



# Intensification Analysis: Method & Examples

Presentation to Development Services Committee April 29, 2008



# Intensification Analysis



- Intensification Analysis is a key component of Markham's Growth Management Strategy
  - Provincial Growth Plan
  - Regional Official Plan policy
  - Regional Growth Management
  - Town policy and Council direction
  
- Intensification Analysis:
  - Phase 1: Techniques & Classification of Intensification Opportunities
  - Phase 2: Identification & Modelling
  - Phase 3: Input to Growth Options

# Provisos Re Intensification



- Consideration  $\neq$  Approval
- Supply vs. Demand
- Intensification Priorities
- Infrastructure
- Area Context
- Employment



# Considering Intensification Alternatives



The Analysis is organized in terms of identifying locations within the Current Settlement Area including:

- Locations with little or no intensification potential
- Locations which reflect policy direction or which display characteristics that support consideration for intensification
- Locations under study and current development proposals

The Analysis takes account of the **Residential Intensification Hierarchy** and **Intensification Strategy Guide** developed by the Region of York

# Organizing the Analysis



In addition to Region's Residential Intensification Hierarchy, potential intensification areas are organized in terms of:

- Town Policy Areas
- Town Study Locations
- Greenfield Locations
- Staff modelling
- Development proposals
- Business Parks
- Strategic retail sites
- "No Potential" locations

# Locations Where Intensification Potential is Not Being Considered

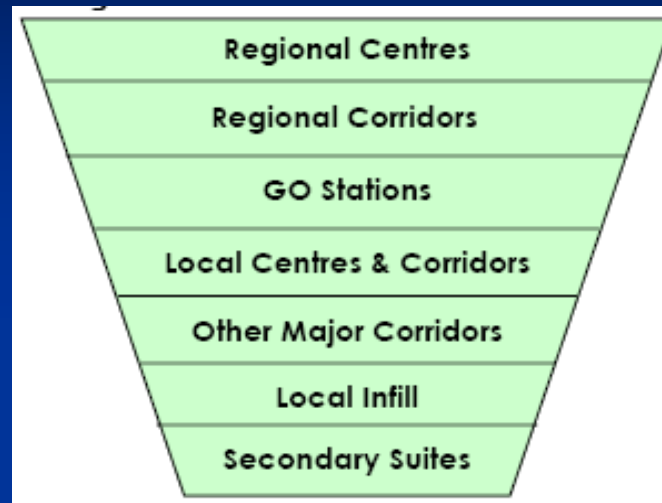


The Intensification Analysis does not consider intensification in:

- Established residential areas, exhibiting a stable physical character, except where the potential for second suites exists under Town policy, and,
- Identified natural features, such as valleys, or,
- Residential intensification in Designated Business Parks



