

Markham Road - Mount Joy

Secondary Plan Study

Update and Revised Demonstration Plan Development Services Committee



July 11, 2022

AGENDA

- 1** Study Purpose + Secondary Plan Area
- 2** Study Process – Where We Are Today
- 3** Stakeholder + Public Engagement – What We Heard
- 4** Revised Demonstration Plan – Key Revisions
- 5** Technical Modelling + Analysis – Key Findings
- 6** Development Applications in the Secondary Plan Area
- 7** Next Steps

1 Study Purpose + Secondary Plan Area

2014 OFFICIAL PLAN POLICY DIRECTION

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

SECONDARY PLAN STUDY PURPOSE

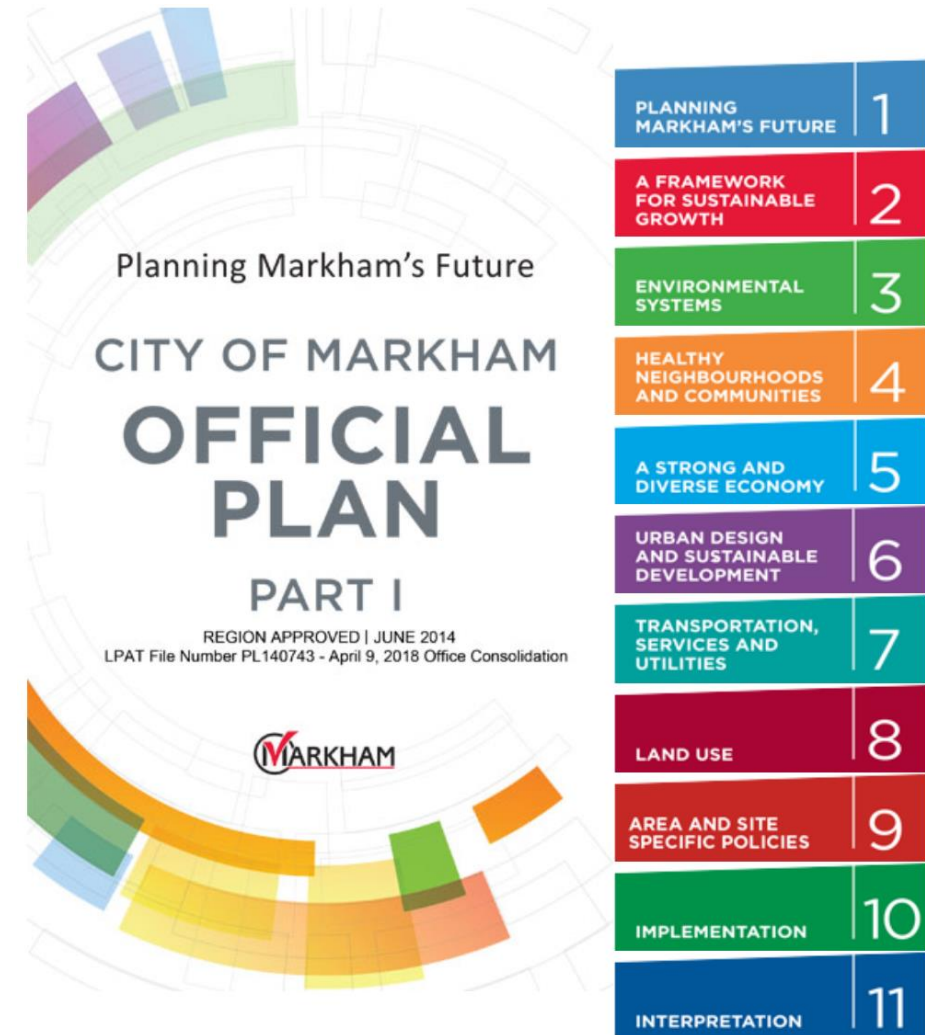
To prepare a **development plan** and recommend **policy guidance** that will **inform** the preparation of a Secondary Plan.

SECONDARY PLAN STUDY COMPONENTS

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

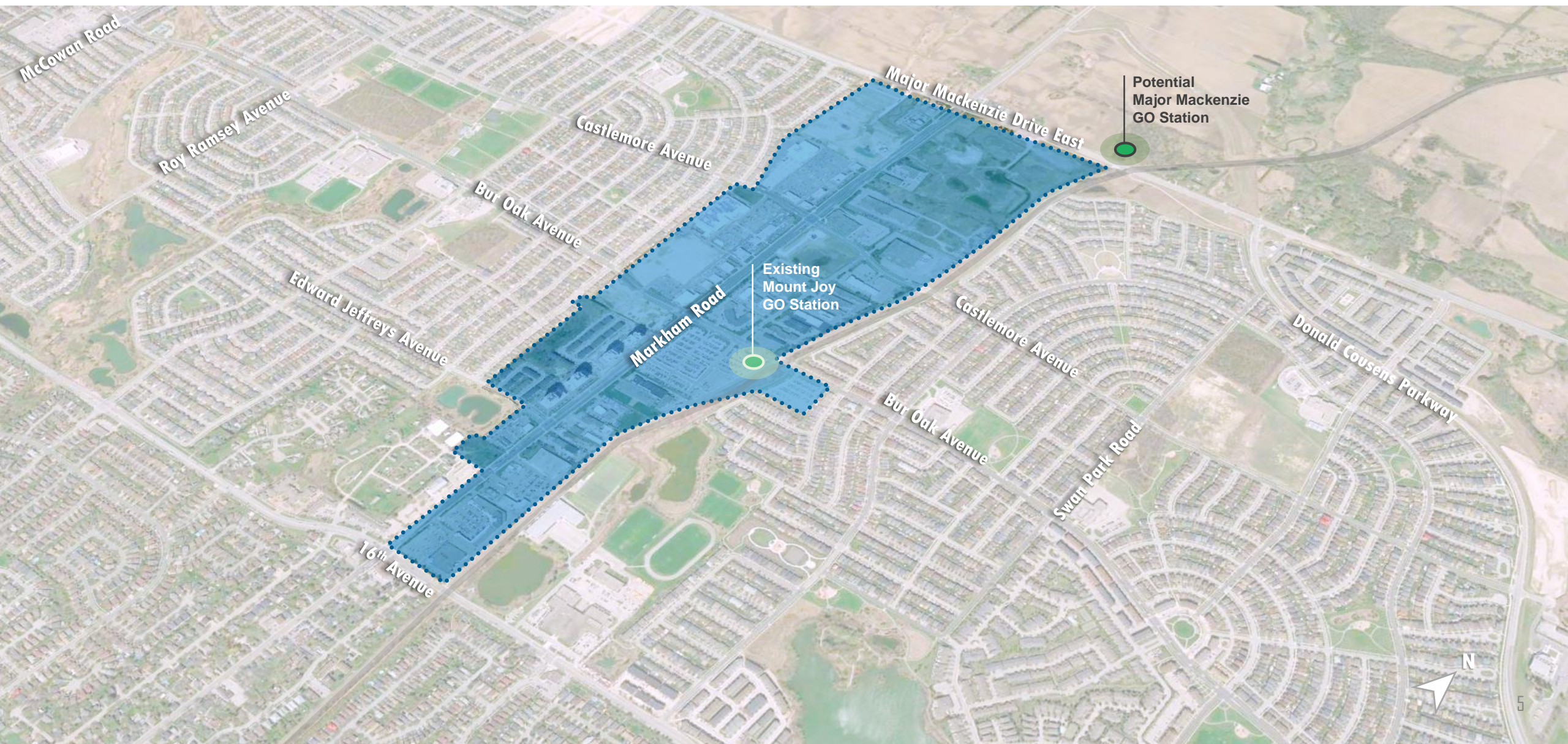
The vision for the Markham Road – Mount Joy Local Corridor is:

“... 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



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Study Purpose + Secondary Plan Area



