

Architecture& Reconnecting people to the significance of architecture.

Highway 7 Precinct Plan Study Agencies/Landowner Meeting

Draft DSC presentation for May 12, 2009

Addendum will follow after the April 30, 2009

Resident's meeting

Architecture& Reconnecting people to the significance of architecture.

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Consulting Team

Sweeny Sterling Finlayson & Company Architects Inc -
“&Co Architects”

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Our involvement.

- Hired by Markham following applications by Conservatory Group, Times Group and others on the north side of Highway 7
- Asked to create a three-dimensional assessment of existing approvals and applications on the east side of Warden Avenue, north and south of Highway 7
- Analyzed these existing vacant lands as a comprehensive whole in the context of the pending applications and approvals

Our involvement.

- This comprehensive analysis has allowed for integrated thinking of:
 - Streets and blocks
 - Crossing points on Highway 7
 - Open Space strategy
 - School Sites
 - General Built Form
 - "Transforming" Highway 7 into an urban boulevard, "Avenue 7"
- We are hired to help assess the current applications, but also to provide the basis for a Precinct Plan

What does it all look like together?

- The following image took all of the existing approvals, applications and concepts up to February 2009 and put it into one drawing.
- This highlights that a coordinated effort can help improve connectivity, a cohesive street pattern and a more consistent built form.

proposed by developers



- 1 Gallo Residential Dev.
- 2006
- 2 3940 Highway 7
- 2007
- 3 3952-3972 Highway 7
- 1994
- 4 4002-4022 Highway 7
- 1994
- 5 4142 Highway 7
- 2006
- 6 Times Markham Uptown
- Current
- 7 EIRA 8303 Warden
- 2007
- 8 Sobernas + Riverside
Precinct
- 2001

Highway 7 Precinct Plan

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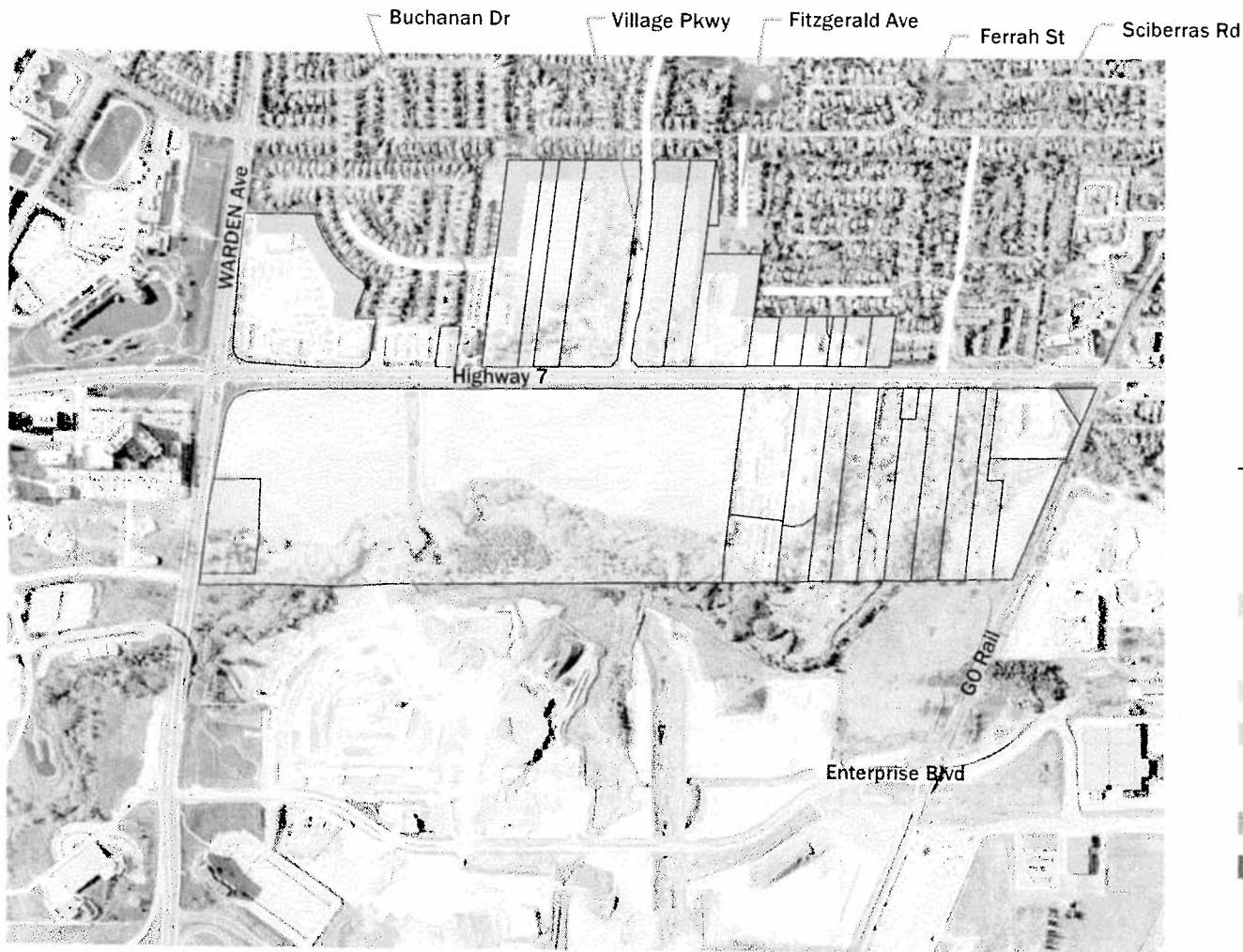


