

Markham Road - Mount Joy

Secondary Plan Study

Study Recommendations and Policy Directions Development Services Committee



June 26, 2023

AGENDA

- 1 Study Purpose + Secondary Plan Area
- 2 Study Process – Where We Are Today
- 3 A Plan to Guide Growth
- 4 Technical Modelling + Analysis – Key Findings
- 5 Implementation
- 6 Next Steps

1 Study Purpose + Secondary Plan Area

2014 OFFICIAL PLAN POLICY DIRECTION

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

SECONDARY PLAN STUDY PURPOSE

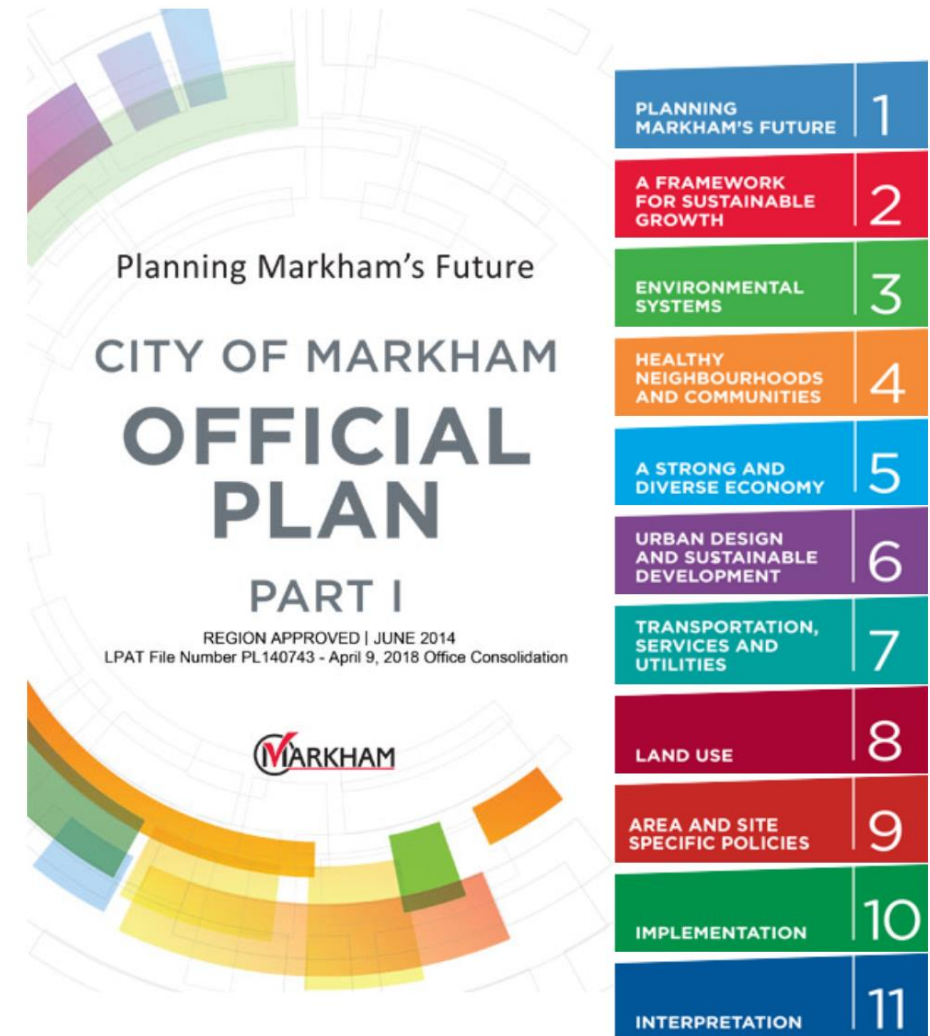
To prepare a **development plan** and recommend **policy guidance** that will **inform** the preparation of a Secondary Plan.

SECONDARY PLAN STUDY COMPONENTS

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

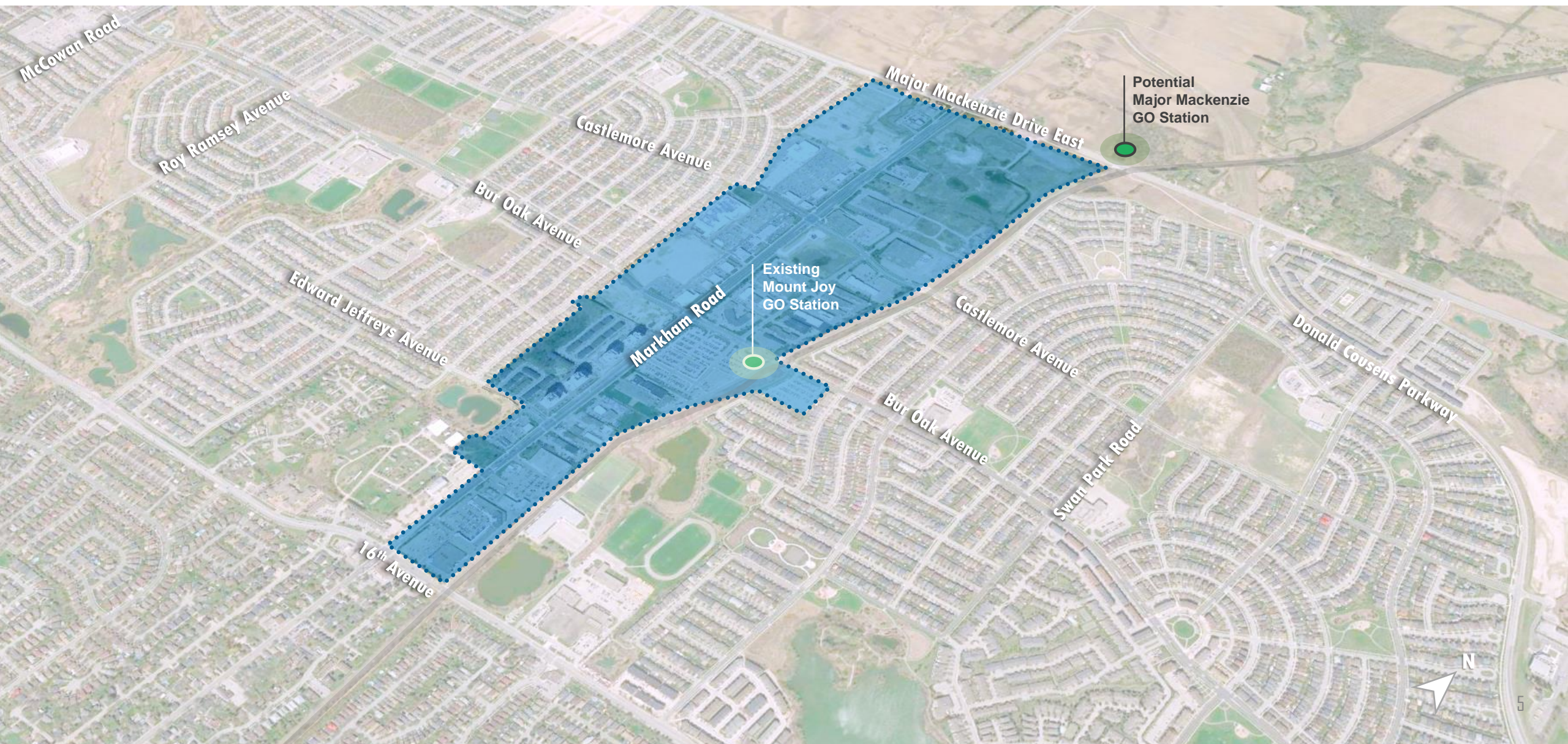
The vision for the Markham Road – Mount Joy Local Corridor is:

“... 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.” City of Markham Official Plan, 2014



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Study Purpose + Secondary Plan Area



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 **mix and range of housing, including affordable and rental 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**, complemented 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.