# Regional Residential Intensification Hierarchy



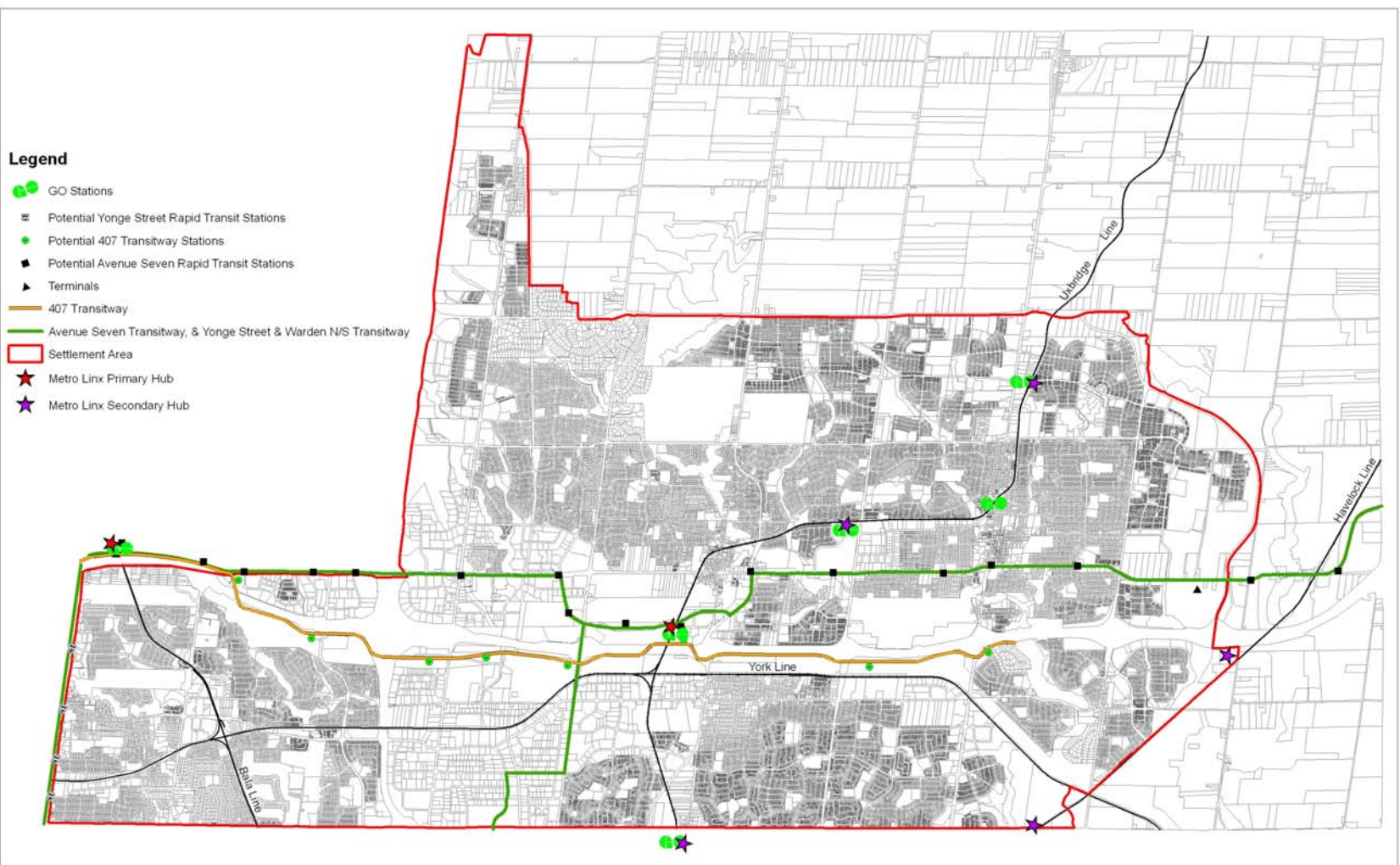
Intensification  
Hierarchy Component

Proportion of Regional  
Intensification 2006-2031

Regional Centres	30%
Regional Corridors	17%
GO Stations	3%
Local Centres and Corridors	30%
Other Major Corridors	7%
Local Infill, Second Suites	13%



# Rapid Transit Facilities





# Regional Centres/Urban Growth Centres



- Markham's Regional Centres are also Urban Growth Centres:
  - Markham Centre
  - Richmond Hill/Langstaff Gateway

- Urban Growth Centres (UGC's):
  - Minimum 200 jobs and persons/ha



- Regional Centres (RC's):
  - Highest concentration, greatest use mix
  - Range of housing and employment opportunities
  - Focus for strategic investment in transit
- Metrolinx Mobility Hubs:
  - Interconnection point for transit modes
  - Town response highlights need to consider "secondary hubs"

# Markham Centre



Proposed Urban Growth Centre Boundary



Key Development Area Boundary

- Development potential expected to exceed Growth Plan density target
- Potential for strong mix of residential and employment
- Intermodal transit hub
- Study underway to assess potential for additional density
- Possible changes in density and land use and effect on infrastructure capacities will need consideration

# Langstaff



Proposed Urban Growth Centre Boundary



Key Development Area Boundary

- Regional and Urban Growth Centre shared with Richmond Hill
- Potential for mix of residential and employment
- Intermodal transit hub, including a link to the Yonge street subway and future Highway 407 transitway
- Markham development potential expected to exceed Growth Plan density target
- Study underway to determine an appropriate Master Plan concept for a mixed use community including proposed growth



