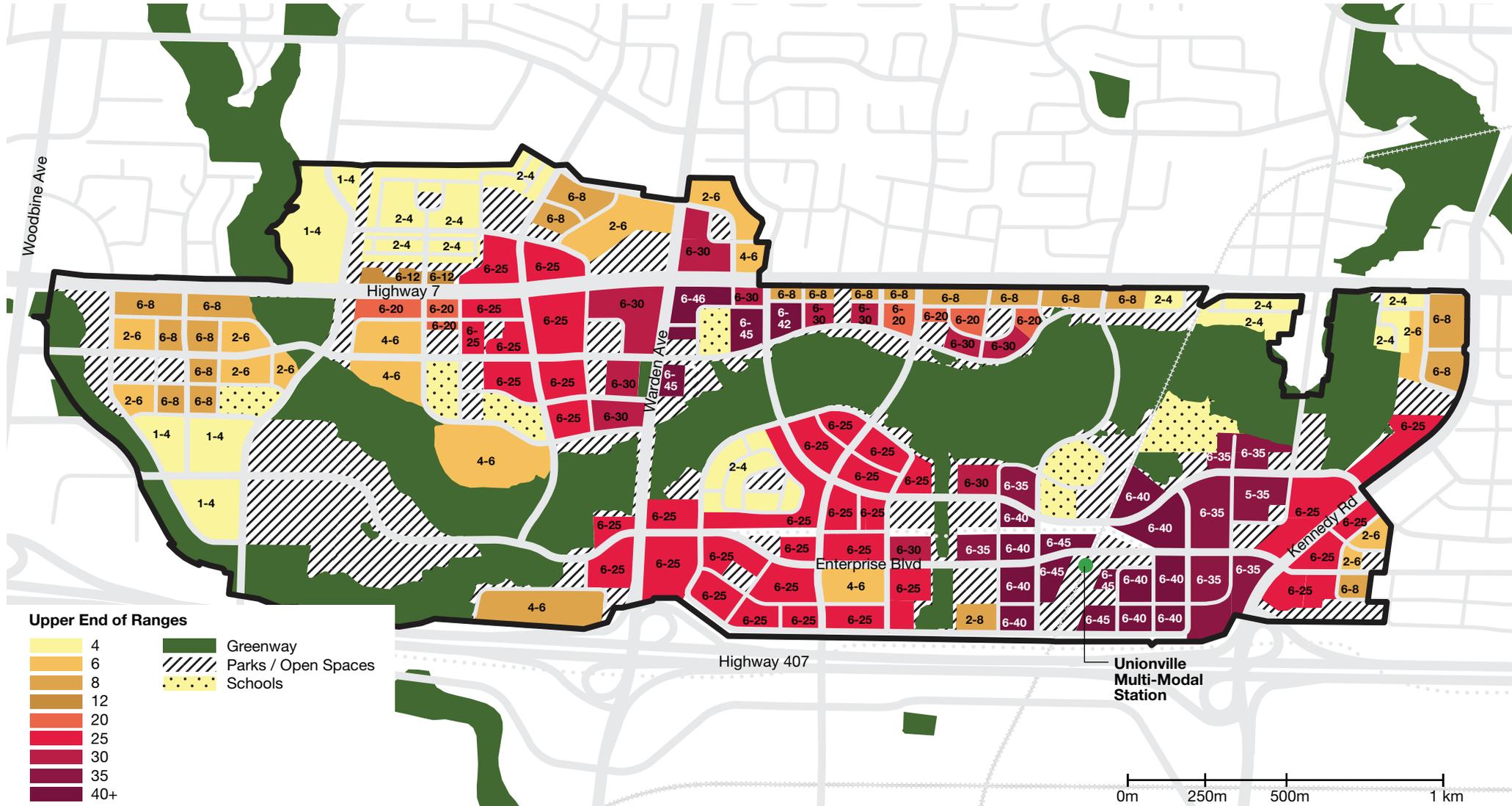


**Local and
Neighbourhood Parks**







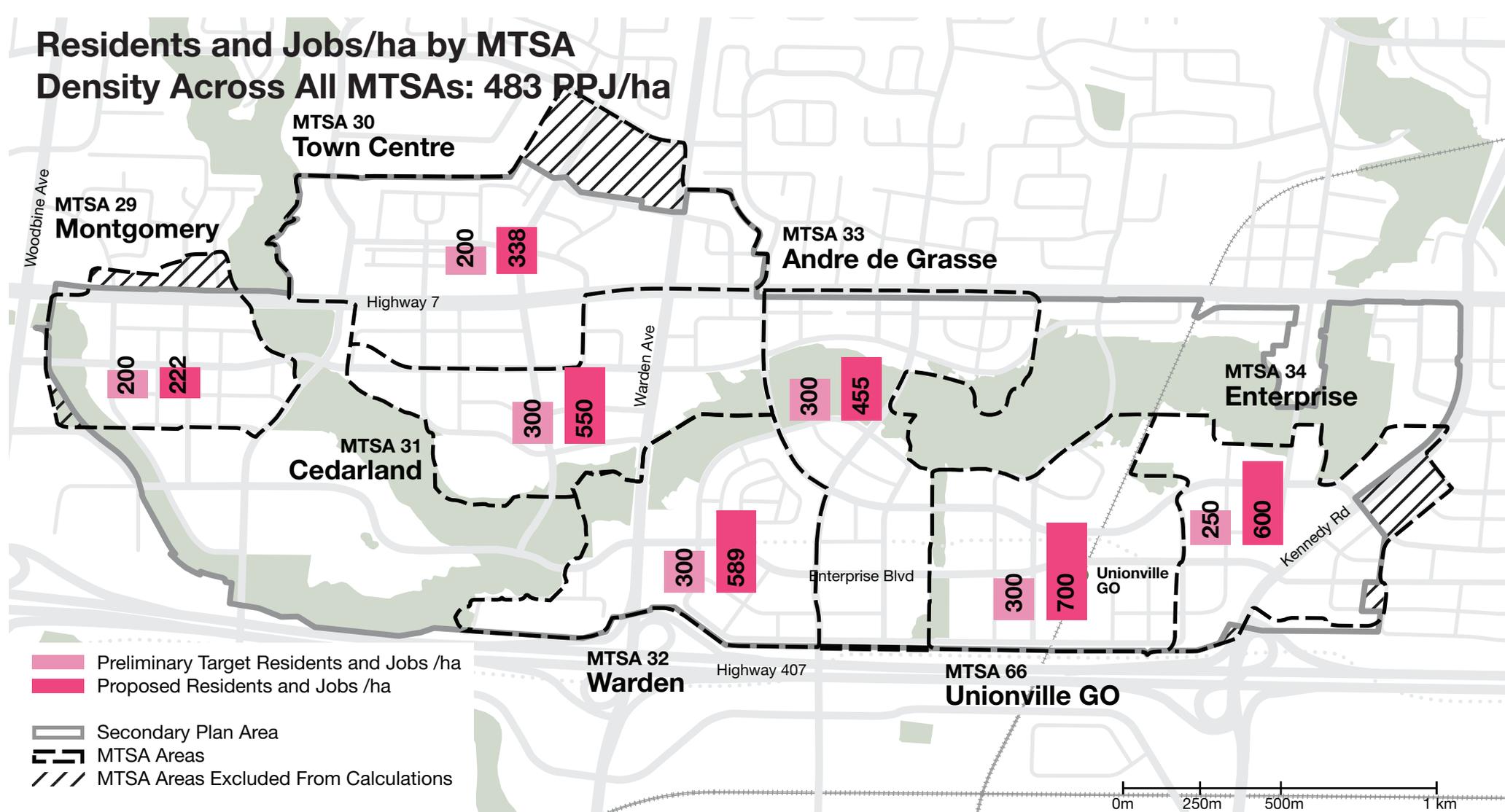


Demonstration Massing



-  Existing
-  Approved
-  Potential

Residents and Jobs/ha





FAIRBURN DISTRICT

UPTOWN DISTRICT

DOWNTOWN DISTRICT

UNIONVILLE
MULTI-MODAL
STATION

KENNEDY DISTRICT



Thank You

MARKHAM CENTRE SECONDARY PLAN UPDATE

Transportation Assessment of the
Development Concept

Presentation to DSC, July 5th, 2022





1. Overview
2. Existing Conditions
3. Markham Centre Development Concept
4. What Needs to Happen to Make the Future Work
5. Conclusions