GUIDING PRINCIPLES



- 1.** Building Compact and Complete, Rail-Integrated 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



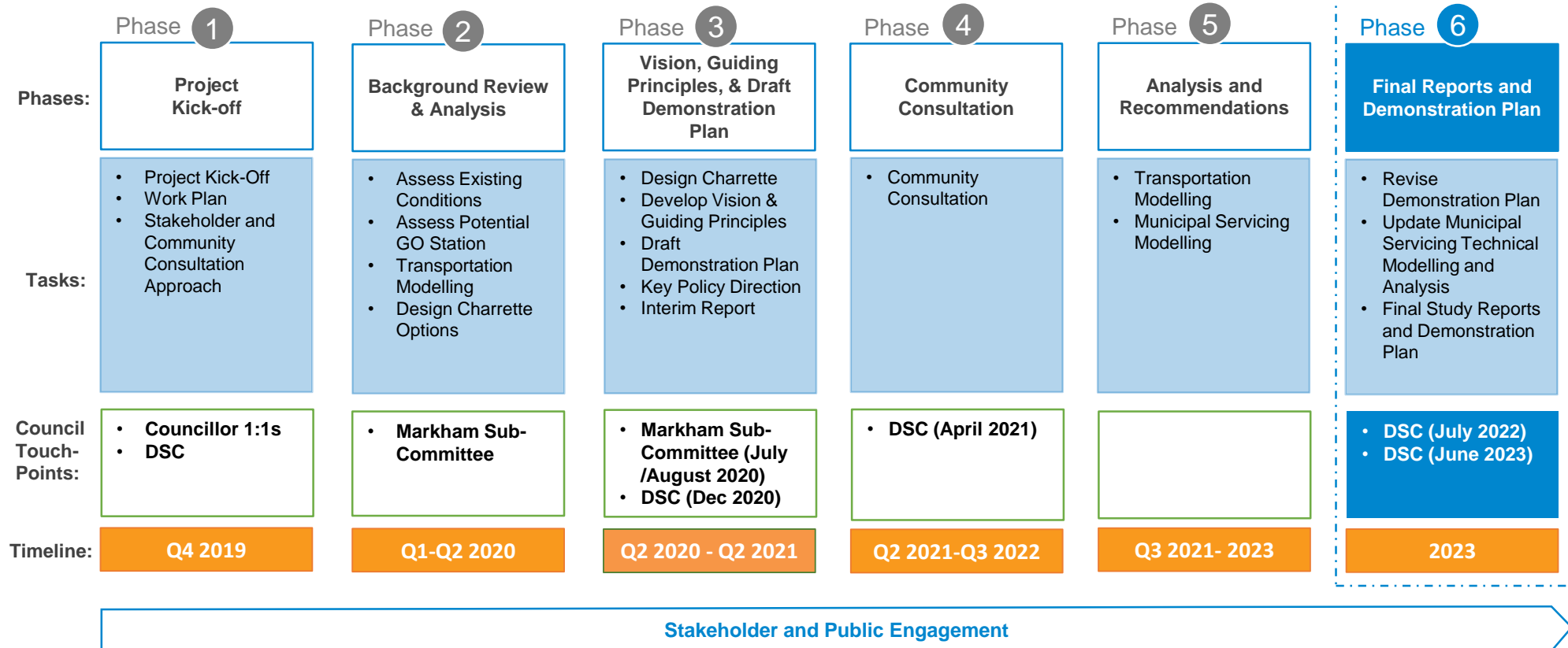
- 6.** Facilitating Public Input and Long-Range Planning and Implementation

2 Study Process – Where We Are Today

2

Study Process – Where We Are Today

TIMELINE



3 A Plan to Guide Growth

3

A Plan to Guide Growth

Framework Elements: Precincts and Gateways

Components:

- North Precinct
- Central Precinct
- South Precinct
- GO Station Mixed Use Node (Overlay)

Key Statistics:

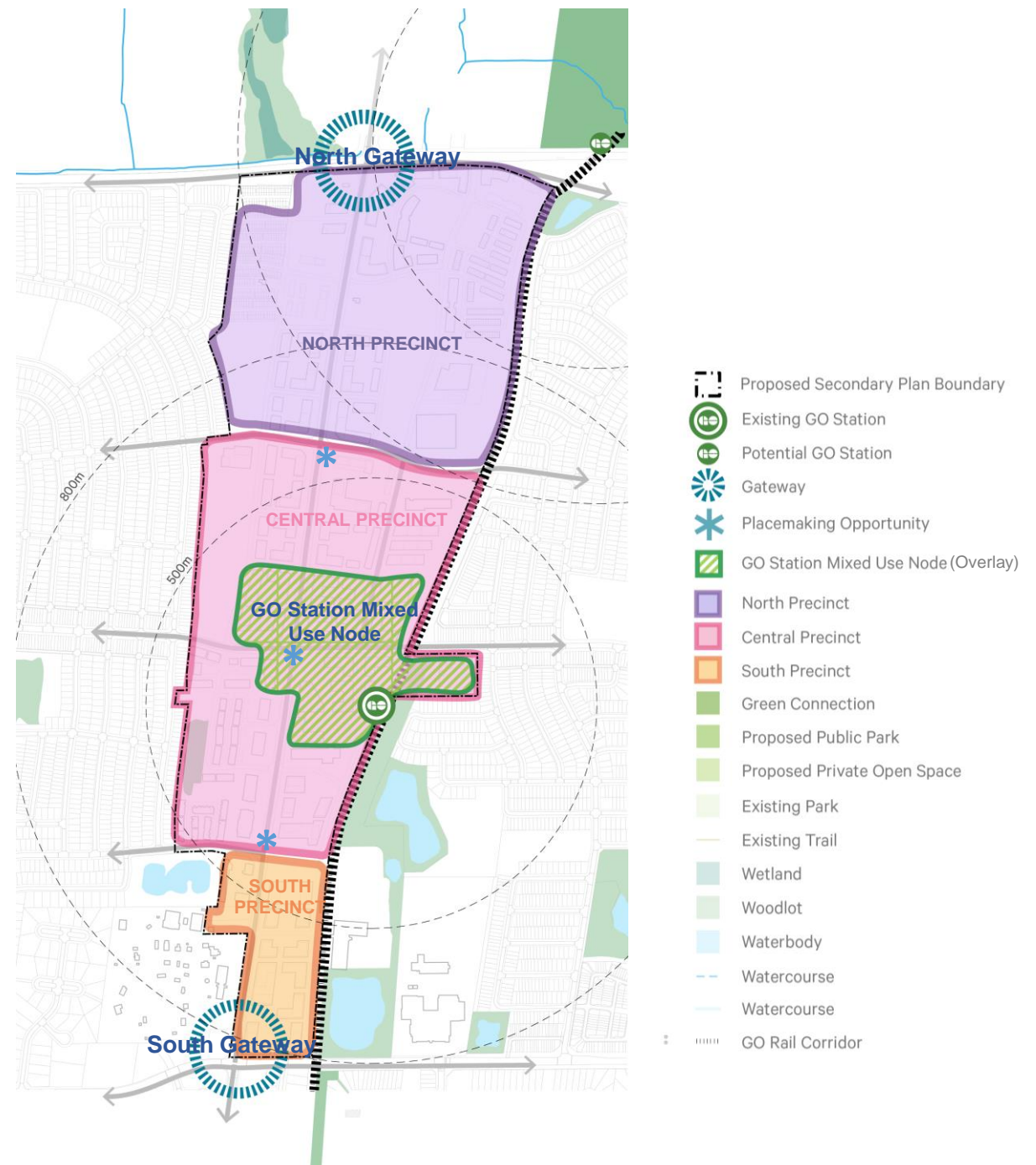
- 3 Precincts
- 2 Gateways
- 3 Landmark locations
- 1 Node



Canoe Landing School and Recreation Centre, Toronto



Mimico GO Station, Toronto



KEY STATISTICS













~97 ha secondary plan area

~33,000 residents

~6,000 jobs

~10 ha parkland

LEGEND

-  Secondary Plan Area Boundary
-  Proposed Multi-Use Trail within Open Space System
-  Existing Service Easement
-  Cultural Heritage Resources
-  Existing Greenway System
-  Proposed Greenway System
-  Existing Institutional Buildings
-  Proposed Institutional Buildings
-  Existing Buildings
-  Proposed Buildings
-  Indicative Buildings for Demonstration Purposes
-  4.34ha in Private Courtyard Green Space

Note: Development applications shaded in orange subject to further review.

