

# Markham Road - Mount Joy

Secondary Plan Study

## Update and Draft Demonstration Plan Development Services Committee

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December 15, 2020

# AGENDA

1

Introduction + Study Purpose

2

Existing Conditions Assessment Summary

3

What We Heard

Q

Questions – 15 minutes

4

Vision and Guiding Principles

5

Emerging Demonstration Plan

Q

Questions + Discussion – 30 minutes

6

Implementation

Q

Questions + Discussion – 20 minutes

7

Next Steps

## INTRODUCTION TO THE TEAM

# City of Markham

Project Manager - Darryl Lyons

## SvN

**Jonathan Tinney**  
*Land Economics*

counterpoint  
ENGINEERING

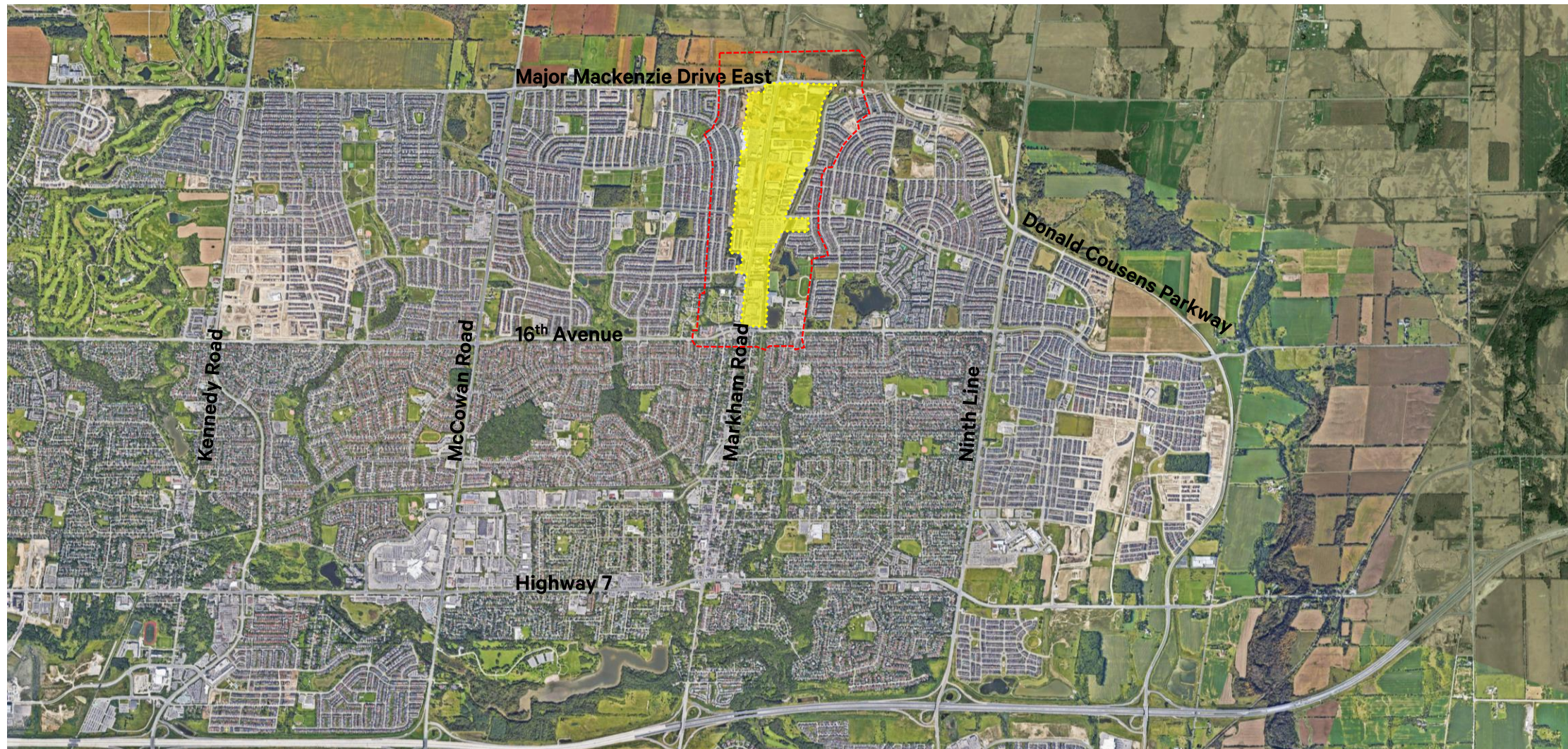




# 1

## Introduction + Study Purpose

### MARKHAM ROAD – MOUNT JOY SECONDARY PLAN AREA & STUDY AREA





## STUDY AREA POLICY DIRECTION

The Official Plan 2014 identifies the corridor as an **intensification area**, and identifies the need for a **Secondary Plan** to guide development.

## STUDY PURPOSE

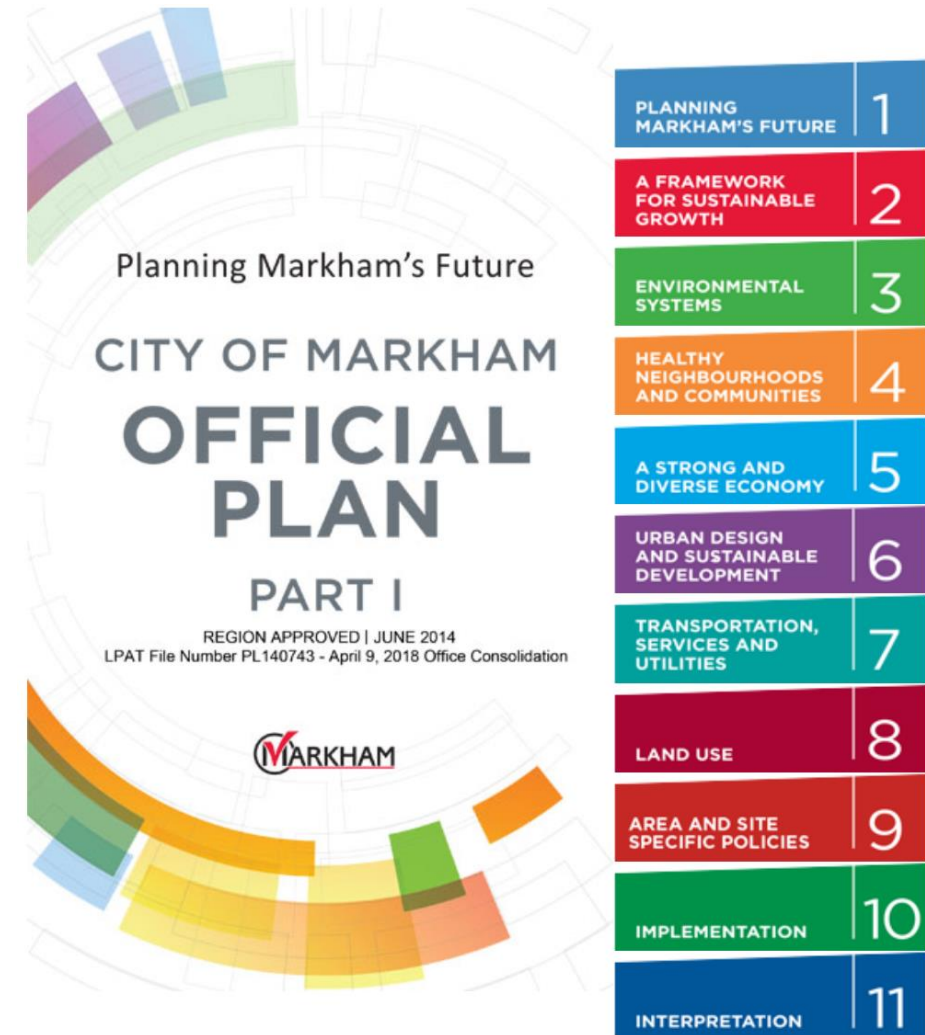
To prepare a **development plan** and recommend **policy guidance** that will **inform** the preparation of a Secondary Plan.

## STUDY COMPONENTS

The Study integrates **land use & urban design, transportation and municipal servicing**.

The vision for the Markham Road – Mount Joy Local Corridor is:

“... for a **mixed-use local corridor** that functions as a **main street integrating a range of housing, employment, shopping and recreation opportunities**, at **transit supportive densities** adjacent to the GO station, to serve the adjacent communities of Berzcy Village, Wismer Commons, Greensborough and Swan Lake.” City of Markham Official Plan, 2014



# THE OPPORTUNITY

The Secondary Plan will define the Vision for the continued evolution of the Markham Road - Mount Joy area and provide the planning parameters to ensure growth can be realized, commensurate with mobility, housing and community amenities. These investments will set the stage for a complete Markham Road - Mount Joy Community.





## Baseline Conditions



Land Use & Built Form



Transportation



Municipal Servicing



## Key Opportunities

- Reconceive **Urban Structure**
- Create **Green Links & Corridors**
- Leverage Assets for **Placemaking**
- Improve **Active Transportation**
- Build a **Fine-Grain Street Network**
- **Transform Markham Road** into a Complete Street
- **Dedicate / Separate Cycling Facilities** including Shared Bikes, E-bikes, and E-scooters
- Plan for a **Transit Oriented Community** at Mount Joy GO Station; **Explore Potential for a Second GO Station** at Major Mackenzie Drive East
- **Divert Markham Road Through-Traffic** to Donald Cousens Parkway
- Mitigate Flooding Attributed to Mount Joy Creek to **Unlock Redevelopment and Environmental Enhancement Opportunities**



## Key Drivers of Change

COORDINATE  
GROWTH WITH  
TRANSIT +  
MOBILITY  
IMPROVEMENTS

MITIGATE  
MOUNT JOY  
CREEK  
FLOODING

EXPAND RANGE  
OF USES  
PERMITTED AT  
MOUNT JOY  
BUSINESS PARK

INTRODUCE NEW  
STREETS, IMPROVE  
MOBILITY OPTIONS,  
CREATE VALUE +  
FRONTAGE FOR  
NEW USES

STUDY POTENTIAL  
GO STATION AT  
MAJOR  
MACKENZIE  
DRIVE



## VIRTUAL DESIGN CHARRETTE

### MARKHAM SUB-COMMITTEE MEETINGS



Bus Tour and Overview of Baseline Conditions – **July 29, 2020**



Workshop of Vision, Guiding Principles, and Framework Plans – **August 5, 2020**



Workshop of Vision, Guiding Principles, and Framework Plans – **August 24, 2020**

### COMMUNITY INFORMATION SESSIONS



Bus Tour and Overview of Baseline Conditions – **July 29, 2020**



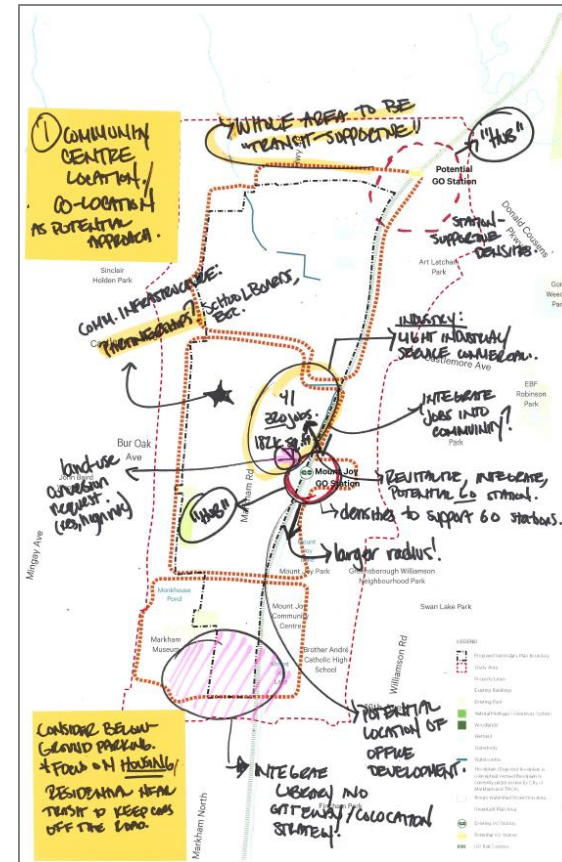
Workshop of Vision, Guiding Principles, and Framework Plans – **September 26, 2020**