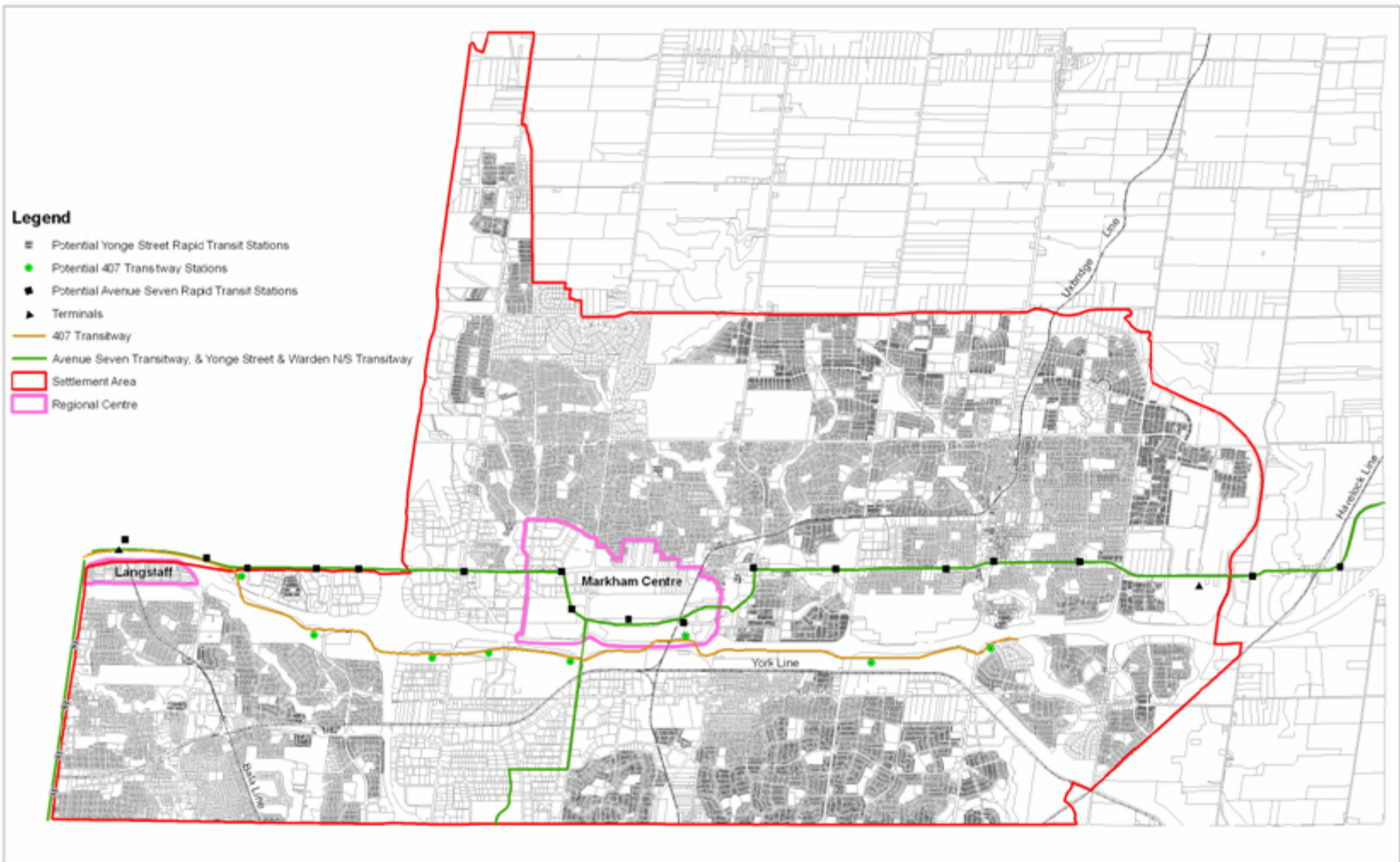
# Regional Corridors and Key Development Areas