Demonstration Plan
Alternative Scenario

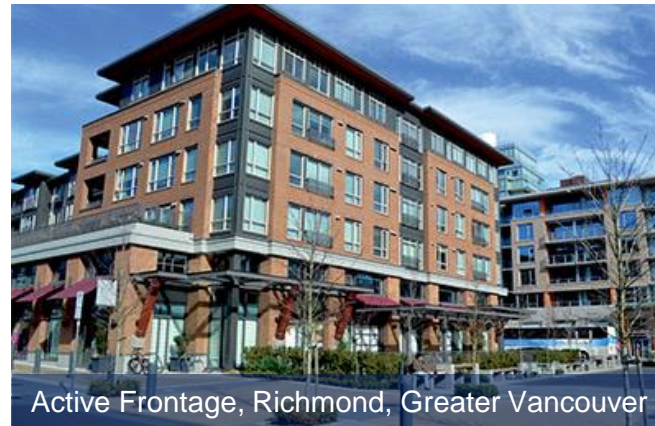
Note: A scenario with higher maximum heights and densities was created for the areas outlined in black.

Future built form and redevelopment on Metrolinx-owned lands is subject to confirmation, and Metrolinx Station access requirements

Framework Elements: Precincts, Gateways and Nodes

Recommended Policy Directions:

- Include Gateways at the intersection of Major Mackenzie Drive East and Markham Road, as well as the intersection of 16th Avenue and Markham Road;
- Ensure that buildings and public realm features at Gateway locations respond to their prominent location, framing and orienting views toward adjacent streets, Public Parks and Open Spaces; and
- Include placemaking opportunities throughout the MRMJSP Area, characterized by major intersection and landmark features.



Framework Elements: Precincts

Recommended Policy Directions – North Precinct:

- Provide flexibility for increased heights up to 40 storeys for lands adjacent to the Major Mackenzie GO Station Area, subject to approval of a GO Station at Major Mackenzie Drive East;
- Establish a 3.5- 4.0 acre school site north of Castlemore Avenue and east of Anderson Avenue;
- Incorporate pedestrian connection across the railway corridor in close proximity to the potential Major Mackenzie GO Station Area; and
- Establish five public parks.

GO Rail Station Subject to Further Study at Major Mackenzie Drive East:

Subject to further study and coordination with Metrolinx and York Region.



A Plan to Guide Growth

Recommended Policy Directions – Central Precinct:

- Concentrate greatest heights and densities within the GO Station Mixed Use Node;
- Outside of the GO Station Mixed Use Node, provide a downward transition in height and density to surrounding areas;
- Establish a 3.5 to 4.0 acre School site;
- Establish a Mixed Use Employment Hub; and
- Establish three public parks.

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 - Outside of the GO Station Mixed Use Node, provide a downward transition in height and density to surrounding areas;
 - Establish a 3.5 to 4.0 acre School site;
 - Establish a Mixed Use Employment Hub; and
 - Establish three public parks.



Framework Elements: Precincts

Recommended Policy Directions – South Precinct:

- Create a retail priority area on the east side of Markham Road north of 16th Avenue;
- Serve as a northward extension of the Markham Village main street;
- Incorporate pedestrian connection across the railway corridor; and
- Establish one new public park.



Pedestrian Connection

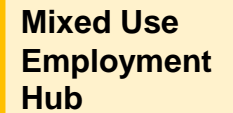
Retained Convenience and
Neighbourhood-Based Commercial
Uses