Proposed by Developers

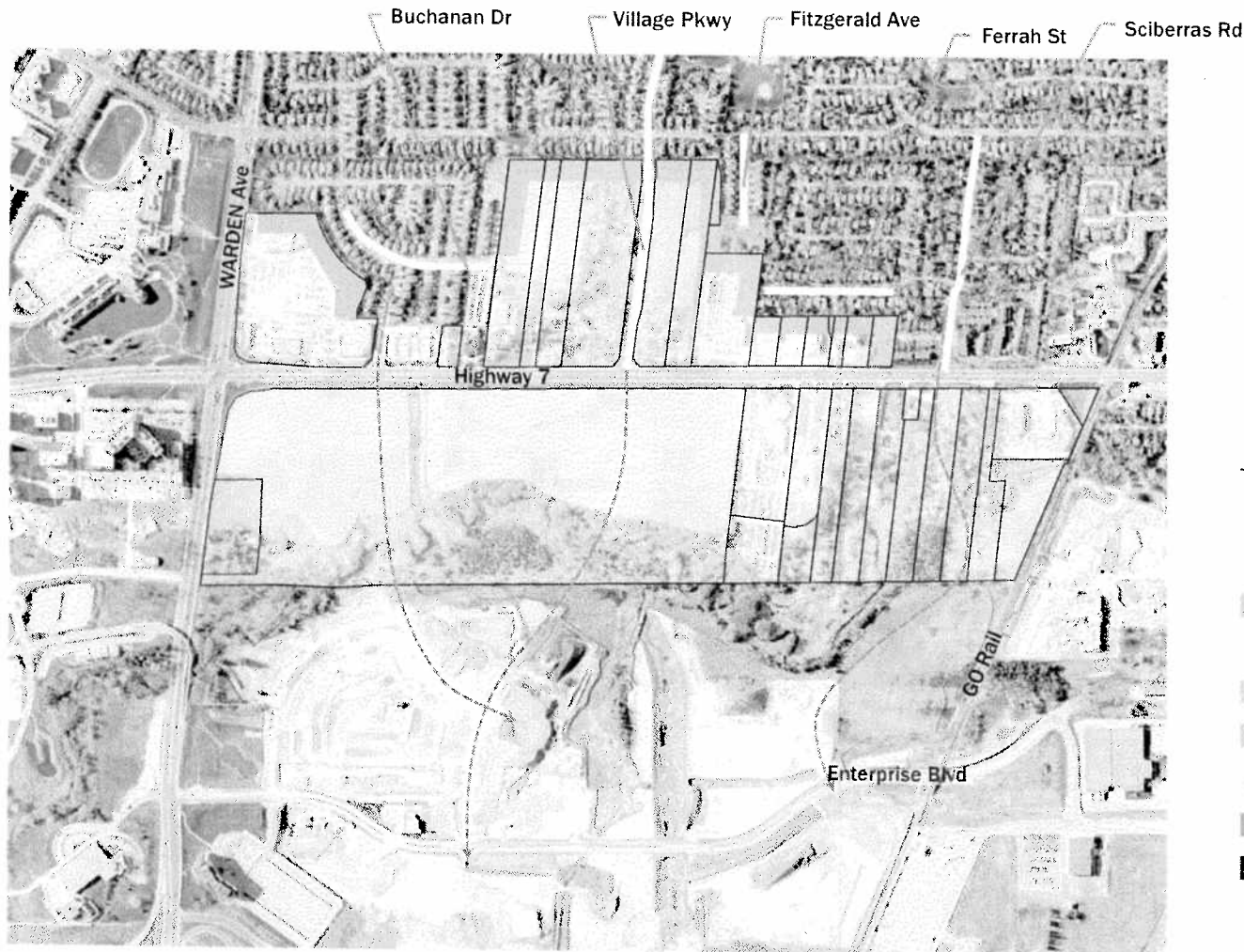
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Progress to-date

