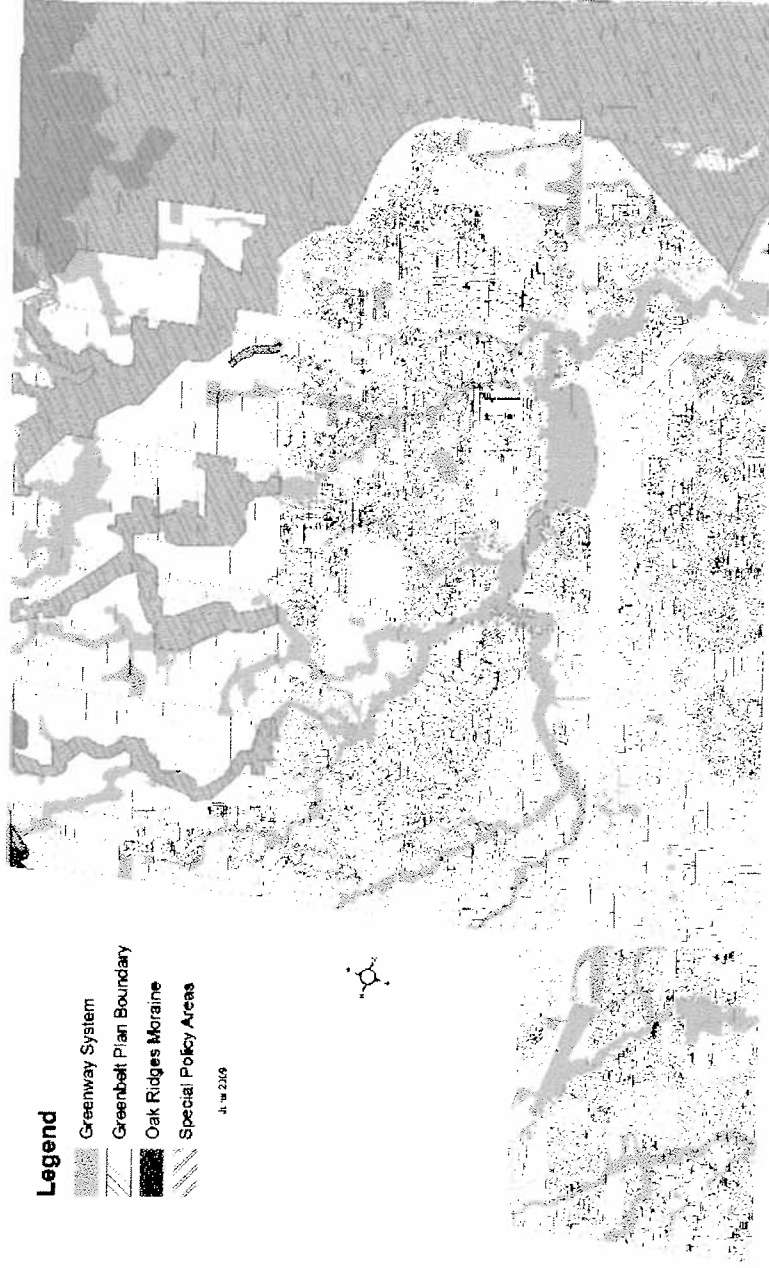


PROPOSED GREENWAY SYSTEM



Legend

- Greenway System
- Greenbelt Plan Boundary
- Oak Ridges Moraine
- Special Policy Areas

4.10.2009

Proposed Town Greenway System



DEVELOPMENT SERVICES COMMISSION

FIGURE No.2

Potential Residential Intensification Areas

- Settlement Area Boundary
- Regional Centre
- Markham Centre
- Langstaff Gateway
- Key Development Area
- Cornell Centre
- Yonge/Steeles Corridor
- Commerce Valley/Galleria
- Markville
- Woodbine/404
- Yonge North Corridor
- Major Corridor
- Markham Rd Corridor - Mount Joy
- Markham Rd Corridor - Armadale
- Steeles East Corridor
- Kennedy Corridor - South Unionville
- Avenue Seven Corridor - Village Pkwy
- Local Centres and Corridors
- Fairtree East - Parkview Centre
- Milliken Centre
- Thornhill Centre
- Cathedraltown Centre
- Cornell North Centre
- Kennedy Corridor - Berczy
- Infill / Redevelopment