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



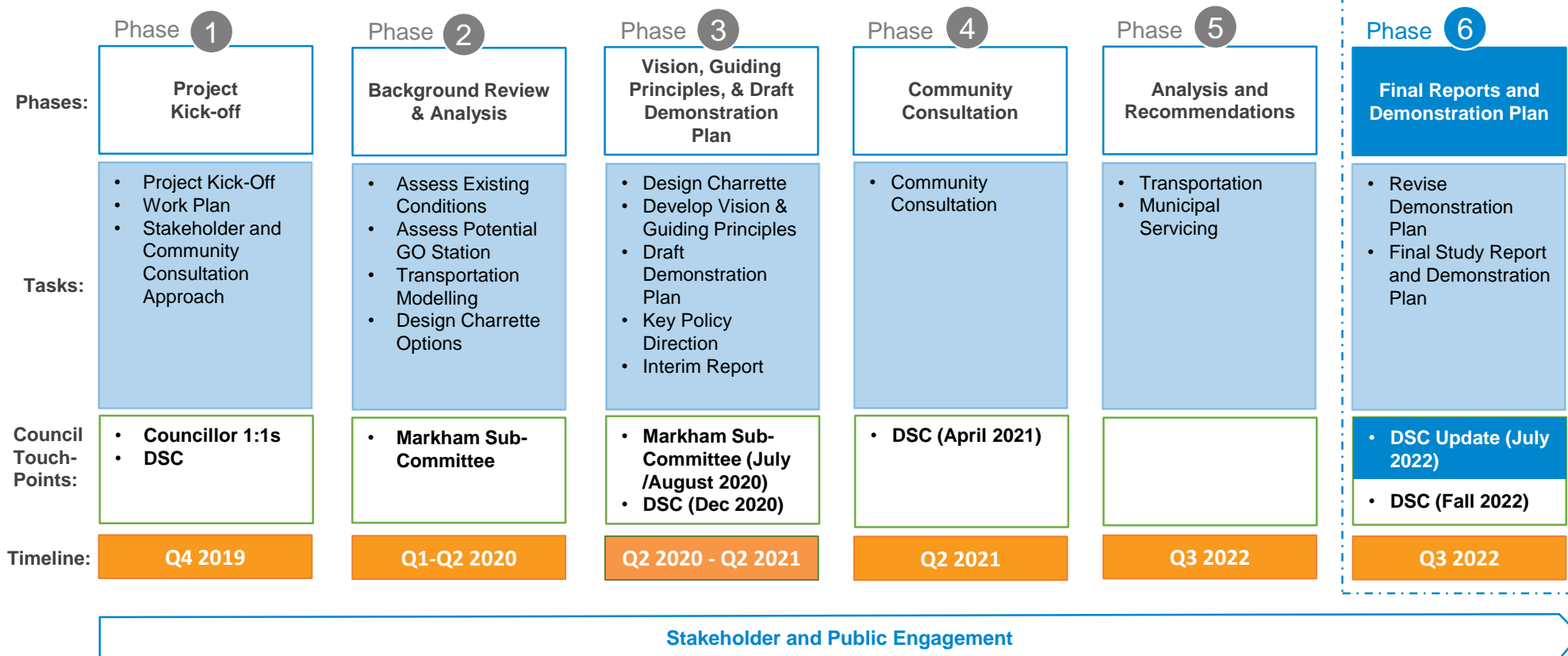
- 6.** Facilitating Public Input and Long-Range Planning and Implementation

2 Study Process – Where We Are Today

2

Study Process – Where We Are Today

TIMELINE



3 Stakeholder + Public Engagement – What We Heard

3

Stakeholder + Public Engagement – What We Heard

OVERVIEW OF CONSULTATION EVENTS

10⁺

Total Consultation Events

with Councillors, stakeholder groups, and the broader public

5⁺

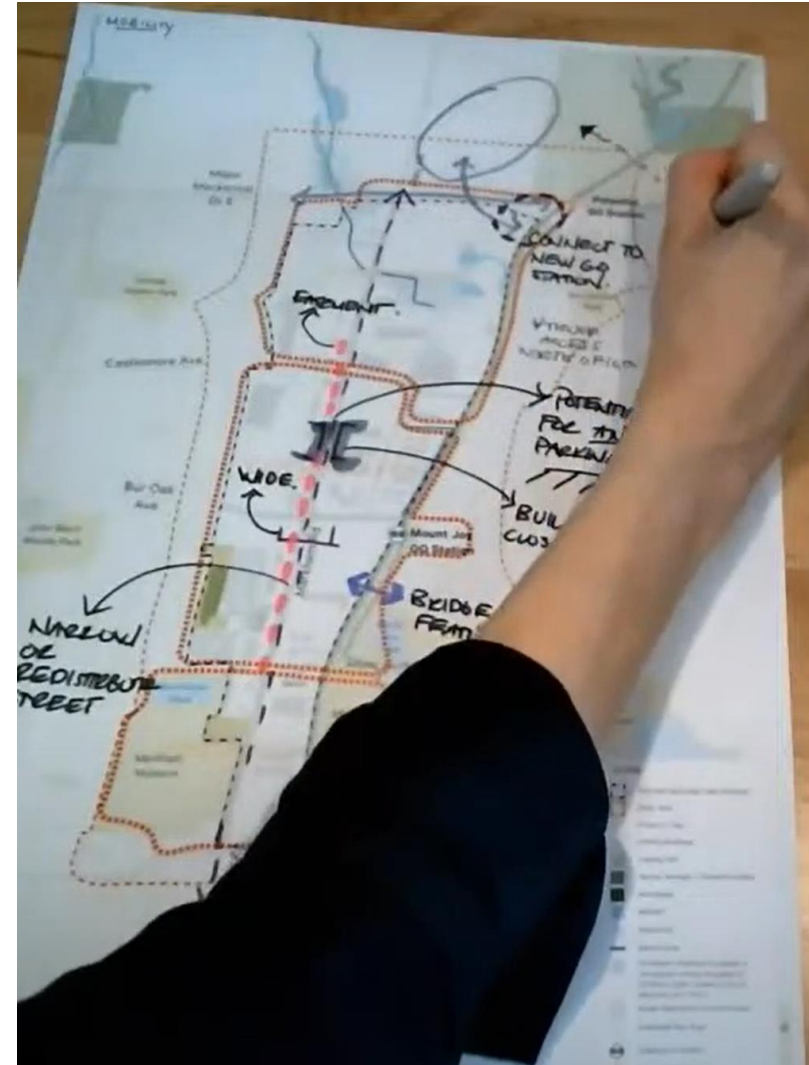
Stakeholder Groups

including York Region, Metrolinx, TRCA, school boards, and landowners

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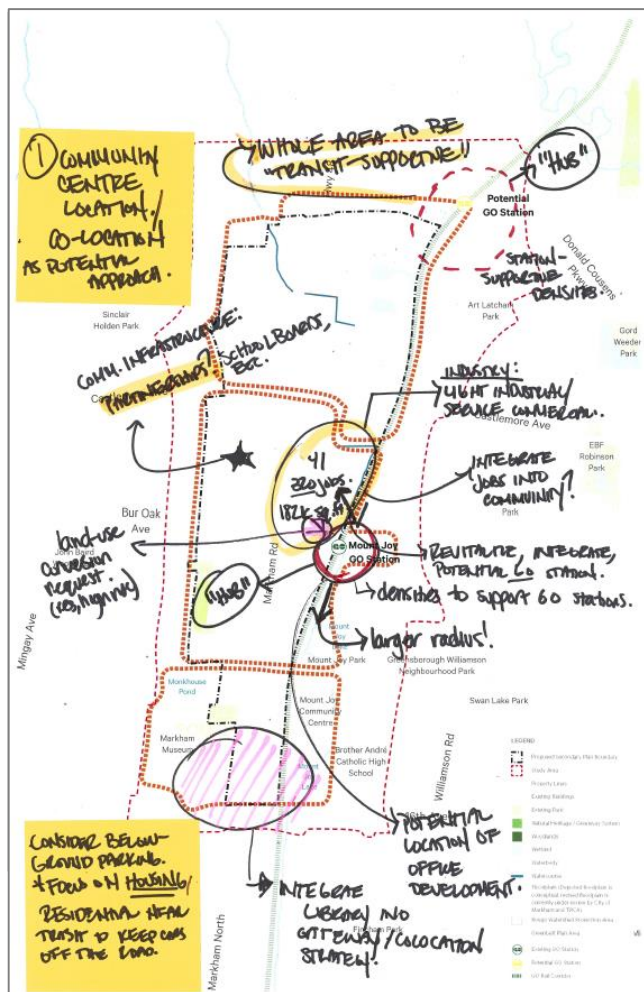
Community Engagement Events