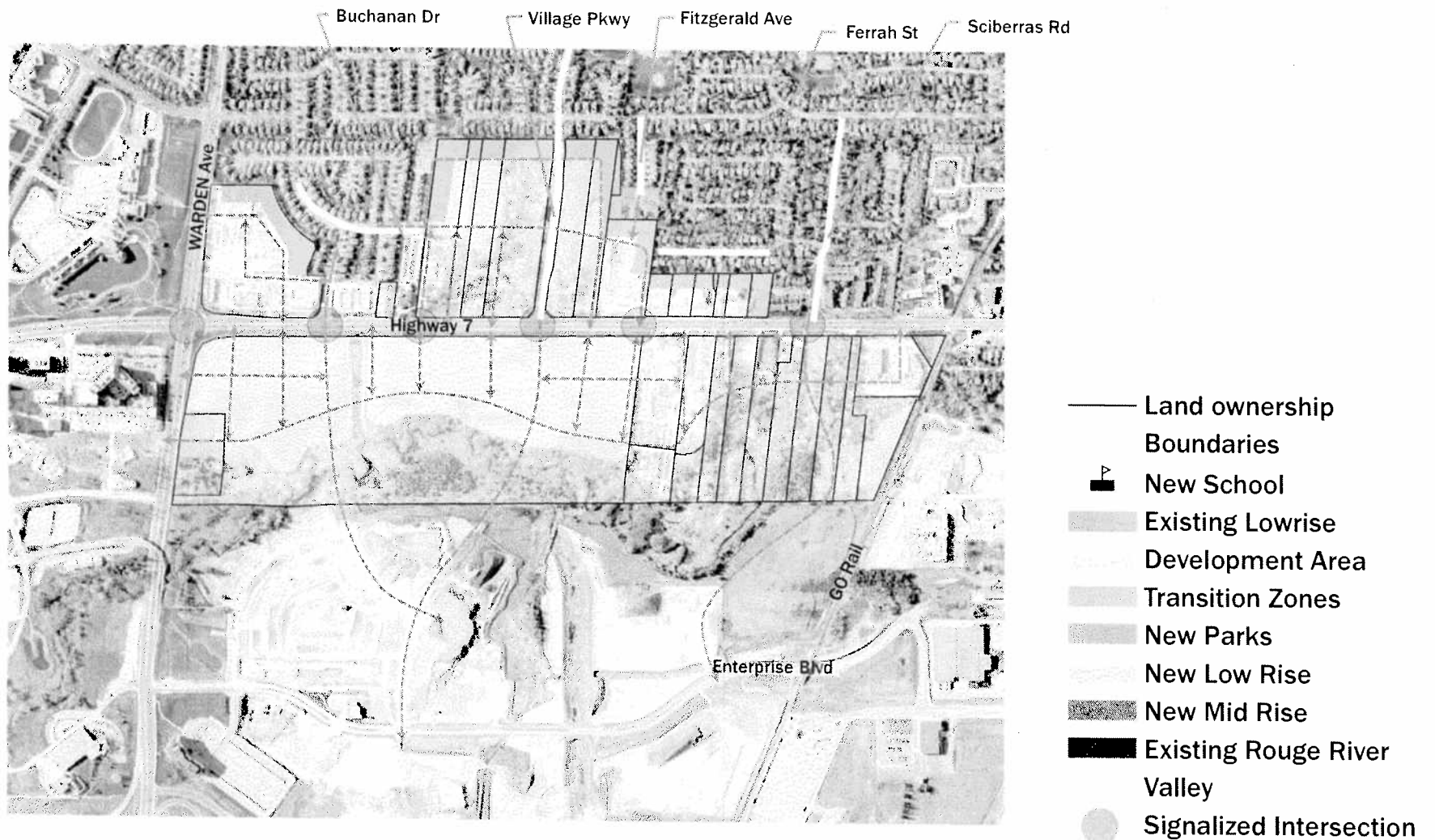
- The following images were our initial conceptual diagrams connecting the two sides of Highway 7 and laying out a basic street structure.
- These were presented in our public meeting March 5, 2009 (and to the landowners previous to that)

