Planning a future for
Your Markville

Markville Secondary Plan Study

Interim Report

December 2023

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Executive Summary

WSP Canada Inc. (WSP) was retained by the City of Markham to lead a team of multidisciplinary consultants, comprising of DTAH, Monteith Brown Planning Consultants, Parcel Economics, Urban Minds and Helene Iardas Consulting, to undertake a Study that will inform the development of a vision and comprehensive planning framework for the Markville Secondary Plan area which will, over time, become integrated, vibrant, walkable and achieve the objectives of a complete community.

This Draft Interim Report (the "Report") builds on the background reports submitted during Phase 2 as well consultation undertaken during Phase 3 of the Markville Secondary Plan Study. This Report is comprised of the following sections:

- **Section 1:** Introduces the Study and describes the purpose of this Report;
- **Section 2:** Provides an overview of the policy context and drivers of change in the Markville Secondary Plan area;
- **Section 3:** Provides a high-level summary of background work that establishes important context for the Study, including existing conditions for land use, servicing and infrastructure and transportation analysis;
- **Section 4:** Summarizes what we heard through extensive engagement and consultation undertaken with the public and key stakeholders through the Study process thus far, and key messages that are considered and responded to through this Report;
- **Section 5:** Presents the Vision and Guiding Principles for the Study and the Markville Secondary Plan Area;
- **Section 6:** Describes the underlying approach and methodology for the draft development options and the emerging concept;
- **Section 7:** Provides an overview of the emerging concept for the Markville Secondary Plan area. It includes a description as to how the emerging concept is responsive to the background work completed as part of the Study, including existing conditions analyses and public consultation and engagement; and
- **Section 8:** Summarizes the next steps for the Study process.

Building on the findings from the Phase 2 background review work for all disciplines, the results of the visioning session with the public and stakeholders, and the preliminary transportation and municipal servicing analysis and recommendations, this Report considers the emerging concept resulting from the three draft development options presented at CIM #2 for the Markville Secondary Plan Study Area. The emerging concept illustrates ways or

approaches that the Vision and Guiding Principles, described in Section 4, can be achieved within the Markville Secondary Plan Study Area.

The emerging concept is the culmination and synthesis of the background research, results of the engagement and consultation with the public and key stakeholders and feedback received on the three draft development options. As a result of feedback received thus far, the emerging concept is based on the concept of placing increased density at key nodes and intersections in the Markville Study Area, including, Highway 7 and McCowan Road, McCowan Road and Bullock Drive, and Bullock Drive and Highway 7. During the course of CIM #2 we heard a concern with respect to community facilities and in particular the provision of schools to accommodate the Markville Secondary Plan resulting population. It has been identified that schools will be required the Study Area. These will most likely take the form of a more urban typology should a school site be proposed on the west side of the study area, west of McCowan Road, or a more traditional format which could be accommodated on the east side of the study area, east of McCowan Road. The potential school sites will be identified on the final plan in coordination with both the York District and York Catholic District School Boards.

Alongside the emerging concept is the following emerging policy guidance to inform the Study process:

- Encouraging compatibility with the pattern and character of surrounding communities within and adjacent to the Study Area.
- Contributing to a complete community by permitting and accommodating a range of housing options, including affordable and rental housing, employment and economic development opportunities, community services and facilities, and multi-modal transportation options.
- Ensuring appropriate land use transition or buffering measures to create a better interface and relationship between the existing service employment uses and the envisioned mixed-uses proposed east of McCowan Road;
- Identifying opportunities to introduce additional community services and facilities, including schools, to meet the needs of current and future residents and visitors. This should include opportunities to accommodate community services and facilities in urban forms;
- Strategically locating and integrating densities and land uses at key nodes at the Study Area to align with multi-modal transportation opportunities for residents and visitors;
- Establishing a flexible policy framework to protect employment areas from conversion and to accommodate evolving employment opportunities, including businesses in population-serving industries, as well as small-scale manufacturing; and

- Protect natural heritage features and build and enhance connections to green systems, including Milne Creek, Austin Drive Park, and the Rouge River.

Emerging policy directions will be refined in the next phase of the Study. Policy updates to the City's Official Plan will address gaps in the current policy framework and/or provide enhancements that allow for the implementation of the Markville Secondary Plan and reflect the Vision and Guiding Principles established for the Study Area.

1 Introduction

1.1 Study Process and Overview

WSP is leading a multidisciplinary team of consultants (the “Consultant Team”), on behalf of the City of Markham (the “City”) to undertake a Secondary Plan Study for the Markville Secondary Plan Area (the “Study Area”). The purpose of the Markville Secondary Plan Study (the “Study”) is to prepare a framework and recommendations for a Secondary Plan that will guide growth and development in the Study Area.

The Study process is comprised of five phases, as illustrated in **Figure 1**. Opportunities for communication and engagement with a range of stakeholders and the public are provided throughout the Study process. Feedback from the public, including residents, landowners, business owners and other key stakeholders, including Council, will continue to be integrated throughout the process.

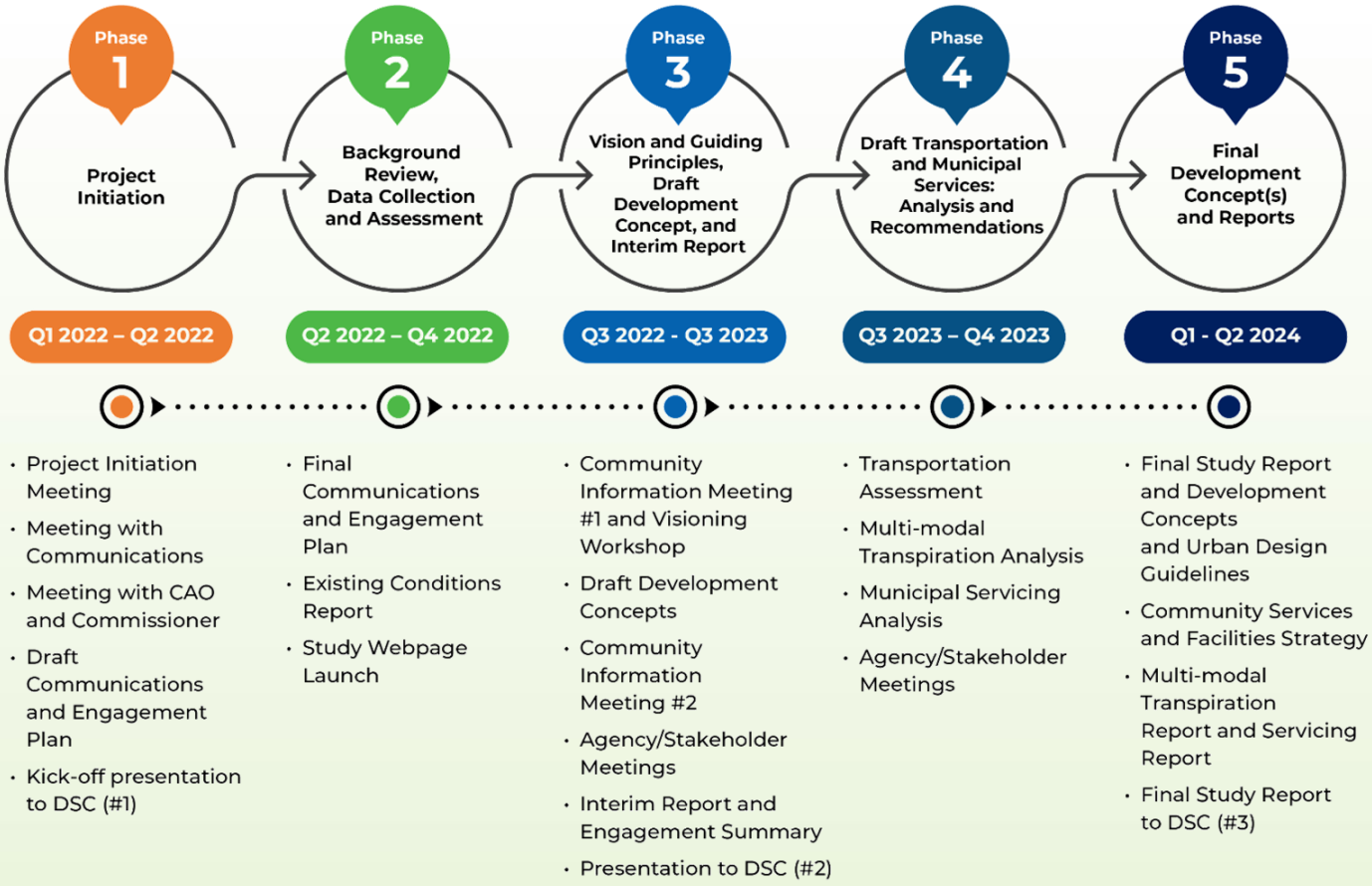


Figure 1: The Markville Secondary Plan Study Process

The Study will culminate with a vision and recommendations to inform the development of Secondary Plan policies and implementation tools. This Study will also include recommendations related to improvements for municipal servicing, community services and facilities, multi-modal transportation, as well as area-specific urban design guidelines and policy recommendations to support the evolution of the Study Area towards a complete community. Some elements of a complete community that may be incorporated into the Study Area are illustrated below in **Figure 2**.

Figure 2: Complete communities include multi-modal transportation and housing options, among other characteristics unique to each community.

1.2 Study Area and Context

Located between historic Markham Village and historic Unionville Village on Highway 7, the Study Area forms an important part of an east-west thoroughfare and transit route for Markham. The Study Area is defined by the Stouffville GO right-of-way (ROW) to the north and the Rouge River Greenway to the south. It extends from Austin Drive Park and Bullock Drive in the west to the back of the properties fronting Laidlaw Boulevard to the east. The Study Area and surrounding context is illustrated in **Figure 3.**

The Study Area includes Markham Centennial Park and Centennial Community Centre, which are both important public gathering spaces for the community. The Rouge River Greenway, forming the south edge of the Study Area, is part of the city's largest, most prominent and environmentally significant green spaces. It connects the Markville Secondary Plan Area to communities and ecosystems well beyond the Study Area.

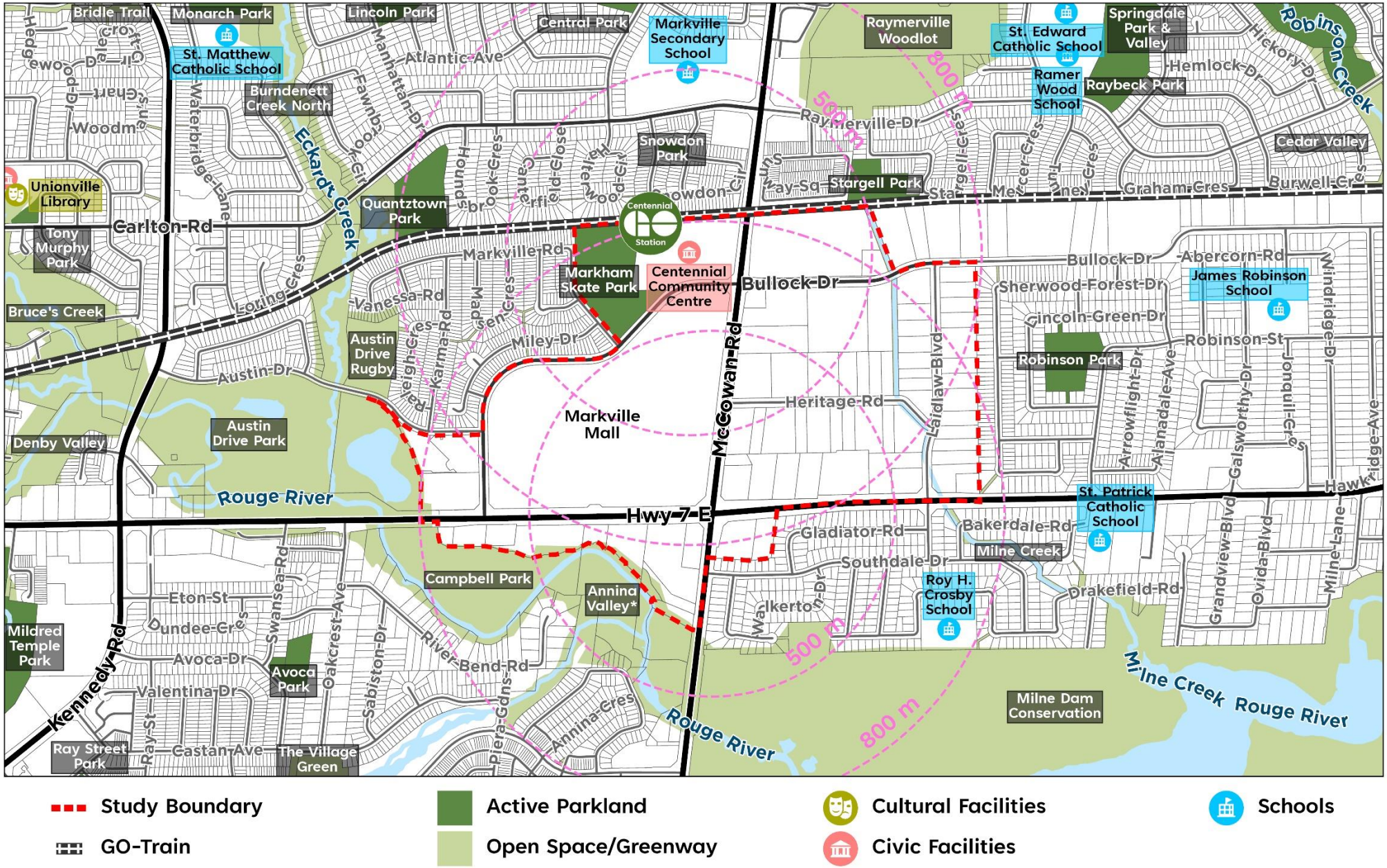


Figure 3: The Study Area, including the existing surrounding context

The Study Area also includes an array of industrial and auto service employment use lots on the eastern portion of the site, a variety of conventional auto-based strip malls lining major streets, and three high-rise apartment condominium buildings constructed in the early 1990s, at the northwest corner of Highway 7 and Bullock Drive.

Cadillac Fairview Markville (Markville Mall) is the largest single ownership property in the Study Area. New re-development has been minimal, and changes have mostly taken the form of infill and renovations to Markville Mall including a car dealership in the north-east corner of the site (Porsche), and infill and additions within the Bullock Employment Area. The property owner for the Markville Mall has submitted a development application to redevelop the Markville Mall lands. This development application is being evaluated through a separate planning process and the Secondary Plan Study will have consideration for the development application.

The Study Area is at an exciting moment in its evolution, where transformational growth is envisioned that will see the Study Area evolve into a more urban, compact, and complete mixed- use community, over time. The various components of the Study consider existing conditions and opportunities to rethink and reimagine land uses, built form, public realm, community services and facilities, and parks and open space in the Study Area. The confluence of planned and existing higher-order transit in the Study Area will also provide an opportunity to leverage transit investment by directing density to the appropriate areas in the Study Area and providing for alternative modes of transportation for future residents. Importantly, the Study also considers the need for new infrastructure or improvements, and the protection and enhancement of natural heritage features and cultural heritage resources.

Figure 4: The Centennial Community Centre (left) and Centennial GO Station (right) are important existing buildings and land uses in the Study Area

1.3 Purpose of the Draft Interim Report

This Draft Interim Report (the “Report”) presents an emerging concept and preliminary policy guidance for the Markville Secondary Plan that is informed by Provincial and Regional land use policy, existing conditions reports, and community engagement and consultation. The Report will inform on-going consultation, technical modelling and analysis, and the development of a final preferred plan and policy guidance along with urban design guidelines.

This Report will be submitted to City staff as well as the Development Services Committee (DSC) for review and feedback that will be used to confirm the emerging concept and policy guidance.

2 Policy Context

There are several existing Provincial, Regional, and local plans and policies in place guiding land use and development in the Study Area. These plans and policies set the context and expectations for land use planning, sustainable economic development, healthy natural environments, and fair, open, and accessible planning processes both today and in the future. This includes but is not limited to the following:

- ***Planning Act*, R.S.O. 1990** which establishes the framework for land use planning in Ontario;
- **Provincial Policy Statement (PPS) (2020)** sets the foundation for regulating the development of all land in Ontario. All land use planning matters are required to be consistent with the PPS;
- ***Conservation Authorities Act* (1990)** provides direction for managing renewable and natural resources, protecting people and property through an approach that is built around the management of watersheds;
- **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020 Consolidation)** establishes a unique policy framework for the Greater Golden Horseshoe (GGH);
- **Greenbelt Plan (2017)** permanently protects farmland, specialty cropland, and environmentally significant land from inappropriate development;
- ***Ontario Heritage Act* (2005)** protects heritage buildings and structures;
- **Region of York Official Plan (2022)** which was approved by the Province in November 2022 and provides policies that direct growth and support the development of health and complete communities;
- **City of Markham Official Plan (1987 and 2014)** sets out land use policies to guide future development and manage growth in the City of Markham; and
- **Other key policy drivers** including the City's Sustainability Metrics Program and the City's Integrated Leisure Master Plan (ILMP), the Metrolinx 2041 Regional Transportation Plan, York Region Transportation Master Plan, 2022, and the York Region Water and Wastewater Master Plan, 2022.

These plans and policies have been reviewed for their relevance to the Study Area. This review and analysis is provided in the Land Use & Existing Conditions Report (the "Existing Conditions Report"), which is summarized in Section 3.1 of this Report.

Understanding the policy context provides an important basis for the evolution of growth and change in the Study Area. Generally, policies established by the Province and further detailed

by the York Region Official Plan encourages the colocation of higher densities with transit infrastructure and services, in order to reduce the length and number of vehicular trips. The policy context across all levels of government point to a shift in land use planning that supports the integration of land use, density and built form decisions where higher order transit is in proximity, so as to provide an efficient and supportive land use strategy. A summary of key policy attributes that inform the policy context in the Study Area is provided below:

- **The Study Area encompasses a Major Transit Station Area (MTSA).** MTSAs are established by the Province and the Region through York Region's Official Plan. MTSAs are planned and designed to support existing and planned transit infrastructure and to accommodate a range and mix of land uses, housing types, employment, active transportation amenities and activities. The MTSA within the Study Area must achieve a minimum density target of 200 people and jobs per hectare (ha).
- **The Study Area is identified as an Intensification Area, a Regional Corridor and a Key Development Area in the City of Markham Official Plan (2014) (the "Official Plan").** The Official Plan permits a range of land uses in the Study Area, including mixed-use and employment land uses. Regional Corridors and Key Development Areas are priority locations for infill and intensification in the City of Markham. They are envisioned as complete communities where residential and employment intensification is accommodated with a range of transportation options that support this intensification.
- **The Bullock Drive Employment Area overlaps with, and extends beyond the boundaries of the Study Area.** It is one of several employment areas in the City that contributes to the regional and local economy. Policies in the York Region Official Plan and the City's Official Plan speak to maintaining a prosperous and competitive economy by accommodating a balanced and diverse range of employment opportunities and protecting employment lands.
- **The City and York Region establish policy frameworks that support complete and inclusive communities.** This means designing communities to be accessible, dense, and walkable, where most amenities are in close proximity to meet people's daily needs. The provision of parks, recreation, schools, and libraries are important elements of complete communities. Support for the development of complete communities is an important policy driver identified in the York Region Official Plan and the City's Official Plan.
- **The protection and enhancement of the natural environment and cultural heritage conservation are important policy drivers.** For example, Milne Creek is recognized by Provincial, Regional, and local policies as an important environmental feature that requires protection and enhancement. Opportunities for heritage awareness and identifying cultural heritage resources are also supported.

3 Existing Conditions Assessment

This Section provides a high-level overview of existing conditions in the Study Area. The existing conditions are informed by significant background research and analyses undertaken by the Project Team. The documents summarized in this Section includes the following:

- Land Use & Existing Conditions Report;
- Existing Municipal Servicing Conditions Assessment Report; and
- Baseline Transportation Conditions Assessment Report.

The reports listed above establish a baseline understanding of the existing conditions in the Study Area and sets the stage from which to address future change and aspirations with respect to the Study Area. The existing conditions and opportunities for change are also reflected in the emerging concept and preliminary policy guidance.

3.1 Land Use & Existing Conditions Report

The Land Use & Existing Conditions Report (the "Existing Conditions Report") serves as a baseline inventory of existing conditions, policies, resources and documents, demonstrating the breadth of Provincial, Regional, and local policy that the Markville Secondary Plan must be consistent with and conform to. The Existing Conditions Report considers:

- Land use and built form;
- Existing employment and business opportunities;
- Inventory of community assets, including parks, cultural and civic facilities, and schools;
- Natural and cultural heritage assets in the Study Area; and
- Public realm and urban design analysis.

Overall, existing conditions within the Study Area illustrate there are opportunities to address and enhance, where appropriate, increased built form densities, public realm and potential connections, transportation network, and overall pedestrian experience for visitors and residents within the Study Area. At the same time, there is a need to protect the employment area, maintain and enhance natural and cultural heritage resources, and address servicing and infrastructure needs to ensure that, over time, the Study Area can accommodate planned growth.

3.1.1 Land Use and Built Form

The existing condition in the Study Area is characterized as an autocentric area with a block pattern that is comprised of a mix of large, medium and long angular parcels defined by public streets, natural heritage areas and the rail right-of-way defining the northern boundary.

Key Findings

There is an opportunity for **re-development and intensification** to respond and align with the policy context for the Study Area to accommodate a **mix of uses with higher densities** that leverages multi-modal transportation options and higher-order transit facilities, with the objective of creating a complete community.

3.1.2 Existing Employment and Business Opportunities

The Bullock Drive Employment Area is an important part of the City's economic competitiveness. It provides space for local small businesses that support both employees and residents in Markham. It is one of the lowest density Employment Areas in the City, and there are no vacant lands in the Bullock Drive Employment Area. Any new development within the

Bullock Drive Employment Area would need to be accommodated through intensification of existing sites.

There is a need to protect employment functions in the Bullock Drive Employment Area and the Study Area more broadly, while also satisfying policy expectations for complete communities that are accessible, dense, and walkable. The population growth forecast within the Markville Secondary Plan and introduction of a mix of uses adjacent to the Bullock Drive Employment Area will create opportunities to strengthen the connection to the area by accommodating businesses serving the growing local population.

Key Findings

There is an opportunity to **intensify the Bullock Drive Employment Area** through the redevelopment of, or addition to, existing buildings. The size of existing buildings and units are well suited for **population-serving industries and small-scale manufacturing**. Given the concentration of automotive-related businesses and other service-type companies, there should be a focus on retaining the types of industrial uses in the Study Area, with a focus on complementary industries in micro-manufacturing, technology and creative industries. Moving forward, the policy framework should be **flexible to accommodate different employment opportunities** at reasonable employment densities.

3.1.3 Inventory of Community Assets

Through an inventory of existing parks, recreation facilities, public libraries and schools within the Study Area and surrounding vicinity, the Existing Conditions Report found that there are several opportunities to implement recommendations from the City's 2019 Integrated Leisure Master Plan to bolster existing community facilities and park infrastructure. Future demand and provision strategies will be a focus of future work with respect to community facilities.

Key Findings

The Study Area is currently served by the **Markham Centennial Park**, consisting of a variety of amenities such as a skateboard park and baseball diamonds. Centennial Community Centre is also located in the Study Area, offering an indoor aquatic centre, a single pad arena, fitness centre, and more. At present, there are **no public libraries or schools**, with the exception of one private school and some smaller-scale private educational service providers. Potential new school locations shall be provided in the final preferred plan in coordination with the York District and York Catholic District School Boards. New growth within the area will provide an **opportunity for new schools, parks, amenities, and other community facilities to serve the community.**

3.1.4 Natural and Cultural Heritage Assets

Natural heritage features within the Study Area are limited primarily to a portion of Milne Creek and individual residential trees. The Existing Conditions Report considered specific enhancement opportunities and constraints related to naturalizing Milne Creek (**Figure 5**) and its floodplain that can be achieved through a variety of planning tools.

Figure 5: Milne Creek

In terms of cultural heritage resources, the Report explores the cultural history within the Study Area, including the identification of one built heritage resource (the Sabiston House located at 5011 Highway 7 East, as shown in **Figure 6**) listed on the Markham Register of Property of Cultural Heritage Value or Interest.

Key Findings

The recommendations for Milne Creek will focus on **opportunities to provide pedestrian connections to Milne Creek**, and opportunities to **naturalize and enhance** Milne Creek, protecting key hydrologic features and their functions. Future archaeological assessments may be required to confirm areas with archaeological potential. It is also important to protect and enhance existing cultural heritage resources in the Study Area through tools available to the City through the *Ontario Heritage Act.*

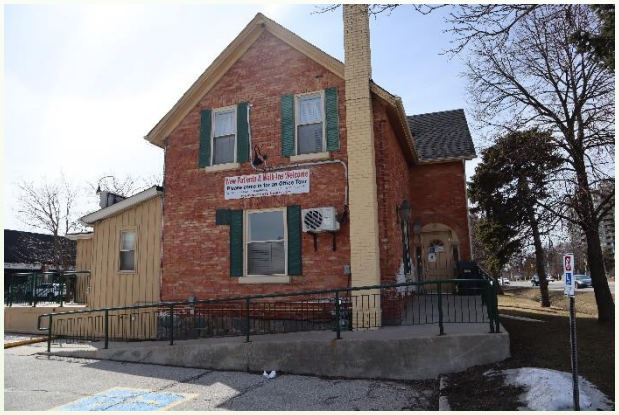


Figure 6: The Sabiston House is listed on the Markham Register of Property of Cultural Heritage Value or Interest

3.1.5 Public Ream and Urban Design

The Study Area includes a mix of large, medium, and long angular parcels. The Markville Mall is an example of a large parcel. The existing street and block pattern consists of a limited

network of public streets and large irregular blocks designed for auto-oriented uses. Existing buildings generally do not have a direct relationship with the street, and are often set behind surface parking lots or have large informal landscaped frontages. Landscape setbacks are a defining feature of the Study Area, which assist in partly counterbalancing the significant extent of surface parking that currently exists in the Study Area.

Key Findings

Redevelopment will provide **opportunities for new streets and the redesign of existing ones**. The **support of active transportation** should be emphasized as a way to provide a variety of ways to move both within, to and from the Study Area. Priorities may include consistent and widened sidewalks, tree plantings, pedestrian lighting, benches, green infrastructure, cycle infrastructure and other amenities. There are also opportunities to **enhance and extend landscape setbacks** by preserving and extending these features and combining them with active transportation or stormwater management. Future built form infill can be expected to create a sense of animation along the street edges and integrate a greater complexity of small and medium-footprint street related buildings.

3.2 Existing Municipal Servicing Conditions Assessment Report

Forecasting municipal services for the future is a key exercise to help plan for robust systems that deliver reliable services to current and future residents. The Existing Municipal Servicing Conditions Assessment Report (the “Municipal Servicing Report”) documents the existing municipal servicing conditions and is comprised of three Volumes. The Municipal Servicing Report provides an understanding of the existing services in the Study Area and will inform what improvements, or enhancements to these systems, will be required once the final preferred plan for the Study Area is developed. The three Volumes include:

- **Volume I: Water Distribution System** documenting the water calibration and validation as well as the water modelling tasks completed to analyze the existing conditions.
- **Volume II: Sanitary Collection System** documenting the sanitary sewer modelling to analyze the existing conditions.
- **Volume III: Stormwater Management System** includes a review and evaluation of the capacity of the major and minor storm systems and existing stormwater management (SWM) facilities within the Study Area, external lands serviced by the Study Area, and identifies any deficiencies. In addition, the hydrology and hydraulic models for Milne Creek and Rouge River were reviewed and updated, and the flood conditions for the watercourses within the Study Area were evaluated to identify flood prone areas.

The findings of each Volume are described below at a high-level, summarizing key information that informed the three development options and the emerging concept.

3.2.1 Volume I: Water Distribution System

Based on the hydraulic simulation conducted using the InfoWater model provided by the City and updated by WSP, the hydraulic performance of the existing water distribution system in PD5B and PD6RC is as follows:

- The service pressure is expected to range between 189 kPa to 741 kPa within PD5B and from 341 kPa to 777 kPa within PD6RC. A few junctions in PD5B with low elevation and junctions in PD6RC closed to the zone boundary along Highway 7 East were simulated with high pressure; while a few junctions along the transmission line and with high elevations in PD5B were simulated with pressure below 275 kPa.
- Available fire flows simulated in the model ranged between 13 L/s and 770 L/s in PD5B and between 28 L/s and 245 L/s in PD6RC. Low fire flow was simulated on dead end junctions and on watermain equal or smaller than 150mm.
- Pipe results for the network indicate that most of the existing watermains within PD5B and DP6RC can operate with a headloss gradient below 2m/km. High headloss was simulated on the pumping station discharge of the Markham PS 16th Ave.

Key Findings

As a result of the modelling and research conducted as part of Volume I, **no significant network bottleneck** for the water distribution system in PD5B and PD6RC was identified under the existing conditions.

3.2.2 Volume II: Sanitary Collection System

To prepare Volume II, the baseline model provided by the City from 2019 was updated based on the new development applications approved since the baseline model was last developed. The updated baseline model was validated against the latest flow monitoring data to determineif it accurately reflects the real-world conditions. The performance analysis results of the sanitary sewer system under the dry weather conditions, 25-year design storm, and 100-year design storm were reviewed to identify the locations with potential basement flooding issues and sewer capacity constraints.

Key findings presented in Volume II include:

- The results under the dry weather condition indicated that the system meets the Level of Service (LOS) requirement for the area.
- The results under the 25-year design storm suggested that the system does not meet the LOS requirement as the sewers were surcharged along Higginson Drive, Bullock Drive, and Heritage Road. However, freeboards of 2 meter or greater were maintained at all maintenance holes, except for those that are shallow (that is less than 2 meter deep).
- The system under the 100-year design storm showed more surcharging when compared to the 25-year design storm, however, the system met the LOS requirement as the HGL freeboards of 2 m or greater were maintained at all maintenance holes, except for those that are shallow.

Key Findings

Volume II found that under **the dry weather condition**, the **system meets the Level of Service requirements**. The results **under the 25-year design** suggested that the **system does not meet the Level of Service** requirement with surcharges along Higginson Drive, Bullock Drive, and Heritage Road.

3.2.3 Volume III: Stormwater Management System

The stormwater management components of the existing conditions analysis included a review and evaluation of the capacity of the major and minor storm systems and existing stormwater management (SWM) facilities within the Study Area and external lands serviced by the Study Area, and identification of deficiencies if any.

In addition, the hydrology and hydraulic models for Milne Creek and Rouge River were reviewed and updated, and the flood conditions for the watercourses within the Study Area were evaluated to identify flood prone areas. Volume III included a brief description of the storm system, updates on hydrology and hydraulic models, and the results of the servicing condition assessment.

The updated PCSWMM model was simulated for all storm events (2-, 5-, 10-, 25-, 50-, 100-, and 350-year) with the Markville Centre SWM Pond in-place. For the simulation of Regional Storm event, the Markville SWM Pond was removed.

Key Findings

- The capacity analysis indicates that the **storm drainage system within the Study Area does not have adequate capacity** to convey the flow from the contributing area to the SWM Pond or storm outfalls. Portions of the storm pipes will surcharge during the storm events with 2-year to 5-year return periods or above.

- **Road ROWs will flood at some locations** during the 100-year storm event.
- Markville Centre SWM Pond was designed to provide water quality and erosion control only for the contributing drainage areas. As expected, the capacity analysis indicates that the **Markville Centre SWM Pond does not provide (post- to pre-) peak reduction benefits**.
- By comparing the determined flow rates at Rouge River with those from the current TRCA's PCSWMM model, the **changes in the peak flow rates are considered negligible and impacts on the Regional flood elevation are minimal.** There is no necessity to update the MIKE FLOOD 2D model for the Unionville SPA.
- The preliminary analysis indicates that there are minor increases in the Regional flows at upper reach of Milne Creek, while the Regional flows at the lower reach of Milne Creek are decreased. Therefore, the flow data file of the HEC-RAS model for the Milne Creek updated accordingly. The flood elevations north of Heritage Road are marginally raised due to the increased flow rates. The **Regional flows are generally contained in the creek and there is no spill to adjacent properties. Overtopping will occur during the Regional storm at Bullock Drive and Drakefield Road**.

3.3 Baseline Transportation Conditions Assessment Report

The Baseline Transportation Conditions Assessment Report summarizes the existing transportation network conditions and applicable policy context in the Study Area. The review of the existing transportation network identified several gaps and deficiencies, for which there are corresponding opportunities to consider through the course of the Study.

The identified gaps and deficiencies in the existing network for transit, cycling, and pedestrian facilities are as follows:

- The Stouffville GO Line Expansion will provide more frequent service and a higher number of weekly trips. Out of the existing local routes serving the Secondary Plan Area, the Centennial GO Station can be accessed using the 129 A (TTC) and YRT Route 40. Neither route goes into the Centennial GO Station. People seeking to access these routes must walk to Bullock Drive or McCowan Road. This poses a limitation to those who are using YRT/Viva routes for commuting, as they would have to walk further to access GO Transit.
- There are no dedicated cycling facilities within the Secondary Plan Area. This key network gap limits connections to the greater active transportation network, as well as access to future transit facilities along both McCowan Road and Highway 7.

- The Baseline Transportation Conditions Assessment Report describes sidewalk gaps identified in the Sidewalk Network Completion Program. The sidewalk gaps identified will limit connections to nearby trails, as well as future cycling and transit facilities.
- York Region has identified McCowan Road (Major Mackenzie Drive to Steeles Avenue) as a BRT, subject to further study. If implemented, the McCowan Road BRT would provide a convenient route between Markville and Toronto. However, many local east-west routes provide Rush Hours Only or Mobility on Request (MOR) service. This level of service may limit how many people have access to the McCowan Road BRT.

The Baseline Transportation Conditions Assessment also recognizes the transportation network development opportunities that would accommodate both existing and future population growth, anticipated in areas such as Markville and the Bullock Drive Employment Area.

Key Findings

There are **many transportation network development opportunities** for further consideration in the next phase of the Study process and to further inform the development of the final preferred plan. Key findings and opportunities for further consideration include:

- **Improving the existing local transit service** running east-west to ensure commuters have access to the proposed McCowan BRT without relying on parking;
- **Expanding the service range of local transit routes** to include the Centennial GO Station, which would support usage of the Stouffville GO Line when expansions are completed;
- **Upgrades to cycling and sidewalk facilities** that enhance connections to existing trails and transit facilities;
- Strategies to contribute to the City of Markham's leadership in **Transportation Demand Management (TDM)**;
- Road network improvements to **accommodate MTSA growth**;
- **Intersection improvements** for McCowan Road at Highway 7 to ease congestion;
- **Greater connectivity** across the road network within the Secondary Plan Area; and
- Explore **parking reduction strategies** to avoid surplus parking spaces and align with the City's Official Plan.

The feasibility of the future transportation network to accommodate the projected growth in the Study Area will require further detailed analysis in anticipation of the changing travel needs

and multiple modes of transportation for all residents and visitors that travel to and from the Study Area.

4 Consultation and Engagement

A variety of engagement approaches were used throughout Phases 1 to 3 of the Study. The following subsections provide an overview of those approaches used to connect with stakeholders and the Markville community.

Several tools and methods were used by the City to notify the public about the Study and provide opportunities to get involved, and inform the Study. This includes:

- Mobile Signs
- Flyers;
- Contact Centre Messages;
- Social Media;
- City of Markham Webpage, ***Your Markville***;
- Councillor Newsletters;
- Electronic Information Boards; and
- 407 ETR Billboards.

A comprehensive description of the tools and approaches utilized, feedback received, and details about the engagement program, is provided in the Engagement Summary Reports #1 and #2, which are included as **Appendix A** and **Appendix B** to this Report. This subsection presents a summary of what we heard and how the input received informs the emerging concept for the Study Area.

4.1 Overview of the Consultation Program

As described, a variety of engagement tools and approaches have been used to gain input for the interim report and emerging concept. Engagement and consultation conducted to date includes:

- Community Information Meeting #1 on January 19th, 2023 (virtual);
- Public Visioning Workshop on February 3rd, 2023 (virtual);

- Community Information Meeting #2 on May 24th, 2023 (hybrid);
- Youth Engagement (Youth Visioning Workshop and Youth Focus Group) on November 17th, 2022 (in-person) and July 11th, 2023 (in-person); and
- Digital Engagement throughout the course of the Study.

Through these engagement and consultation events, important feedback was received by the Project Team. The feedback is described in this section and informed the development of the three development options presented at CIM#2, the emerging concept, and preliminary policy guidance. Engagement initiatives undertaken by the City including:

- Targeted stakeholder engagement;
- Engagement with public agencies including York Region Transit, York Region District School Board, Metrolinx, Toronto and Region Conservation Authority (TRCA); and
- Engagement with the community over the summer of 2023.

In addition to formal engagement, the City received a petition letter from concerned residents in the Markville community. The concerns expressed were very similar to those expressed during CIM #2 and other public sessions and have been reviewed as part of this Study.

4.1.1 Community Information Meeting #1

Community Information Meeting #1 (CIM #1) was held on January 19th, 2023, from 6:00 p.m. to 8:30 p.m. on Zoom. The purpose of CIM #1 was to inform the community about the Study, introduce the Project Team, discuss study objectives and project timelines, and provide the public with an opportunity to ask questions of clarification and give feedback to the Project Team. CIM#1 was attended by approximately 85 participants, and a summary of the feedback is provided in **Appendix A**.

4.1.2 Public Visioning Workshop

Following CIM #1, a Visioning Workshop was held on February 3rd, 2023 from 1:00 p.m. to 3:00 p.m. on Zoom to obtain input from the public and stakeholders on the Vision and Guiding

Principles established for the Study Area and to further refine and confirm a Vision Statement and Guiding Principles. The Visioning Workshop was attended by approximately 90 participants and the feedback received from the Visioning Workshop, summarized in this Report, informed the creation of the draft development options presented at CIM #2 and the emerging concept. The Visioning Workshop included a presentation and an interactive engagement session using MURAL, an online platform that allows participants to collaborate using a virtual whiteboard. Participants were presented with an overview of the Study and a summary of the feedback received to-date. Following the presentation, participants were

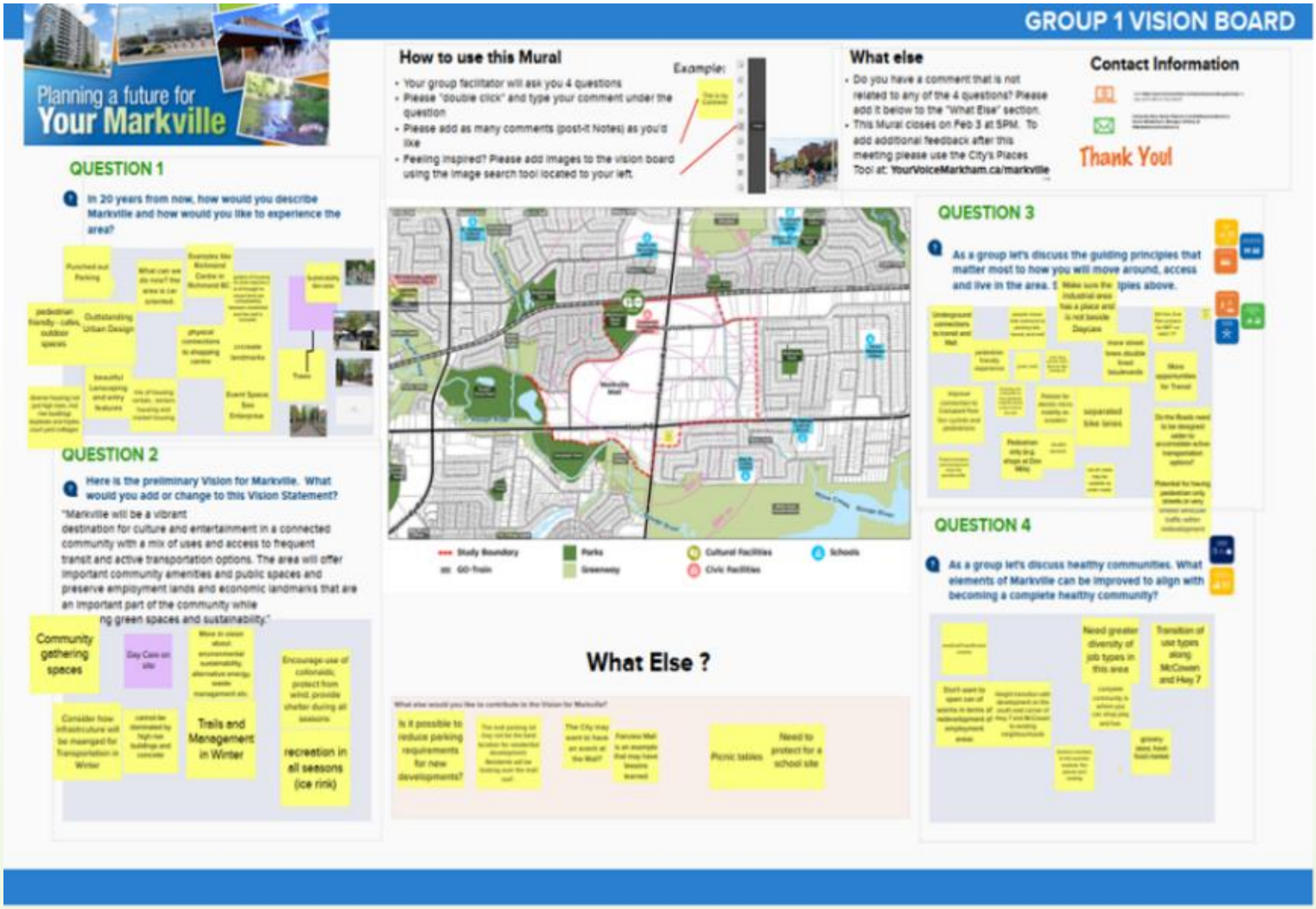


Figure 7: An example of a MURAL board used to collect feedback and input during the Public Visioning Workshop

organized into six break-out rooms and asked a series of questions related to the future of the Study Area. Participants provided feedback, which has been organized and consolidated in Engagement Summary Report #1, included in **Appendix A**.

4.1.3 Community Information Meeting #2

The second Community Information Meeting (CIM #2) was hosted on May 24th, 2023, from 6:00 p.m. to 8:30 p.m. at Markville Secondary School. The event was a hybrid meeting, where attendees were able to join in-person at the school or by using an internet link to the Zoom meeting, that was provided to those preferring this method of participation, in advance (**Figure 8**).

CIM #2 was attended by more than 40 participants in-person, approximately 30 participants who joined virtually on Zoom, City of Markham staff members, the Consultant Team, and members of City of Markham Council.

Figure 8: Community Information Meeting #2 at Markville Secondary School

The purpose of CIM #2 was to present the Vision Statement and Guiding Principles based on the feedback received during previous engagement events and to present the three draft development options for comment and feedback on their key attributes with respect to land use compositions, parks and open space and space density. The three draft development options presented at CIM #2 are described briefly below. For a more detailed description of each of the development options, please refer to **Appendix C** of this Report. Comments received during the course of the CIM #2 have been considered in the development of the emerging concept.

The draft development options presented at CIM#2, illustrate different land use compositions, park space locations and types and built form density for the Study Area. Each provides a scenario of the potential transformation and growth that could take place over the next twenty to thirty years. The three draft development options included:

- **Option 1** (Baseline), illustrated in **Figure 9**, which has the lowest development intensity and serves as a baseline in alignment with the density and objectives set out in the City's Official Plan for development in the Study Area. This option includes multiple small parks and maintains the large employment use blocks on the east side of the Study Area;

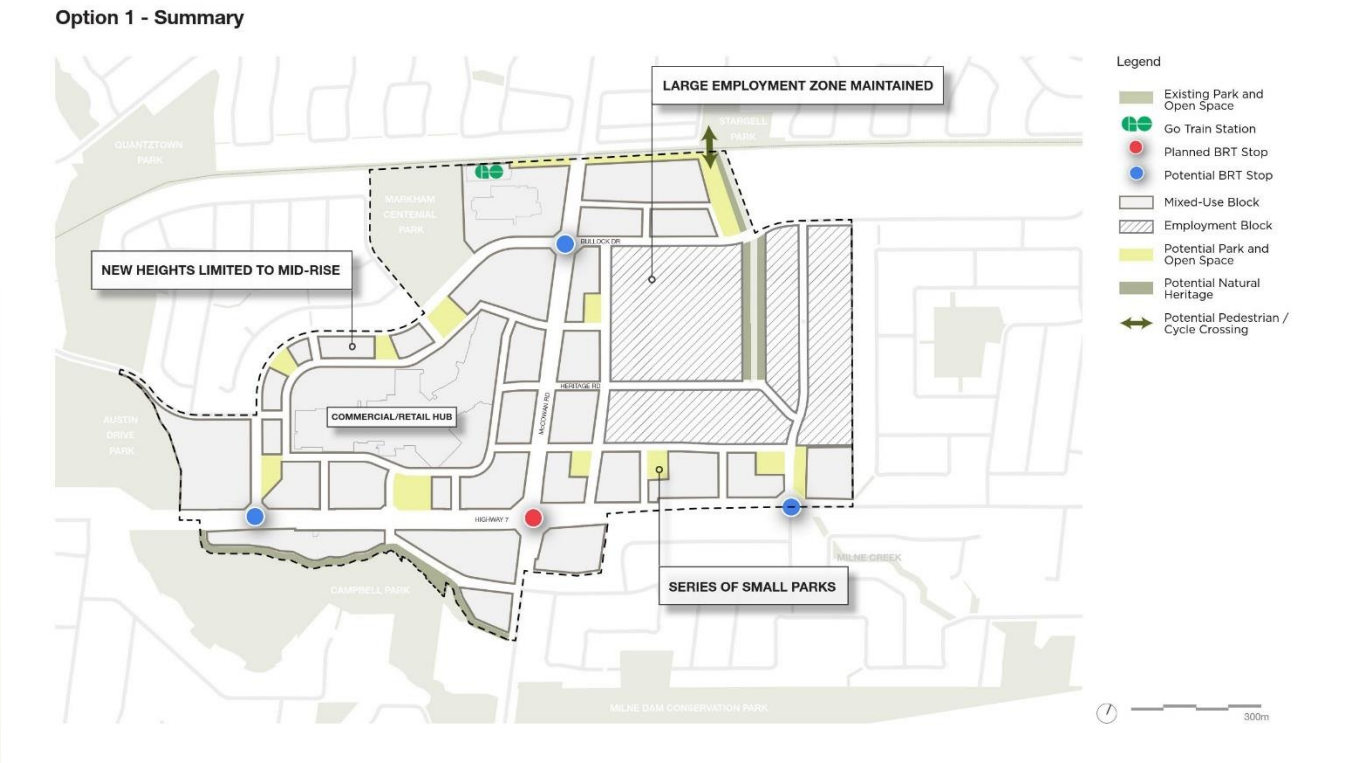


Figure 9: Option 1 (Summary)

- **Option 2** (Nodes), illustrated in **Figure 10**, is characterized by intermediate development intensity with three proposed nodes (Highway 7 and McCowan Road, Bullock Drive and McCowan Road, and Highway 7 and Bullock Drive) to facilitate greater densities around key intersections and transit station areas. This option includes a variety of park sizes with larger spaces indicated east of McCowan Road, and enhancement / expansion of the natural heritage feature in the employment lands. The extent of the employment lands has been reduced but the large blocks are retained; and

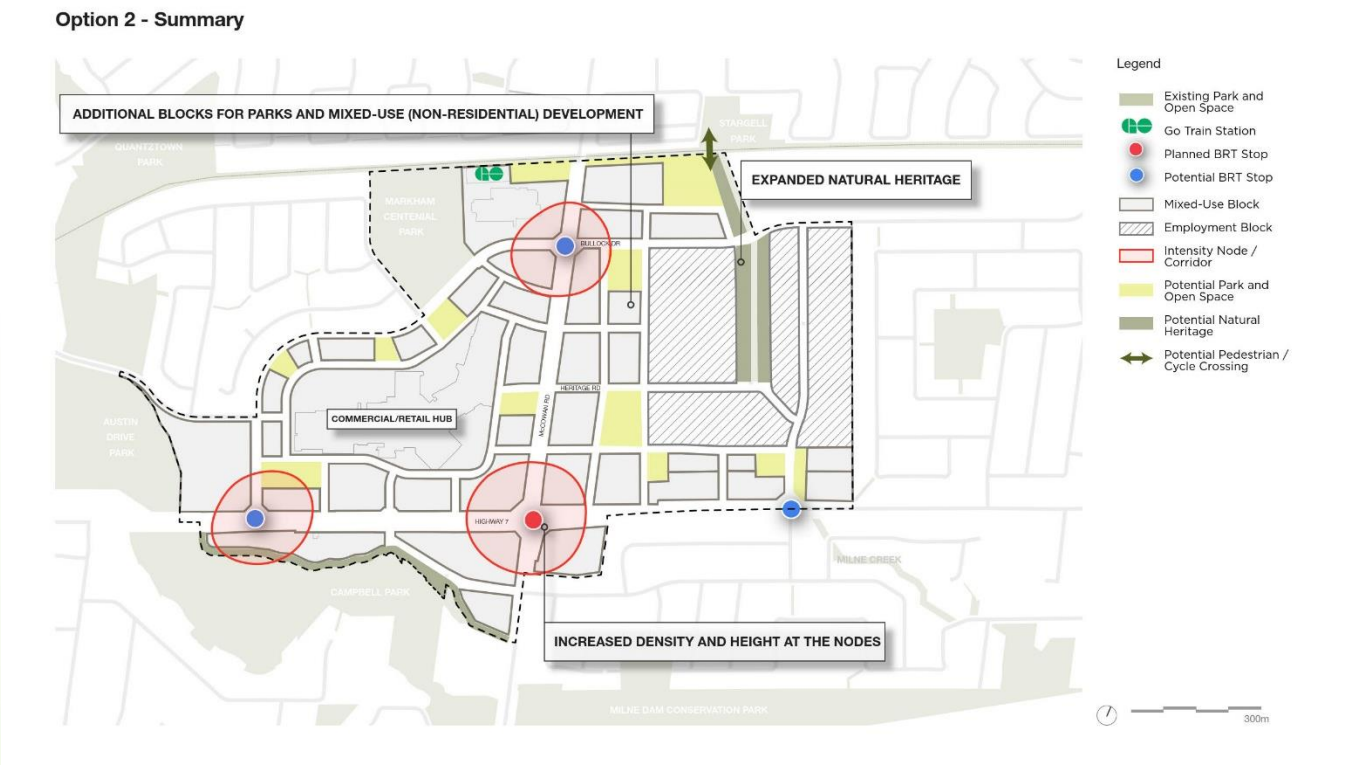


Figure 10: Option 2 (Summary)

- **Option 3** (Nodes and Corridors), illustrated in **Figure 11**, which proposes the greatest development intensity of the three options being considered for the Study Area, inclusive of the nodes presented in Option 2 along with increased density along the extent of the Highway 7 and McCowan Road corridors within the Study Area to further leverage the proposed transportationas well as east-west street connections to the natural heritage assets. This option includes a variety of park sizes with a larger north-south park blocks on the east side of McCowan Road. This scenario also envisions

smaller employment use blocks and a further enhanced north-south natural heritage features further east within the employment area.