## Key Themes of Feedback Received from the Public and DSC



Mobility

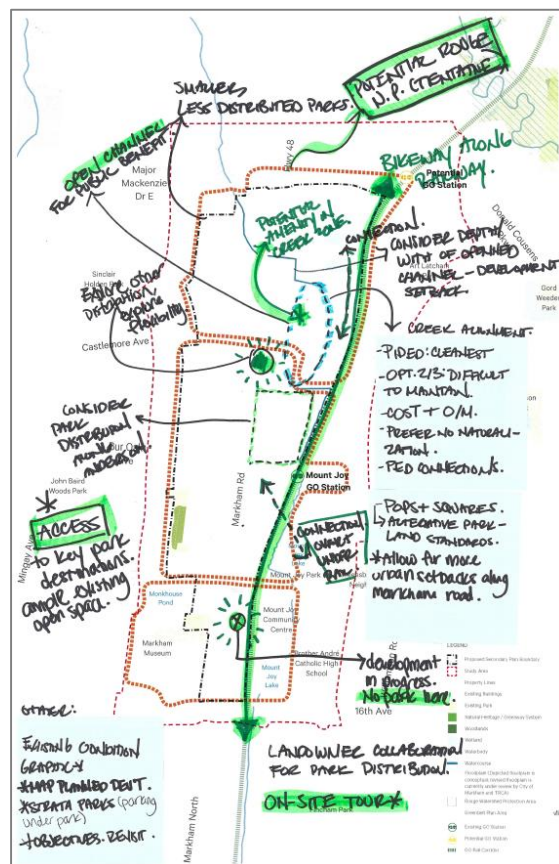
- Support for the creation of a **pedestrian friendly Main Street** along Markham Road
- Support for **separated, protected bike lanes** on Markham Road
- Suggestion to explore the opportunity to **move/add bike lanes** to new streets, parallel to Markham Road
- Concerns for **safety of pedestrians and cyclists**, lengths between designated crossings, collisions, vehicular speeds, etc.
- Surface parking should be **significantly reduced at transit stations**



Land Use

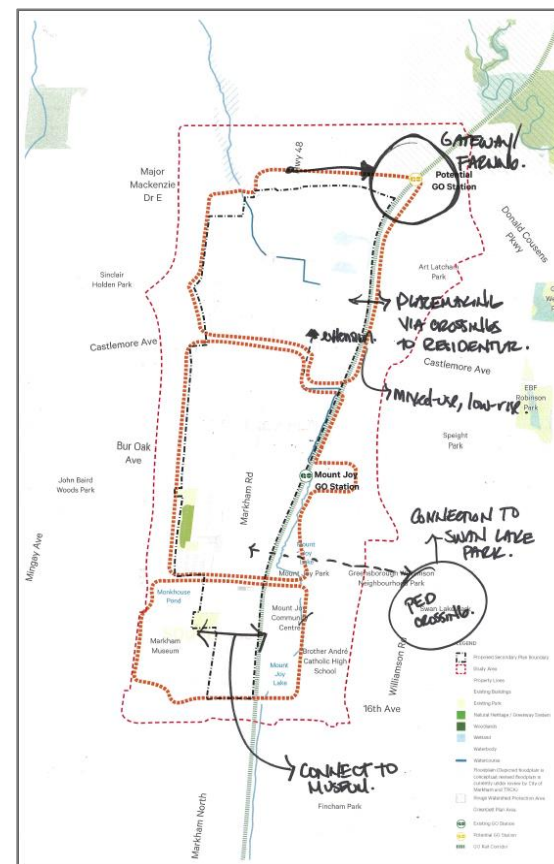
- **Higher-paying employment options** should be provided, as well as **affordable housing options**
- Allow for a **mix of large and small scale retail/ commercial uses**
- Mount Joy Business Park should be incorporated into a **broader mixed use area**

## Key Themes of Feedback Received from the Public and DSC



## Parks and Open Space

- The **need for more parkland**, particularly given the ongoing pandemic
- The **importance of contiguous natural space**
- Support for the **daylighting of Mount Joy Creek**, with the recognition of **flexibility associated with a piped Creek option**



## Placemaking

- Support for the creation **of east-west connections over the Stouffville GO Rail Corridor**, and connecting existing community amenities to the Secondary Plan Area
- The GO station areas should be destinations in themselves; places to **work, live and play**



# Questions

## VISION

The Markham Road - Mount Joy Secondary Plan area will evolve into a **walkable, compact, and vibrant mixed-use community**. It will also function as a **gateway, main street, workplace, and social and cultural hub** serving this community and the surrounding communities of Berczy Village, Wismer Commons, Greensborough, Swan Lake, and Markham Village.

To do so, a **mix and range of housing, including affordable and rental housing, employment, shopping and recreation opportunities** are integrated and provided at **transit-supportive densities** that are **compatible** with the established low-rise residential neighborhoods. The greatest intensity of development and activity are **near rapid transit stations**, complemented by **animated parks, schools, community and recreation facilities, and other amenities**.

All these elements are tied together and enriched with a **vibrant public realm** that drive the **appeal, livability, resilience and distinct sense of place** of the Markham Road – Mount Joy area.

## GUIDING PRINCIPLES



1. Building Compact and Complete, Rail-Integrated Communities



2. Protecting and Enhancing the Natural Environment



3. Increasing Mobility Options



4. Maintaining a Vibrant and Competitive Economy



5. Adopting Green Infrastructure and Development Standards



6. Facilitating Public Input and Long-Range Planning and Implementation



# Emerging Demonstration Plan

## Demonstration of Secondary Plan Principles, Land Use, Built Form and Mobility Direction

- Natural Heritage
- Public Realm and Open Space
- Street Hierarchy and Development Blocks
- Transit-Oriented Development Nodes
- Character Areas, Gateways and Nodes
- Phasing

- **~90 Hectare Secondary Plan Area**
- **~13,500 Residents**
- **~14,500 Jobs**



## Framework Elements: Natural Heritage

### Components

- Greenway\* / Mount Joy Creek
- Woodlot
- Stormwater Management Ponds
- Watercourse

### Key Statistics

- Greenway / Mount Joy Creek (~5.8 hectares )





## Framework Elements: Natural Heritage

### Recommended Alignment for Mount Joy Creek

#### Hybrid Enclosed/ Open System adjacent to the Rail Corridor

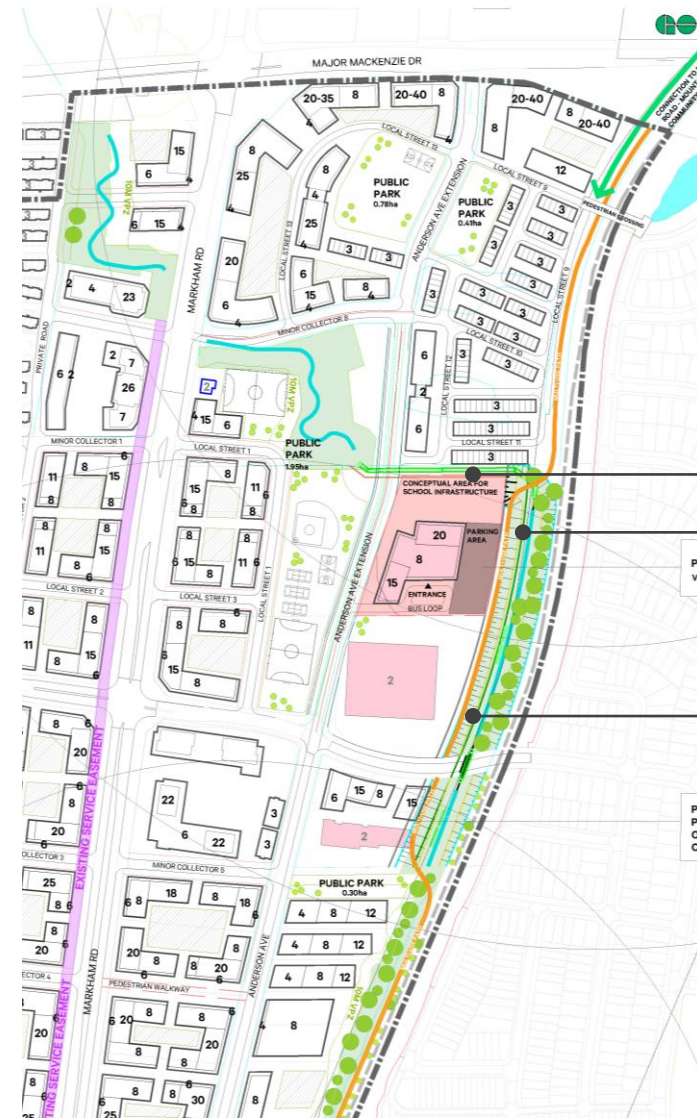
- Conveys Regional Flood event; Grading conditions along railway ROW allows for deeper channel design
- Restores terrestrial, fish, and riparian habitats in relation to piped options; there is a break in connectivity along E-W piped portion
- Opportunity to provide multi-use pathway along east segment; impact on existing land uses to be determined (ie loss of surface parking)
- Maintenance costs overtime are lower in relation to piped options
- Moderate Land Acquisition impacts in relation to piped option