Transition in Height towards
Markham Village



A Plan to Guide Growth

- Mount Joy GO Station Area
- Mixed Use Employment Hub

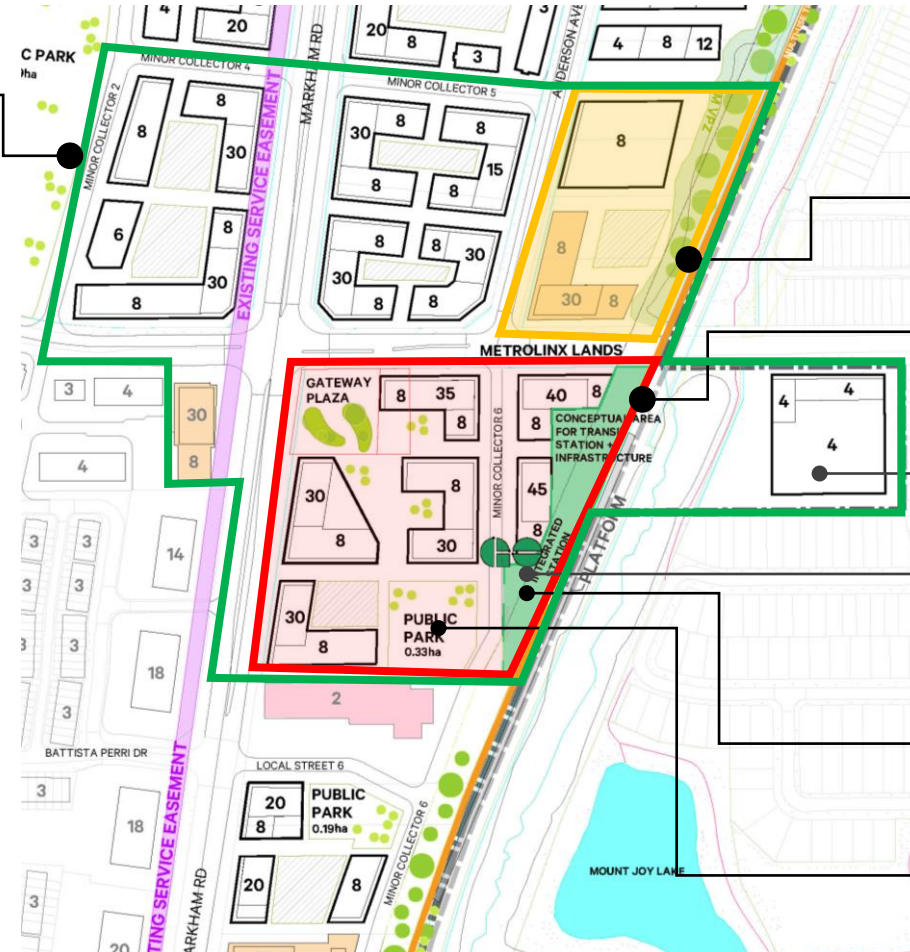


Opportunity for mid-rise development on east side of rail corridor

- Transit plaza at prominent intersection, framed by active ground floor uses

New Mount Joy GO Station integrated into base of private development

- Public park on west side of Anderson Avenue, across from GO Station Forecourt

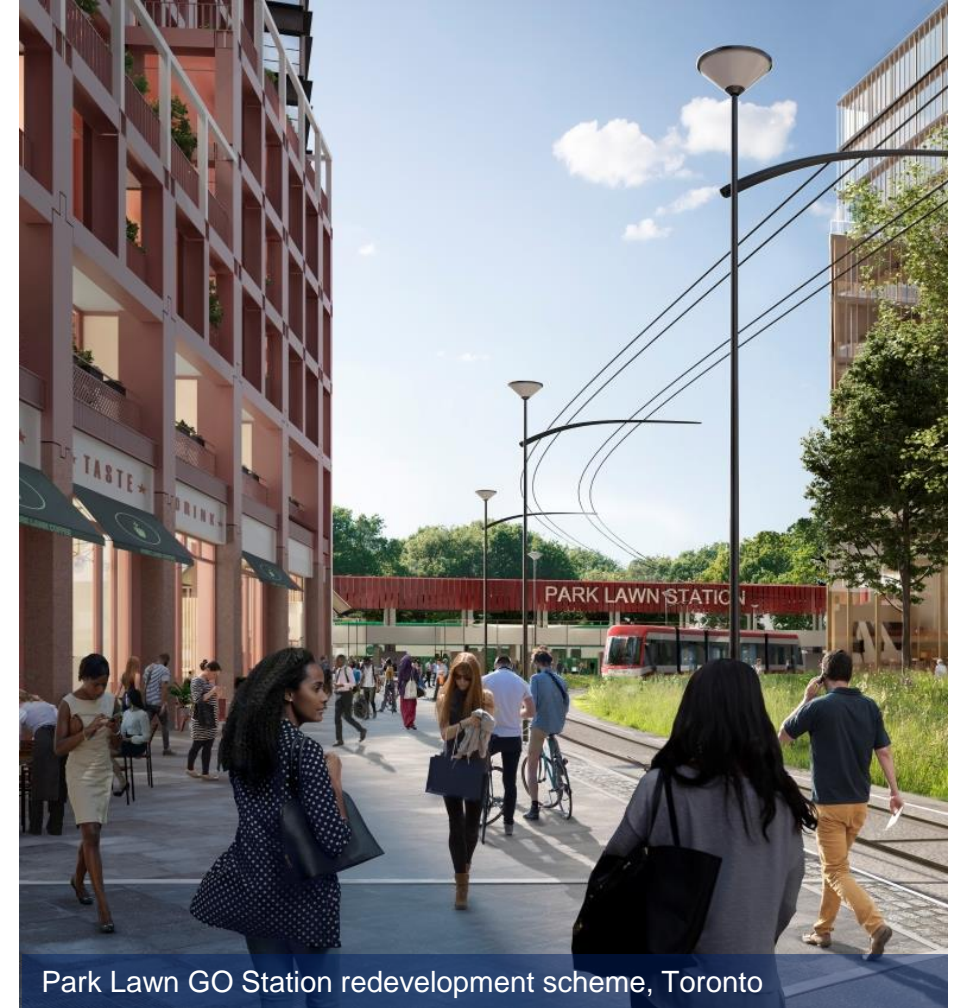


Framework Elements: GO Station Mixed Use Node (Overlay)

Recommended Policy Directions –GO Station Areas:

Mount Joy GO Station Area:

- Concentrate greatest heights and densities adjacent to the GO Station site;
- Incorporate public parks and transit plazas, connected by a pedestrian mews;
- Provide direct connections to the Transit Plaza, and associated multi-use trail;
- Establish a continuous mid-rise street wall condition along the length of the Pedestrian Mews, with taller building elements set back to create an appropriate and desirable scale of development.



Park Lawn GO Station redevelopment scheme, Toronto

Framework Elements: GO Station Mixed Use Node (Overlay)

Recommended Policy Directions – Mixed Use Employment Hub:

- Prioritize active employment uses at-grade, comprising a minimum 80% of gross floor area;
- Encourage flexible building design;
- Incorporate incubator, live-work, small offices and studio spaces, communal and co-working spaces, and a range of small, moderate and large maker spaces;
- Allow for a range of clean and tech-based light industrial, manufacturing and distribution uses which co-exist alongside commercial, office and residential uses.

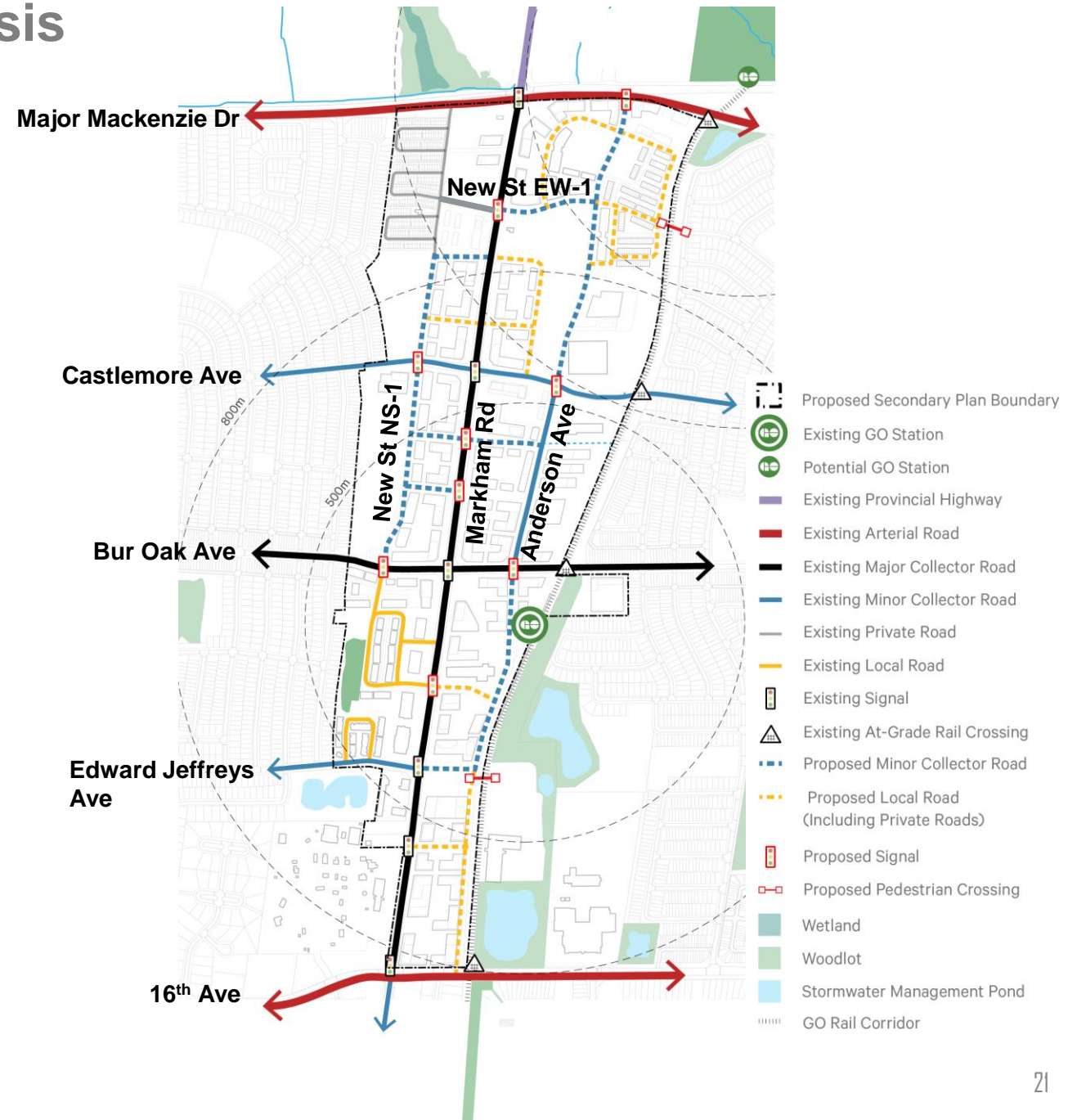


4 Technical Modelling & Analysis – Key Findings

Transportation - Overview

Building upon the Vision, Guiding Principles, and demonstration plan, the transportation analysis informs the Markham Road - Mount Joy Secondary Plan Study by:

1. Understanding and accommodating travel demand growth from proposed development.
2. Developing multimodal transportation improvements that are in keeping with the Vision and Guiding Principles.
3. Responding to public and stakeholder feedback on Transportation and Mobility.