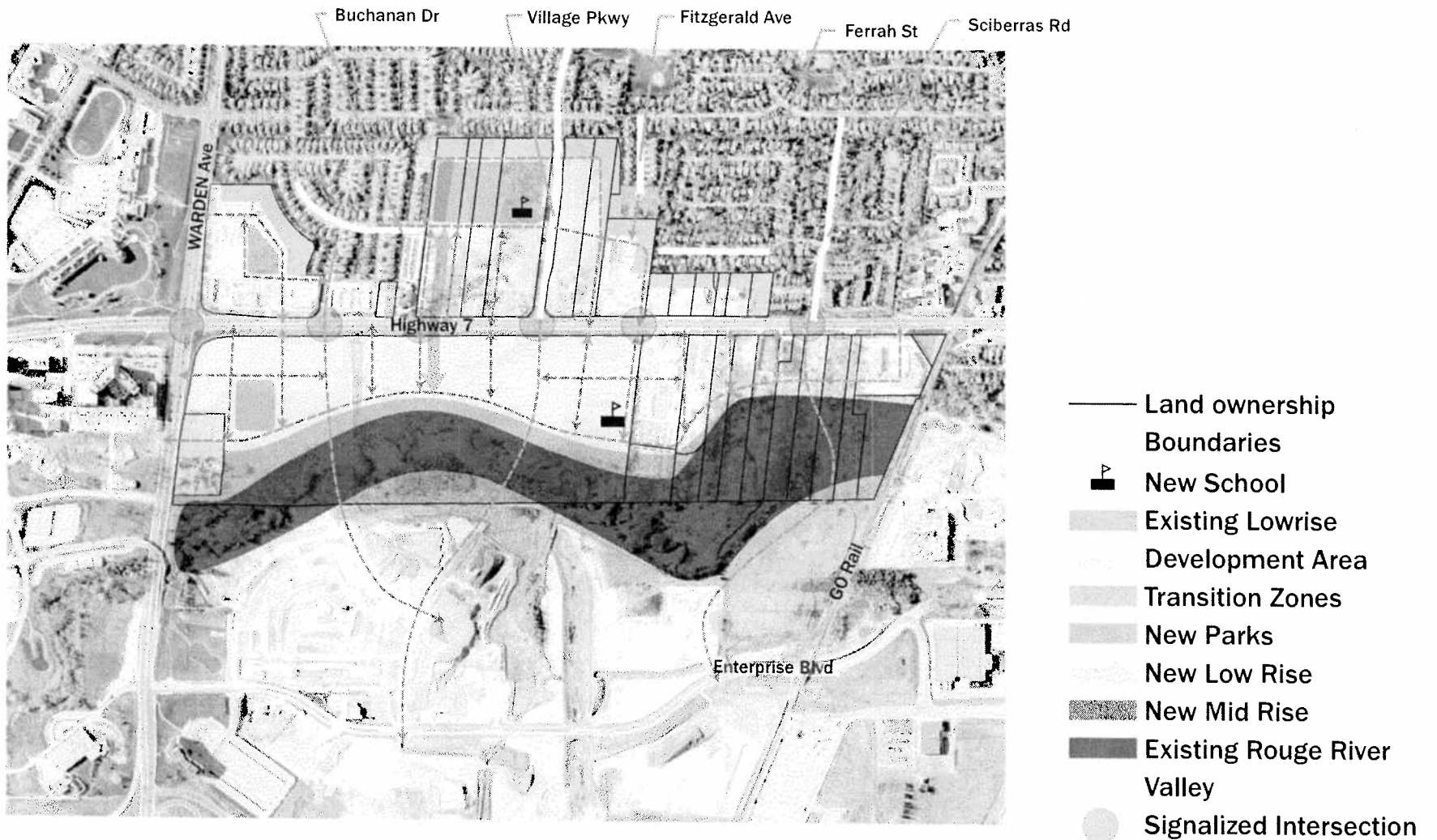


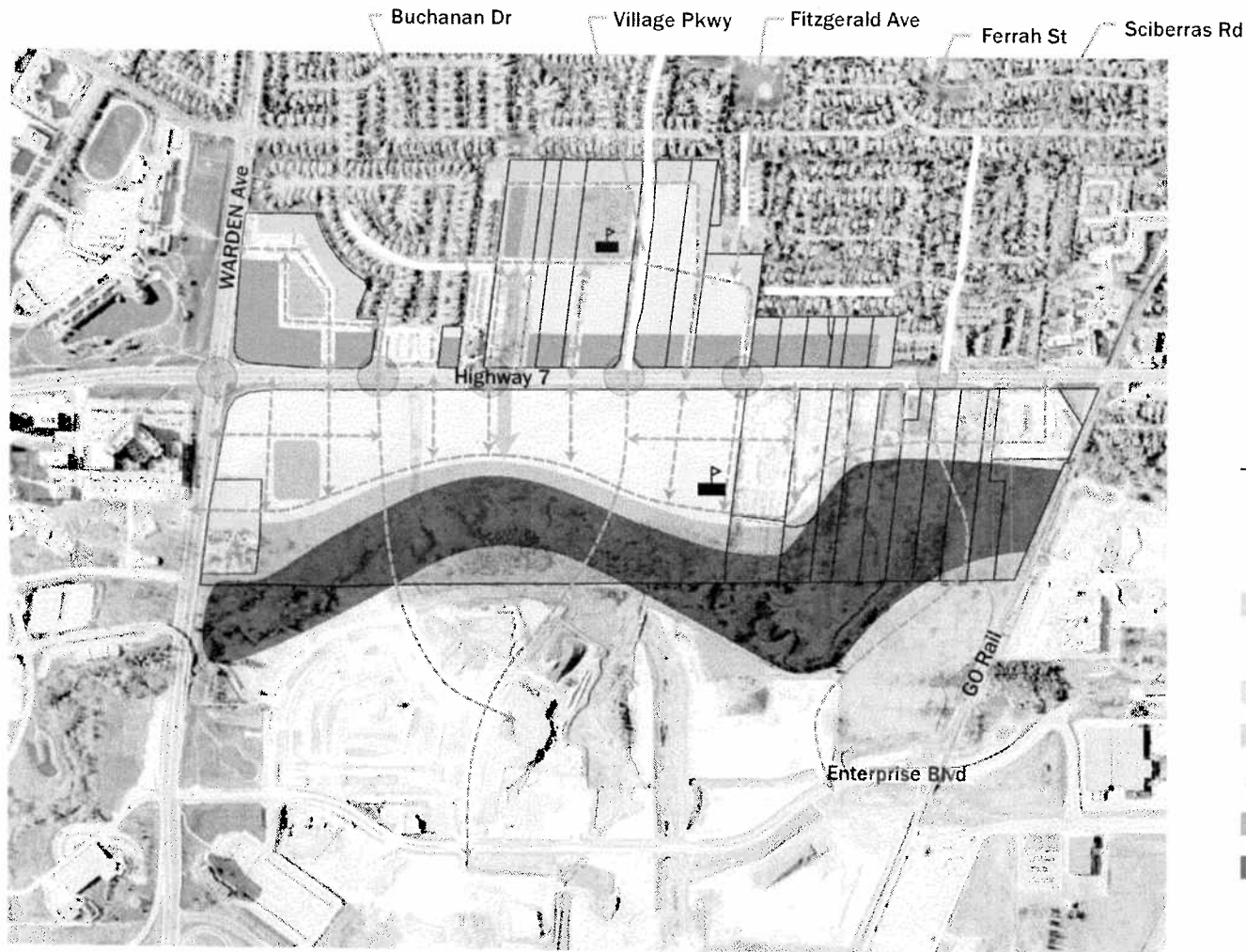
- Land ownership
- Boundaries
- New School
- Existing Lowrise
- Development Area
- Transition Zones
- New Parks
- New Low Rise
- New Mid Rise
- Existing Rouge River Valley
- Signaled Intersection