West Toronto Rail Path



Richmond Railway Corridor



East-West alignment of Mount Joy Creek to be piped

Side slopes to be created to meet channel design requirements

MUP to be facilitated outside of newly established valleylands

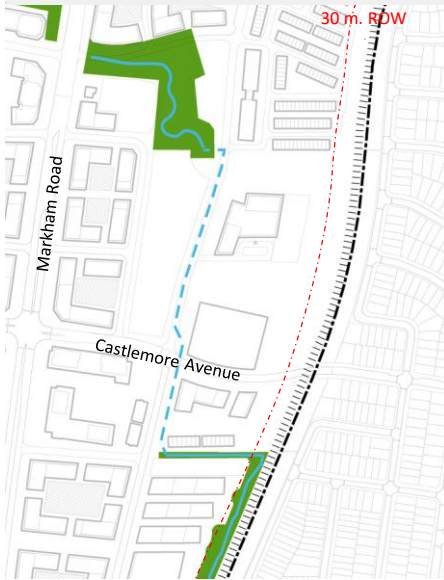


## Framework Elements: Natural Heritage

### Alternate Alignment Options for Mount Joy Creek

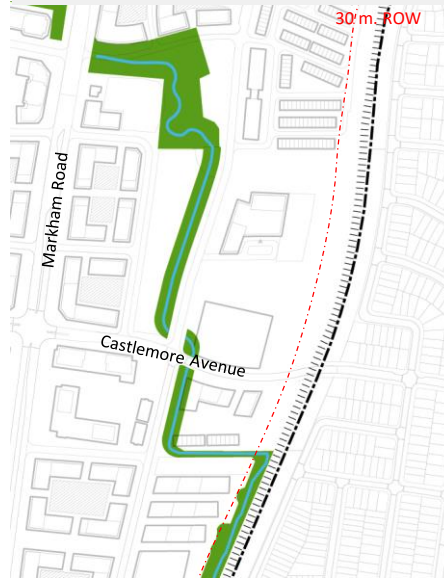
#### OPTION 1

Enclosed system along the proposed and existing Anderson Avenue alignment



#### OPTION 2

Open channel adjacent the proposed and existing Anderson Avenue alignment



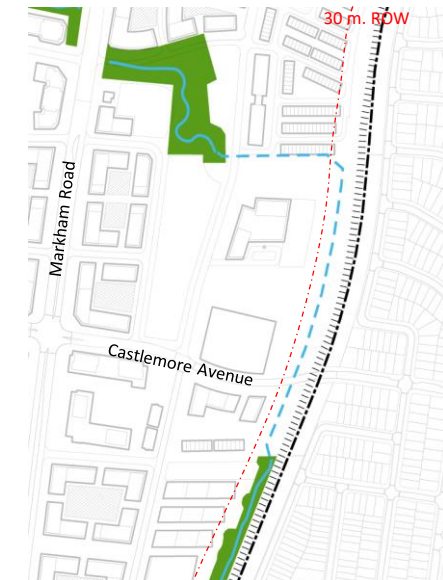
#### OPTION 3

Open channel along the west limit of the Rail Corridor



#### OPTION 4

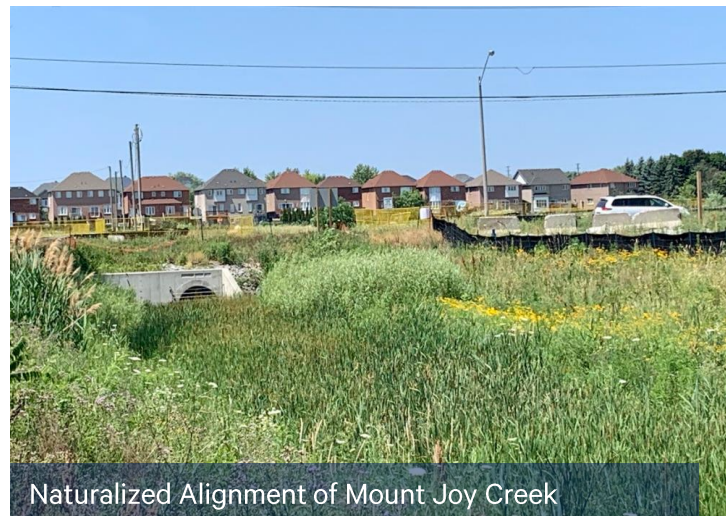
Piped Section Along Go Rail



## Framework Elements: Natural Heritage

### Recommended Policy Directions – Greenway and Mount Joy Creek System:

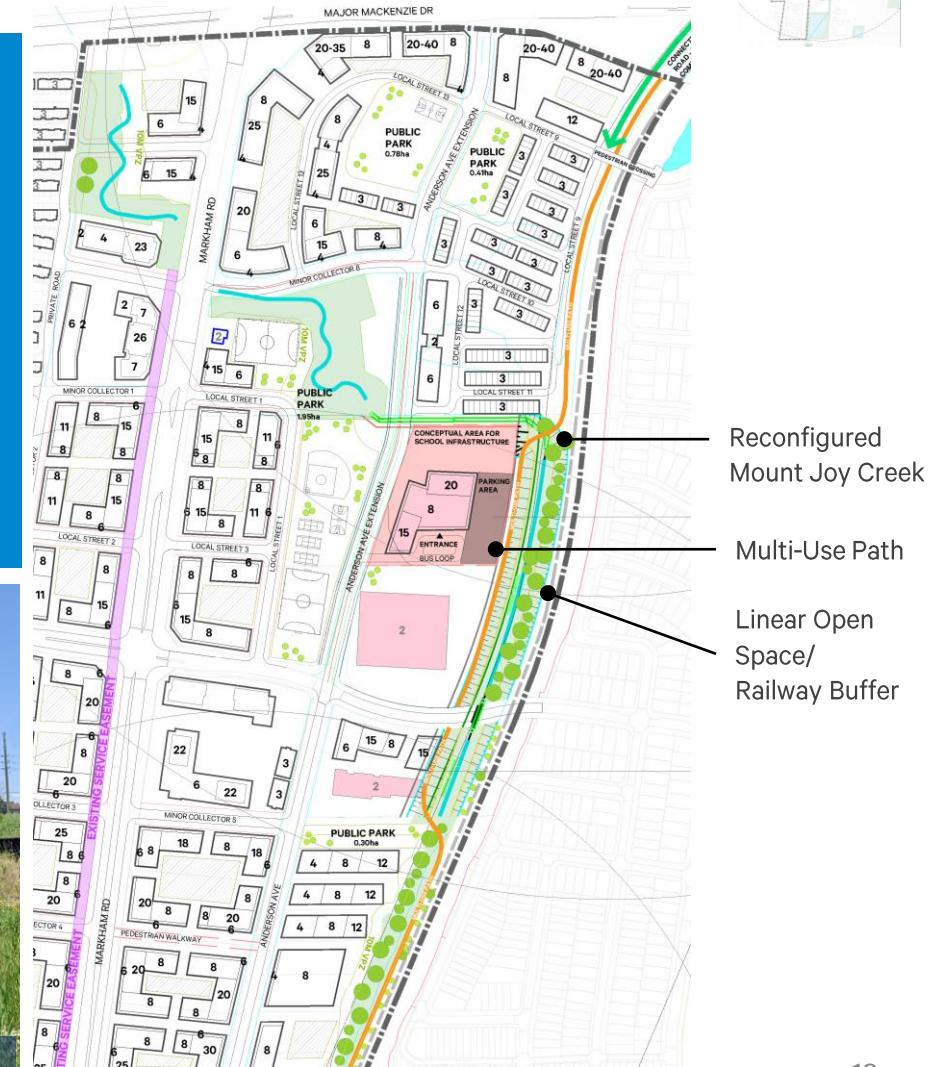
- Minimize risk of flooding and erosion;
- Incorporate appropriate buffers;
- Establish a re-naturalized and connected Natural Heritage System;
- Protect, improve and expand aquatic and terrestrial habitat; and
- Daylight portions of Mount Joy Creek in order to improve its existing conditions.



Naturalized Alignment of Mount Joy Creek



Naturalized Alignment of Mount Joy Creek





## Framework Elements: Natural Heritage

### Recommended Policy Directions – Woodlots, SWM Ponds and Watercourses:

- Reinforce the role of woodlots and watercourses as significant natural heritage resources for residents and visitors; and
- Bolster the function of existing SWM Ponds as potential natural heritage features.



Oakville Stormwater Management Pond



Playa Vista Bluff Creek Park, California



Productive landscape purifies run-off, Ecological Park, France



## Framework Elements: Public Realm and Open Space

### Components

- Parks, Open Spaces and Multi-Use Trails
- Streetscape Network
- Multi-Use Path along Stouffville GO Rail Corridor
- New Public Parks
- New Pedestrian Bridge Connections
- Reconfigured Mount Joy Creek

### Key Statistics

- 7 Public Parks
- 6 Green Streets
- 2 Pedestrian Bridges
- 1 Multi-Use Path (~2.5km)



## Framework Elements: Public Realm and Open Space

### Recommended Policy Directions – Parks, Open Spaces and Multi-Use Trails:

- Incorporate a public park and open space network, comprised primarily of community parks;
- Provide a variety of active and passive recreational uses;
- Establish an open space network, along the Stouffville GO Rail Corridor, combined with a multi-use path;
- Where feasible, establish crossings over the Stouffville GO Rail Corridor to allow an east-west connection between the Greensborough neighbourhood and the Secondary Plan Area
- Incorporate a system of privately-owned publicly accessible spaces (e.g. courtyards, pocket parks, plazas, and flexible spaces).



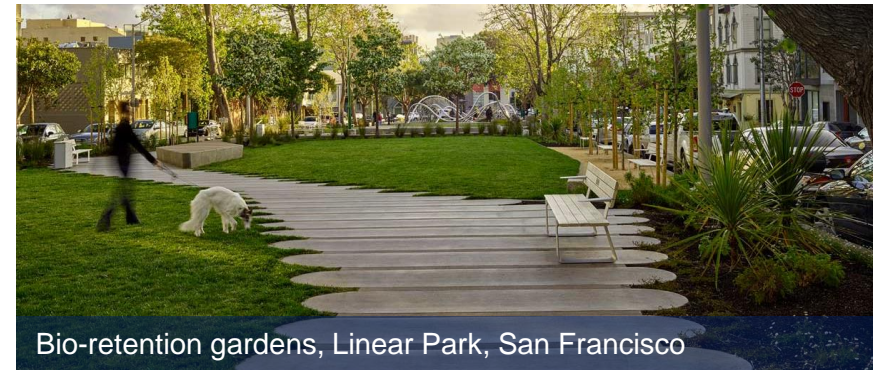
Privately owned publicly accessible park, CAMH, Toronto



Multi-use paths, North Point, Cambridge



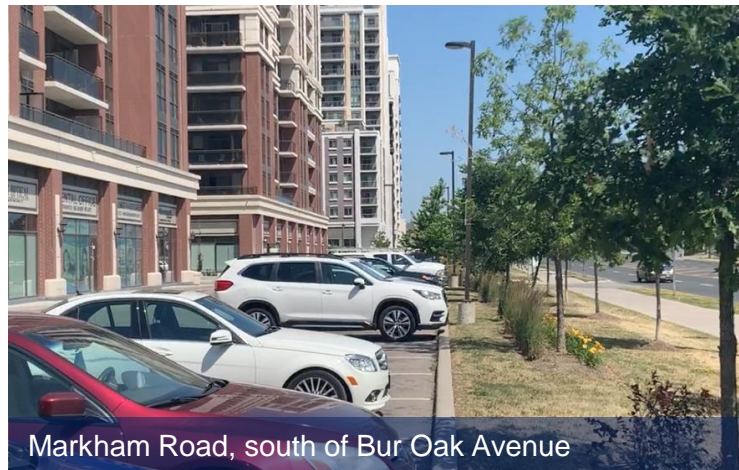
Flexible programs, Churchill Square, Edmonton



Bio-retention gardens, Linear Park, San Francisco

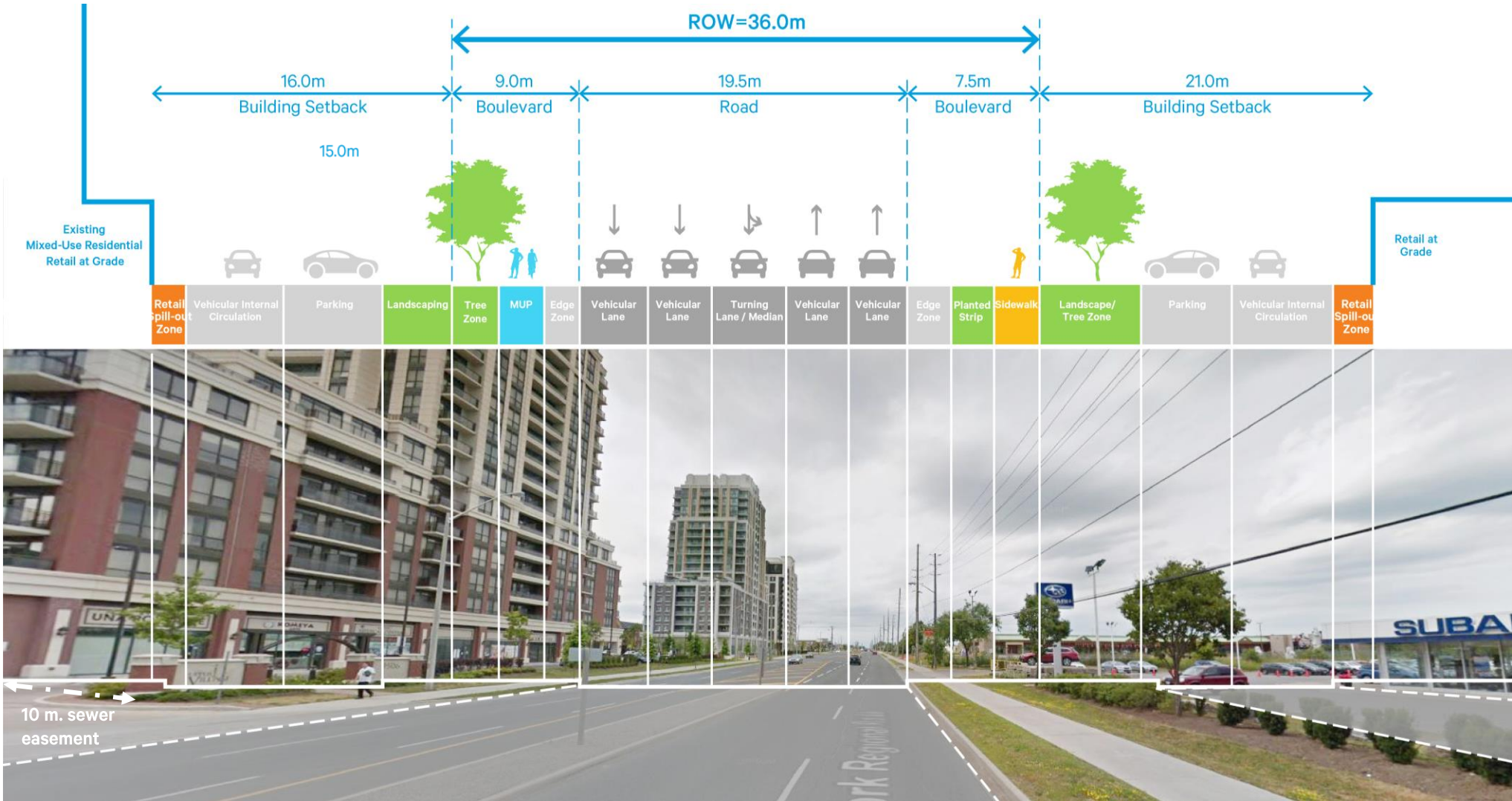


## Markham Road Today





Markham Road Cross Section A: Markham Road Today



## Framework Elements: Public Realm and Open Space

### Recommended Policy Directions - Street Network (General):

- Introduce fine grain street network, with direct connections between adjacent blocks;
- Introduce a network of mid-block pedestrian connections; and
- Establish a seamless interface between ground floor uses and the adjacent boulevard.