**Existing
Conditions**

Existing Policy Context



**2041 Regional
Transportation Plan**



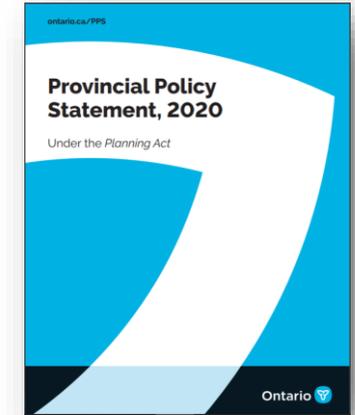
**York Region
Official Plan (2019)**



**York Region
Transportation Master Plan (2016)***



**Provincial Policy
Statement (2020)**



**Transportation Plan for the Greater
Golden Horseshoe (2022)**



**City of Markham 2020-2023
Strategic Plan**



**City of Markham
Official Plan (2014)**

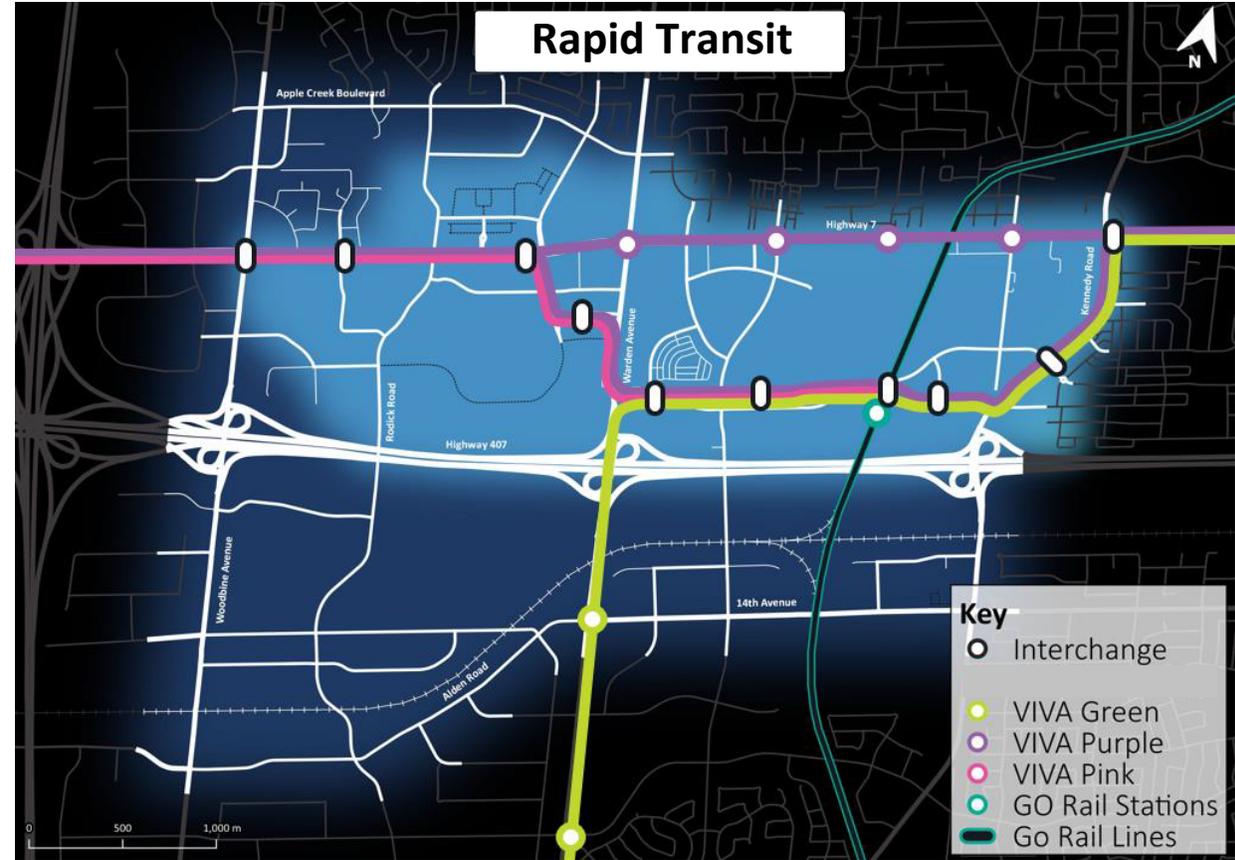
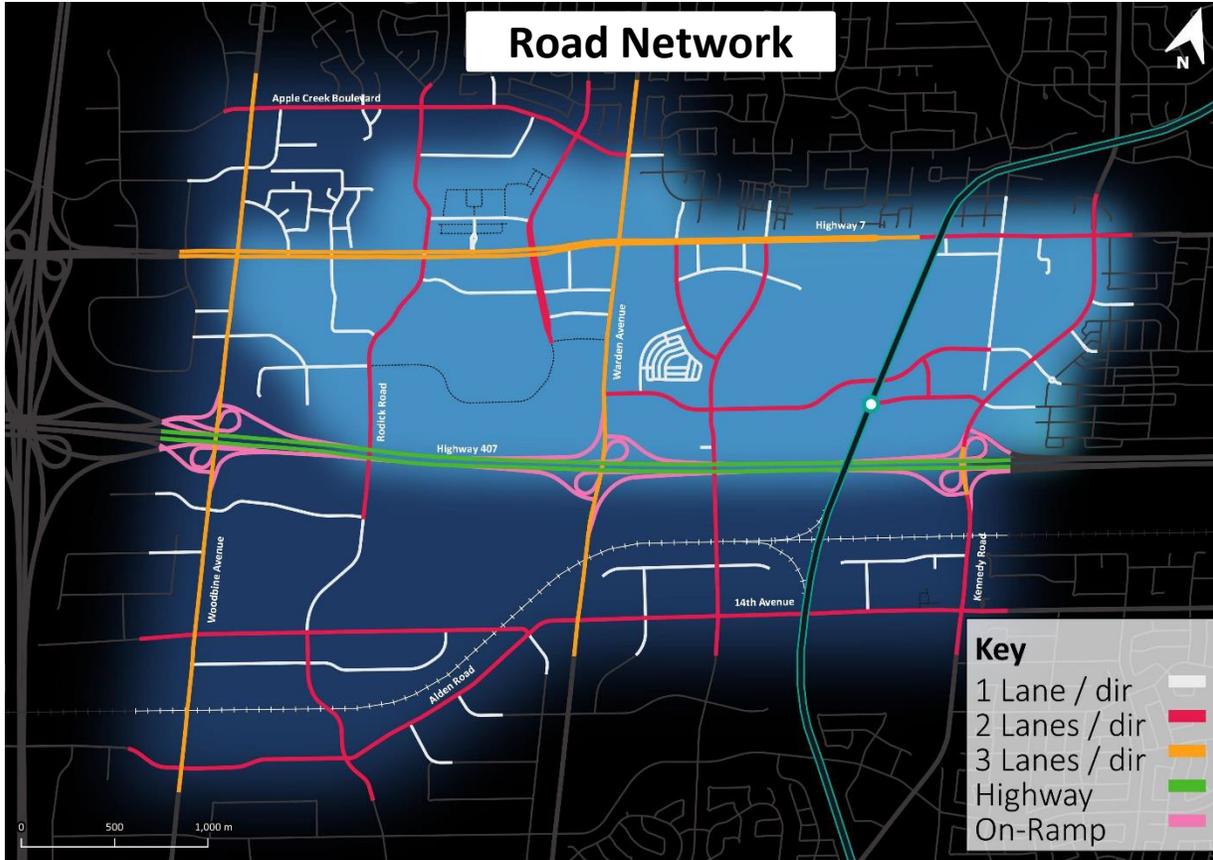


**Markham Active Transportation
Master Plan (2021)**



**The 2022 Transportation Master Plan was recently approved and may have some new implications on the Markham Centre Secondary Plan Update*

