



CORNELL ADVISORY GROUP MINUTES OF MEETING – October 15, 2007

Attendees :

- ☐ John Webster – Ward 5 Councillor
- ☐ Jack Heath – Regional Councillor
- ☐ Renee Torrington – Pres. Cornell Ratepayers Assoc.
- ☐ Andrew Keyes – Cornell Ratepayers Assoc.
- ☐ Norm Pemberton – Sherwood-Amberglen Ratepayers Association (alternate)
- ☐ Phil Howes – Manager, Markham Village Business Association
- ☐ Sal Crimi – Landowners Rep, S.C. Land Management (alternate)
- ☐ Mac Cosburn – Vice President, Redevelopment, Markham Stouffville Hospital
- ☐ David Clark – YRRTC
- ☐ Gilbert Luk – YRDSB
- ☐ Gord Weeden – Rouge Park Alliance
- ☐ Valerie Shuttleworth – Director of Planning & Urban Design
- ☐ Biju Karumanchery – Manager of Development, East District
- ☐ Marg Wouters – Sr. Planner, East District, ext.2758
- ☐ Wendy Bond – Administrator, ext. 2466

Regrets:

- ☐ Gord Landon – Regional Councillor
- ☐ Robert Baird – President, Sherwood-Amberglen Ratepayers Assoc.
- ☐ Al Bishop – Landowners Rep. Manager, Cornell Landowners Group
- ☐ Niomie Massey - Landowners Rep. Cornell Rouge
- ☐ Dan Leeming – Consultant - The Planning Partnership
- ☐ Sean Hertel – York Region Planning
- ☐ Daniel DelBianco - YCDSB
- ☐ Kevin Huang – Toronto Region Conservation Authority (TRCA)
- ☐ Carolyn Woodland – Toronto Region Conservation Authority (TRCA)

Guests:

- ☐ Pat Durst – Markham Library Board
- ☐ Sabbir Saiyed – Town of Markham, Manager Transportation, Engineering

Chair: Councillor John Webster

1. Adoption of Minutes – Councillor John Webster:

- Norm Pemberton, on behalf of Robert Baird, questioned the June 18th, 2007 meeting minutes for Item 6, Growth in Cornell, presented by Al Bishop, Cornell Developers Group. At that meeting, Al Bishop proposed a resolution be sent to Council on behalf of the Cornell Advisory Group requesting a greater priority for Cornell when servicing allocation is distributed. A vote was taken as to whether the resolution was to be written by Al Bishop on behalf of the Advisory and if the resolution was to be sent. Robert Baird requested that it be noted he abstained from the votes and the voting numbers be included in the minutes.

The results of the vote were as follows:

- i. Should a resolution be sent to Council? Yes – 6, No – 0, Abstained – 5. Motion carried.
- ii. Should the resolution be sent on behalf of the Advisory Group? Yes – 5, No – 0, Abstained – 4. Motion carried

Names as to who voted are not available.

- The motion to accept the September 17, 2007 Cornell Advisory Group minutes was made by Renee Torrington and seconded by Andrew Keyes. The minutes were adopted.

3. Business Arising from Minutes:

- **Landscape Plans along 9th Line – Marg Wouters**

Marg Wouters and Urban Design staff met with Grant Robertson and Carmen Hui from the Region of York to discuss the items raised at the previous Advisory Group meeting. The Region's Forestry Department is responsible for preparing the plans and planting the trees. Linda Irvine, the Town's Manager of Parks Development will be involved in resolving the issues.

Discussion:

The Advisory Group requested input into the landscape plan. Staff will work with the Region on updating the landscape plan, and will request that it be presented to the Advisory Group when available. It is anticipated the plan would be available later this year, with the planting undertaken in Spring, 2008. It was noted that a temporary sidewalk is being constructed south of Participation House for safety purposes.