including community information sessions and design charrettes



Stakeholder + Public Engagement – What We Heard

LAND USE + URBAN DESIGN

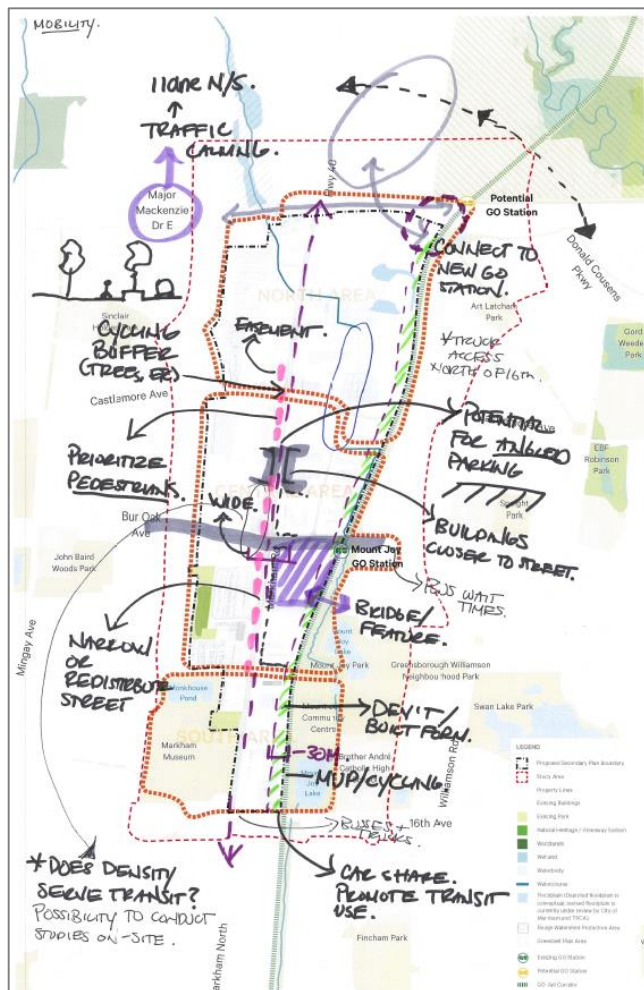


WHAT WE HEARD

- **Review heights, densities and draft development yields** for appropriate transitions in key locations
- **Maintain commercial and retail uses** through redevelopment along Markham Road, including those located on the east side of Markham Road, north of 16th Avenue
- Provide **additional parks**, and create a **connected parks and open space network** throughout the secondary plan area
- Consider **a prominent gateway at the intersection of Markham Road and Edward Jeffreys Avenue** to serve as an entrance to the community
- Create **destinations around the GO station areas**; places to work, live, and play within a short distance of transit
- Explore the opportunity to **evenly distribute community services and infrastructure** throughout the area
- Review the **feasibility of co-locating uses on the school site east of Markham Road**

Stakeholder + Public Engagement – What We Heard

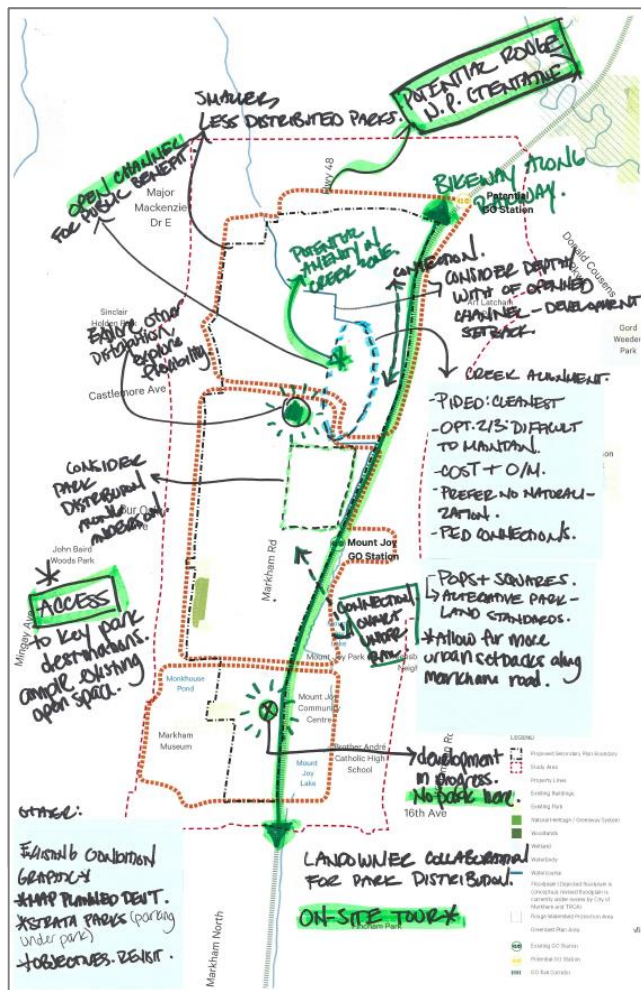
WHAT WE HEARD



- **Mixed views on reducing Markham Road** from four to two lanes
- Support for the **creation of a pedestrian friendly Main Street along Markham Road**
- Explore the **prioritization of public transit infrastructure** within the roadway of Markham Road
- Support for **separated, protected bike lanes along Markham Road**
- Explore the opportunity to **move/add bike lanes to new streets, parallel to Markham Road**
- Address concerns for **safety of pedestrians and cyclists, lengths between designated crossings, collisions, vehicular speeds**, etc.
- Support for the **reduction of surface parking near transit stations**
- **Manage impacts of traffic and congestion** on the Markham Village Heritage Conservation District
- **Consider reducing parking standings** for high density development

Stakeholder + Public Engagement – What We Heard

MUNICIPAL SERVICING



WHAT WE HEARD

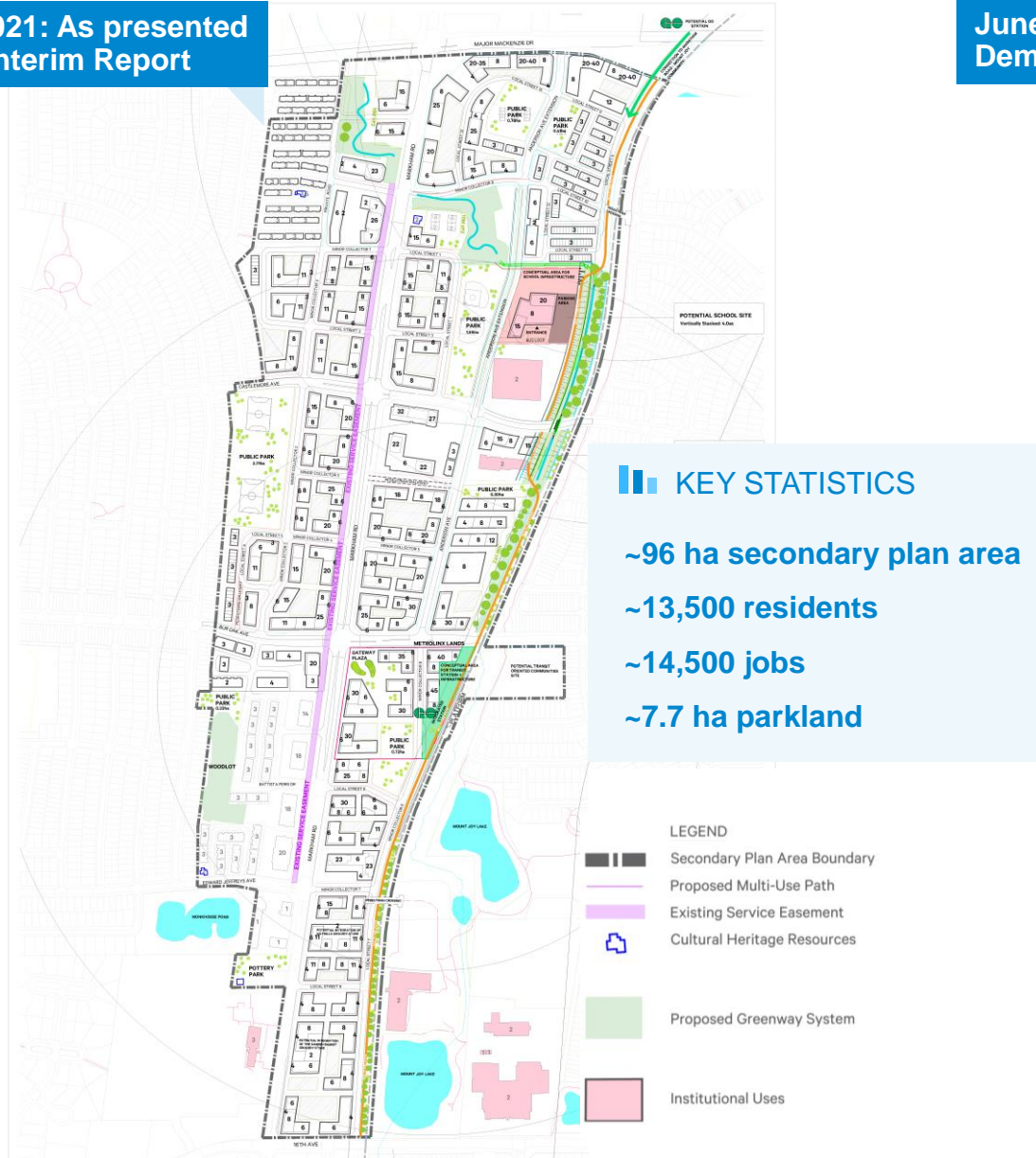
- Support for the **daylighting of Mount Joy Creek**, with the recognition of flexibility associated with a piped Creek option
- Provide **water quantity, flooding and erosion controls** for key hydrologic features
- Utilize **Low Impact Development Infrastructure** to provide overall stormwater management functions for the area
- Protect **water quality and aquatic wildlife**
- **Address flooding in the secondary plan area** associated with Mount Joy Creek