Existing Transportation Network



MAXIMUM
40
km/h

Local Roads and most Minor Collector Roads

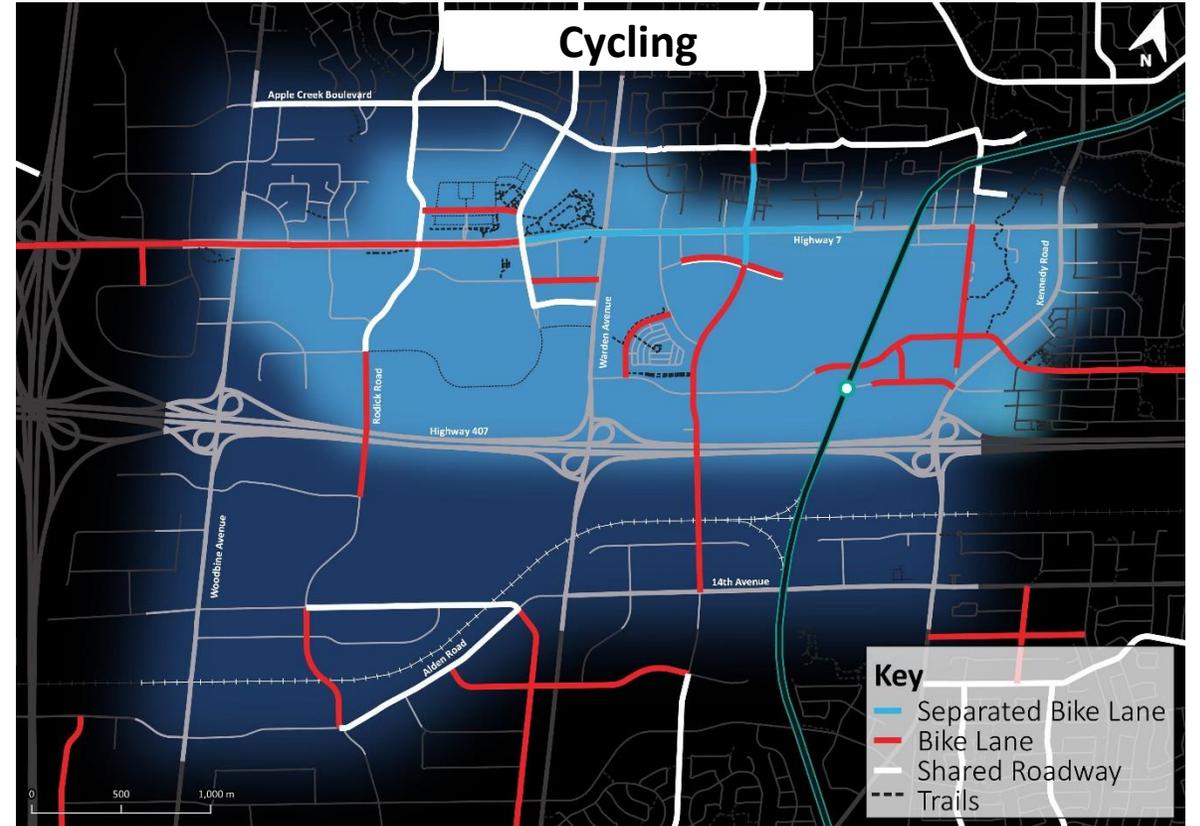
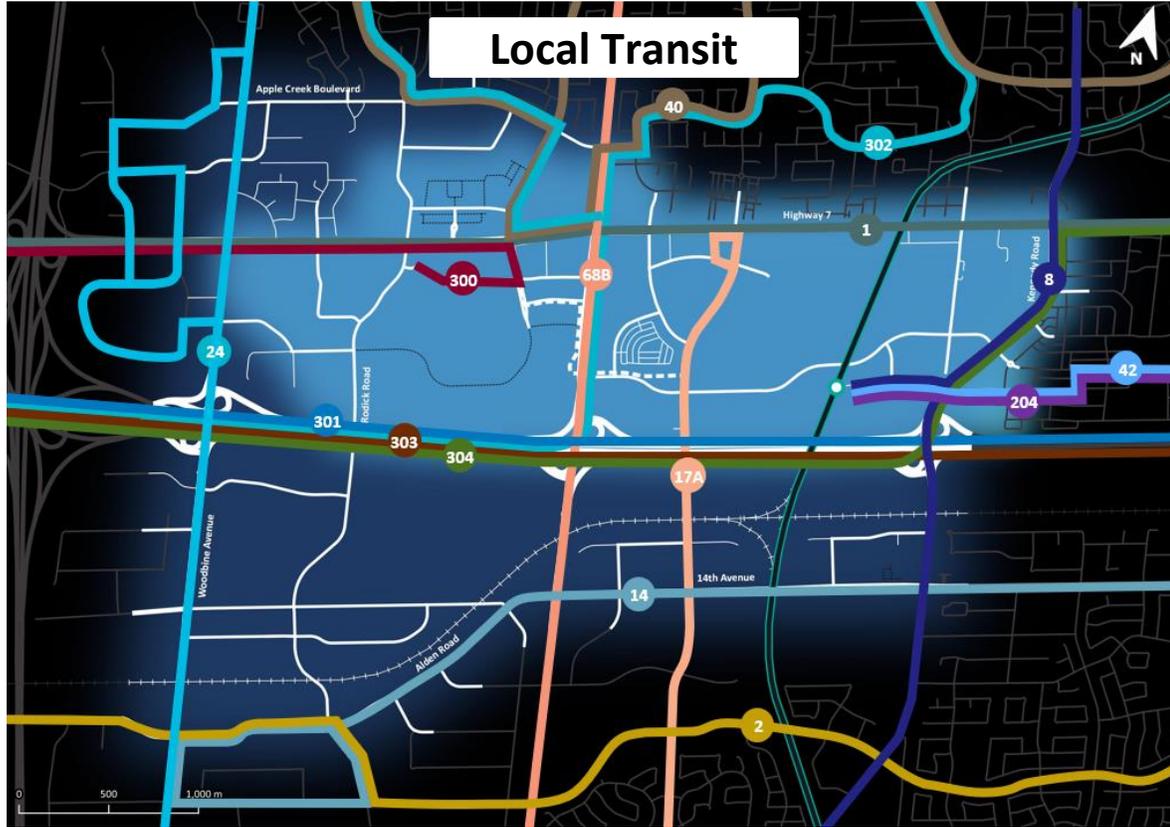
MAXIMUM
50
km/h

Most Major Collector Roads and some Arterial Roads

MAXIMUM
60
km/h

Most Arterial Roads

** Note: Viva Pink and Viva Green are currently suspended due to the COVID-19 pandemic*



Existing Travel Patterns



80,000

Trips generated & attracted by MC each day

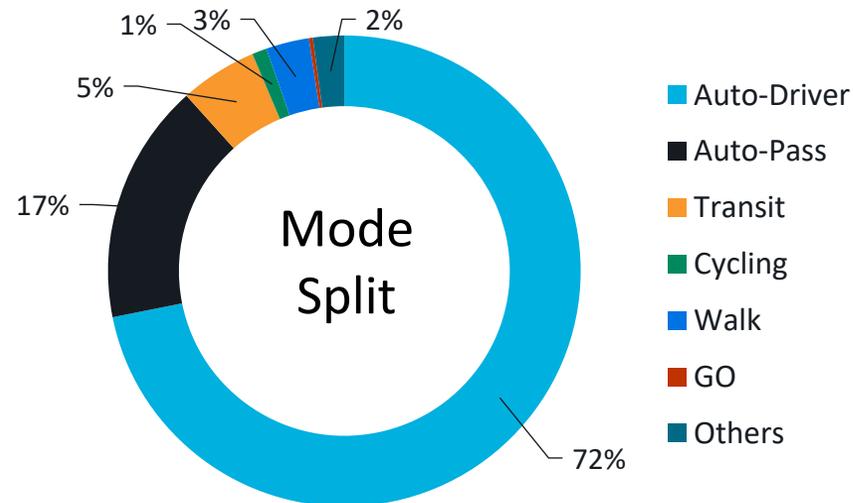
8%

Of trips generated by MC stay within MC

44%

Of trips to/from MC are to/from other parts of Markham

Most trips done by car, even at distances that could easily be walked or cycled

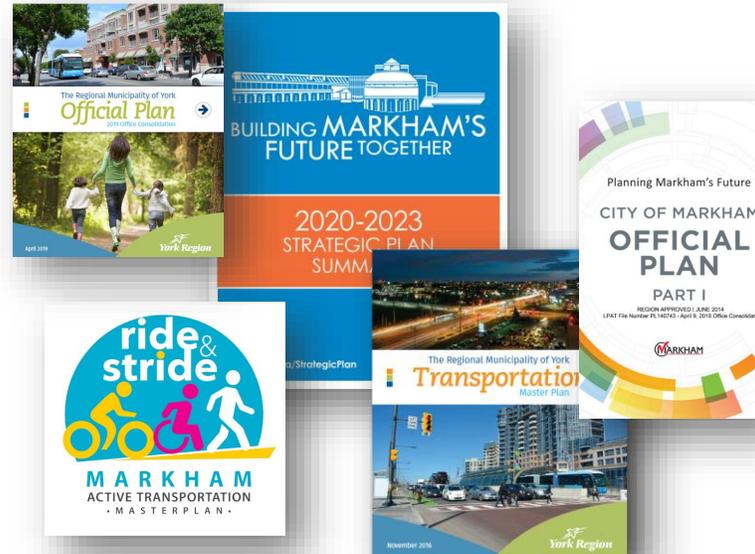




Markham Centre has a solid foundation on which to build.



VIVA rapidway and Unionville GO station provide high-quality transit connections



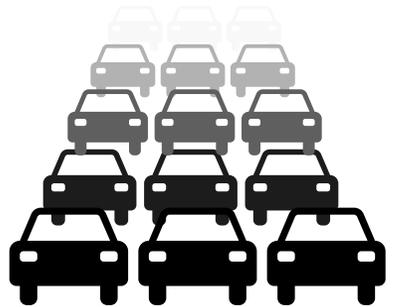
Strong policies in place to help create walkable, bikeable and transit-friendly community within Markham Centre



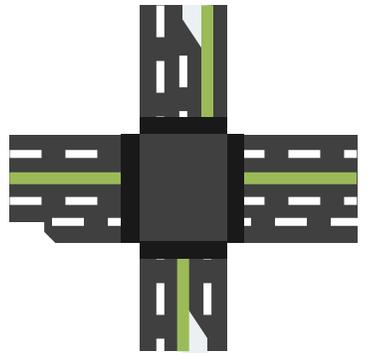
“A blank slate” - Large areas of land available for development of “15-minute neighbourhoods” where people do not have to rely on cars



However, there are weaknesses that must be overcome



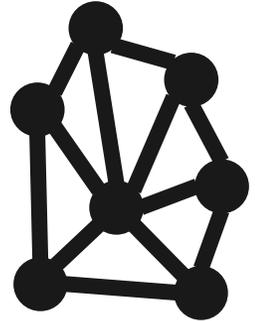
Auto-oriented environment that is congested during peak hours