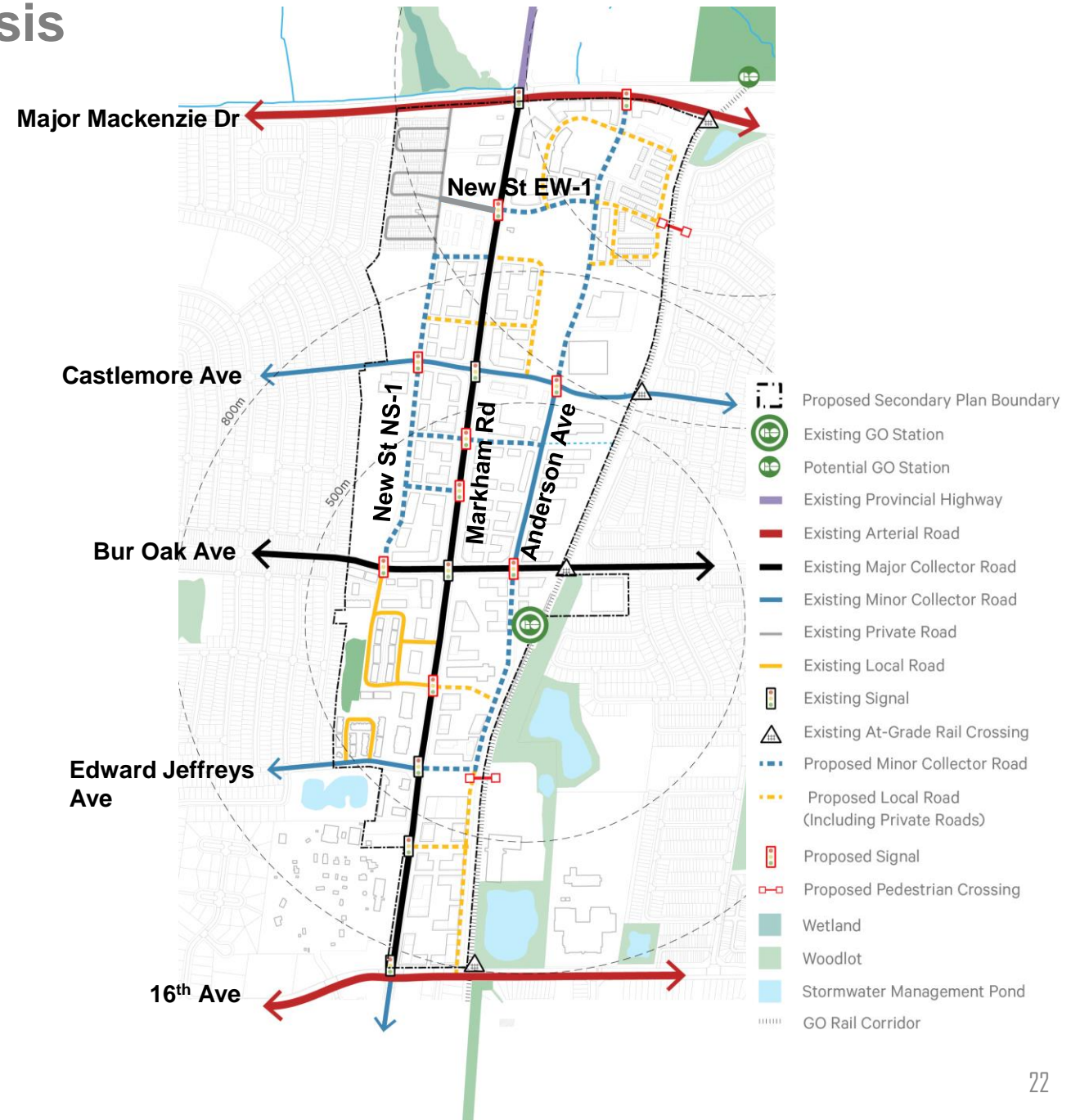
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Technical Modelling + Analysis

RECOMMENDED STREET NETWORK

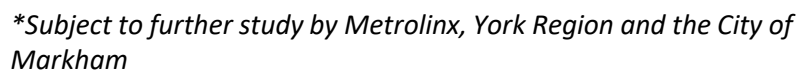
Supports the Secondary Plan Study vision by:

1. Improving **active transportation connectivity**.
2. Building a **fine-grained, grid street network**.
3. Transforming Markham Road into more of a **Complete Street for all modes to align with the changing land use context** fronting onto Markham Road.
4. Planning for a **future transit and mobility hub** (including a potential GO Station) at Major Mackenzie Drive East.



Technical Modelling + Analysis – Key Findings

Conceptual Station Layout:
Major Mackenzie Drive East Transit Hub / GO Station*

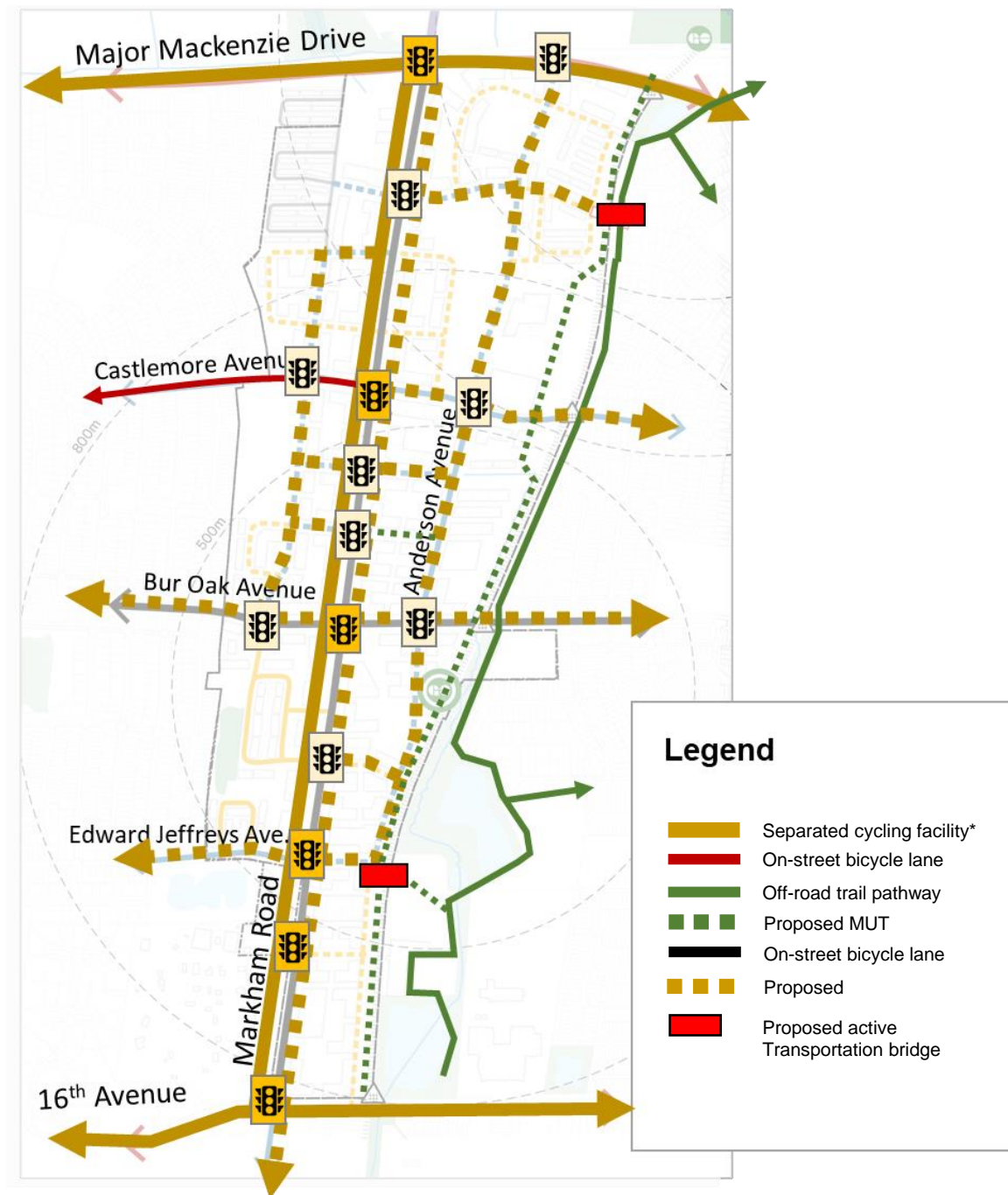


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Technical Modelling + Analysis