- Land ownership
- Boundaries
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- New Mid Rise
- Existing Rouge River Valley
- Signalized Intersection







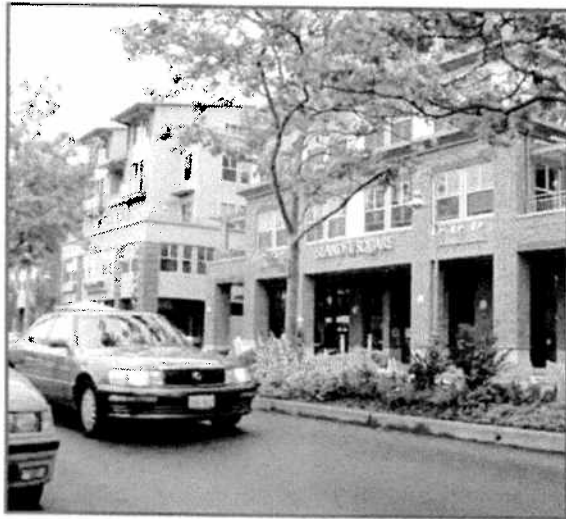
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- Signalized Intersection

Guiding Principles

- Based on meetings with the Town, landowners, and the public, we have developed a set of guiding principles in order to create a balanced plan and analyze future development.
- It is also to help direct the “building blocks” for the Precinct Plan, along with the diagrammatic elements presented just previously

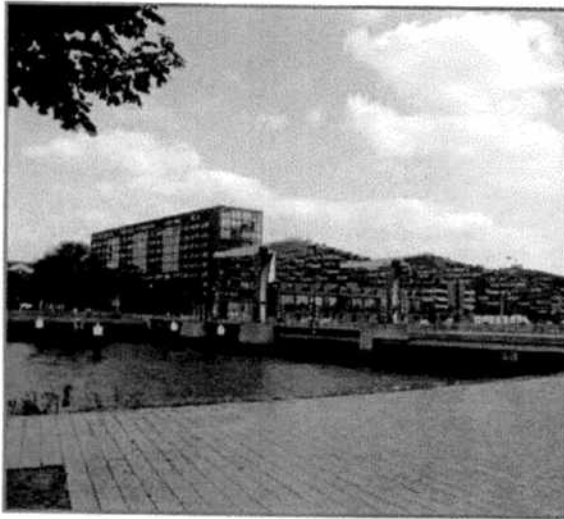
Principle 1

- Create comfortably-scaled pedestrian environments through a combination of lower and mid-rise buildings



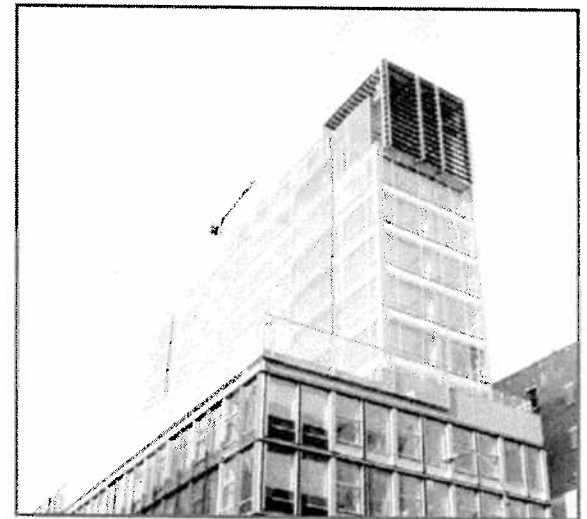
Principle 2

- Ensure transition to established low-rise areas through a combination of scale, setbacks, building types and relationships.