4. Cornell Secondary Plan Transportation Study – Presentation by Sabbir Saiyed, Manager of Transportation

- Sabbir presented details of the Cornell Transportation Study. A similar presentation was given to Development Services Committee at their request.
- The presentation provided an overview of the Markham Transportation Strategic Plan (MTSP) exercise currently underway, as well as the details of the Cornell Transportation Study.
- The MTSP exercise will result in new Official Plan policies and will provide input to Regional, Provincial and Federal plans. The Plan will ensure consistency between transportation and land use policies and broader Town goals such as economic vitality, natural environment and health communities. The MTSP is expected to be completed by the fall of 2009.
- The Cornell Transportation Study was undertaken by McCormick Rankin to support the revised Cornell Secondary Plan. The study assumed population, dwelling unit, and employment levels at full build out (2031). The difference from a previous study in 2003, is greater intensification in residential and employment densities and the addition of a retail and mixed use development on Hwy. 7.
- Cornell is in the early stages of development - approximately 20% built in terms of population. Major roadway intersections are currently operating at acceptable levels of service during peak hours.
- The transportation model assumed all planned road improvements, 20% transit trips, 5% walk/cycle trips, plus improved transit, including Bus Rapid Transit on Hwy 7 and Hwy 407, GO Rail service improvements and YRT service improvements by 2031.
- An overview of the concept of intersection 'level of service' (LOS) was provided; with 'A' being the best level of service, and 'F' being the worst. Acceptable industry standards are LOS 'A' to 'D'. LOS 'E' reflects increasing congestion and LOS 'F' represents severe congestion and breakdown. The Town accepts the industry standard but has formed a committee to review and make recommendations to develop a Town policy.
- The 2007 study determined that by 2031, the proposed arterial and collector road network is projected to be capable of handling traffic during the AM peak. The screenline north of Hwy 407 is forecast to operate close to capacity (LOS 'D') in the southbound direction (at 9th Line and Donald Cousens Parkway); minor improvements will be required at intersections operating at a LOS D to bring services to a level C.
- The proposed arterial and collector road network is also projected to be capable of handling traffic during the PM peak. Roadway locations north of Hwy 407 are forecast to operate close to capacity in the northbound direction (LOS E). Major intersection improvements will be required at locations that are operating at or above capacity (9th Line/Hwy 7 and Donald Cousens Parkway/Hwy 7).
- Road and transit improvements are required to accommodate future build out by 2031. Suggested improvements to be considered in developing an updated phasing plan are:
 - Donald Cousens Parkway - 6 lane cross section between 16 Ave and Hwy. 407
 - 9th Line – 4 lanes between Hwy 407 and Donald Cousens Parkway
 - Hwy 7 – 4 lanes from 9th line to Reesor Road

- 16th Ave – 4 lanes from 9th Line to Donald Cousens Parkway
- Bur Oak Ave - 4 lanes from Hwy 7 to 9th Line
- All other Town roads - 2 lanes
- Implementation of Bus Rapid Transit on Hwy 7 and Highway 407 Transit way, and GO Rail service and YRT service improvements
- Extended and frequent transit services on Bur Oak Ave, 16th Ave, White's Hill Ave, Country Glen Road, Reesor Road and Cornell Centre Boulevard
- Next steps include assessment of development scenarios leading to full build out to identify infrastructure required in each phase of development.
- A copy of the presentation was provided.

Discussion:

Discussion centred on transit modal split assumptions, Town policy for acceptable levels of service, and the potential for combining YRT, VIVA and 407 Transit way terminals. A transit modal split of 20% is considered reasonable with improved YRT service and BRT service along Hwy 7 – current transit usage is approx 8-9% of total trips. The Town does not have an approved policy regarding acceptable levels of service but this will be reviewed as part of the MTSP. Planning for the Viva terminal south of Hwy 7 will continue as scheduled, with the acknowledgement that the terminal may be moved to the vicinity of Hwy 407 in the future.

5. Non-Lane Based Housing Report – Marg Wouters

- Development Services Committee will be considering a staff report on the issue of non lane-based housing in Cornell on October 16, 2007. The report contains draft Secondary Plan policies to provide for non lane-based residential development in certain areas of Cornell and a recommendation to call a public meeting to receive public input on the proposed policies. The report also contains a set of draft principles, prepared by Town staff, for assessing non lane-based development proposals.
- Based on the proposed criteria, there is limited potential for non lane-based development. The potential lies mainly on the remaining Mattamy and Cornell Rouge lands. It is anticipated that less than 15% of the total number of low density housing would be non lane-based.
- Staff are currently working with Engineering staff to come up with an acceptable road cross-section which would accommodate sidewalks on both sides, without being too wide. The current Town standard is 17m (8.5m pavement plus boulevards) with a sidewalk on only one side. Local streets in Cornell with rear lanes are currently 15.5m wide (including boulevards). A standard local road with sidewalks on both sides would be 19.5m which is not acceptable in terms of the streetscape that would be result, i.e., the loss of the 'enclosed streets' feel of Cornell. This issue will be resolved before the public meeting.
- A copy of the report was provided.

Discussion:

- The importance of retaining the close house-to-house relationship (i.e., narrow streets) characteristic of Cornell was discussed. Renee Torrington indicated there is a lot of concern in the community about non lane-based housing and requested the community receive ample notice prior to the public meeting.