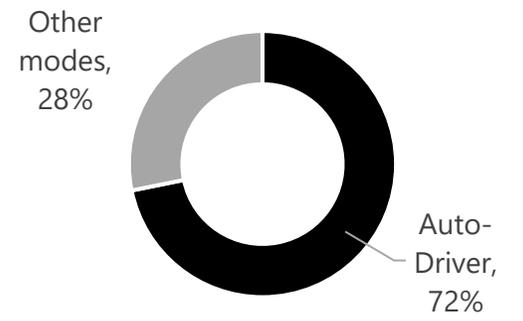
Limited ability to provide additional capacity for vehicles



Universal free parking encourages auto use



Large blocks create a poor pedestrian environment, cycling network has gaps

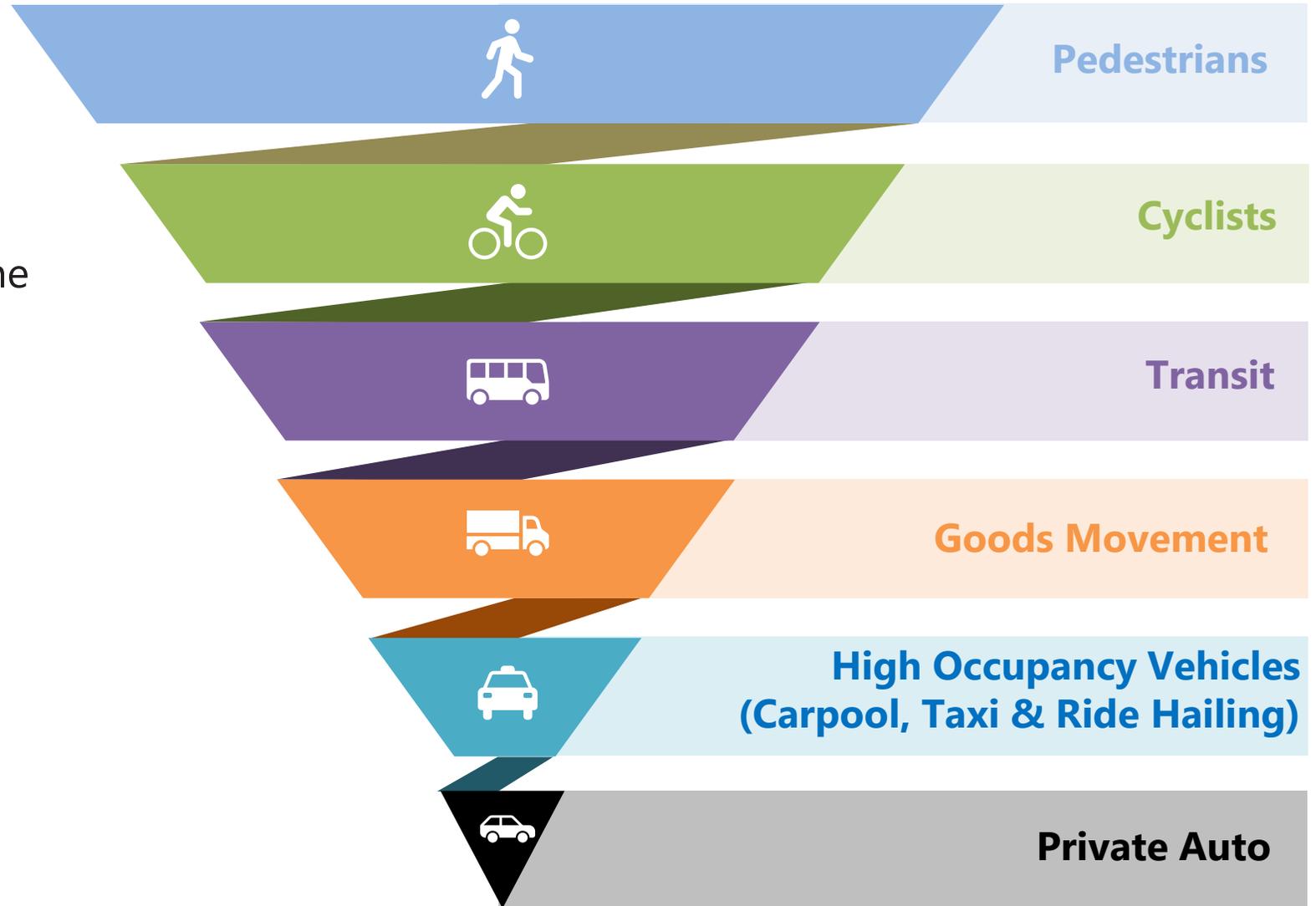


Low walking, cycling & transit mode share

Markham Centre Development Concept



- In order to fulfil the vision of Markham Centre, we must flip the hierarchy of priority of modes
- In other words, Markham Centre must *actively* prioritize walking, cycling and transit use over automobile use