Proposed Rapid Transit Facilities

- Viva Rapid Transit Terminals
- Potential Avenue Seven Viva Rapid Transit Stations
- Potential Highway 407 Transitway Stations
- Potential Yonge Street Subway Stations

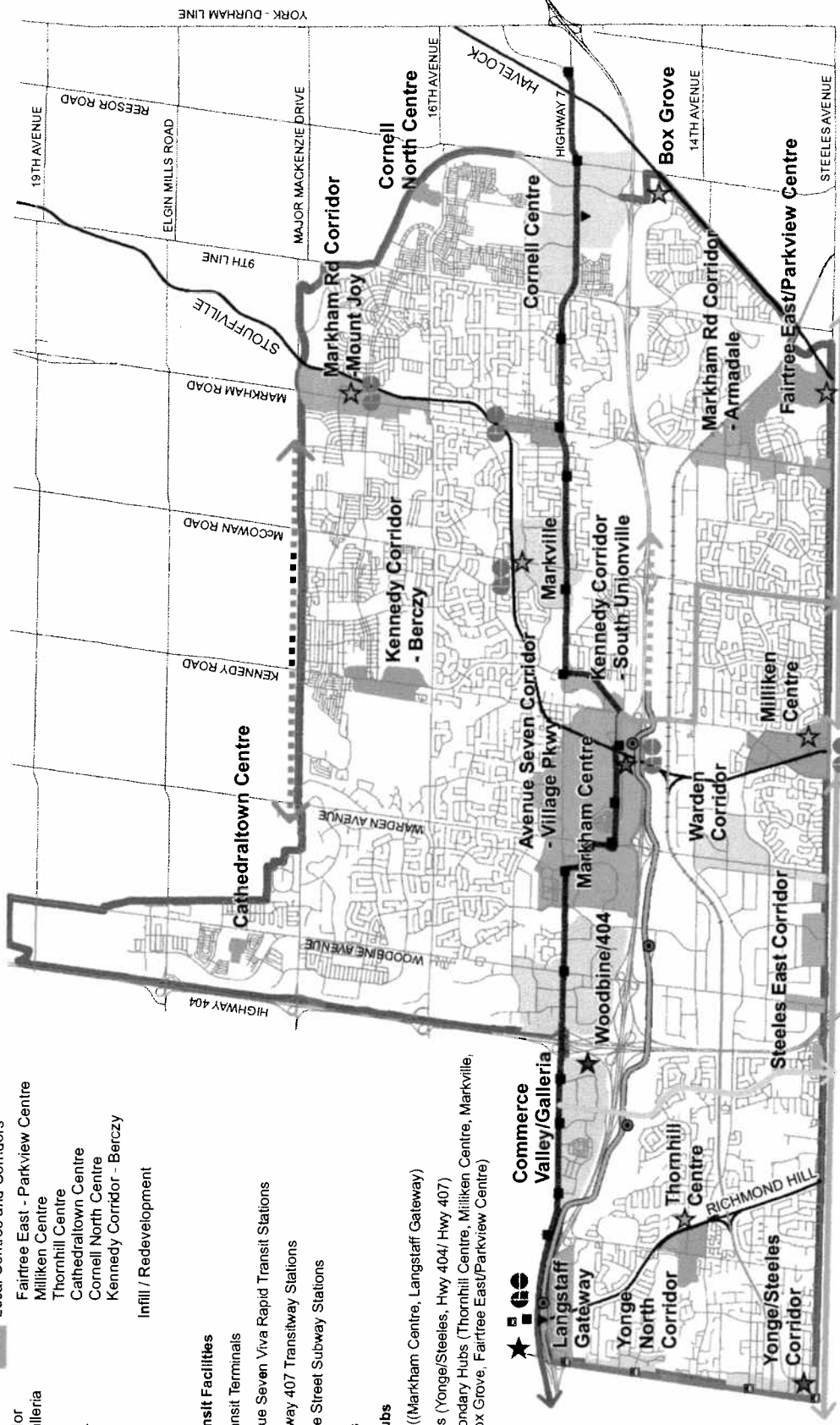
GO Stations

Potential Mobility Hubs

- Anchor Hubs ((Markham Centre, Langstaff Gateway)
- Gateway Hubs (Yonge/Steeles, Hwy 404/ Hwy 407)
- Potential Secondary Hubs (Thornhill Centre, Milliken Centre, Markville, Mount Joy, Box Grove, Fairtree East/Parkview Centre)

MetroLinx draft RTP - Rapid Transit Projects

- Richmond Hill Line: Richmond Hill GO to Union Station (2-way all day by 2023)(Express Rail 2033)
- Stouffville Line: Mt Joy GO to Union Station (2-way all day by 2023)
- Havelock Line: Locust Hill to Union Station (peak service by 2023)
- Yonge Subway: Fitch to Langstaff / Richmond Hill Gateway (by 2016)
- Viva Hwy 7: Peel Boundary to Locust Hill (BRT by 2023)
- Don Mills: Bloor-Danforth Subway to Hwy 7 (LRT by 2023)
- Highway 407 Transitway: Vaughan Corp Centre to Markham Centre (BRT by 2033)
- Steeles: York University to Milliken GO (BRT by 2033)
- Steeles: Milliken GO to Downtown Oakawa (BRT by 2033)
- Markham-Pickering: Markham Centre to Downtown Pickering via 401 (BRT by 2033)
- Extension of Highway 407 Transitway (BRT 2033+)
- Major Mackenzie Drive (BRT 2033+)