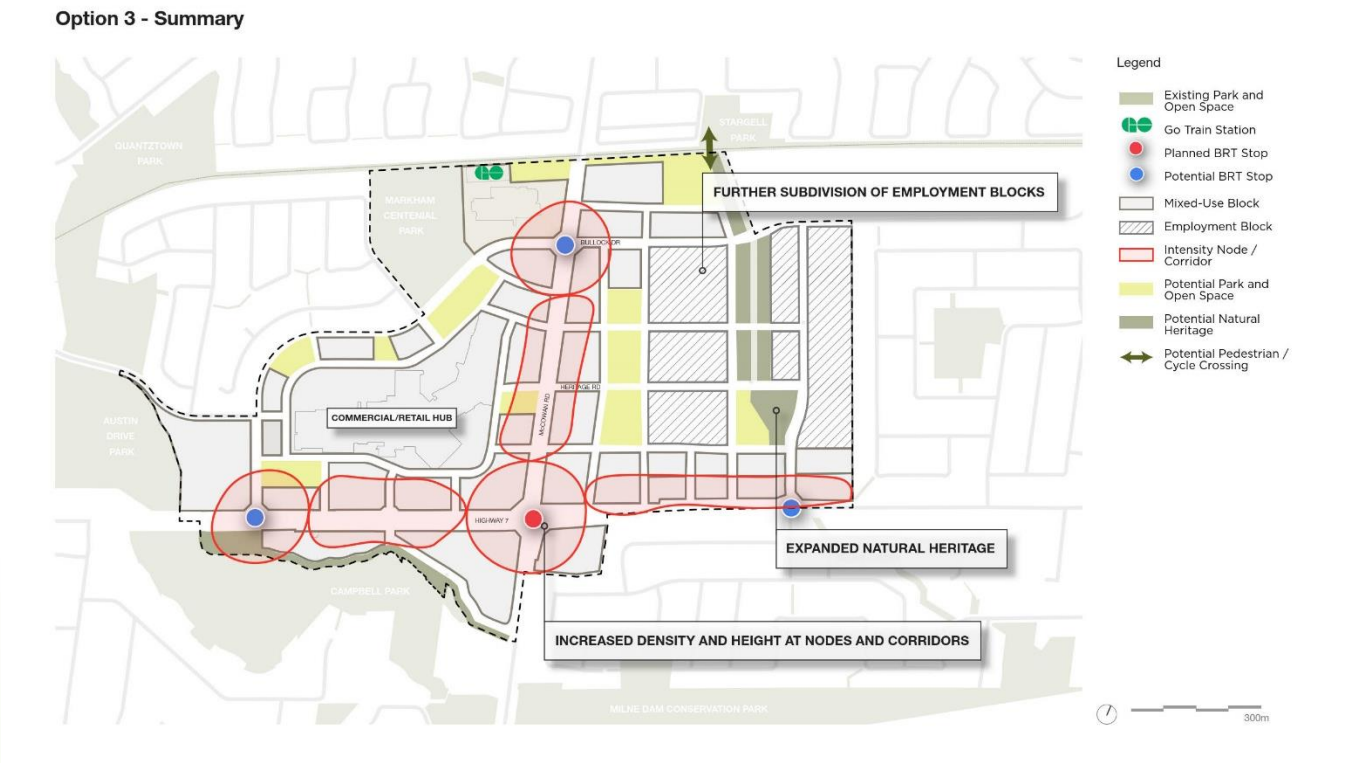


Figure 11: Option 3 (Land Use)

These options are based on an improved street grid network that is more pedestrian scaled and that supports and enhances the city-building goals associated with complete communities, transit-oriented development and sustainable growth. Controlled variations in density, building types, open space distribution and location, park types and land uses have been conceptualized to achieve the long-term planning objectives for the Study Area. The draft development options were founded on adherence to the Vision and Guiding Principles established in the engagement sessions preceding CIM #2. In addition, the development options considered key assumptions with respect to proximity to transit, Markville Mall's continued retail function into the future, MTSA minimum density targets, and the distribution of built form and density in the Study Area.

4.1.4 Youth Engagement

Visioning Workshop

On November 17th, 2022, Urban Minds hosted a Youth Visioning Workshop at a school in the Markham area (**Figure 12**). The Workshop was facilitated by Urban Minds and City staff, with over 55 Grade 9 students in attendance. Following a presentation by City Staff and Urban Minds, students participated in a group activity and completed vision boards. Responses received during the group activity included written comments and visual sketches of trees, greenery and landmarks with respect to the Study Area.

Figure 12: Youth Visioning Workshop.

Figure 13 illustrates the response of the sketching and the vision board sessions based on a number of ideas.

Key feedback from the Youth Engagement session included the following:

- **Culture and entertainment:** participants wanted to see a public library, a movie theatre, and other gathering spaces where youth can socialize and have fun.
- **Parks and recreation:** participants have a desire for more outdoor recreation parks and facilities.

- **Cycling:** participants suggested the addition of separated bike lanes, accessible trails in the winter, and bike and scooter sharing facilities.
- **Traffic:** participants generally would like to see less traffic in the area and identifies congestion as a community issue.
- **Transit:** participants would like to see improvements to public transit service in terms of frequency and number of bus stops.
- **Food options:** participants felt that there is a lack of food options within walking distance.
- **Greenery:** participants noted their desire for more green spaces and landscaping.

For a more detailed report of the Youth Visioning Workshop please refer to **Appendix A** which contains a full summary of the Youth Visioning Workshop.

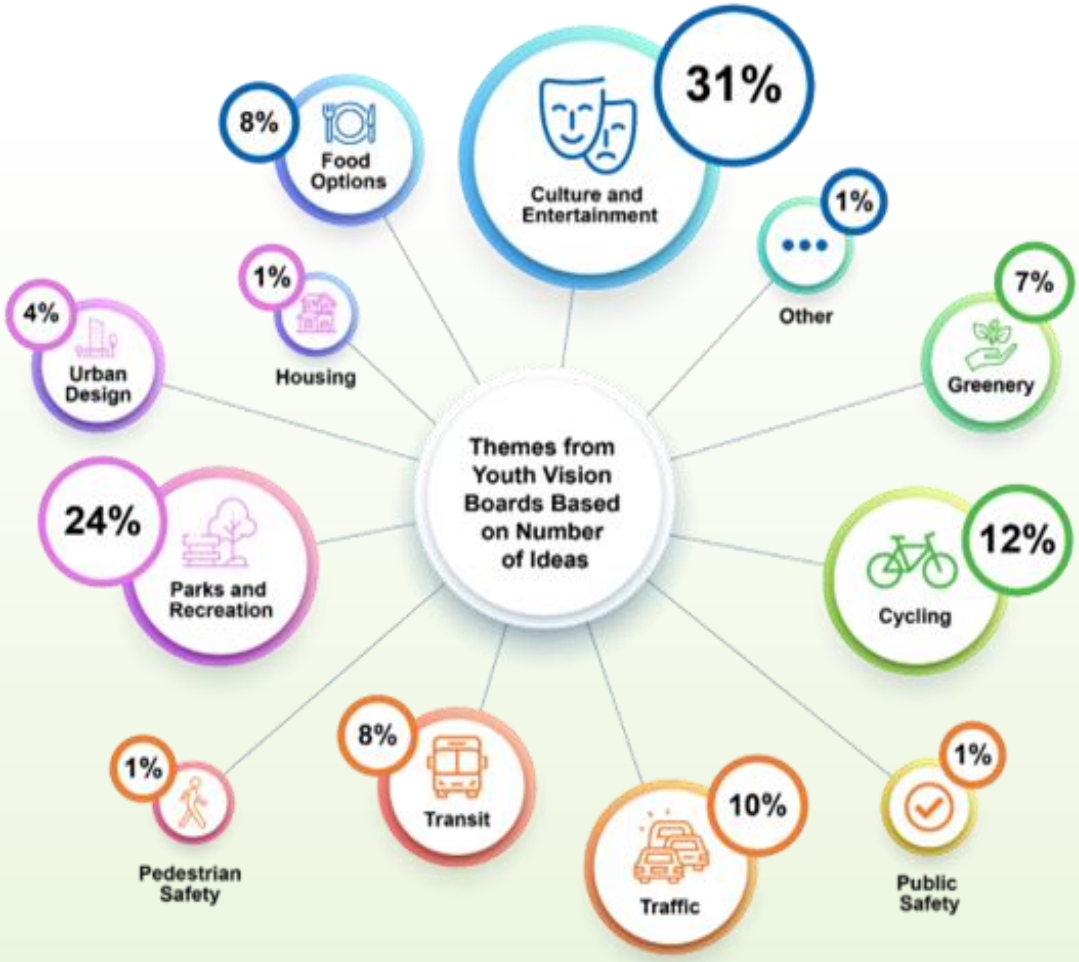


Figure 13: What we heard during engagement with youth in November 2022

Youth Focus Group Session

On Tuesday July 11th, 2023 Urban Minds and the City of Markham hosted a Youth Focus Group at the CICS Immigrant Youth Centre in the City of Markham. There were a total of 18 participants, with participants' ages ranging from 13-18 (grade 7 to grade 12). The event was held from 10:30 a.m. to 11:30 a.m. and was an opportunity to report back on the youth visioning workshop and to further gather youth input on the three draft development options for the Markville Secondary Plan Study that had been presented in CIM #2.

Key feedback from this session touched on the following themes:

- **Parks and Open Spaces:** Some participants identified that they liked the idea of having lots of small parks so that there would be less crowding in one area and more green space accessible throughout the community, whereas, others mentioned that they would prioritize a large park because it could be a hub for community events, recreational activities and a potential landmark in Markham.
- **Built Form:** Many students felt strongly that Markville should have mostly mid-rise residential so that it would be consistent with the rest of the city and appealing to families. Other participants noted that they would like to see a mix of medium and tall buildings so that more housing could be provided while also maintaining the general aesthetic of Markham. Almost all participants agreed that the scale of the buildings should be closer to mid-rise buildings, or a mix of mid-rise and high-rise buildings, so they would be more "aesthetically" consistent with the rest of the city.
- **Land Uses:** All of the youth acknowledged that they would like to see an increase in the entertainment options in Markville. Some participants noted that there was too much residential space while others voted to increase the amount of housing in the neighborhood. Many of the older participants were concerned about access to employment and supported the need to maintain or increase the employment area to accommodate the needs of current and future residents.

A detailed summary of this session is provided in **Appendix A** of this Report.

4.1.5 Digital Engagement

The study has utilized tools for engaging the public online. The City launched the **Your Markville** project webpage to promote upcoming events, to collect feedback and share information.

From January 3rd to November 10th, 2023, the Your Markville webpage received over 10,000 visitors. Engagement on the page included posting on guestbooks, accessing documents, viewing the FAQ page, photos, and viewing project pages.

A digital mapping tool, Your Markville Places Tool (interactive map) was also launched to solicit area specific feedback and received 604 visitors. **Figure 14** provides examples of the comments received by the City through the Places Tool.

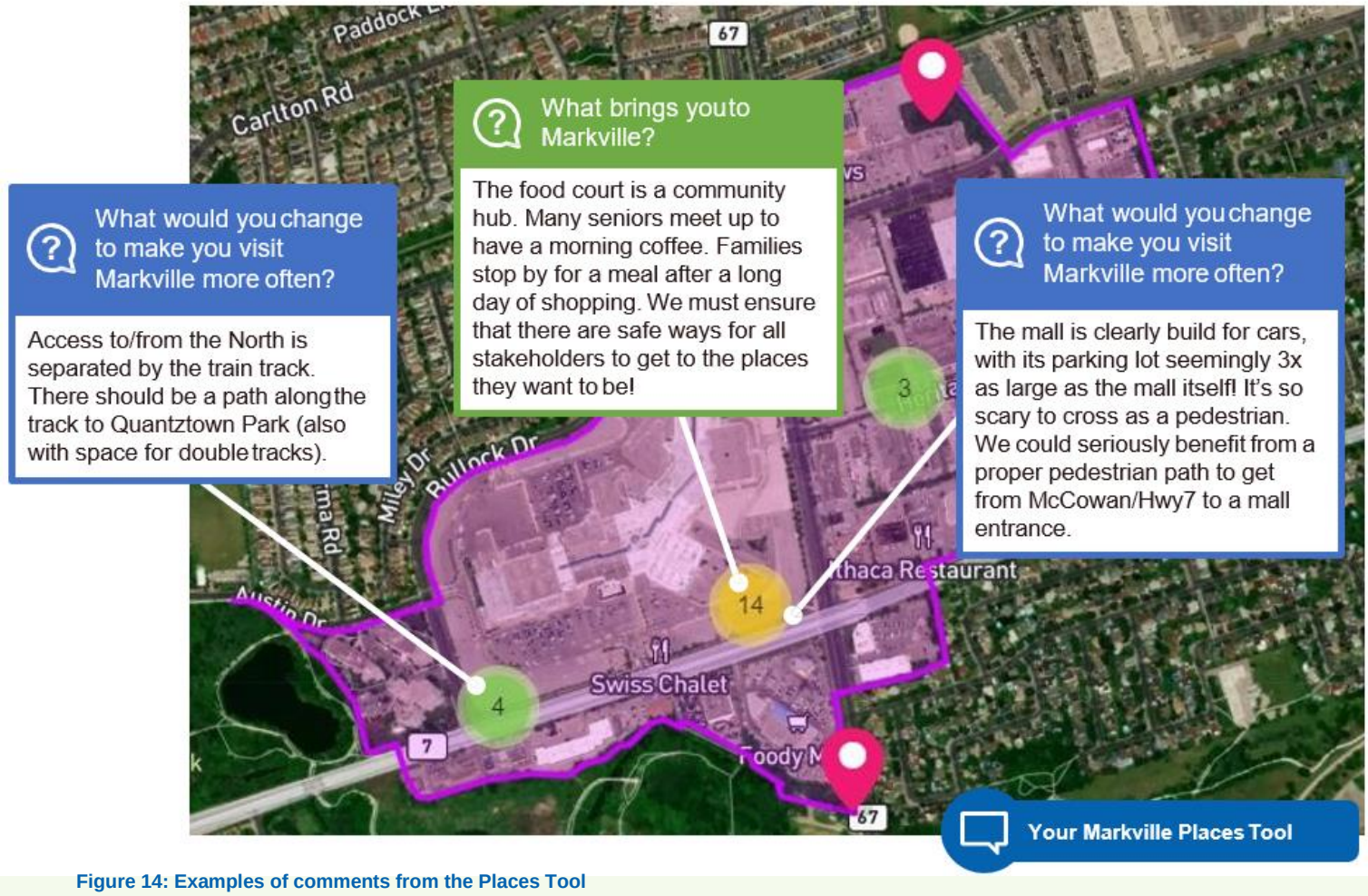


Figure 14: Examples of comments from the Places Tool

Additionally, from January 2022 to November 2023, the Guestbook on **Your Markville** received 76 comments. Key themes that were identified from the Guestbook include:

- Traffic concerns, specifically the potential additional congestion added to the existing traffic issues in the area and the need for improved transit services;
- Neighbourhood safety has been raised, including safety measures in place for pedestrians;
- The need for a walkable, sustainable and liveable community that is age-friendly and comfortable for pedestrians year-round;

- Ensuring proper transition and views between different densities (such as low-rise and mid-rise development);
- Concerns of the potential impacts that new development may have on the environment, in particular the Milne Park ecosystem;
- Opportunity to address housing affordability in the City for homeowners and renters, and encourage mixed-use development;
- Encourage diverse businesses in the area;
- Concern over the impacts the construction of implementing the Secondary Plan will have on the existing community, including the businesses on Bullock Drive; and
- The need to ensure that infrastructure, community services and amenities, such as access to schools, libraries, community parks and greenspaces, healthcare services and emergency services are available and adequately meet the needs of the current and future community.

4.2 What We Heard

It is evident that members of the public and stakeholders have provided important feedback and input as it relates to the Study. What was heard and received through various in person and virtual engagement sessions and those received via digital engagement was considered in the development of the development options and the emerging concept. Comments received on the Study, including potential opportunities and constraints, are detailed in both Engagement Summary Report #1, Engagement Summary Report #2, and the Youth Engagement sessions in **Appendix A** and **Appendix B**. The key feedback received is summarized below:

- **Transportation, Mobility, and Connectivity:** Current and potential future traffic congestion, lack of public transportation, pedestrian and cyclist facilities and user safety have been noted by participants as some of the existing key issues in the Study Area. The opportunity to connect to existing transportation networks through Centennial GO was also identified.

- **Community Services, Facilities, and Amenities:** Schools, libraries, community centers, and healthcare centres such as family doctors are some of the key facilities desired by the Markville community.

- **Environment and Natural Areas:** Participants expressed concerns for the protection of the environment and the need for more sustainable initiatives.

- **Land Use and Urban Design:** There is a need for pedestrian-friendly environments with supporting infrastructure such as well-lit streets and signage for wayfinding, and other streetscape elements. Additionally, the City should develop inclusive infrastructure and community services such as senior homes and recreation centres for youth and elderly, facilities that support age-friendly development, and others that are important factors for the community. Participants noted that there is a desire to maintain neighbourhood character with appropriate transition between different forms of development. For example, a transition from low-rise residential uses to mid-rise developments.

- **Parks and Open Spaces:** Key highlights of feedback received reflect the importance of parks and open spaces in the Markville community, and improving connectivity with the trails in the City, such as the Rouge Valley. Participants communicated that there is a need for spaces to strengthen social connections and encourage active transportation, with a desire for more recreational opportunities and facilities, including greenspaces and outdoor parks.

With respect to the **Vision Statement and Guiding Principles** the following highlights the specific feedback received:

- Include a vision for environment sustainability including energy efficiency, waste management, flood prevention and mitigation measures, and climate resiliency.
- The vision should consider how employment and commercial lands will be preserved, the promotion of recreation and social connections, active transportation and pedestrian facilities, and intensification, affordable housing, and mixed land use development.
- Provide for and increase accessibility to essential services like daycare, grocery stores and healthcare facilities. Promote inclusivity and diversity by developing senior homes and recreation centres where seniors can interact.
- Develop a “15 minute-community” to increase accessibility and connectivity. Prioritize parks, open spaces and improving connections to trails, specifically the Rouge Valley Trail.
- Create a more walkable community by developing well connected pedestrian paths, shorter pedestrian crossings, wider sidewalks, enhanced streetscapes and implementing road safety measures such as protected bike lanes and visual pedestrian direction signage. Encourage use of active transportation by installing more cycling infrastructure, bike parking, and trail connections.
- Increase affordable housing and provide a variety of housing types including shared housing and senior housing to provide suitable housing for different age groups.

- Encourage public transportation use by improving accessibility, connectivity, and quality of public transit. Increase the frequency of buses and transit stops, safer intersections, connections to employment, residential and commercial areas especially from Highway 7 and McCowan Road while integrating transit hubs.
- Provide transition of built form to ensure integration with surrounding community and character context.
- Accommodation of adaptability to changing conditions over the long term.

This feedback has been considered by the Project Team to confirm the Vision Statement and Guiding Principles for the Study Area and to inform the development of the emerging concept.

5 Vision Statement and Guiding Principles

A preliminary Vision Statement was presented to the public as part of the Visioning Workshop for feedback and input to confirm if the Project Team accurately captured feedback received to that date. The final Vision Statement, reflective of input received from the public and the postings on the interactive MURAL session, is illustrated in **Figure 15**.

Figure 15: The Vision Statement for the Markville Secondary Plan Area

To support the Vision Statement, a set of Guiding Principles were developed to inform the study, draft development options and the emerging concept. The Guiding Principles are shown in **Figure 16**.

Figure 16: The Guiding Principles

The 8 Guiding Principles provide direction for the emerging concept and will inform the policies developed for the Secondary Plan. They include the following:

Create a complete community with a range of mixed-use housing appropriately integrated with employment land uses.

Integrate Markville Mall through connectivity with mixed-use residential in key Secondary Plan location.

Create pedestrian and cycling friendly streetscapes throughout the Markville Secondary Plan area.

Connect and enhance parks, green spaces and the public realm to existing parks and adjacent open spaces for future and current residents and visitors.

Ensure interconnected and permeable complete streets that accommodate active transportation.

Leverage present and future higher order transit facilities and connections to them.

Create fiscally viable development and Affordable Housing opportunities.

Support the establishment of Markville as a node and key development area in Markham and York Region.

6 Underlying Approach and Methodology for the Draft Development Options and Emerging concept

6.1 A Public Realm First Planning Approach

The three draft development options presented at CIM #2 and the emerging concept are guided by a shared overall design concept of a 'public realm first' approach to community design. Creating places for people first, the public realm of streets, parks, open spaces and public buildings, supports the emerging model of contemporary urban living for active, healthy, green and socially integrated communities. This approach responds to the Guiding Principles established for the Secondary Plan Area and supports their realization.

Creating a complete community in Markville that is healthy, sustainable, and connected will require significant change to the planning approach supporting conventional suburban form and relationships. Putting the 'public realm first' supports this change and transition from the Secondary Plan Area's existing condition to a community that supports various land uses and functions essential to creating a complete community.

Markville's future is a shift to a 'public realm first' approach to the Study Area's planning which makes configuration, location, connectivity, and design of the public realm the primary shaper of physical form and block fabric and is the key image-creator for this area. The 'public realm first' planning approach amplifies the value of a cohesive, attractive, civic-centred public realm to community development. The public realm framework will not only define the street network and the parks and open space system but also define, provide scale, and give form to the lots and blocks for future development.

A lively, attractive, connected, and walkable public realm is crucial to the success of a new mixed-use, healthy, and sustainable Markville community. Consequently, the ‘public realm first’ approach ensures a well-defined public realm structural framework as the basis of the design of all three draft development options and the emerging concept. The value of putting the public realm planning up front and center is particularly important to planning a mixed-use community in a way that allows for future flexibility, facilitating integration, variety, and community cohesion.

The public realm network includes streets, parks, open spaces, plazas, squares, and natural heritage features. The emerging public realm framework is supplemented by and complementary to existing and future active transportation infrastructure. It promotes safe, efficient, healthy, and sustainable transportation and mobility options connecting the Study Area with the adjacent established neighbourhoods as well as to City-wide and Regional routes and destinations. In addition, built form plays an essential role in supporting the 'public realm first’ approach by framing the public realm in good proportion, animating place and space, and contributing to the creation of landmark locations and a high-quality image for the community.

6.2 Public Realm Framework

To structure the open space and public realm approach, a conceptual framework consisting of “two green loops” was envisioned as illustrated in **Figure 17**. The concept is predicated on creating an internal loop that is connected by the road network and block layouts so that proposed parks and open spaces act like a string of charms along a bracelet, these loops conceptually illustrate the aspiration of tying ecological and placemaking functions both within the Study Area and in relation to its neighbouring existing context and natural heritage features.

The smaller inner loop connects the mall site to the west and the employment area to the east, crossing McCowan Road. It also connects proposed mix-use housing opportunities and links the majority of the park spaces as illustrated in the Parks and Open Spaces plan (**Figure 20** and **Appendix D**). This inner loop will be characterized and defined by slower pedestrian scaled green streets that focus on place-making and active transportation.

The larger outer loop connects a broader established ecological system in the surrounding area with potential new restored areas and potential links to adjacent parks and open spaces, most notably Milne Creek. Reinforcing this loop will benefit both wildlife and residents. It will ensure biodiversity and access to nature, benefiting the community while safeguarding natural heritage integrity.

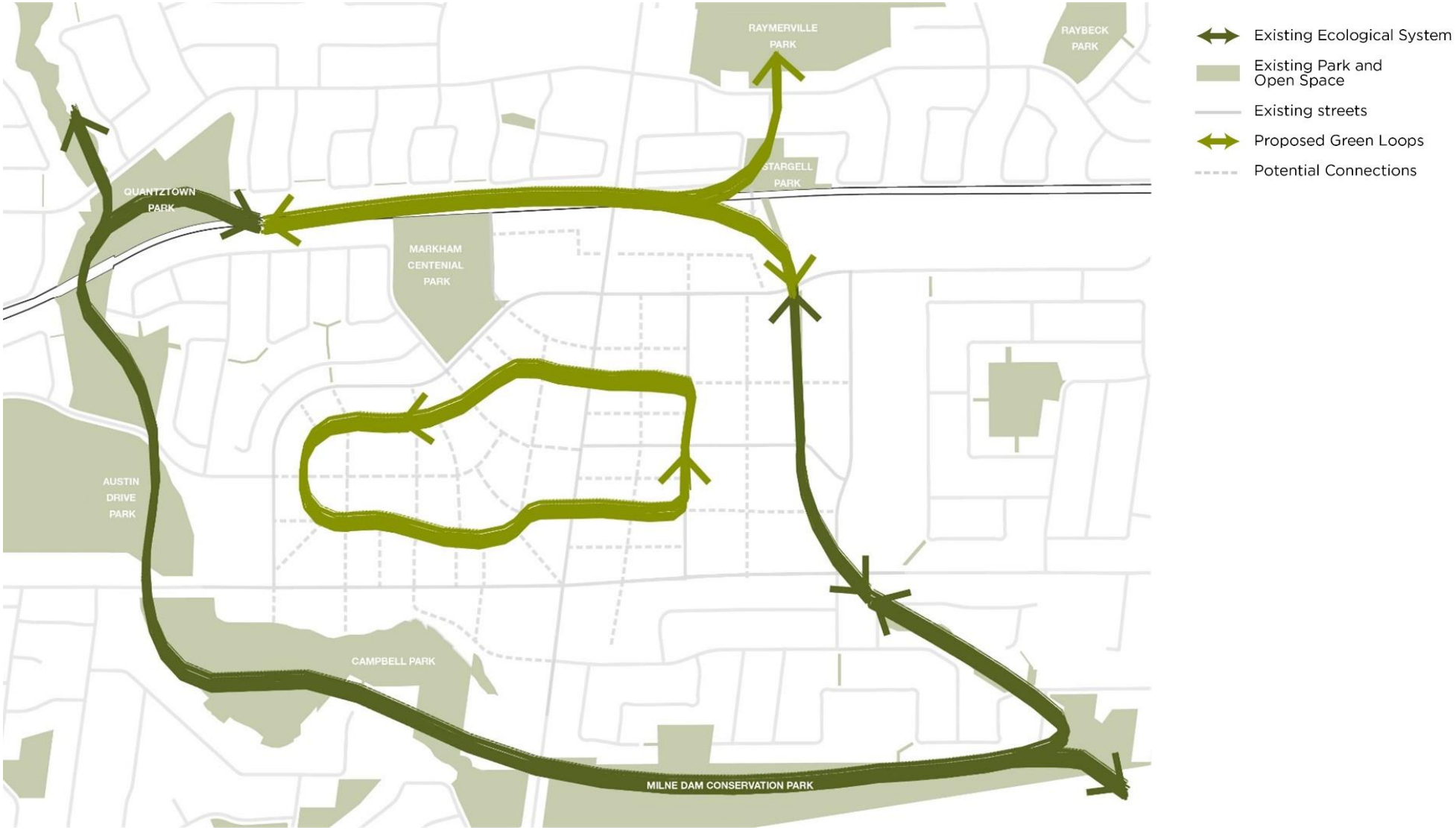


Figure 17: Public realm framework conceptual illustration

6.3 Assumptions

6.3.1 Growth Assumptions

Key growth assumptions that guided the development of the emerging concept for the Study Area include the following considerations:

- Recent and future investment in new and improved transit including high-frequency transit on Highway 7, the Centennial GO Station and the potential McCowan BRT, supports considerable growth in the area.
- Activities and uses in Markville Mall's main building will be maintained on this large and visually prominent site for the coming decades. The MTSA (McCowan BRT Station) has a minimum growth target of 200 people and jobs (PPJ) per hectare.

The emerging concept provides a range and mix of persons and jobs within the Study Area. The corresponding population and employment estimates have been prepared to inform infrastructure requirements, such as the need for roads, and water/wastewater capacity, as well as community facilities, schools, and public recreation uses that would be required in the Study Area.

The main assumptions underlying the calculation of population and employment estimates for the emerging concept are summarized in the table below:

Assumptions for Emerging concept	
Unit Size (Apartment)	80 sq.m.
Persons Per Unit (including under coverage)	1.98
Employment Density	
• **Community / GO Station**	140 sq.m. / employee
• **Commercial**	40 sq.m. / employee
• **Service Employment**	80 sq.m. / employee
Block Efficiency[1]	85%

[1] Block efficiency has been applied to convert development blocks within the secondary plan to development lots before applying the floor space index density.

6.3.2 Parkland Dedication Assumptions

Based on Markham's parkland targets (0.4 ha/1000 persons in intensification areas), approximately 11.3 ha of parkland (City Parks) are required in the Study Area to service the forecasted population. Of this, approximately 6.0 ha of park space is proposed within the study area and is comprised of various sized park and parkette spaces. Parkland dedication will be further evaluated in the Community and Facilities Strategy.

6.3.3 Preliminary Forecasts

Complementary to the emerging concept are estimates for future density in the Study Area, illustrated in the table below. Estimates for future density in the Secondary Plan Area are calculated based on the land use and built form composition of the emerging concept to estimate the total persons and jobs per hectare. Based on the emerging concept, it is envisioned that approximately 28,000 people and 8,000 jobs will be accommodated in the Markville Secondary Plan Area. This translates to approximately 347 persons and jobs per hectare. The resulting density is primarily due to the emphasis of intensity around each of the three nodes identified and are centred around the Centennial GO Station, the existing BRT corridor on Highway 7, and the proposed future BRT corridor on McCowan Road. It is envisioned that most of the density will be located in these nodes and to some extent the BRT corridors.

	People	Jobs	PPJ/ha	New Parks
Emerging concept	~28,000	~8,000	~347	6.0 ha

7 Emerging Concept & Policy Guidance

This section provides the recommended direction for the emerging concept, including illustrative figures. Larger versions of the emerging concept, inclusive of its components, are provided in **Appendix D**.

The emerging concept is characterized by the following key features:

- A distribution of built form density that ranges from low to high-rise buildings that is similar to current and comparable communities in the GTA with the greatest concentration of densities directed at three key intersections / nodes;
- A distribution of type, quantity and diversity of parks that support the anticipated population densities for the Study Area of approximately 6.0 ha in total area;
- Reinforcing the idea of an internal “green loop” that effectively links the proposed park spaces and the natural heritage features within the Study Area;
- Natural Heritage features within the employment lands have been enhanced and a north-south corridor is provided with a potential connection to Stargell Park north of the Study Area; and
- A large employment area is maintained and includes larger development block sizes and the proposed road network will serve as a transition to mixed-use blocks.

The table below outlines the Guiding Principles and summarizes how the emerging concept responds to the background research, existing policy context, and the feedback and input received.

Principle	Integrated Design
Create a **complete community** with a range of **mixed use housing** appropriately integrated with **employment land uses**	The design includes a mix of land uses such as residential, commercial and office to complement the existing large retail (mall) and employment in the area. Green buffers (streets, parks, setbacks) are suggested around the employment area to ensure a compatible integration of new residential uses.
Integrate Markville Mall through **connectivity** with mixed use residential in key Secondary Plan locations	New connections to and from the Markville Mall are included through parks and open spaces, a new ring road and perpendicular streets that connect to the existing network.

	New mixed use blocks are included on the mall site and on surrounding soft sites.
Create **pedestrian and cycling friendly** streetscapes throughout the Study Area	New streets are envisioned to support active transportation with two-sided sidewalks and cycling facilities that create new connections in the area. New streets are pedestrian-scaled with active frontages and green setbacks to create an attractive and comfortable environment. Existing streets shall be reimagined to integrate green infrastructure, large sidewalks, protected cycling lanes and transit.
Connect and **enhance parks, green spaces** and the public realm to existing parks and adjacent open spaces for future and current residents and visitors	The parks and open space network are expanded to include a series of new spaces throughout the Study Area. These vary in size to accommodate different functions and are connected via the public realm framework (see the various "green loops" identified in **Figure 18**) to the active transport network and the established parks and open spaces in the community.
Ensure **interconnected and permeable complete streets** that accommodate active transportation	The suggested street network creates short, walkable blocks. It supports a higher intersection density similar to other urban areas as presented in the background report. The streets are interconnected to create new links to open spaces and to increase permeability with the surrounding neighbourhoods. A complete street design approach is applied both to new streets and to the retrofit of existing streets to ensure they promote walking and cycling.
Support the establishment of Markville as a **node and key development area** in Markham and York Region	Opportunities created for new mixed-use density, especially around higher-order transit, will ensure Markville meets the Official Plan objective as a Key Development Area in Markham and York Region. The emerging concept provides a level of density and intensification that meets policy objectives for people and jobs in the Secondary Plan Area but also meets and exceeds the minimum MTSA targets for transit supportive densities.
Leverage present and future **higher order transit**	Markville is envisioned as a transit-oriented community that focuses development intensity around higher-order transit. Improved connections with new streets, retrofitted streets,

facilities and connections to them	and paths through public space will facilitate access to and from transit services.

The emerging concept was informed by the recommendations / directions provided by the background work completed to date, agency comments, feedback and input received from community participants in CIM #1, agencies and stakeholders who participated in the community information meetings, and the comments received during the presentation of the initial three draft development options in CIM #2. As per the three draft development options, the emerging concept reflects the Guiding Principles and Vision set out and confirmed during the public engagement sessions (CIM #1, Visioning session, and CIM#2,). Some of the key feedback that informed the emerging concept, and that complement the Guiding Principles established, include:

- Balance between high-rise transit supportive density and a mid-rise built form that will transition into the existing surrounding neighbourhoods;
- Balance between Natural Heritage expansion and the employment area;
- Desire to understand where institutional resources will go and in particular future school locations in the Study Area and other community services and facilities;
- Providing a more permeable road network where possible to provide conditions that support active transportation (walking, cycling and transit) while also accommodating private vehicles;
- A range and balance of various park sizes that are accessible, well-connected, and further away from large arterials to reinforce the internal “green loop” that effectively links the proposed park spaces in the community; and
- Opportunities to further increase density close to the GO stations and major transit nodes (Highway 7 and McCowan Road).

Emerging Concept - Community Structure

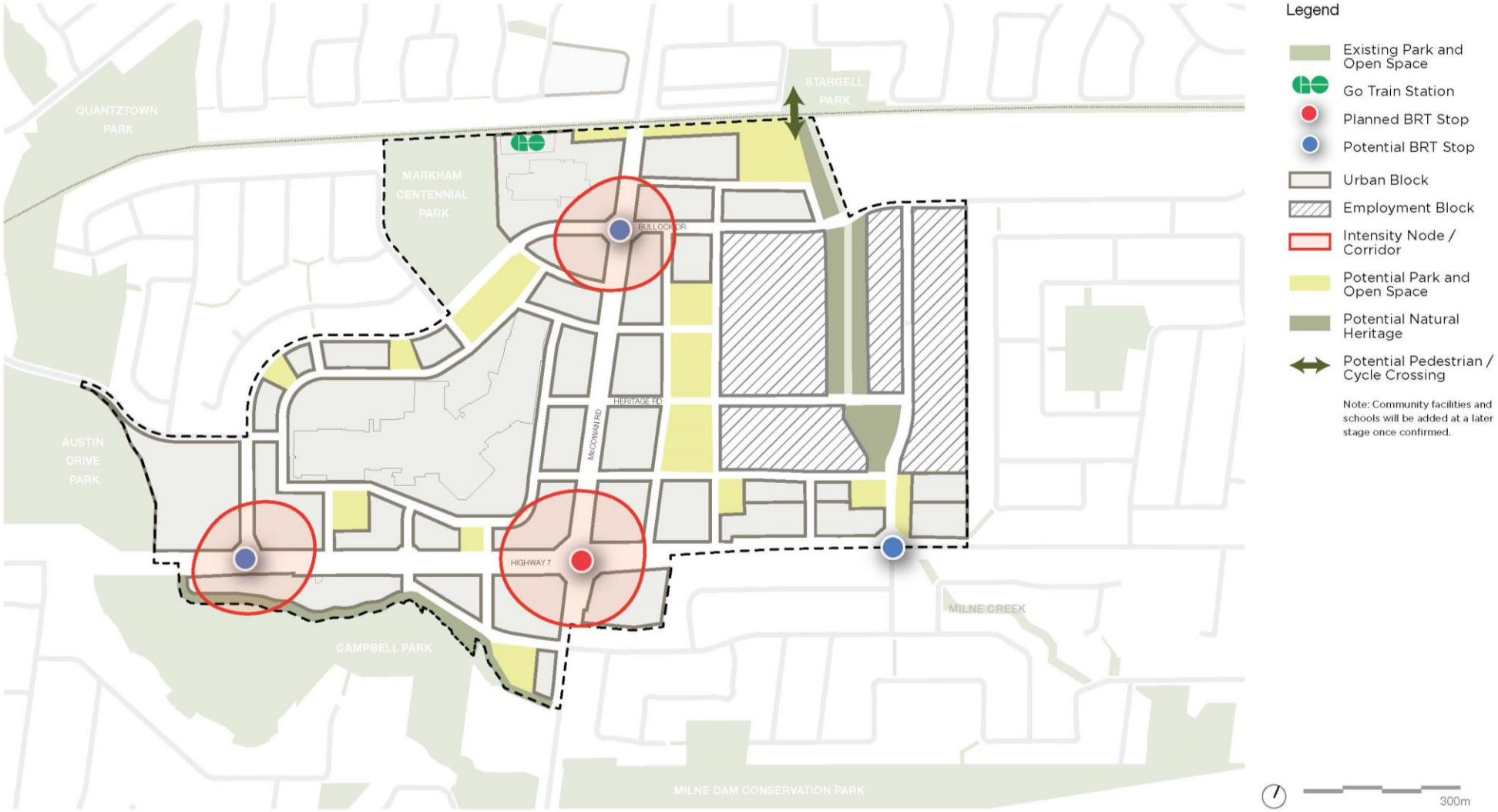


Figure 18: Emerging concept – community structure

7.1 Development Components

To demonstrate how the emerging concept responds to the existing conditions in the Study Area, and the Vision Statement and Guiding Principles, the emerging concept has been considered through the following components:

- Land Use;
- Parks, Open Spaces, & Street Network; and
- Built Form.

These plan components are explored in the following subsections to demonstrate how the Vision and Guiding Principles, public engagement feedback and study objectives have or could be achieved by the emerging concept.

7.1.1 Parks, Open Spaces, and Street Network

The parks and open space network includes streets, parks, plazas, natural heritage and the active transportation network. The images below and on the following page demonstrate desirable qualities that parks and open spaces should offer, including but not limited to comfort, security, biodiversity and opportunities for social interaction.

Figure 19: Examples of desirable qualities for parks and open spaces

7.1.1.1 Parks, Open Space & Street Network – Emerging Concept

The parks, open space, and street network for the emerging concept are illustrated in **Figure 21** and **Figure 22.** These images tell the story of a community that accommodates different types and sizes of parks and open spaces and illustrates how they are integrated into the proposed community plan and the notion of 'public realm first approach', connecting the extent of the Study Area. There are a total of six parks proposed west of McCowan Road, with an additional seven parks sited on lands east of McCowan Road. A total of 6.0 ha of new parks are proposed to complement the parkland already provided by the existing Centennial Park.

Elements of the natural environment are interwoven in the community with 4.7 ha of Natural Heritage area of additions and improvements. This strengthens the underlying idea for the plan of the "green loops" presented in Section 6 of this Report. It will increase access to nature for the community while providing additional ecological services and function. This includes the 15m buffers around Campbell Park and the broader improvements of 30m buffers around Milne Creek with an additional space to restore the buried portion of the creek, north of Highway 7, along Heritage Road and Laidlaw Boulevard.

Emerging Concept - Parks & Open Space

Figure 20: Emerging concept - parks and open spaces

The proposed street network, as illustrated in **Figure 22**, is composed of a finer grid of pedestrian-scaled and shorter blocks. The streets are interconnected to create new links to open spaces and to increase permeability with the surrounding neighbourhoods, where possible. A complete street design approach is envisioned both to new streets and to the retrofit of existing streets. They are envisioned to include enhanced pedestrian boulevards, cycling facilities, and public realm landscaping. The street design prioritizes walking and cycling. Proposed new streets support active transportation with two-sided sidewalks and a bike network that creates new connections in the area. New streets will be pedestrian-scaled with active frontages and green setbacks to create an attractive and comfortable streetscape environment. The existing streets, also illustrated in **Figure 22**, will be retrofitted to integrate green infrastructure, wide sidewalks and boulevards, protected bicycle lanes and transit services. Road sections for these streets will be prepared as part of the final preferred plan and will be illustrated in the Markville Secondary Plan Urban Design Guidelines.

New streets include a ring road with perpendicular connections on the Markville Mall site. Additional streets are introduced in the employment area to define three more blocks east of McCowan Road. Heritage Road is reconfigured close to Laidlaw Boulevard. Street segments are also added to the south-west and north-east corners of the study area to break up large blocks into smaller, walkable blocks.

7.1.1.2 Parks, Open Space, and Street Network – Emerging Policy Direction

Emerging policy direction for parks and open space in the Study Area includes but is not limited to:

- Accommodate a range of parks and open spaces to achieve an additional 6.0 ha of parkland and to meet different functions and levels of activity for current and future residents and visitors.
- Create a policy framework to establish connections to natural spaces for pedestrians, while protecting and enhancing the ecological services and functions provided by natural heritage.
- Incorporate an active transportation approach to the proposed and existing street network including upgrades to cycling and sidewalk facilities, that enhance connections to existing trails and transit facilities, particularly Centennial GO Station.
- Promote and support the separation of active transportation facilities.

Emerging Concept - Street Network

- Parks and Open Space
- Potential Natural Heritage
- Existing Street
- Potential New Street
- Mid-Block Connection
- Internal Mall Connection
- Pedestrian/Cycle Crossing

300m

Figure 21: Emerging concept street network

7.1.2 Built Form

The built form envisioned in the emerging concept is composed of a range of building types, sizes and configurations as illustrated in **Figure 22**. These include low-rise (top), mid-rise (middle) and high-rise (bottom). The following images represent a range of desirable built form examples capable of defining and framing the public realm with active ground floors and contributing to the development of a complete community in Markville.

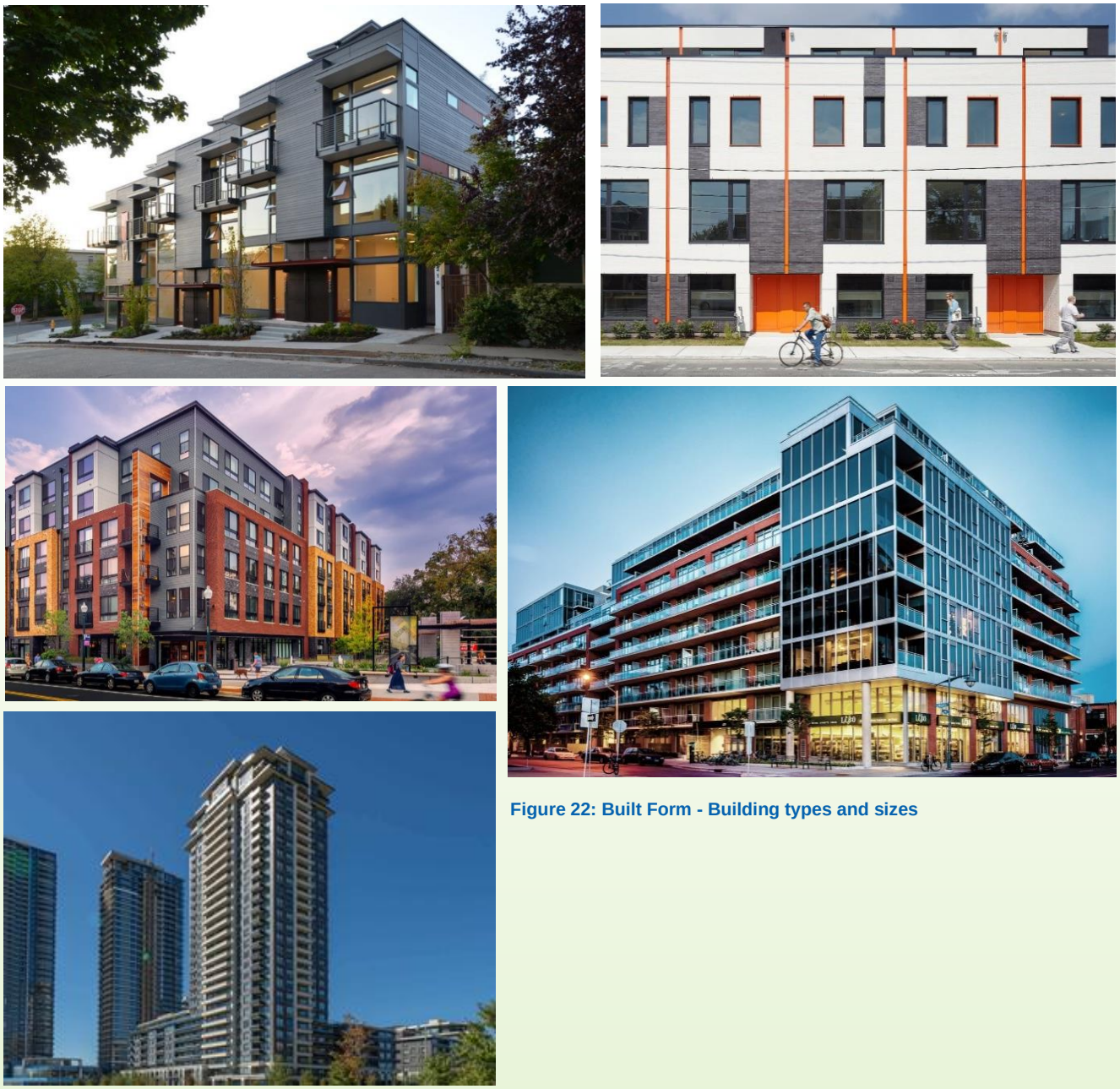


Figure 22: Built Form - Building types and sizes

7.1.2.1 Built Form – Emerging Concept

The emerging concept built form distribution is illustrated in **Figure 23** and refers to built form typology examples illustrated in **Figure 22**. The emerging concept is structured around three higher-density and intensively developed nodes located in the vicinity of high-frequency transit stations and services. At these nodes of intensification, the predominantly mid-rise local fabric is punctuated by compact areas of high-rise buildings with heights up to 40 storeys. These nodes of intensification are located at three key intersections:

- Highway 7 / McCowan Road;
- McCowan Road / Bullock Drive; and
- Bullock Drive / Highway 7.

The high-rise building types are comprised of High- Rise ‘A’ (9 to 20 storeys) and High- Rise ‘B’ (21-40 storeys) types. The High-Rise ‘A’ built form is comprised of existing towers at the northwest corner and proposed high-rises on the northeast corner of Bullock Drive and Highway 7 and on the southwest and southeast corners of Highway 7 and McCowan Road. These are secondary high-rise locations that serve as gateways into the Study Area or serve to reinforce planned and potential Bus Rapid Transit (BRT) nodes.

The High-Rise ‘B’ built form are focused at primary intensity nodes located at the northwest and northeast corners of Highway 7 and McCowan Road and at all four corners at the intersection of Bullock Drive and McCowan Road. The greater intensity and height at these locations is due to their proximity to the existing Highway 7 BRT and planned BRT for McCowan Road that reinforce that intersection as the main node in the Study Area. Likewise, the greater intensity is predominantly due to the proximity to the existing Centennial GO Station. Both of these intersections essentially form a substantial MTSA which are typically earmarked for the greatest densities in the community, centred around these higher-order transit facilities.

The increased densities required around MTSAs is a strong community structure element for the emerging concept as is the historical importance of these intersections for the Markville community surrounding them.

Outside these high-rise intensity nodes, mid-rise built form ranging in height from 5 to 8 storeys, will predominate. Non-nodal exceptions to the mid-rise fabric include the existing high-rise buildings on the west side of Bullock, the low-rise buildings in the employment area to the east (up to 4 storeys), and the lands between Campbell Park and Highway 7, subject to the Special Policy Area policies, permitting building heights up to 3 storeys.

7.1.2.2 Built Form – Emerging Policy Direction

Emerging policy direction for built form in the Study Area includes but is not limited to:

- Accommodating a balance between high-rise, transit supportive density and a mid-rise built form that will transition into the existing residential neighbourhoods.
- Ensuring a range and array of residential building types and tenures to accommodate the development of a complete community for a variety of residents;
- Establishing guidance for height, density, and transitions throughout the Study Area to ensure density is targeted to accommodate greater intensity around existing and planned transit infrastructure and transitional height and density to surrounding residential neighbourhoods.
- Creating policy that addresses appropriate transition and buffers around the existing employment area to facilitate an appropriate interface between existing and proposed land uses, and to protect public health and safety.

Emerging Concept - Built Form

Low-Rise (Up to 4 Storeys)

Mid-Rise (5-8 Storeys)

High-Rise A (9-20 Storeys)

High-Rise B (21-40 Storeys)

Existing Tower

Proposed Tower

Subject to Special Policy Area

*building heights are up to 3 storeys

Parks and Open Spaces

300m

Figure 22: Emerging concept built form

7.1.3 Land Use

A diversified and vibrant community requires a mix of land uses, including those illustrated in **Figure 23** such as residential (top), retail (middle) community (bottom left) and employment (bottom right); they represent examples of how a desirable mix of land uses can be achieved.

