



MINUTES
MARKHAM CENTRE SUB-COMMITTEE
June 23, 2009 – Meeting No. 3

Members

Councillor J. Virgilio
Mayor F. Scarpitti
Regional Councillor J. Jones
Councillor A. Chiu

Staff

J. Baird, Commissioner of Development Services
B. Librecz, Commissioner of Community Services
V. Shuttleworth, Director of Planning and Urban Design
R. Kendall, Manager, Central District
S. Heaslip, Senior Planner
M. Haufschild, Senior Planner, Urban Design
K. Bavington, Committee Clerk

The Markham Centre Sub-Committee convened at 3:00 p.m. with Councillor J. Virgilio in the Chair.

1. EAST PRECINCT PLAN UPDATE

Urban Strategies has been retained by the Town to finalize the East Precinct Plan and to prepare a Mobility Hub Concept Plan in consultation with stakeholders.

Warren Price of Urban Strategies gave a presentation on the two initiatives, reviewing the project goals and objectives, stakeholders groups, the work plan and time line, and issues and options. The project focus area was identified, including Rockport Road, the extended road network, and an overlap of the Remington Group's development west of the GO line, to address land use relationships and interface and access issues.

Mr. Price advised that a number of meetings have been held with committee groups, town staff, transportation agencies, landowner groups, and CSIO. He outlined the schedule framework for the project with respect to stakeholder meetings, presentation of preliminary scenarios, public open house, and preparation of the final draft and report to Development Services Committee.

The components of the Mobility Hub concept plan and the near, mid, and long-term objectives for the various transit modes were discussed:

- **GO Station:** expanded parking to 2,000 spaces, temporary road, bus loop, kiss & ride facilities, pedestrian and cycling linkages, and future parking structures
- **Viva – HWY 7 BRT:** securing a R.O.W. (including below-grade), two bus bays, passenger standing areas, park n' ride facilities, transportation hub at Enterprise Drive, and future transition to LRT
- **MTO – 407 Transitway:** secure access roads and ramps (including below-grade), 1,000 parking spaces, bike racks, platforms with shelters, kiss & fide facilities, bus bays, and future transition to LRT
- **Town of Markham:** north-south crossings across 407, and east-west crossings across the rail corridor

Site plans for the proposed facilities were displayed, and the opportunities to integrate GO and Viva, and to ensure connectivity to Markham Centre, were noted. Options were considered to shift the alignment of the 407 transitway platform to the east or west.

The key strategy will be to determine where and how big the inter-modal station will be, to ensure all agencies have flexibility for full build-out plans, while being compatible with the community. With a modest start, connections can be ramped-up as the area evolves.

The surrounding development framework indicates that everything north of YMCA Boulevard will be relatively consistent with the existing street patterns. The Committee expressed interest in exploring YMCA Boulevard as a retail mixed use street with retail and pedestrians. The local road from the high school to the large public realm to the south could create a local street/pedestrian route of interest. There are opportunities for at-grade retail and underground platforms for efficient transfers.

The Committee generally supported that the looping option for Viva and the 407 be kept south of the 407, as tunnelling would be very expensive. The “Texas T” option may not be practical. It was suggested that using moving walkways would be cost-effective. Other options are to align all the systems within the GO property, which would free up land for open spaces at a gateway location, and at the hub itself.

Potential departure points were identified as:

- Hwy 7 BRT/LRT platforms located underground with connections south to GO facility
- GO platforms at grade immediately south of Hwy 7 BRT/LRT
- 407 Transitway right-of-way to be established, but underground connections to the Mobility Hub should be explored
- 407 Transitway platform to be located as close as possible to other platforms

The impacts on the proposed Markham Live venue were also discussed. It was suggested that an integrated Master Plan exercise be considered, and that efforts be coordinated between staff, the Markham Centre Committee, the Markham Centre Working Group, CSIO, and Convention Centre, so that development of one facility does not preclude others. Once the Mobility Hub has been confirmed, Council can proceed to determine the size and components of Markham Live (CSIO, major retail centre, hotel/convention/entertainment centre, NHL arena).

Staff and the consultants agreed to arrange a work session between the Town and transit service providers to pin down key issues. Ministry representation should be included if possible.

2. TIMES PUBLIC MEETING DISCUSSION / NEXT STEPS

Val Shuttleworth advised that the public indicated at the Public Meeting held on June 16, 2009, that the Times proposal is premature. Staff will continue working on the precinct plan exercise and will present a preferred plan in the fall.

It was commented that although some members of the public have a concern about a lack of information, this is an ongoing process and the community leaders such as the ratepayers groups have to educate their groups and new residents so that the Town can move forward.

The Committee would prefer to have a firm resolution from the ratepayers on their assessment or support for proposals.

3. NEXT MEETING

Staff will arrange an East Precinct Mobility Hub meeting during the summer, if possible.

ADJOURNMENT

The Markham Centre Sub-Committee adjourned at 4:10 pm.