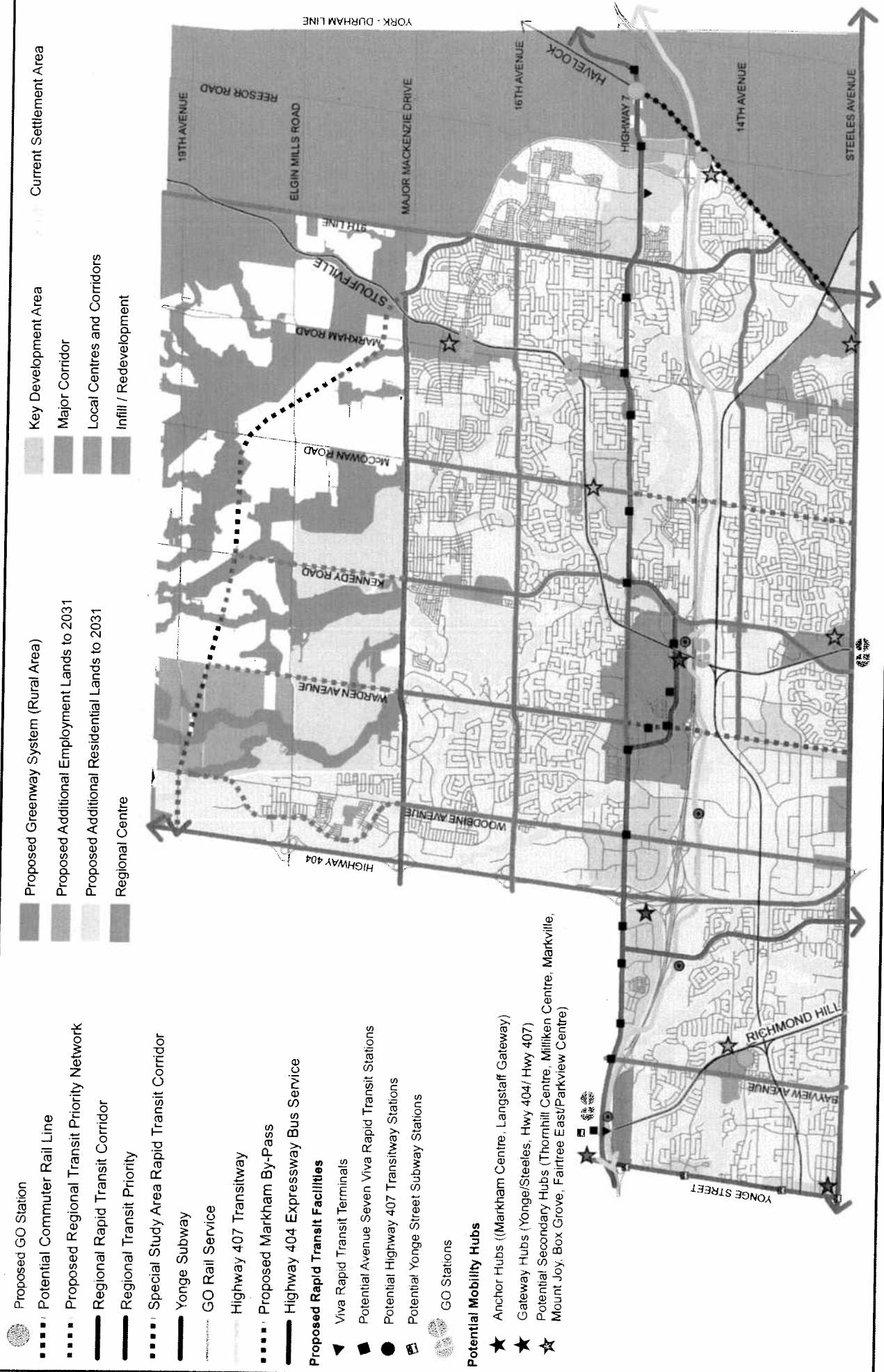


Potential Intensification Areas and Rapid Transit Improvements



DEVELOPMENT SERVICES COMMISSION

FIGURE NO. 5



Preferred Growth Alternative to 2031



DEVELOPMENT SERVICES COMMISSION

FIGURE NO. 8

APPENDIX A

Reports & Presentations to Development Services Committee re: Growth Management (2006 to 2009)

DATE	TITLE	Pres'n (P) Report (R)
2006		
Jan	Comments on the Proposed Growth Plan for the Greater Golden Horseshoe, November 2005	R
Sept	Provincial Growth Plan for the Greater Golden Horseshoe	P
Nov	Density and Intensification Targets in the Growth Plan for the GGH	R
2007		
Jan	Directed Growth Strategy and New Official Plan	P
Mar	Regional Planning Trends and Issues (informal late pm presentation)	P (Region)
Apr	Defining the "Built Boundary" within Markham's Settlement Area	P *
Apr	Region of York Report titled "Provincial Infrastructure Required to Implement the "Places to Grow" Plan in York Region"	correspondence
May	Places to Grow Summit – Preliminary Program May 17, 2007	P
May	Region of York Preliminary Growth Forecasts for the Town of Markham	P
Jun	Planning for Tomorrow: York Region Growth Management	P (Region)
Jun	Employment Lands Strategy	P