### Recommended Policy Directions - Markham Road:

- Minimize road cross-section to two lanes in each direction;
- Work with transit authorities for updated transit route planning;
- Establish a continuous mid-rise street wall condition (pertaining to building podiums) along Markham Road;
- Introduce a unique streetscape and public realm design standard;
- Incorporate pedestrian weather-protection elements, generous setbacks and boulevards, and flexible spill-out zones; and
- Provide signalized crossings at regular intervals.



Streetscape, Fulton Street, San Francisco



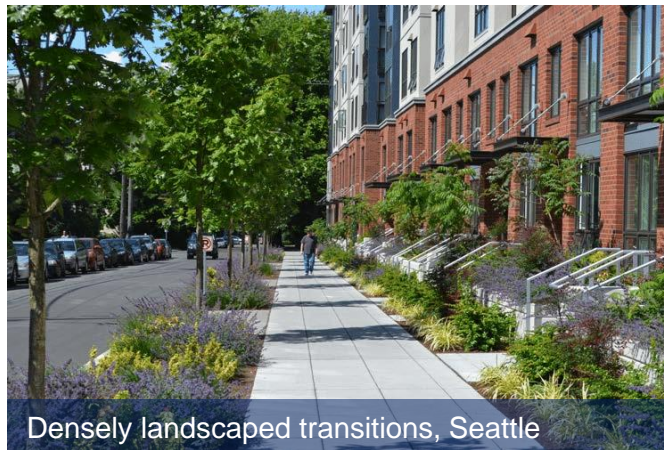
Shared Street, Bell Street, Seattle



## Framework Elements: Public Realm and Open Space

### Recommended Policy Directions - Green Streets:

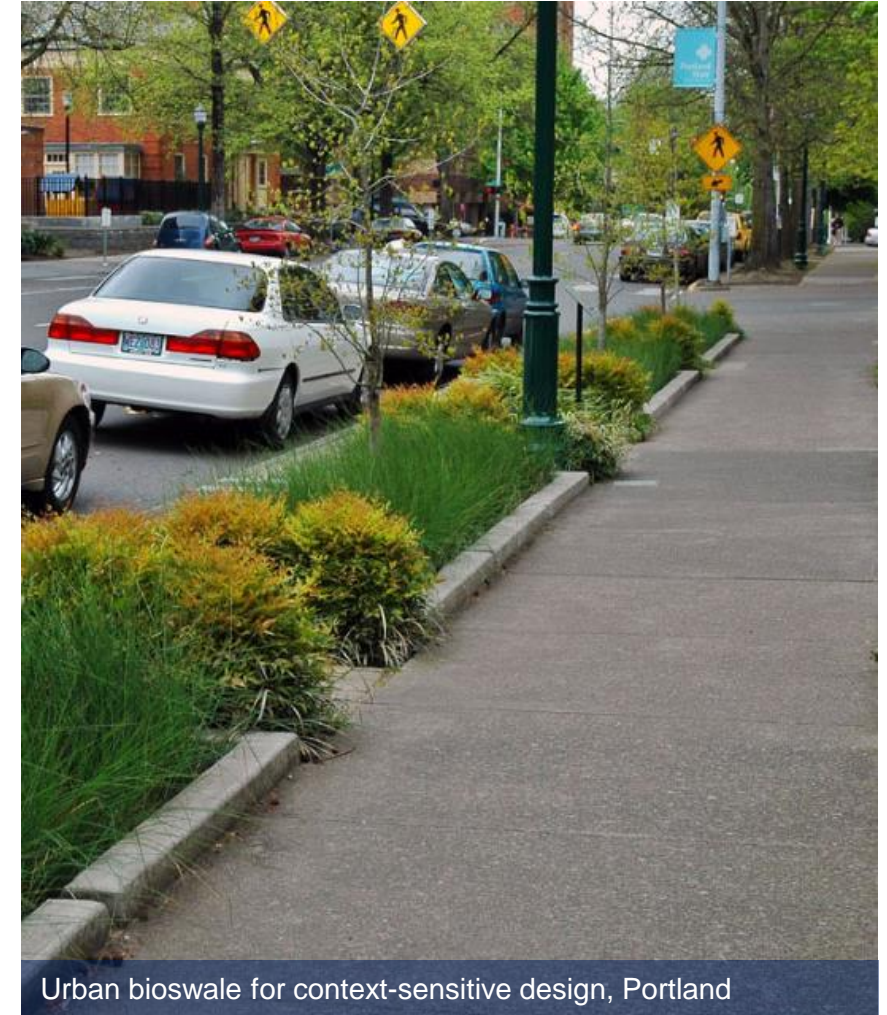
- Establish a network of Green Streets, inclusive of generous landscaped boulevards with active frontages;
- Contribute towards the City of Markham's 30% tree canopy target; and
- Establish direct connections between parks, open spaces, natural heritage features, and active transportation and community infrastructure.



Densely landscaped transitions, Seattle



Raised planting beds, Bell Street, Seattle



Urban bioswale for context-sensitive design, Portland

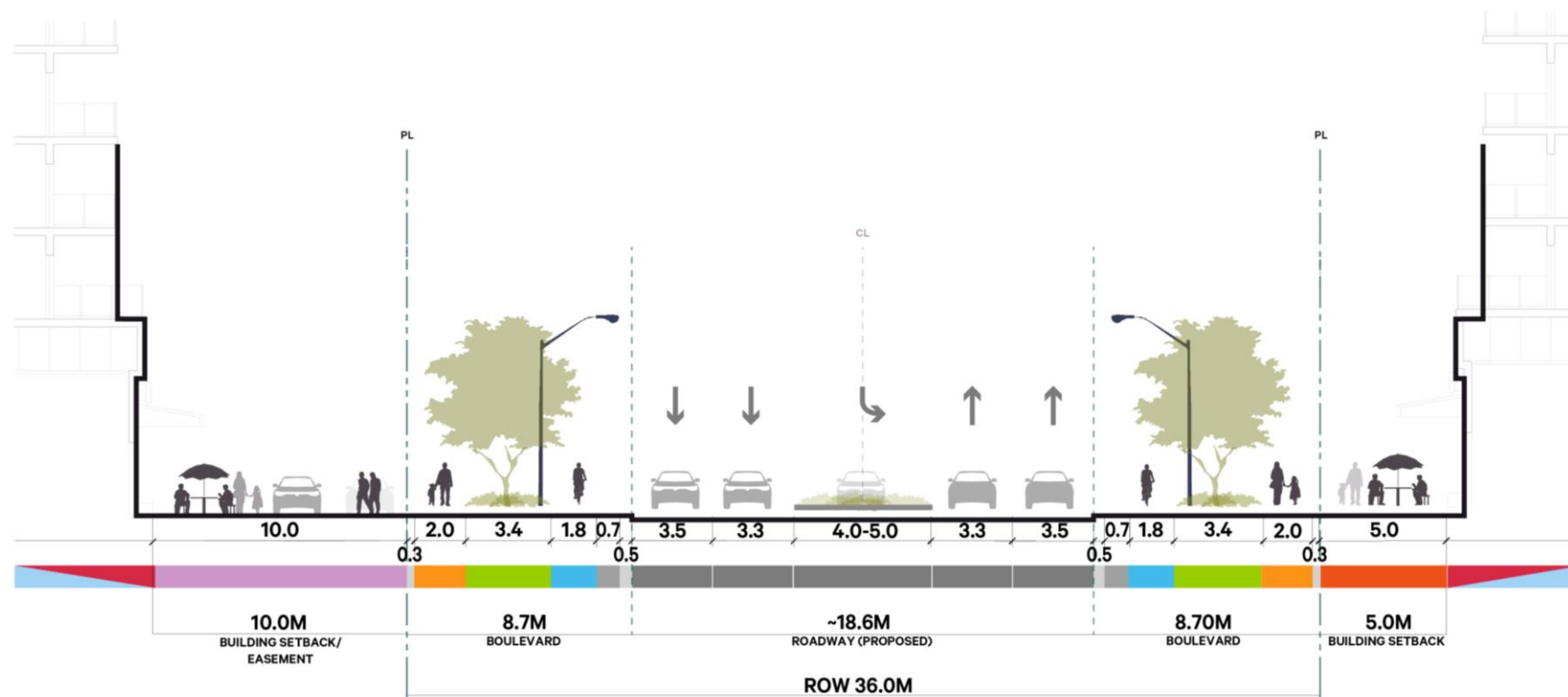


## Markham Road Cross Section A

### Proposed (Within Existing Service Easement) – 36m ROW

#### Components

- Protected cycling infrastructure on both sides of Markham Road
- Generous landscaped boulevards
- Enhanced public realm within easement zone