Figure 23: Mix of land use for vibrant communities

7.1.3.1 Land Use – Emerging Concept

The emerging concept land use framework offers an appropriate balance and mix of land uses between residential, commercial and office uses to complement the existing large retail (Markville Mall) and employment uses in the Study Area. The land use framework is illustrated in **Figure 24** and includes a break down of the proposed land uses, which are colour coded to help delineate the mix of land uses and the interrelationship between these land uses.

Green (e.g., streets, parks, setbacks) and functional (e.g., retail/commercial focus blocks and frontages) buffers are suggested around the employment area to ensure a compatible integration and transition with more sensitive residential mixed-use focused blocks. Three additional mix-use blocks are introduced east of McCowan Road resulting in approximately 15.9 ha of service employment lands to be preserved. At the edges of the service employment areas are additional blocks identified as mixed-use non-residential which are envisioned to provide other opportunities for employment in the form of office uses or other forms that could serve as transitional uses to the mixed-use residential uses envisioned for the frontages along McCowan Road and Highway 7. This approach in the emerging concept allows for an evolution of the Study Area that retains service employment use, but also considers future employment land uses that would complement the proposed residential uses, leverage transit facilities, and that enhance access to a broader range of employment uses.

As illustrated in **Figure 24**, development blocks are generally identified as mixed-use residential and non-residential, except for the existing community centre /Centennial GO Station block on the northwest corner of the Study Area and the existing residential block west of Bullock Drive. The Markville Mall site that dominates the lands, east of McCowan Road, has a retail/commercial focus, while the other mixed-use blocks in the Study Area are focused on residential uses with some transitional mixed-use blocks adjacent to the employment area considered for potential office employment uses as a transition to the service employment functions.

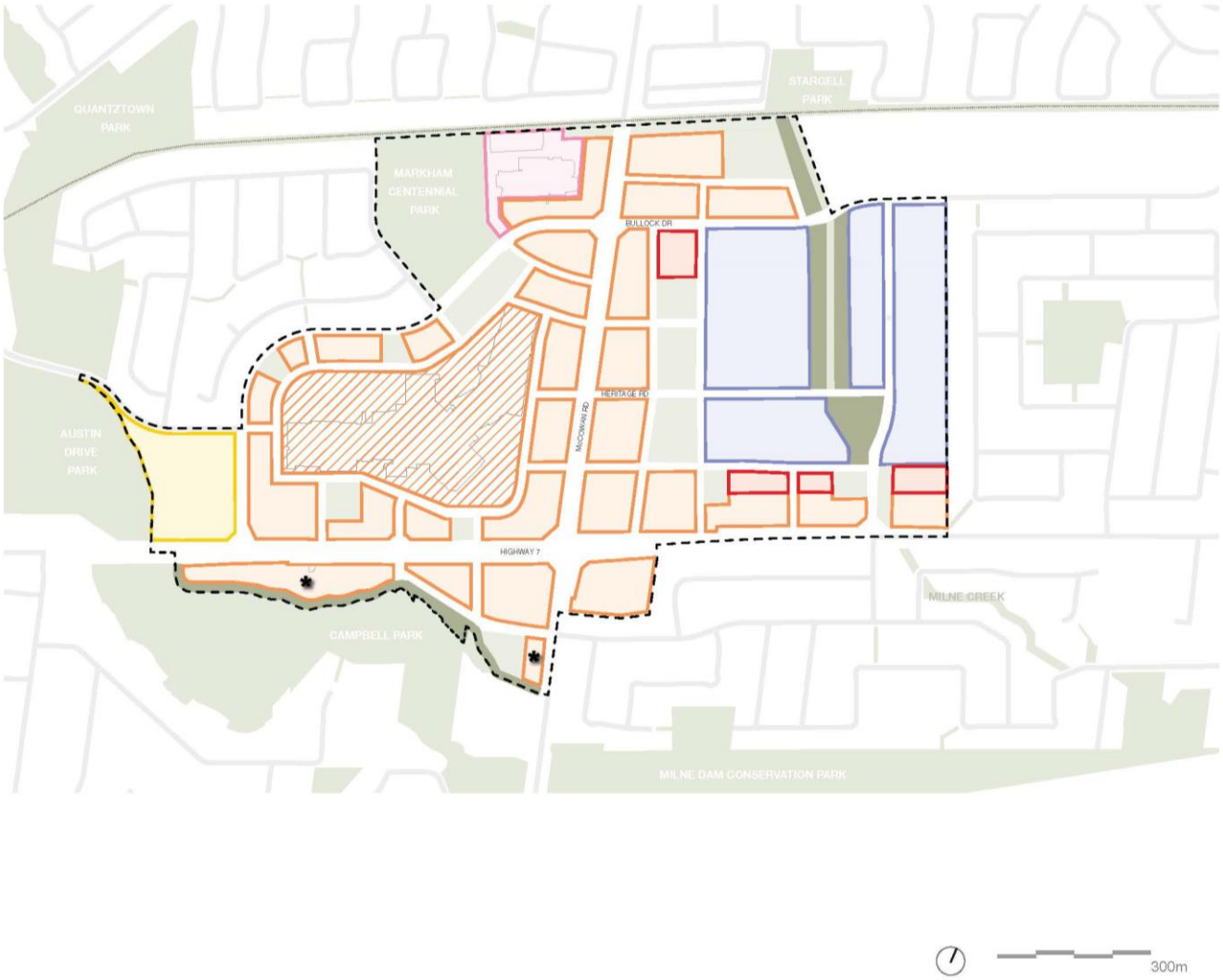
In addition, based on the population generated by the emerging concept, both the York Catholic District School Board and the York Region District School Board have advised that additional schools will be needed to support the projected growth. At this point, the potential location of school sites has not been finalized or indicated on the land use plan. The school sites will most likely take the form of a more urban type if it is proposed on the west side of the study area, west of McCowan Road, or a more traditional format which may be accommodated on the east side of the study area, east of McCowan Road. The potential school sites will be identified on the final preferred plan in coordination with City staff and both the York Region and York Catholic District School Boards.

7.1.3.2 Emerging Policy Direction – Land Use

Emerging policy direction for land use in the Study Area includes but is not limited to:

- Encouraging compatibility with the pattern and character of surrounding communities within and adjacent to the Study Area.
- Contributing to a complete community by permitting and accommodating a range of housing options, including affordable and rental housing, employment and economic development opportunities, community services and facilities, and multi-modal transportation options.
- Ensuring appropriate land use transition or buffering measures to create a better interface and relationship with the between the existing service employment uses and the envisioned mixed-uses proposed east of McCowan Road;
- Identifying opportunities to introduce additional community services and facilities, including schools, to meet the needs of current and future residents and visitors. This should include opportunities to accommodate community services and facilities in urban forms.
- Strategically locating and integrating densities and land uses at key nodes in the Study Area to align with multi-modal transportation opportunities for residents and visitors.
- Establishing a flexible policy framework to protect employment areas from conversion and to accommodate evolving employment opportunities, including businesses in population-serving industries, as well as small-scale manufacturing.
- Protect natural heritage features and build and enhance connections to green systems, including Milne Creek, Austin Drive Park, and the Rouge River.

Emerging Concept - Land Use



- Community/Go Station
- Service Employment
- Residential
- Mixed Use (Residential)
- Mixed Use (Retail/Commercial)
- Mixed Use (Non-Residential)
- Park and Open Space
- Natural Heritage
- * Subject to Special Policy Area
  *building heights are up to 3 storeys

Note: Community facilities and schools will be added at a later stage once confirmed.

Figure 24: Emerging concept land use

7.2 Demonstration Massing Model (3D)

To better illustrate the deployment of density in the emerging concept, a three dimensional demonstration massing model has been developed for the Study Area. It provides a sense of where the greatest densities and intensification of development is envisioned, the medium density forms that transition to adjacent residential areas, transitional non-residential mixed use adjacent to employment blocks/areas, and proposed parks and open space locations. The demonstration model includes four different views of the emerging concept for the Study Area. These are provided on the following pages and as attachments in **Appendix E**, in a larger format for further ease of review.

The legend in **Figure 25**, below, demonstrates the colours that represent different land uses in the demonstration models.

Views of the emerging concept massing model are taken from four vantage points, including views from the southwest, northeast, northwest and southeast corners in **Figures 26, 27, 28 and 29**.

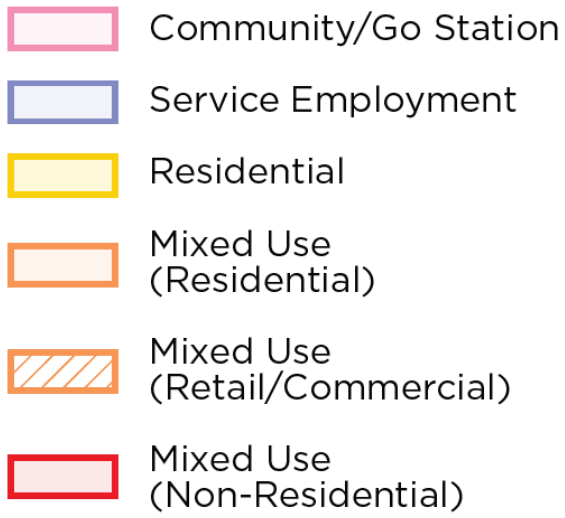


Figure 25: Land uses identified in the demonstration massing model

Figure 26: View from Southwest - Massing model of the emerging concept

Figure 27: View from Southeast - Massing model of the emerging concept

Figure 28: View from Northwest - Massing model of the emerging concept

Figure 29: View from Northeast - Massing model of the emerging concept

8 Next Steps

This Report, including the emerging concept, preliminary policy guidance and the 3D demonstration massing model of that plan, will be brought forward to the Development Services Committee (DSC) for further consideration and input.

Following confirmation of the emerging concept, the Project Team will further refine the emerging concept and associated demonstration massing model based on the comments received from the DSC, the public, City staff, stakeholders, and landowners. These refinements will be considered by the Project Team in the development of the final preferred plan for the Markville Secondary Plan Study Area. It will culminate in the preparation and submission of the Final Study Report and serve as the basis for the companion urban design guidelines for the Markville Secondary Plan.

Appendix A – Engagement Summary Report #1

Planning a future for
Your Markville

Markville Secondary Plan

Engagement Summary Report #1

March 10, 2023

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1 Context

The City of Markham is developing a comprehensive Secondary Plan for the Markville community. The Secondary Plan will set the policy direction for future land use change in Markville and enhance the existing community and built environment. Markville currently offers a mix of commercial, residential, retail and employment uses and is the location of a major transit station area (Centennial MTSA). The Secondary Plan will serve as a guide for directing future population and employment growth in the area with the intention of supporting the City's commitment to a high quality of life for residents and for those who will come to shop, work, play and live in the Markville area.

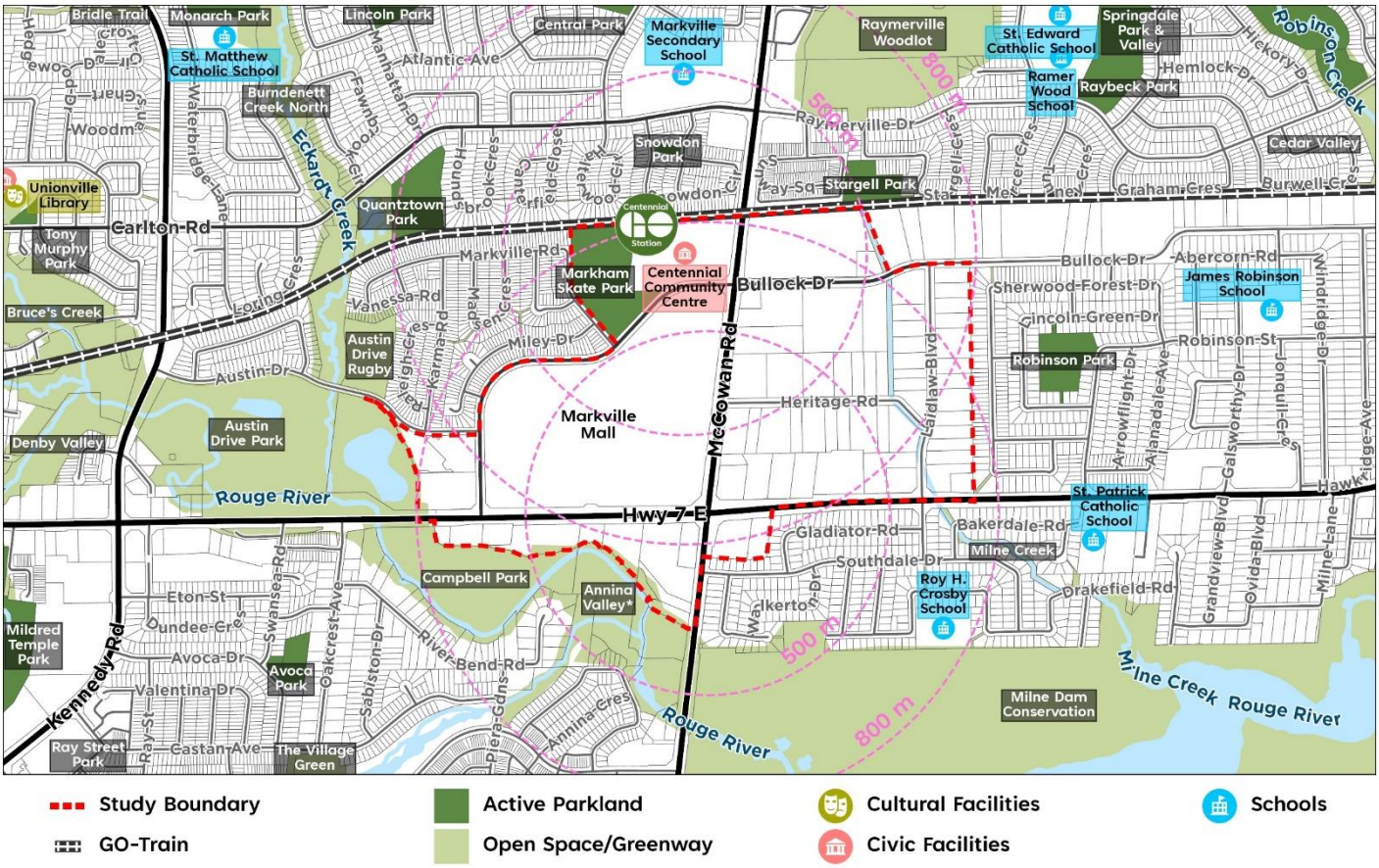


Figure 1: Markville Secondary Plan Study Area including key community assets.

Located between historic Markham Village and historic Unionville Village on Highway 7, the Study Area forms part of a main east-west network connection and transit route for Markham. The Stouffville GO right-of-way is located north of the Study Area and the Rouge River Greenway is located south. The Study Area extends from Austin Drive Park and Bullock Drive in the west and extends to the properties fronting Laidlaw Boulevard to the east.

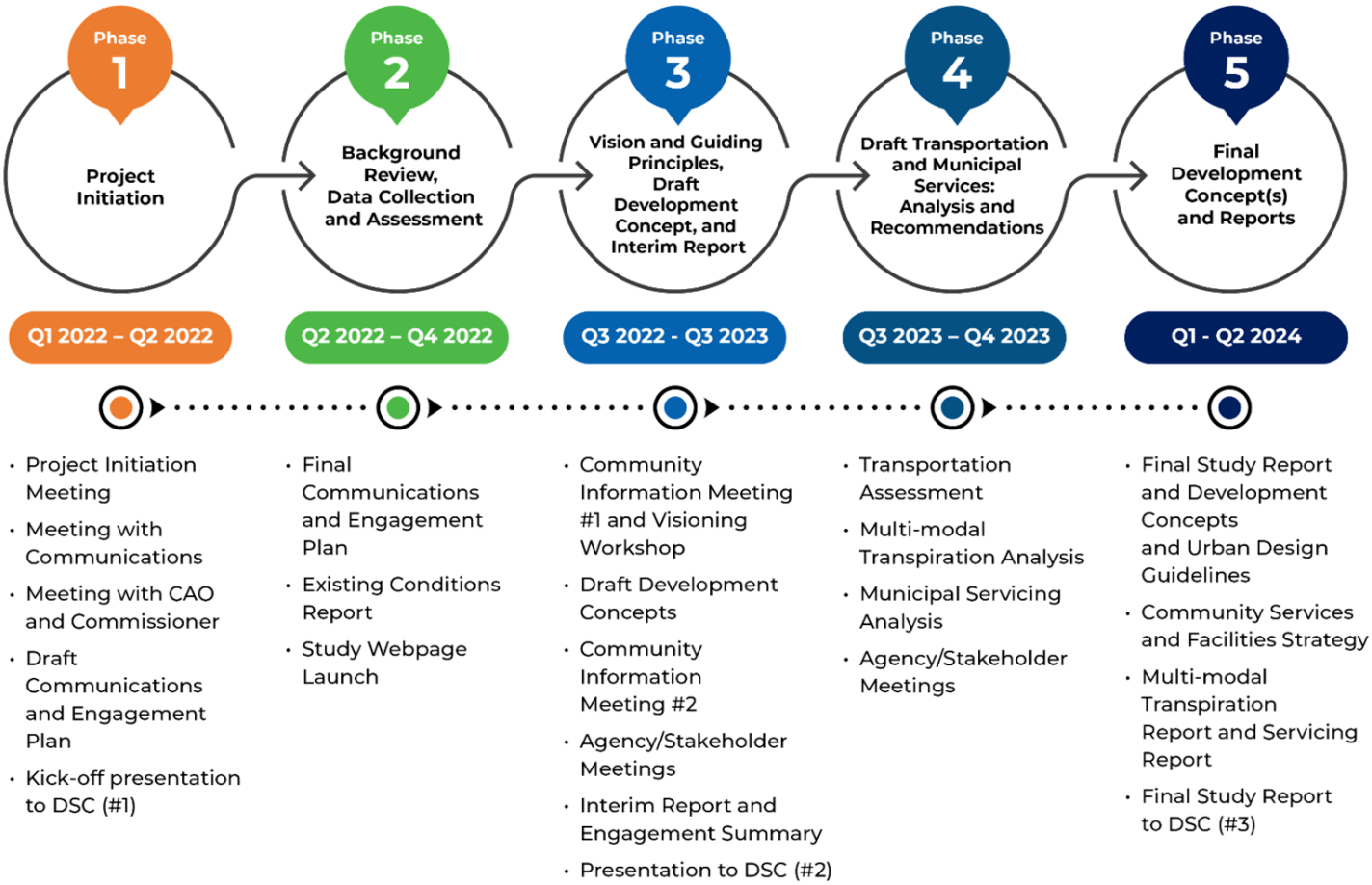
The Study Area includes the Stouffville GO Station, Markham Centennial Park and Centennial Community Centre, the Rouge River Greenway to the south and an extension of the City's large green spaces (**Figure 1**: Markville Secondary Plan Study Area including key community). The Study Area also includes a variety of industrial and service use lots on the eastern portion of the site, an array of strip malls lining the major streets, and three apartment condominium buildings constructed in the early 90's. The Cadillac Fairview Markville (Markville Mall) is the largest single ownership property in the Study Area. Recent developments include a car dealership in the north-east corner of the site (Porsche), and additional development within the Bullock Employment Area to the east. The Study Area includes Highway 7, a major transit route that is intended to function as an urban main street that is well-designed and pedestrian-friendly with mixed-use development (Official Plan, Section 2.5.2.1).**Figure 2** shows the type of development in the Study Area.

Figure 3: Excerpt from the 2014 Official Plan Schedule 2 - Land Use

1.1 Study Process

The Markville Secondary Plan Study includes an analysis of land use and urban design, transportation and municipal servicing to support the development of a sustainable and complete community for the future. The Study process is comprised of five phases (**Figure 3**: Markville Secondary Plan Study Timeline) with several opportunities for communication and engagement throughout the process.

Phase 1 through Phase 2 has been successfully completed which included assessment of existing conditions, opportunities, identifying stakeholders and developing the engagement program. The Study is currently in Phase 3, recently completing both the Community Information Meeting and the Visioning Workshop, with work on the Development Concepts underway.



1.2 Purpose of this Report

This Engagement Summary Report (the "Report") documents the consultation and engagement activities completed during Phases 1 to 3 of the Secondary Plan Study and summarizes the feedback received from stakeholders, youth, and the public. This Report is also a way of reporting back to the community and to City Council on the feedback received.

Section 3 of this Report contains a thematic summary of all feedback and information received during these engagement tactics set out in **Section 2**.

2 Consultation Program

A variety of engagement tactics were used throughout Phases 1 to 3 of the Secondary Plan Study. The following section provides an overview of those tactics, which include a Youth Visioning Workshop, a Community Information Meeting #1, a Public Visioning Workshop, and online engagement through the City's website.

Section 3 of this Report contains a thematic summary of all feedback and information received during these engagement tactics set out in **Section 2**.

2.1 Outreach

The City of Markham used a variety of tools to notify the public about the project. The tools included the following:

Your Voice Markham Page: The City has Your Voice Markham page to collect feedback on engagement (www.markham.ca/markville).

Mobile Signs: The City placed 4 mobile signs within the Markville Secondary Plan Study Area at the following locations:

- Southwest corner of Highway 7 and McCowan
- Northeast corner of Highway 7 and McCowan
- Northeast corner of McCowan and Bullock
- Northwest corner of Highway 7 and Bullock

Contact Centre Messages: The City's Contact Centre leveraged on-call hold messages to promote the Community Information Meeting and Visioning Workshop.

Social Media: The City's Facebook, Twitter, Instagram, Linkedin and NextDoor accounts were used to promote the engagement events.

City of Markham Webpage: The City had a homepage feature on Markham.ca for the Markville Secondary Plan Study Area.

Councillor Newsletter: Councillors included in their newsletter information promoting the Community Information Meeting and Visioning Workshop.

Electronic Information Boards: At the following locations, the City had three Electronic Information Boards:

- Centennial Community Centre
- Aaniin Community Centre
- Markham Village Community Centre

407 ETR Billboard: 407 ETR Billboards were placed at the following locations:

- Near Yonge Street Exit
- Near Markham Centre

2.2 Youth Engagement

On November 17, 2022, Urban Minds hosted a Youth Visioning Workshop at a school in the Markham area. The Workshop was facilitated by Urban Minds and City Staff, with 57 grade nine students in attendance. Following a presentation by City Staff and Urban Minds, students participated in a group activity and completed vision boards (**Figure 4**: Youth Visioning Workshop).

The key objectives of the Youth Visioning Workshop included the following:

- To learn about the Official Plan and Markville Secondary Plan.
- To describe existing conditions of the Study Area from youth's perspectives.
- To identify youth-friendly opportunities for the Study Area related to land use, urban design, transportation, streetscape, and other components.

Appendix A contains the Youth Visioning Workshop presentation.

Figure 5: Youth Visioning Workshop

Responses received during the group activity included written comments and visual sketches of trees, greenery and landmarks. The feedback received was summarized based on the core themes below:

- **Culture and entertainment:** participants wanted to see a public library, a movie theatre, and other gathering spaces where youth can socialize and have fun.
- **Parks and recreation:** participants have desire for more outdoor recreation parks and facilities.
- **Cycling:** participants suggested the addition of separated bike lanes, accessible trails in the winter, and bike and scooter sharing facilities.
- **Traffic:** participants generally would like to see less traffic in the area and identifies congestion as a community issue.
- **Transit:** participants would like to see improvements to public transit service in terms of frequency and number of bus stops.
- **Food options:** participants felt that there is a lack of food options within walking distance.
- **Greenery:** participants noted their desire for more green spaces and landscaping.

Figure 5: Themes from Youth Visioning Boards illustrates the response of the sketching and the vision board sessions based on the number of ideas. For a more detailed report of the Youth Visioning Workshop, **Appendix B** contains a full summary.

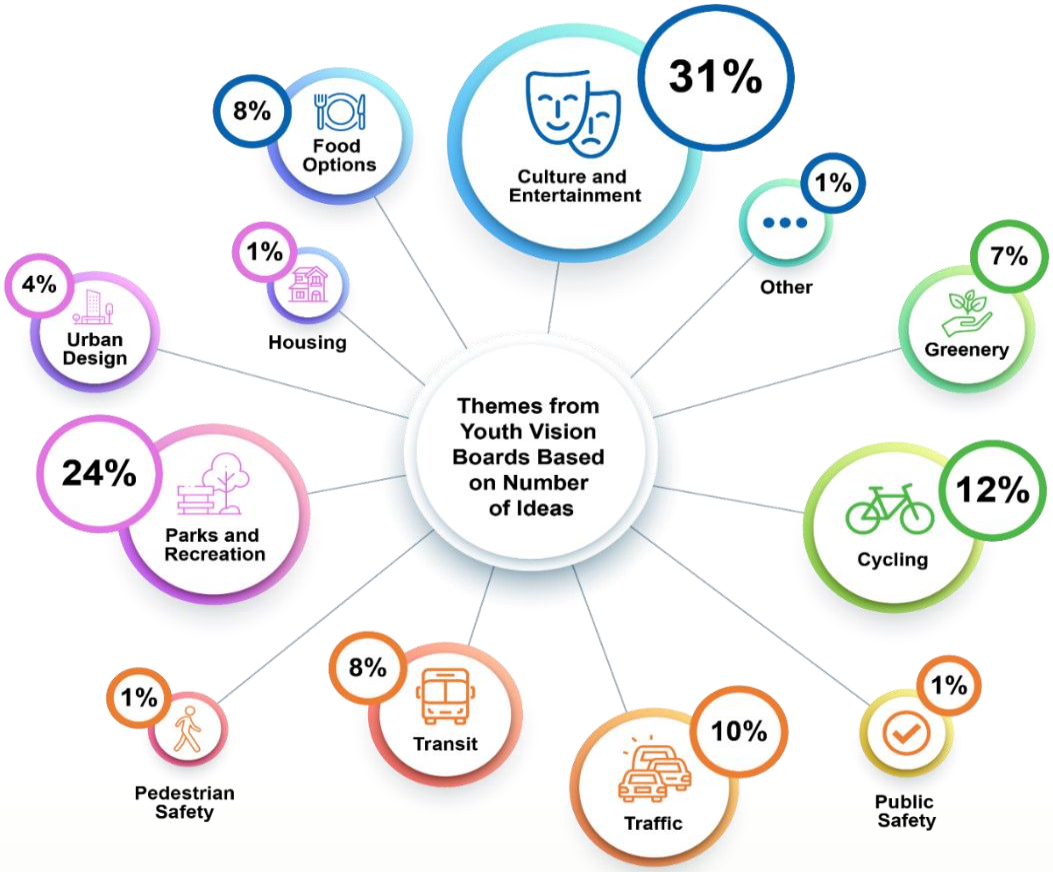


Figure 6: Themes from Youth Visioning Boards (percentages illustrate the responses based on the 55 participants)

2.3 Community Information Meeting

A Community Information Meeting (CIM #1) was held on January 19, 2023, from 6:00 PM to 8:30 PM on Zoom. Attendees were able to register for the event through Eventbrite and were provided with the link to the Zoom meeting in advance of the call. The link was also posted on the Your Voice Markham page one hour before the event began.

The purpose of CIM #1 was to inform the community about the Markville Secondary Plan Study, introduce the project team, discuss study objectives and project timelines, and provide the public with an opportunity to ask questions of clarification and give feedback to the Project Team. Feedback obtained from the CIM #1 will help identify community needs and concerns for the future Markville Study Area. The feedback received during the first Community Information Meeting was used to inform the City as they commence a background review of the Study Area and supports the City in planning for a Visioning Workshop with the Community.

The meeting was attended by more than 85 participants, 40 City of Markham staff members and Consultant Team, and members of City of Markham Council.

The meeting involved a presentation to the community, with the tool Mentimeter used to ask questions to the public throughout the presentation. The questions to the public included the following:

- How did you hear about this meeting?
- When asked to describe the Markville area today, what key words come to mind?
- What brings you to the Markville area?
- If you could change Markville to become a place you visit more often, what would you add?

All feedback collected through Mentimeter can be found in **Appendix C**.

The presentation for this meeting can be downloaded by clicking here and the presentation can be viewed on both the project webpage and on YouTube by following this link: https://yourvoicemarkham.ca/markvillesecondaryplanstudy

Key feedback heard at the CIM #1 highlighted that there was a desire for better connectivity and safe transportation options, with an emphasis on protection of the natural environment and employment opportunities.

Section 3 of this Report contains a consolidated summary of all feedback and information heard and received at the CIM#1.

2.4 Visioning Workshop

A Visioning Workshop was held on February 3, 2023, from 1:00 PM to 3:00 PM on Zoom. Attendees were able to register for the event through Eventbrite and were provided with the link to the Zoom meeting in advance of the call.

The purpose of the meeting was to obtain the input of the public and stakeholders on the vision and guiding principals of the Secondary Plan Study and develop and confirm a vision statement and guiding principles for the Markville Secondary Plan. The feedback received from the Visioning Workshop will be used by the City and Consultant Team to develop draft land use and development concepts for the Markville area and incorporate all public feedback into the future land use policy framework.

The visioning workshop was attended by over 90 people, including members of the public, public agencies, City of Markham staff, and the City of Markham Mayor and members of City Council.

The visioning workshop included a presentation and an interactive engagement session using MURAL, an online engagement tool/platform that allows participants of a meeting to provide input and feedback. Participants of the meeting were presented with an overview of the project, and introduction to the City and Consultant Teams. The presentation included an overview of the existing land use and policy conditions in the Markville Study Area. Participants were also presented with a summary of the feedback that the City had received about the study from online tools (Places Tool), from the first Community Information Meeting and from a workshop completed with students from the Markville Secondary School.

After the presentation, participants were organized into break-out rooms with smaller groups of 6-10 people and asked a series of questions related to the future of the Markville area. Participants in each breakout group were able to provide their feedback using the Zoom Chat, verbally, by raising their hand on Zoom, and by adding comments directly onto a virtual vision board using the application, MURAL (**Figure 6**: MURAL board). The questions asked in each group were:

- In 20 years from now, how would you describe Markville and how would you like to experience the area?
- Here is the preliminary Vision for Markville. What would you add or change to this Vision Statement?
- As a group let's discuss the guiding principles that matter most to how you will move around, access and live in the area. See the principles above (principles were provided in the MURAL).

- As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?

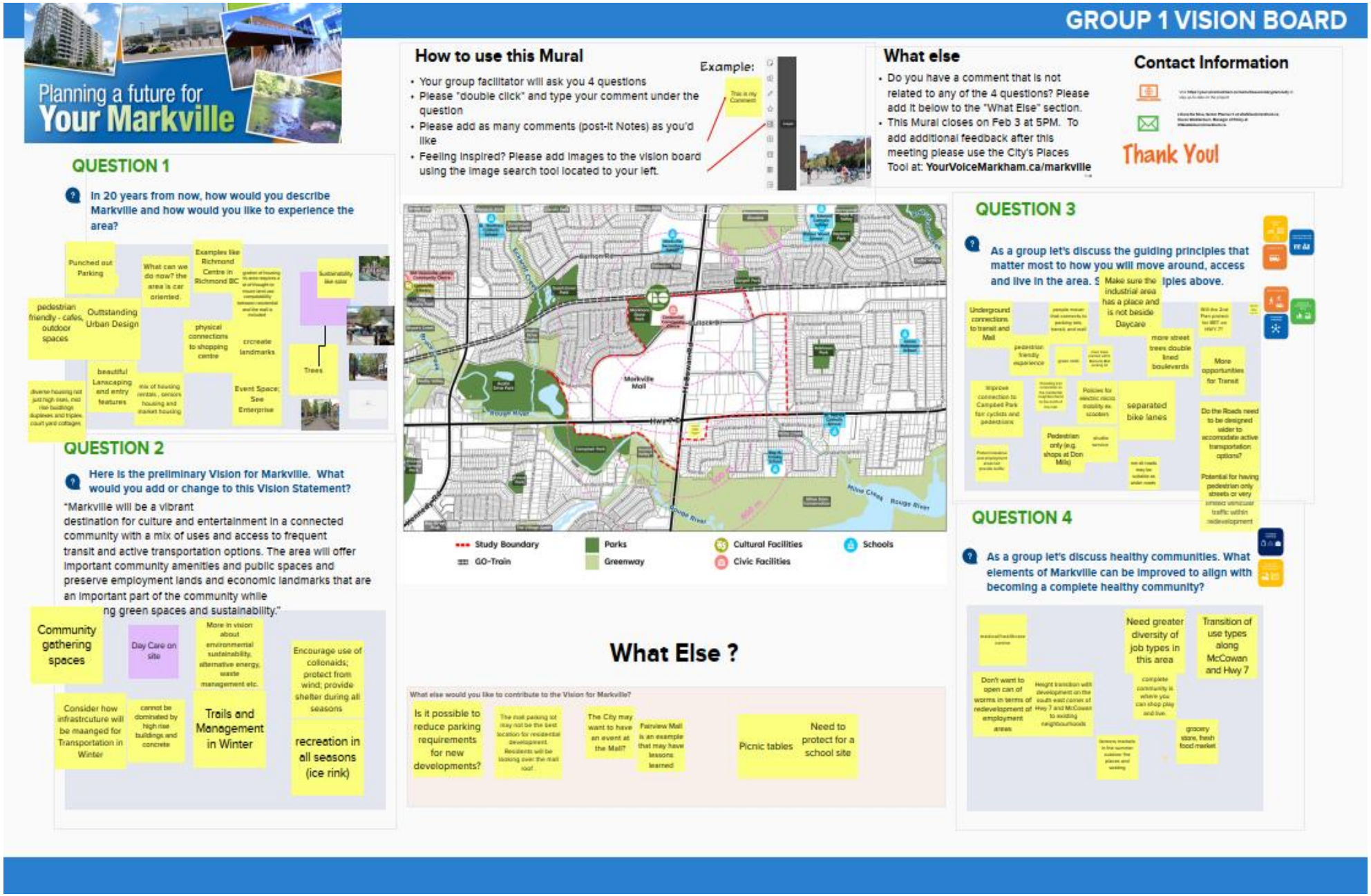


Figure 7: MURAL board responses from one of the eight break out rooms

A transcript of all MURAL comments can be found in **Appendix D**, in addition to the completed MURALs for each group.

Key feedback heard at the Visioning Workshop noted that transportation, mobility, connectivity and environmental sustainability are important opportunities and that there is a need for spaces to strengthen social connections and encourage active transportation.

Section 3 of this Report contains a detailed summary of all feedback received at the CIM#1 organized into key themes.

2.5 Digital Engagement

Phases 1 to 3 of the study process included tools for engaging the public online. The City launched Your Markville and requested feedback using a mapping tool. The City's website was used to promote upcoming events and to share documents like the presentation and recording of both the CIM #1 and the Visioning Workshop.

From January 3rd to February 15th, 2023, the webpage received 2,581 visitors. The City launched a digital mapping tool, Your Markville Places Tool (interactive map) and received 604 visitors, 20 contributors and 41 comments. **Figure 7**: Your Markville Places Tool Excerpt sets out examples of the comments received through the Places Tool.

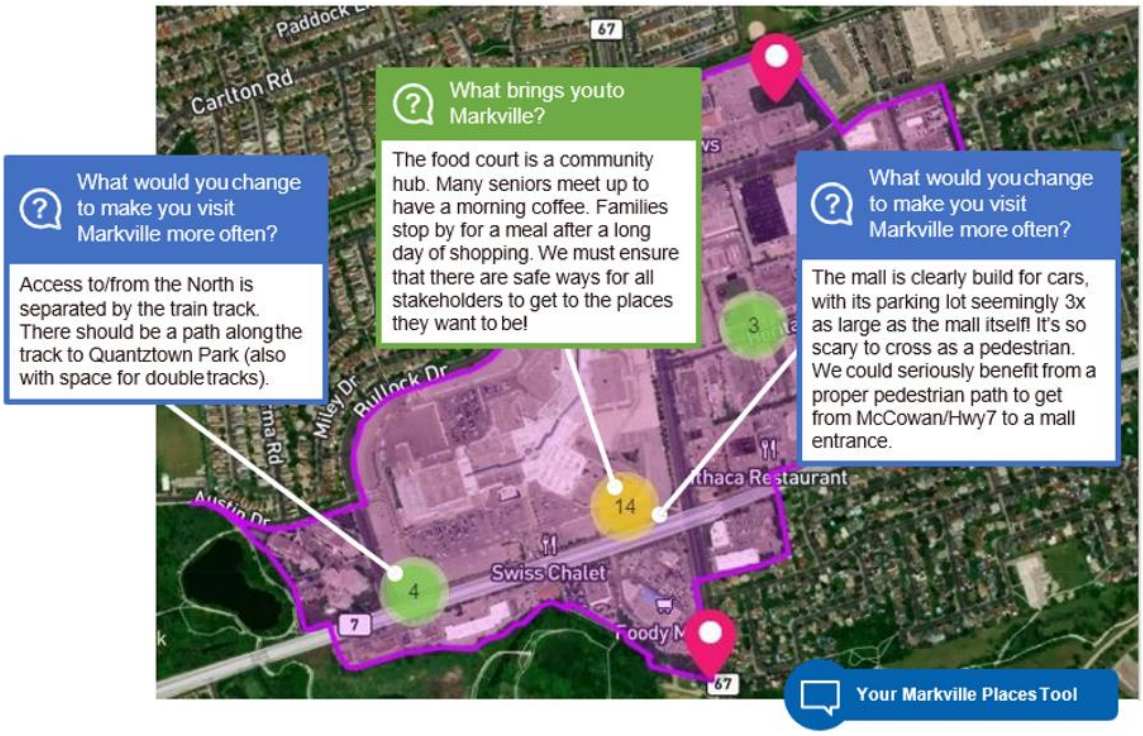


Figure 8: Your Markville Places Tool Excerpt

Section 3 of this Report contains a summary of feedback received from the Places Tool.

3 What We Heard

Feedback received during the events described in **Section 2** of this report are summarized below. This feedback will be used by the City and Consultant Team to confirm the Vision and Guiding Principles for the Study Area and to inform the Draft Development Concepts for the Secondary Plan.

3.1 Vision and Guiding Principles

A preliminary Vision Statement was presented to the public as part of the Vision Workshop. The draft vision statement is, "**Markville will be a vibrant destination for culture and entertainment in a connected community with a mix of uses and access to frequent transit and active transportation options. The area will offer important community amenities and public spaces and preserve employment lands and economic landmarks**

that are an important part of the community while enhancing green spaces and sustainability."

The following comments are a summary of what we heard about the Draft Vision Statement.

- Include a vision for environment sustainability, energy efficiency, waste management, flood prevention and mitigation measures, and climate resiliency. New developments should prioritize sustainability, preventing run-offs and flooding.
- Consider how employment and commercial lands will be preserved to promote recreation, entertainment and employment in the area. Markville Mall should be prioritized in the vision.
- Focus on promoting recreation and strengthening social connections by emphasizing on community gathering spaces, weekly public social events, parks and green spaces.
- Expanding and prioritizing the vision for active transportation and pedestrian facilities by including intentions of providing more cycling infrastructure, enhancing trails and cycling routes especially at Bullock Drive.
- Include vision for intensification, affordable housing, and mixed use land development and establish well mix of commercial and residential land use in Markville.

A set of guiding principles were presented to the public during the Vision Workshop and are shown in **Figure 8**: Draft Guiding Principles. The following is a summary of what we heard about the guiding principles:

- Improve medical and healthcare facilities, including increasing accessibility to essential services like daycare, grocery stores and healthcare facilities. Promote inclusivity and diversity by developing senior homes and recreation centres where seniors can interact.
- Develop a "15 minute-community" to increase accessibility and connectivity. Prioritize parks, open spaces and improving connections to trails specially to Rouge Valley Trail.
- Create a more walkable community by developing well connected pedestrian paths, shorter pedestrian crossings, wider sidewalks, enhanced streetscapes and implementing road safety measures like bike lanes and visual pedestrian direction signage. Encourage use of active transportation by installing more cycling infrastructure, bike parking, and trail connections.
- Increase affordable housing and provide a variety of housing types including shared housing and senior housing to provide suitable housing for different age groups.
- Encourage public transportation by improving accessibility, connectivity, and quality of public transit. Increase the frequency of buses and transit stops, safer intersections,

connections to employment, residential and commercial areas especially from Highway 7 and McCowan highway and the integration of transit hubs.

Figure 9: Draft Guiding Principles

3.2 General Feedback

In addition to the feedback received on the draft vision and guiding principles, members of the public, agencies, stakeholders, and City staff were engaged in providing input into the existing and future Study Area conditions. Comments received on the Study and future study opportunities and constraints are summarized below by theme.

3.2.1 Transportation, Mobility, and Connectivity

The comments received related to transportation were consistent throughout all engagement activities. The public have identified traffic congestion and lack of public transportation and pedestrian facilities as some of the major issues in Markville community. Key comments and feedback are summarized as follows:

- Increase connectivity and accessibility to transit by developing more connections to significant destinations, underground connections, trails and parks. “15-minute communities” were also suggested as a way to improve accessibility.
- Opportunity to explore the development of underground tunnels and bridges to increase walkability.
- Desire for less surface parking and better utilization of existing surface parking.
- Increase the frequency of public transportation; the public will benefit from having different modes of public transportation with easy transfers.
- Desire for reduced parking, transparency in property tax and how it is being used and change in current funding model of York Region Transit
- Desire for Markville to be more pedestrian friendly connections by promoting active transportation and making the community more walkable. More cycling infrastructure, sidewalks, pedestrian road network and other pedestrian facilities are suggested by the public.
- Increase integration of the road network in residential areas, parks and commercial area will increase walkability and accessibility.
- Utilize the existing surface parking spaces to increase land use efficiency, such as providing more underground parking and bicycle parking for the public.
- Prioritize pedestrian and cyclist safety, such as designated bike lanes and crossings at intersections to support traffic calming measures.
- Better connections between GO Transit and York Region Transit, expanding the City’s transit hubs to include York Region Transit stations.

3.2.2 Environment and Natural Areas

Responses received from Phase 3 engagement activities highlighted concerns for protection of the environment and need for more sustainable initiatives. Key comments and feedback have noted:

- Ensure the protection of natural areas and wildlife through land use policies and development guidelines.
- Integrate of open space and natural areas with built areas.
- Improve stormwater management and waste management.
- Increase energy efficiency.
- Encourage the implementation of sustainable design, landscape, and infrastructure.

3.2.3 Land Use and Urban Design

Feedback received highlighted Markville Mall, recreation opportunities, and community services as important elements which contributes to the neighbourhood character of Markville. The comments and input related to land use were focused on housing, employment, recreation and entertainment:

- Increase the amount of mixed-use development to support accessibility and walkability.
- Residential development that provides affordable and a range of housing available to Markville residents.
- Recognize Markville Mall as an important community asset, anchoring the Markham community as an important place to connect with friends, shop, and visit.
- Commercial development to be focused on entertainment, recreation and employment opportunities.
- Protect existing employment in the Study Area.
- Developing more inclusive infrastructure and community services like senior homes and recreation centres for youth and elderly.
- Provide buffer between residential and employment/industrial zone.
- Prioritize developing small and local businesses of the community.

3.2.4 Parks and Open Spaces

Key highlights of feedback received reflects the importance of parks and open spaces in Markville community. Comments and feedback have been summarized and noted:

- Need for more parks and open spaces to foster social connections and to strengthen the sense of community.
- Markham community bicycle hub is an important location for the youth of the community, improvements are encouraged to be implemented for a better experience.
- Better storm management; concerns regarding run-offs and pollutants flushing into Milne Creek and Rouge River
- Parks are to be more walkable and accessible by installing cycling infrastructure and facilities, streetscape elements, benches, and having well connected pedestrian paths.
- Provide more trails to improve connectivity, such as focusing on improving Rouge Valley trail.
- Protection of natural heritage and cultural heritage from hazardous lands.
- Provide policies for electric micro mobility and autonomous vehicles.

4 Next Steps

The feedback received will be reviewed by the Project Team and used to support the next phases of the project. Engaging the community is a critical component of this project, ensuring that that the information provided in these phases of work will help advance the project.

For additional information, project details and updates, please visit the City's page at Your Markville.

Appendix A

Markville Secondary Plan: Youth Visioning Workshop

Markville Secondary School
November 17, 2022

wsp

Urban Minds

MARKHAM

City of Markham's Land Acknowledgement

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge the communities in circle. The North, West, South and Eastern directions, and Haudenosaunee, Huron-Wendat, Anishnabeg, Seneca, Chippewa, and the current treaty holders Mississaugas of the Credit peoples. We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

Outline

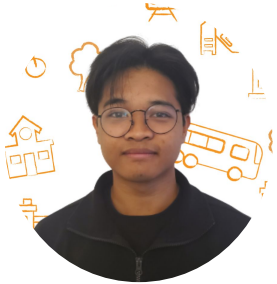
1. Introductions
2. Markville Secondary Plan
3. What's in Markville?
4. Sketching Activity
5. Group Sharing + Discussion
6. Vision Board (Google Jamboard)
7. Presentations
8. Debrief + Q&A

Who is here?

Liliana Da Silva
City of Markham

Ryan Lo
Urban Minds

Matthew Chan
Urban Minds



Rian Moreno
Urban Minds

What is Urban Minds?

A non-profit organization with a mission to create meaningful ways for youth to shape equitable and sustainable cities.

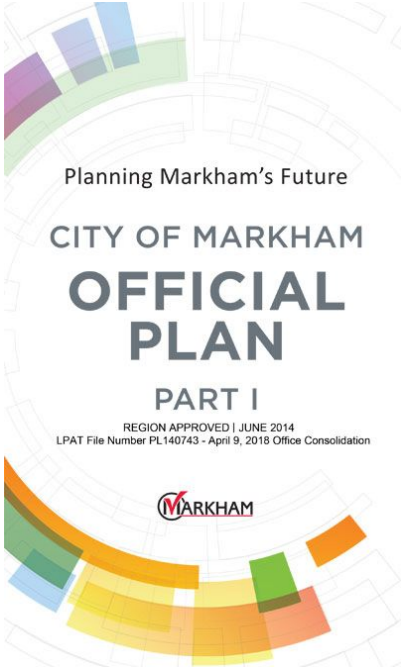
Markville Secondary Plan

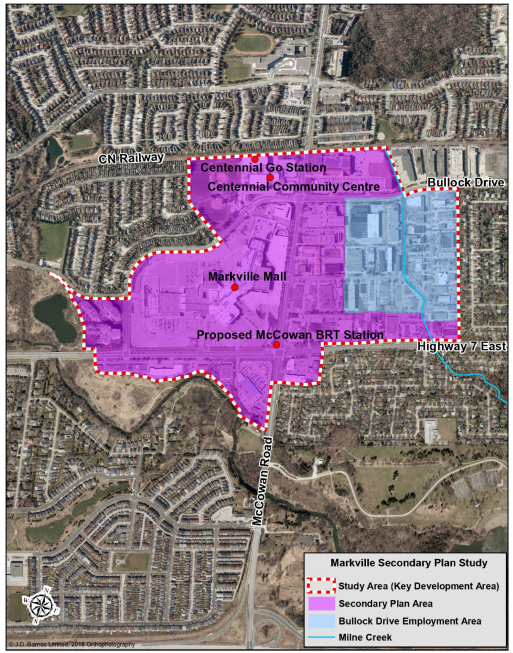
MARKHAM

wsp

Urban Minds

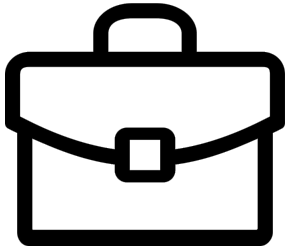
What is a Secondary Plan?



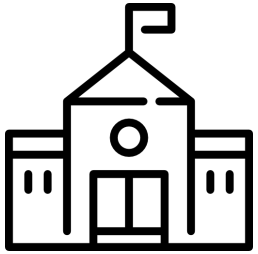


The Secondary Plan guides *where* we

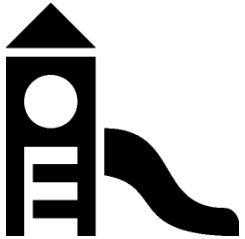
LIVE



WORK



STUDY



PLAY

The Secondary Plan guides *how* we move

WALK

BIKE

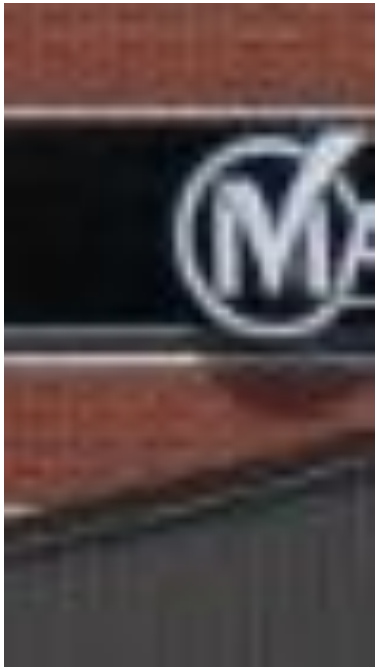
TRANSIT

CAR

Icebreaker

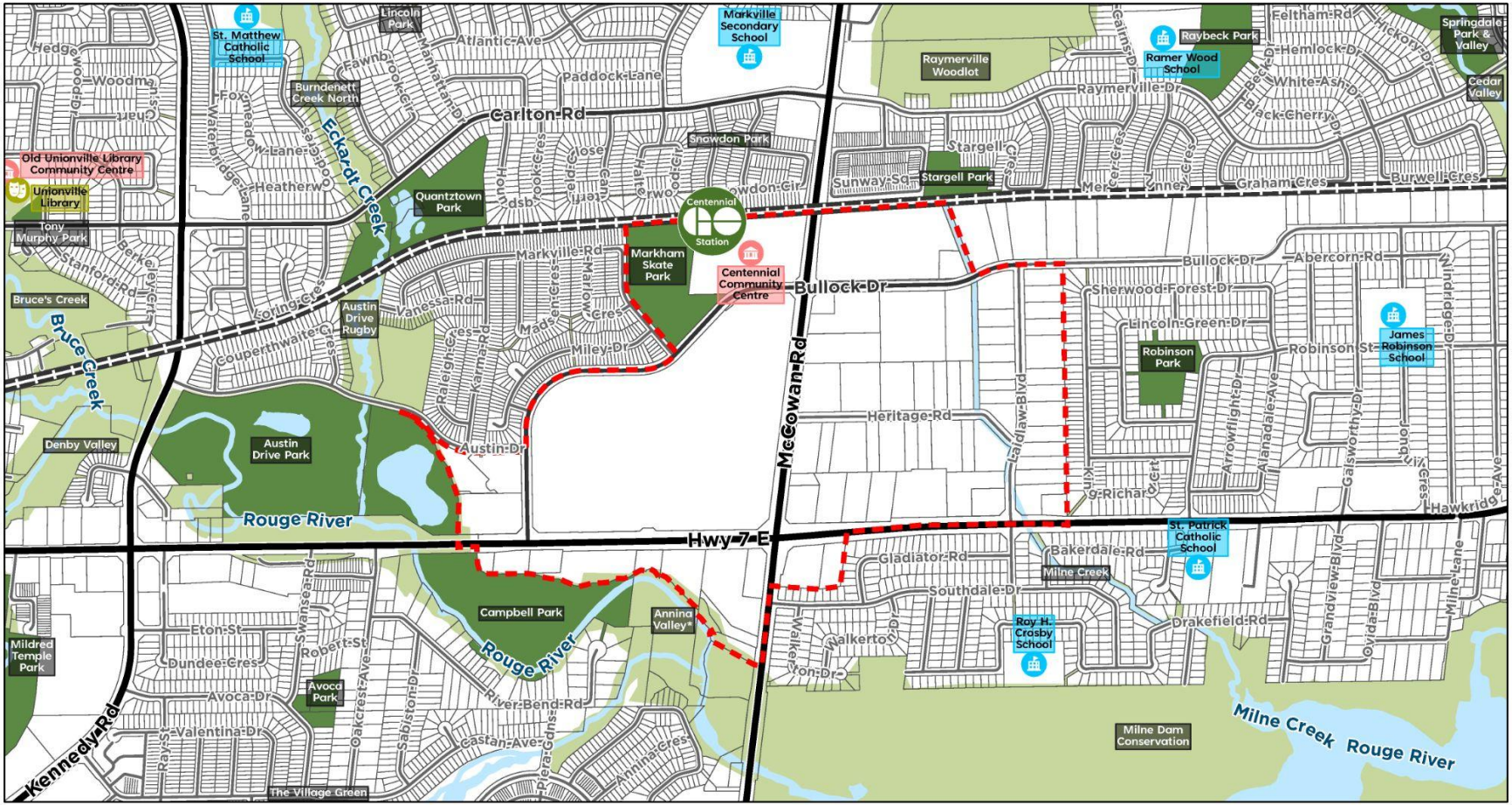
Icebreaker: Zoomed In

Icebreaker: Zoomed In



Icebreaker: Zoomed In

What’s in Markville?