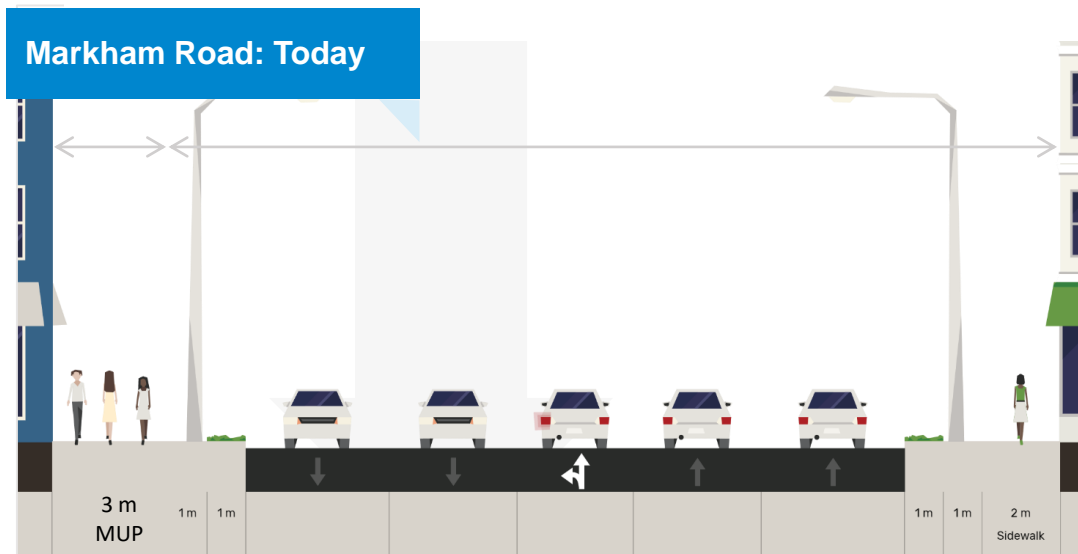
IMPROVING ACTIVE TRANSPORTATION

- Building a network of separated cycling facilities, off-road trails.
- Adding new traffic signals to provide protected street crossings.
- Adding active transportation crossings to provide more direct connections east of rail corridor.



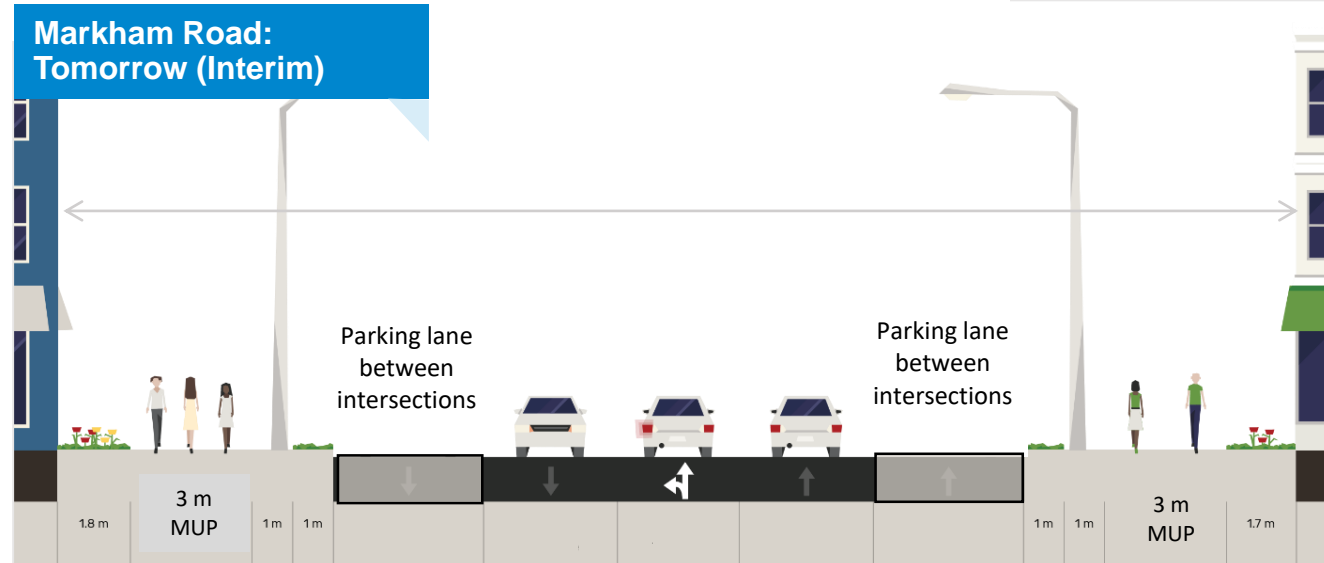
TRANSFORMING MARKHAM ROAD

Analysis supports the vision of Markham Road as a Main Street that is pedestrian- & cycling-friendly, and transit supportive.



Markham Road today

- 4 lanes for general traffic.
- Multi-use pathway on west side.



Markham Road tomorrow (Interim)

- 2 lanes for general traffic.
- Multi-use pathway on both sides.
- Prioritize curb lane for land use access (short-term on-street parking) and transit (queue jump lanes).



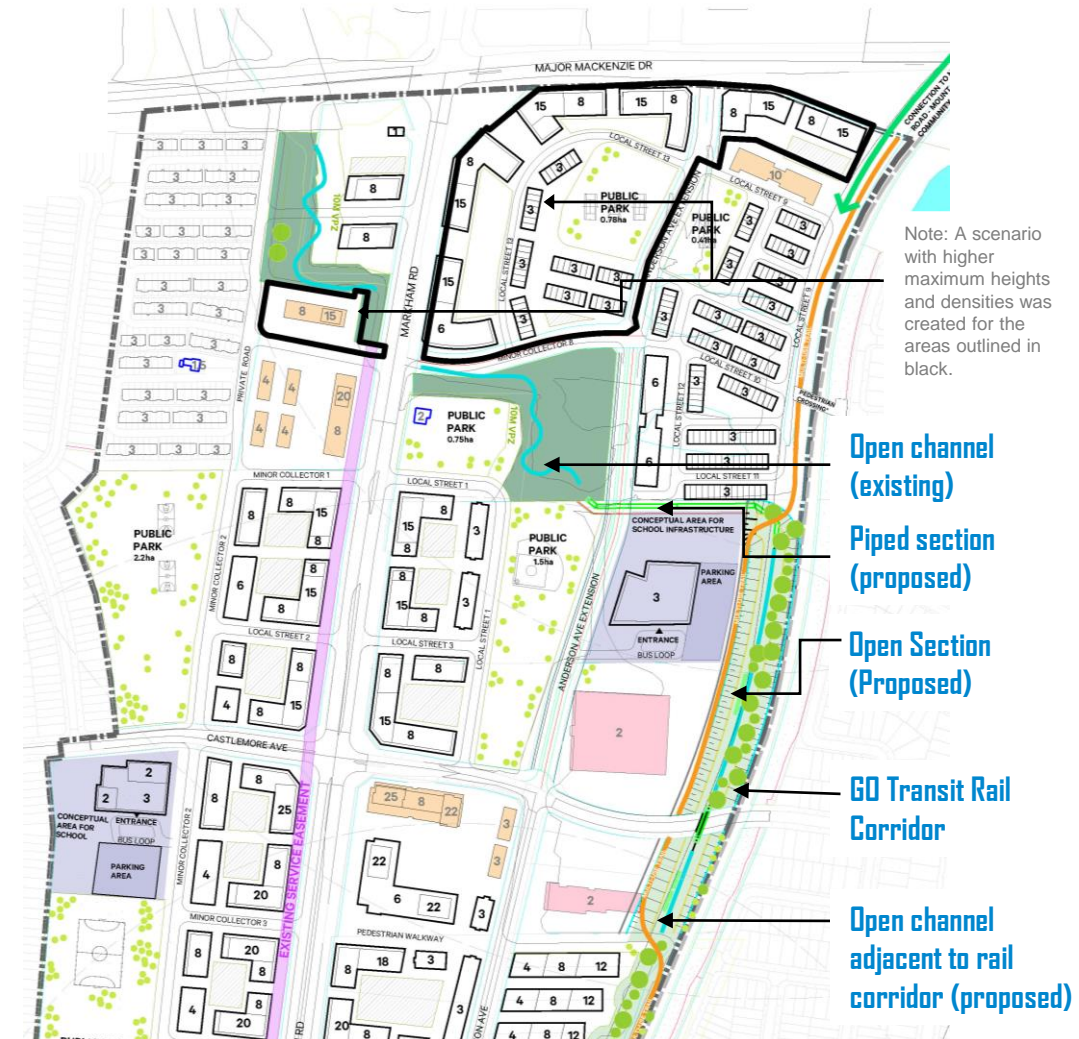
Markham Road tomorrow (Ultimate)

- 2 lanes for general traffic.
- Separated sidewalks and cycle tracks.
- Prioritize curb lane for land use access (short-term on-street parking) and transit (queue jump lanes).
- Enhanced streetscaping.