Principle 3

- Ensure taller buildings are located in strategic locations to mitigate potential for negative impacts



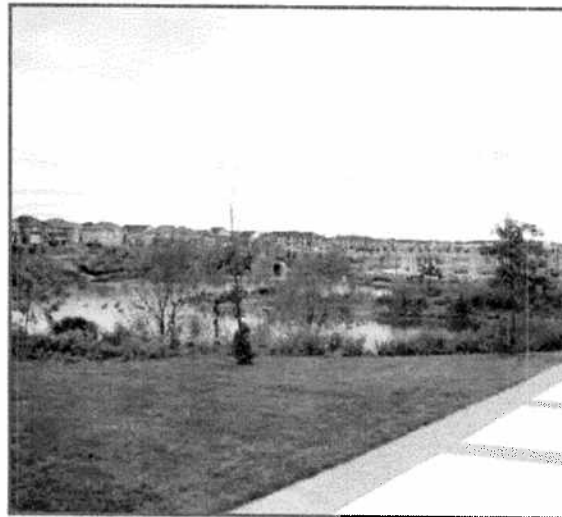
Principle 4

- Create a pattern of streets and blocks that is legible, connected, walkable and provides options for pedestrians, cyclists and vehicles



Principle 5

- Create an open space strategy that connects both sides of Highway 7, connects Unionville to the Rouge River, and provides opportunities for outdoor recreation space within all new development



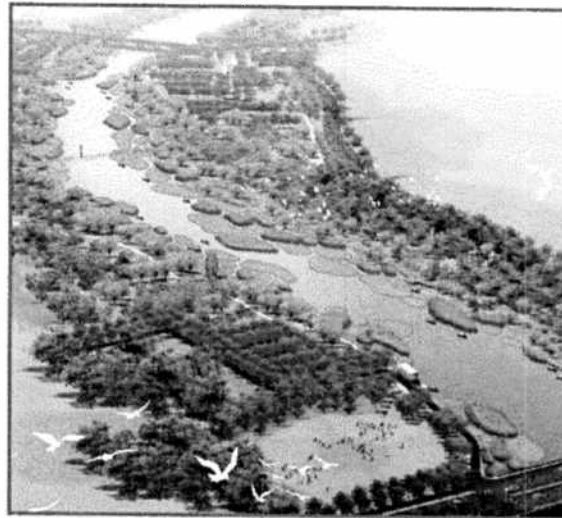
Principle 6

- Locate commercial, retail and live/work in places well served by a variety of modal options (foot, bike, transit and vehicle) and in mixed use buildings



Principle 7

- Encourage the adoption of sustainable practices both at a precinct, block and building scale



Principle 8

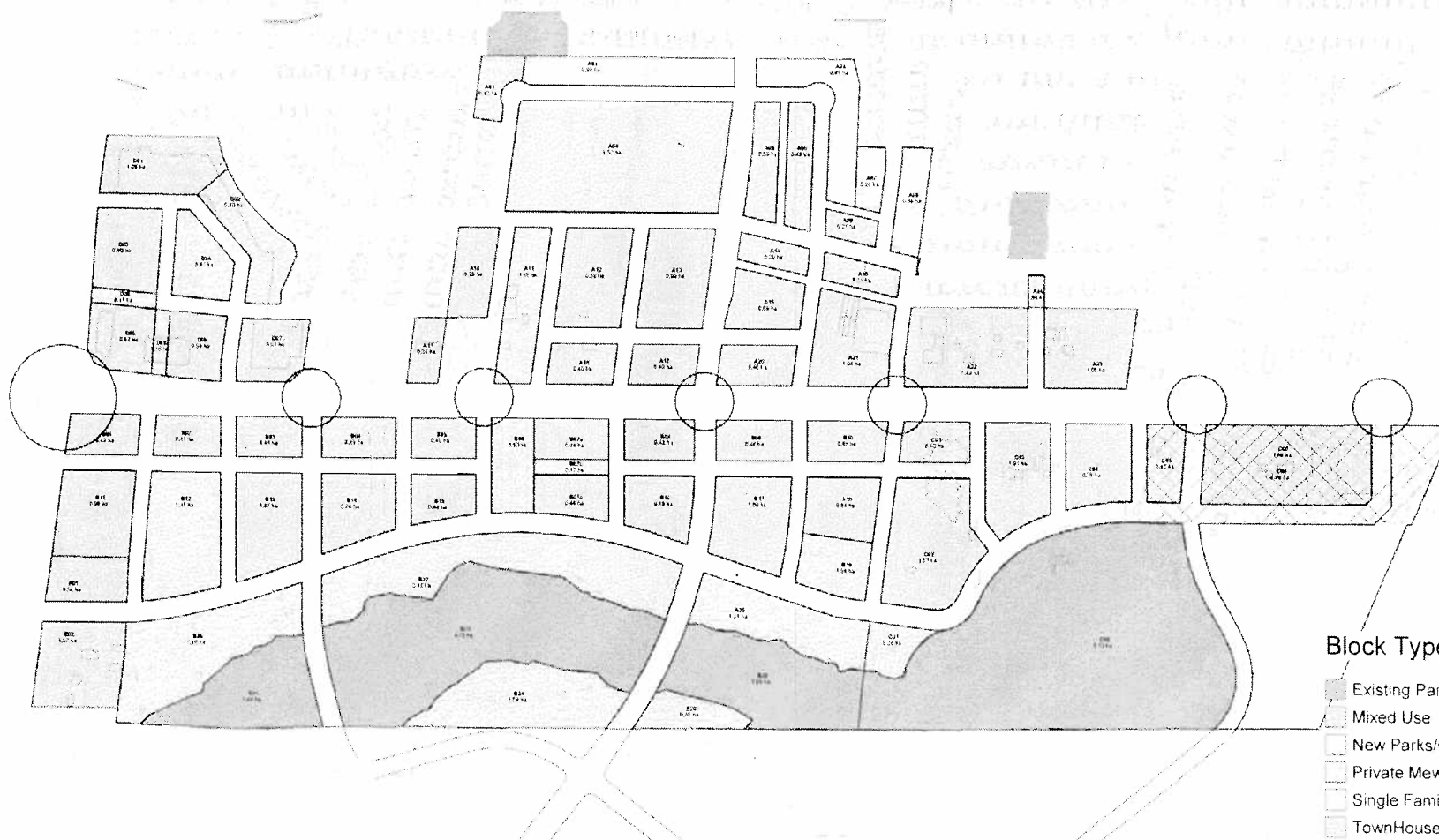
- Protect and enhance existing valuable Markham resources, both built and natural