Study Boundary

GO-Train

Parks

Greenway

Cultural Facilities

Civic Facilities

Schools

CF Markville

Centennial GO Station

Car dealerships

Residential condominiums

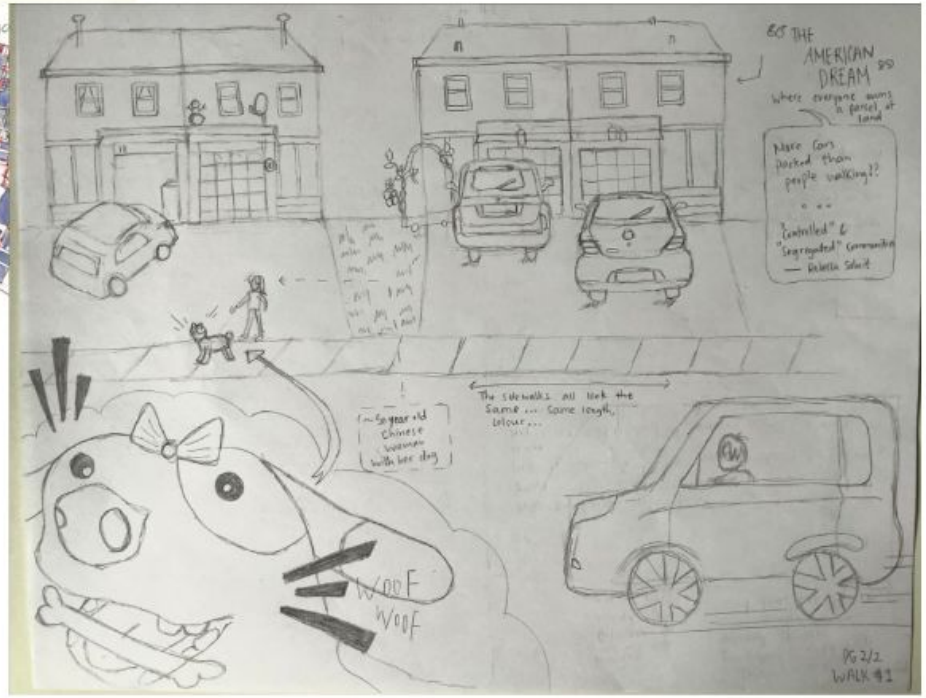
Bullock Drive
Employment Area

Milne Creek

Discussion Question

How would you describe the Markville area to someone who has never been before?

Sketching Activity



You can **sketch** and/or **write** to share with us what you think Markville is like

Guiding Questions [10 min]

1. What did you see on your way to school?
2. Where do you go during lunch or weekends?
3. What are some fun things to do in Markville?
4. What are some things near where you live?
5. How do you get to your favourite places in Markville?

10:00

Group Sharing + Discussion

Now Compare

What do you think is missing from Markville?

Vision Board

Jamboard

Ms. Percy's class:

https://tinyurl.com/VisioningActivityGroup1

Ms. El-Alla's class:

https://tinyurl.com/VisioningActivityGroup2

Creating a Vision Board

1. If you were the mayor and you had unlimited resources, what would you change about Markville?

2. How might we create more enjoyable public spaces to live, work, and have fun in Markville?

3. What types of activities or programs would you like to see in Markville?

Presentations

Stay Involved!

How can you stay involved in the Markville project?

1. Visit the markham.ca/markville to get updates
2. Attend the community meeting in December!
3. Sign up to be a volunteer for our focus group next year (and get community service hours!)

Q&A

Thank You!

www.markham.ca/Markville

@cityofmarkham

@urbanmindsTO

wsp

Urban Minds

MARKHAM

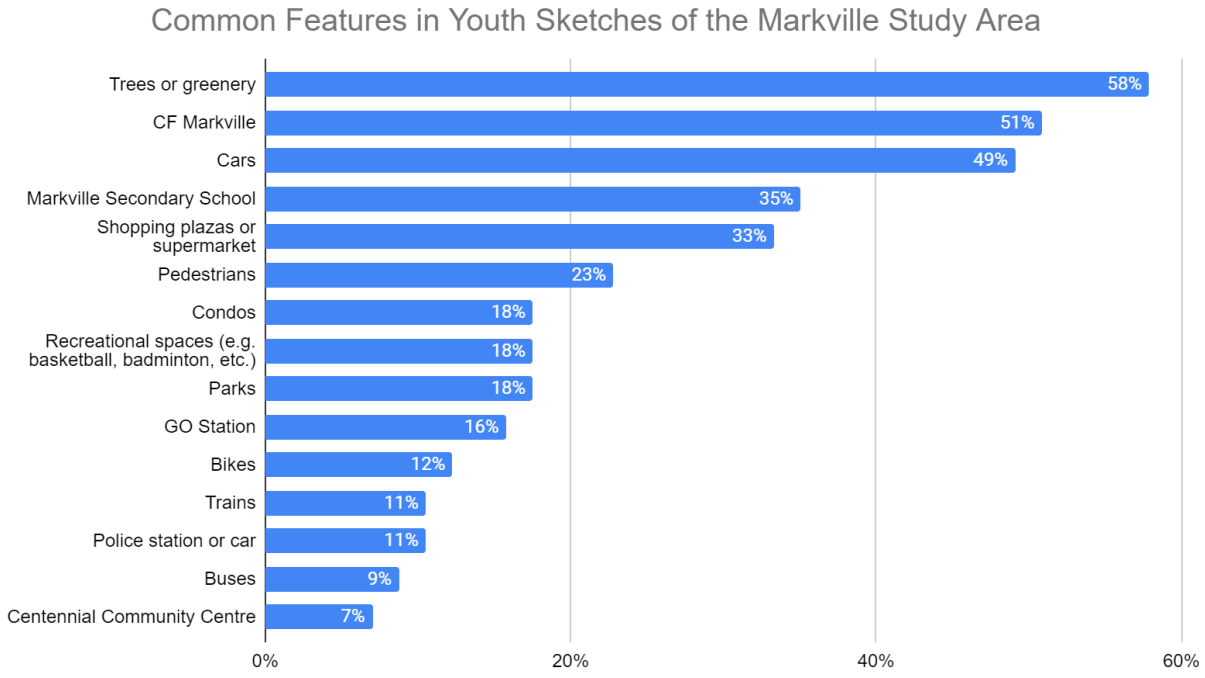
Appendix B

Youth Visioning Workshop

- As part of the youth engagement process of the Markville Secondary Plan Study, Urban Minds hosted a youth visioning workshop at a school in the Markham area on November 17, 2022
- Three Urban Minds facilitators and one staff member from the City of Markham delivered the workshop to a group of 57 students
- After a brief overview of the purpose of the workshop and the study area, the students were asked to individually sketch out their observations of the area, including important places they would frequent and how they would get to places
- The students then worked together in teams of five or six to create vision boards using Google Jamboard on their laptops, where they added sticky notes and images to describe what is missing in the study area and what they would like to see in the future

What We Saw and Heard From Youth

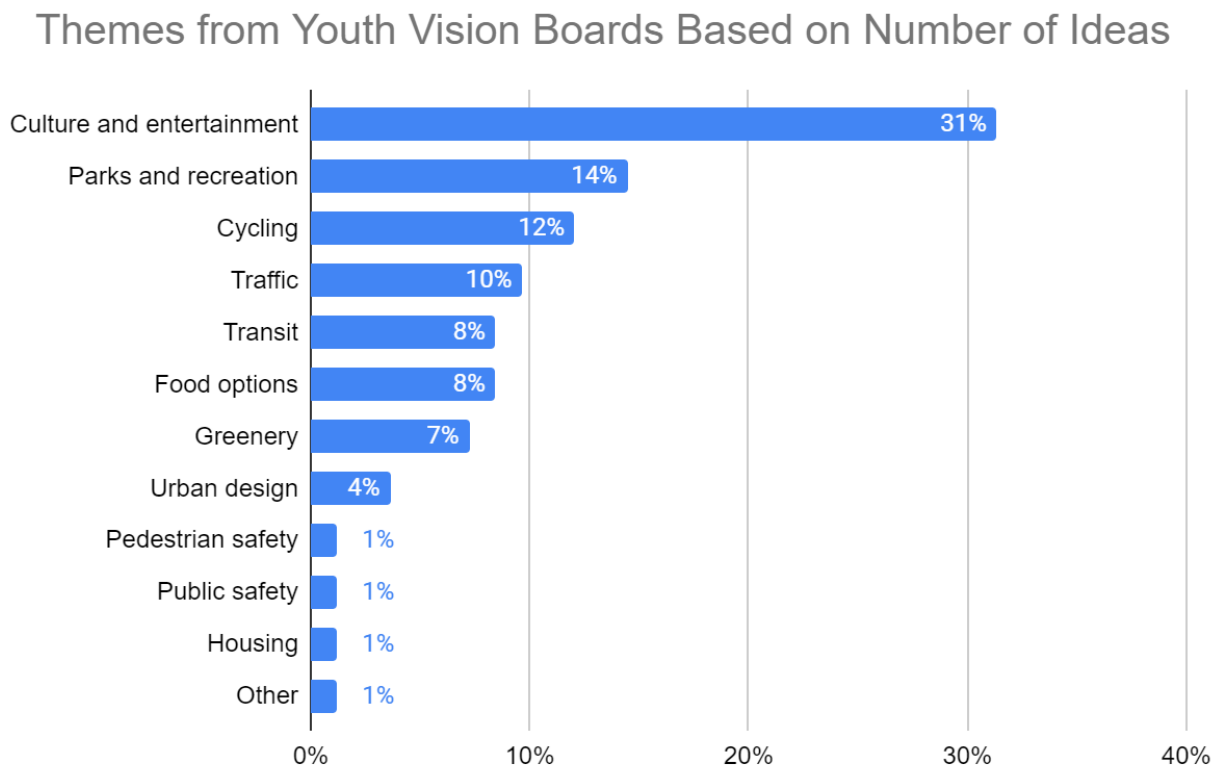
Sketching Activity



- When asked to sketch out their current observations of the study area, most youth participants included trees or greenery (58%), followed by key landmarks such as CF Markville (51%), Markville Secondary School (35%), and shopping plazas (33%)
- Other community facilities were not featured in the sketches as prominently as one would expect; only 18% included recreational spaces and parks, 16% included Centennial GO Station, and most surprisingly, only 7% included Centennial Community Centre

- When comparing different modes of transportation that appeared in the sketches, cars were most commonly included (49%), followed by pedestrians (23%), bikes (12%), trains (11%), and buses (9%)

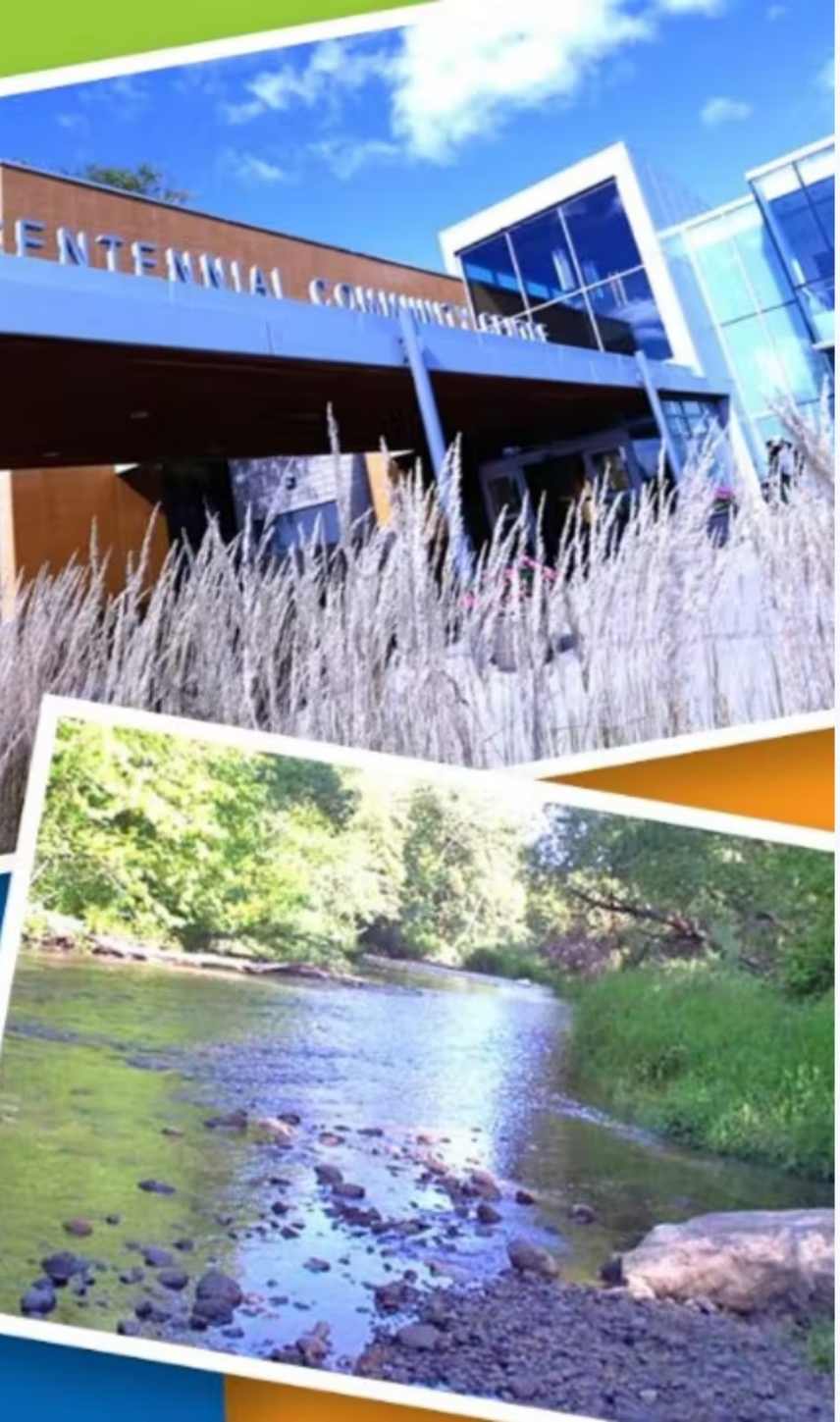
Vision Board Activity



- 8 out of 10 teams mentioned the desire for more cultural and entertainment destinations, improvements to parks and recreational facilities, and the need for more and safer cycling infrastructure as important priorities for the future of Markville
- Similarly, the participants as a whole contributed the most ideas for culture and entertainment (31%), followed by parks and recreation (14%) and cycling (12%)
- **Culture and entertainment:** many participants wanted to see a public library, a movie theatre, and other gathering spaces where youth can socialize and have fun
- **Parks and recreation:** many participants would like to see a dog park in the area, as well as more places for outdoor recreation, sports, and extracurriculars
- **Cycling:** participants suggested the addition of separated bike lanes, accessible trails in the winter, and bike and scooter sharing facilities
- **Traffic:** participants generally would like to see less traffic in the area, and some were particularly opposed to the newly installed signage that prohibited right turns on red, as it worsened congestion around the school
- **Transit:** participants wanted to see improvements to public transit service in terms of frequency and number of bus stops

- **Food options:** participants felt that there was a lack of food options within walking distance, especially those that cater to their preferences, such as pizza and bubble tea
- **Greenery:** some participants would like to see more natural areas and landscaping
- **Urban design:** a few participants would like to see better architecture and urban design compared to what exists today in the area
- **Other:** Other comments included more crosswalks to improve pedestrian safety, more housing, and fewer cannabis stores due to an increase in use inside the school

Appendix C

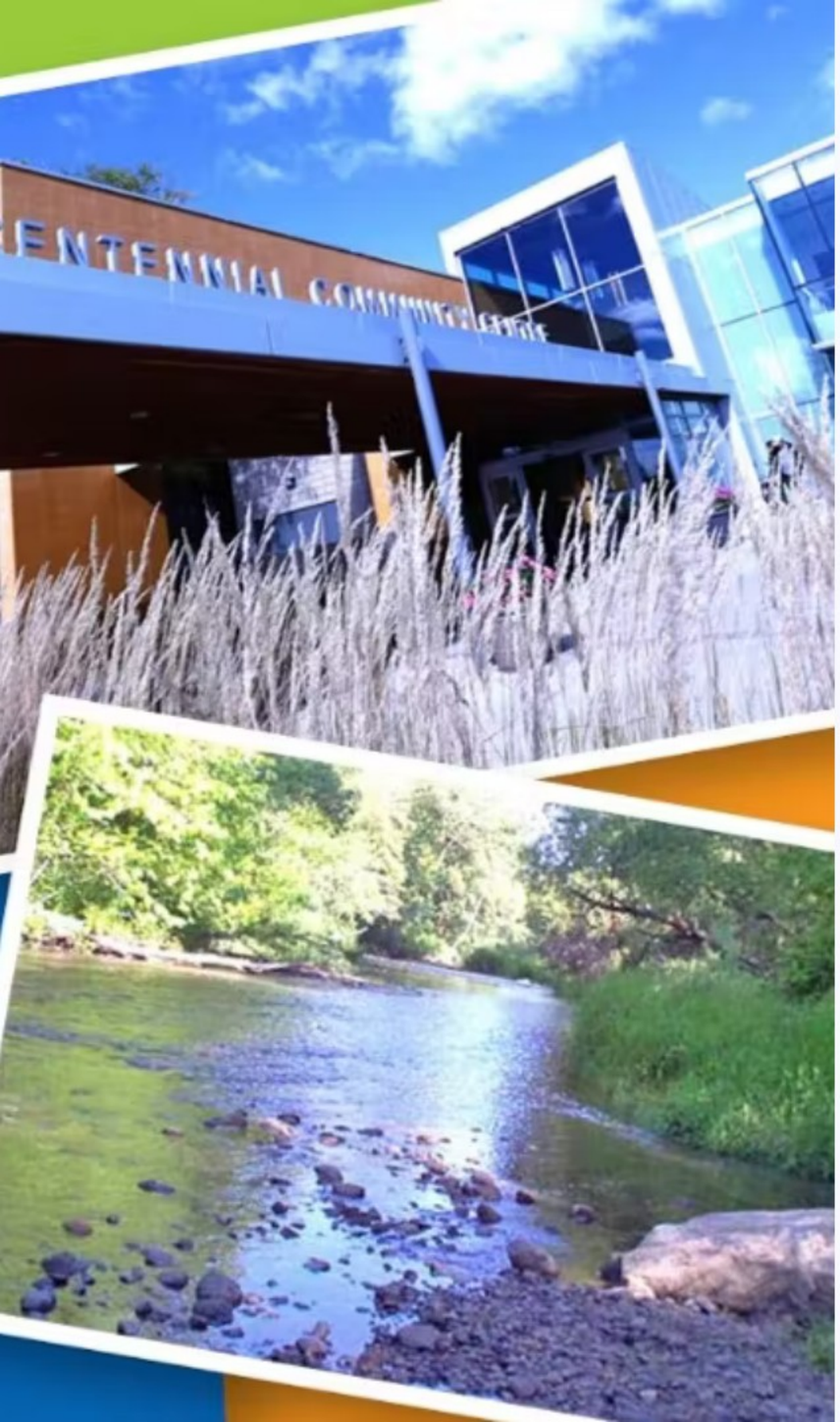


How did you hear about this meeting?

Mentimeter

- City email
- Email
- Sign boards on Hwy 7 X McCowan
- linkedin
- Instagram
- @CityOfMarkham on Instagram!
- Cllr. Karen Rea
- I'm a Markham Councillor
- I'm the ward councillor for the area.

34

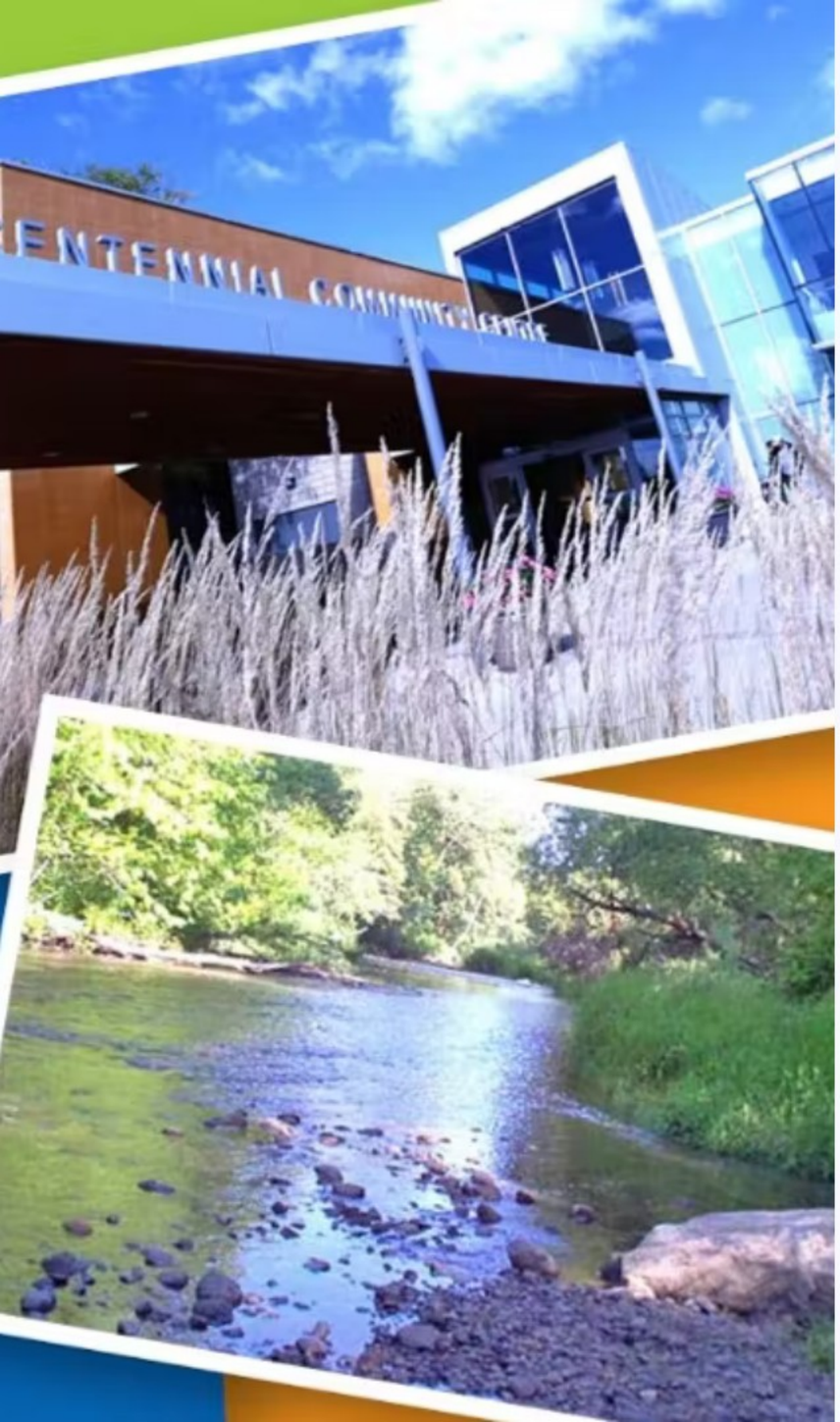


How did you hear about this meeting?

Mentimeter

- Ward Councillor Karen Rea
- From friend
- Reid McAlpine newsletter
- City of Markham website
- Sign boards also
- Councillor newsletter
- Markham Cycles social media posting
- Poster along McCowan
- Newsletter from Karen Rae.

34

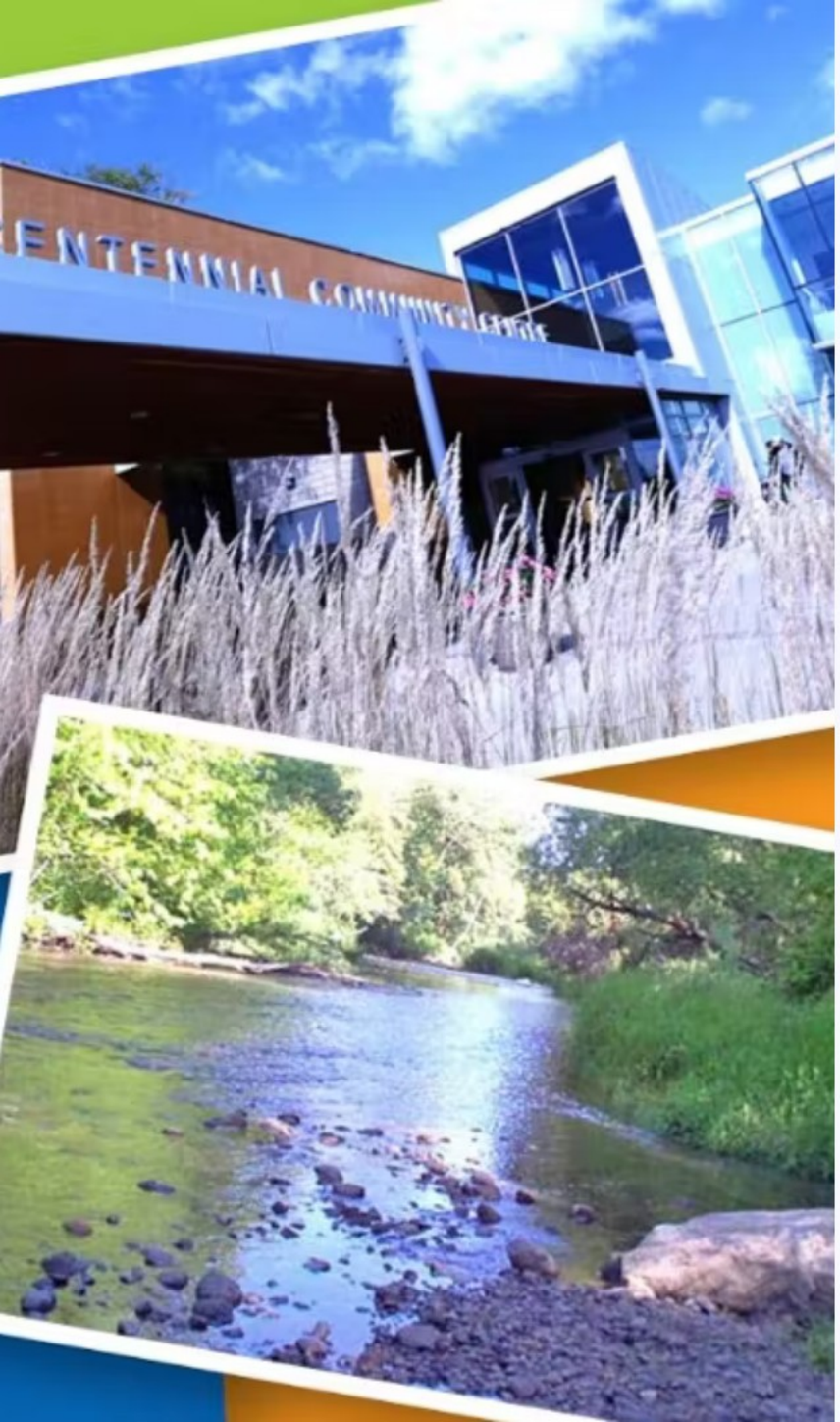


How did you hear about this meeting?

Mentimeter

- on linkedin (i'm a planning student)
- Billboard
- "
- City of Markham Staff
- Billboard outside loblaws
- My friend sent me the link to the webpage
- Via my local councillor
- city email
- Councillor Rhea

34

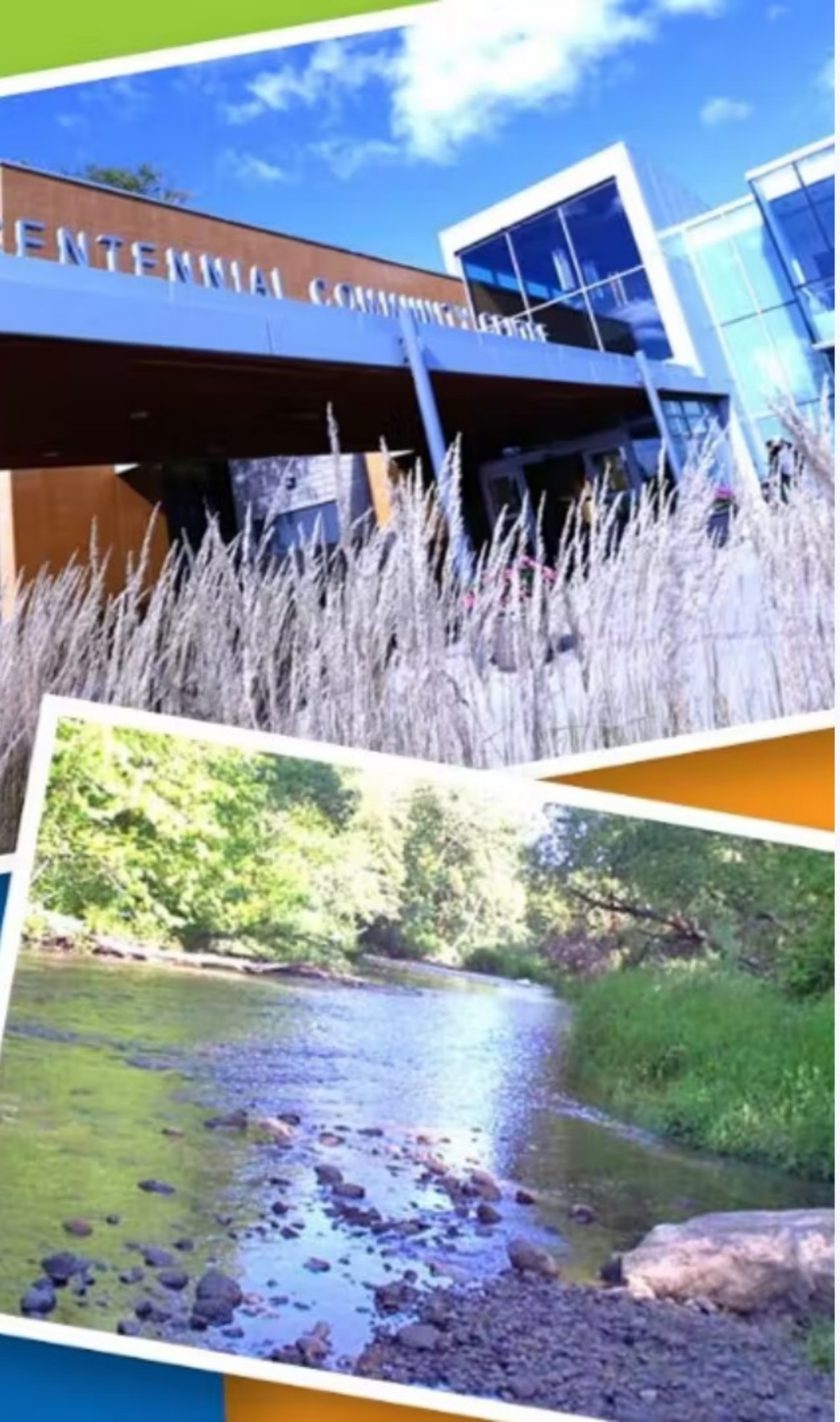


How did you hear about this meeting?

Mentimeter

- social media: instagram
- Markham Cycles
- Street sign
- Social media
- Instagram
- From my councillor Karen Rea
- Councellor notified us
- from Liliana
- Member of Council

34



How did you hear about this meeting?

Mentimeter

On the consultant team!

narrow and crowd roads

bad traffic

Aaa

Busy, congested

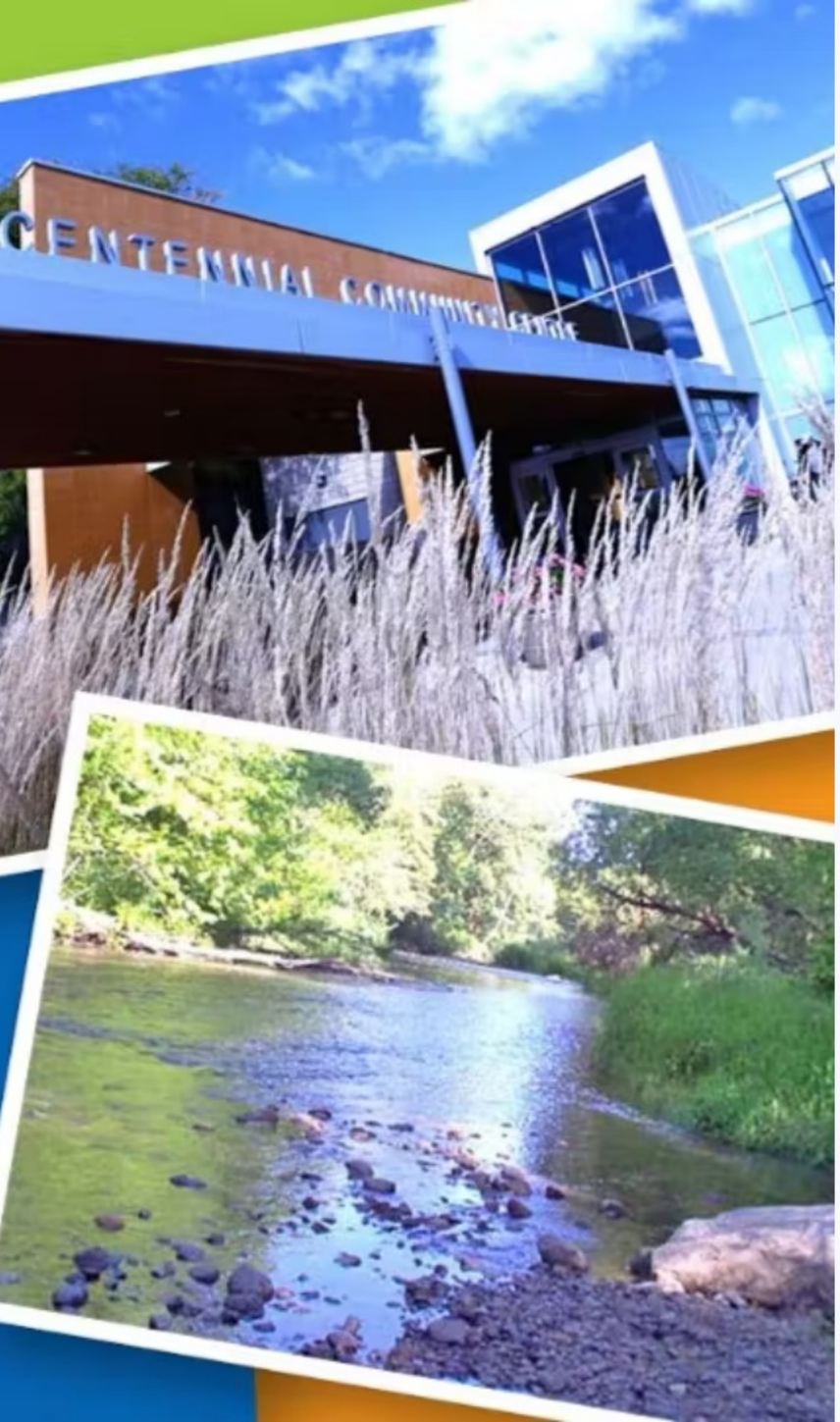
A

Parking lot

Not cyclist friendly

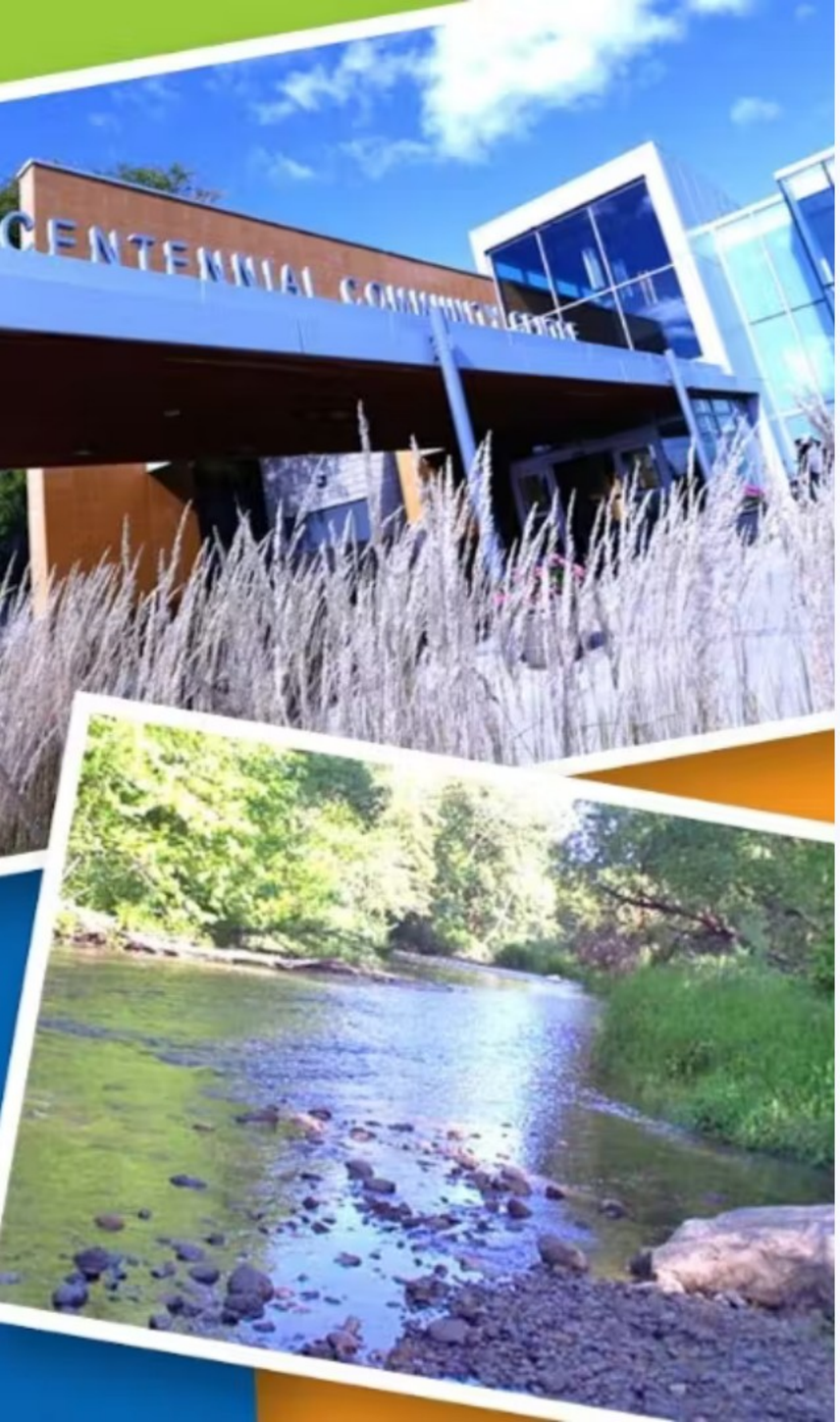
A

34



When asked to describe the Markville area today, what key words come to mind?

Mentimeter



What brings you to the Markville area?

Mentimeter

- shopping
- Shopping
- Home
- McDonalds
- shopping
- to shop
- Resident
- Milne Dam
- Food

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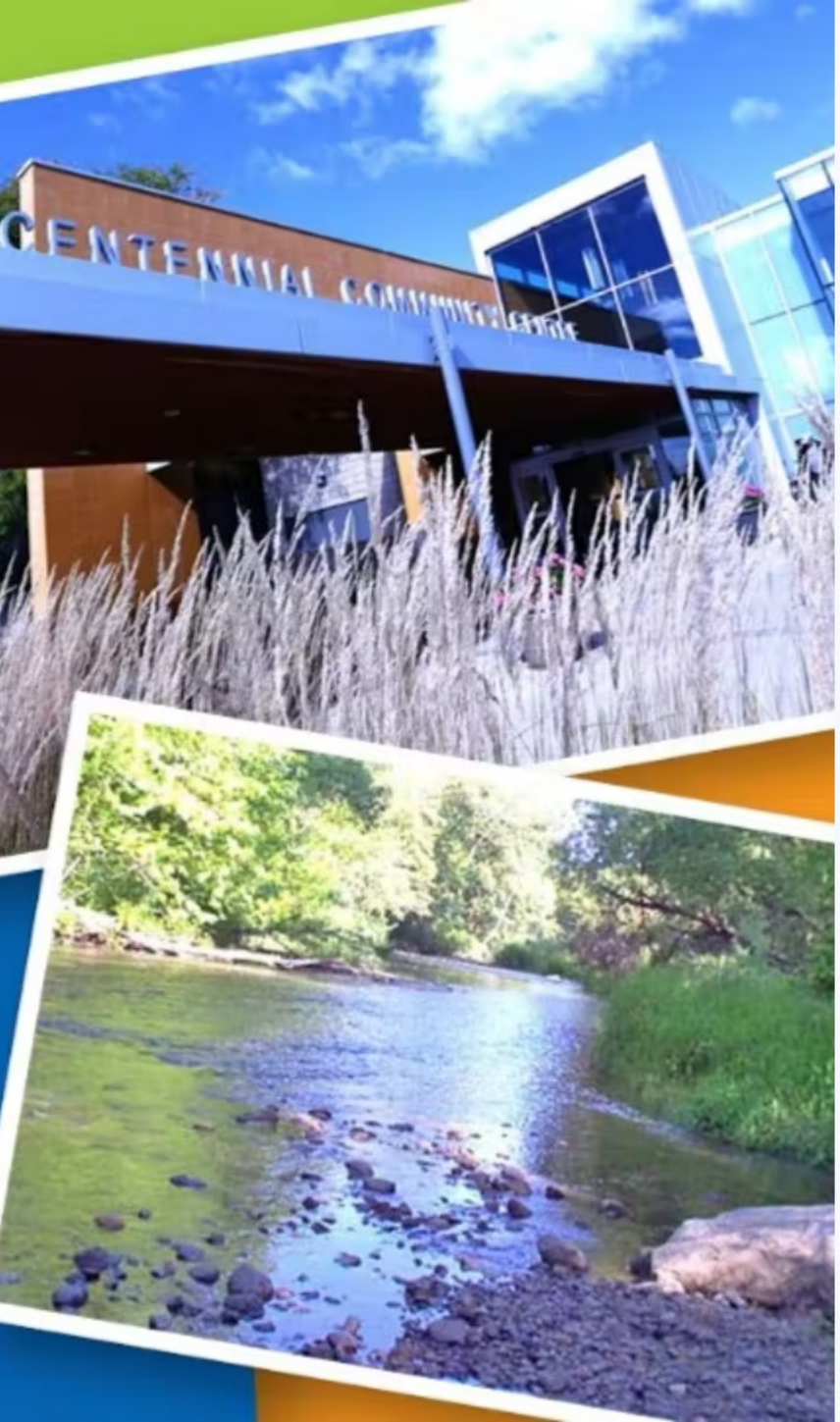

What brings you to the Markville area?

Mentimeter

- Live on Karma Road
- Markville Mall
- APPLE
- My boyfriend lives here
- Shopping
- China
- home
- Shopping, job
- Home

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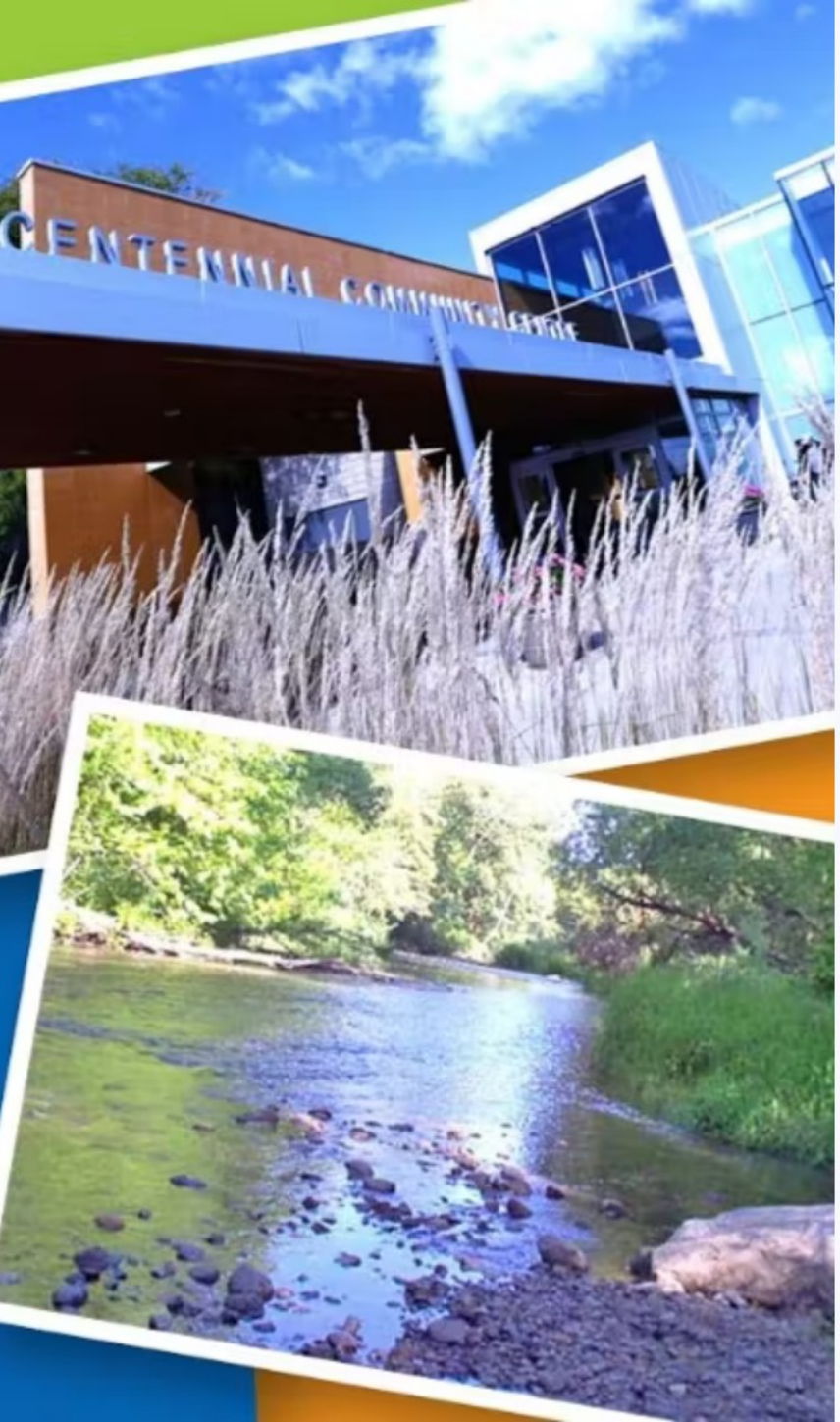

What brings you to the Markville area?