- Regional Corridors have potential for intensive, mixed use development served by rapid transit, typically located in Key Development Areas (KDAs)
- **Avenue Seven:**
  - 2 Regional Centres and 4 KDAs
- **Yonge Street:**
  - 1 Regional Centre and 2 KDAs
- **Warden Avenue:**
  - Potential KDA being developed
- Intensification modelling for KDAs reflects approved policies, study proposals, model concepts of potential intensification opportunities

# Regional Centres and Corridors

## Town Key Development Areas



# GO Stations



- GO stations offer opportunities to intensify close to rapid transit connections
- Most stations correspond to a location identified for other reasons as a potential location for intensification
- **Markham GO Stations:**
  - Markham Centre – RC/UGC
  - Markville – RC/KDA
  - Markham Village – Local Centre
  - Markham Road North - Mount Joy – Major Corridor
- **GO Station Proximate to Area**
  - Langstaff – RC/UGC
  - Milliken Centre – Local Centre
- **Hwy 407 intermodal transit hub on CPR Havelock Line**
  - Cornell Centre KDA and Box Grove
- **Potential future station locations may also warrant consideration if intensification potential present**



# Local Centres



- Local Centres are concentrations of development and a mix of activity typically served by public transit
- Some intensification locations in other hierarchy categories may also serve as Local Centres
- Examples might include:
  - Thornhill Square
  - Milliken Centre
  - Cornell Centre, Cornell NorthCentre
  - Cathedraltown core, and
  - as defined by the Region, may also include historic town and village centres, such as in Thornhill and Markham, subject to infill being consistent with Town policy and appropriate in context