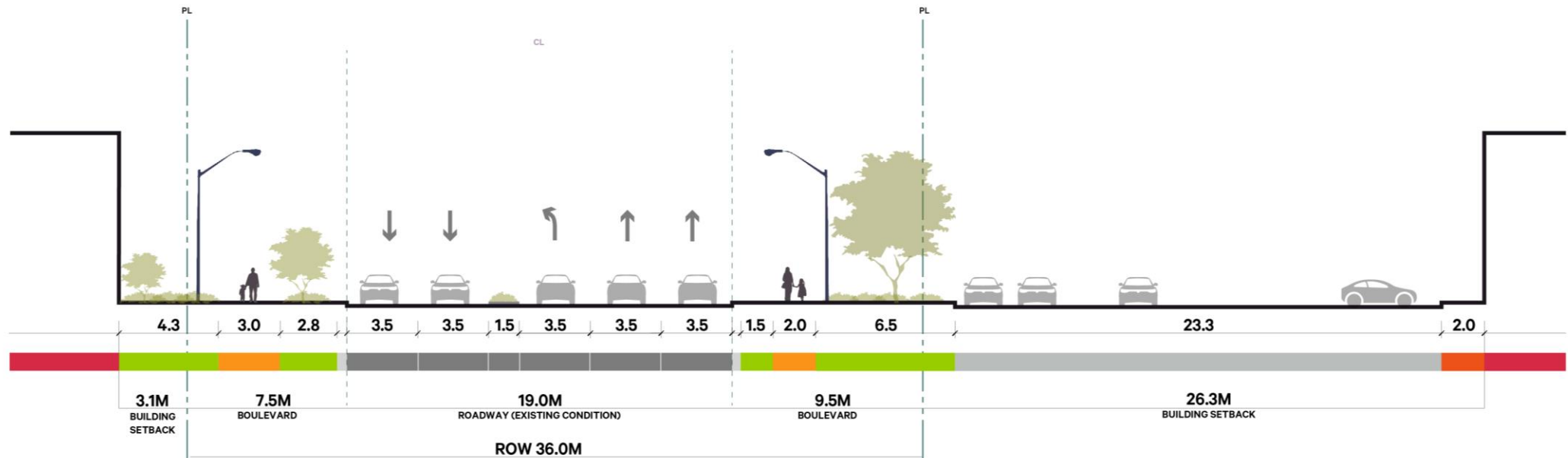


# 5

## Emerging Demonstration Plan

### Markham Road Cross Section B

Existing (Outside of Existing Service Easement) – 36m ROW

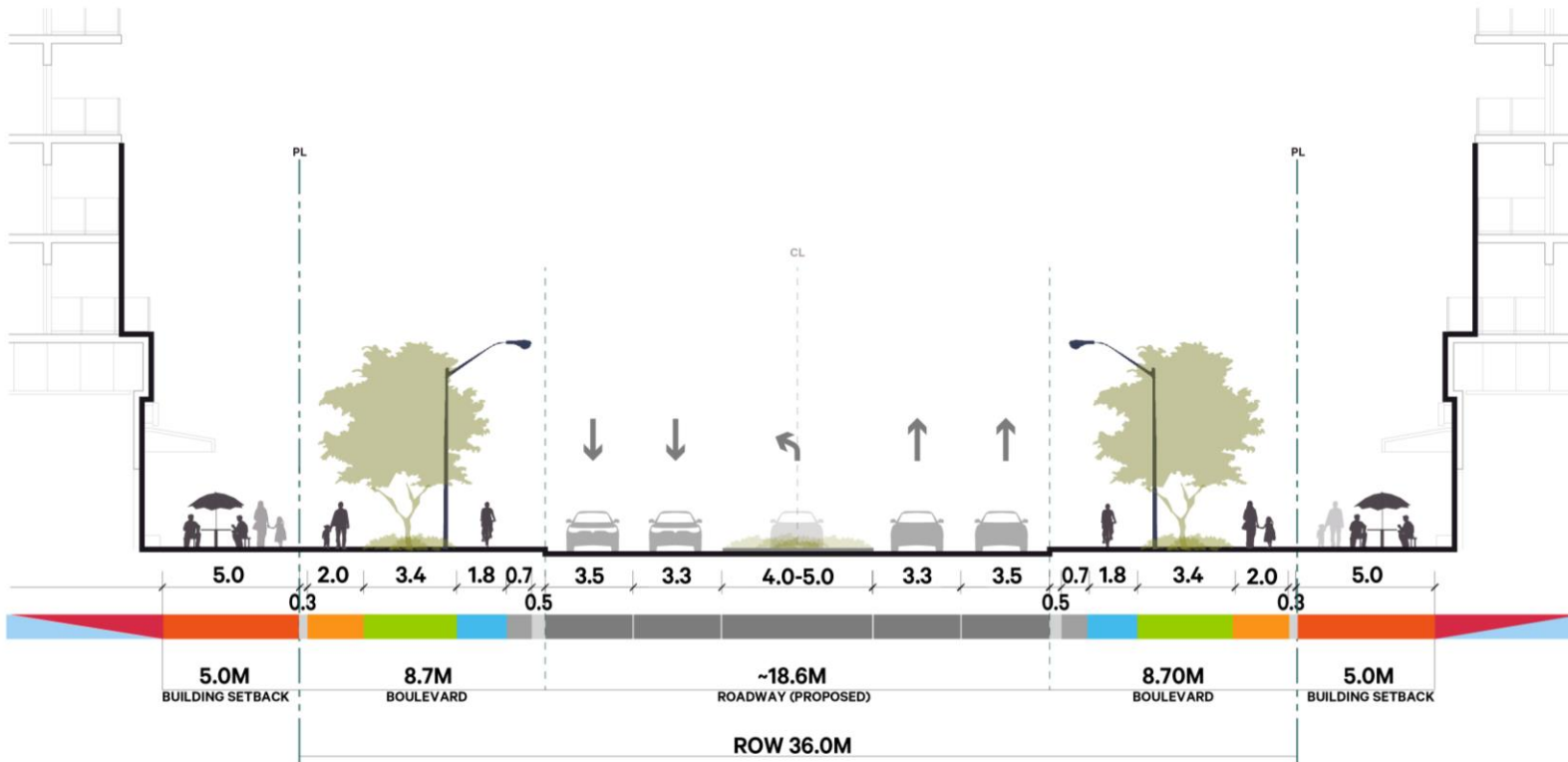


## Markham Road Cross Section B

### Proposed Typical (Outside of Existing Service Easement) – 36m ROW

#### Components

- Protected uni-directional cycling infrastructure on both sides of Markham Road
- Generous landscaped boulevards
- Narrowed travel lanes



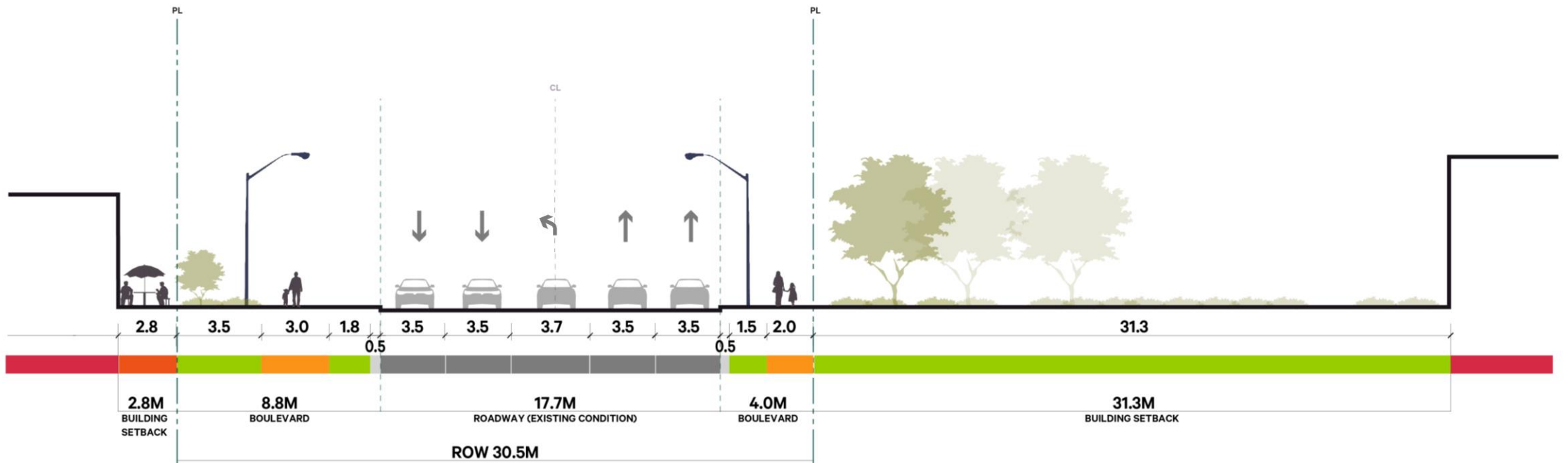


# 5

## Emerging Demonstration Plan

### Markham Road Cross Section C

Existing (Outside of Existing Service Easement) – 30.5m ROW

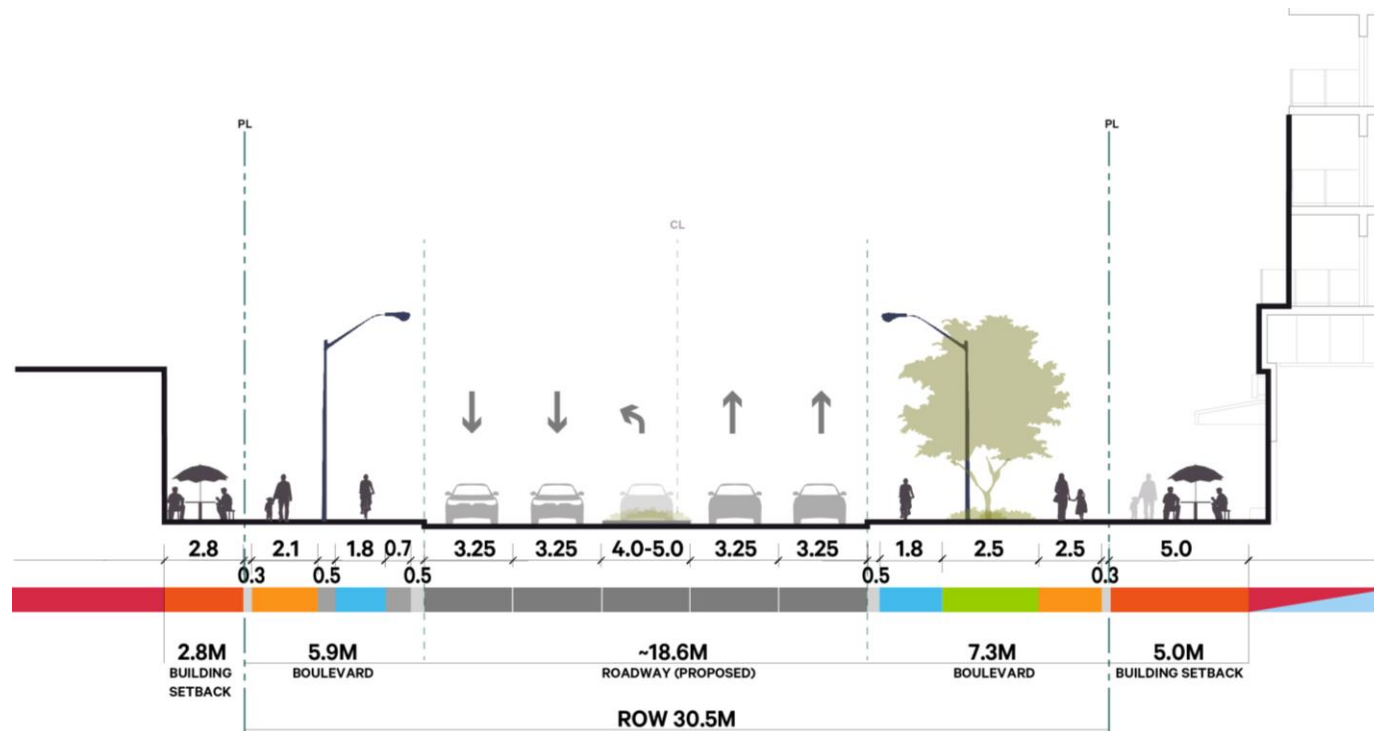


## Markham Road Cross Section C

### Proposed Typical (Outside of Existing Service Easement) – 30.5m ROW

#### Components

- Protected cycling infrastructure on both sides of Markham Road- on-street cycling within the roadway on one side of the ROW to accommodate narrower conditions to the south, and allow for a generous landscape/furnishing zone





## Framework Elements: Street Hierarchy and Development Blocks

### Components

- Arterial Roads (38m)
- Collector Roads (21.5m-38m)
- Local Roads (18.5m)

### Key Statistics

- 8 Planned Collector Roads
- 13 Planned Local Roads
- 11 Planned Signalized Intersections