Mentimeter

- Car pollution
- Live here. Go train. Mall
- Shopping
- Mall
- Home
- Shopping medical
- Passing through while cycling on the trail
- Shopping
- Live here

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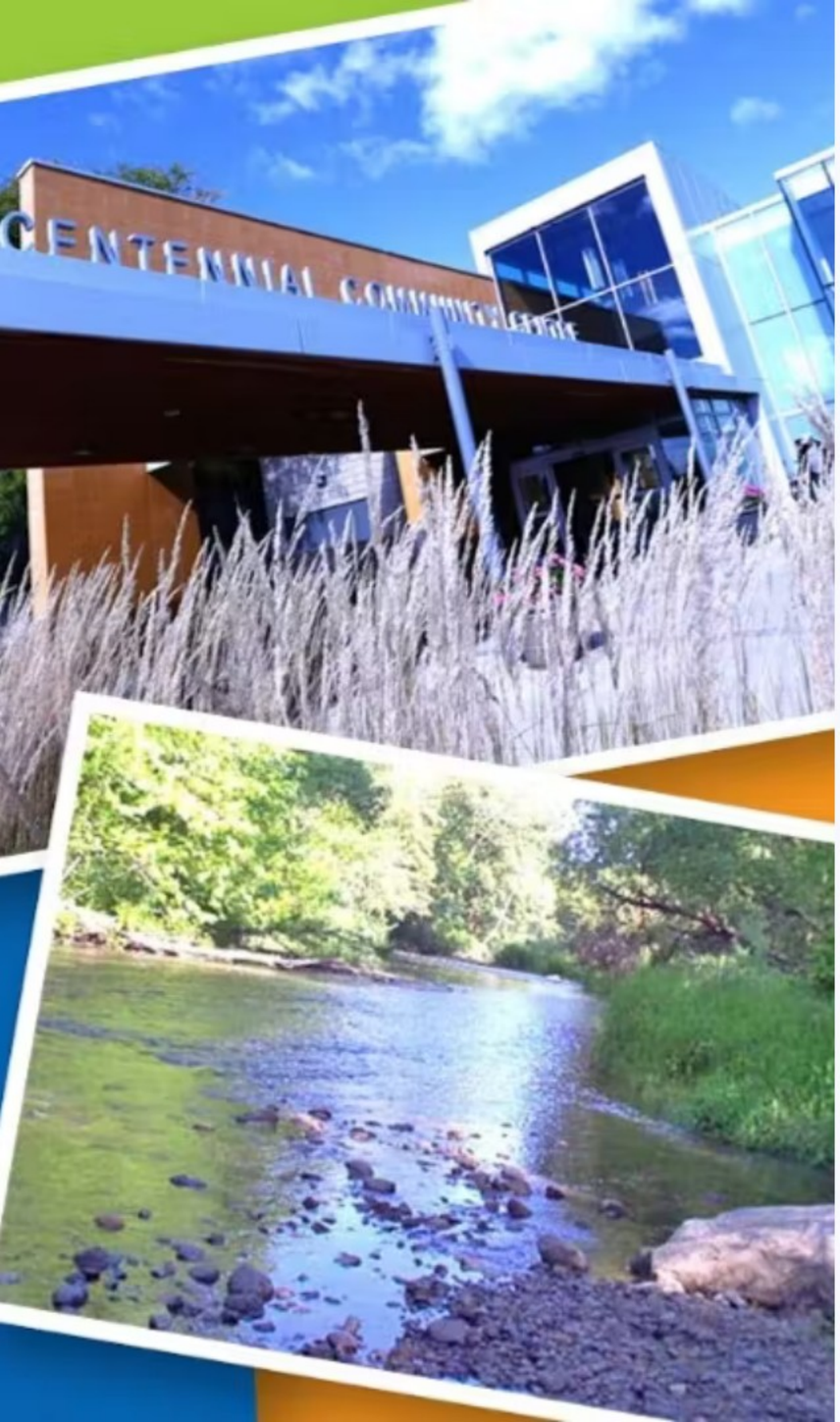

What brings you to the Markville area?

Mentimeter

- APPLE STORE
- Home
- Shopping, getting cars fixed
- Shopping & services
- Car repair
- Mall ,auto repair
- Parks and green space.
- Visiting friends and family
- Milne park

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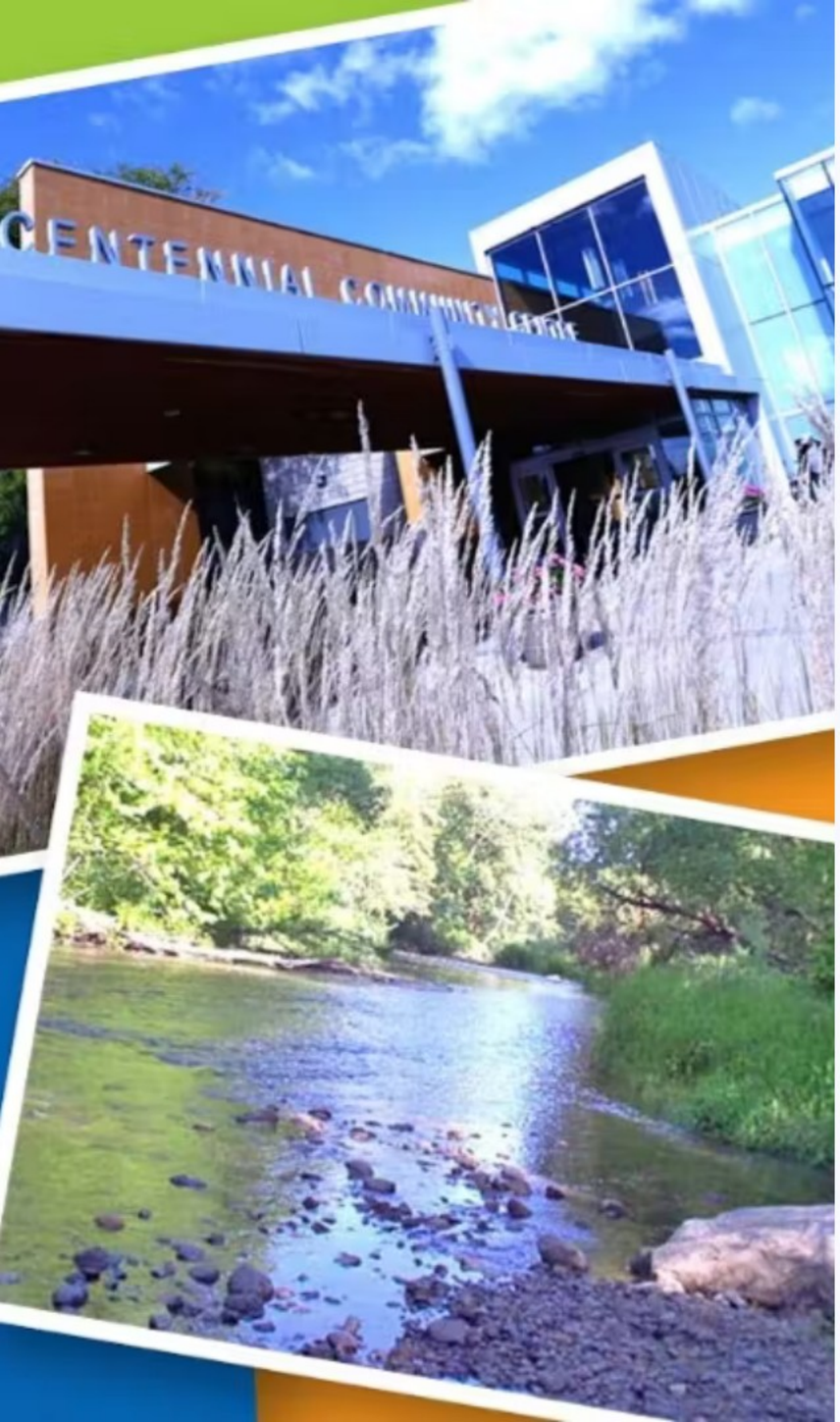
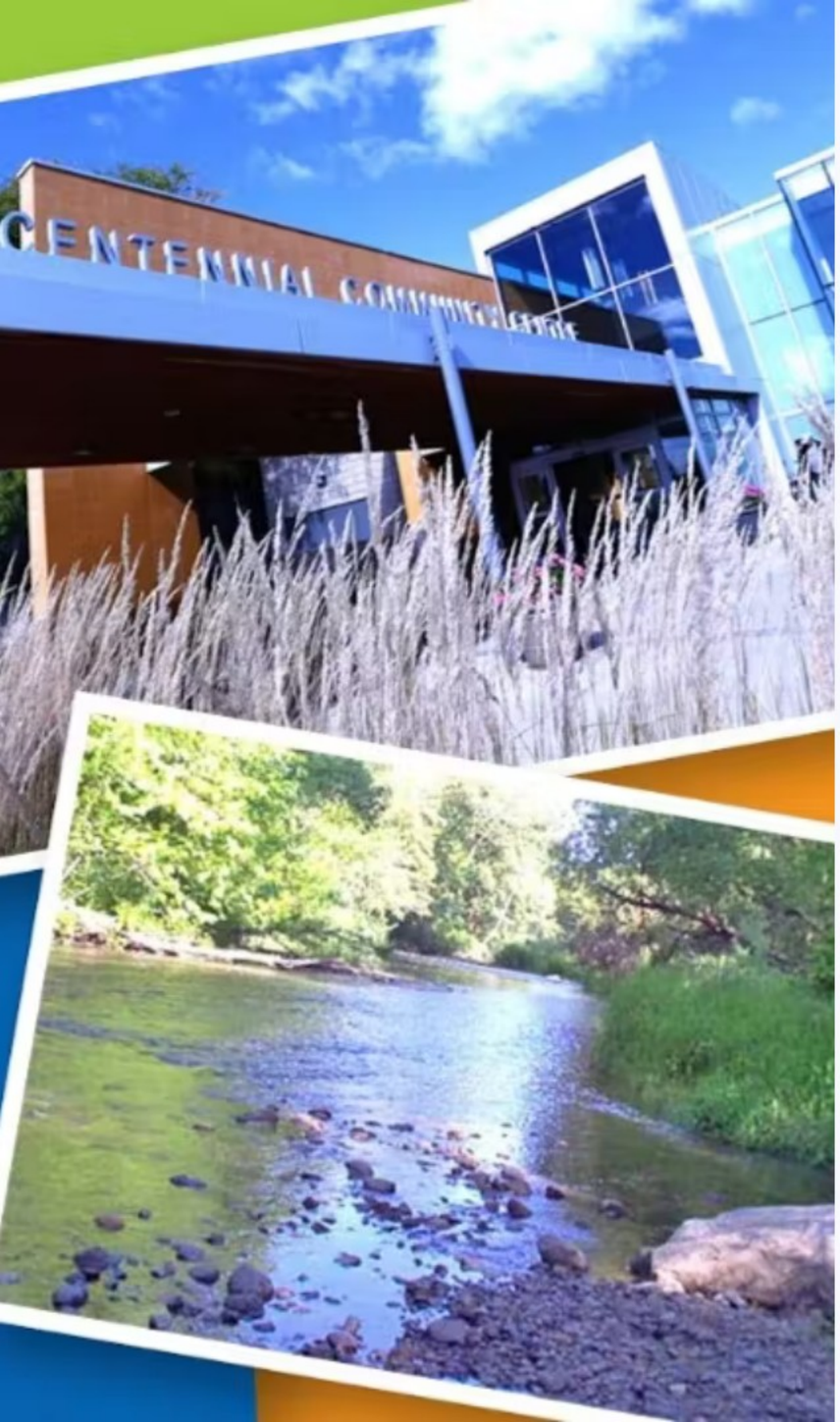


What brings you to the Markville area?

Mentimeter

- Home
- Work
- Centennial CC
- Shopping, Food, Church
- Markville Mall
- Shopping
- Shopping
- APPLE STORE
- Live here

40



What brings you to the Markville area?

Mentimeter

- Good balance of commercial and nice residential
- Auto body shops
- Milne
- My school is nearby
- Transferring between infrequent buses
- the roads...
- UNIQLO
- GO train
- Good walking.

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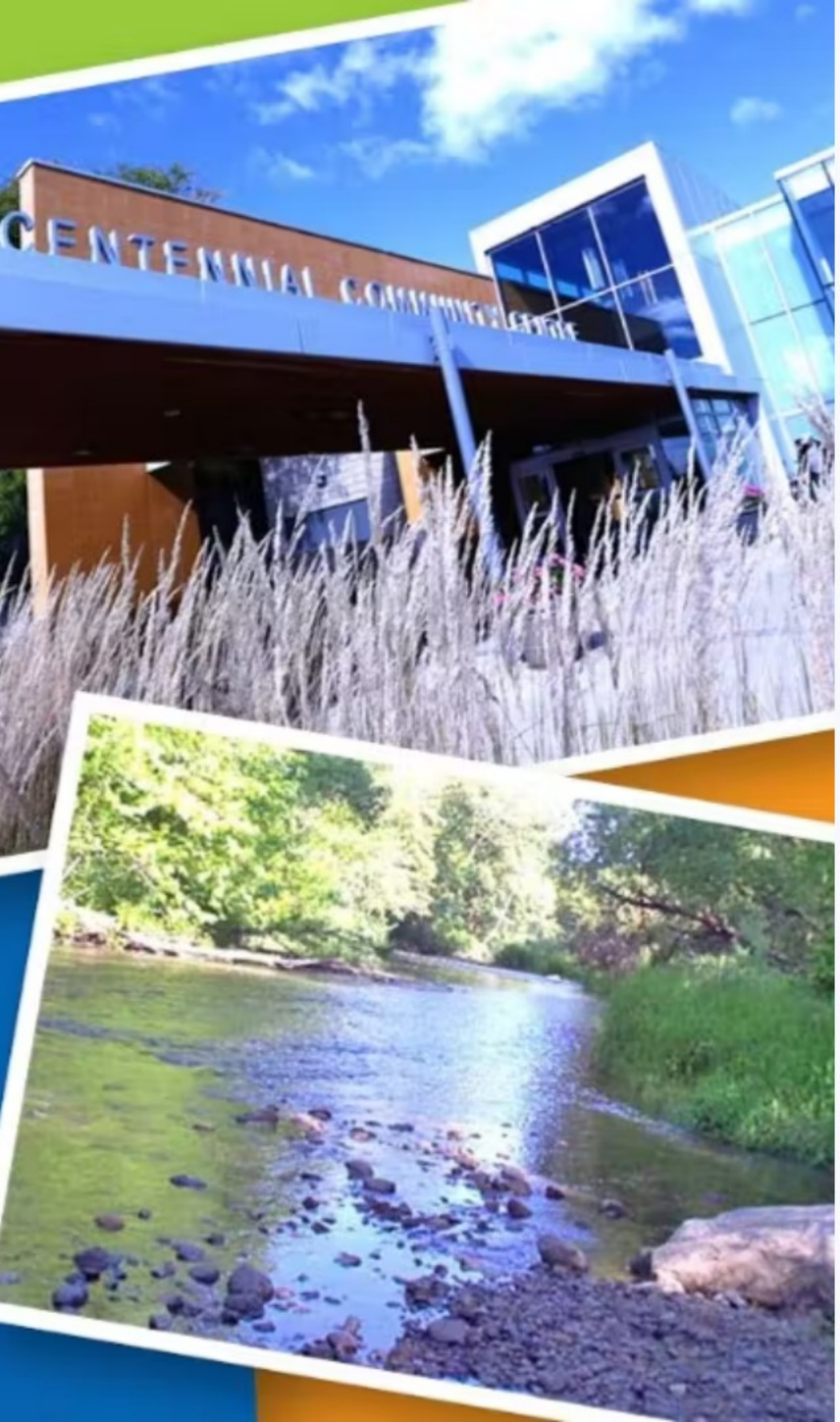

What brings you to the Markville area?

Mentimeter

- Uniqlo
- driving by
- Centennial GO
- Pass through to get home
- Uniqlo
- softball
- Shopping
- Conservation
- Short cut to get to Markham main street via bullock

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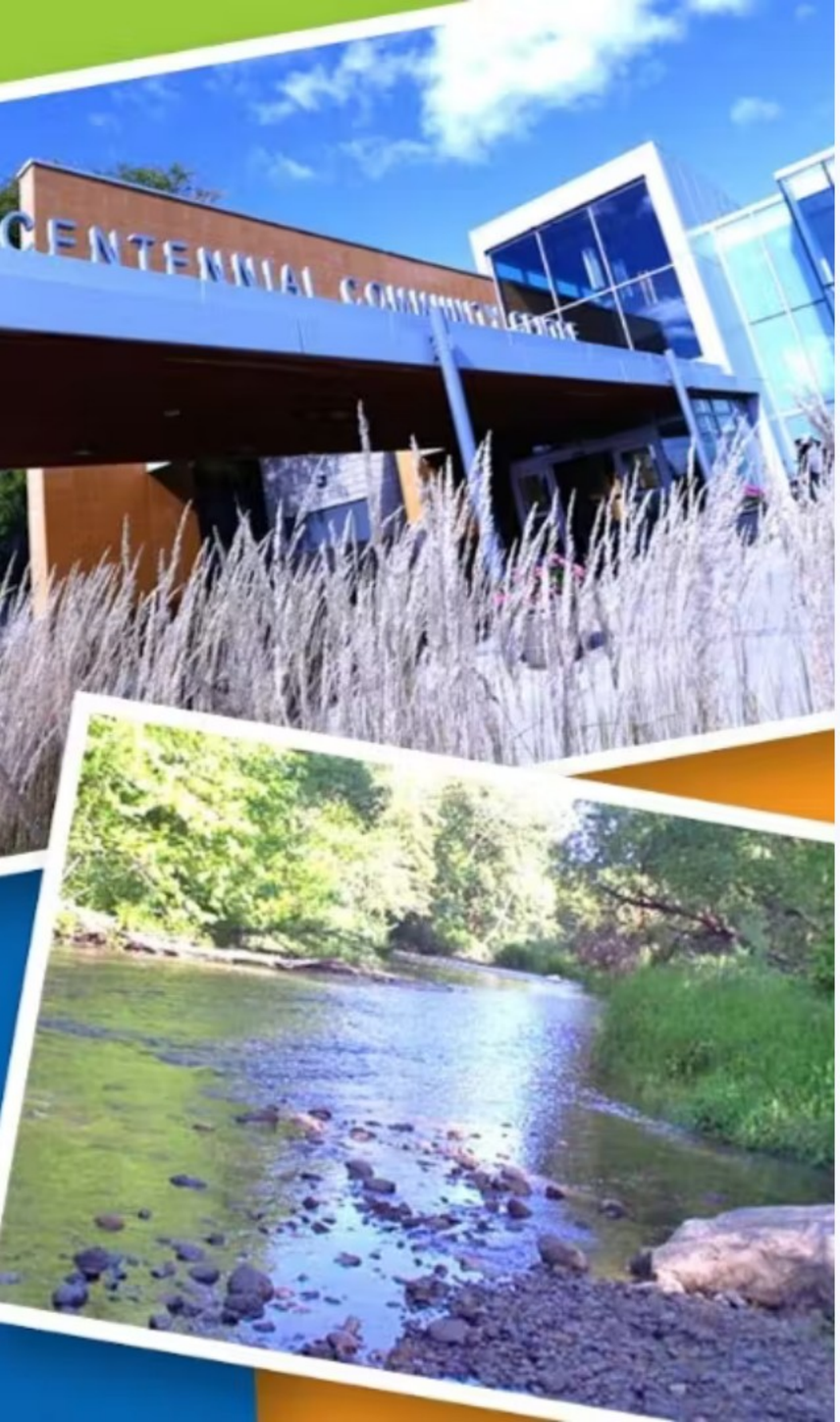
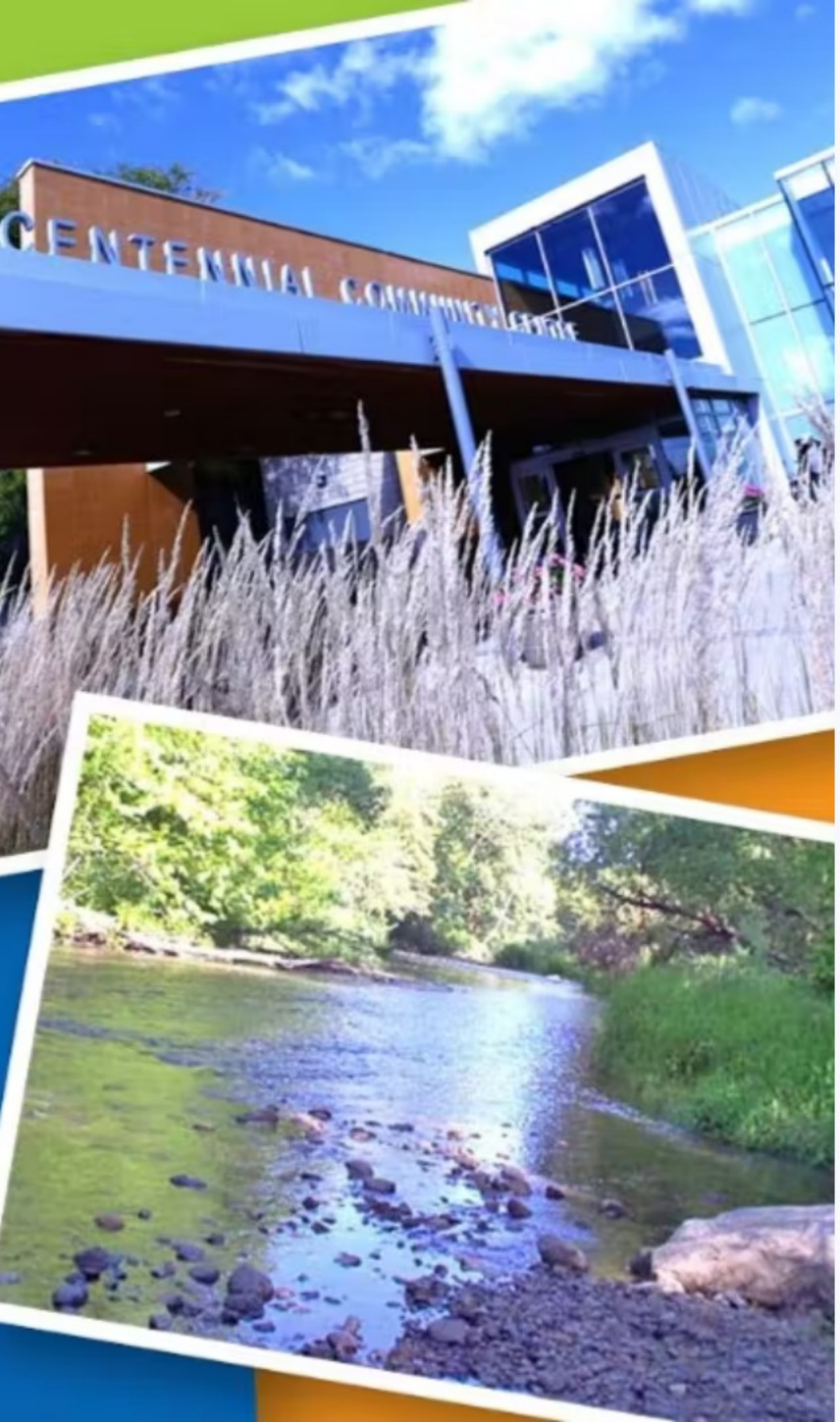


What brings you to the Markville area?

Mentimeter

- The Mall
- participate in land use
- Uniqlo
- Waste my boring time
- Services and schools.
- GO train
- Restaurants
- A
- markham website

40



What brings you to the Markville area?

Mentimeter

- A
- Better bike lanes
- Better multi-modal connections to GO station
- Bicycling parking
- Less traffic
- Over or underpass for Go Train

40

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- Parking fee
- Better transit
- Subway
- Dedicated cycling facilities
- Transit
- Make it walkable
- More pedestrian oriented
- more bike lanes
- More greenspace

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- More sidewalk
- More affordable housing
- entertainment
- More frequent transit
- Pedestrian spaces
- Better traffic
- More frequent transit (10 mins or less)
- Less traffic
- Satellite civic offices

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- More shops that are outlets
- More free parking
- More walkable
- Bike paths and safe bike parking
- more walkable
- No highrises
- Active transportation
- improve walkability
- Food service diversification

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- Pedestrian/cycling-first approach!
- More parks
- Better shopping mall
- Lamborghini Dealer
- better transit
- More transit service
- A park with shade
- Pedestrian safety
- bus or transit connecting hub

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- Less surface parking. More complete community with different housing types and better connections.
- Cycling options
- more greenspace!
- Patios
- Traffic bypassing the intersection
- entertainment
- Viva purple every 10 mins and viva purple a every 10 mins
- more bike lanes
- Cycling paths

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- exciting retail at ground level
- higher density/mixed use
- pubs
- make traffic flow better
- No left turns out of plazas without traffic lights, grade-separation of GO
- Restaurants with outdoor patios
- Free public transit
- Keep it low rise
- better traffic

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- More parks
- Viva Rapidways
- Rentals
- outdoor skating area
- Affordable shopping
- Connected bike lane
- More shops
- Shorter crossibg distance
- More restaurants

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- Community Centre
- better cycling paths
- Residential rentals
- Better quality restaurantsEntertainment
- great restaurants
- Traffic free areas
- No left turn on red
- More affordable stores. No as many high end ones.
- shorter crossing distance

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- More trees
- Less pollution of cars
- outdoor event space
- more small local shops
- Better multi-modal connections to the GO station
- More density. Less suburban feel.
- Art galleries
- More frequent McCowan bus
- Safer pedestrian intersections

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- More sports facilities
- More community spaces outdoors
- Rental housing
- More transit service
- McCowan Rd/rail crossing improvements
- Transit signal priority
- Low rise adult lifestyle
- Library
- Frequent GO service up to Centennial GO

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- Better links to yet and go
- Less parking lots
- Dedicated transit left turn lane
- Less parking, redevelop parts of the markville mall parking lot
- Gardens
- Make it a tourist destination
- enhanced community centre
- Shi Miao Dao
- More frequent 129 McCowan bus

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- Better drivers
- Every 10 mins on YRT 129
- More Go trips throughout the day
- Double track on Stouffville line at centennial
- Frequent transit service
- extension LRT from scarborough
- Free public transit
- transit more transit
- walkable transit environment

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

- urban landscape
- Demolish the parking lot
- Frequent transit
- Frequent VIVA service to the Scarborough Subway Extension
- Convenient public transit
- Transit signal priority over cars
- Transit lanes along McCowan
- Express bus
- More transit

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

More transit

public transit

More underground parking and surface greenspace

Increse transit service to every 5 mins

YRT needs to increase service even if it means increasing taxes

Intergration of aboriginal reconciliation efforts.

More rapid transit

human centric

Affordable housing is one thing, but we also need Affordable Retail Spaces for small businesses.

41

If you could change Markville to become a place you visit more often, what would you add?

Mentimeter

Office space for Government Servies such as Service Ontario, and also community hub space, for example Big Brothers Big Sisters of Canada

Ink Rink

Water Fountain

41

Appendix D

Question 1: In 20 years from now, how would you describe Markville and how would you like to experience the area?

Group 1

- Examples like Richmond Centre in Richmond BC
- Punched out Parking
- What can we do now? the area is car oriented.
- Sustainability like solar
- Integration of housing in this area requires a lot of thought to ensure land use compatibility between residential and the mall is included
- Pedestrian friendly - cafes, outdoor spaces
- Outstanding Urban Design
- Physical connections to shopping centre
- Create landmarks
- Trees
- Beautiful Landscaping and entry features
- Mix of housing rentals, seniors housing and market housing
- Event Space - see Enterprise
- Diverse housing not just high rises, mid rise buildings duplexes and triplex. court yard cottages

Group 2

- Expecting by 2053, the Stouffville Line should be doing 350,000 two way trips a day
- Local retail that complement Markville Mall
- Full electrified service extended to Centennial
- Metrolinx GO Expansion
- Too much parking and pedestrian unfriendly
- Agree that Markville Mall is important shopping and meeting place.
- A vibrant place accessible with frequent transit
- Austin Park Pond and Milne Park with Rouge river are nice places for walking, biking to protect from development changes.
- Main street Unionville with pond, Markham main street are adjacent places to Markville that are visited.

Group 3

- A transit supportive mixed use community, with an emphasis on active transportation movement and pedestrian scale experiences, centred on off-arterial main streets
- A complete community
- Transit supportive
- Schools
- Humanizing Hwy 7 and McCowan
- An area where cars are not given the priority
- Walkable
- Office employment

- Transit system connected directly to the mall
- Privatization of public transit
- Look at other models (ie. Singapore)
- All day destination to support 2 way GO service
- APA has a driverless car zoning standard and planning, the area should allow for flexibility to accommodate driverless cars (e.g. limited parking and more structure drop off options)

Group 4

- The Markville area should be an area where there is a range of uses (retail/commercial), housing opportunities, enhanced pedestrian and public realm, parks/open spaces, etc.
- Streets that are designed for all users including cyclists.
- Close proximity to shopping, community centre, events, dining, parks, etc.
- Walking friendly
- Enhanced Natural Heritage Systems and development protected from hazardous areas.
- Consider a stronger connection from Stargell Park down to the Rouge River Valley (to the extent possible). Consider trail connections along environmental corridors.
- Lots of amenities that are within walking distance from each other and connectivity to nearby naturalized areas including pedestrians, persons with disabilities - all users!
- Connecting to the Rouge River Valley trail system. There is an existing pedestrian network, but could be further enhanced.
- The existing employment area within Markville SP area is mostly auto-industry dominated. There should be a more range of employment uses (IT, banking, etc.)
- TRCA interests - floodplain, nearby channel (keeping open and naturalized and larger, where possible), climate change, development impacts, pedestrian connections along channel (integration)
- Consider making the Centennial GO station a mobility hub. Currently, MX/Province does not designate this GO station as a mobility hub.
- Improve the condition on the south side of Highway 7 with mix of uses and introduce a variety of housing (ex. mid-rise)
- A connected area that has a vibrant streetscape, with a connected road and AT network

Group 5

- A place to have great retail and restaurant experience
- Pedestrian and cycle friendly community
- Markville should be a destination!
- Provide for medical and daycare uses

Group 6

- Easily accessible with frequent transit!

- A place to shop, dine and have fun
- Expand the transit hub to include YRT station
- Seamless, safe cycling/walking connections
- An entertainment hub in Markham
- Active transportation infrastructure connecting the major points of interest (major parks, Markville, GO station)
- Better connections between GO and Viva/YRT
- Near-zero surface parking
- Bike parking lots - for commuters and visitors!
- Micro-mobility stations located at major destinations - first and last mile solution from GO
- Markville Mall integrated with housing above it? mixed-use
- Strengthening active transportation options to surrounding suburban community
- Covered or underground walking connections between major destinations such as Community centre, GO station, Markville mall
- Some car-free streets
- Bullock rd reduced to two lanes - with main street-style shops

Group 7

- I hope I will see many affordable housings there close to the Go station.
- Cultural Destination and hub
- Building close to street, parking lots replaced with something more exciting
- Foodie destination
- Don’t need to drive to get there!
- A destination
- Hop on and off transit
- Shopping mecca with unique shops
- Shopping destination
- Impacts on existing services - schools, fire, police, MSH, wetlands and green space, rec facilities
- Schools
- Not always safe walking to and from schools
- An urban destination
- Lots of flexible transit options (GO train, bus, etc.)
- Hope that in 20 years we will have a community that is based on active transportation and not the car
- Services such as hospital, fire station
- Infrastructure concerns such as: hospitals fire/emergency services"
- Markville mall to continue being a regional shopping destination

Group 8

- Free of traffic. VIVA Purple every 5 mins.
- More of an urban format. Less auto oriented. Complete Community. More housing types, park and trail connections. Mix of land uses.

- Better for pedestrians. Better integration with Centennial GO
- Heated and covered walkway across the area. Go to transit station without stepping outdoor.
- More parks, no need for so many parking spaces
- Improved Hwy7 / McCowan Intersection. Better signal timings and pedestrian crossings
- Pedestrian over bridge from Markville Mall to the east side (mastermind plaza)
- Grade separation south of Hwy 7
- Opportunity for grade separation McCowan / GO Rail
- Narrower street, lower speed limit, No more parking asphalt.
- A 2nd level open space across the whole area, use bridges to connect aboveground.
- Improved active transportation links
- Stores are as close to the street as possible (less than 4m)
- More and safer opportunities cross McCowan
- 24/7 path to cross Markville Mall, need to go around the mall when it is closed.
- More lanes on hwy 7 & McCowan

Question 2: Here is the preliminary Vision for Markville. What would you add or change to this Vision Statement?

Group 1

- Community gathering spaces
- More in vision about environmental sustainability, alternative energy, waste management etc.
- Encourage use of collonaids; protect from wind; provide shelter during all seasons
- Trails and Management in Winter
- Consider how infrastructure will be managed for Transportation in Winter
- cannot be dominated by high rise buildings and concrete
- recreation in all seasons (ice rink)

Group 2

- “Markville will be a vibrant destination for culture and entertainment in a connected community with a mix of uses and access to frequent transit and active transportation options. The area will offer important community amenities and public spaces and preserve employment lands and economic landmarks that are an important part of the community while enhancing green spaces and sustainability.”
- Loblaws store should be integrated to the transit station
- Inclusion of residential uses to achieve a suitable mix
- Safety????
- No mention of intensification...?

- Integrated community with transit and convenient pedestrian connectivity to it (get on and get off)
- Discourage parking
- Access to frequent transit and active transportation option that encourage the use of sustainable transportation as an alternative to personal vehicles.
- Future ready and resilient to climate change
- Part of a greater transit corridor and connected to that system

Group 3

- Employment beyond autofocused lands to the east: different types of employment beyond retail
- Recreation spaces are a great organizing element, particularly to meet the needs of more people in this area
- Employment beyond the auto focused are to the East - a true live-work area
- Need to mention the mall - "this is a retail destination"
- Vital services that must be identified and protected e.g. groceries
- Great location to consider innovative mixed use formats, for schools, community centres and shopping within mixed use buildings
- Location for mixed use that includes services e.g. schools integrated with residential (needs to be done well)
- Shared uses

Group 4

- Housing affordability and opportunities
- What do you mean by "sustainability"?
- The vision should also incorporate promoting architecture-excellence for the area, whether for the future CF Markville lands, new uses and built form.
- While integrating robust green spaces for future environmental resilience.
- The vision should mention taking advantage of the Rouge River Valley
- climate resilience, flooding, etc.

Group 5

- Entertainment in the area that is close by would be helpful.
- Improve accessibility for people of all ages and abilities
- Improve access to Markville Mall
- Markville Mall is critical to this area
- Enhance streetscapes
- Connecting all four quadrants

Group 6

- Instead of active transportation "options", AT should come first and foremost.

Group 7

- I think the current vision is good as it is a very good choice as a vibrant destination for culture and entertainment because of its location which offers convenience for many outsiders.
- Preserve employment AND COMMERCIAL lands and economic landmarks"
- impacts of heavy use of green space on natural environment
- enhance green spaces - to prevent flooding
- Involve TRCA
- creating green spaces in the new developments to absorb water /run-off
- higher density mixed use and residential to support the frequent transit and active transportation options

Group 8

- What is frequent? Give a specific number so that YRT can follow. (YRT is terrible at meeting demand)
- YRT station should have future-proofing for higher order of transit and higher frequency
- Frequent should be every 5 mins on each route
- How do you measure if the final build meet the vision statement?
- Change YRT funding model, now we ask developer to pay for car use through parking, but we never ask them to pay for transit.
- Transparent cost of service by the city of Markham for each building, the point is property tax is not proportional to the actual cost of service. If it takes the same cost to clear the snow for 100 people and 1000 people on another street, this should be reflected on the property tax bill.

Question 3: As a group let's discuss the guiding principles that matter most to how you will move around, access and live in the area. See the principles above.

Group 1

- More buses. Fewer cars.
- Maybe a subway along Hwy 7.
- Underground connections to transit and Mall
- Will the 2nd Plan protect for BRT on HWY 7?
- pedestrian friendly experience
- More opportunities for Transit
- "People mover that connects to parking lots, transit, and mall
- Providing trail connection to the residential neighbourhood to the north of the mall
- Policies for electric micro mobility ex. scooters
- More street trees double lined boulevards
- "Improve connection to Campbell Park for cyclists and pedestrians
- Do the Roads need to be designed wider to accommodate active transportation options?
- Separated bike lanes
- More trees planted within Markville Mall parking lot
- Green roofs

- Potential for having pedestrian only streets or very limited vehicular traffic within redevelopment
- Pedestrian only (e.g. shops at Don Mills)
- Not all roads may be suitable as wider roads
- Make sure the industrial area has a place and is not beside Daycare
- "Protect industrial and employment areas but provide buffer

Group 2

- North of McCowan and Bullock, the GO train passing backs up traffic on McCowan.
- Will there be a overhead bridge for GO train to use and not block traffic?
- Slightly distorted grid that prevent too much direct sunlight
- Direct, accessible paths to transit stops
- Mixing affordable housing with market housing
- pedestrian friendly environment
- fully protected intersection
- Non-distinguishable from the outside
- Mixed use all around the study area to provide "eyes" on the street
- Reduced parking requirements
- Generous boulevards
- District heating for sidewalks and bike paths
- Permeability through Markville through out the day in a safe manner at night.
- Suggestion to review what downtown Toronto has done for safer biking with bike lanes and protective barriers.
- Protect bike lane on secondary road. Eg McCowan, Bullock, Hwy 7
- A bridge across McCowan Rd for pedestrians and bikes after McCowan road is grade separated
- Frequent transit with headway of 10 mins

Group 3

- Recognize that this area is auto oriented and look toward a future that accommodates change and connections with transit while recognizing the need for existing transportation modes
- Introducing new development and intensification without disrupting industrial uses or McCowan's function --may start to build bones toward incremental changes to the tpt network
- Refer to diagram in the map to the left
- If the long term vision is less parking-- how much parking do we need for a site (structured parking)
- See drawing on map east of McCowan between Hwy 7 and Bullock

Group 4

- Active Transportation
- Leverage Transit
- More frequent buses and stops

- Connected Community
- More frequent GO service
- Green spaces
- Walkability
- Live / work / play within a reasonable area ("15 minute city")
- affordable housing will become more problematic in the future (young adults cannot afford)
- Affordable vs attainable housing
- Dedicated bike lanes, away from pedestrians and vehicular traffic.
- Markville Mall parking lot is a pedestrian nightmare (especially for seniors) - why were there not more trees planted?
- Improve connectivity to the CF Markville lands from the intersection of Hwy 7 and McCowan.

Group 5

- Need to improve connecting the east and west side of McCowan
- Keeping and enhancing the area as accessible as possible
- Would like to have some affordable housing
- Be mindful and need to consider natural hazards within and surrounding the area
- Connecting employment area to McCowan

Group 6

- All streets/roads have protected cycling infrastructure, unless they are quiet/slow enough to justify a shared street
- Need a YRT transit hub here
- Protected intersections for our most vulnerable road users
- Improved transit integration between GO/YRT
- DO NOT widen hwy 7 when the viva rapid ways are installed
- Ensure affordable housing is provided near major growth area, such as around Markville and GO
- Rule of thumb: if you wouldn't let your kids ride it, it isn't safe enough
- Almost no existing bike parking at the mall
- By making active transportation viable, we give youth and seniors their independence

Group 7

- It may be the best location for intensification and affordable housing as this location has everything, eg, shopping mall, community centre, Go Train, police station, school....etc.
- No connection from Markville mall towards the green spaces on bullock drive
- Access to trail system across Hwy 7 at Bullock - tunnel
- Having bus and GO train service available

Group 8

- Flexible zoning regulations to get things build faster.
- Development in the area should be pedestrian oriented. Locating density with good access to rapid transit is key.
- Rental building & senior living
- Reduce speed limit for local streets
- New development should transition/be compatible to the existing community.
- Accommodate cyclists, peds and transits
- Office towers
- Central heating? They are doing that in downtown Markham
- Iconic towers visible from Hwy 407 (attracts people), don't let downtown Markham get all the attentions.
- Pedestrian/cycling direction signage (way finding) across the whole area. Google maps are for cars. Basically extend the Markville Mall store map and directory to the entire area and put them on the streets.
- The interface between the McCowan Employment Area and the McCowan corridor redevelopment is tricky. Perhaps there needs to be a break between the McCowan frontage and the employment area.
- Additional crossing, don't want to walk 500m to cross the road

Question 4 : **As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?**

Group 1

- Need greater diversity of job types in this area
- Medical/healthcare centre
- Transition of use types along McCowan and Hwy 7
- Don't want to open can of worms in terms of redevelopment of employment areas
- Height transition with development on the south east corner of Hwy 7 and McCowan to existing neighbourhoods
- Complete community is where you can shop play and live.
- Grocery store, fresh food market
- Farmers markets in the summer outdoor fire places and seating

Group 2

- Adequate open space
- Improve connections to the Rouge River Trail
- Access to children daycare and senior drop-in center.
- Day care & local groceries Next to the GO Station
- Provide a wide range of housing so that there are options for people at different ages and life stages
- Shorter pedestrian crossing distances
- Incorporate walking into daily activities (aka no need to go to the gym just to walk on a track)

- Places that encourage people to talk with each other through community space
- Develop intergenerational communities where seniors are not isolated and able to age in place surrounded by children in communities.
- Hide all the parking

Group 3

- Improving Storm Water Management
- Anticipate higher density with improved services
- Automatic Waste Management System
- District Energy?
- Determine and appropriate mix of job and people in planning for the 14,000+ residents and jobs in the MTSA + the other parts of the Secondary Plan
- Ensure planning is linked to the transportation and servicing master planning to ensure that development does not exceed the potential for the overall area

Group 4

- 15-min Neighbourhood/Community, where all services and uses can be accessible.
- Live, work and play within the community--reduce traffic and save time
- Critical mass - right balance of residents vs commercial use vs green space
- With active transportation, comes with SAFE storage and sufficient amount of parking for bikes.
- Services for all "stages" of life (schools, long term care...)
- More offices/create more jobs in the area
- Great Buildings can also mean being promoted as design-excellence, not only attracting local residents to it, but also international visitors who admire architecture.
- Connect to nature (ex. Rouge River Valley & Milne Creek

Group 5

- Provide open space and park spaces
- Enhance Active transportation connection and facility
- Medical uses
- Daycare uses
- Building a resilience and complete community
- Enhance water courses
- Prepare for climate impact
- Development outside of flood and natural hazards

Group 6

- Anticipate visitors from surrounding neighbourhoods (ie. raymerville)
- Make it easy for them to bike/walk/take transit too!

Group 7

- A healthy community is also a safe community. Grade separation for the railway from McCowan Road is important

- higher density/mixed uses, moving away from suburban design to support transit
- People-focused design - consider pedestrian first
- Open and natural spaces; places for wildlife to live
- Wildlife protection e.g. turtles
- Invasive species killing trees
- transit oriented development
- library for skill development and ESL services

Group 8

- Markville currently is predominantly non-residential. More balance (more res) would make a more complete community.
- Ban cars on local streets (and any new streets in mid block) and you cut the carbon. emission by half.
- Better integration of the employment area (auto shops)
- Markville area is also quite dominated with parking. Better use of land, more urban, could be better for a healthy community.
- Reduce heat island effect, reflect solar radiation back to the sun.
- Integrate cycling and pedestrian access / storage of bikes
- Thinking about road cross sections in a different way to integrate pedestrian and active transportation uses (separated bike paths, boulevard trees, etc.)
- Automatic bike parking
- Rooftop garden on Markville Mall. Somewhere faraway from car noise and pollution
- Integrate Markville with new developments through passageways
- If people can see nice views, they are more calm.
- Integrate with Centennial to be transportation hub
- 0 parking minimum, we are overestimating demand for cars and underestimating demand for transit, this happened everywhere.

Question 5: **What else?**

Group 1

- Is it possible to reduce parking requirements for new developments?
- The mall parking lot may not be the best location for residential development. Residents will be looking over the mall roof .
- The City may want to have an event at the Mall?
- Picnic tables
- Need to protect for a school site
- Fairview Mall is an example that may have lessons learned

Group 2

- That we make the greatest plan for the Markham Secondary plan and use it to develop and communicate with land owners
- It's all about people and nature

Group 3

- The Mall is staying. How to design the rest of the community? Protect for potential for dramatic change on the mall site (privately owned site)
- What is the balance of jobs and people?
- CPPS site?
- Certainty vs. Flexibility

Group 6

- GO Rail Station Access was published recently Feb 1 2023. Please refer to off-site improvements at Centennial GO to the right, as well as online: https://www.metrolinx.com/en/projects-and-programs/go-rail-station-access
- Formalize the informal ped/cycling circulation on the north portion of Markham park to connect GO to Markville Rd
- Enhance active transportation infrastructure along Bullock Dr, consider cycle tracks to reprioritize road from auto to AT
- Pedestrian crossing across McCowan Rd. between residential neighborhoods just north of rail corridor
- Ensure AT connections from GO to future Hwy 7 VIVA rapidway extension

Group 7

- Developer responsibility for community amenities - Bill 23?

Group 8

- Still want to close access to groceries in Markville vicinity

GROUP 1 VISION BOARD

QUESTION 1

In 20 years from now, how would you describe Markville and how would you like to experience the area?

- Punched out Parking
- What can we do now? the area is car oriented.
- Examples like Richmond Centre in Richmond BC
- ngration of housing his area requires a lot of thought to ensure land use compatability between residential and the mall is included
- Sustainability like solar
- pedestrian friendly - cafes, outdoor spaces
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- mix of housing rentals , seniors housing and market housing
- Event Space; See Enterprise
- diverse housing not just high rises, mid rise buidlings duplexes and triplex. court yard cottages

QUESTION 2

Here is the preliminary Vision for Markville. What would you add or change to this Vision Statement?

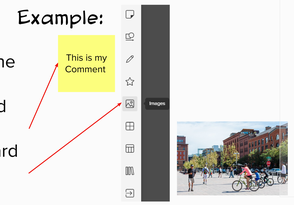
"Markville will be a vibrant destination for culture and entertainment in a connected community with a mix of uses and access to frequent transit and active transportation options. The area will offer important community amenities and public spaces and preserve employment lands and economic landmarks that are an important part of the community while ng green spaces and sustainability."

- Community gathering spaces
- Day Care on site
- More in vision about environmental sustainability, alternative energy, waste management etc.
- Encourage use of collonaids; protect from wind; provide shelter during all seasons
- Consider how infrastrcuture will be maanged for Transportation in Winter
- cannot be dominated by high rise buildings and concrete
- Trails and Management in Winter
- recreation in all seasons (ice rink)

How to use this Mural

- Your group facilitator will ask you 4 questions
- Please "double click" and type your comment under the question
- Please add as many comments (post-it Notes) as you'd like
- Feeling inspired? Please add images to the vision board using the image search tool located to your left.

Example:



What else

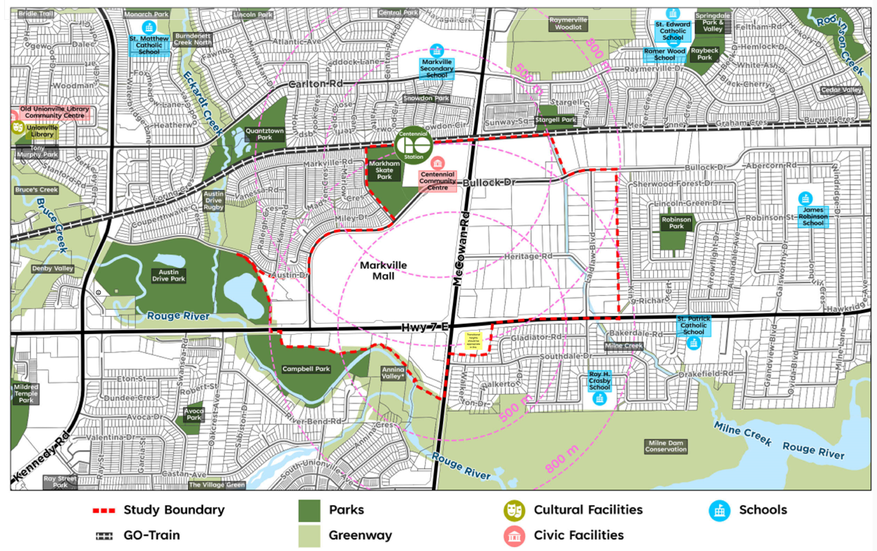
- Do you have a comment that is not related to any of the 4 questions? Please add it below to the "What Else" section.
- This Mural closes on Feb 3 at 5PM. To add additional feedback after this meeting please use the City's Places Tool at: **YourVoiceMarkham.ca/markville**

Contact Information

Visit **https://yourvoicemarkham.ca/markvilleseconderyplanstudy** to stay up-to-date on the project!

Liliana Da Silva, Senior Planner II at LDaSilva@markham.ca
Duran Wedderburn, Manager of Policy at DWedderburn@markham.ca

Thank You!



What Else ?

What else would you like to contribute to the Vision for Markville?

- Is it possible to reduce parking requirements for new developments?
- The mall parking lot may not be the best location for residential development. Residents will be looking over the mall roof .
- The City may want to have an event at the Mall?
- Fairview Mall is an example that may have lessons learned
- Picnic tables
- Need to protect for a school site

QUESTION 3

As a group let's discuss the guiding principles that matter most to how you will move around, access and live in the area. S iples above.

- Make sure the industrial area has a place and is not beside Daycare
- Underground connections to transit and Mall
- people mover that connects to parking lots, transit, and mall
- Will the 2nd Plan protect for BRT on HWY ??
- pedestrian friendly experience
- green roofs
- more trees planted within Markville Mall parking lot
- more street trees double lined boulevards
- More opportunities for Transit
- Improve connection to Campbell Park forr cyclists and pedestrians
- Providing trail connection to the residential neighbourhood to the north of the mall
- Policies for electric micro mobility ex. scooters
- separated bike lanes
- Do the Roads need to be designed wider to accomodate active transportation options?
- Protect industrial and employment areas but provide buffer
- Pedestrian only (e.g. shops at Don Mills)
- shuttle service
- not all roads may be suitable as wider roads
- Potential for having pedestrian only streets or very limited vehicular traffic within redevelopment

QUESTION 4

As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?

- medical/healthcare centre
- Need greater diversity of job types in this area
- Transition of use types along McCowan and Hwy 7
- Don't want to open can of worms in terms of redevelopment of employment areas
- Height transition with development on the south east corner of Hwy 7 and McCowan to existing neighbourhoods
- complete community is where you can shop play and live.
- farmers markets in the summer outdoor fire places and seating
- grocery store, fresh food market

GROUP 2 VISION BOARD

QUESTION 1

In 20 years from now, how would you describe Markville and how would you like to experience the area?

- Expecting by 2053, the Stouffville Line should be doing 350,000 two way trips a day
- Local retail that complement Markville Mall
- Full electrified service extended to Centennial
- Metrolinx GO Expansion
- Too much parking and pedestrian unfreiendly
- Agree that Markville Mall is important shopping and meeting place.
- A vibrant place accessible with frequent transit
- Austin Park Pond and Milne Park with Rouge river are nice places for walking, biking to protect from development changes.
- Main street Unionville with pond, Markham main street are adjacent places to Markville that are visited.

QUESTION 2

Here wou rkville. What on Statement?

"Markville cted communi and active transport n live, work and play. Mar ure and entertain mmunity amenities nt employment lands and mmunity."