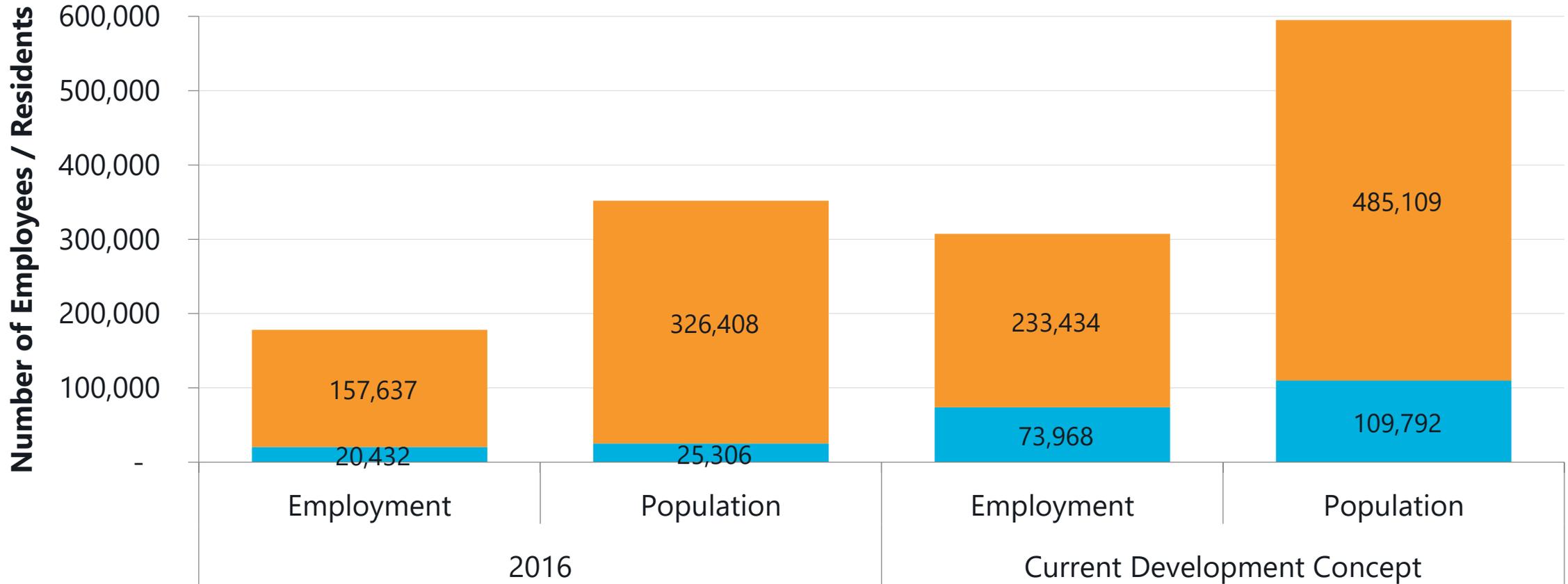


The Development Concept



Employment and Population for Existing and Future Scenarios

■ Markham Centre ■ Rest of Markham

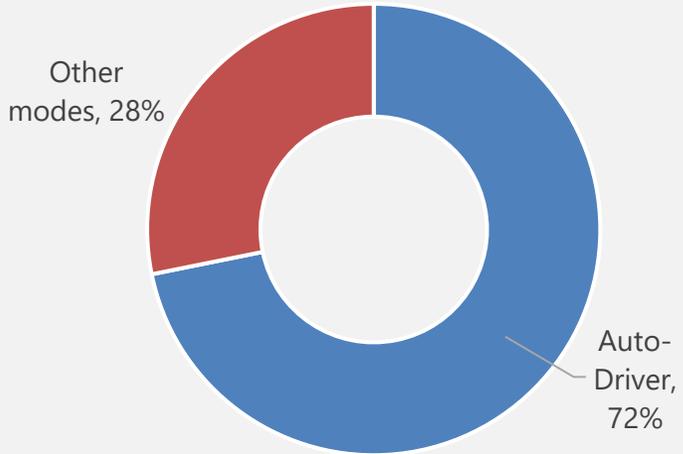


The Development Concept

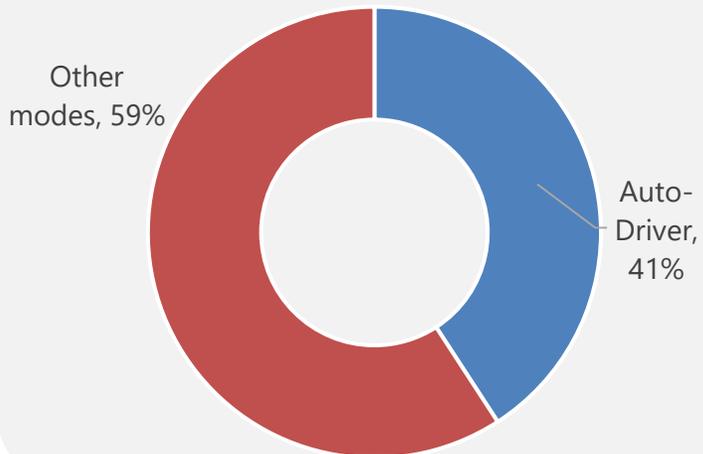


MODE SPLIT

Existing Mode Split



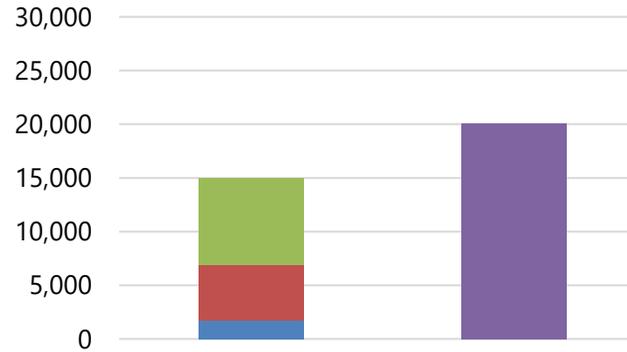
Required 2041 Mode Split



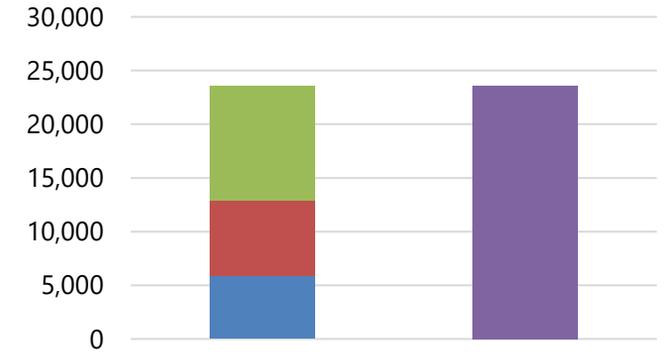
VEHICULAR TRIP DISTRIBUTION

AM

Existing Conditions

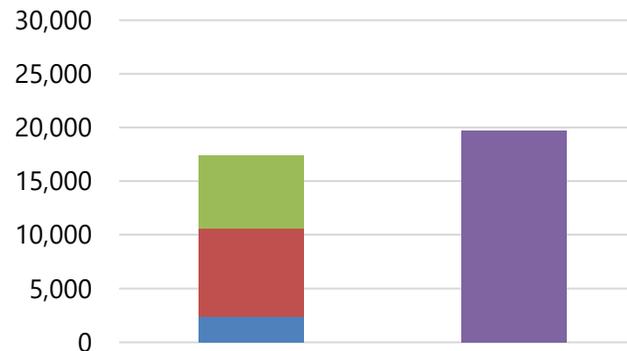


2041- Development Concept

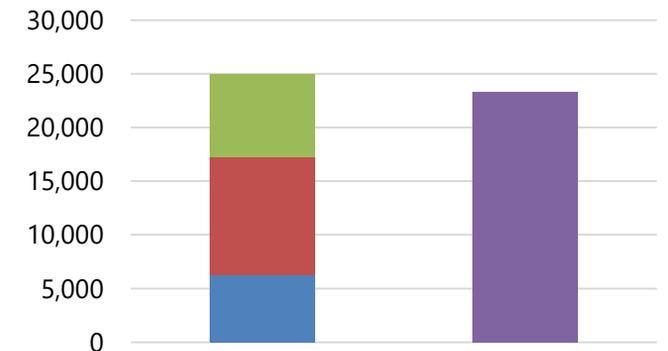


PM

Existing Conditions

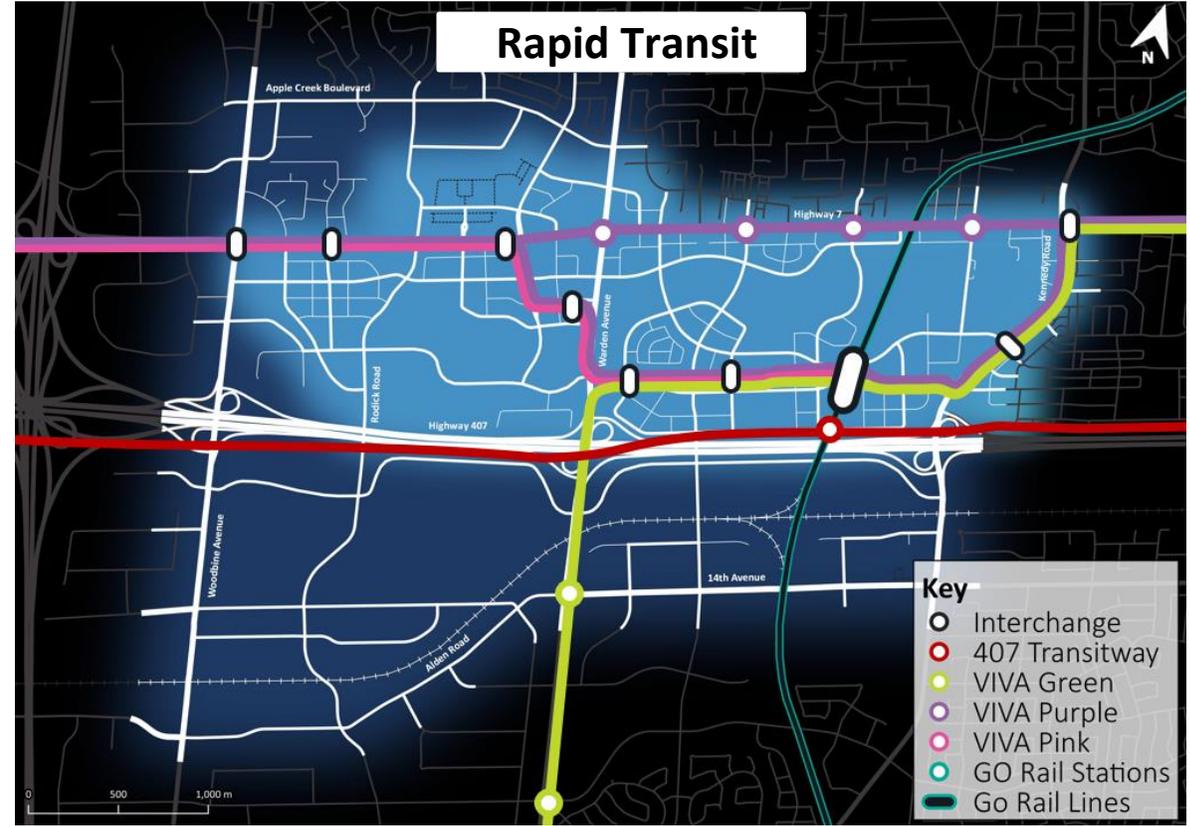
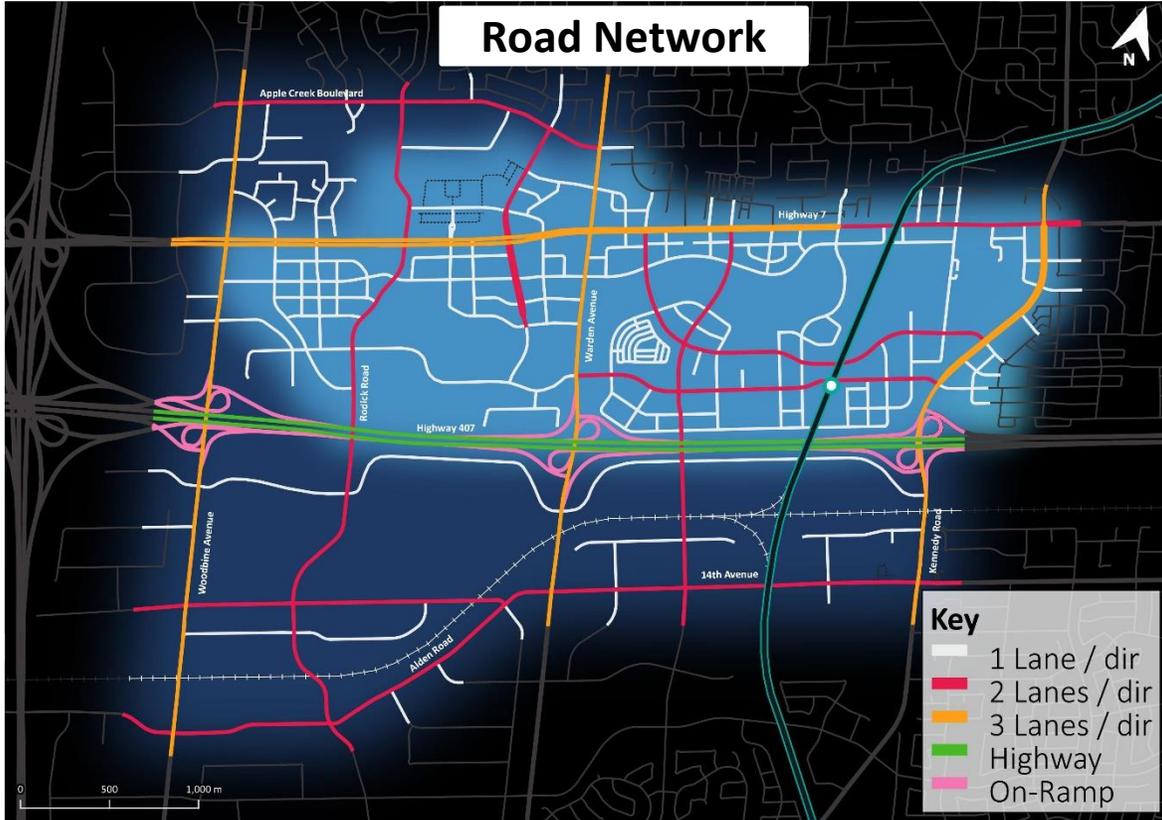