MOUNT JOY CREEK RE-ALIGNMENT CONCLUSIONS & RECOMMENDATIONS

Conceptual Hybrid Enclosed/ Open System adjacent to the Rail Corridor

- Conveys Regional Flood event; grading conditions along railway right of way allows for deeper channel design
- Provides significant restoration opportunities for terrestrial, fish, and riparian habitats in comparison to piped options
- Improves water quality and promotes infiltration and groundwater recharge
- Increases developable land by removing tableland flooding
- Provides opportunity for a multi-use trail west of the open channel; impact on existing land uses to be determined (i.e., loss of surface parking)
- Maintenance costs over time are lower compared to completely piped options
- Moderate land acquisition impacts compared to the fully open channel options
- Supported in principle by Metrolinx and TRCA, to be confirmed through Municipal Class EA



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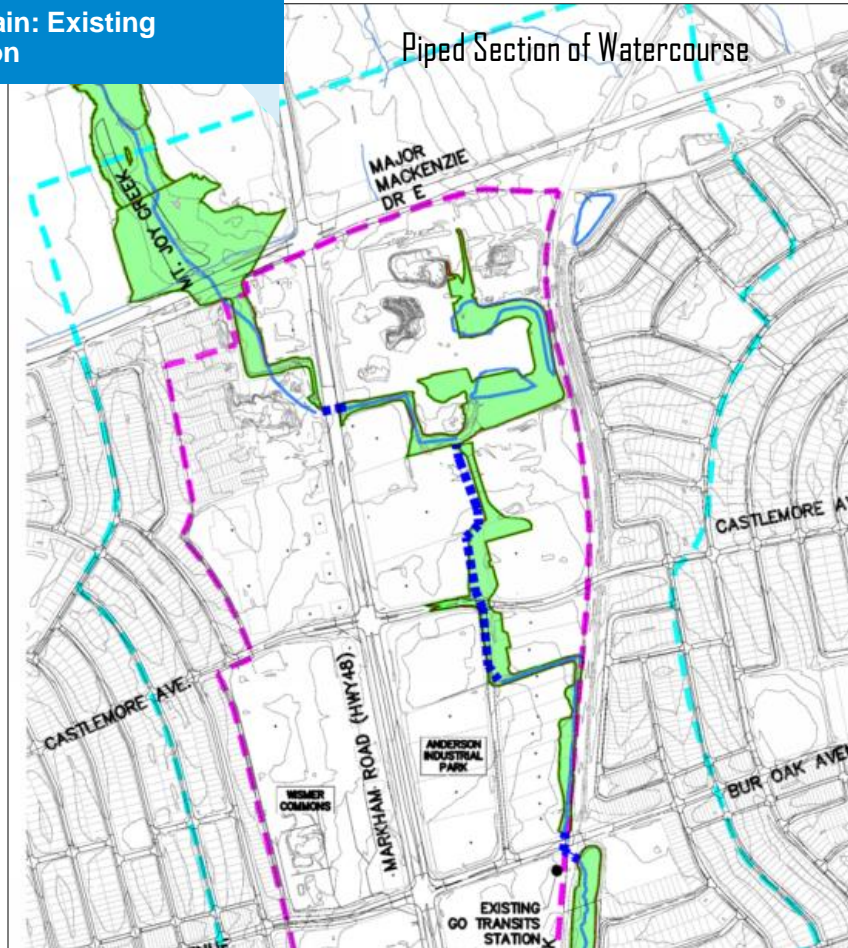
Technical Modelling + Analysis – Key Findings

MOUNT JOY CREEK RE-ALIGNMENT CONCLUSIONS & RECOMMENDATIONS

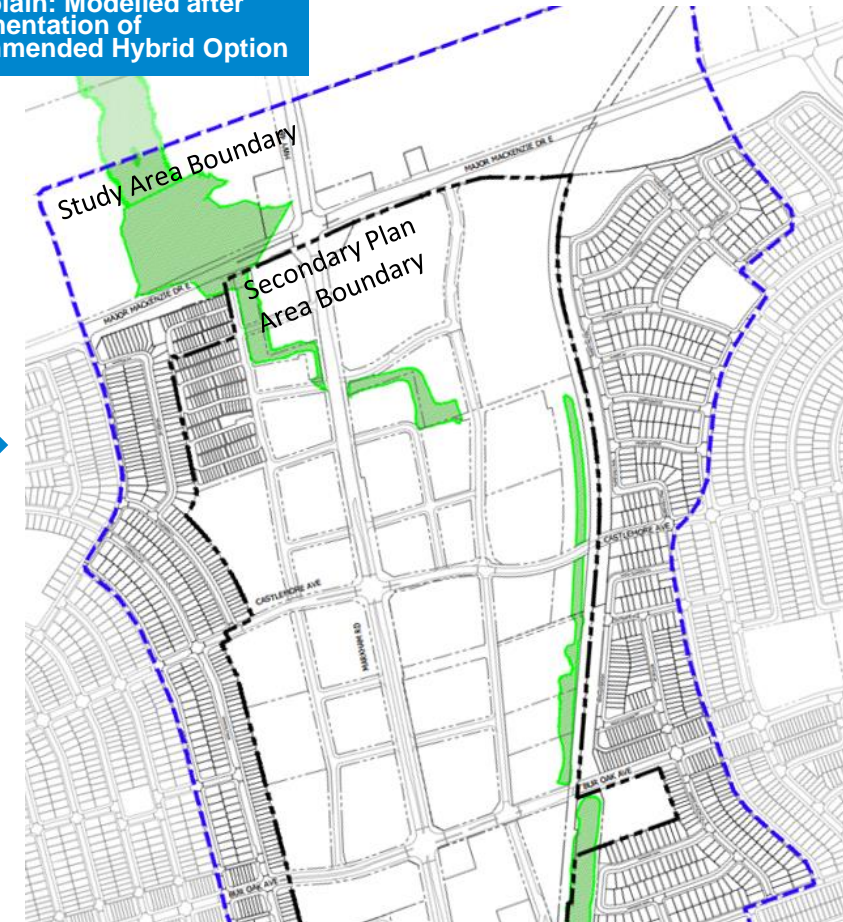
Conceptual Hybrid Enclosed / Open System adjacent to the Rail Corridor

Will significantly reduce current flooding after completing the detailed design and implementing the recommended Hybrid option.