- "Markville will be a vibrant destination for culture and entertainment in a connected community with a mix of uses and access to frequent transit and active transportation options. The area will offer important community amenities and public spaces and preserve employment lands and economic landmarks that are an important part of the community while enhancing green spaces and sustainability."
- no mention of intensification...?
- inclusion of residential uses to achieve a suitablem mix
- Safety????
- Loblaws store should be integrated to the transit station
- integrated community with transit and convenient pedestrian connectivity to it (get on and get off)
- Discourage parking
- access to frequent transit and active transportation option that encourage the use of sustainable transportation as an alternative to personal vehicles.
- future ready and resilient to climate change
- part of a greater transit corridor and connected to that system

How to use this Mural

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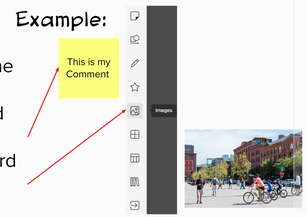

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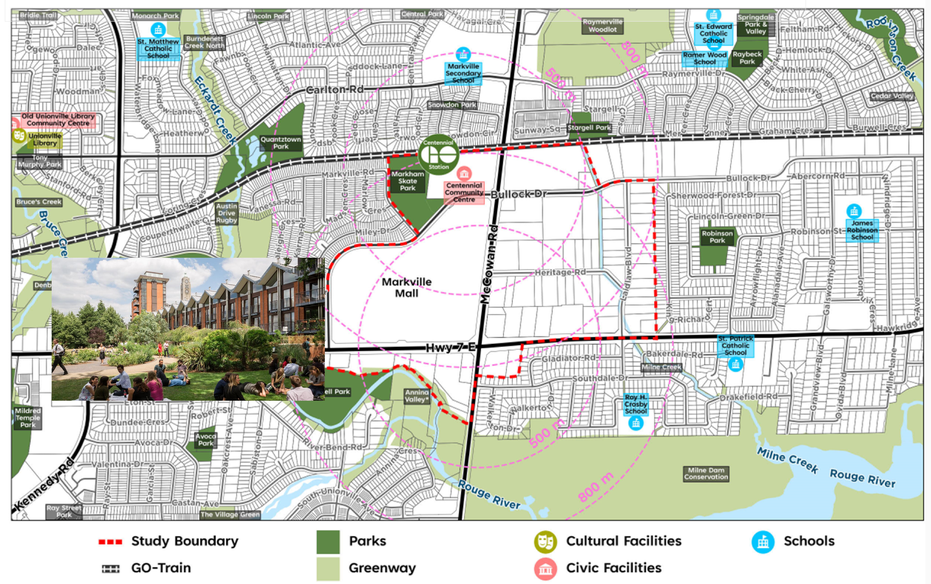


What Else ?

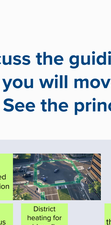
What else would you like to contribute to the Vision for Markville?

- That we make the greatest plan for the Markham Secondary plan and use it to develop and communicate with land owners
- It's all about people and nature

QUESTION 3

As a group let's discuss the guiding principles that matter most to how you will move around, access and live in the area. See the principles above.

- Direct, accessible paths to transit stops
- Mixing affordable housing with market housing
- pedestrian friendly environment
- fully protected intersection
- Slightly distorted grid that prevent too much direct sunlight
- North of McCowan and Bullock, the GO train passing backs up traffic on McCowan.Will there be a overhead bridge for GO train to use and not block traffic?
- Mixed use all around the study area to provide "eyes" on the street
- Non-distinguishable from the outside
- reduced parking requirements
- generous boulevards
- District heating for sidewalks and bike paths
- Permeability through Markville through out the day in a safe manner at night.
- Suggestion to review what downtown Toronto has done for safer biking with bike lanes and protective barriers.
- A bridge across McCowan Rd for pedestrians and bikes after McCowan road is grade separated
- Frequent transit with headway of 10 mins
- Protect bike lane on secondary road. Eg McCowan, Bullock, Hwy 7



QUESTION 4

As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?

- adequate open space
- Improve connections to the Rouge River Trail
- Access to children daycare and senior drop-in center.
- Day care & local groceries Next to the GO Station
- Provide a wide range of housing so that there are options for people at different ages and life stages
- shorter pedestrian crossing distances
- Incorporate walking into daily activities (aka no need to go to the gym just to walk on a track)
- Places that encourage people to talk with each other through community space
- Develop intergenerational communities where seniors are not isolated and able to age in place surrounded by children in communities.
- Hide all the parking

GROUP 3 VISION BOARD

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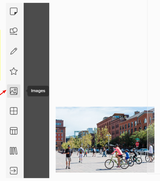

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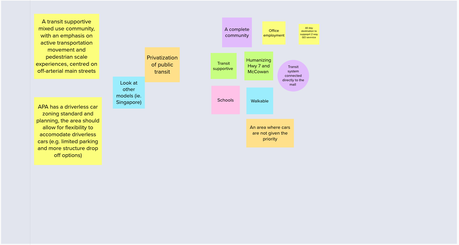

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Here is the preliminary Vision for Markville. What would you add or change to this Vision Statement?

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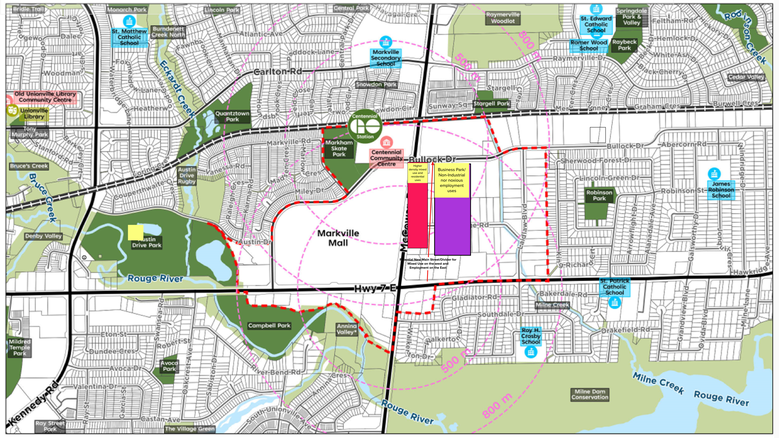

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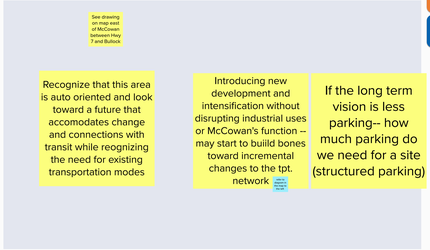

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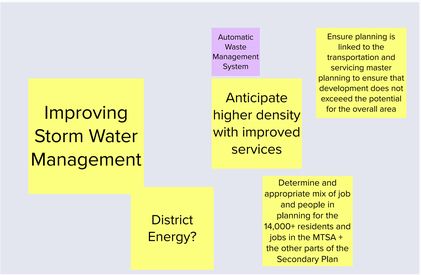

What Else ?

What else would you like to contribute to the Vision for Markville?

The Mall is staying. How to design the rest of the community? Protect for potential for dramatic change on the mall site (privaately owned siste)

What is the balance of jobs and people?

CPPS site?

Certainty vs. Flexibilty

GROUP 4 VISION BOARD

QUESTION 1

In 20 years from now, how would you describe Markville and how would you like to experience the area?

- Lots of amenities that are within walking distance from each other and connectivity to nearby naturalized areas
- Connecting to the Rouge River Valley trail system. There is an existing pedestrian network, but could be further enhanced.
- Enhanced Natural Heritage Systems and development protected from hazardous areas. Consider a stronger connection from Stargell Park down to the Rouge River Valley (to the extent possible). Consider trail connections along environmental corridors.
- The Markville area should be an area where there is a range of uses (retail/ commercial), housing opportunities, enhanced pedestrian and public realm, parks/open spaces, etc.
- The existing employment area within Markville SP area is mostly auto-industry dominated. There should be a more range of employment uses (IT, banking, etc.)
- close proximity to shopping, community centre, events, dining, parks, etc. . Walking friendly
- TRCA interests - floodplain; nearby channel (keeping open and naturalized and large; where possible), climate change, development impacts, geomorphic considerations along channel (integration)
- Streets that are designed for all users including cyclists.
- Improve the condition on the south side of Highway 7 with mix of uses and introduce a variety of housing (ex. mid-rise)
- a connected area that has a vibrant streetscape, with a connected road and AT network
- Consider making the Centennial GO station a mobility hub. Currently, MX/Province does not designate this GO station as a mobility hub.
- including pedestrians, persons with disabilities - all users!

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- Housing affordability and opportunities
- What do you mean by "sustainability"?
- The vision should mention taking advantage of the Rouge River Valley
- The vision should also incorporate promoting architecture-excellence for the area, whether for the future CF Markville lands, new uses and built form.
- ... while integrating robust green spaces for future environmental resilience.
- climate resilience, flooding, etc.

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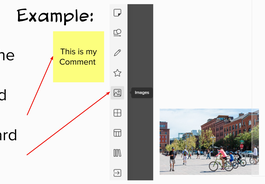

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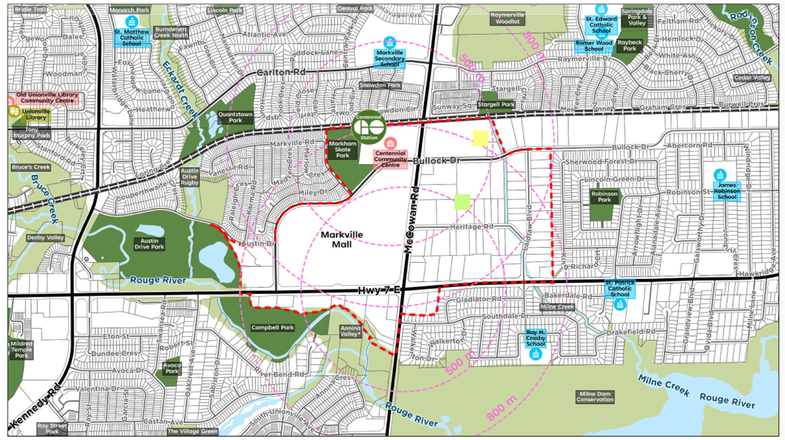

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QUESTION 3

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- Dedicated bike lanes, away from pedestrians and vehicular traffic
- Active Transportation
- Connected Community
- more frequent buses and stops
- Live / work / play within a reasonable area ("15 minute city")
- Leverage Transit
- affordable housing will become more problematic in the future (young adults cannot afford)
- Walkability
- More frequent GO service
- Markville Mall parking lot is a pedestrian nightmare (especially for seniors) - why were there not more trees planted?
- Improve connectivity to the CF Markville lands from the intersection of Hwy 7 and McCowan.
- Green spaces
- Affordable vs attainable housing

QUESTION 4

As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?

- 15-min Neighbourhood/ Community, where all services and uses can be accessible.
- With active transportation, comes with SAFE storage and sufficient amount of parking for bikes.
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- Services for all "stages" of life (schools, long term care...)
- Connect to nature (ex. Rouge River Valley & Milne Creek
- more offices/ create more jobs in the area
- Critical mass - right balance of residents vs commercial use vs green space
- Great Buildings can also mean being promoted as design-excellence, not only attracting local residents to it, but also international visitors who admire architecture.

GROUP 4 VISION BOARD

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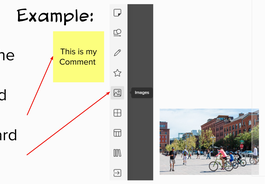

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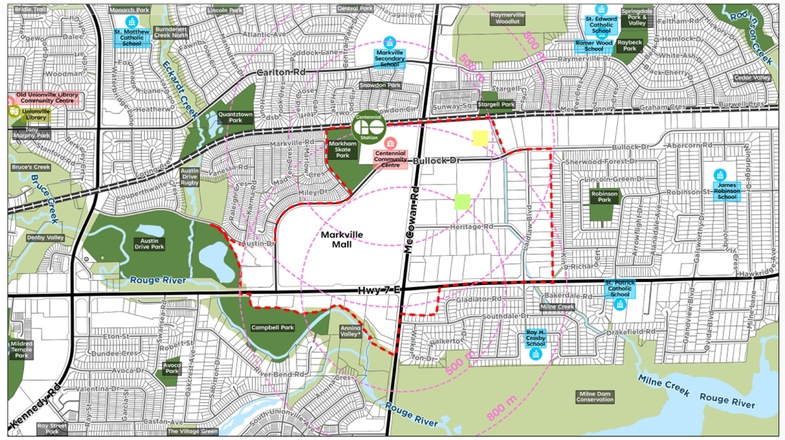

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GROUP 6 VISION BOARD

QUESTION 1

In 20 years from now, how would you describe Markville and how would you like to experience the area?

- **easily accessible with frequent transit!**
- a place to shop, dine and have fun
- **seamless, safe cycling/walking connections**
- **better connections between GO and Viva/YRT**
- An entertainment hub in Markham
- near-zero surface parking
- **Active tranportation infrastructure connecting the major points of interest (major parks, markville, GO station)**
- bike parking lots - for commuters and visitors!
- expand the transit hub to include YRT station
- markville mall integrated with housing above it? mixed-use
- Micro-mobility stations located at major destinations - first and last mile solution from GO
- Covered or underground walking connections between major destinations such as Community centre, GO station, Markville mall
- some car-free streets
- **strengthening active transportation options to surrounding suburban community**
- bullock rd reduced to two lanes - with main street-style shops

QUESTION 2

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instead of active transportation "options", AT should come first and foremost.

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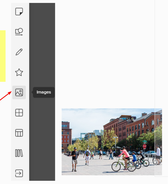

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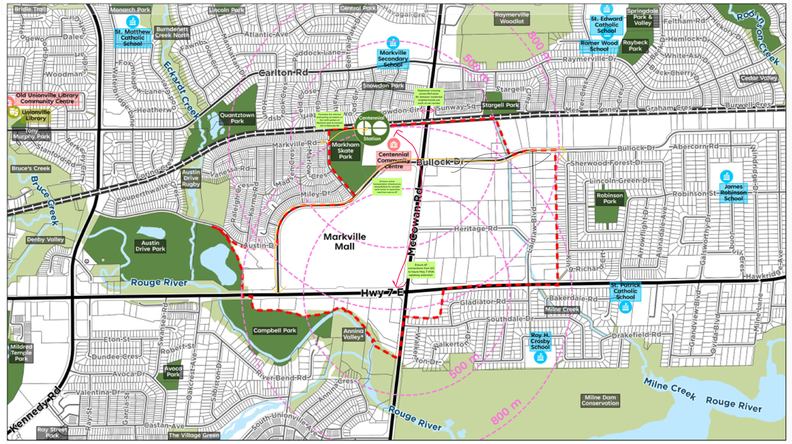


QUESTION 3

As a group let's discuss the guiding principles that matter most to how you will move around, access and live in the area. See the principles above.

- all streets/roads have protected cycling infrastructure, unless they are quiet/slow enough to justify a shared street
- need a YRT transit hub here
- Improved transit integration between GO/YRT
- DO NOT widen hwy 7 when the viva rapidways are installed
- Ensure affordable housing is provided near major growth area, such as around Markville and GO
- almost no existing bike parking at the mall
- **Rule of thumb: if you wouldn't let your kids ride it, it isn't safe enough**
- protected intersections for our most vulnerable road users
- by making active transportation viable, we give youth and seniors their independence

QUESTION 4

As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?

- anticipate visitors from surrounding neighbourhoods (ie. raymerville)
- **make it easy for them to bike/walk/take transit too!**

What Else ?

What else would you like to contribute to the Vision for Markville?

GO Rail Station Access was published recently Feb 1 2023. Please refer to off-site improvements at Centennial GO to the right, as well as online: https://www.metrolinx.com/en/projects-and-programs/go-rail-station-access

Centennial GO

Phase (#)	ID	Off Site Improvements Identified through Municipal Engagement
	GMT-01 CROSSING	Encourage the City of Markham to explore options to enhance active transportation connections from Sheppard Ave.
	GMT-02 CROSSING	Encourage the City of Markham to add pedestrian and cycling paths along the north side of the Canadian National Rail to formalize the informal path that connects Markville Rd. to the GO station.
	GMT-03 CROSSING	Encourage the City of Markham to explore a pedestrian crossing across McCowan Rd. at the Rouge River Trail entrance to provide a safer connection for customers walking from east of McCowan Rd.
	GMT-04 CROSSING	Encourage York Region and the City of Markham to explore options to enhance pedestrian connections and provide a safe pedestrian crossing along McCowan Rd. from 16th Ave. to the north to Hwy. 7 to the south.
	GMT-05 CROSSING	Encourage the City of Markham to explore options to enhance pedestrian connecting from Sheppard Ave. to the GO station via Kennedy Rd. and Bullock Dr.
	GMT-06 CROSSING	Dependent on a platform tunnel north of the corridor, consider providing a dedicated entrance to enhance pedestrian connectivity from Snowdon Circle.
	GMT-07 CROSSING	Encourage the City of Markham to explore options to enhance and promote local transit connectivity with the local GO station, through personalized travel planning initiatives, marketing campaigns, and community incentive programs.
	GMT-08 CROSSING	Encourage the City of Markham and York Region to explore options to enhance planned cycling improvements along McCowan Rd. from Rouge Oak Ave. to the north, to provide a safe connection for customers cycling from north of the GO station to the east.
	GMT-09 CROSSING	Encourage the City of Markham and York Region to prioritize implementation of planned cycling improvements along Carlton Dr., Roy Rainey Ave., and Jesse Ketchum Ave. and The Bridle Walk to the north of the GO station to address current gaps in the City's active transportation network.
	N/A	No off site improvements identified through municipal engagement.
	N/A	No off site plans identified through municipal engagement.

Q1,

GROUP 7 VISION BOARD

QUESTION 1

In 20 years from now, how would you describe Markville and how would you like to experience the area?

- Building close to street, parking lots replaced with something more exciting
- I hope I will seemary affordable housings there close to the Go station.
- Markville mall to continue being a regional shopping destination
- an urban destination
- Lots of flexible transit options (GO train, Bus, etc.)
- Shopping mecca with unique shops
- Hop on and off transit
- shopping destination
- Schools
- not always safe walking to and from schools
- hope that in 20 years we will have a community that is based on active transportation and not the car
- Dont need to drive to get there!
- - infrastructure concerns such as
- - hospitals
- - fire/emergency services
- services such as hospital, fire station
- a destination
- Impacts on existing services - schools, fire, police, MSH, wetlands and green space, rec faciliteis
- Foodie desitnation
- Cultural Destinatin anc' ↳ub

QUESTION 2

Here is the preliminary Vision for Markville. What would you add or change to this Vision Statement?

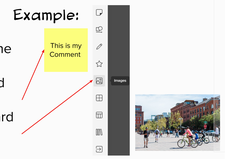
"Markville will be a vibrant destination for culture and entertainment in a connected community with a mix of uses and access to frequent transit and active transportation options. The area will offer important community amenities and public spaces and preserve employment lands and economic landmarks that are an important part of the community while enhancing green spaces and sustainability."

- I think the current vision is good as it is a very good choice as a vibrant destination for culture and entertainment because of its location which offers convenience for many outsiders.
- enhance green spaces - to prevent flooding
- creating green spaces in the new developments to absorb water / run-off
- "preserve employment AND COMMERCIAL lands and econmic landmarks"
- impacts of heavy use of green space on natural environment
- Involve TRCA
- higher density mixed use and residential to support the frequent transit and active transportation options

How to use this Mural

- Your group facilitator will ask you 4 questions
- Please "double click" and type your comment under the question
- Please add as many comments (post-it Notes) as you'd like
- Feeling inspired? Please add images to the vision board using the image search tool located to your left.

Example:



What else

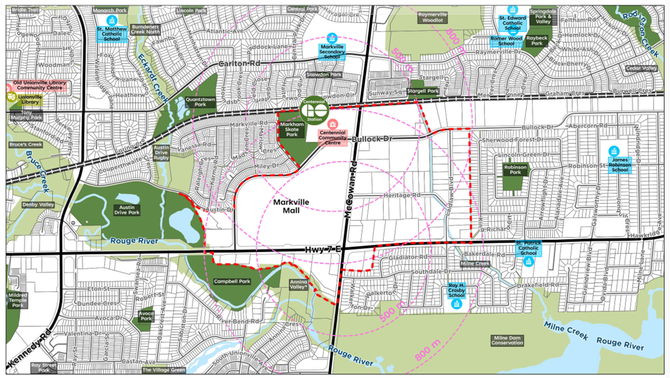
- Do you have a comment that is not related to any of the 4 questions? Please add it below to the "What Else" section.
- This Mural closes on Feb 3 at 5PM. To add additional feedback after this meeting please use the City's Places Tool at: **YourVoiceMarkham.ca/markville**

Contact Information

Visit **https://yourvoicemarkham.ca/markvillesecondaryplanstudy** to stay up-to-date on the project!

Liliana Da Silva, *Senior Planner II at LDaSilva@markham.ca*
Duran Wedderburn, Manager of Policy at DWedderburn@markham.ca

Thank You!



What Else ?

What else would you like to contribute to the Vision for Markville?

- Developer responsibility for community amenities - Bill 23?

QUESTION 3

As a group let's discuss the guiding principles that matter most to how you will move around, access and live in the area. See the principles above.

- access to trail system across Hwy 7 at Bullock - tunnel
- -complete communities
  - - integrate markville mall pedestrian/cycle friendly
  - - enhance parks, public realm
  - - accommodate active transportation
  - -markville as a node and key developemnt atea
  - -leverage higher order transit facilities and connections to them
  - - fiscally viable - affordable housing opportunities
- It may be the best location for intensification and affordable housing as this location has everything, eg. shopping mall, community centre, Go Train, police station, school....etc
- having bus and GO train service available
- no connection from markville mall towards the green spaces on bullock drive

QUESTION 4

As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?

- A healthy community is also a safe community. Grade seperation for the railway from MaCowan Road is important
- Open and natural spaces; places for wildlife to live
- higher density/ mixed uses, moving away from suburban design to support transit
- People-focused design - consider pedestrian first
- Wildlife protection e.g. turtles
- Invasive species killing trees
- transit oriented development
- library for skill development and ESL services

GROUP 8 VISION BOARD

QUESTION 1

In 20 years from now, how would you describe Markville and how would you like to experience the area?

- Grade separation south of Hwy 7
- Stores are as close to the street as possible (less than 4m)
- 24/7 path to cross Markville Mall, need to go around the mall when it is closed.
- Opportunity for grade separation McCowan / GO Rail
- MORE LANES ON HWY 7 & MCCOWAN
- more and safer opportutnies to cross McCowan
- Heated and covered walkway across the area. Go to transit station without stepping outdoor.
- Free of traffic. VIVA Purple every 5 mins.
- More of an urban format. Less auto oriented. Complete Community. More housing types, park and trail connections. Mix of land uses.
- Improved Hwy7 / Mccowan Intersection. Better signal timings and pedestrian crossings
- Narrower street, lower speed limit. No more parking asphalt.
- Better for pedestrians. Better integration with Centennial GO
- A 2nd level open space across the whole area, use bridges to connect aboveground.
- more parks, no need for so many parking spaces
- Improved active transportation links

QUESTION 2

Here is the preliminary Vision for Markville. What would you add or change to this Vision Statement?

"Markville will be a vibrant destination for culture and entertainment in a connected community with a mix of uses and access to frequent transit and active transportation options. The area will offer important community amenities and public spaces and preserve employment lands and economic landmarks that are an important part of the community while enhancing green spaces and sustainability."

- What is frequent? Give a specific number so that YRT can follow. (YRT is terrible at meeting demand)
- YRT station should have future-proofing for higher order of transit and higher frequency
- How do you measure if the final build meet the vision statement?
- Transparent cost of service by the city of Markham for each building, the point is property tax is not proportional to the actual cost of service. If it takes the same cost to clear the snow for 100 people and 1000 people on another street, this should be reflected on the property tax bill.
- Frequent should be every 5 mins on each route
- Change YRT funding model, now we ask developer to pay for car use through parking, but we never ask them to pay for transit.

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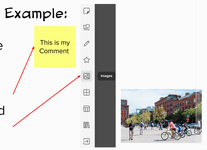

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Duncan Wedderburn, Manager of Policy at DWedderburn@markham.ca

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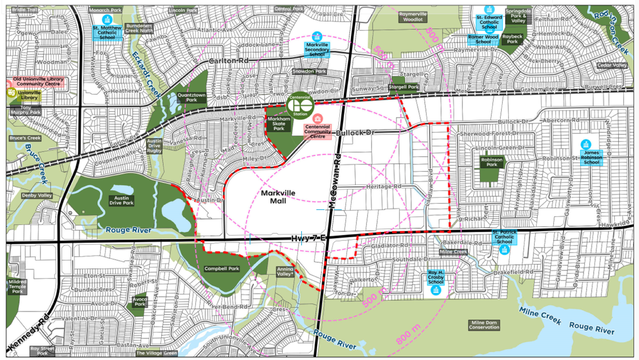

What Else ?

What else would you like to contribute to the Vision for Markville?

Still want to close access to groceries in Markville vicinity

QUESTION 3

As a group let's discuss the guiding principles that matter most to how you will move around, access and live in the area. See the principles above.

- Flexible zoning regulations to get things build faster.
- Central heating? They are doing that in downtown Markham
- New development should transition/ be compatible to the existing community.
- reduce speed limit for local streets
- Accommodate cyclists, peds and transits
- OFFICE TOWERS
- RENTAL BUILDING & SENIOR LIVING
- Iconic towers visible from Hwy 407 (attracts people), don't let downtown Markham get all the attentions.
- pedestrian/cycling direction signage (way finding) across the whole area. Google maps are for cars. Basically extend the Markville Mall store map and directory to the entire area and put them on the streets.
- Development in the area should be pedestrian oriented. Locating density with good access to rapid transit is key.
- The interface between the McCowan Employment Area and the McCowan corridor redevelopment is tricky. Perhaps there needs to be a break between the McCowan frontage and the employment area.
- Additional crossing, don't want to walk 500m to cross the road

QUESTION 4

As a group let's discuss healthy communities. What elements of Markville can be improved to align with becoming a complete healthy community?

- Markville currently is predominantly non-residential. More balance (more res) would make a more complete community.
- If people can see nice views, they are more calm.
- Thinking about road cross sections in a different way to integrate pedestrian and active transportation uses (separated bike paths, boulevard trees, etc.)
- Better integration of the employment area (auto shops)
- Markville area is also quite dominated with parking. Better use of land, more urban, could be better for a healthy community.
- Ban cars on local streets (and any new streets in mid block) and you cut the carbon. emission by half.
- Rooftop garden on Markville Mall. Somewhere faraway from car noise and pollution
- Integrate Markville with new developments through passageways
- Integrate with Centennial to be transportation hub
- 0 parking minimum, we are overestimating demand for cars and underestimating demand for transit, this happened everywhere.
- Integrate cycling and pedestrian access / storage of bikes
- Automatic bike parking
- Reduce heat island effect, reflect solar radiation back to the sun.

Appendix B – Engagement Summary Report #2

Planning a future for
Your Markville

Markville Secondary Plan

Engagement Summary Report #2

November 2023

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1 Context

The City of Markham is developing a framework and recommendations for a comprehensive Secondary Plan ('the Project') for the Markville community. The study will address land use and urban design, transportation and municipal servicing to support the development of a sustainable and complete community.

Currently, the Markville area is comprised of a variety of commercial, residential, retail, and service-employment land uses. The study area is also identified in the York Region Official Plan, 2022 as a Major Transit Station Area (MTSA). The Secondary Plan will guide and direct future population and employment growth in the area with the intention of supporting the City's commitment to creating complete and walkable communities and a high quality of life for people who will shop, work, play and live in the Markville area.

Located between historic Markham Village and historic Unionville Village on Highway 7, the Study Area forms part of a main east-west thoroughfare and transit route for Markham (**Figure 1**).

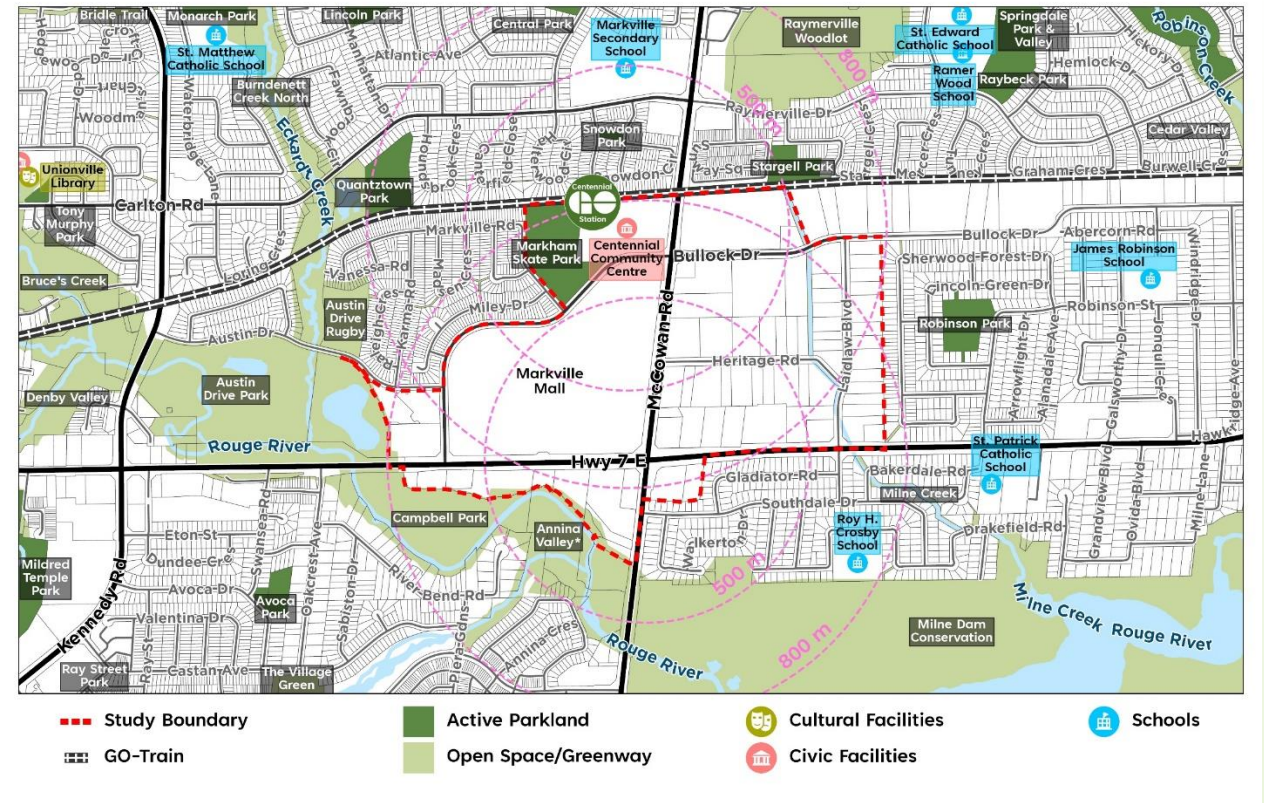


Figure 1: Markville Secondary Plan Study Area including key community assets

The Study Area is approximately 110 hectares and is defined by the Stouffville GO right-of-way (ROW) to the north and the Rouge River Greenway to the south. It extends from Austin Drive Park and Bullock Drive in the west to the back of the properties fronting Laidlaw Boulevard to the east.

The Study Area includes Markham Centennial Park and Centennial Community Centre, which are both important gathering spaces for the community. The Rouge River Greenway, forming the south edge of the Study Area, is part of the city's largest, most prominent and environmentally significant green spaces. The Study Area also includes industrial and service use lots on the eastern portion of the site, an array of conventional strip malls lining the major streets, and three apartment condominium buildings. Cadillac Fairview Markville (Markville Mall), a large single-ownership property with recent additions like the Porsche dealership is located in the site's northeast corner and infill and additions within the Bullock Employment Area to the east, is a very noticeable site within the Study Area.

The study area includes Highway 7, which is a major transit route. It is intended to function as an urban main street with a compact, mixed-use, well-designed, pedestrian-friendly, and transit-oriented built form (Official Plan, Section 2.5.2.1). The Official Plan identifies the Study Area as comprising of mixed-use mid Rise, with Residential High Rise, and Mixed-Use Low Rise and Service Employment uses.

1.1 Study Process

The Markville Secondary Plan Study includes an analysis of land use and urban design, transportation, and municipal servicing to support the development of a sustainable and complete community for the future. The Study process is comprised of five phases (**Figure 3**) with several opportunities for communication and engagement throughout the process.

Phase 1 through 3 have been successfully completed which included assessment of existing conditions, opportunities, completing the Project's first Community Information Meeting and Visioning Workshop. The feedback received during these phases were used to inform the Draft Development Concepts, in addition to the Visioning and Guiding Principles of the Project. Input received in previous engagement events can be found in the Engagement Summary Report #1, and as an appendix to the Draft Interim Report that will be posed on the City's Project page, **Your Markville**.

The Study is currently in Phase 3.

1.2 Purpose of this Report

This Engagement Summary Report (the "Report") summarises the input from stakeholders, the public during the CIM #2.

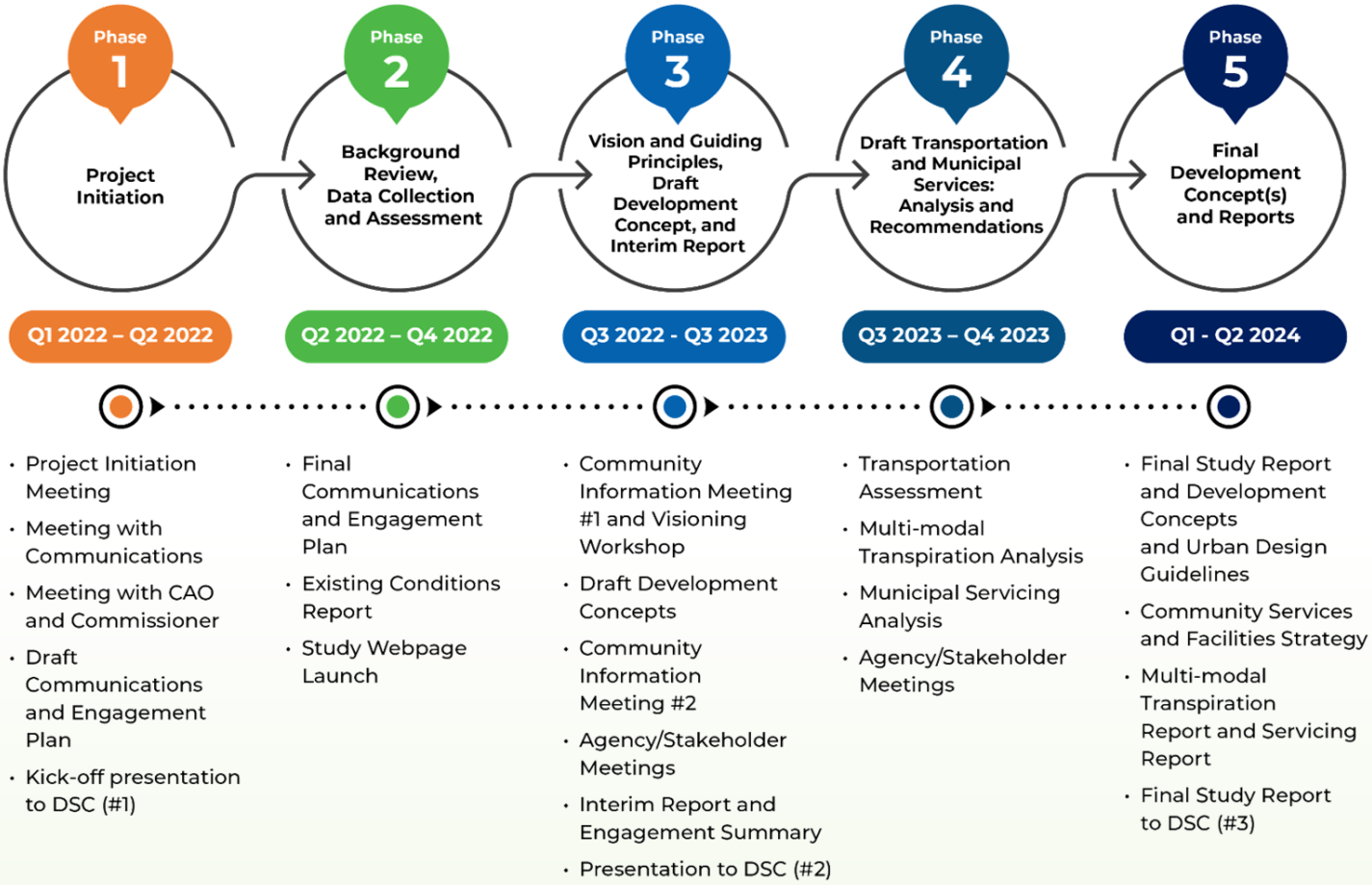


Figure 2: Markville Secondary Plan Study Timeline

2 Consultation Program

A variety of engagement tactics have been used during the Secondary Plan Study. The following section provides an overview of those tactics, which include Community Information Meeting #2 and online engagement through the City's project page, **Your Markville**.

2.1 Outreach

The City of Markham used a variety of tools to notify the public about the project. The tools included the following:

Mobile Signs: The City placed 4 mobile signs within the Markville Secondary Plan Study area at the following locations:

1. Southwest corner of Highway 7 and McCowan
2. Northeast corner of Highway 7 and McCowan
3. Northeast corner of McCowan and Bullock
4. Northwest corner of Highway 7 and Bullock

Figure 3: Your Markville Mobile Sign

Flyers and pop-up engagement: The City distributed flyers in the Markville Secondary Plan Study Area, in particular the Bullock Drive Employment Area on May 16, 2023, and at a pop-up engagement at the mall on July 15, 2023.

Contact Centre Messages: The City's Contact Centre leveraged on-call hold messages to promote the Community Information Meeting #2 from from May 10 – May 24, 2023.

Social Media: The City's Facebook, Twitter, Instagram, Linkedin and NextDoor accounts were used to promote the engagement event from May 15 – May 24, 2023.

City of Markham.ca and Your Voice Markham Webpages: The City had a homepage feature on Markham.ca for the Markville Secondary Plan Study

Area from May 10 – May 24, 2023. On May 18, 2023 the City e-blasted subscribers to the Your Voice Markham page.

Councillor Newsletter: Information was included in Councillor Newsletters promoting the Community Information Meeting #2.

Electronic Information Boards: The City had Electronic Information Boards at the following locations:

1. Centennial Community Centre
2. Aaniin Community Centre
3. Markham Village Community Centre

407 ETR Billboard: 407 ETR Billboards were placed at the following locations:

1. Near Yonge Street East
2. Near Markham Centre

2.2 Community Information Meeting

The second Community Information Meeting (CIM #2) was held on May 24, 2023, from 6:00 PM to 8:30 PM at Markville Secondary School. The event was a hybrid meeting, as attendees were able to join in-person at the school or by using a link to the Zoom meeting that was provided in advance.

The purpose of CIM #2 was to present the Vision and Guiding Principles based on the feedback received during CIM #1 in January 2023, provide an overview of the draft land use and built form concepts and the opportunity for participants to submit feedback and ask questions. Comments obtained from CIM #2 will help to identify the community needs and concerns for the future Markville Study Area.

CIM #2 was attended by more than 40+ participants in-person and 30+ participants virtually on Zoom, City of Markham staff members and Consultant Team, and members of City of Markham Council.

The presentation for this meeting can be downloaded **here** and the presentation can be viewed on both the project webpage and on YouTube by following this link **https://www.youtube.com/watch?v=v_HTEeAjSKw**.

Figure 4: Community Information Meeting #2 at Markville Secondary School

Section 3 of this Report contains a summary of all feedback received at the CIM#2.

2.3 Youth Engagement

On Tuesday July 11, 2023 Urban Minds with the City of Markham hosted a A Youth Focus Group at the Centre for Iimmigrant and Community Services (CICS) Immigrant Youth Centre in the City of Markham. There was a total of 18 participants, with participants' ages ranging from 13-18 (grade 7 to grade 12). The event was from 10:30am-11:30am The purpose of the meeting was to gather youth input on the draft development options, specifically built form, parks, and land uses, for the Markville Secondary Plan Study.

The session included an introduction and an icebreaker activity, a refresher on the Markville Secondary Plan project, a review of the themes and ideas discussed at the initial Youth Visioning Workshop that occurred in November of 2022, and an activity and discussion. The 'Roses, Thornes, and Buds' activity split the students into groups and asked the groups to identify the things they like or dislike about the draft development concepts and to identify opportunities for improvement. Students were asked to take notes on the group discussion or by marking up the maps that conveyed the different options. The last 5 minutes of activity had teams members vote on their favorite draft

development concept and explain why. At the end of the activity, the groups presented their roses, buds, and thorns to the other groups, with this discussion period followed by a question and answer and next steps for the project.

A detailed summary is provided in Appendix B of this report, with the comments from all three groups for each draft land use and built form option aggregated and documented in **Figure 5**, **Figure 6**, and **Figure 7**.

Key feedback has been summarized and presented in the following themes:

- **Parks and Open Spaces:** Some participants identified that they liked the idea of having lots of small parks so that there would be less crowding in one area and more green space accessible throughout the community. Other students mentioned that they would prioritize a large park because it could be a hub for community events, used for recreational activities and potentially become a landmark in Markham.
- **Built Form:** Many students felt strongly that Markville should have mostly mid-rise residential so that it would be consistent with the rest of the city and appealing to families. Other participants noted that they would like to see a mix of medium and tall buildings so that more housing could be provided while also maintaining the general aesthetic of Markham. Almost all participants agreed that the scale of the buildings should be closer to mid-rise buildings, or a mix of mid-rise and high-rise buildings, so they would be more “aesthetically” consistent with the rest of the city.
- **Land uses:** All of the youth acknowledged that they would like to see an increase in the entertainment options in Markville whether it be through the addition of retail, community centres, or mixed-use buildings. Some participants noted that there was too much residential space in the area while others voted to increase the amount of housing in the neighborhood. Many of the older participants were concerned about access to employment and supported the need to maintain or increase the employment area to accommodate the needs of current and future residents.

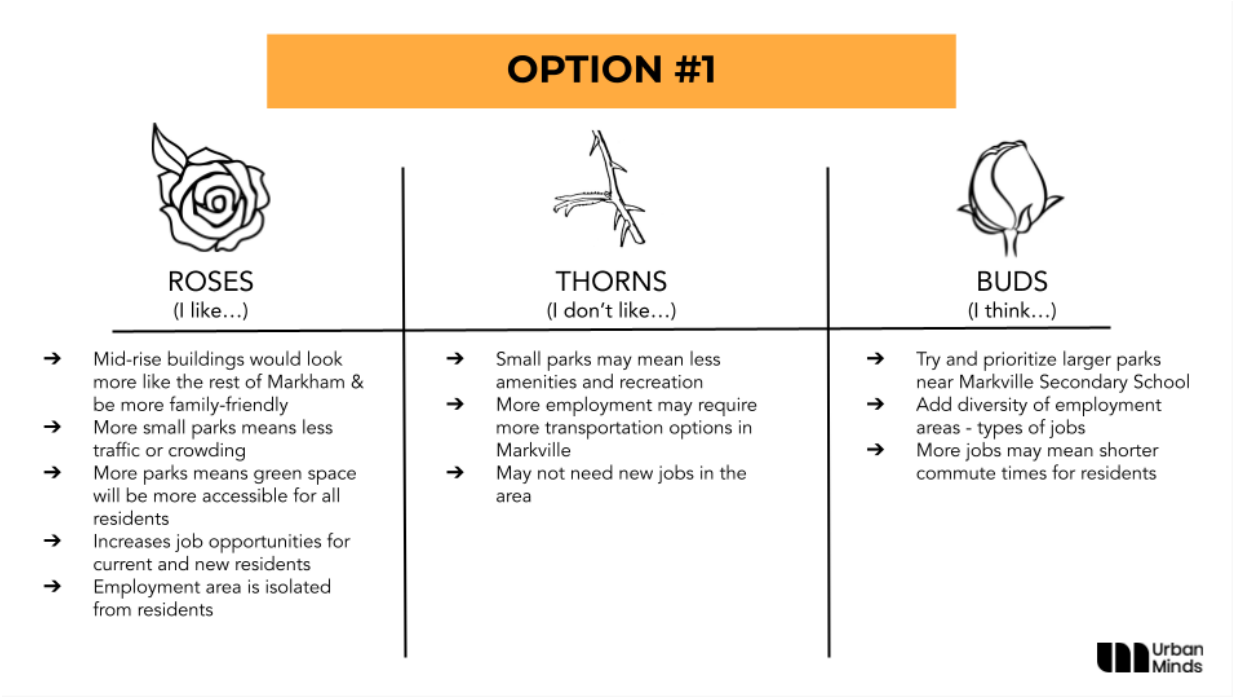


Figure 5: Roses, Thorns, and Buds Activity - Development Option #1

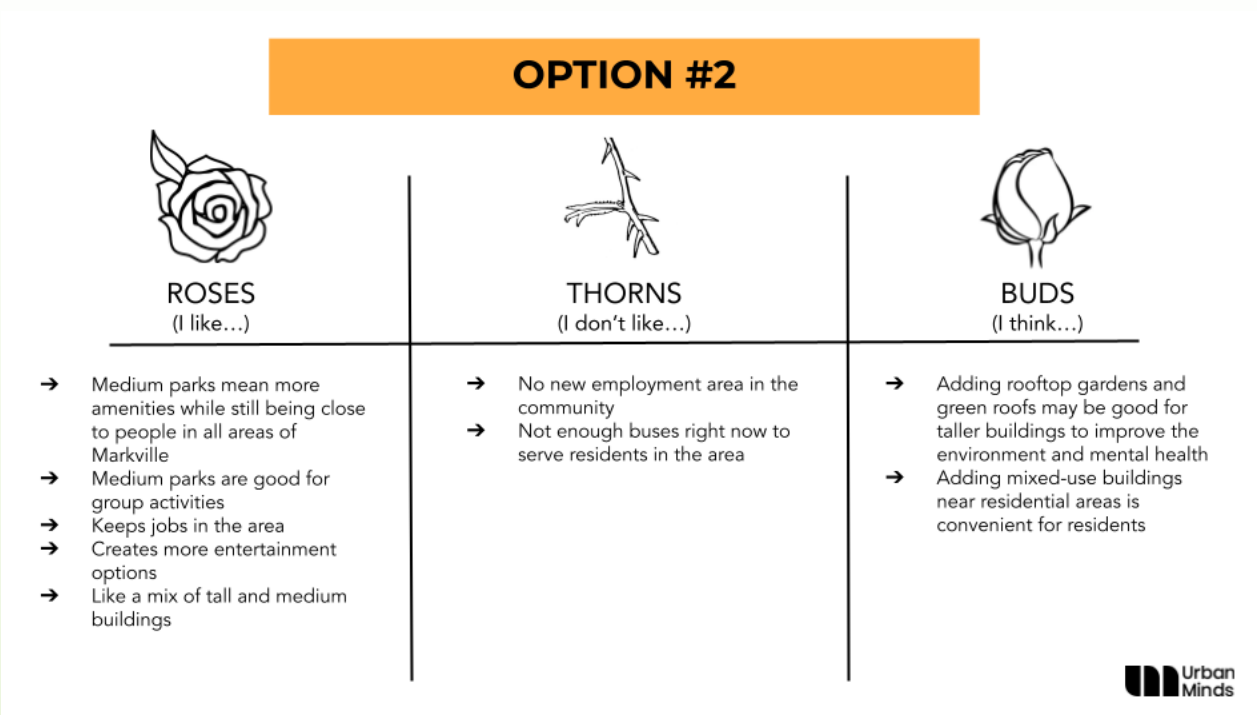


Figure 6: Roses, Thorns, and Buds Activity - Development Option #

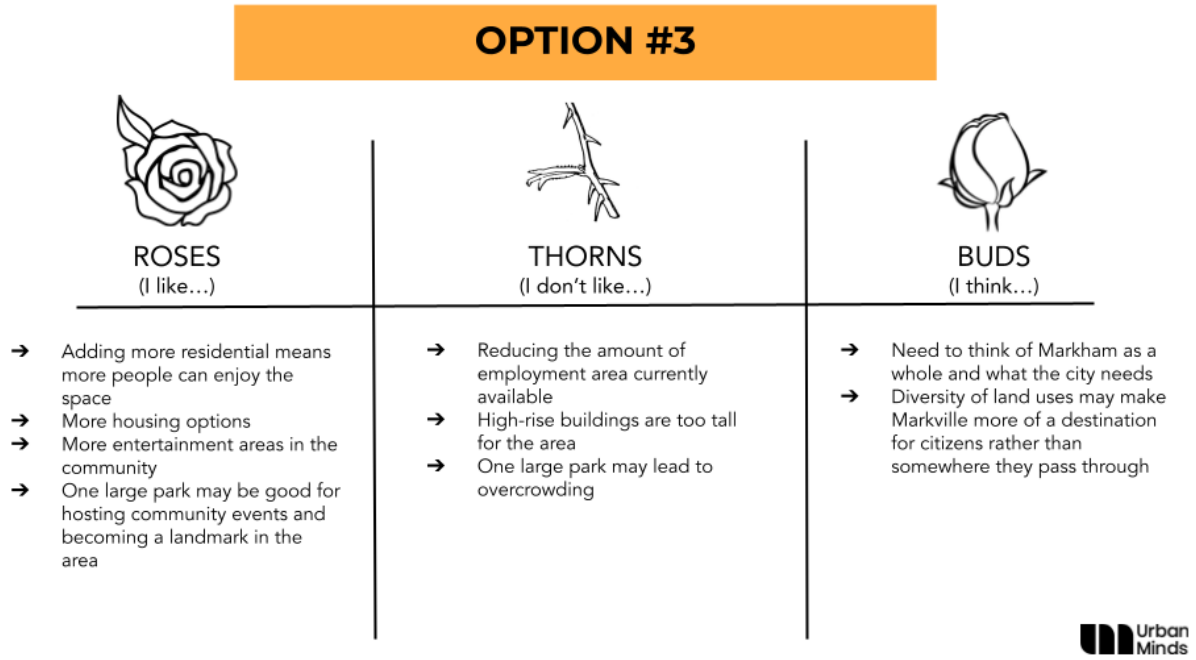


Figure 7: Roses, Thorns, and Buds Activity - Development Option #3

2.4 Digital Engagement

The City of Markham has been recieving feedback through "Your Voice Markham" page, **Your Markville**, as well as by project email, yourmarkville@markham.ca.