2041 – Development Concept



- Pass-through trips
- Trips from outside → MC
- Trips from MC → Outside
- Trips contained within MC

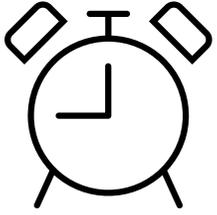
Recommended Transportation Network



MAXIMUM
30
km/h
Local Roads

MAXIMUM
40
km/h
Collector Roads

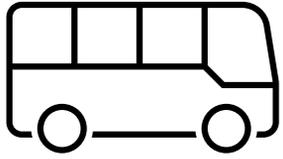
MAXIMUM
50
km/h
Arterial Roads



Increased traffic



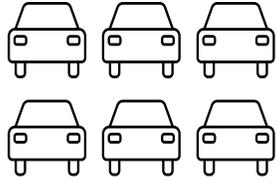
Increased travel
times



Traffic impacts transit
vehicles



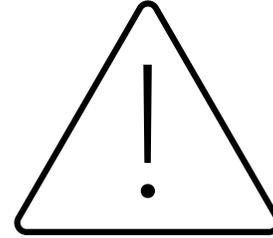
Transit is less
attractive



Insufficient parking at
the Unionville GO
Station



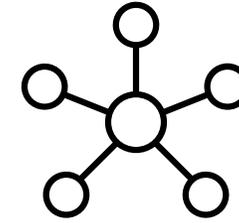
Transit is less
attractive



Arterial roads remain
uncomfortable for
pedestrians and
cyclists



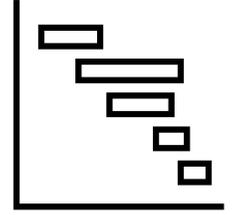
Walking & cycling is
less attractive



Lack of connections
across the greenway
increases walk time



Walking & cycling is
less attractive



Network phasing has
multiple streams of
approval processes
and timescales



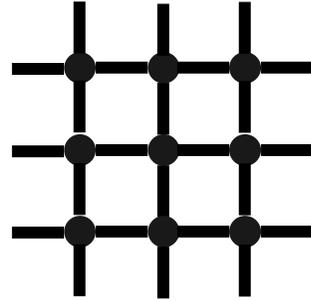
Developments and
required infrastructure
may become out of
sync



Wide mix of different
land uses



Trips can be made without
the need for a car because
everything is close by



Grid-based street
network with smaller
blocks



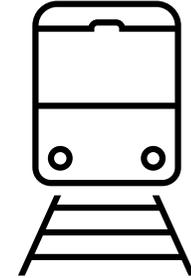
Reduces travel
distance making it
easier to walk and
cycle



Expansive & connected
cycling network



Makes cycling a safer
and less stressful
travel option



Unionville GO & GO
Expansion



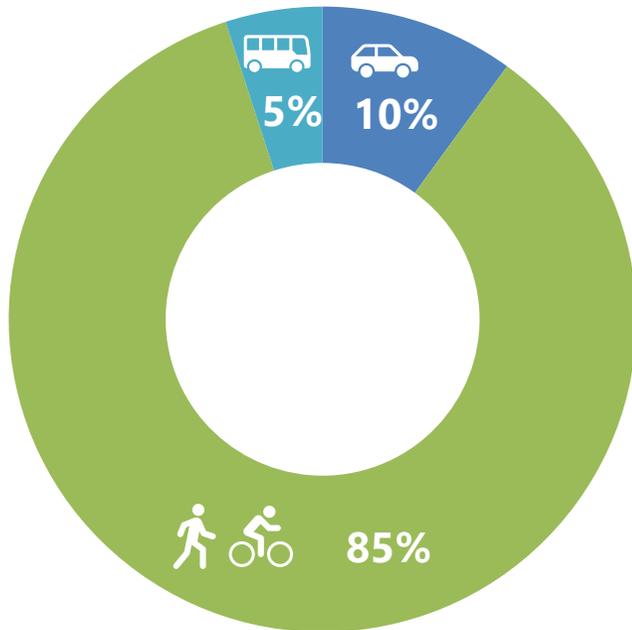
Improved connectivity
& less dependence on
auto for regional
travel

What Needs to Happen to Make the Future Work

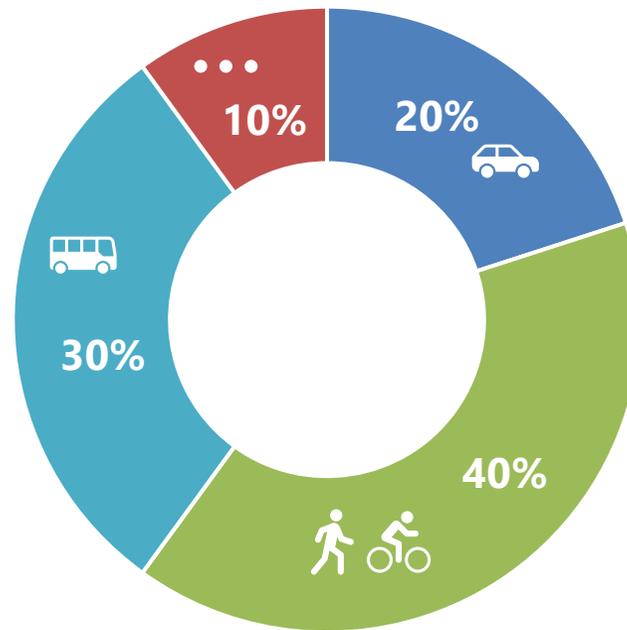


The integrated development vision and transportation plan being developed for Markham Centre will incentivize and change the way people get around.

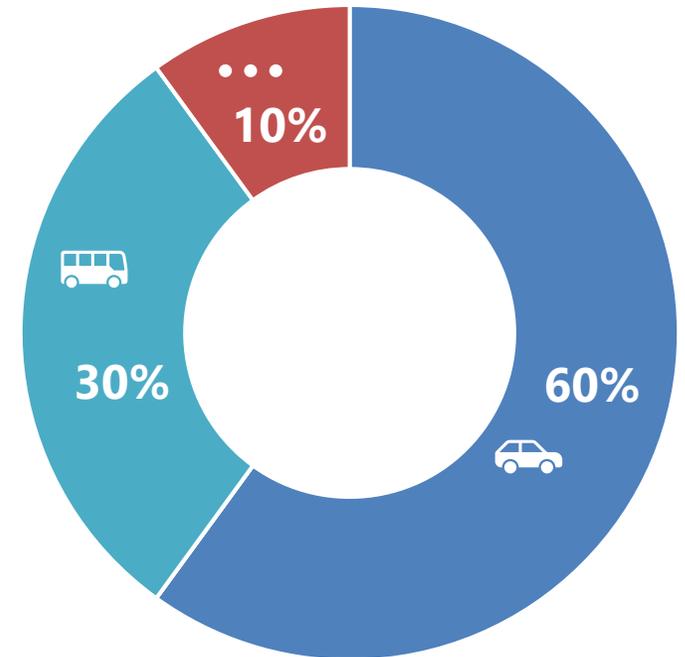
Trip Distances 0-1km



Trip Distances 1-5km



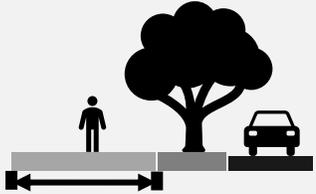
Trip Distances >5km



■ Auto Driver ■ Active Transportation ■ Transit ■ Others



WALKING



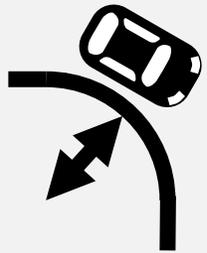
Wide sidewalks, particularly on main streets like Enterprise Boulevard



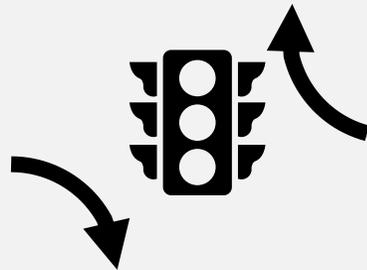
Lower posted speed limits across the focus area