Conceptual Plan

- This plan shows one way which development can occur in an organized fashion on both sides of Highway 7. It includes collective thinking for:
 - streets and blocks
 - open spaces
 - Highway 7 crossing points
 - school sites
 - general built form

proposed block structure



Highway 7 Precinct Plan

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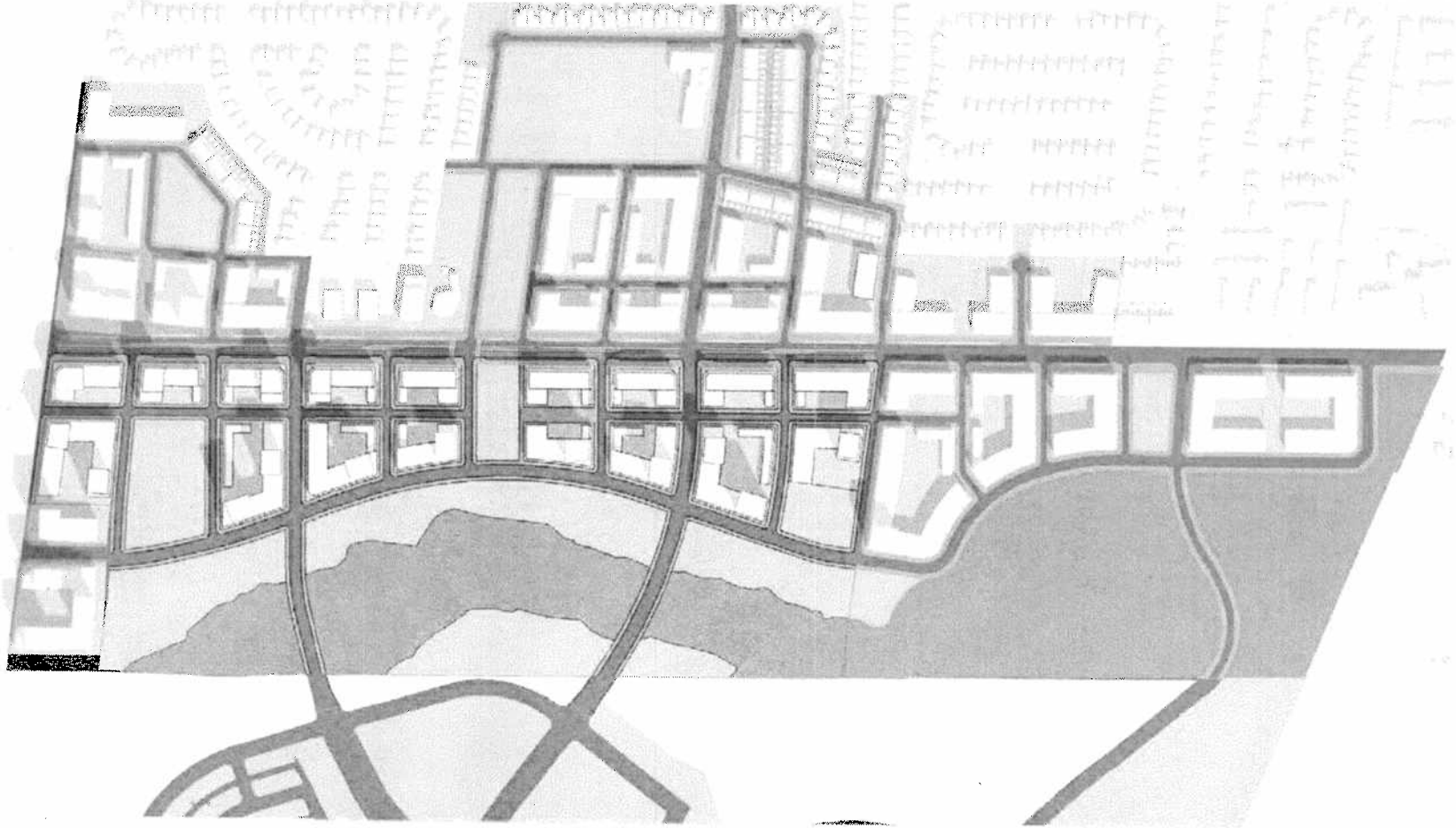
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Proposed Block Structure