From January 2022 to November 10th, 2023, there were over 10,000 visitors to the Your Markville page. Engagement on the page included the posting on guestbooks, accessing documents, viewing the FAQ page, photos, and viewing project pages. In summary, the visitors from this period are highlighted below:

- 247 maximum visits per day;
- 84 new registrations;
- 94 engaged visitors;
- 1,980 informed visitors; and
- 7,207 aware visitors.

Aware visitors are those that visited at least one page on the project site, an informed visitor are those that viewed videos, photos, downloaded documents, or visited pages on the project site. Engaged visitors are those that have contributed to a tool on the platform, surveys, guestbooks, and quickpolls. Informed visitors included those who subscribed to Stay Informed through receving updates.

Additonally, visitors during this period downloaded project documents a total of 544 times. The downloads of the reports are highlighted below:

- 356 downloads of the Markville Secondary Plan Study Community Information Meeting #1 presentation;
- 304 downloads of the Markville Secondary Plan Study Community Information Meeting #2 presentation; and
- 123 downloads of the Markville Secondary Plan Study Visioning Workshop presentation.

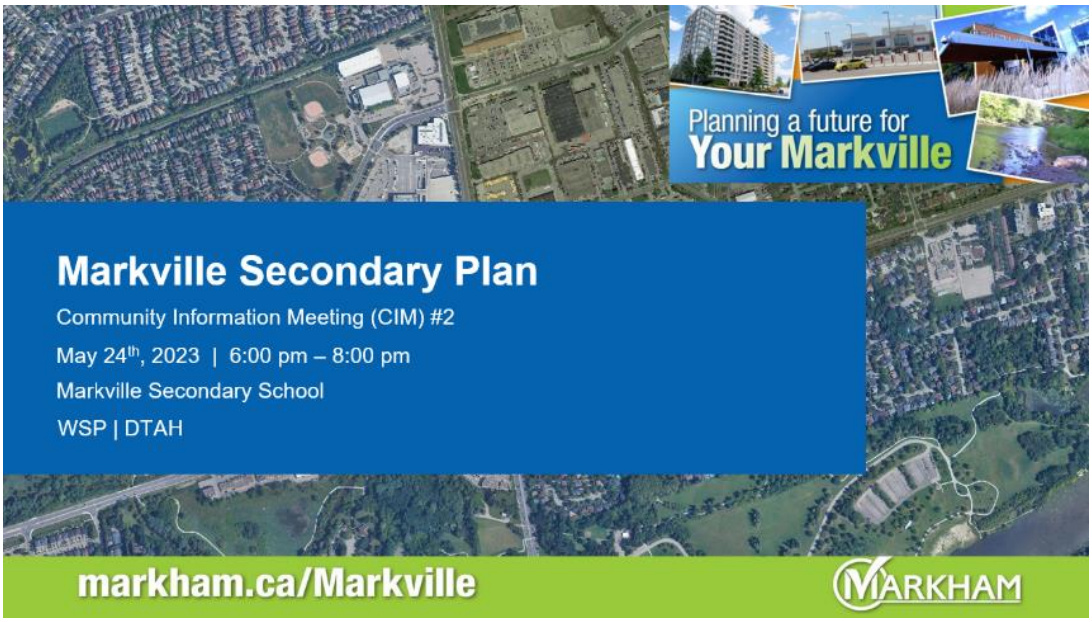


Figure 8: Community Information Meeting #2 Presentation Excerpt

From January 2022 to November 2023, the Guestbook on **Your Markville** has received 76 comments.

Key themes from the Guestbook include:

- Traffic concerns, specifically the potential additional congestion added to the existing traffic issues in the area andthe need for improved transit services;
- Neighbourhood safety has been raised, including safety measures in place for pedestrians;
- The need for a walkable, sustainable and liveable community that is age-friendly and comfortable for pedestrians year-round;
- Ensure proper transition and views between different densities (such as low-rise and mid-rise development);
- Concerns of the negative impacts that new development may have on the environment, in particular the Milne Park ecosystem;
- Opportunity to address housing affordability in the City for homeowners and renters, and encourage mixed-use development;
- Encourage diverse businesses in the area;
- Concern over the impacts the construction of implementing the Secondary Plan will have on the existing community, including the businesses on Bullock Drive; and,
- Need to ensure that infrastructure and community services and amenities, such as schools, libraries, community parks and greenspaces, healthcare services and emergency services, are available and adequately meet the needs of the current and future community.

3 What We Heard

Feedback received during the events described in Section 2 of this Report is summarized below. This feedback will be used by the City and Consultant Team to confirm the Vision and Guiding Principles for the Study Area and to inform the Final Development Concepts for the Secondary Plan.

3.1 General Feedback

Members of the public were engaged in providing input on the draft development concepts at CIM #2. Comments received have been summarized below by theme.

3.1.1 Transportation, Mobility, and Connectivity

The public have identified traffic congestion, lack of public transportation, vehicle safety, pedestrian and cyclist facilities as some of the key issues in Markville community. Key comments and feedback include:

- Establish implementation updates on public transit proposals to address potential increase of traffic in the area and existing traffic congestion.
- Ensure that the transportation infrastructure can accommodate an increased population in the area.
- Increase frequency and access for public transportation so the public can benefit from access to other modes of transportation.
- Improve and implement other modes of transportation, specifically, along 16th Avenue/McCowan Road to Hwy 7 and McCowan Road, inclusive of surrounding areas due to concerns of traffic grid lock.
- Create a safe and pedestrian friendly Markville by promoting active transportation.
- Support the implementation of traffic safety measures.
- Prioritize transition to making the community more walkable.
- Create proper cycling infrastructure, sidewalks, pedestrian road network and other facilities to support active transportation.
- Utilize existing infrastructure and leverage transit facilities (e.g., Centennial GO Station) neardenser development to allow pedestrians or cyclists to access amenities or other commercial areas.

3.1.2 Community Services, Facilities, and Amenities

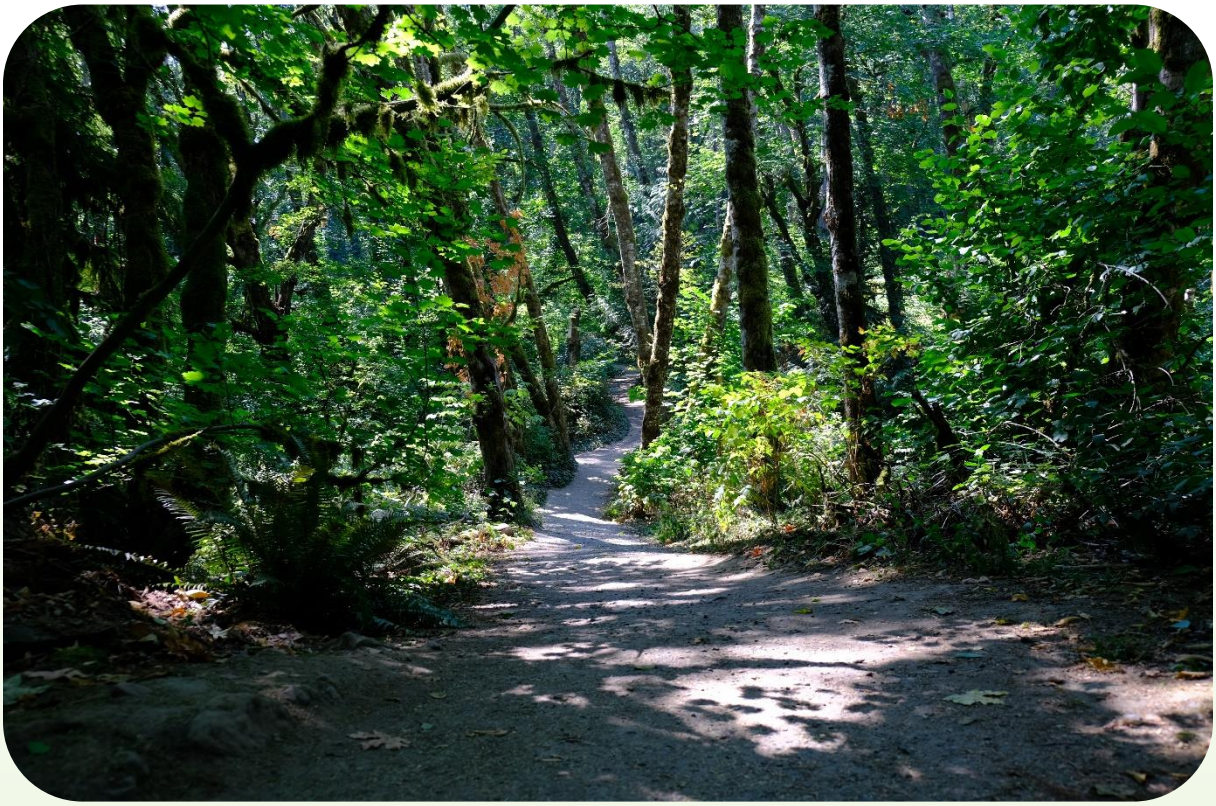
Feedback received were related to the future trajectory of existing community services, facilities, and amenities. The public has identified schools, libraries, community centers, and healthcare centres such as family doctors as some of the key concerns within the Markville community. Key comments and feedback are summarized as follows:

- Prioritize research, studies, life cycles and/or data on density projections and whether community resources will be adequate for influx of residents.
- Identify sites for proposed services and/or amenities in future concept and/or site plans after research is completed, specifically, there is a desire for where institutional resources will go if needed (e.g., school resources, community centres, library services).
- Ensure that community services, amenities and emergency services are available and accessible by the community.
- Address concerns regarding lack of health care services, specifically, access to family doctors in Markham.
- Establish daycare facilities for families with young children in the future.
- Create facilities to support age-friendly development.

3.1.3 Environment and Natural Areas

Responses received highlighted concerns for the protection of the environment and the need for more sustainable initiatives. Key comments and feedback have been noted:

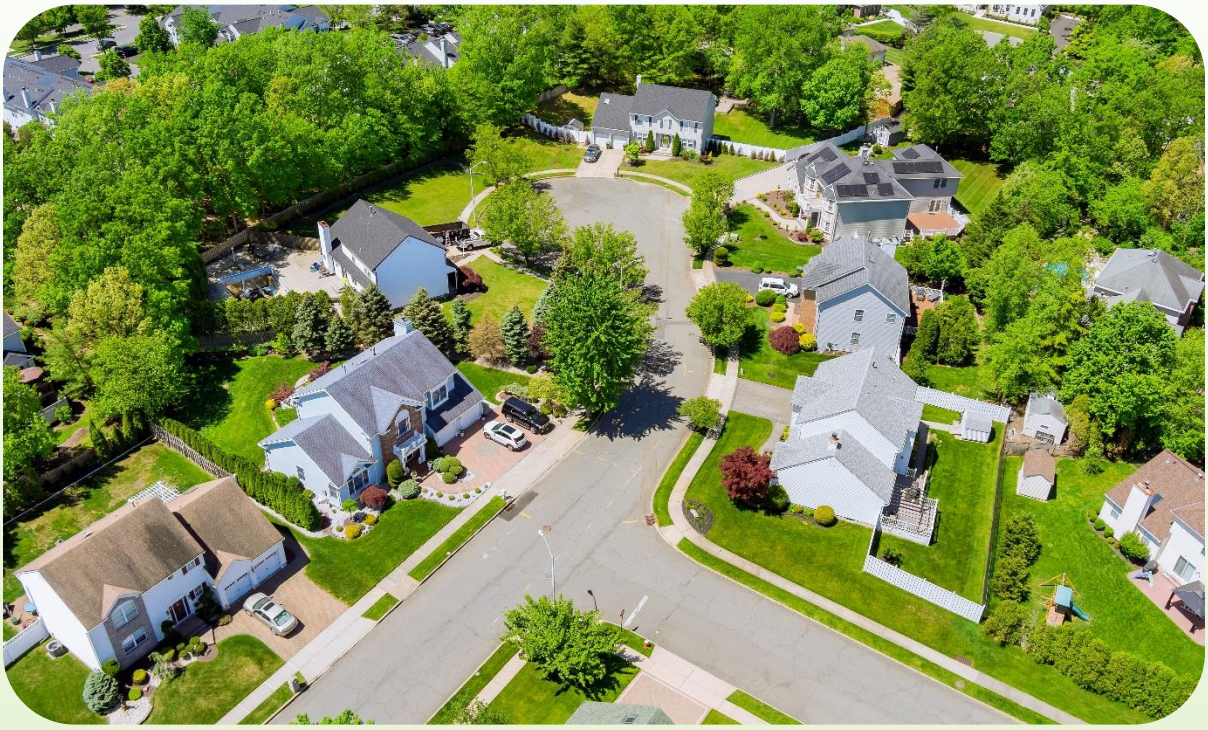
- Ensure protection of natural areas and wildlife through land use policies and development guidelines, specifically the Milne Dam Conservation Park and Rouge River, amongst other existing natural areas.
- Development storm management plans to address run-offs and pollutants flushing into Milne Creek and Rouge River.
- Integrate open spaces and natural areas with proposed built areas.



3.1.4 Land Use and Urban Design

Feedback received highlighted Markville Mall, recreation opportunities, range of housing, transition between uses as important elements. The comments and input related to land use were focused on housing, employment, recreation, and entertainment:

- Maintain neighbourhood character with appropriate transition for example, a transition from low-rise residential uses to mid-rise developments.
- Prioritize buffers between residential and employment or industrial zones.
- Increase mixed-use development to support accessibility and walkability.
- Create pedestrian-friendly Markville with supporting infrastructure such as well-lit streets and signage for wayfinding, and other streetscape elements.
- Develop inclusive infrastructure and community services such as, senior homes and recreation centres for youth and elderly.
- Establish a plan that will provide a range of affordable housing for renters and home owners.
- Encourage diverse businesses in the area.
- Recognize Markville Mall as an important community asset for commercial use.
- Support more commercial development such as entertainment, recreation, and employment.



3.1.5 Parks and Open Spaces

Key highlights of feedback received reflects the importance of parks and open spaces in Markville community. Comments and feedback noted:

- Create more parks and open spaces to foster social connections and strengthen the sense of community.
- Prioritize walkability and accessibility within parks by installing cycling infrastructure (and facilities), benches, and well-connected pedestrian paths.
- Provide more trails to improve connectivity, for instance, trails in the Rouge Valley.

3.1.6 Other

Additional feedback was highlighted, related to sharing data with the community and working with other Stakeholders:

- Develop public safety initiatives for crime prevention.
- Provide data on which developments will be residential, commercial, or mixed-use.
- Establish avenues of input with Advisory Committee on Accessibility for development areas.
- Review mitigation measurs to address any possible impacts that the construction of implementing the Secondary Plan will have on the existing community.
- Provide transparency in property tax and how it is being used and change in current funding model of York Region Transit.
- Consider how the servicing studies will address the issue of potential flooding offsite and downstream as a result of the hardening of the surface proposed.

3.1.7 Opportunities for Future Engagement

Feedback was received regarding additional engagement and community meetings. Comments and feedback have been summarized and noted:

- Allow opportunities to discuss variety of land use options, for instance, other options outside the three proposed at CIM #2.
- Address concerns regarding transition from low-rise residential to mid- or high-rise; perhaps through a design charrette with the community.
- Outline policy and guiding principles for future engagement events to explain data for best practices.
- Create opportunities for small group discussion in future engagement events.
- Prioritize time management to ensure all questions can be answered, perhaps through focus groups.
- Consider additional opportunities to have a discussion on growth and density, the City missed opportunity to get good feedback on land use and the orientation of blocks.

4 Next Steps

The feedback received will be reviewed by the Project Team and used to prepare the emerging concept. The emerging concept and Interim Report will be reported to the Development Services Committee. Engaging and consulting the community is a critical component of this project, ensuring that that the information provided in these phases of work will help advance the project.

Ongoing engagement initiatives are being completed by the City including:

- Targeted stakeholder engagement.
- Engagement with public agencies including York Region Transit, York Region District School Board, Metrolinx, TRCA.
- Additional engagement with the community.

For additional information, project details and updates, please visit the City's page at **Your Markville**.

Appendix A

Welcome to *Planning a Future for Your Markville!*

July 11, 2023
CICS Immigrant Youth Centre

Urban Minds

MARKHAM

Duran Wedderburn
City of Markham

Ryan Lo
Urban Minds

Lindsay Klysen
Urban Minds

City of Markham's Land Acknowledgement

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge the communities in circle. The North, West, South and Eastern directions, and Haudenosaunee, Huron-Wendat, Anishnabeg, Seneca, Chippewa, and the Mississaugas of the Credit peoples. We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

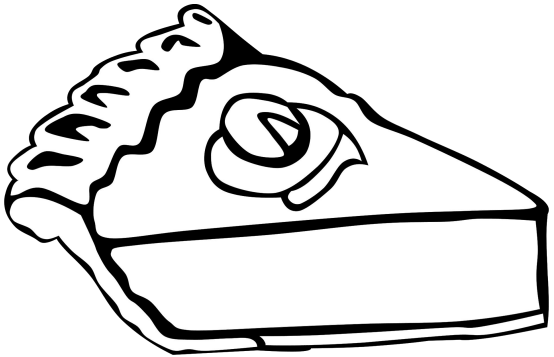
What is Urban Minds?

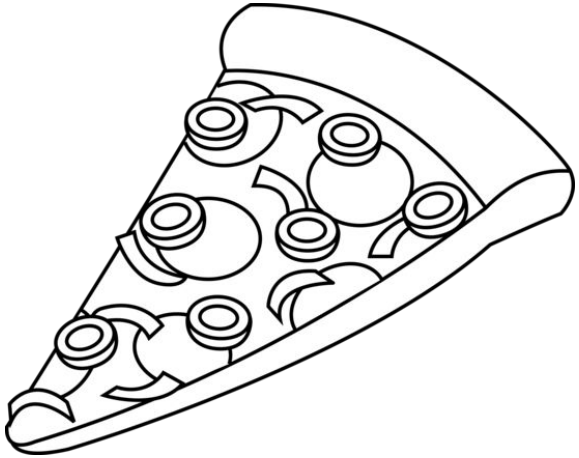
A non-profit organization with a mission to create meaningful ways for youth to shape equitable and sustainable cities.

ICE BREAKER

This or that?

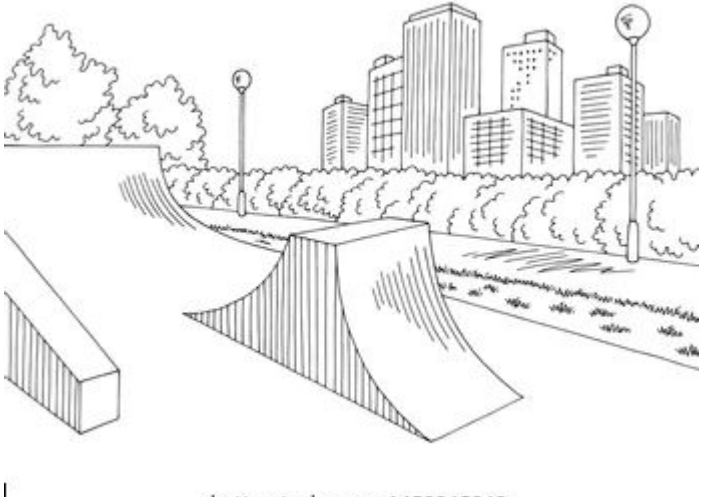
Sweet **OR** **Savoury**



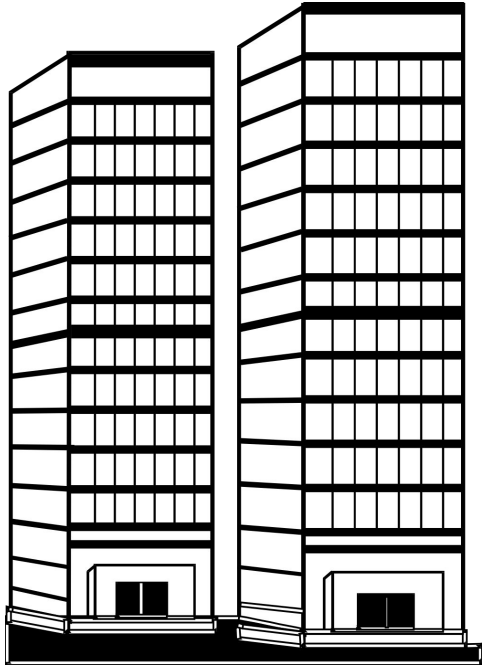


City OR Suburbs

Green Space OR Skatepark



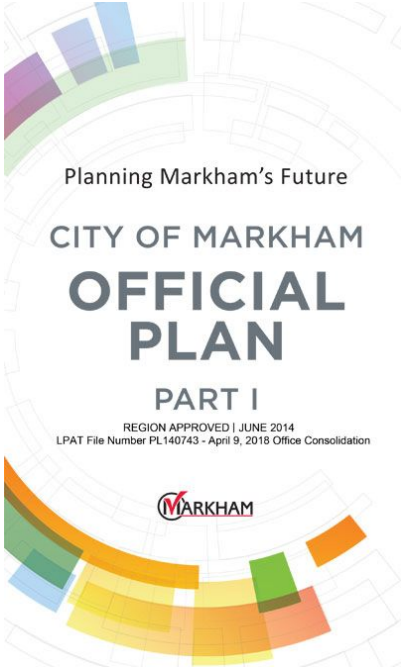
Condo OR House

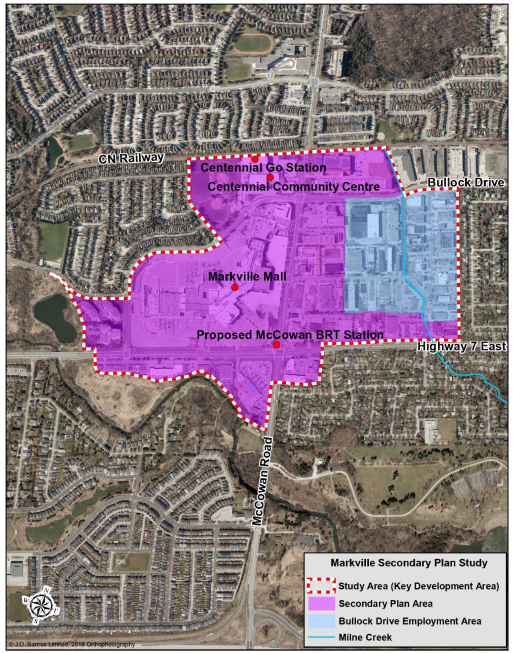


Walking OR Biking

What is a Secondary Plan?

What is a Secondary Plan?

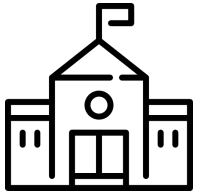




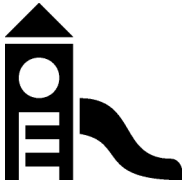
The Secondary Plan guides *where we*

LIVE

WORK



STUDY



PLAY

The Secondary Plan guides *how we move*

WALK

BIKE

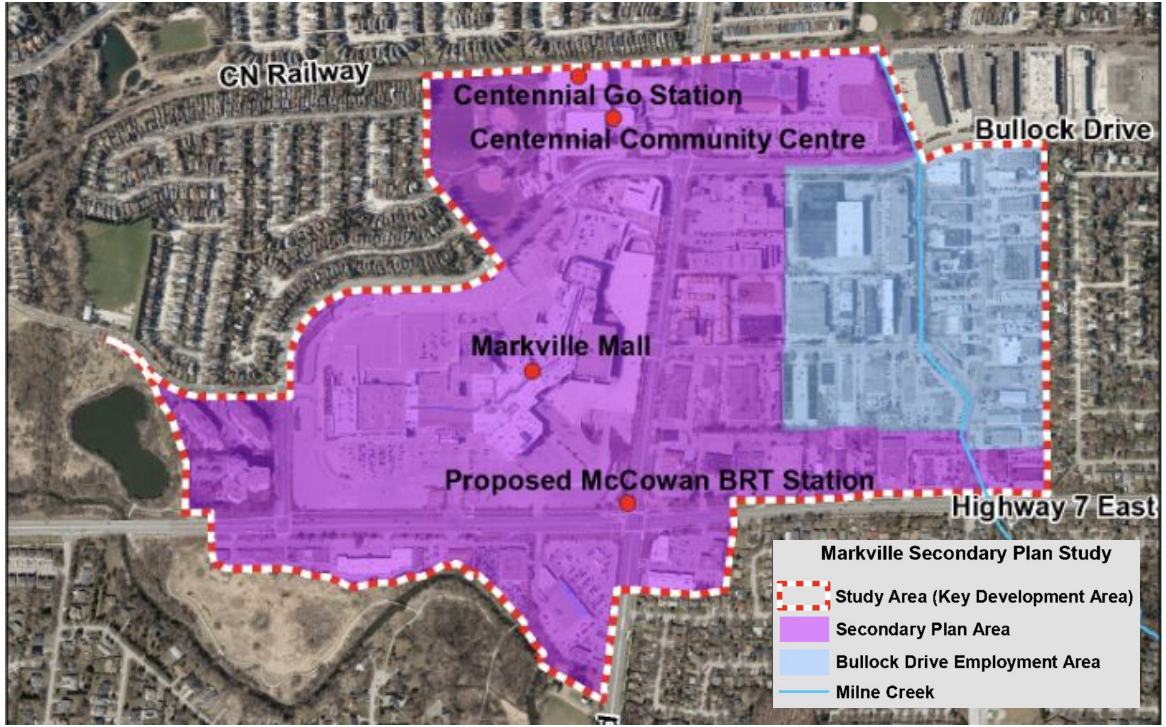
TRANSIT

CAR

Why are we doing a Secondary Plan Study?

- A Complete Community
- Community Node
- Active Transportation
- A Connected Community
- Enhanced & Connected Green Space
- Leverage Transit
- Inclusive Community & Affordable Housing
- An Attractive Community with Great Buildings & Spaces

Study Area


CN Railway
Centennial Go Station
Centennial Community Centre
Bullock Drive
Markville Mall
Proposed McCowan BRT Station
Highway 7 East
Markville Secondary Plan Study
Study Area (Key Development Area)
Secondary Plan Area
Bullock Drive Employment Area
Milne Creek

Study Process

Phase 1: Project Kickoff (2022)

Phase 2: Background Review, Data Collection & Assessment (2022)

Phase 3: Vision & Guiding Principles, Draft Development Concept, & Interim Report (2023)

We are here

Phase 4: Draft Transportation & Municipal Services: Analysis & Recommendations (2023)

Phase 5: Final Development Concept(s) and Report (2024)

Recap of Youth Visioning Workshop

Top 3 Themes

1. Culture and entertainment
2. Parks and recreation
3. Cycling infrastructure

49%

Of the participants included cars in their sketches of the neighbourhood

Most Participants

Identified CF Markville Mall, Markville Secondary School & shopping plazas as the main landmarks in the area

Youth Engagement Session: Jamboard

Group 10

concert venues

better architecture (better looking not as gray)

bigger tower than cn tower

somehow reduce taffic near markville secindasy school (exiting the parking and exitimg omto McCowan)

more public transportation

better restaurant options (small businesses)

bicycle lanes

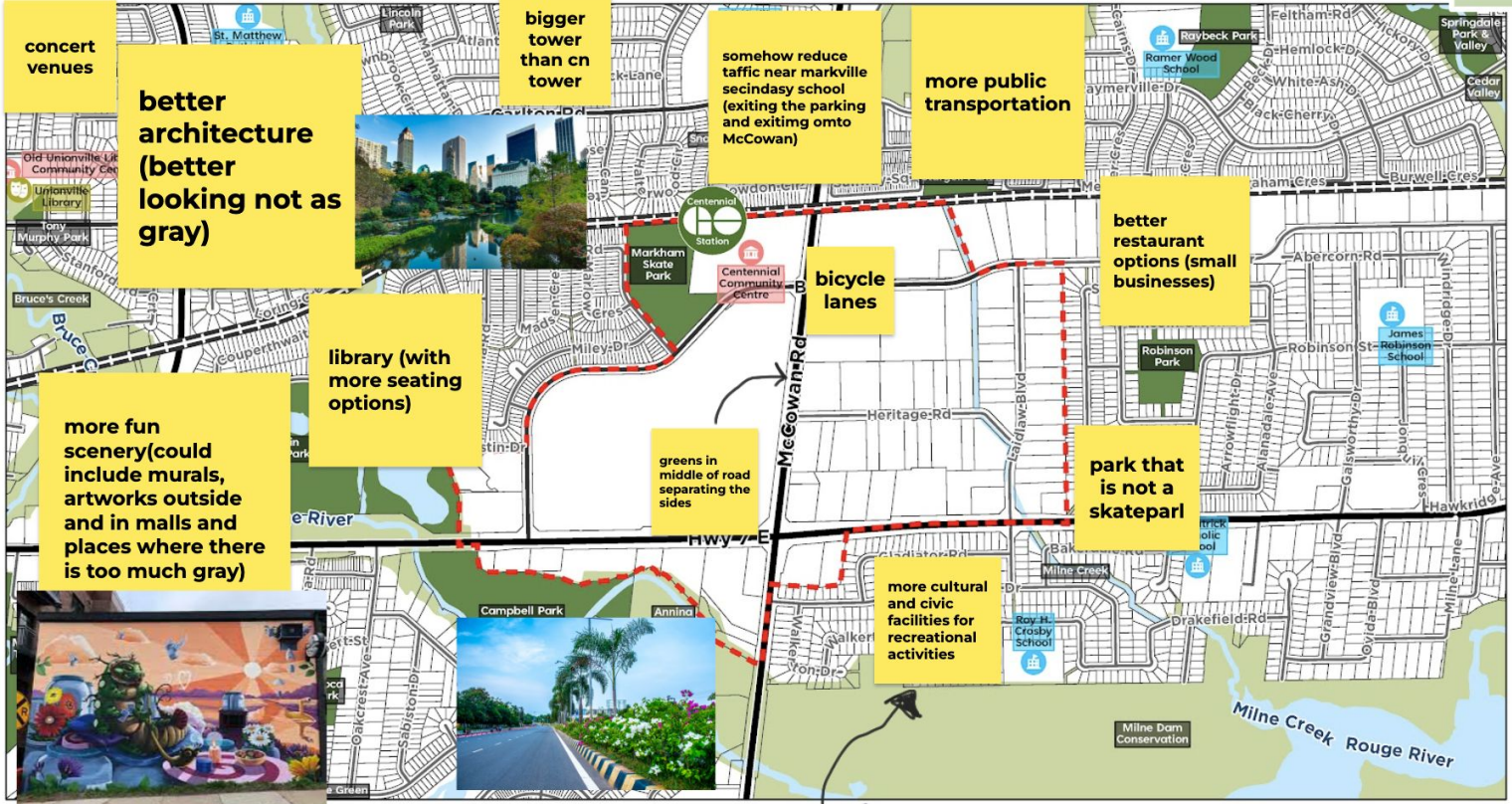
library (with more seating options)

more fun scenery(could include murals, artworks outside and in malls and places where there is too much gray)

greens in middle of road separating the sides

park that is not a skateparl

more cultural and civic facilities for recreational activities



Study Boundary

GO-Train

Parks

Greenway

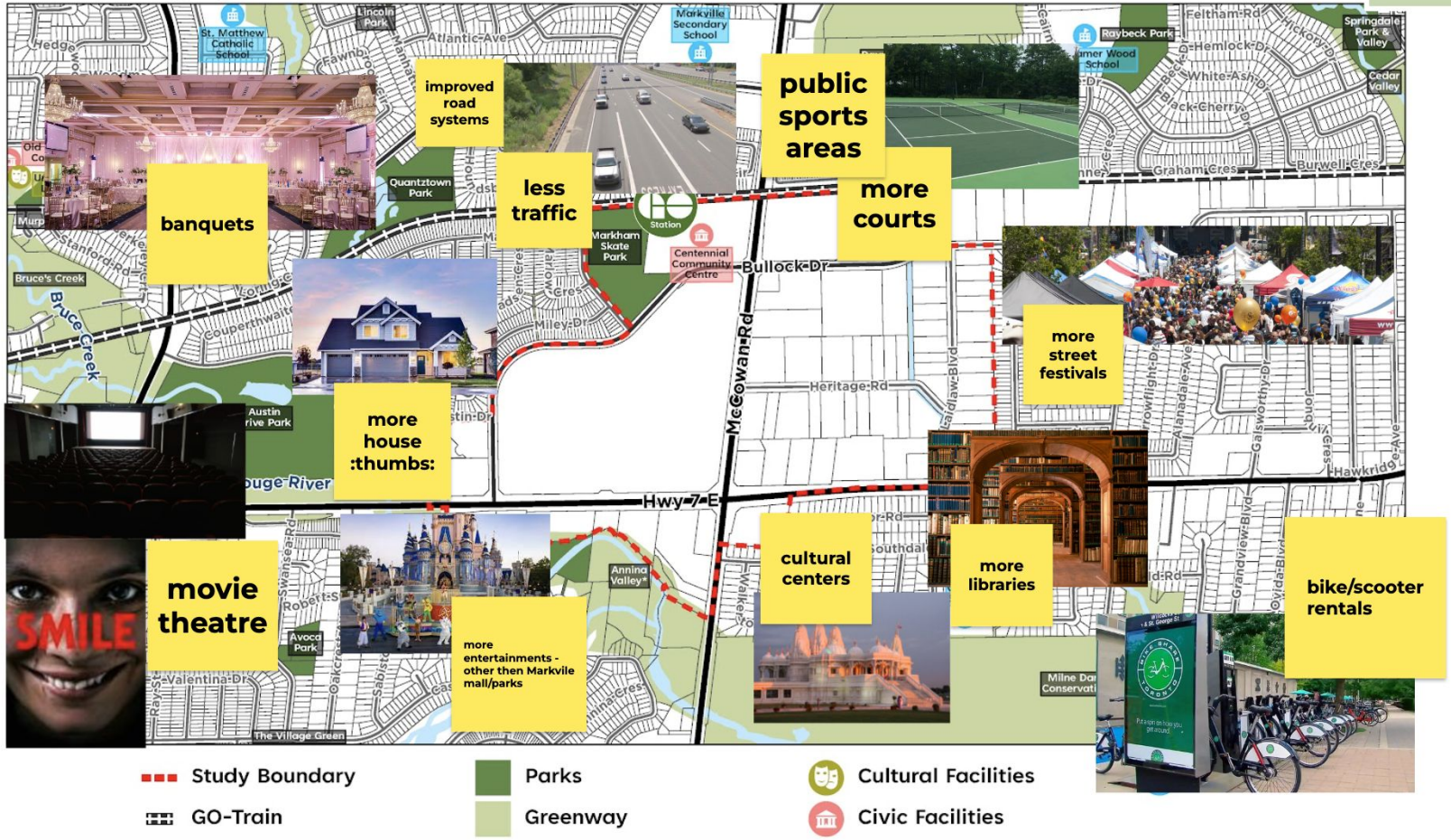
Cultural Facilities

Civic Facilities

Schools

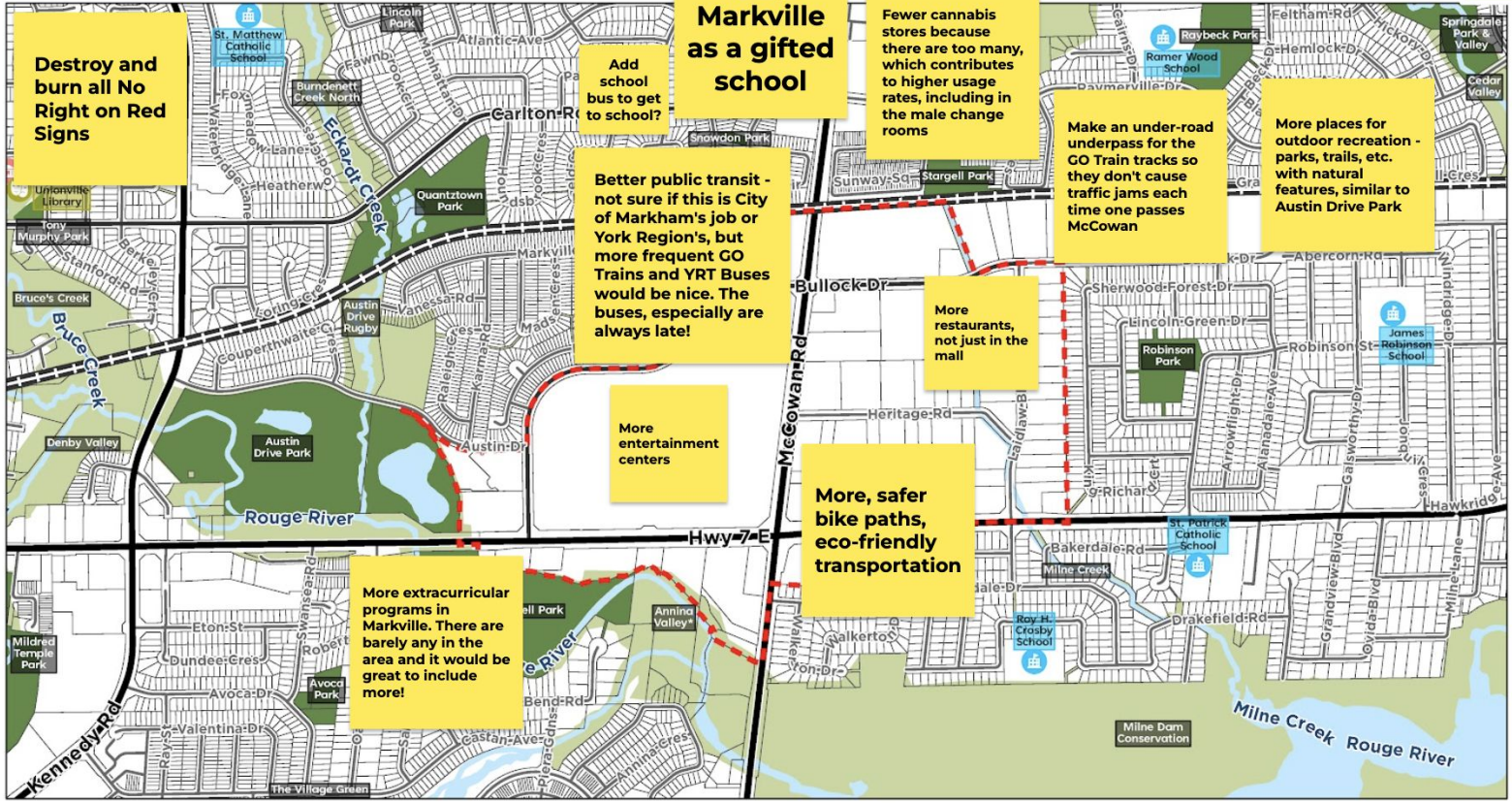
Youth Engagement Session: Jamboard

Group 9

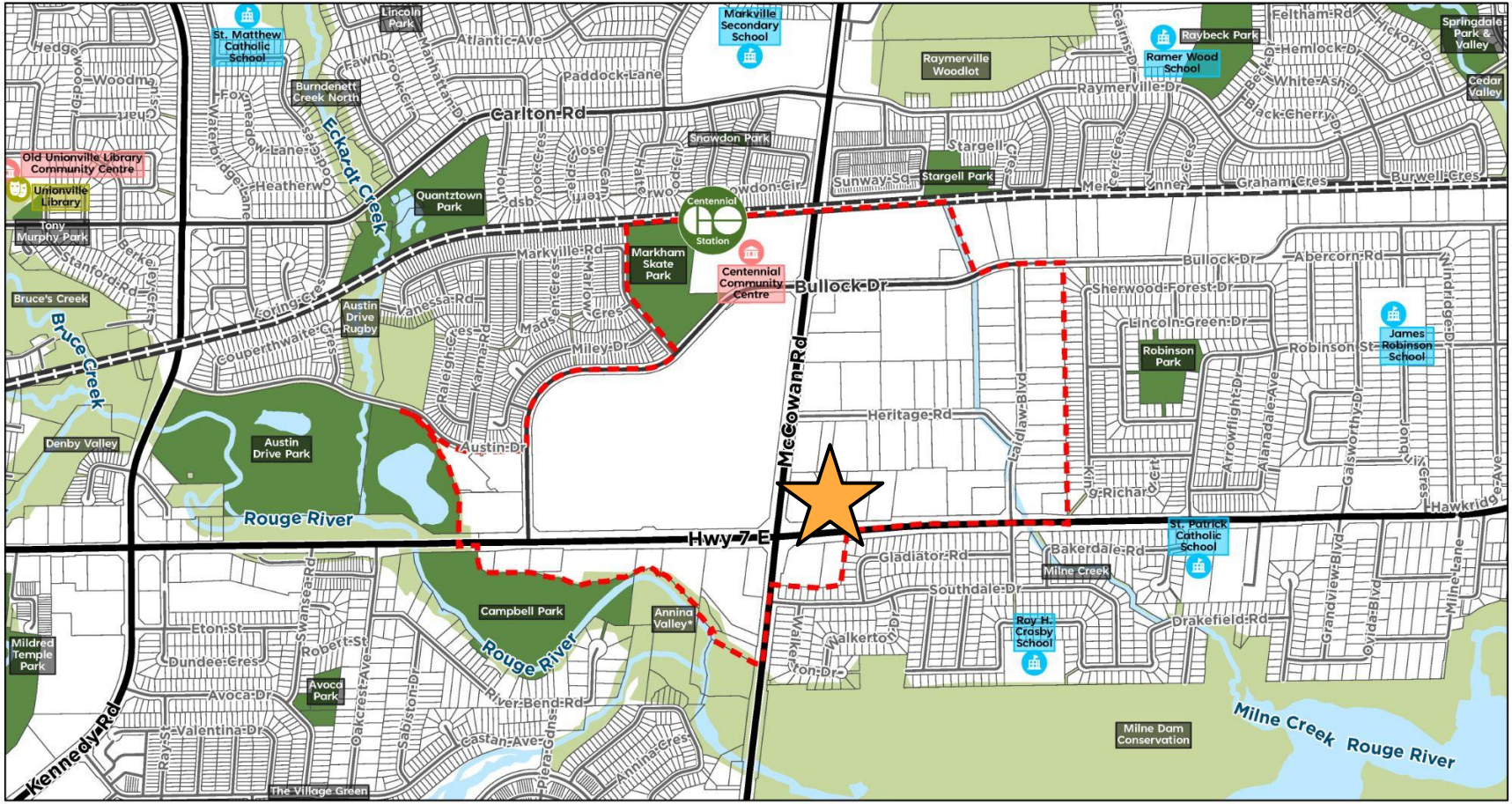


Youth Engagement Session: Jambo

Group 3



Draft Options for Markville


St. Matthew Catholic School
Lincoln Park
Markville Secondary School
Raybeck Park
Ramer Wood School
Raymerville Woodlot
Springdale Park & Valley
Cedar Valley
Burndenett Creek North
Carlton Rd
Snowdon Park
Stargell Park
Old Unionville Library Community Centre
Unionville Library
Tony Murphy Park
Quantztown Park
Centennial Station
Markham Skate Park
Centennial Community Centre
Bullock Dr
Bruce's Creek
Bruce Creek
Austin Drive Rugby
Sherwood Forest Dr
Lincoln Green Dr
Robinson Park
James Robinson School
Denby Valley
Austin Drive Park
Heritage Rd
McCowan Rd
Rouge River
Hwy 7 E
St. Patrick Catholic School
Gladiator Rd
Bakerdale Rd
Milne Creek
Campbell Park
Annina Valley*
Southdale Dr
Drakefield Rd
Roy H. Crosby School
Mildred Temple Park
Avoca Park
Kennedy Rd
The Village Green
Milne Dam Conservation
Milne Creek
Rouge River
Study Boundary
GO-Train
Parks
Greenway
Cultural Facilities
Civic Facilities
Schools

Built form

Low-Rise

Mid-Rise

High-Rise

Built form

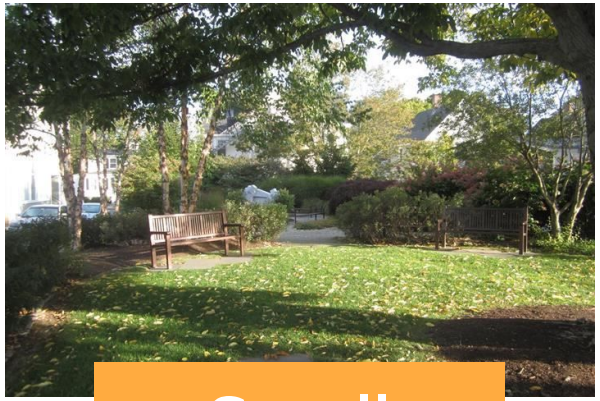
Option 1 - Official Plan (Baseline)

Option 02 - Nodes

Option 03 - Nodes and Corridors

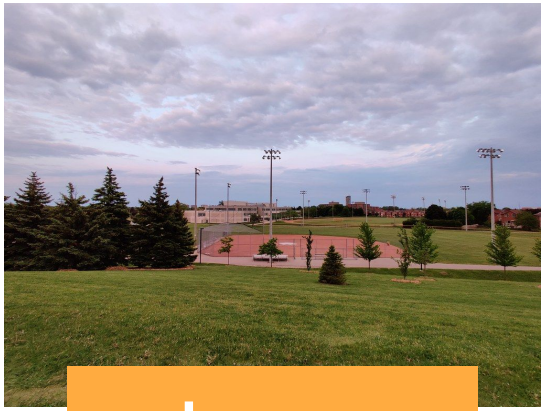
- ➔ Mostly mid-rise buildings
- ➔ Mostly mid-rise buildings with taller buildings at *major nodes*
- ➔ Mostly mid-rise building with taller buildings at *major nodes* & areas close to *corridors*

Parks & Open Spaces



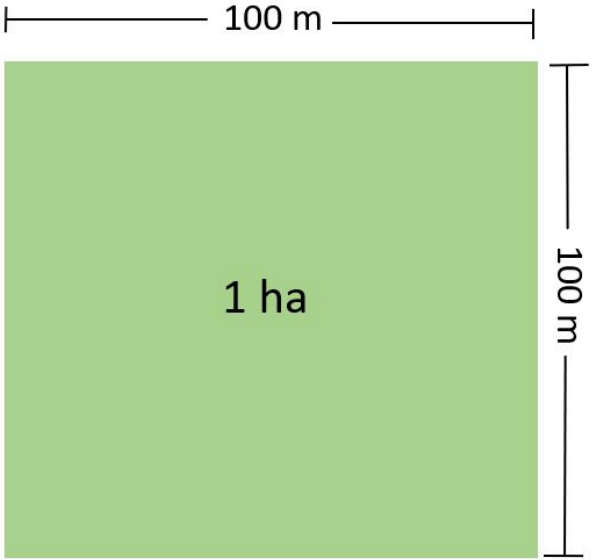
Small

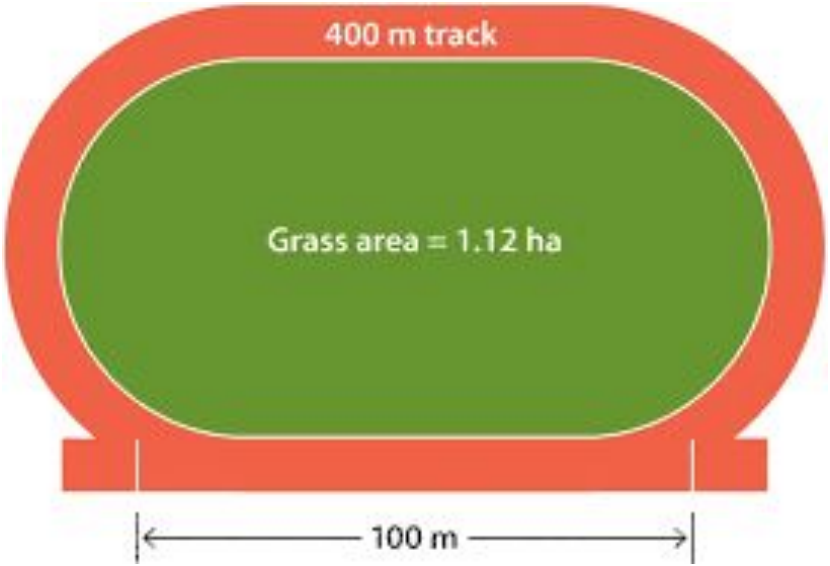
Medium



Large

How big is a Hectare?