6. Development Services Review of New Communities – Presentation by Valerie Shuttleworth

- Council had expressed a concern regarding the new urbanism concepts of the new (OPA 5) communities within the Town and wanted a better understanding about the developments within the Town. Urban Design staff organized a bus tour of the new communities for Council and staff. Comments on a general and specific basis were requested from the participants to identify what they liked and disliked. Previous data and comments from the tour were the basis for a presentation of things that were liked about developments within the Town, lessons learned and the next steps for improvement to finish the communities that are currently being built out. The goal is continuous improvement in community design and principles.
- The communities included on the tour were: Cathedral, Angus Glen, Berczy, Wismer, Greensborough/Swan Lake, and Cornell. The remaining OPA 5 communities, including Markham Centre, Legacy and Box Grove, were not visited at this time.

- Positive comments received from tour:
 - Community layout better than earlier plans, greater diversity of housing types, better arterial road streetscape
 - More compact, efficient urban form
 - Great open parks and valleys, streetscape more attractive, laneways and rear garages contribute to improved streetscape on smaller lots
 - Narrow streets help reduce traffic speed
 - House designs much improved, coach house provide a form of affordable housing
 - Availability of neighborhood commercial
 - Modified grid pattern of streets contributes to community structure and pedestrian/transit orientation
 - Storm ponds well designed and integrated. Were this is considered a positive, more public education is required in regard to their natural function and appearance.
- Negative comments received:
 - Require more mailbox shelters and litter containers, better looking recycling/garbage containers
 - Improved community identification signs
 - Maintenance of private front yards, are more condominium vs. freehold required?
 - Quality of building finishes lacking in some areas
 - More neighborhood commercial centres needed
 - Not enough top soil to maintain plantings and trees; a standard is required
 - Storm ponds always to be integrated into a park
 - Laneways are unattractive, need proper lighting, providing Town services from laneways requires a different approach from the Town norm, i.e., garbage, lights, etc.
 - Lack of bus shelters
 - Heritage preservation issues need to be addressed
- Next Steps: Continue to solicit and compile data, document the positives, find solutions for the negatives, continue to report to DSC, and amend affected by-laws as required.

Discussion:

- Discussion centred on the need for education regarding the function of stormwater ponds, and lack of lighting in lanes and along urban open spaces in front of houses. Parks are purposefully not lit at night to discourage vandalism but it was agreed that open spaces in front of houses should be lit. The Group was offered copies of the OPA 5 Communities tour route map.

7. Intensification/Density Study, Height and Density Option – Presentation by Valerie Shuttleworth

- This item was deferred to the December meeting due to lack of time. Motion by Norm Pemberton, seconded by John Webster.

8. Other Business:

- Members agreed they would like a tour of the joint use facility of St. Jean De Brebeuf Catholic High School and Vellore Village Community Centre in Woodbridge. Members will meet at the front of the school at 7pm on November 19th.
- Jack Heath reiterated a desire for the proposed YCDSB high school site opposite the proposed community centre site to be purchased so that facilities (e.g., playing fields, parking) could be shared with the proposed community centre.
- The Community Centre charrette scheduled for November 2007 is on hold, pending endorsement from General Committee.
- Mac Cosburn reported that the Markham Stouffville Hospital community information meeting is scheduled for November 8, 2007 at the Hospital Auditorium from 6:30pm to 8:30pm with a presentation at 7pm. He

described the site plan approval process as a 2-step process whereby a master concept plan is developed as a first step and sent out for bids. The successful bidder then prepares a more detailed plan based on the master concept plan which is then brought to the Town for site plan approval. This is a new approval process being led by Infrastructure Ontario. A master concept plan will be presented to the Advisory Group when available.

- Renee Torrington provided a web link to the members regarding a new development proposal in Cornell by the International Business Consortium (IBC), for lands on the north side of Highway 7, as follows: www.cornellgates.com. Although staff have been in discussions with IBC, no development applications have yet been submitted for these lands.

9. Next Meeting:

November 19, 2007 – Tour of Joint use facility of St. Jean De Brebeuf Catholic High School and Vellore Village Community Centre in Woodbridge, Ontario.

St. Jean De Brebeuf Catholic High School
2 Davos Rd.
Woodbridge, Ontario
L4H 2Y1
905-851-3259

Vellore Village Community Centre
1 Villa Royale Avenue
Woodbridge, Ontario
L4H 2Z7
905-832-8544

- Adjourned 8:10 pm.

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