# Other Major Corridors

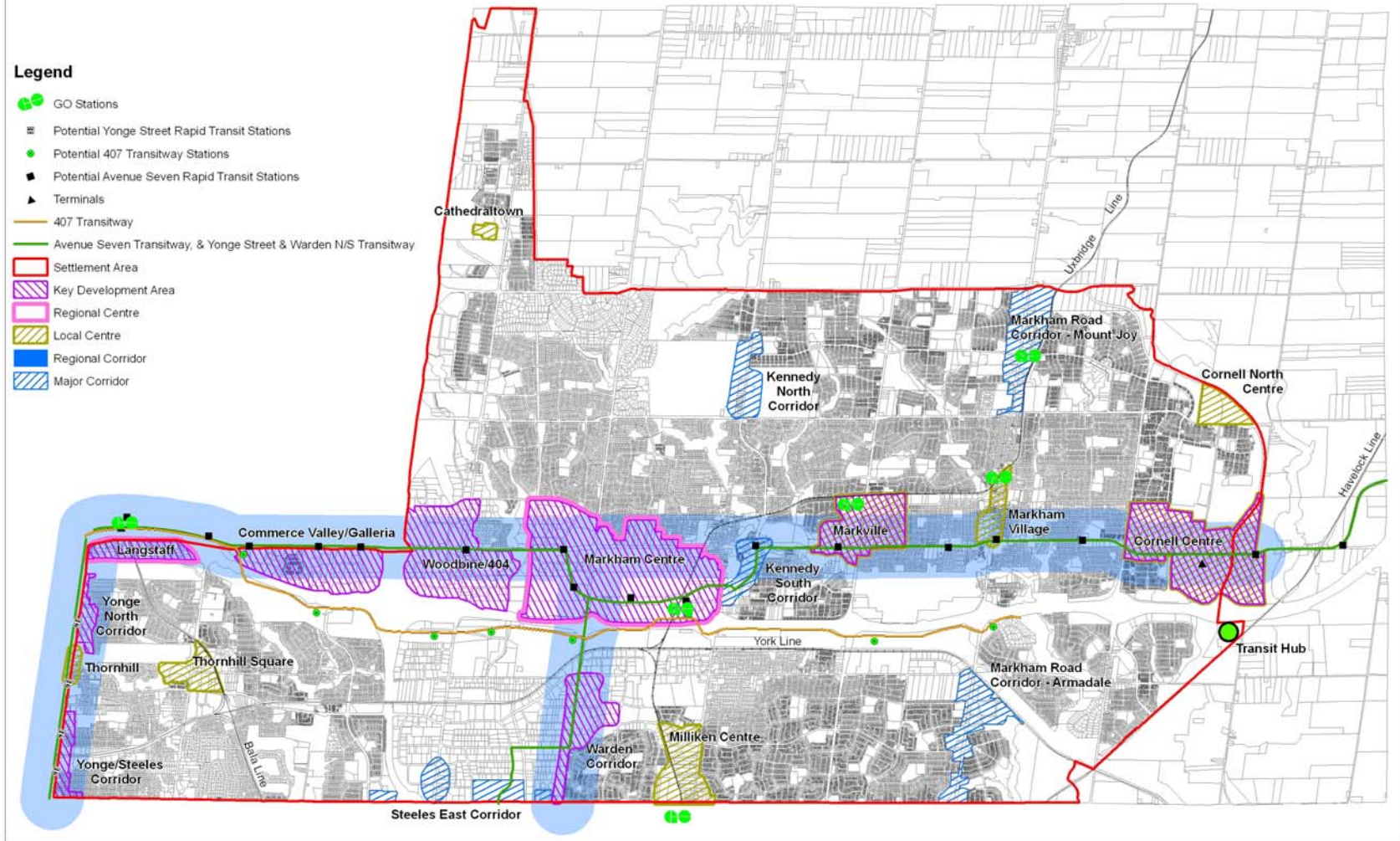


- Sections of Arterial Roads where existing development does not preclude intensification potential
- Served/can be served by transit and connections to Regional Corridors
- Examples might include:
  - Markham Road North and South
  - Steeles Avenue
  - Woodbine Avenue
  - Kennedy Road North and South

# GO Stations, Local Centres, Major Corridors

## Legend

- GO Stations
- Potential Yonge Street Rapid Transit Stations
- Potential 407 Transitway Stations
- Potential Avenue Seven Rapid Transit Stations
- Terminals
- 407 Transitway
- Avenue Seven Transitway, & Yonge Street & Warden N/S Transitway
- Settlement Area
- Key Development Area
- Regional Centre
- Local Centre
- Regional Corridor
- Major Corridor





# Local Infill and Second Suites



## Local Infill:

- Older retail sites
- Isolated underdeveloped parcels
- Sites on Local Corridors

## Second Suites:

- Well-established and popular housing form reflecting opportunity and demand
- Effective market response to lack of new rental apartment buildings
- The Town is completing a Sub-Committee review of zoning permission and regulatory controls for second suites



# Designated Greenfield Locations



- Greenfield lands defined initially by Provincial Built Boundary exercise
- Most greenfield lands within the Current Settlement Area are subject to approved policies and have plans in place
- Some locations:
  - have limited potential for intensification
  - have policies supporting intensification
  - might incorporate intensification potential
- Examples of locations with potential include:
  - Cornell Centre and Cornell North Centre
  - Angus Glen Phase 2
  - Fairtree East/Parkview
  - Cathedral Community