Parks & open spaces

- Potential Park and Open Space
- Potential Natural Heritage
- Existing Street
- Potential New Street
- Mid-Block Connection
- Internal Mall Connection
- Pedestrian/Cycle Crossing

Option 1 - Official Plan (Baseline)

Option 02 - Nodes

Option 03 - Nodes and Corridors

→ Lots of small parks (3.7 hectare)

→ Mix of small and medium sized parks (6.9 hectare)

→ One large park and a mix of small/medium parks (7.4 hectare)

Land uses

Residential

Retail

Employment

Land use

- Mixed Use (Non-Residential)
- Park and Open Space
- Natural Heritage
- Subject to Special Policy Area
  *building heights are up to 3 storeys
- Community/Go Station
- Service Employment
- Residential
- Mixed Use (Residential)
- Mixed Use (Retail/Commercial)

Option 1 - Official Plan (Baseline)

Option 02 - Nodes

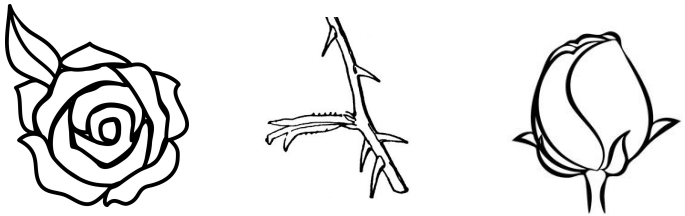
Option 03 - Nodes and Corridors

- ➔ Large employment area

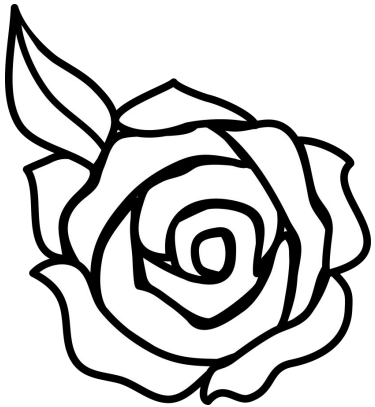
- ➔ Maintain employment area
- ➔ Add non-residential buildings that offer a variety of uses

- ➔ Employment area slightly reduced
- ➔ Add mixed use buildings that separate housing from employment area

Group Activity

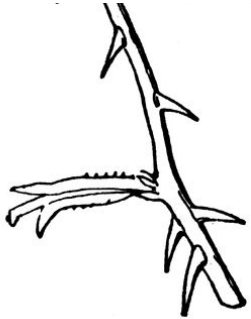


Roses, Thorns & Buds



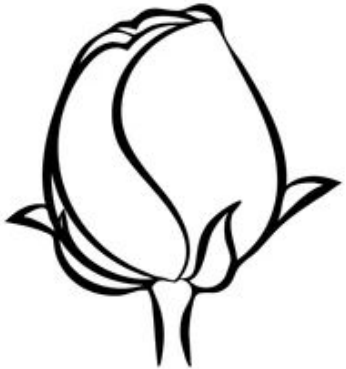
Rose

“I like”



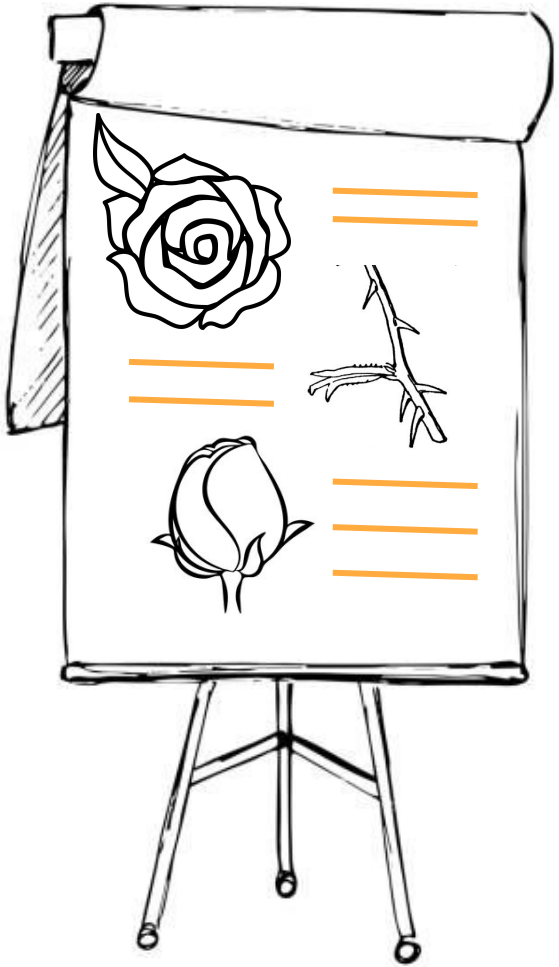
Thorn

“I don’t like”

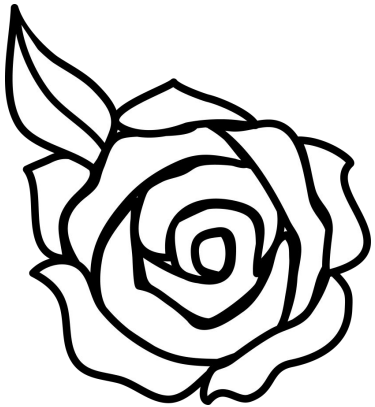


Bud

“I think…”

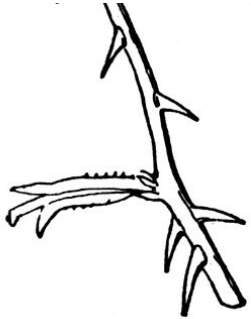


1. Take notes on your thorns, buds & roses
2. Vote on your favourite aspect of the options
3. Be prepared to briefly share your thoughts



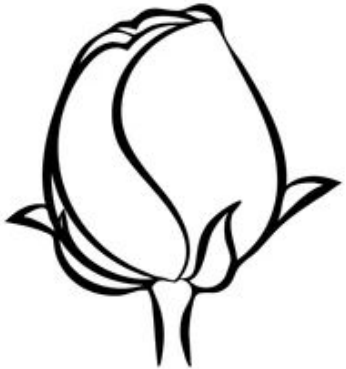
Rose

“I like”



Thorn

“I don’t like”



Bud

“I think…”

Group Share

15 Minutes

Q&A

Next Steps

1. Continue to engage and consult with the community
2. Review input and prepare preferred Development Concept
3. Present preferred Development concept and interim report to Development Services Committee

Stay Involved

Visit the markham.ca/markville
to get updates!

Thank You!

Markville Secondary Plan Project Team

yourmarkville@markham.ca

urbanminds.co

hello@urbanminds.co

@urbanmindsTO

Appendix B

Urban Minds

Markville Secondary Plan Study: Youth Focus Group Workshop

- Following the first youth visioning workshop at a school in the Markham area in November 22, Urban Minds hosted its second youth event, a focus group workshop, for the Markville Secondary Plan Study.
- The youth focus group workshop was held on July 11, 2023, at CICS Immigrant Youth Centre (5284 Hwy 7 #2, Markham, ON L3P 1B9).
- Two Urban Minds facilitators delivered the workshop with the assistance of three staff members from the City of Markham to a group of 18 youth participants.
- The participants' ages ranged from 13-18 (grade 7 to grade 12) and all but one participant live in Markham.
- The participant's were given a brief overview of the purpose of a secondary plan and a summary of the themes and ideas discussed at the previous visioning workshop. They were then introduced to the current options being proposed for Markville and were provided with a brief explanation about built form, park sizes, and land uses so that they were able to interpret the different maps during the activity.
- The participants were split into teams of 5-6 and were paired with a facilitator from Urban Minds or the City of Markham. They were asked to identify the things they liked (roses), disliked (thorns) or thought could be improved (buds) in the options being proposed for Markville. The youth were then asked to vote on their favorite aspects of the options relating to built form, park size, and land uses and then share their findings with the larger group.

What We Heard From Youth

Roses, Thorns, and Buds Activity

- A consistent theme that was discussed across the groups was the desire to make Markville a more accessible community through the **provision of multi-modal transportation options.** Participants identified that they would like buses to run more frequently through the area to reduce time spent waiting and congestion on each bus.
- Given the age range, many participants cannot drive and therefore prioritized increased cycling infrastructure like protected bike lanes, bike lock stations, and trails that were separate from major roadways like Highway 7.
- A number of the older participants had concerns regarding their ability to find employment in Markham and the long commute times that their parents had to undergo to access jobs. They wanted to maintain or continue to develop the **employment area** in hopes of creating more employment opportunities. A few participants noted that their decision about whether or not they wanted to live in Markham in the future would be dependent on their ability to find work.
- Another common opinion from the participants was that they wanted to see an increase in the **entertainment and culture** sector of Marville. Many students noted that window

shopping or going to the CF Markville Mall was a common pastime and expressed that they would enjoy more diversity in stores and restaurants in hopes of making Markville a bigger destination.

The comments from all three groups for each draft land use and built form option are aggregated and documented in the attached charts.

Overall Themes

- **Parks and Open Spaces:** Some participants identified that they liked the idea of having lots of small parks so that there would be **less crowding** in one area and more green space **accessible** throughout the community. Other students mentioned that they would prioritize a large park because it could be a hub for community events, used for recreational activities and potentially become a landmark in Markham.

- **Built Form:** Many students felt strongly that Markville should have **mostly mid-rise residential** so that it would be consistent with the rest of the city and appealing to families. Other participants noted that they would like to see a **mix of medium and tall buildings** so that more housing could be provided while also maintaining the general aesthetic of Markham. Almost all participants agreed that **40-storey buildings would be too tall to build** in the Markville community.

- **Land uses:** All of the youth acknowledged that they would like to see an increase in the **entertainment options** in Markville whether it be through the addition of retail, community centres, or mixed-use buildings. Some participants noted that there was too much residential space in the area while others voted to increase the amount of housing in the neighborhood. Many of the older participants were **concerned about access to employment** and supported the need to maintain or increase the employment area to accommodate the needs of current and future residents.

Appendix C – Draft Development Options

To guide future growth, change, and evolution in the Study Area, three draft development options have been developed by the Project Team. These options were developed following the completion of the public engagement meetings and the background reviews and reports by the Project Team disciplines and reflect the vision and guiding principles established for the Study Area. The draft development options illustrate different forms the Study Area could take in its transformation and growth over the next twenty to thirty years. The three draft development options are referred to as:

- **Option 1** (Baseline), which has the lowest development intensity and serves as a baseline in alignment with the density and objectives set out in the City's Official Plan for development in the Study Area. This option includes multiple small parks and maintains the large employment use blocks on the east side of the Study Area;
- **Option 2** (Nodes) is characterized by intermediate development intensity with three proposed nodes (Highway 7 and McCowan Road, Bullock Drive and McCowan Road, and Highway 7 and Bullock Drive) to facilitate greater densities around key intersections and transit station areas. This option includes a variety of park sizes with larger spaces indicated east of McCowan Road, and enhancement / expansion of the natural heritage feature in the employment lands. The extent of the employment lands has been reduced but the large blocks are retained; and
- **Option 3** (Nodes and Corridors), which proposes the greatest development intensity of the three options being considered for the Study Area, inclusive of the nodes presented in Option 2 along with increased density along the extent of the Highway 7 and McCowan Road corridors within the Study Area to further leverage the proposed transportation for it as well as east-west street connections to the natural heritage assets. This option includes a variety of park sizes with a larger north-south park blocks on the east side of McCowan Road. This scenario also envisions smaller employment use blocks and a further enhanced north-south natural heritage further east within the employment area.

All of these options are based on an improved street grid network and support and enhance city-building goals associated with complete communities, transit-oriented development and sustainable growth. Controlled variations in density, building types, open space distribution and location, park types and land uses have been conceptualized to achieve long-term planning objectives. The draft development options are founded on adherence to the guiding principles, key assumptions for transit, Markville Mall's future, MTSA population targets and distribution of maximum building heights.

1.1 Overview of the Draft Development Options

As established, the Study Area is facing a period of transformation and change from single-use planning that separates employment, retail and residential use areas to a mixed-use community of complementary land uses. From a road system designed primarily for private cars to a connected multi-modal transportation network of streets, trails and transit routes, and from conventional suburban buildings and sites to more providing greater housing options and for built form variation that is compact, efficient and flexible.

Through the course of the Study process, it has become clear that these changes and guiding principles can be achieved through different options, presented in the following subsection. Images used to illustrate evolution and change in the Study Area are provided in the following subsections.

1.1.1 Option 1 (Baseline)

Option 1 has the lowest development intensity of the three options. It serves as a baseline by following the City's Official Plan's mid-rise recommendations for building heights. A large part of the employment zone is maintained, and a series of small parks also define this option.

Option 1 - Summary

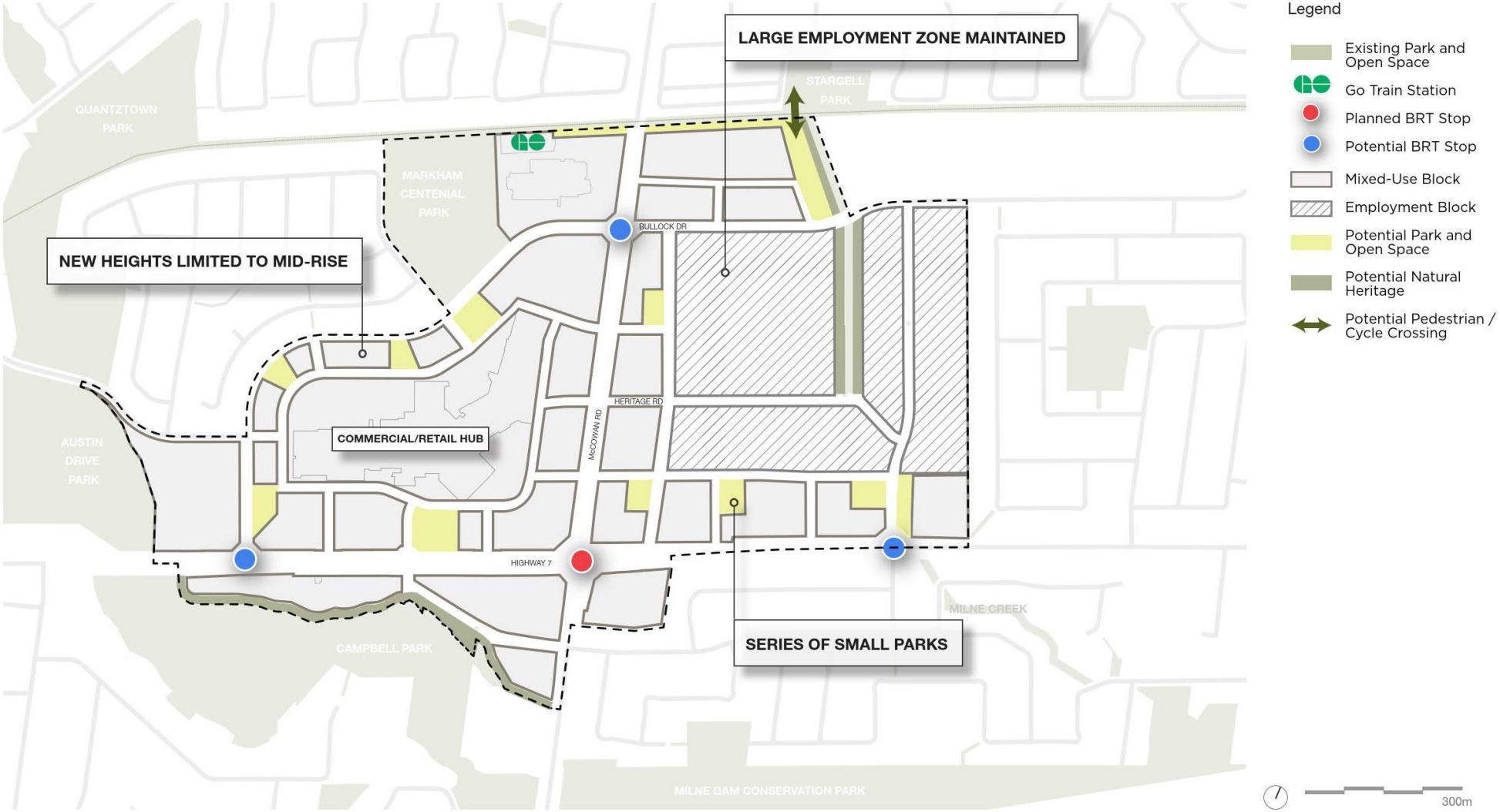


Figure 1: Option 1 (Baseline).

Parks, Open Spaces, and Circulation Network

The three conceptual development plans are based on the same street layout. New streets are proposed to be introduced to add porosity to the existing network of public streets. A ring road is introduced encircling the large-scale central building on the mall site and provides perpendicular connections to existing streets, Highway 7, McCowan Road and Bullock Drive. A limited number of new streets are introduced in the current employment area to define new blocks fronting Highway 7 and McCowan Road. Street segments are also added to the southwest and northeast quadrants of the study area to break up large blocks into smaller, walkable blocks.

New parks totalling 3.7 ha in area are dispersed throughout the site in Option 1. The parks are small, ranging in size from 0.1 to 0.7 ha. Five public parks are shown on the Markville Mall site, and eight public parks are located on lands beyond the Markville Mall. In addition, the already established Centennial Park located in the northwest portion of the study area contributes an additional 5.4 ha of park land in support of existing area development.

Natural Heritage improvements are suggested around Campbell Park and Milne Creek for a total of 2.5 ha. These areas of improvement are located within 15 m buffer zones to protect existing Natural Heritage features. Consequently, a buried portion of the creek running north-south through the existing employment quadrant will be provided for spatial and visual breathing space, facilitating improved connections to the City-wide network of parks and open spaces.

Option 1 - Parks and Open Spaces

- Potential Park and Open Space
- Potential Natural Heritage
- Existing Street
- Potential New Street
- Mid-Block Connection
- Internal Mall Connection
- Pedestrian/Cycle Crossing

300m

Figure 2: Option 1 (Baseline) Circulation Network.

Built Form

New building heights are limited to a maximum of 8 storeys in Option 1 as per the City's Official Plan and as highlighted in the Existing Conditions Report. This represents the baseline or "What if the Planning Framework did not Change at All" scenario for growth. The Option 1 development scenario identifies most buildings as mid-rises except for already established high-rise buildings west of Bullock Drive and low-rise buildings in the employment area to the east (up to 4 storeys) as well as sites between Campbell Park and Highway 7 subject to the *Special Policy Area* policies allowing for building heights to a maximum of 3 storeys.

Option 1 - Built Form

Low-Rise
(Up to 4 Storeys)

Mid-Rise (5-8 Storeys)

High-Rise A
(9-20 Storeys)

High-Rise B
(21-40 Storeys)
*studies needed to confirm range

Existing Tower

Proposed Tower

Subject to Special
Policy Area
*building heights are up to 3 storeys

Parks and Open Spaces

Figure 3: Option 1 (Baseline) Built Form

Land Use

Option 1 retains the largest area of the service employment lands (22.3 ha) of the three options. New mixed-use blocks are defined on the edge of the current employment zone to create active, people-oriented use frontages on Highway 7 and McCowan Road. The mixed-use blocks include opportunities for open space uses as well. Otherwise, the area south of Bullock Drive and east of McCowan Road retains the majority of the service employment land use.

All other new blocks support mixed-use residential except the established community/GO Station block on the northwest corner of the study area and the existing residential block west of Bullock Drive. The large mall site is identified as having a retail/commercial focus while other mixed-use blocks are to be focused on residential use.

Option 1 - Land Use

- Community/Go Station
- Service Employment
- Residential
- Mixed Use (Residential)
- Mixed Use (Retail/Commercial)
- Mixed Use (Non-Residential)
- Park and Open Space
- Natural Heritage
- * Subject to Special Policy Area

*building heights are up to 3 storeys

300m

Figure 4: Option 1 (Baseline) Land Use

1.1.2 Option 2 (Nodes)

Of the three draft development options for the Study, Option 2 is characterized as the intermediate development intensity variant. It is structured to include three locations of more intense development. These higher-intensity nodes are located at the following three key intersections: Highway 7/McCowan Road, McCowan Road and Bullock Drive, and Bullock Drive/Highway 7. All these locations are envisioned to be serviced and be in close proximity to high order transit facilities. Three additional blocks for parks and mixed-use development are added to the existing employment zone. The natural heritage area around Milne Creek is expanded.

Option 2 - Summary

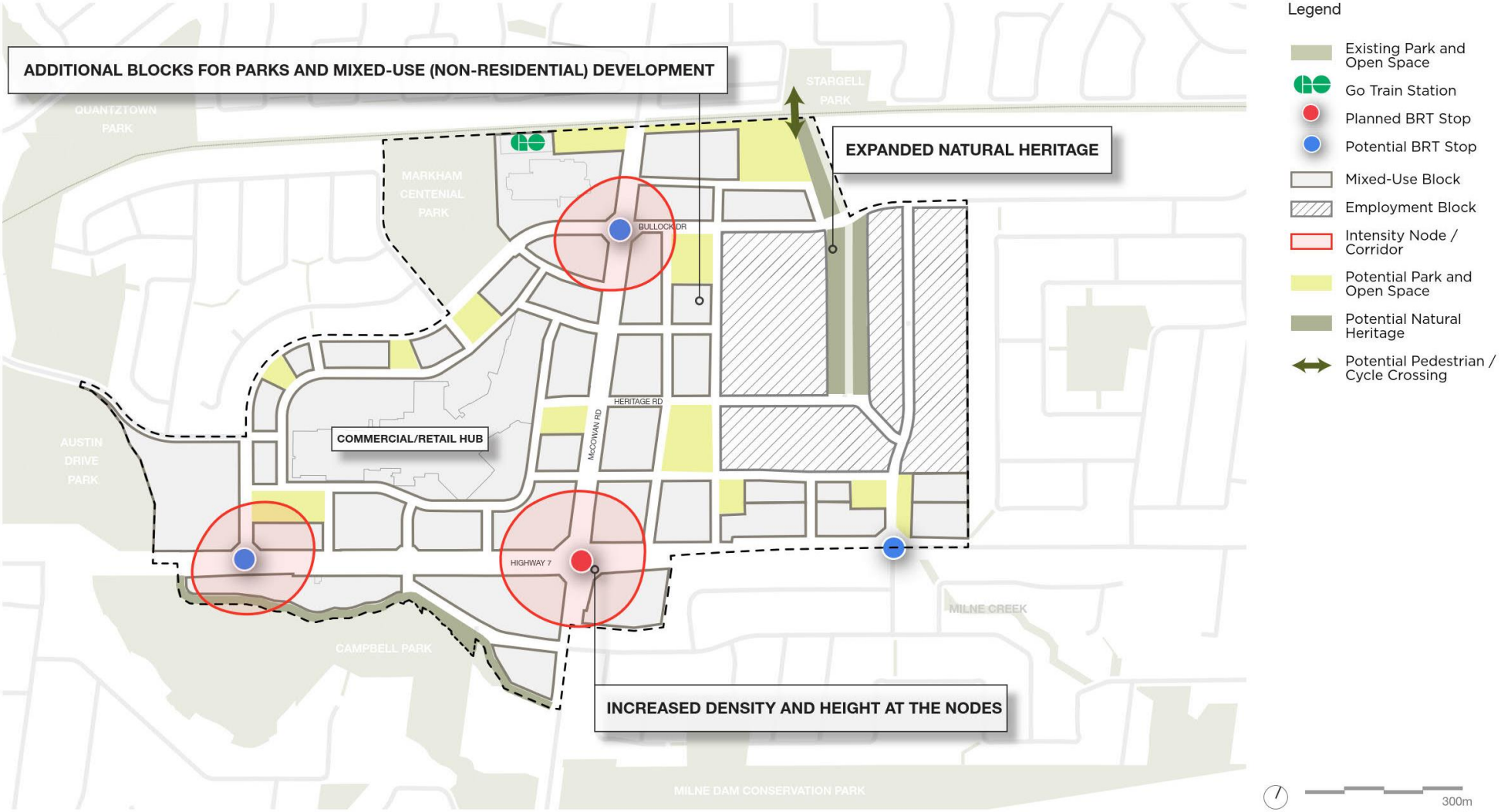


Figure 5: Option 2 (Nodes)

Parks, Open Spaces, and Circulation Network

Small and medium-sized parks, ranging in size from 0.1 ha to 1.5 ha are dispersed throughout the study area in Option 2. There are a total of five parks proposed surrounding the Markville Mall site with an additional eight parks sited on lands outside of the mall. A total of 6.9 ha of new parks are proposed to complement the parkland already provided by Centennial Park. A total of 3.9 ha of Natural Heritage improvements are suggested which includes the 15m buffers around Campbell Park and broader improvements (a 30 m buffer) around Milne Creek.

Like Option 1, new streets are introduced to add porosity to the existing network including a ring road with perpendicular connections on the Markville Mall site. Additional streets are introduced in the current employment area to define three more blocks east of McCowan Road. As per Option 1, street segments are also added to the South-West and North-East corners of the Study Area to break up large blocks into smaller blocks with enhanced pedestrian connectivity.

Option 2 - Parks and Open Spaces

- Potential Park and Open Space
- Potential Natural Heritage
- Existing Street
- Potential New Street
- Mid-Block Connection
- Internal Mall Connection
- Pedestrian/Cycle Crossing

300m

Figure 6: Option 2 (Nodes) Parks and Open Space

Built Form

Option 2 is structured on three higher-density, more intensively developed nodes located in the vicinity of high-frequency transit stations. At these nodes of intensification, the predominantly mid-rise local fabric is punctuated by compact areas of high-rise buildings ranging in height from 9-20 storeys. These nodes of intensification are located at three key intersections: Highway 7/McCowan Road, McCowan Road/Bullock Drive, and Bullock Drive/Highway 7.

Outside the nodes, mid-rise built form ranging in height from 5 to 8 storeys predominate in this option. Non-nodal exceptions to the mid-rise fabric include the established high-rise buildings West of Bullock at Highway 7 and the low-rise buildings in the employment area to the east (up to 4 storeys) as well as lands between Campbell Park and Highway 7, subject to the Special Policy Area policies, permitting building heights up to 3 storeys.

Option 2 - Built Form

Low-Rise
(Up to 4 Storeys)

Mid-Rise (5-8 Storeys)

High-Rise A
(9-20 Storeys)

High-Rise B
(21-40 Storeys)
*studies needed to confirm range

Existing Tower

Proposed Tower

Subject to Special
Policy Area
*building heights are up to 3 storeys

Parks and Open Spaces

300m

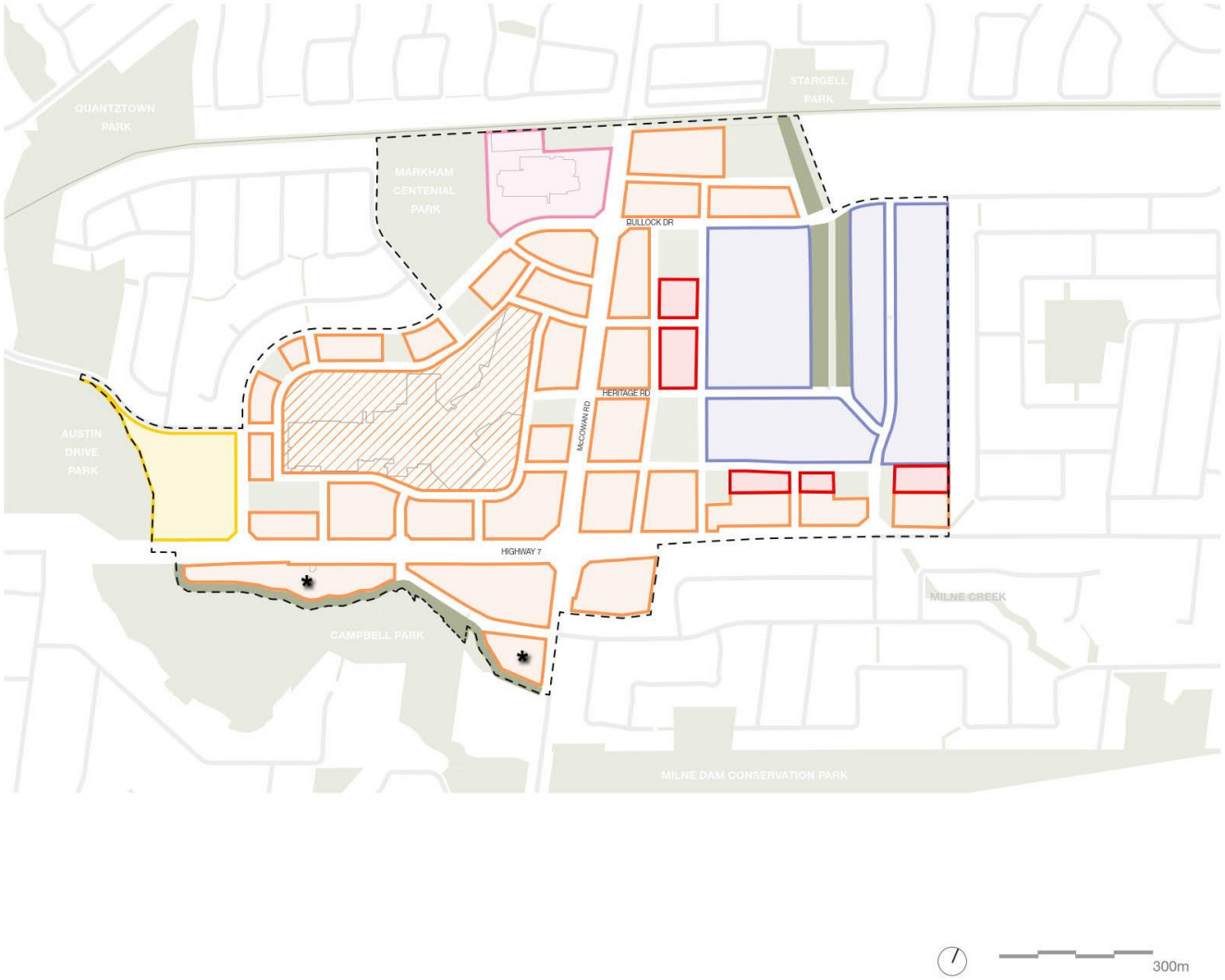
Figure 7: Option 2 (Nodes) Built Form.

Land Use

Option 2 retains an area of 17.3 ha of service employment lands. This is an intermediate size in comparison to Options 1 and 3 and is consistent with the MTSA target of 200 people and jobs per hectare. Three additional mix-use blocks are introduced east of McCowan Road. Retail/commercial focused blocks and frontages are introduced to create a separation and buffer between employment uses and the more sensitive mixed-use residential focused blocks suggested along the McCowan Road and Highway 7 edges.

Development blocks are identified as mixed-use in the Option 2 concept plan, except the established community/Centennial GO station block on the northwest corner of the study area and the existing residential block west of Bullock Drive. The Markville Mall site that dominates the lands east of McCowan Road is identified as retail/commercial focus, while the other mixed-use blocks in the study area are focused on residential uses.

Option 2 - Land Use



- Community/Go Station
- Service Employment
- Residential
- Mixed Use (Residential)
- Mixed Use (Retail/Commercial)
- Mixed Use (Non-Residential)
- Park and Open Space
- Natural Heritage
- * Subject to Special Policy Area

*building heights are up to 3 storeys

Figure 8: Option 2 (Nodes) Land Use.

1.1.3 Option 3 (Nodes and Corridors)

Option 3 proposes the greatest development intensity of the three options being considered for the Study Area. In addition to the intensity nodes presented in Option 2, the corridors along Highway 7 and McCowan Road are envisioned to support more intensive development in addition to the nodes. The employment area east of McCowan Road is further subdivided to allow for additional east-west street connections. The Natural Heritage is further expanded around Milne Creek and along Campbell Park.

Option 3 - Summary

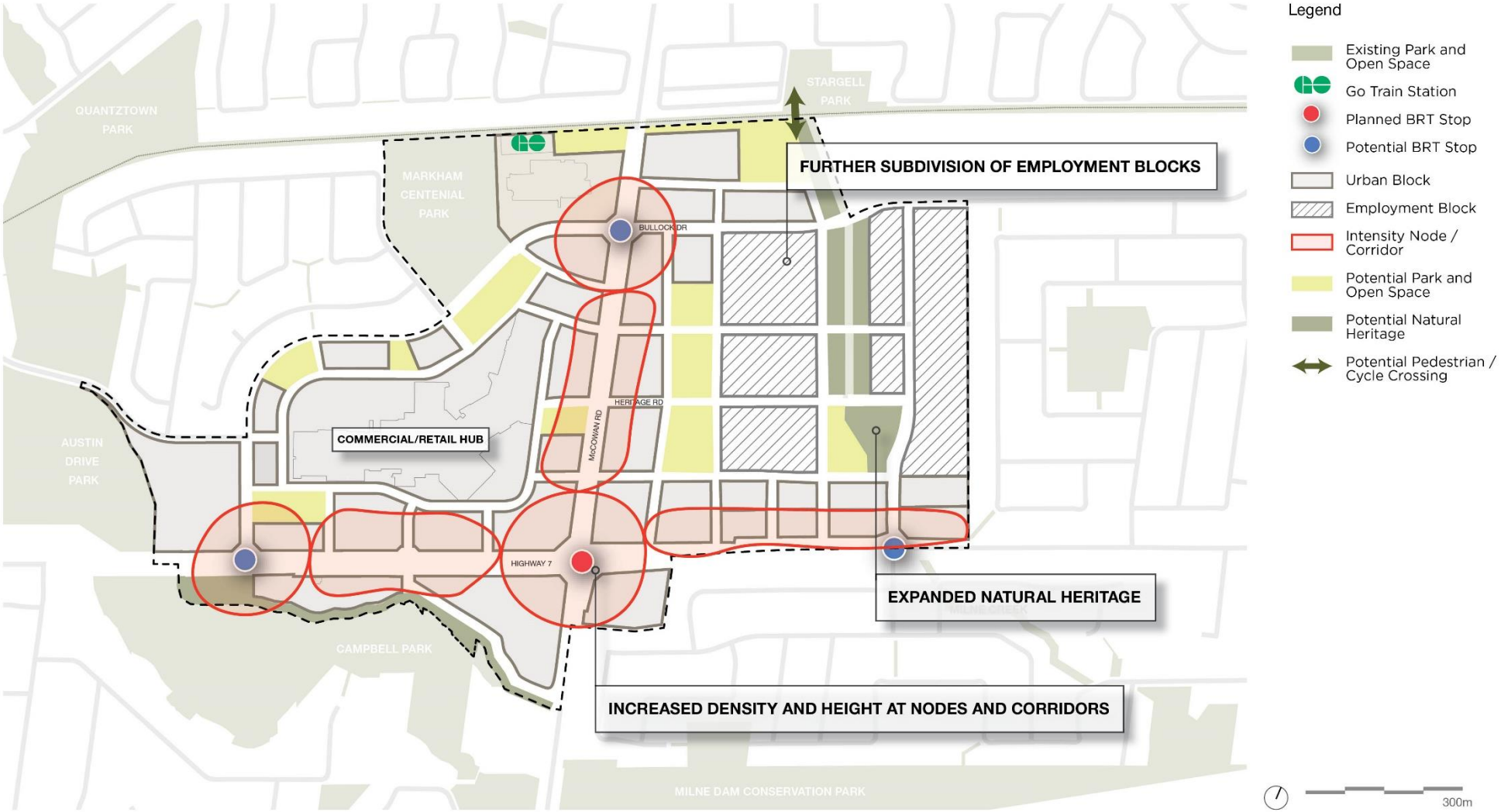


Figure 9: Option 3 (Nodes and Corridors).

Parks and Open Spaces, and Circulation Network

Parks are dispersed throughout the Study Area in Option 3 and are mostly medium sized with one smaller and one consolidated large park. Sizes range from 0.4 to 4.5 ha. There are a total of 4 parks on the mall site and 7 outside of the mall for a total of 7.4 ha of new parks. These additions exclude the established Centennial Park (5.4 ha).

Additional east-west streets and one north-south street are introduced in the employment area to define smaller employment blocks. The additional north-south street also helps define and separate the expanded Natural Heritage area along Milne Creek. Like in Option 1 and 2, street segments are also added to the southwest and northeast corners of the study area to break up large blocks into smaller, walkable blocks.

Natural Heritage improvements around Campbell Park are extended beyond the 15 m buffers on the easternmost edge. Improvements around Milne Creek are also increased beyond the 30 m buffer with additional space to restore (daylight) the buried portion of the creek north of Highway 7 along Heritage Road and Laidlaw Boulevard. The total new Natural Heritage areas is approximately 5.3 ha in size.

Option 3 - Parks and Open Spaces

- Potential Park and Open Space
- Potential Natural Heritage
- Existing Street
- Potential New Street
- Mid-Block Connection
- Internal Mall Connection
- Pedestrian/Cycle Crossing

300m

Figure 10: Option 3 (Nodes and Corridors) Parks and Open Spaces.

Built Form

Option 3 illustrates a planning scenario structured for two higher-density Nodes complemented by development along the major corridors of McCowan Road and Highway 7 to accommodate higher density high-rise buildings. The building heights proposed along the corridors range from 9 to 20 storeys, in mid-rise and tall building type and forms. The identified intensification Nodes on McCowan Road at Highway 7 and Bullock Drive encourage tall buildings with heights reaching 40 storeys, creating visible landmarks to define Markville's skyline.

Most of the remaining blocks will support mid-rise buildings ranging in height from 5 to 8 storeys. Exceptions to the mid-rise building fabric include the established tall building complex west of Bullock Drive at Highway 7 and the existing low-rise buildings with heights up to 4 storeys located in the employment area to the east of McCowan Road. In addition, the lands located between Campbell Park and Highway 7are subject to the Special Policy Area policies permitting buildings up to 3 storeys in height.

Option 3 - Built Form

Low-Rise (Up to 4 Storeys)

Mid-Rise (5-8 Storeys)

High-Rise A (9-20 Storeys)

High-Rise B (21-40 Storeys)

*studies needed to confirm range

Existing Tower

Proposed Tower

Subject to Special Policy Area

*building heights are up to 3 storeys

Parks and Open Spaces

300m

Figure 11: Option 3 (Nodes and Corridors) Built Form.

Land Use

Option 3 retains 13.3 ha of service employment lands, about 20% less than in Option 2 and the lowest of all options. This reduction is attributable to the inclusion of additional streets resulting in smaller blocks. The new streets also break up two large employment blocks to create five medium-sized. As in Option 2, mixed-use blocks and frontages with a retail/commercial focus are included to serve as a buffer between the employment land uses and the mixed-use residential focused blocks. The western part of the buffer includes more parkland than Option 2 as a means of further balancing parkland requirements within a scenario of increased growth.

The balance of the development blocks is identified as mixed-use in the Option 3 concept plan, except the established community/Centennial GO station block on the northwest corner of the study area and the existing residential complex on the block west of Bullock Drive. The Markville Mall site is identified as retail/commercial focus, while the remaining mixed-use blocks are focused on mixed-use residential uses.

Option 3 - Land Use

- Community/Go Station
- Service Employment
- Residential
- Mixed Use (Residential)
- Mixed Use (Retail/Commercial)
- Mixed Use (Non-Residential)
- Park and Open Space
- Natural Heritage
- * Subject to Special Policy Area

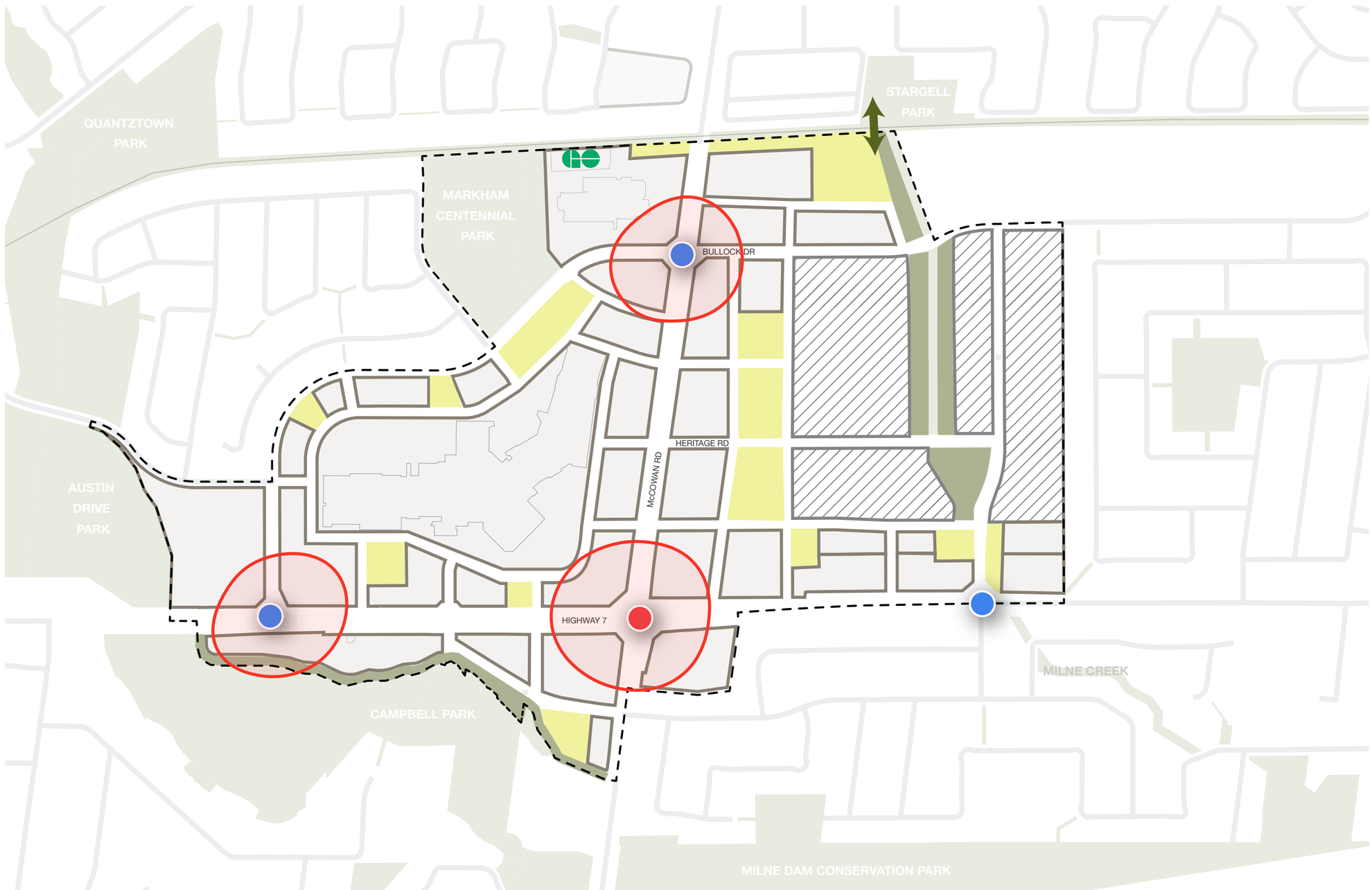
*building heights are up to 3 storeys

300m

Figure 12: Option 3 (Nodes and Corridors) Land Use.

Appendix D – Emerging Concept

Emerging Concept - Community Structure



Legend

- Existing Park and Open Space
- Go Train Station
- Planned BRT Stop
- Potential BRT Stop
- Urban Block
- Employment Block
- Intensity Node / Corridor
- Potential Park and Open Space
- Potential Natural Heritage
- Potential Pedestrian / Cycle Crossing

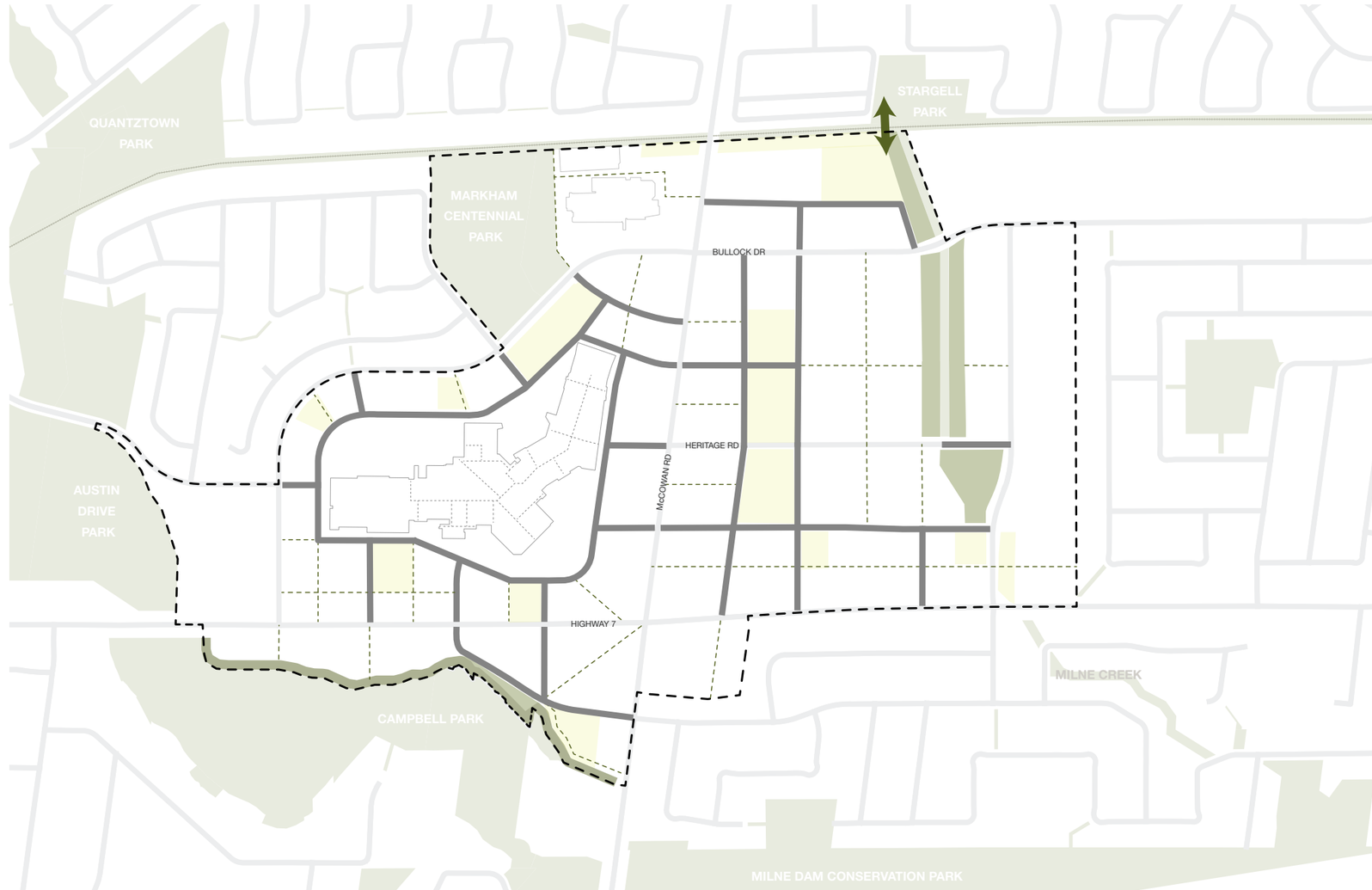
Note: Community facilities and schools will be added at a later stage once confirmed.

300m

Emerging Concept - Parks & Open Space

- Parkland Dedication
- Potential Natural Heritage
- Existing Street
- Potential New Street
- Mid-Block Connection
- Internal Mall Connection
- Pedestrian/Cycle Crossing
- Potential Plazas/Squares
- Other Open Space

Emerging Concept - Street Network



- Parks and Open Space
- Potential Natural Heritage
- Existing Street
- Potential New Street
- Mid-Block Connection
- Internal Mall Connection
- Pedestrian/Cycle Crossing

300m

Emerging Concept - Built Form

Low-Rise (Up to 4 Storeys)

Mid-Rise (5-8 Storeys)

High-Rise A (9-20 Storeys)

High-Rise B (21-40 Storeys)

Existing Tower

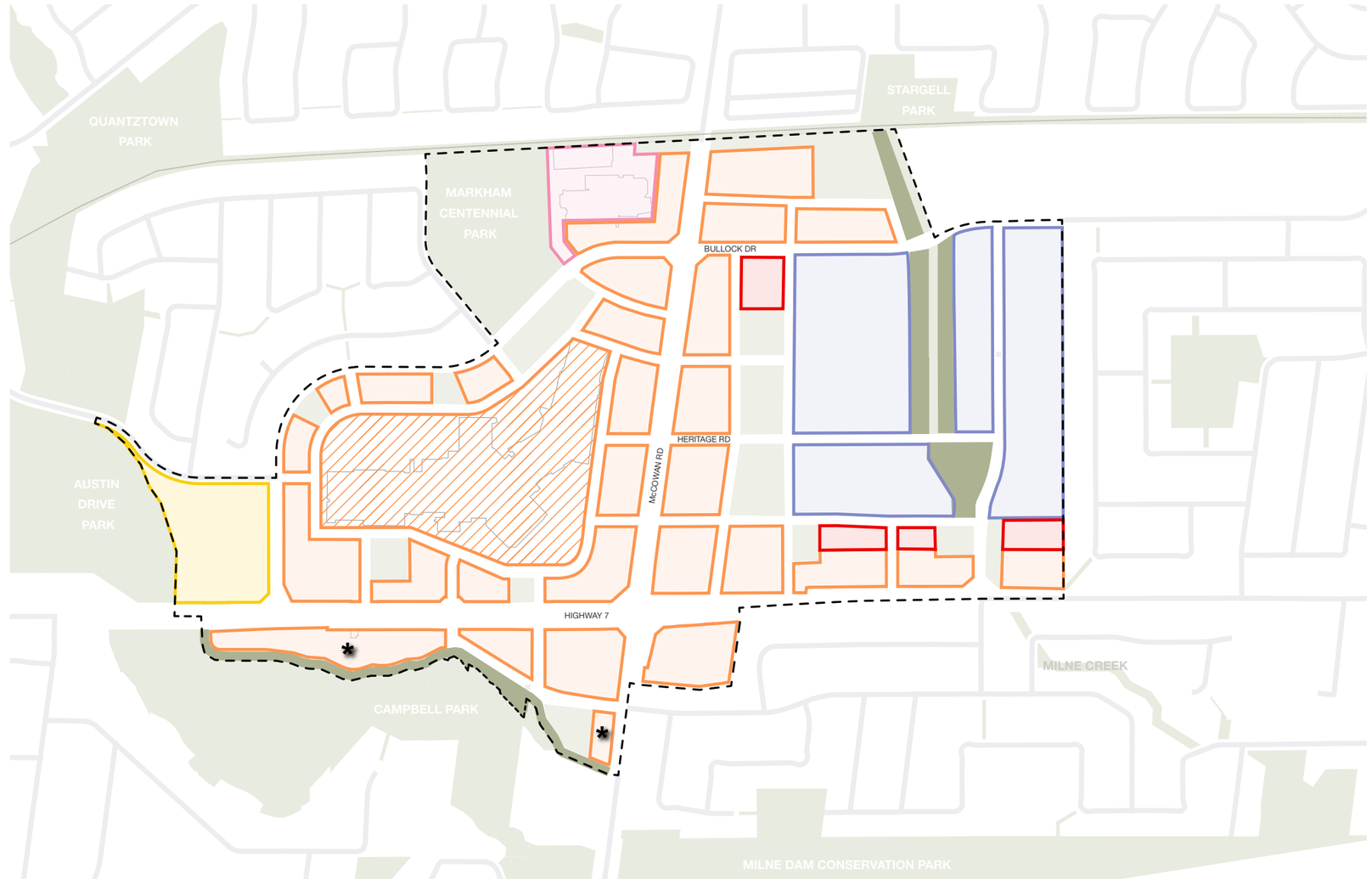
Proposed Tower

Subject to Special Policy Area

*building heights are up to 3 storeys

Parks and Open Spaces

Emerging Concept - Land Use



- Community/Go Station
- Service Employment
- Residential
- Mixed Use (Residential)
- Mixed Use (Retail/Commercial)
- Mixed Use (Non-Residential)
- Park and Open Space
- Natural Heritage
- * Subject to Special Policy Area

*building heights are up to 3 storeys

Note: Community facilities and schools will be added at a later stage once confirmed.

Appendix E – Demonstration Massing Model (3D)

View from Southwest - Massing model of the emerging concept

View from Northeast - Massing model of the emerging concept

View from Northwest - Massing model of the emerging concept

View from Southeast - Massing model of the emerging concept