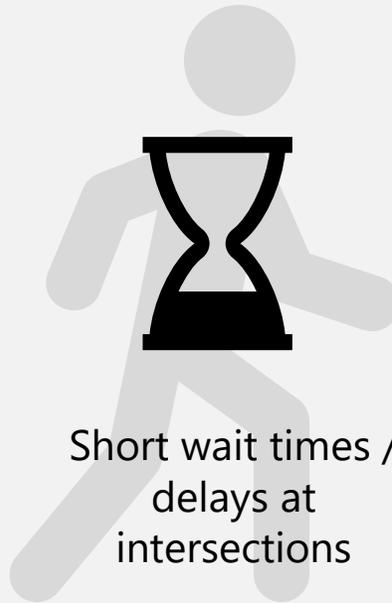
Short crossing distances or island refuges



Narrow curb radii

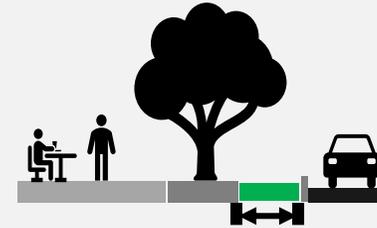


Fully protected turn phases for high volume movements

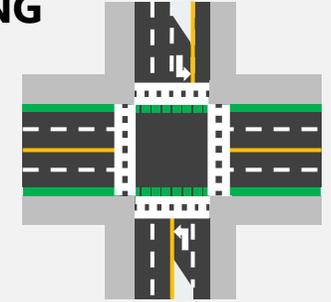


Short wait times / delays at intersections

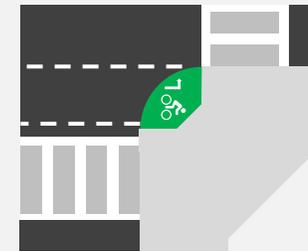
CYCLING



Physically separated or buffered bicycle facilities along most arterials & collectors



Intersection lane markings

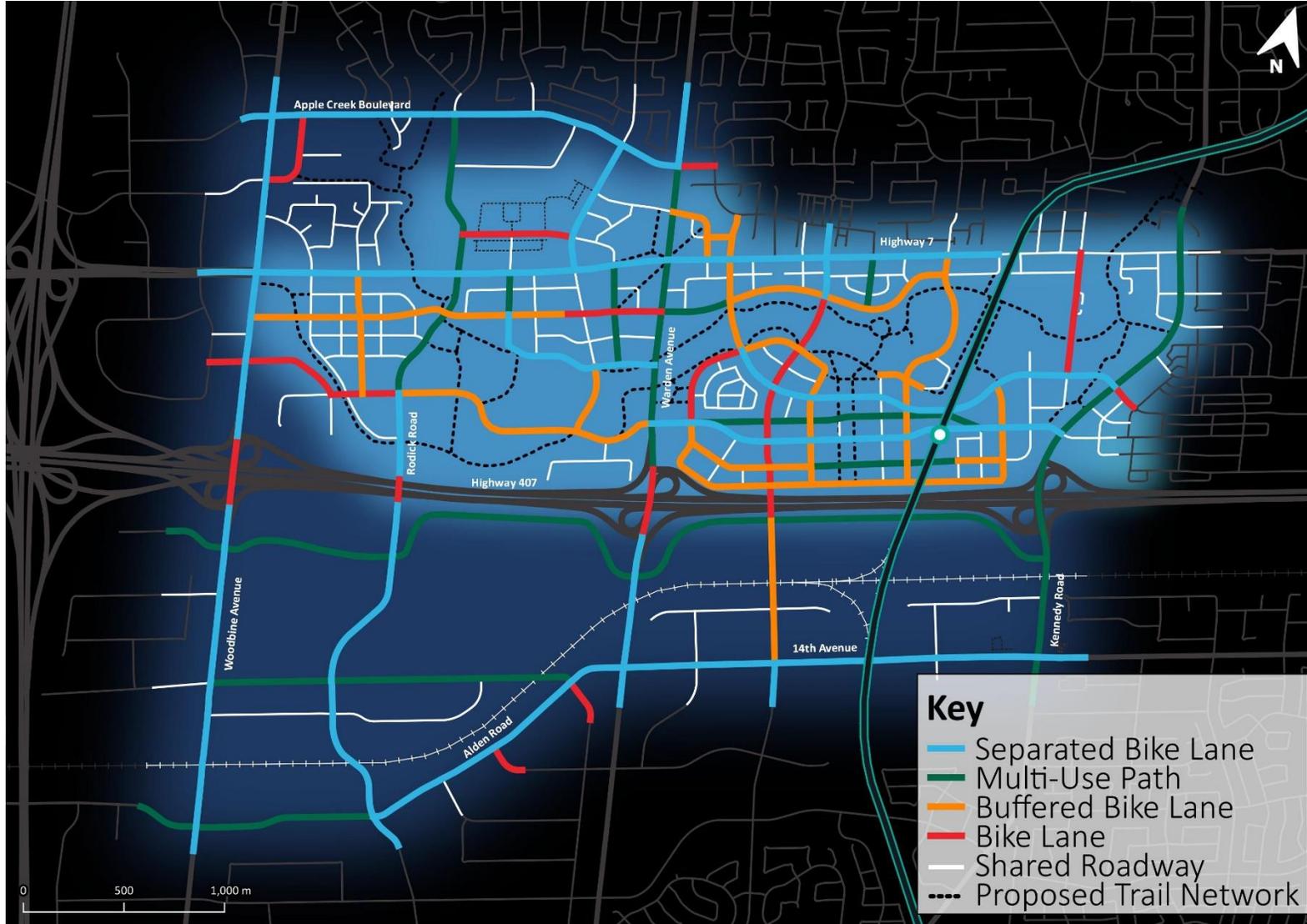


Two-stage bike boxes

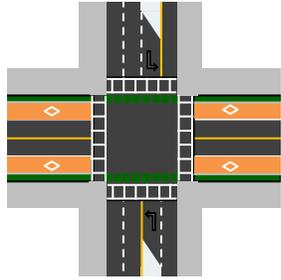


Bike signals where appropriate

Active Transportation Network



**Refinement in progress*



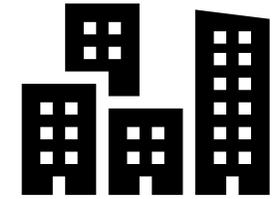
HOV-Transit Lanes or
rapidways



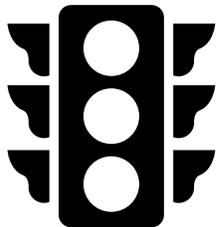
Fare integration for
improved regional
connectivity



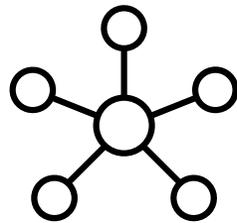
First-last kilometre
services such as bike
share



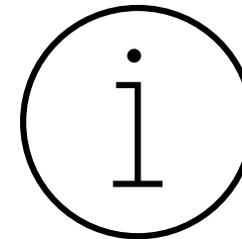
Improved urban design
/ integration of transit
facilities with the street



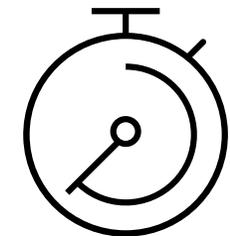
Transit Signal Priority
along VIVA rapidway