**Figure Ground: Existing**



**Figure Ground: Proposed**



## Framework Elements: Street Hierarchy and Development Blocks

### Recommended Policy Directions:

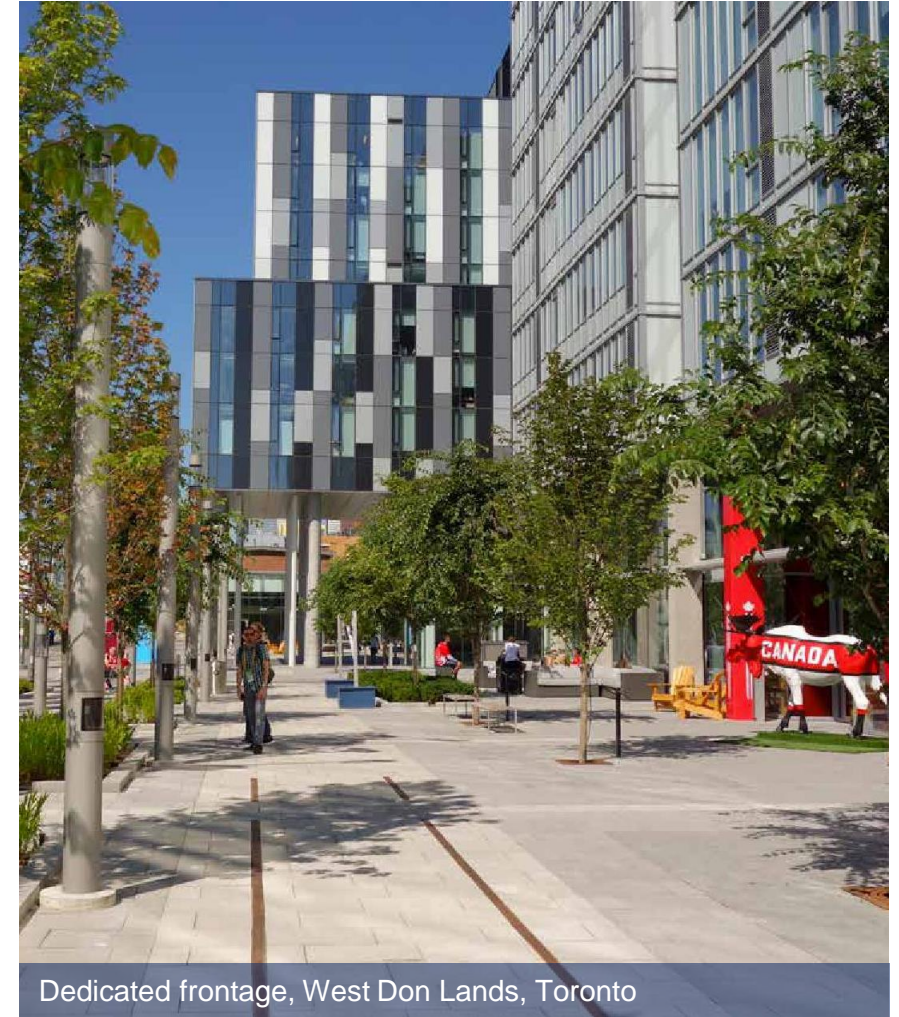
- Transform Markham Road into a vibrant mixed-use main street;
- Establish parallel Collector Roads, to re-direct through-traffic on either side of Markham Road;
- Incorporate grade-separated Multi-Use Pathways along Markham Road to encourage active transportation;
- Establish a network of other Collector and Local Roads, to promote finer-grain connections, provide dedicated frontage, and facilitate site access.



Mid-block Connection, Wynford Drive, Toronto



Fine grain connectivity, Stafford



Dedicated frontage, West Don Lands, Toronto



## Framework Elements: Precincts and Gateways

### Components:

- North Precinct
- Central Precinct
- South Precinct
- GO Station Mixed Use Node (Overlay)

### Key Statistics:

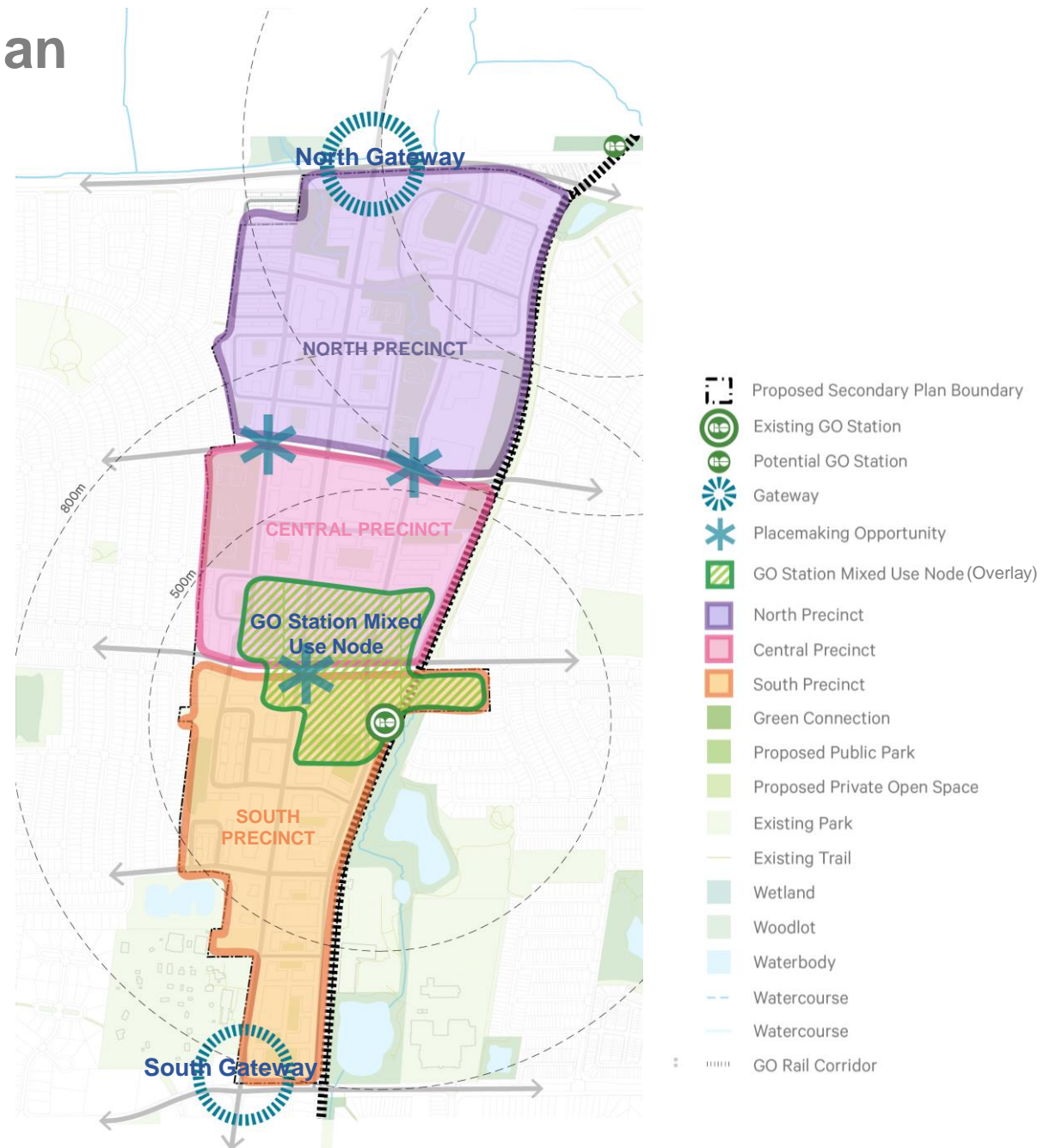
- 3 Precincts
- 2 Gateways
- 1 Node



Canoe Landing School and Recreation Centre, Toronto



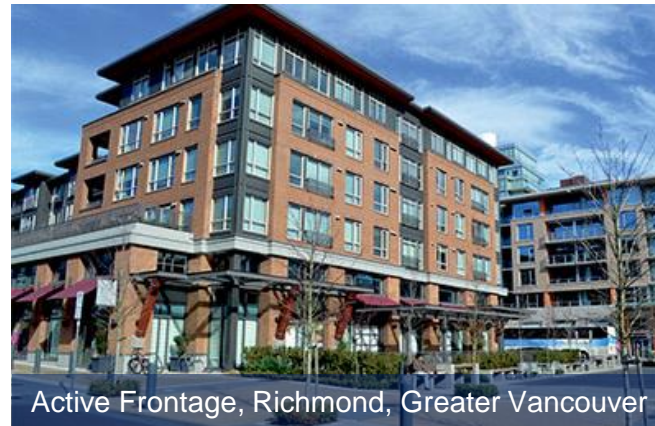
Mimico GO Station, Toronto



## Framework Elements: Character Areas, Gateways and Nodes

### Recommended Policy Directions:

- Ensure gateway buildings and public realm features respond to their prominent location, framing and orienting views to adjacent streets, parks and open spaces; and
- Promote activity at gateways and nodes, inclusive of an appropriate mix of uses, public art, wayfinding elements, open spaces, and other placemaking features.





# 5

## Emerging Demonstration Plan

### Framework Elements: Land Use

- 1



3.0 FSI / 18,300m<sup>2</sup>

Mixed Use High Rise
- 2



2.5 FSI / 9,800m<sup>2</sup>

Mixed Use Mid Rise
- 3



2.0 FSI / TBD

Residential Mid Rise
- 4



4.5 FSI / 18,500m<sup>2</sup>

Mixed Use Employment Priority
- 5



4.5 FSI / 18,900m<sup>2</sup>

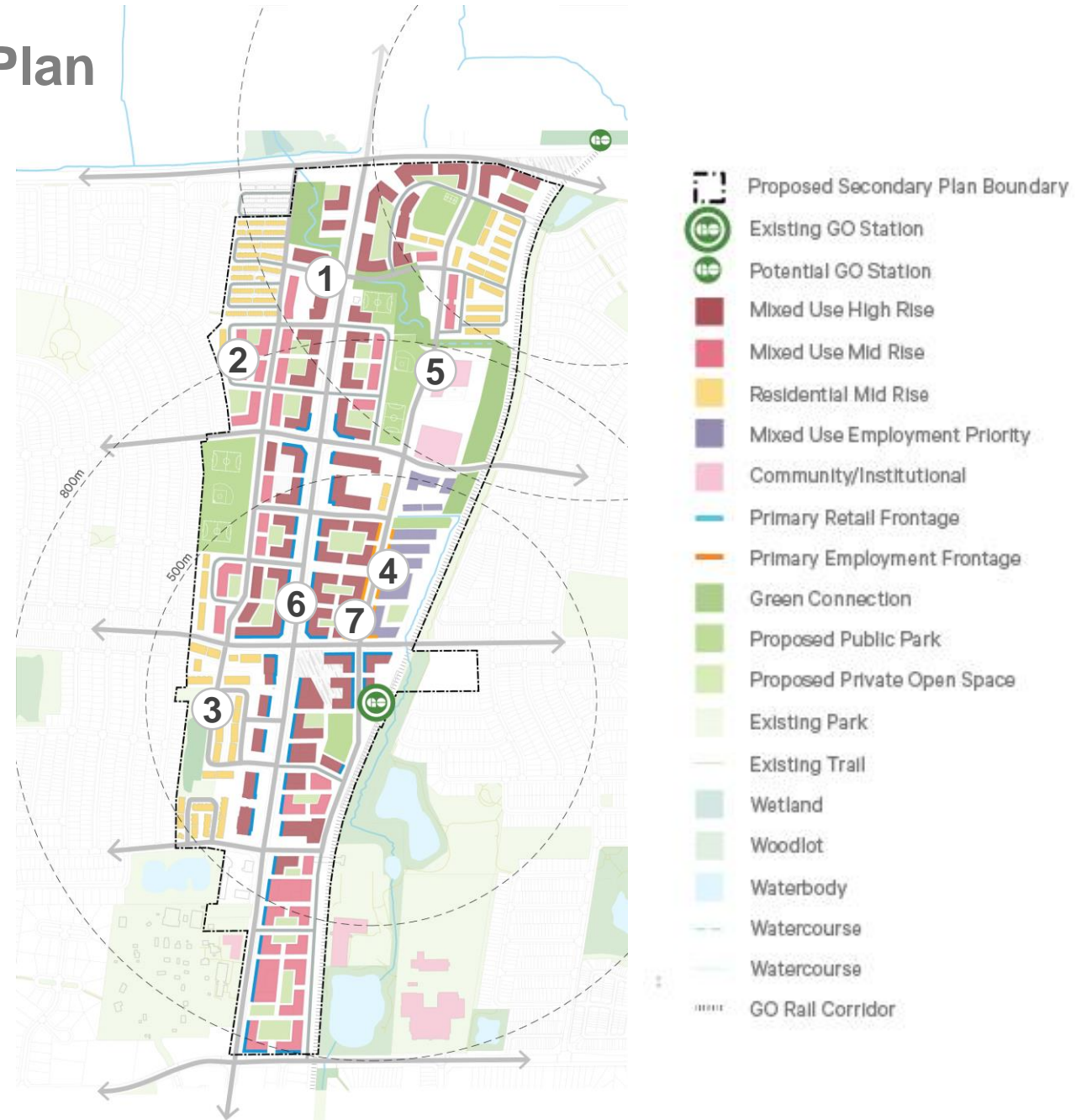
Community / Institutional
- 6



Primary Retail Frontage
- 7



Primary Employment Frontage



## Framework Elements: Character Areas

### Recommended Policy Directions – North Neighbourhood Precinct:

- Concentrate greatest heights and densities within the potential Major Mackenzie GO Station Area (Max. 40 storeys – **subject to approval of potential GO Station, and integration / co-location of station infrastructure**);
- Outside of the potential Major Mackenzie GO Station Area, provide a downward transition in height and density to surrounding areas;
- Provide for a range and mix of uses, prioritizing at-grade commercial frontages along Markham Road; and
- Establish a 4.0 acre school site, vertically integrated with private development, adjacent to a Public Park across a collector road.