4 Revised Demonstration Plan – Key Revisions

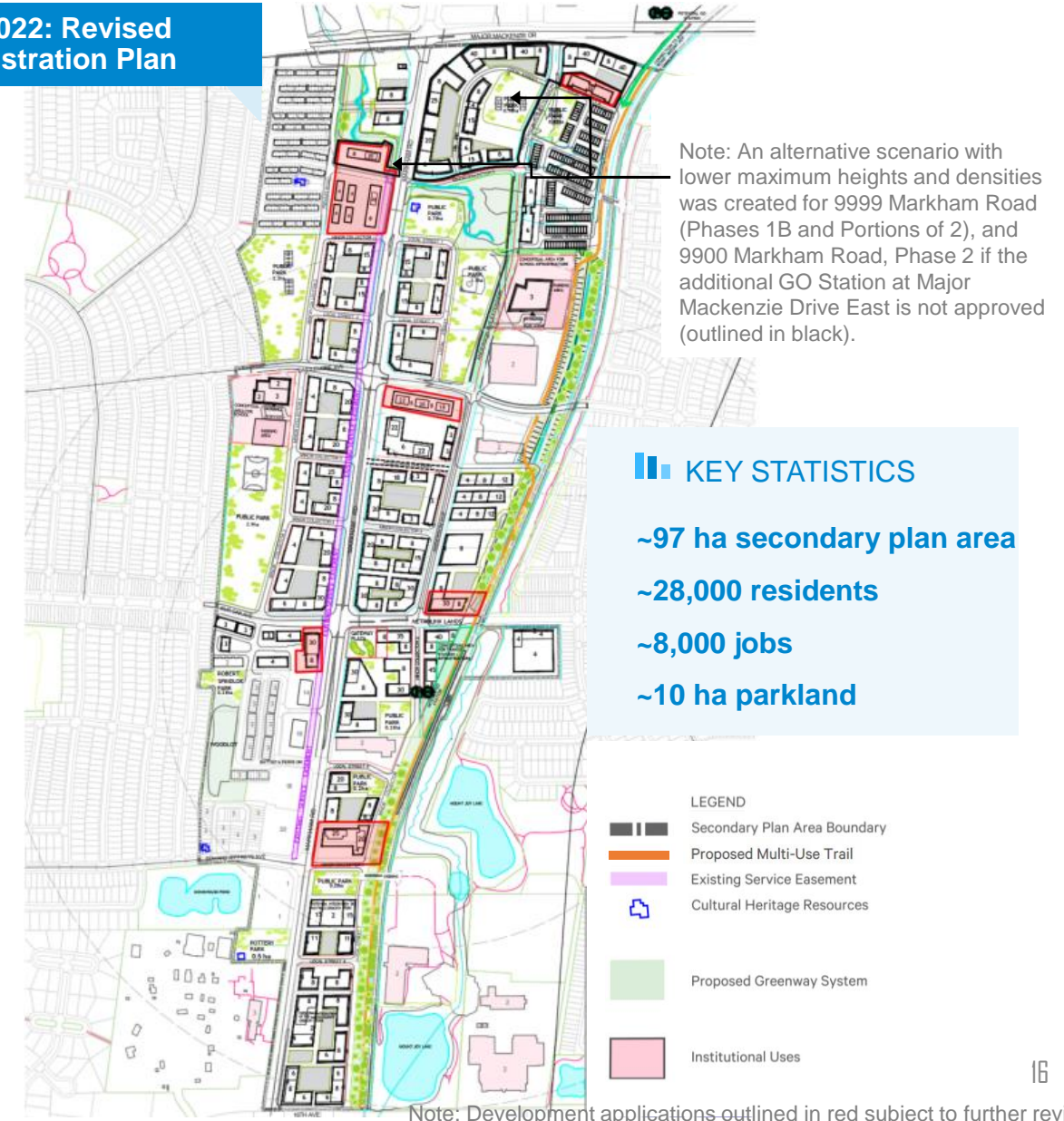
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Revised Demonstration Plan – Key Revisions

April 2021: As presented in the Interim Report



June 2022: Revised Demonstration Plan



4

Revised Demonstration Plan – Key Revisions

Note: An alternative scenario with lower maximum heights and densities was created for 9999 Markham Road (Phases 1B and Portions of 2), and 9900 Markham Road, Phase 2 if the additional GO Station at Major Mackenzie Drive East is not approved (outlined in black).



Extended the Secondary Plan Area

to include the three blocks of townhomes on the 9900 Markham Road Phase 1 lands

Reduced density and built form moving west of Markham Road

Revised to parkland

Added a second school site

Expanded proposed parkland

Revised building heights, forms and transitions in support of additional GO Station

Revised to parkland

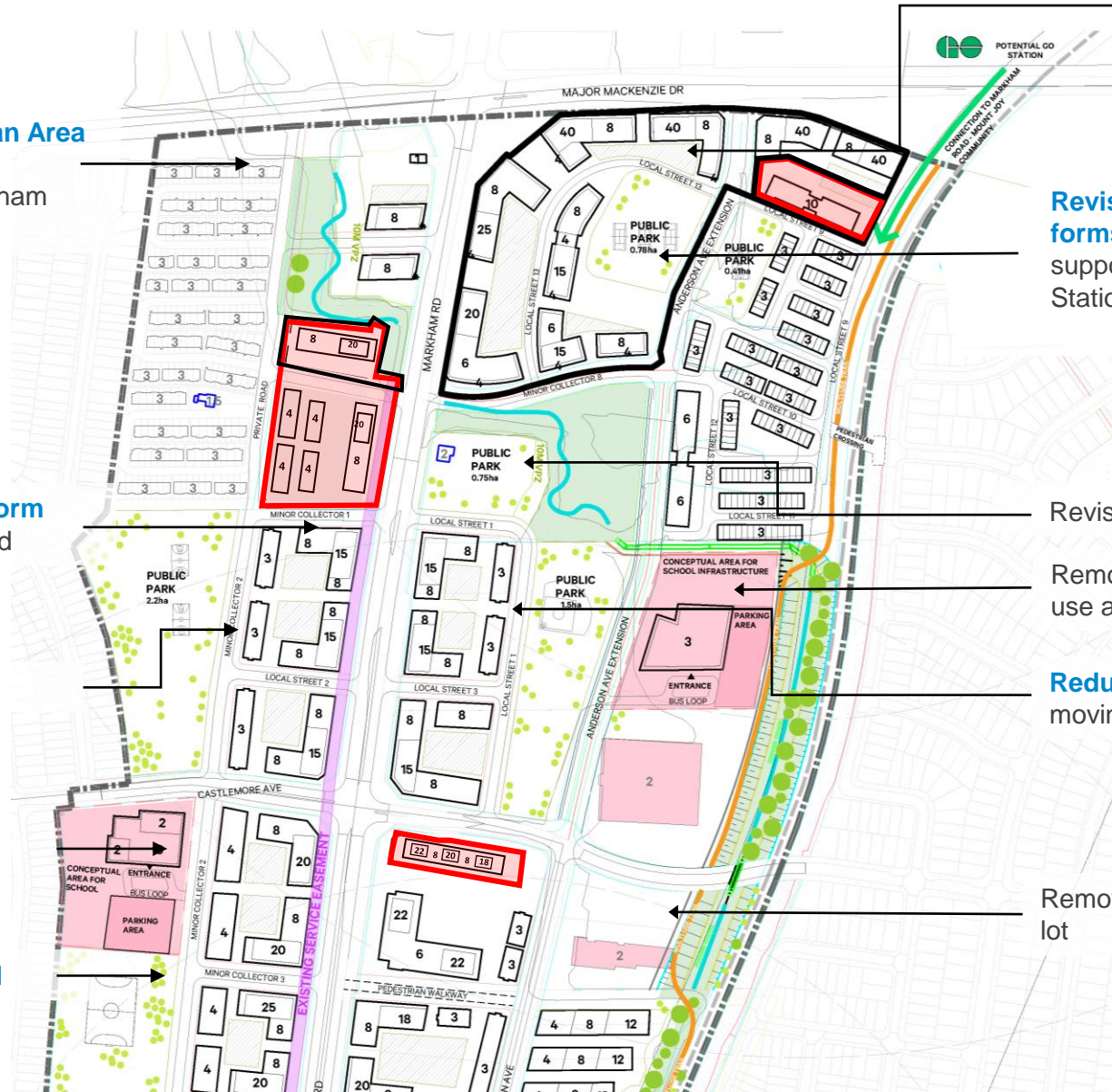
Removed proposed residential use above school site