# Employment Lands



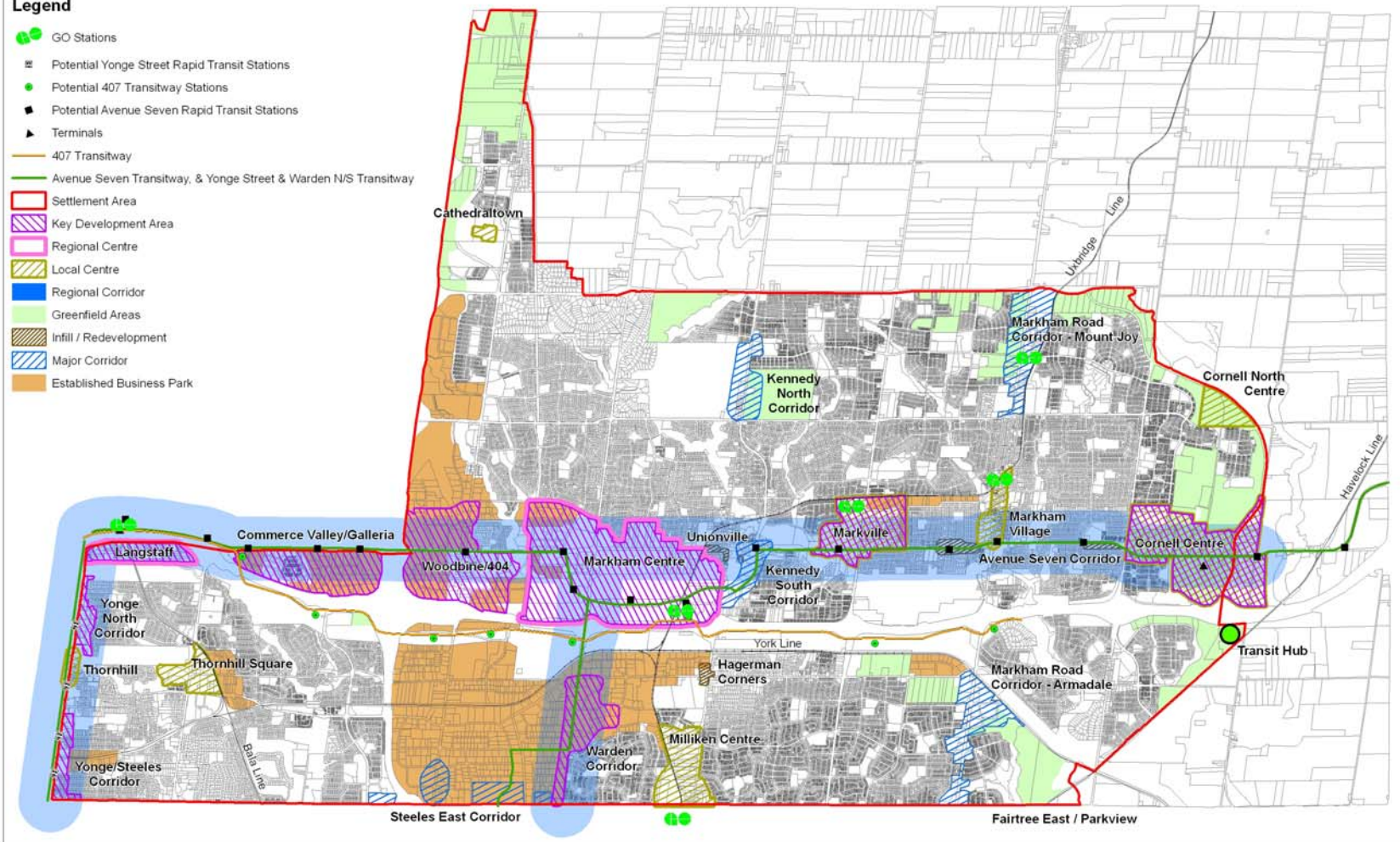
- Established Business Park areas and Strategic Retail Sites
- Focus on opportunities in Regional Corridors, Key Development Areas
- Examining potential for dispersed infill and at specific large scale locations
- Employment Lands Strategy will examine likelihood and strategic implications of employment intensification