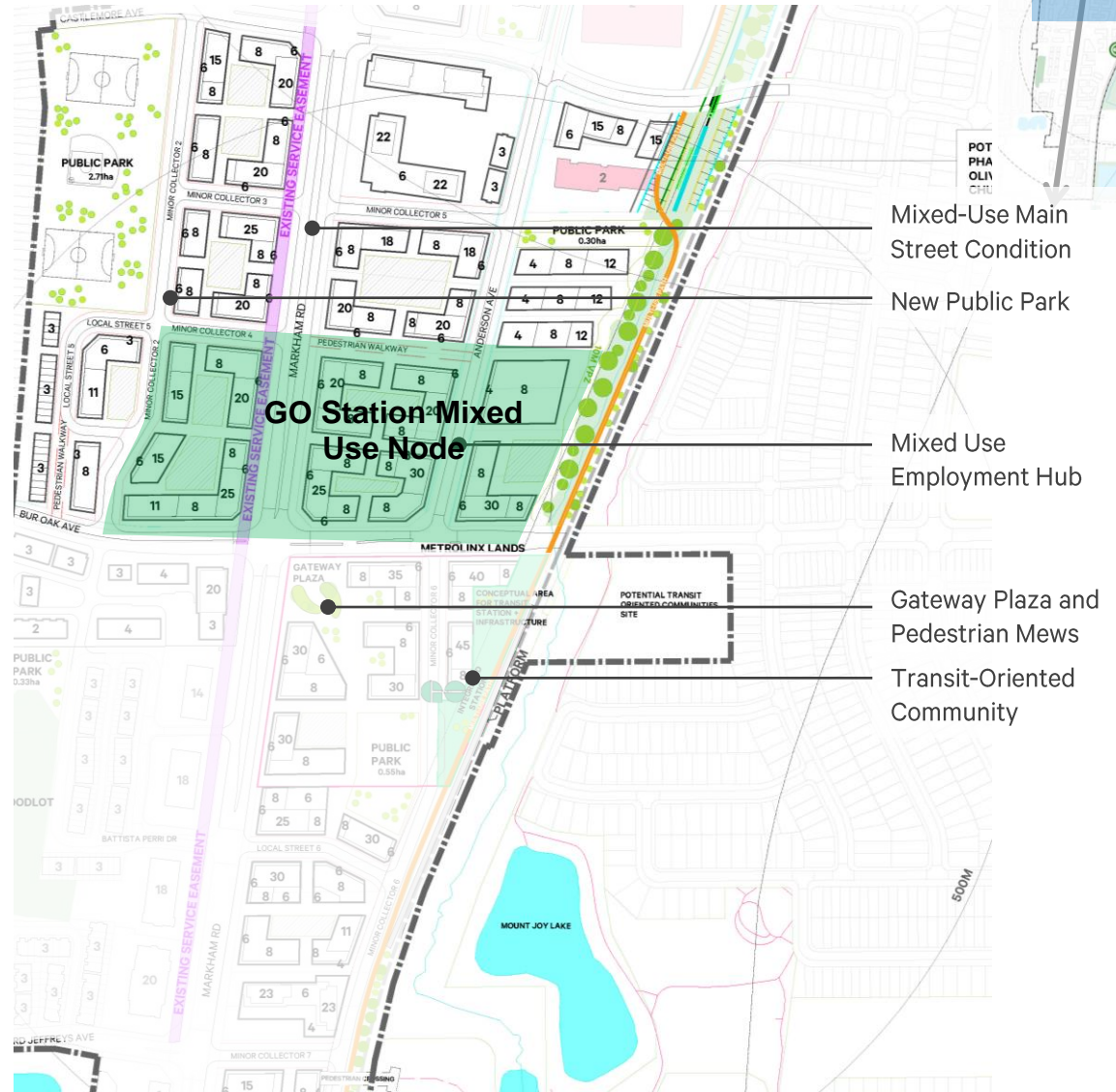




## Framework Elements: Character Areas

### Recommended Policy Directions – Central Neighbourhood Precinct:

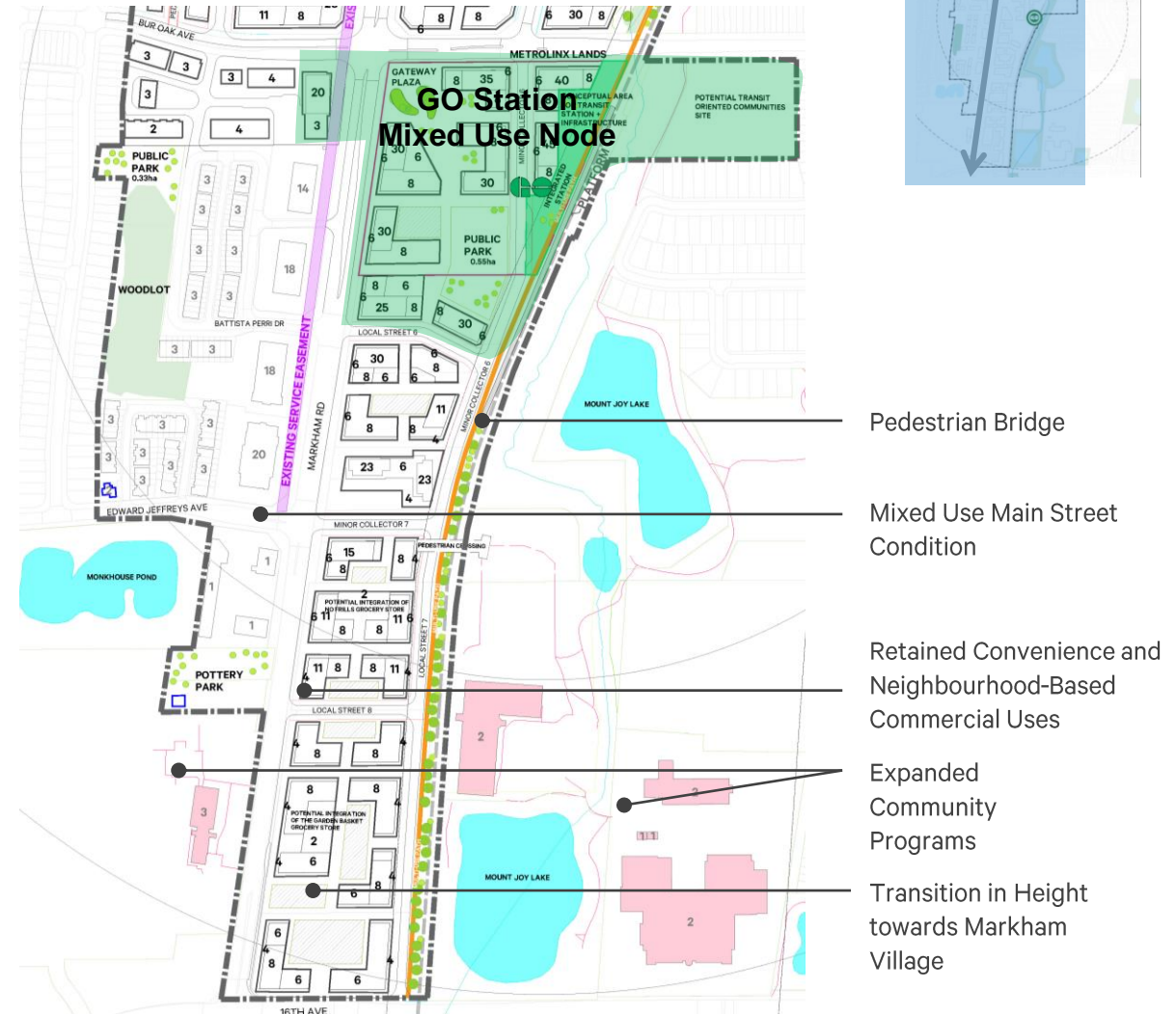
- Concentrate greatest heights and densities within the GO Station Mixed Use Node;
- Outside of the GO Station Mixed Use Node, provide a downward transition in height and density to surrounding areas;
- Provide for a range and mix of uses, prioritizing at-grade commercial frontages along Markham Road;
- Establish a Mixed Use Employment Hub, which prioritizes at-grade employment frontages along portions of Anderson Avenue; incorporates a range of employment uses and permits residential uses on upper storeys of vertically-integrated mixed-use buildings; and
- Establish a new 2.5 – 3.0 ha Public Park, south of Castlemore Avenue.



## Framework Elements: Character Areas

### Recommended Policy Directions – South Neighbourhood Precinct:

- Concentrate greatest heights and densities within the GO Station Mixed Use Node;
- Outside of the GO Station Mixed Use Node, provide a downward transition in height and density to surrounding areas (i.e Markham Village)
- Provide for a range and mix of uses, prioritizing at-grade commercial frontages along Markham Road and within the Mount Joy GO Station Area;
- Integrate existing neighbourhood and convenience-based commercial uses into new built forms; and
- Expand program opportunities at the Markham Museum site and Mount Joy Community Centre.





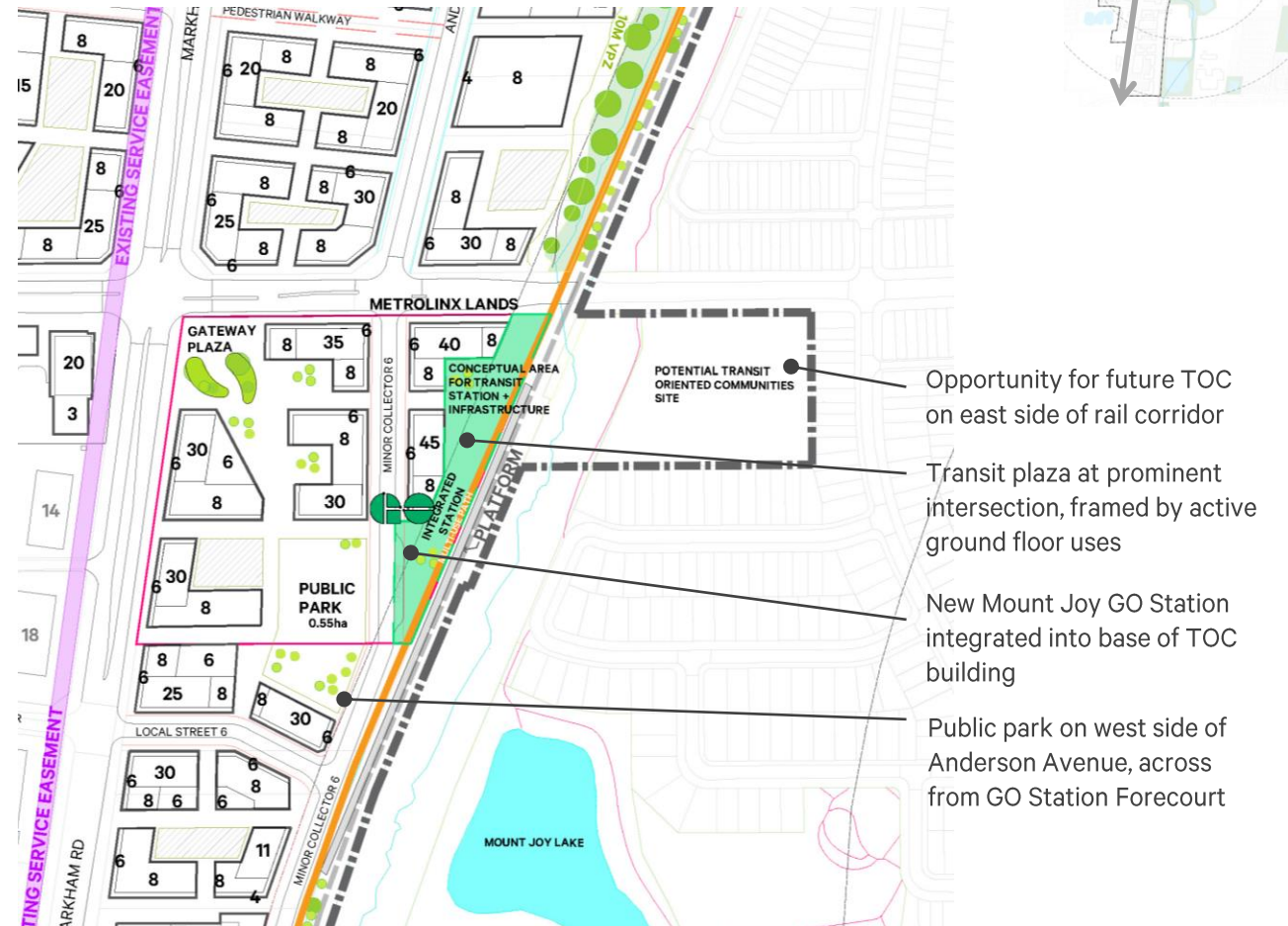
## Framework Elements: Transit-Oriented Development Nodes (Overlay)