Jun	Avenue Seven Corridor Study: Phase 1 Background & Analysis	P
Jun	Work Program and Terms of Reference for Markham Transportation Master Plan	R, P
Sep	Request by Heritage Markham to comment on Planning for Tomorrow	R
Sep	Intensification/Density Study: Height and Density Options	P
Oct	The Growth Plan for the Greater Golden Horseshoe	P (Ministry)
Nov	Directed Growth Strategy and Official Plan Review – Legislative Requirements	R
Nov	Proposed Work Program for the Directed Growth Strategy	R
Jan	Growth Management Strategy – Naming and Reporting to Council	R
2008		
Feb	Comments on Proposed Final Built Boundary for the Growth Plan for the Greater Golden Horseshoe	R
Feb	Markham Transportation Strategic Plan – Consultant Selection	R
Mar	Town of Markham Growth Management Strategy	P
Apr	Growth Management Strategy Update	P
Apr	Intensification Analysis: Method and Examples	P
June	Agricultural Assessment Stakeholders Meeting/	P
June	Environmental Policy Review & Consolidation Study – Public Information Meeting	P
Sept	Growth Management Strategy – Opportunities to Accommodate Growth	P
Sept	Growth Management Strategy – Public Engagement Program	P (DPRA)
Nov.	Employment – Presentation	P