Reduced density and built form moving east of Markham Road

Removed buildings on this lot

* Development applications outlined in red subject to further review and modelling.

Note: Property boundaries are outlined for illustrative purposes, and may not be to scale.



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Revised Demonstration Plan – Key Revisions

Expanded proposed **parkland**

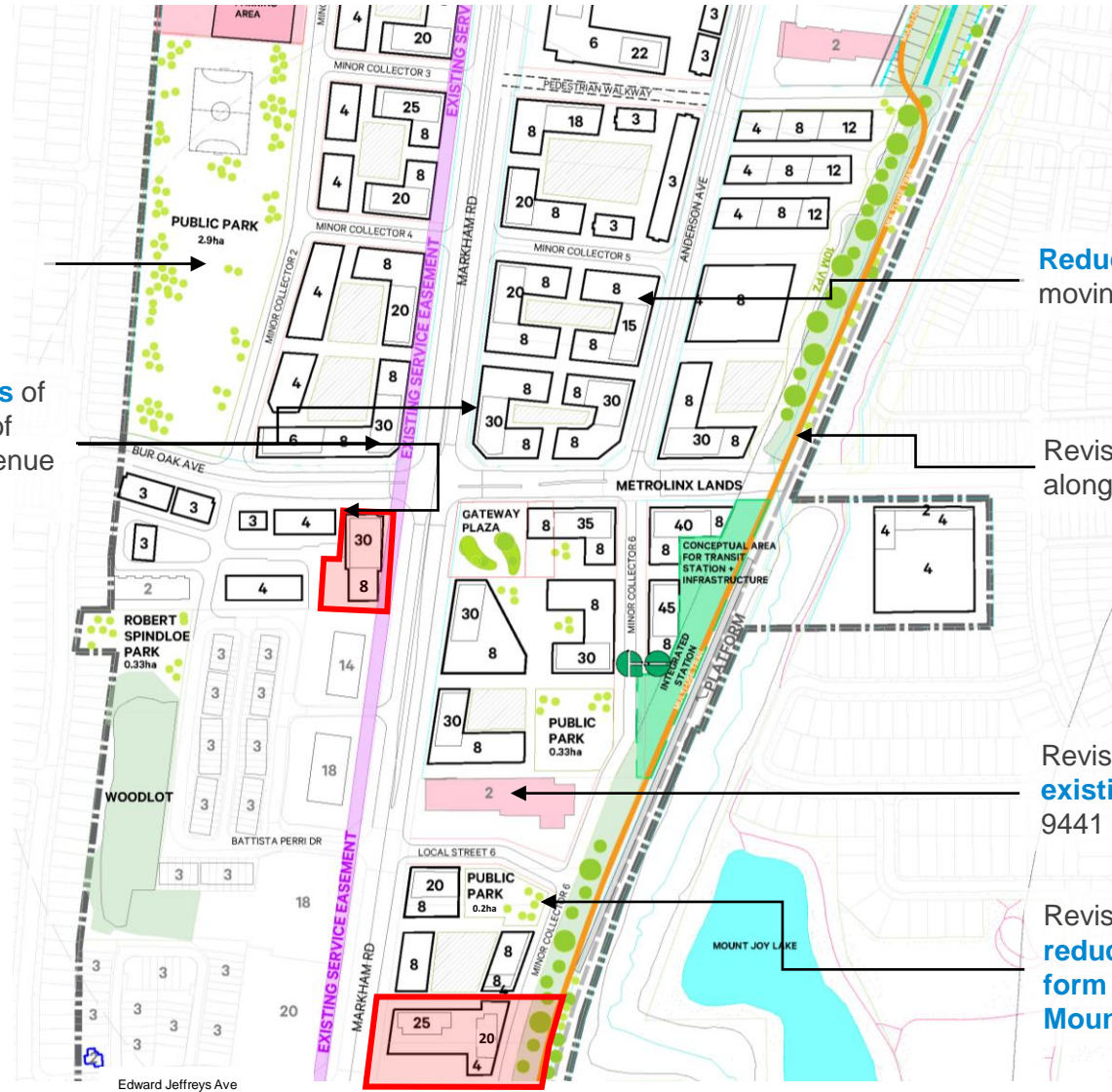
Increased **the maximum heights** of the buildings at the intersection of Markham Road and Bur Oak Avenue to **30 storeys**

Reduced density and built form moving east of Markham Road

Revised vegetation shown along the Multi Use Trail

Revised **to reflect the existing place of worship** at 9441 Markham Road

Revised to **parkland and reduced density and built form** moving south of Mount Joy GO Station



* Development applications outlined in red subject to further review and modelling.

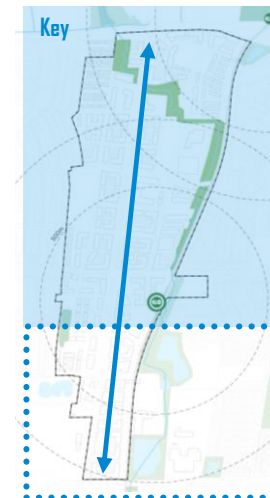
Note: Property boundaries are outlined for illustrative purposes, and may not be to scale.