### Components:

- Mount Joy GO Station Area
- Mixed Use Employment Hub



39 Newcastle, Toronto



## Framework Elements: Transit-Oriented Development Nodes (Overlay)

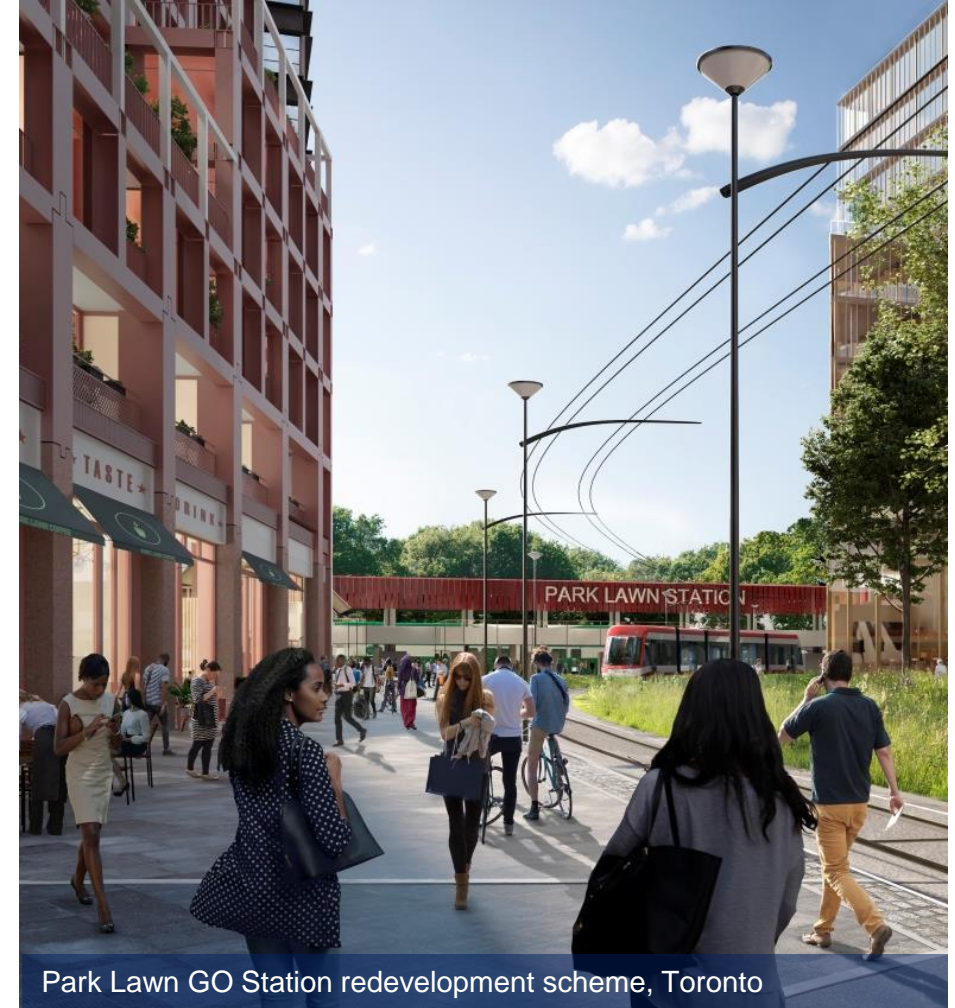
### Recommended Policy Directions –GO Station Areas:

#### Mount Joy GO Station Area:

- Concentrate greatest heights and densities adjacent to the GO Station site;
- Incorporate public parks and transit plazas, connected by a pedestrian mews; and
- Establish a continuous mid-rise street wall condition (pertaining to building podiums) with active- commercial uses at-grade, with a range of office, community, recreational and residential uses on upper storeys.

#### Potential Major Mackenzie Drive GO Station Area:

- Subject to further study and coordination with Metrolinx and York Region.



Park Lawn GO Station redevelopment scheme, Toronto



## Framework Elements: Transit-Oriented Development Nodes (Overlay)

### Recommended Policy Directions – Mixed Use Employment Hub:

- Prioritize active employment uses at-grade;
- Encourage flexible building design;
- Incorporate incubator, live-work, small offices and studio spaces, communal and co-working spaces, and a range of small, moderate and large maker spaces; and
- Allow for a range of clean and tech-based light industrial, manufacturing and distribution uses which co-exist alongside commercial, office and residential uses.



# 5

## Emerging Demonstration Plan

### Phasing Plan

#### Overview:

- Recently approved projects and active planning applications will develop in the short to mid-term;
- Mount Joy GO Station Area and larger consolidated and underutilized properties will redevelop over the short to mid-term; and,
- Smaller, fragmented, well-utilized properties or encumbered sites will redevelop and infill over the long-term.

#### Recommended Policy Directions:

- Consider incentivizing redevelopment of the Mount Joy GO Station Area, as a means of catalyzing future development, by establishing development permissions (i.e. pre-zoning), reducing required parking ratios, and streamlining the development application review and evaluation process.





### Recommended Policy Directions – Regulations:

- Implement Inclusionary Zoning in MTSAs, consistent with Markham's Draft Affordable and Rental Housing Strategy;
- Implement a Community Planning Permit System to streamline planning approvals and provide for conditional zoning on lands in proximity to the GO Stations; and,
- Implement a Holding Provision on the lands identified for the planned School site, as well as lands south of Major Mackenzie Drive East, subject to further study of the potential GO Station feasibility.



**Recommended Policy Directions – Applicant Requirements:**

- Applicants must enter into one or more landowner agreements to address cost sharing issues associated with the provision of new infrastructure and services; and
- Where lands are required for public benefit, or are necessary for the securement of infrastructure, community facilities or parkland, applicants are required to dedicate such lands through conveyance.





### Recommended Policy Directions – Application Requirements (Continued):

- Applicants are required to ensure development is planned for comprehensively, coordinated, and pays for and implements required infrastructure, services and facilities; and
- For multi-phased projects, applicants are required to prepare and submit a development phasing plan, in a manner consistent with the required supporting studies, and applicable provincial, regional, municipal and TRCA policies.



### Recommended Policy Directions – Future Studies and Coordination:

- Prepare a comprehensive set of urban design guidelines;
- Initiate an Environmental Assessment Study for the redesign of Markham Road;
- Continue coordination with Metrolinx, and engage potential developer(s), regarding a future Transit Oriented Community around the Mount Joy GO Station;
- Coordinate with York Region and Metrolinx regarding benefits and implications of a potential Major Mackenzie GO Station; and
- Participate in ongoing engagement with York Region to encourage the implementation of the Donald Cousens Parkway extension.





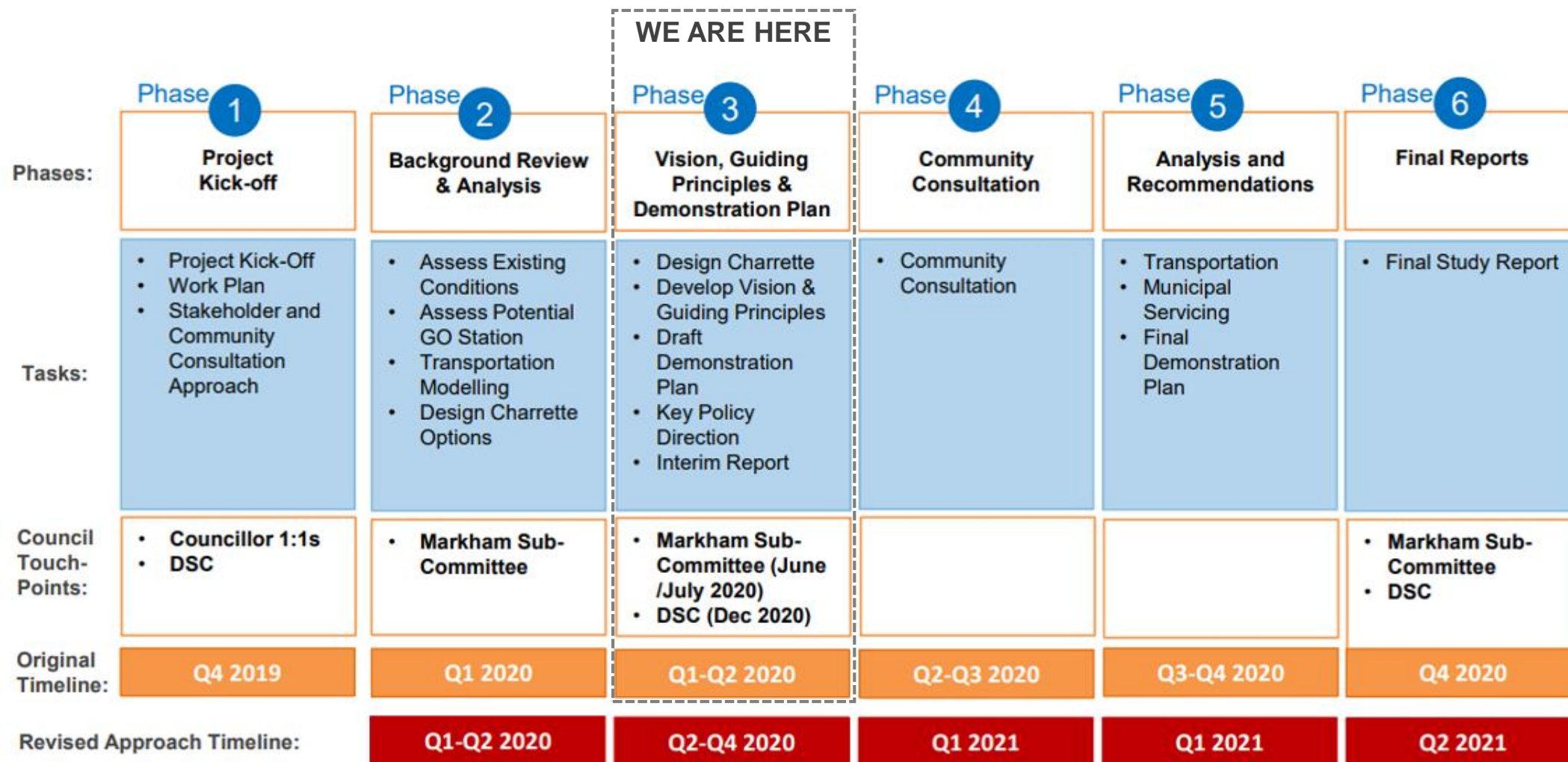
### Recommended Policy Directions – Other Considerations:

- Accelerate timing, sequencing and coordination of capital infrastructure projects necessary to ensure the long-term success of the Secondary Plan area;
- Introduce a Business Improvement Association and/ or a Community Improvement Plan;
- Establish an interim development plan for Mount Joy GO Station; and
- Utilize design competitions to ensure high quality design for key nodes within the Secondary Plan area.



# Questions





# Thank You!

We're happy to answer any questions or you can submit your comments via:

<https://yourvoicemarkham.ca/yourmarkhamroadmountjoy>

Or contact:

Darryl Lyons, Manager, Policy, City of Markham: [dlyons@markham.ca](mailto:dlyons@markham.ca)  
Shonda Wang, Principal, SvN: [swang@svn-ap.com](mailto:swang@svn-ap.com)