Nov	Growth Management Strategy Update	P
Oct.	Agricultural Assessment Preliminary Findings	P
Oct.	Phase 1 – Markham’s Agricultural Assessment Study	R
Oct.	Agriculture – Public Open House	P
Dec.	Environmental Policy Review & Consolidation Study – Public Information Meeting	P
2009		
Feb.	Toward a Growth Management Strategy: Opportunities to Accommodate Growth	R, P
Feb.	Master Servicing Plan for Growth Management Strategy – Consultant Selection	R
Feb.	Growth Management Strategy: Overview and Approach to Financial Analysis & Fiscal Planning	P
Feb.	BMFT Launch Event for Growth/Transportation (4 presentation)	P
Mar. /Apr	Growth Management Strategy, Markham Transportation Strategic Plan, Master Servicing Study – Community Meeting Presentation Milliken Community Meeting Thornhill Community Meeting Markham Community Meeting Unionville Community Meeting Armandale Community Meeting	P
Mar.	Employment Land Strategy (Phase 1)	P
Mar.	Outlining an Intensification Strategy	P
April	Outlining an Intensification Strategy	R
May	Growth Management Strategy Update –/Results of Public Engagement	p
May	Housing Stock Analysis	P
May	Phase 2 Options Report – Markham’s Agricultural Assessment Study	R
May	Section 37 Official Plan Policies & Guidelines	
May	Employment Land Strategy (Phase 1)	R
May	Built Form Massing & Height Study	P
June	Section 37 – Outlining Plan Policies & Guidelines	R
June	Employment Land Strategy (Phase 1)	R
June	Agriculture – Public Open House	P
June	Growth Management Strategy – Update Status of Draft	R,P
June	Environmental Policy Review & Consolidation – Final Report	R
June	Housing Stock Analysis	R
Sept.	Presentation – Draft Regional Official Plan	P (Region)
Sept.	GMS - Workshop	P
Sept.	Employment – Revised Terms of Reference	R

APPENDIX B

Public Engagement (Region of York & Town of Markham)

MARKHAM	
Environmental Policy Review Public Information Meeting	June, 2007
Agriculture – Stakeholder Meeting	June 16, 2008
Meeting with individual Councillors	May 21 – July 4, 2008
Agriculture – Phase 1 Public Information Meeting	Oct. 29, 2008
Employment – Stakeholder Meeting	Nov. 12, 2008
Environmental Policy Review Public Information Meeting	Dec. 9, 2008
EPR – Full day focus group meetings with stakeholders	Dec. 2008
Agriculture – Farmers Focus Group	Jan. 27, 2009
Public Launch: Growth Management Strategy/Transportation Strategic Plan	Feb. 9, 2009
Milliken Community Meeting	Mar. 11, 2009
Thornhill Community Meeting	Mar. 12, 2009
Markham Community Meeting	Mar. 25, 2009
Unionville Community Meeting	April 2, 2009
Armandale Community Meeting	April 20, 2009
Developers Round Table	March 11, 2009
Mayor's Youth Task Force	March 24, 2009
Markham Centre Advisory Group	March 26, 2009
Cornell Advisory Group	April 6, 2009
Milliken Main Street Advisory Group	April 16, 2009
Environmental Policy Review Public Information Meeting	April, 2009
EPR – Technical Advisory /Agency/Province Meetings	20 Meetings
EPR – Full day focus group meetings with stakeholders	April, 2009
Agriculture – Phase 2 Public Information Meeting	June 22, 2009
YORK REGION - Planning For Tomorrow	
Symposium	March 3, 2006
Public Info. Session	March 23, 2006
High School Students	April 11, 2006
Open House	May 3, 2007
Environmental Interest Groups	May 24, 2006
Urban Development Institute	May 25, 2006
Town Meeting	Sept. 17, 2008
Public Info. Session	Sept.16, 2009