Floodplain: Existing Condition



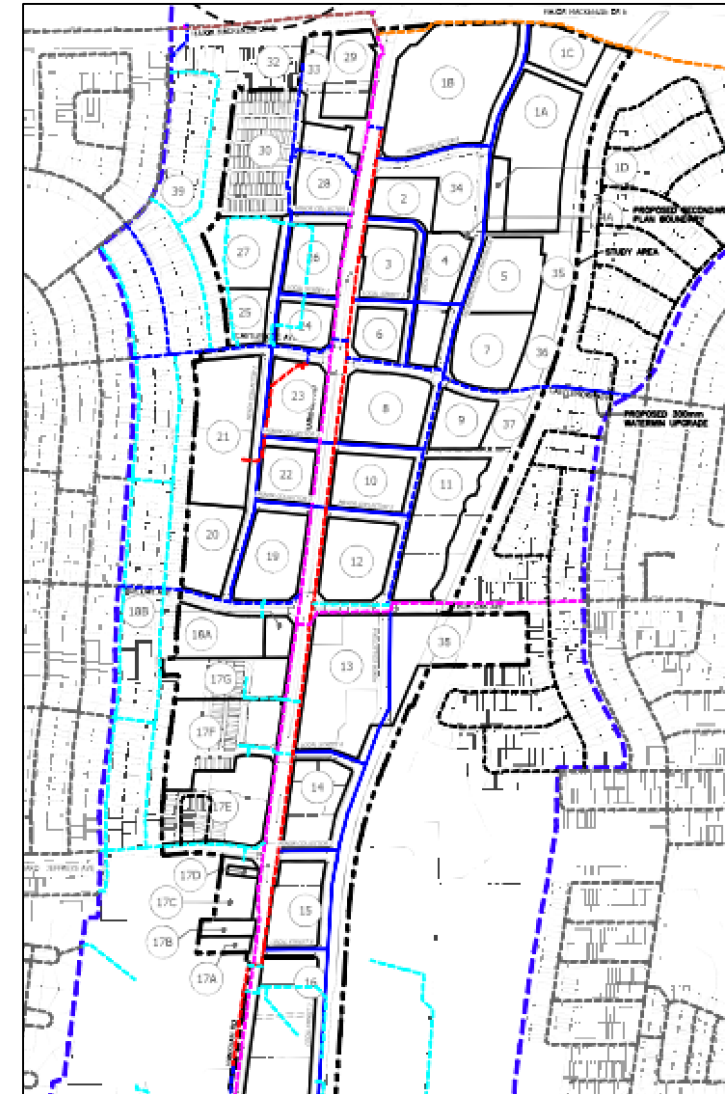
Floodplain: Modelled after Implementation of Recommended Hybrid Option



WATER SERVICING CONCLUSIONS & RECOMMENDATIONS

- With York Region's planned pump upgrades, minor existing system upgrades, and the construction of new watermain within the proposed new roads, the water distribution system (shown in blue) can support buildout of the Secondary Plan Area.

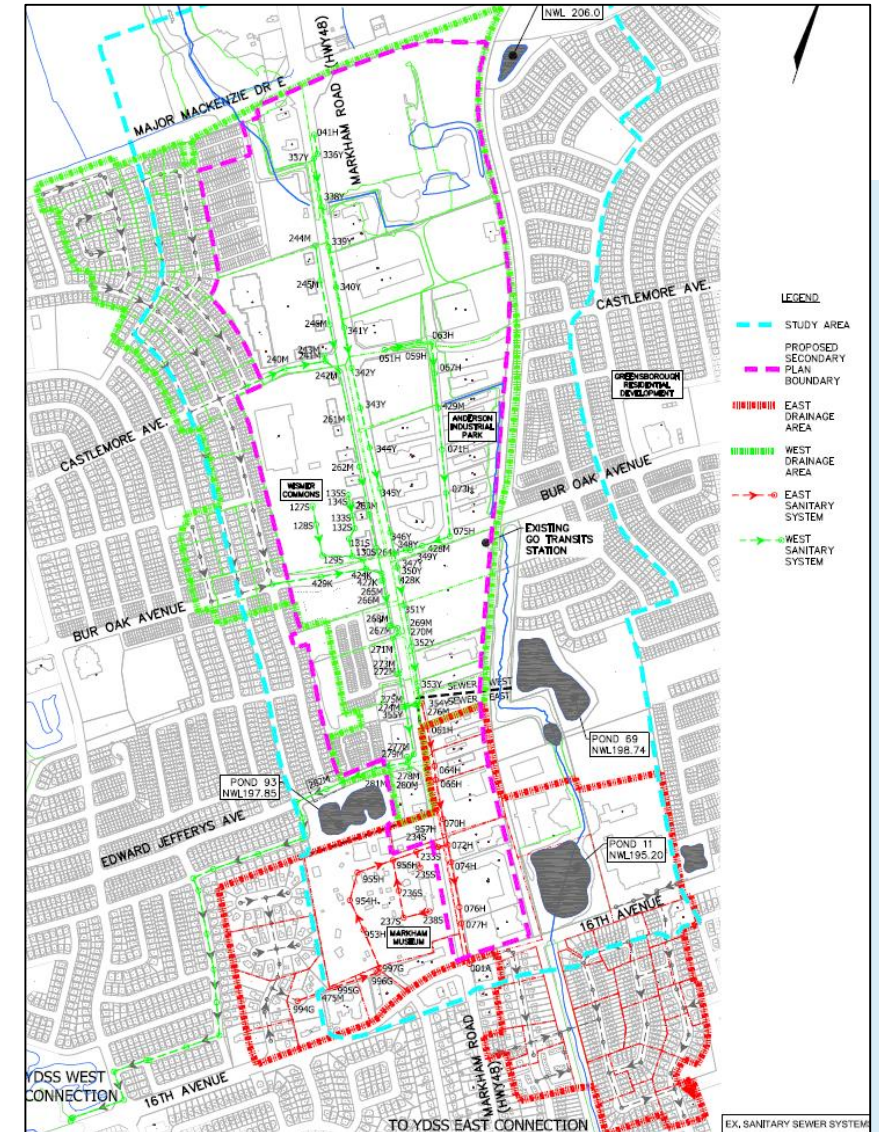
Street Name	Length (m)	Size (mm)
PROPOSED ROADS		
Minor Collector 1	----	----
Minor Collector 2	1000	300
Minor Collector 3	120	300
Minor Collector 4	115	300
Minor Collector 5	168	300
Minor Collector 6	861	300
Minor Collector 7	110	300
Minor Collector 8	214	300
Local Street 1	363	300
Local Street 2	108	300
Local Street 3	200	300
Local Street 6	137	300
Local Street 7	78	300
Local Street 8	118	300
Anderson Avenue Extension	670	300



SANITARY SERVICING CONCLUSIONS & RECOMMENDATIONS

- The drainage area (shown in green) generally between Major Mackenzie Drive East and Edward Jeffreys Avenue can accommodate ~ 9,000 additional people before downstream improvements are required. Monitoring of flows recommended as development in the Secondary Plan Area progresses.
- The drainage area (shown in red) generally south of Edward Jeffreys Avenue requires sewer upgrades to support additional growth.
- Full buildout of the Secondary Plan Area requires the following upgrades:
 - Construction of a new 675mm diameter sanitary sewer along Markham Road (to be confirmed based on final modelling).
 - Construction of a new 675mm diameter sanitary sewer along 16th Avenue and connect to the existing York Durham Sanitary Sewer (to be confirmed based on final modelling).

***Sanitary Servicing Strategy to be finalized**



5 Implementation

KEY RECOMMENDATIONS:**Coordination of Development:**

- Base sequencing and phasing of development on the timing and implementation of recommended infrastructure upgrades, or new infrastructure

Development Phasing Plans:

- Require development phasing plans as a condition of approval to establish the timing and delivery of key internal and external infrastructure

Zoning:

- Implement Inclusionary Zoning within MTSA's
- Consider Holding Provisions where appropriate

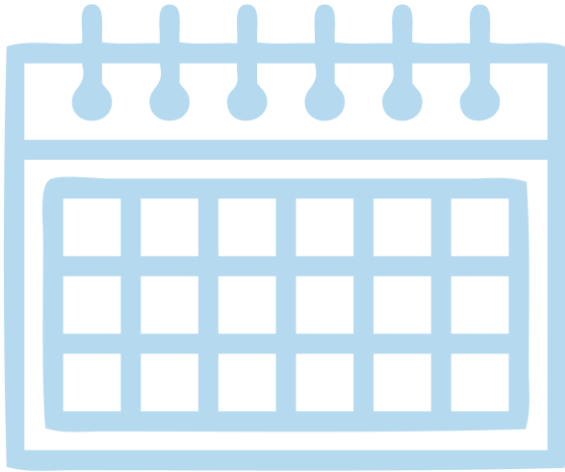
Urban Design Guidelines:

- Prepare comprehensive urban design guidelines

Other Implementation Tools:

- Establishment of Interim Development Plan for GO Station Area
- Consider Redevelopment Incentives for GO Station Area
- Targeted Development Charges

6 Next Steps



Summer 2023

- Release Final Study and Technical Reports

Thank You!