Revised Demonstration Plan – Key Revisions



Revised to parkland

Increased the maximum height of the buildings to 15 storeys



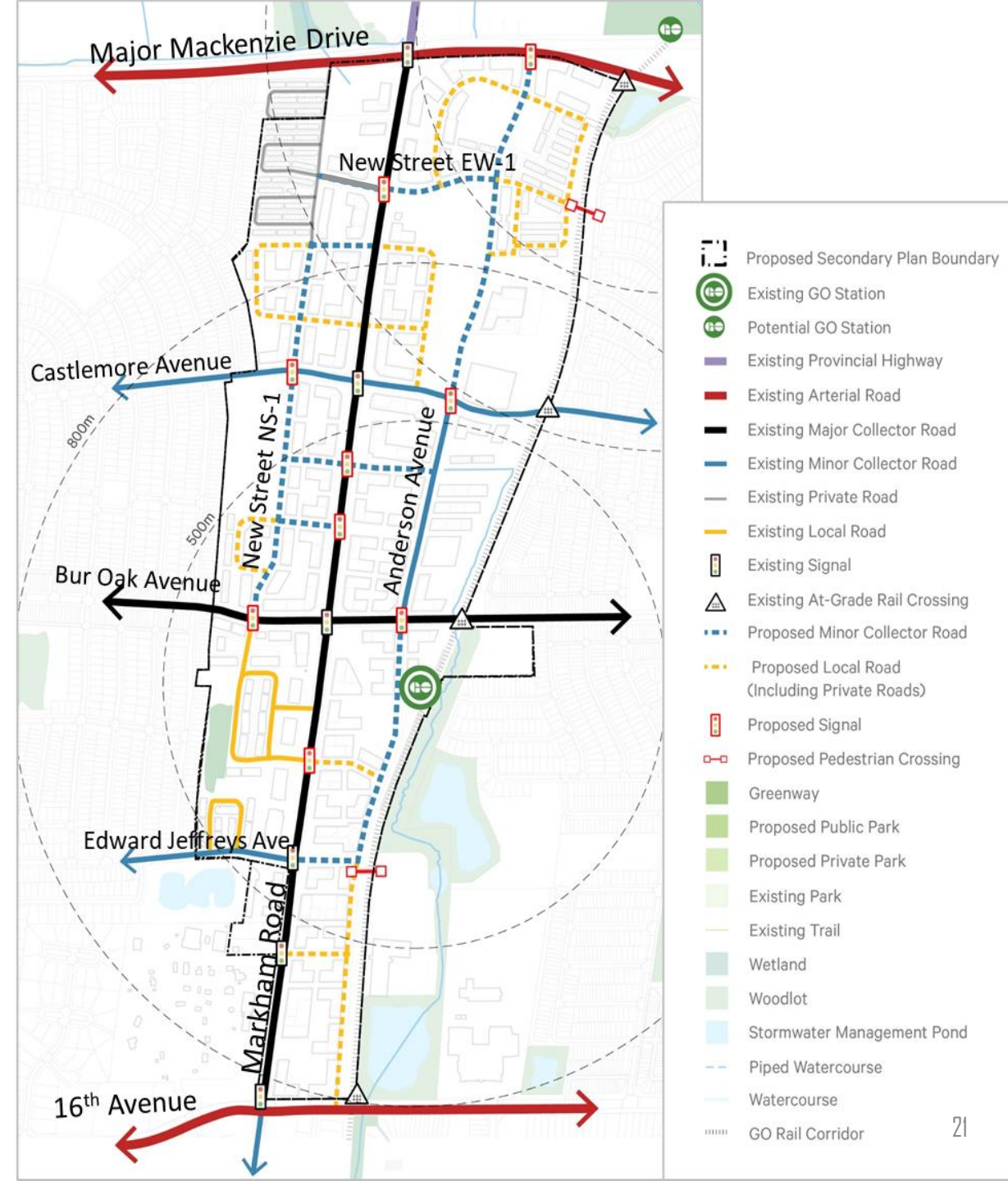
5 Technical Modelling & Analysis

– Key Findings

Transportation - Overview

Building upon the Vision, Guiding Principles, and demonstration plan, the transportation analysis informs the Markham Road - Mount Joy Secondary Plan Study by:

1. Understanding and accommodating travel demand growth from proposed development.
2. Developing multimodal transportation improvements that are in keeping with the Vision and Guiding Principles.
3. Responding to public and stakeholder feedback on Transportation and Mobility.



SUMMARY OF TRANSPORTATION CHALLENGES + OPPORTUNITIES



Key Challenges:

- The existing GO station and retail developments are scaled to a low-density, underutilized context.
- Large blocks result in adjacent land uses in far proximity from one another.
- Access is optimized for the private automobile with ample surface parking.
- Markham Road is busy due to lack of supporting street network.
- Lack of connectivity for active travel modes and transit.



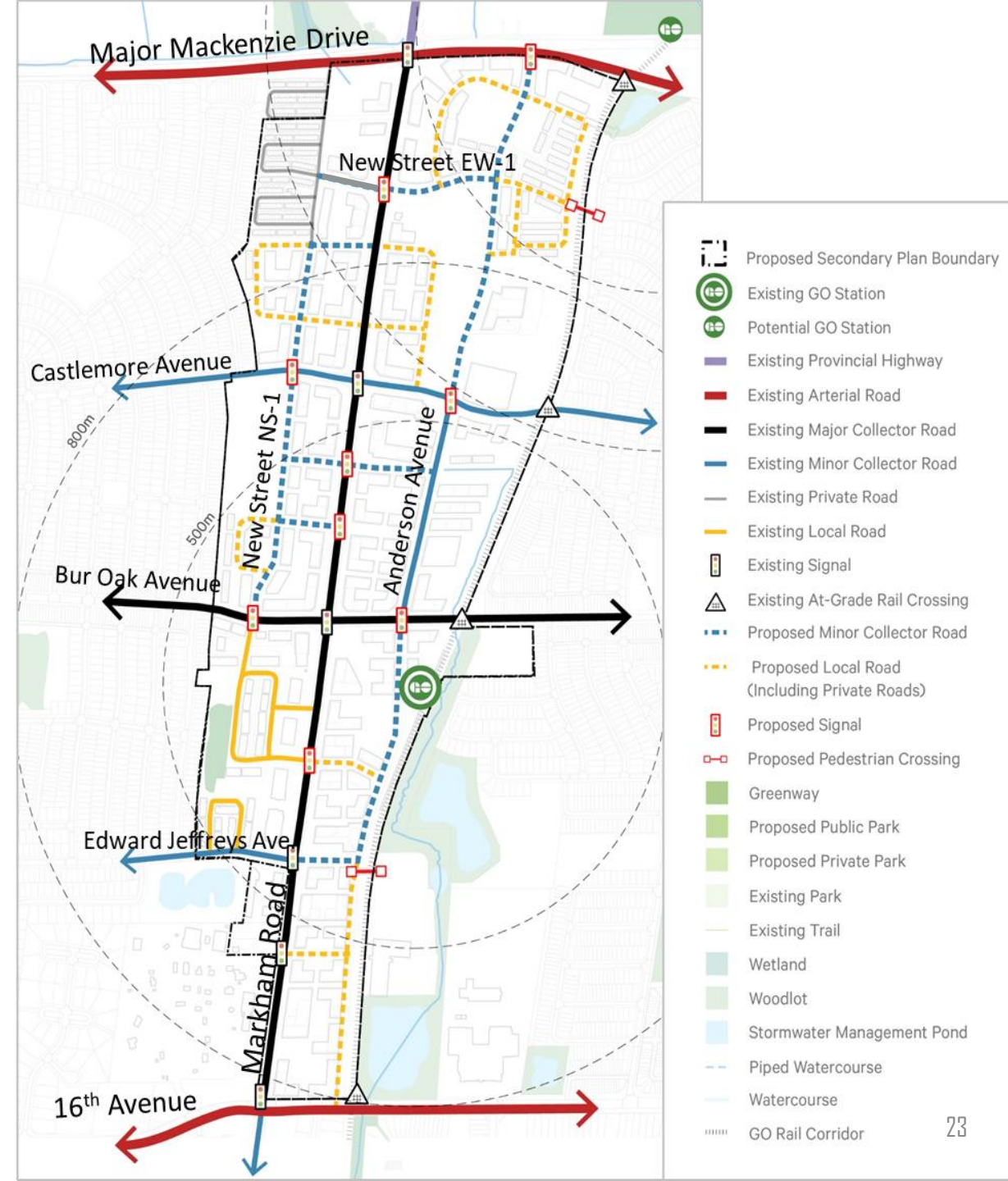
Key Opportunities:

- Improve active transportation connectivity.
- Build a fine-grid street network.
- Transform Markham Road into a Complete Street for all modes.
- Plan for a future transit and mobility hub (including a potential GO station) at Major Mackenzie Drive East.

RECOMMENDED STREET NETWORK

Supports the Secondary Plan Study vision by:

1. Improving **active transportation connectivity**.
2. Building a **fine-grained, grid street network**.
3. Transforming Markham Road into more of a **Complete Street for all modes to align with the changing land use context** fronting onto Markham Road.
4. Planning for a **future transit and mobility hub** (including a potential GO Station) at Major Mackenzie Drive East.