Open House	Sept. 29, 2009
Public Meeting	Oct. 7, 2009
YORK REGION - Transportation Master Plan Update	
Symposium #1	June 28, 2006
Newsletter (1)	Fall 2006
Technical Advisory Committee	Oct. 2, 2006
Public Info Session	Nov. 2006
Technical Advisory Committee	May 31, 2007
Newsletter (2)	Fall 2007
Technical Advisory Committee	Nov. 2, 2007
Public Info Session/ Water & Wastewater	Nov. 15, 2007
Technical Advisory Committee	June 26, 2008
Symposium #2	Nov. 20, 2008 (Live Audio Broadcast)
Technical Advisory Committee	Sept. 15, 2008
Newsletter (3)	Fall 2008
Public Opinion Survey (EKOS Research Associates)	Fall 2008
Technical Advisory Committee	May 7, 2009
YORK REGION - Water & Wastewater Master Plan	
Public Info Session	Nov. 21, 2006
Newsletter (1)	Nov. 2006
Newsletter (2)	Nov. 2007
Newsletter (3)	Nov. 2009

APPENDIX C

Markham's Public Engagement Summary

What We Heard

Detailed results from the public launch, community meetings, workbooks and comment forms are captured in Section 4.0 (What We Heard) and Appendices C, and E through L.

Results from the engagement program were summarized primarily based on the results of questions asked at the Community Meetings and in the workbooks. Comments from the question and answer periods at the meetings along with written comments have helped to provide anecdotal comments. What we heard has been summarized under four major categories:

- Guiding Principles for Growth Management
- Accommodating Growth in Markham
- Residential Intensification
- Employment Growth

Guiding Principles for Growth Management

Generally, participants were supportive of the Town's growth management work, the environment first approach to planning and the guiding principles. A common sentiment was that once changed, there is no "going back" with Markham's environmental lands.

Respondents were supportive of the guiding principles; overall, the three most important guiding principles for workbook respondents and community meeting attendees were:

- Preserve established neighbourhoods and employment areas
- Identify phasing and funding requirements to deliver the infrastructure required to support growth
- Direct intensification to locations served by rapid transit

Additional guiding principles that were suggested included:

- Preserving, creating and continuing to integrate recreational services into the GMS
- Maintaining community/social infrastructure (i.e. schools, religious institutions, etc.)
- Identifying and working against world-class benchmarks for all of the identified principles
- Monitoring traffic (since it is an important issue for residents)
- Interactions between various cultural groups and impact on their daily life with the growth and changes in the town

Accommodating Growth in Markham

There was a division of interest from participants with respect to expanding into the Whitebelt to accommodate residential and employment growth. Almost two-thirds of the participants (workbook respondents and community meeting attendees) agreed with accommodating the majority of new residential growth within the current urban area. Anecdotal responses on this topic were mixed, with some favouring 100% accommodation within the current urban areas and others suggesting a lower percentage so that Markham can continue to offer single family homes to those that prefer them. Some respondents were concerned about the potential for intensification to change the character of existing neighbourhoods.

With respect to accommodating growth, almost three-quarters of respondents agreed that the Town should balance residential intensification with the development of additional lower density housing to ensure a diverse housing mix. Many respondents commented on the need for Markham to provide a mix of housing types and to consider affordability.

Respondents were fairly evenly split on the question: “Do you agree with expanding the Town’s urban area into the Whitebelt to accommodate lower density residential growth?” Just under half of the respondents agreed with this question.

Residential Intensification

Participants in the public engagement program were supportive of the Town’s proposed approach to distribute residential intensification to key locations with proposed rapid transit services. The general sense was that making transit a viable option will allow residents to get out of their cars, thus reducing pollution and congestion.