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conceptual precinct plan



Highway 7 Precinct Plan

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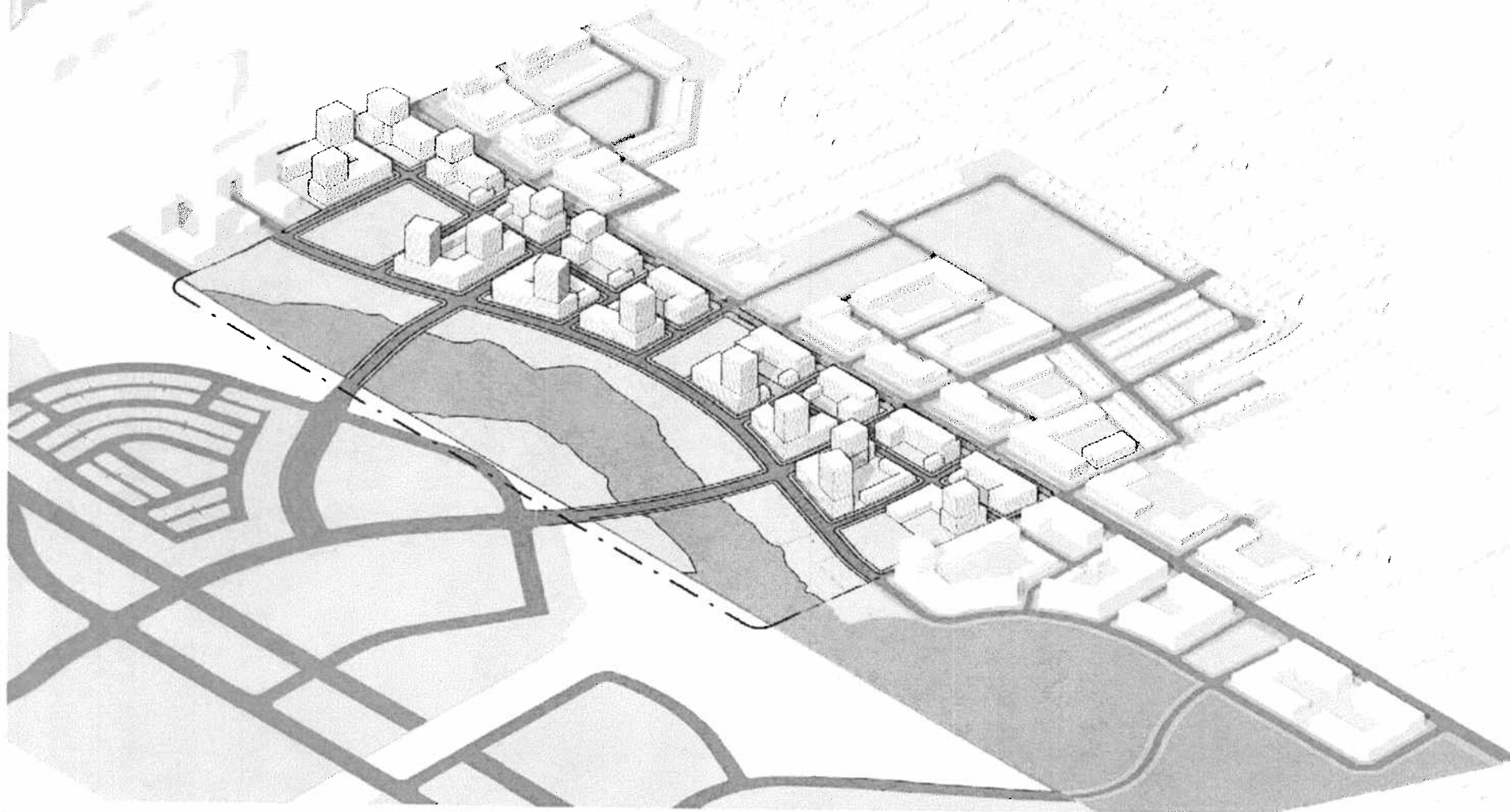
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Conceptual Site Plan

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conceptual building envelopes



Highway 7 Precinct Plan

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Axonometric - Conceptual Built Form

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Next Steps.

**Allow applicants to incorporate changes
into plans that encapture principles**

June 23 - DSC Meeting - Draft Precinct Plan