# Business Parks and Greenfield Areas

## Legend

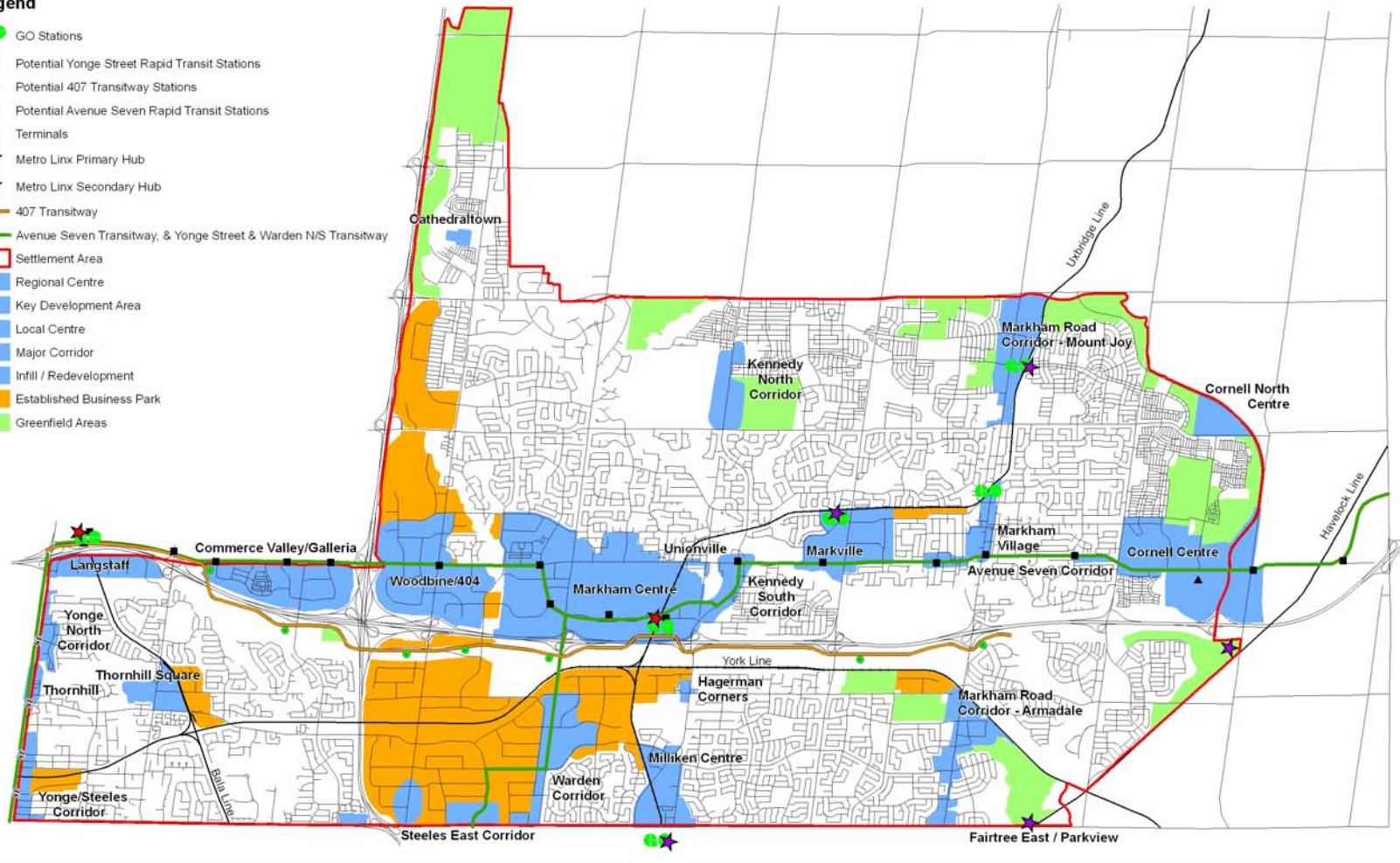
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- Potential Yonge Street Rapid Transit Stations
- Potential 407 Transitway Stations
- Potential Avenue Seven Rapid Transit Stations
- Terminals
- 407 Transitway
- Avenue Seven Transitway, & Yonge Street & Warden N/S Transitway
- Settlement Area
- Key Development Area
- Regional Centre
- Local Centre
- Regional Corridor
- Greenfield Areas
- Infill / Redevelopment
- Major Corridor
- Established Business Park



# Intensification Analysis Locations

## Legend

- GO Stations
- Potential Yonge Street Rapid Transit Stations
- Potential 407 Transitway Stations
- Potential Avenue Seven Rapid Transit Stations
- Terminals
- Metro Linx Primary Hub
- Metro Linx Secondary Hub
- 407 Transitway
- Avenue Seven Transitway, & Yonge Street & Warden N/S Transitway
- Settlement Area
- Regional Centre
- Key Development Area
- Local Centre
- Major Corridor
- Infill / Redevelopment
- Established Business Park
- Greenfield Areas





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# Next Steps



- Complete review of potential intensification locations and alternatives
- Develop residential intensification scenarios (40% and 60%) and employment intensification scenarios
- Assess potential market demand for intensification
- Determine amount of future growth that might be accommodated through intensification and priority locations
- Scenarios targeted to be completed for Q3 2008

.....Discussion