Residents supported most of the intensification areas but felt strongly about ensuring adequate infrastructure and services to meet the needs of the future residents. A small percentage of participants were concerned with some of the areas identified as intensification areas, due to congestion that already existed or concern for heritage of the area.

Participants were not supportive of high-rise buildings (more than 20 storeys) throughout Markham, but did feel that a combination of mixed height buildings (between 3 and 20 storeys) could accommodate future residential growth.

Employment Growth

In addition to building form and intensification, participants were asked a series of questions about employment growth in Markham. A large number of the participants (almost 90%) agreed with reserving land to accommodate employment growth over the long-term. Respondents noted that it would be important for new employment areas to be accessible by transit.

The general sentiment was that jobs could also be added within the current urban area through intensification in existing business parks and the appropriate mixing of

employment in new residential development (i.e. ground floor retail in apartment buildings). Reasons for supporting ground floor commercial uses included: convenience, accessibility, keeping jobs within the local economy and the fact that the buildings are already in existence (nothing new to build). Those not in favour cited issues such as safety, noise and the need to separate residential areas from commercial lands.

Anecdotally, participants were in favour of the ability to work near or at home, thus reducing commuting time and increasing family or recreation time.

Overall, participants felt that the growth in Markham should to be planned in a way that protects the environment, culture and heritage of the Town. Viable and safe transit options and ensuring adequate infrastructure emerged as concerns for residents. Participants would like to see communities built that optimize live, work and play environments, while allowing for residential, employment and recreational opportunities within walking distance.

APPENDIX D

Comparative Estimates for Residential Intensification Alternatives and Housing Mix

Comparative Estimates for Residential Intensification Alternatives and Housing Mix				
Estimates Relate to Total Units Added to Town, 2006 to 2031 in each alternative	40% Province	52% Region	60% Town Staff	100% No Settlement Area Extension
Proportion of Additional Units within Current Settlement Area	65%	80%	82%	100%
Proportion of Additional Ground Related Units*	67%	54%	46%	27%
Proportion of Additional Apartment Units	33%	46%	54%	73%
No. of Additional Apartment Buildings	+/- 100	+/- 140	+/- 200	+/- 300

* single detached, semi-detached and townhouse units

Markham's Intensification Principles

1. Refine the Town's urban structure to manage growth and intensification within the current settlement area without significantly impacting the Town's existing structure of residential neighbourhoods, heritage districts and business parks, while limiting the extension of urban land uses outside the Current Settlement Area.
 2. Intensify and improve the mix of development and direct it to designated centres and corridors, which are well served and connected by rapid transit, to create mixed use, pedestrian friendly, livable communities that are transit supportive.
 3. Focus intensification in areas that have a reduced impact on Town infrastructure, or which justify investment in new and sustainable infrastructure.
 4. Retain employment uses and employment districts serving Town residents and businesses, and create new job opportunities through intensification of employment districts and mixed use development in transit nodes and corridors.
 5. Intensification areas and sites are to be prioritized, phased and linked to service and infrastructure delivery.
 6. Improve connectivity by providing a street network/public realm that is more conducive to transit, cycling and pedestrian use, and implement travel demand management and parking strategies to reduce reliance on the automobile as a preferred mode of transportation.
 7. Intensification needs to be appropriate to the area context in which it occurs. The built form of development, its height and density, the appropriate mix of uses involved, and the relationship to the surrounding community form and function will be subject to area studies.
 8. Infill and redevelopment in Heritage Conservation Districts will only be considered in accordance with existing Official Plan policies and Heritage District Conservation Plans.
 9. Incorporate sustainable development practices, and promote innovative solutions and pilot projects in such areas as green energy, green buildings and green infrastructure technologies and practices.
 10. Respect the quality of life of Markham residents, and address public input and participation in municipal land use policy and development approvals.
-

Proposal for Integrated BMFT Community Engagement Program

Appendix F