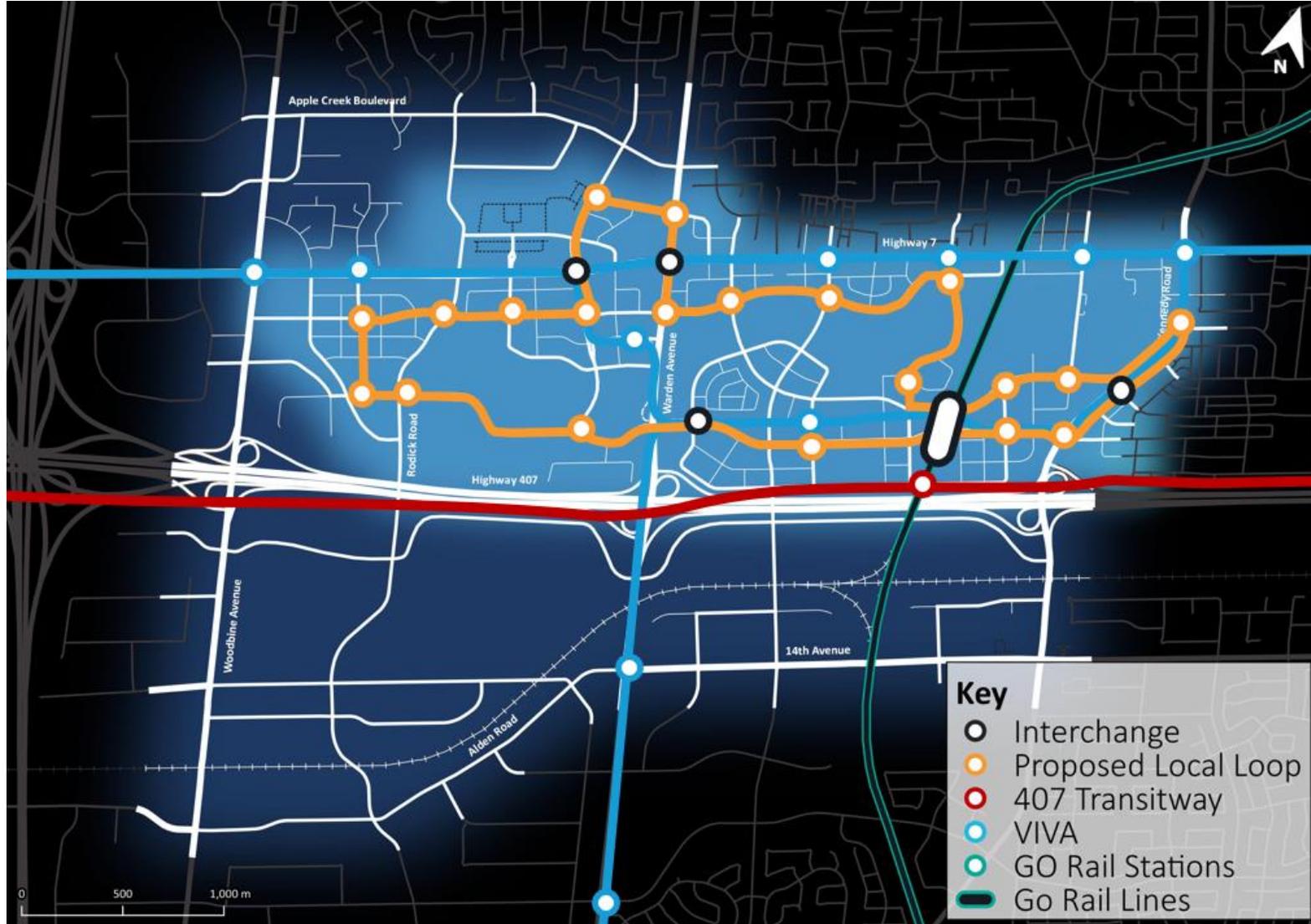
Improved connections
internal to Markham
Centre, including GO
Station access



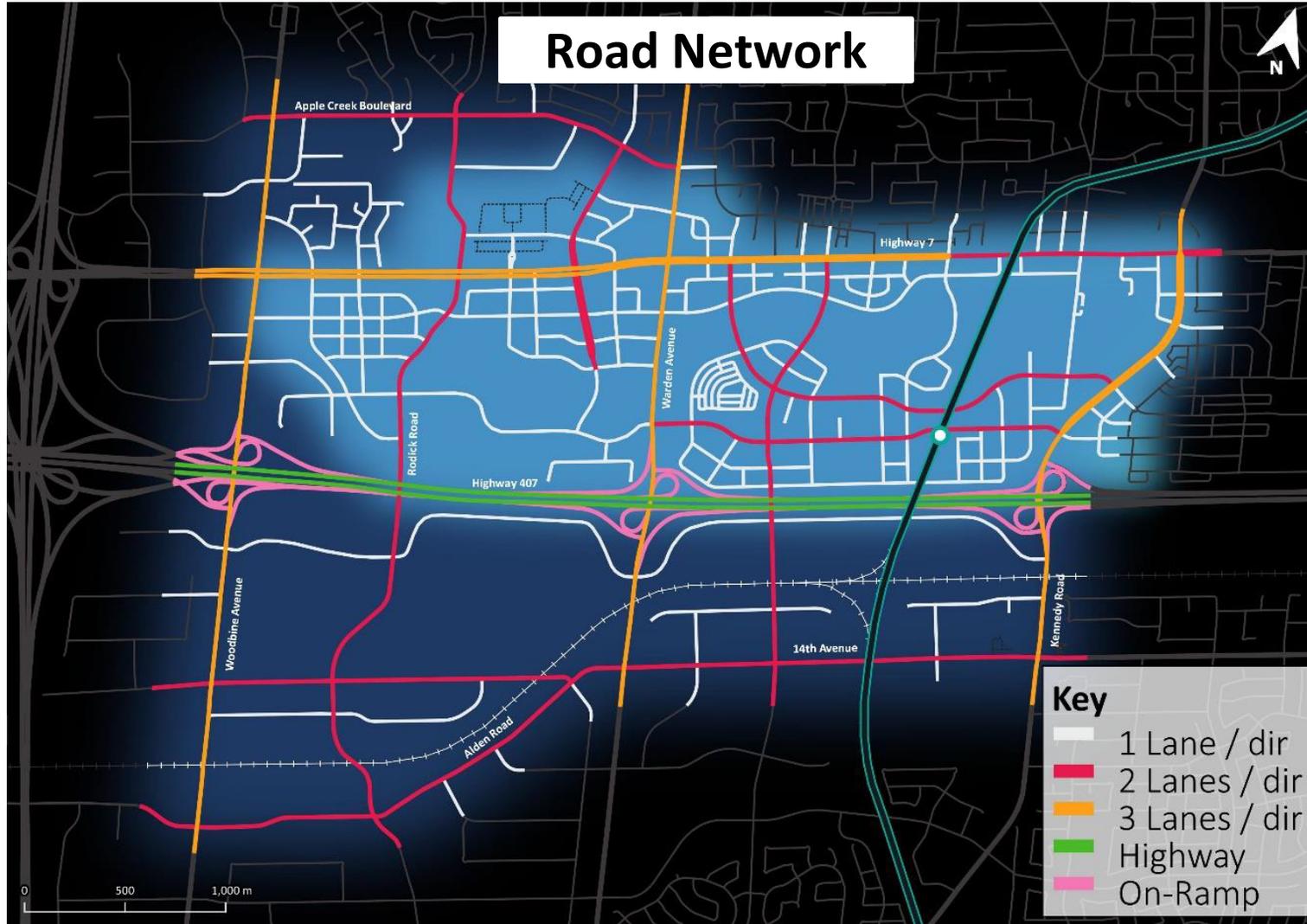
Real time information
at bus stops and
stations

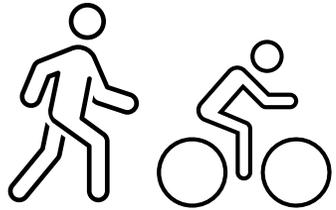


Improved service
frequency where
justified – especially
Viva Purple if possible

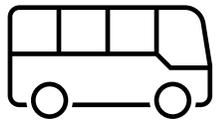


Recommended Transportation Network

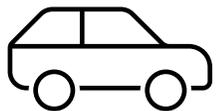




More direct routes for pedestrians and cyclists, saving up to 10 -20 minutes of walk time



Increased opportunities for local bus service routing and transit connectivity through focus area



Improved dispersion of traffic which shifts auto demand away from existing congested corridors

Yorktech Drive Extension



Clegg Road Extension



Sciberras Road Extension



Make the Warden Avenue / IBM Drive intersection a full intersection



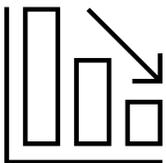


TDM is the use of strategies and policies to encourage the use of sustainable modes within a transportation network.



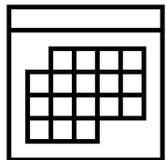
Markham's TDM Strategy involves identifying a package of measures aimed at promoting sustainable travel, with an emphasis on reducing:

- Single occupancy vehicle (SOV) trips
- Vehicle kilometres travelled (VKT)
- Parking demand



Based on the lower estimates, the TDM Strategy can result in a reduction of single occupancy vehicle trips from:

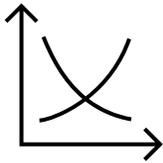
- 100% to 68% for Communities and Students
- 100% to 42% for Employees and Developers



Strategies need to be implemented synchronously with the development of Markham Centre. Encouraging a change in behaviour takes time.



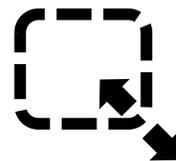
Parking in Markham Centre is governed by By-Law 2004-196. Parking standards are lower than in the rest of Markham



Even so, Markham Centre will have a large surplus parking stalls at peak demand, when all developments are complete



A surplus of parking discourages mode shift and increases auto demands in the area.

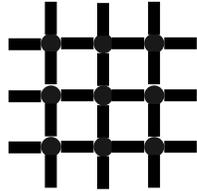


Parking standards for new developments within Markham Centre should be reduced further to better match supply to anticipated demand of the Development Concept



Unionville GO parking lot lies in the heart of Markham Centre and must be reassessed and reimaged to support the Development Concept

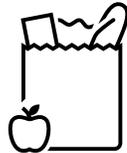
Conclusion



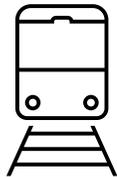
A fine-grained grid-based street network will shorten block lengths, making trips shorter and more attractive to walking & cycling



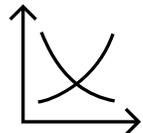
An expansive, connected and protected cycling network will make cycling a safer and less stressful travel option for trips under 5km



A wide mix of different land uses in Markham Centre will allow a higher proportion of trips to stay within the Centre



Increased access to rapid and long-distance transit will improve regional connectivity & reduce dependent on autos for long distance travel



Right-sizing parking supply to match demand will avoid encouraging further auto mode choice

The End