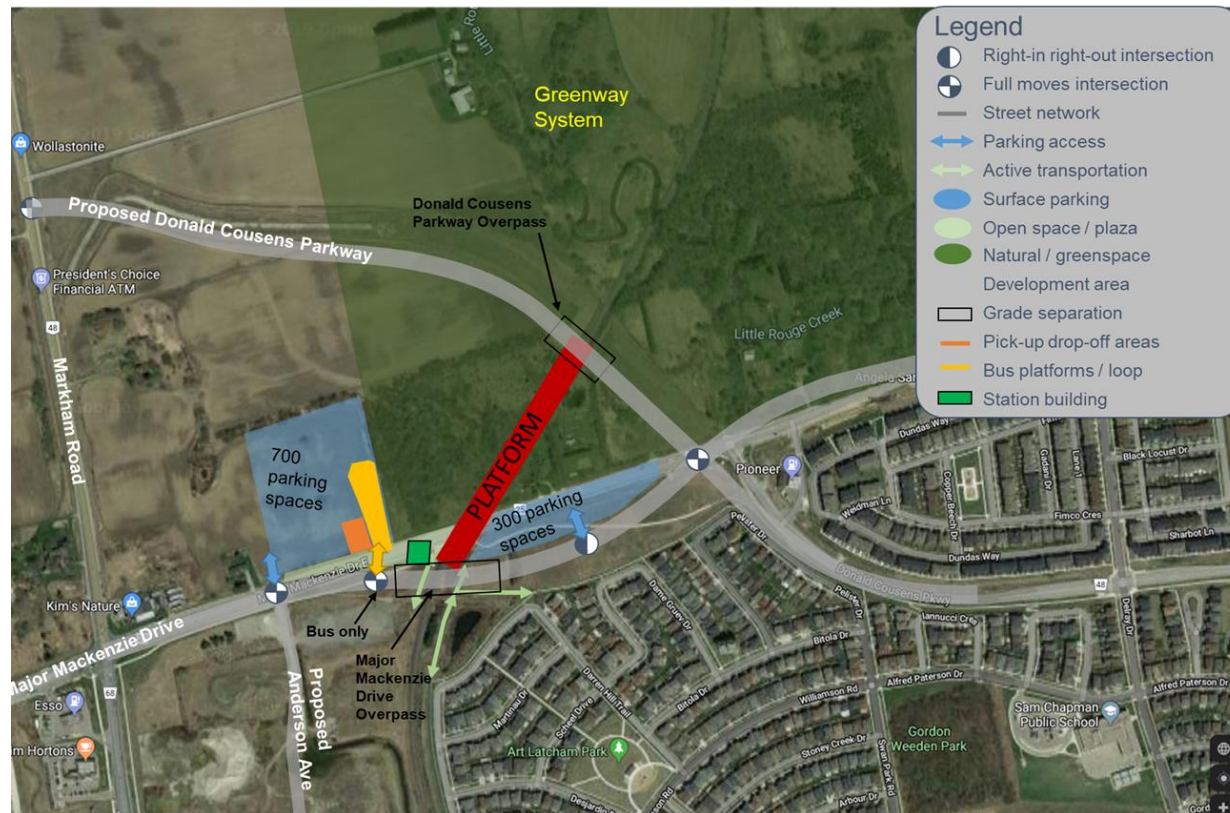


Technical Modelling + Analysis – Key Findings

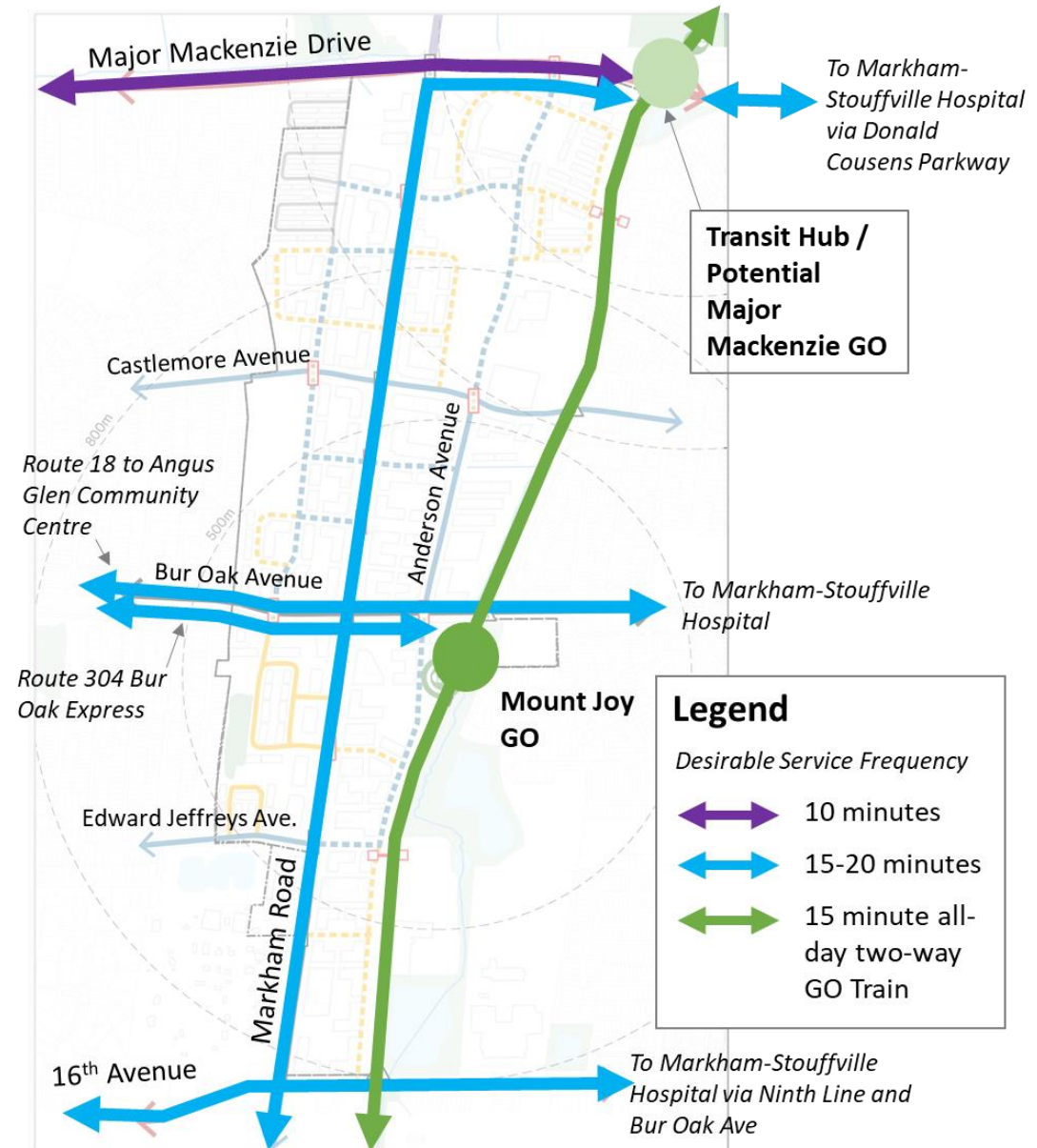
RECOMMENDED TRANSIT PLAN

Conceptual Station Layout:

Major Mackenzie Drive East Transit Hub / GO Station*



**Subject to further study by Metrolinx, York Region and the City of Markham*

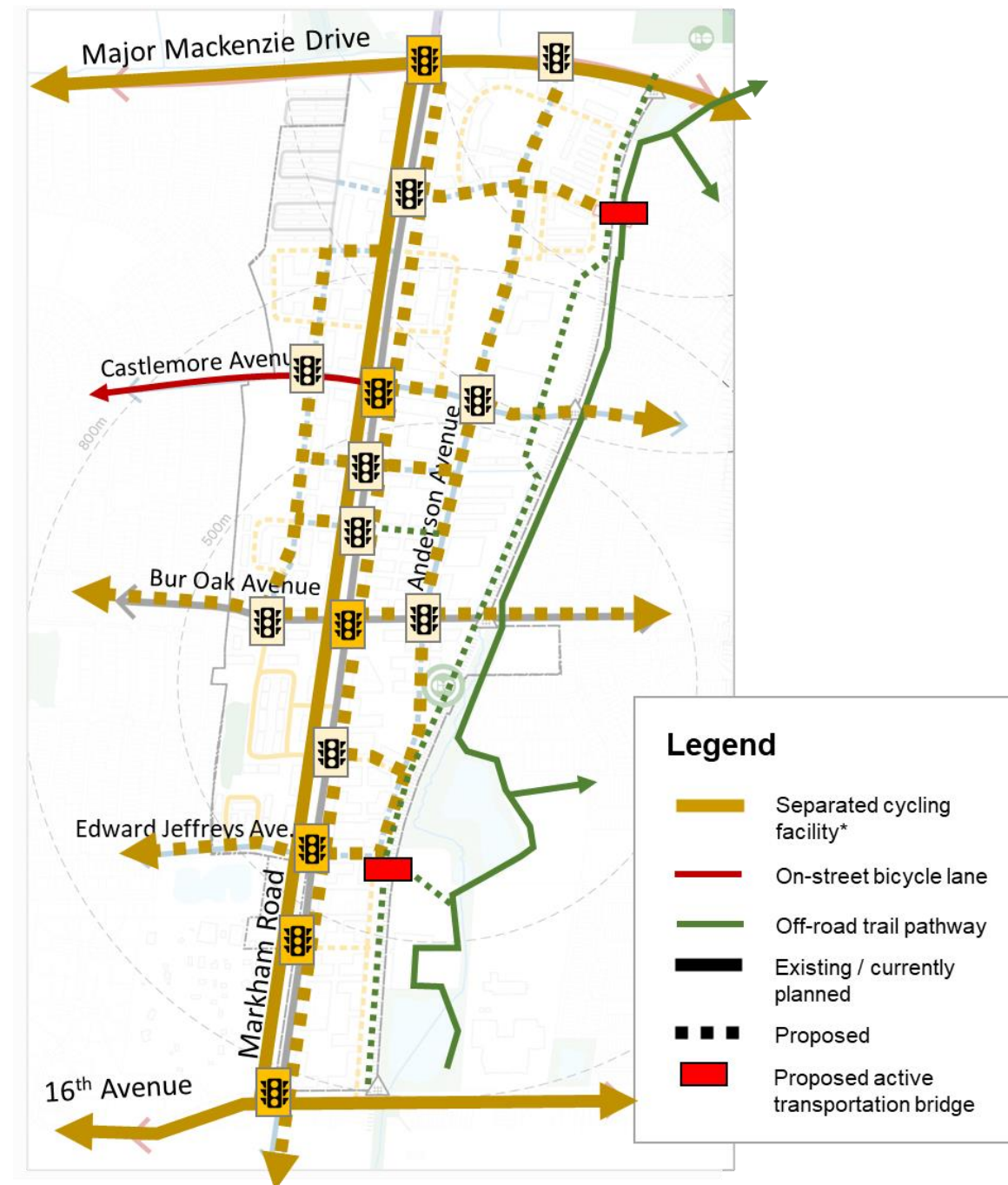


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Technical Modelling + Analysis

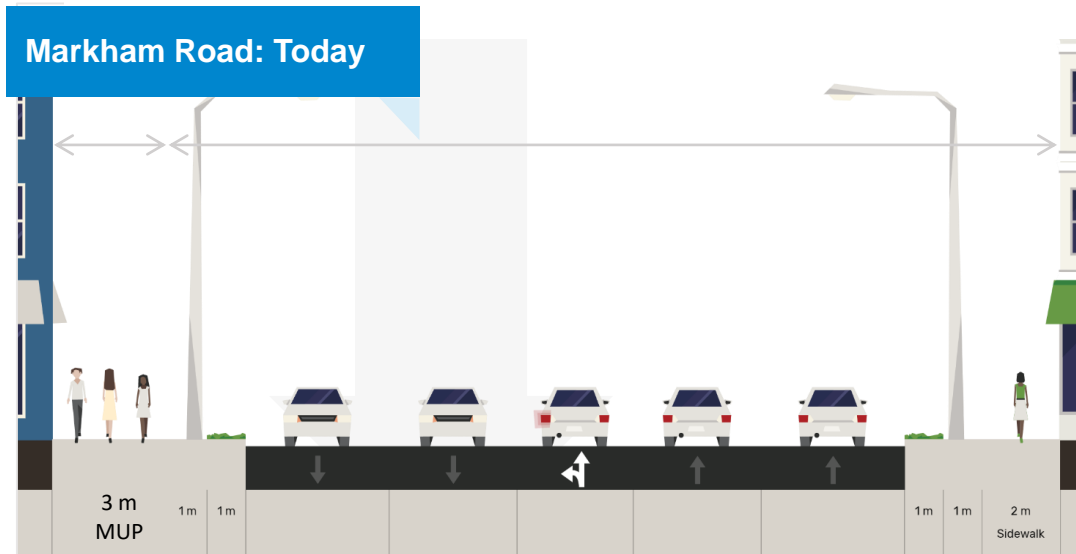
IMPROVING ACTIVE TRANSPORTATION

- Building a network of separated cycling facilities, off-road trails.
- Adding new traffic signals to provide protected street crossings.
- Adding active transportation crossings to provide more direct connections east of rail corridor.



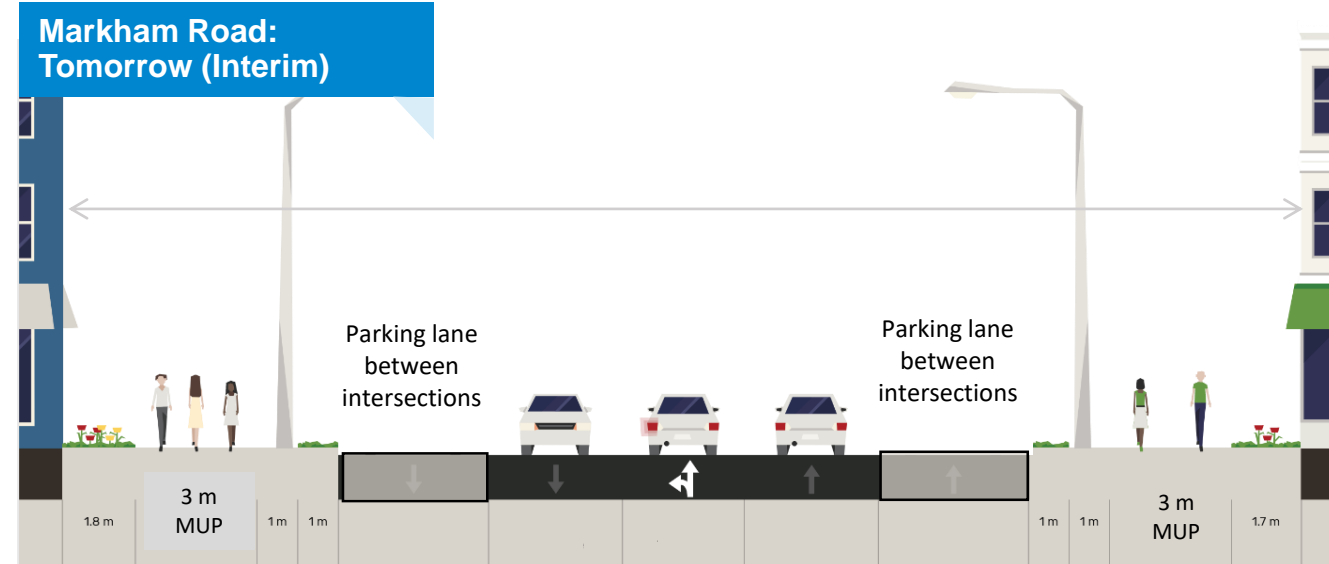
TRANSFORMING MARKHAM ROAD

Analysis supports the vision of Markham Road as a Main Street that is pedestrian- & cycling-friendly, and transit supportive.



Markham Road today

- 4 lanes for general traffic.
- Multi-use pathway on west side.



Markham Road tomorrow (Interim)

- 2 lanes for general traffic.
- Multi-use pathway on both sides.
- Prioritize curb lane for land use access (short-term on-street parking) and transit (queue jump lanes).



Markham Road tomorrow (Ultimate)

- 2 lanes for general traffic.
- Separated sidewalks and cycle tracks.
- Prioritize curb lane for land use access (short-term on-street parking) and transit (queue jump lanes).
- Enhanced streetscaping.

SUMMARY OF MUNICIPAL SERVICING CHALLENGES + OPPORTUNITIES



Key Challenges:

- Flooding and Stormwater Management related to existing Mount Joy Creek condition
- East Sanitary Drainage Area is constrained in existing conditions under wet weather conditions and without upgrade, will be challenged with additional development



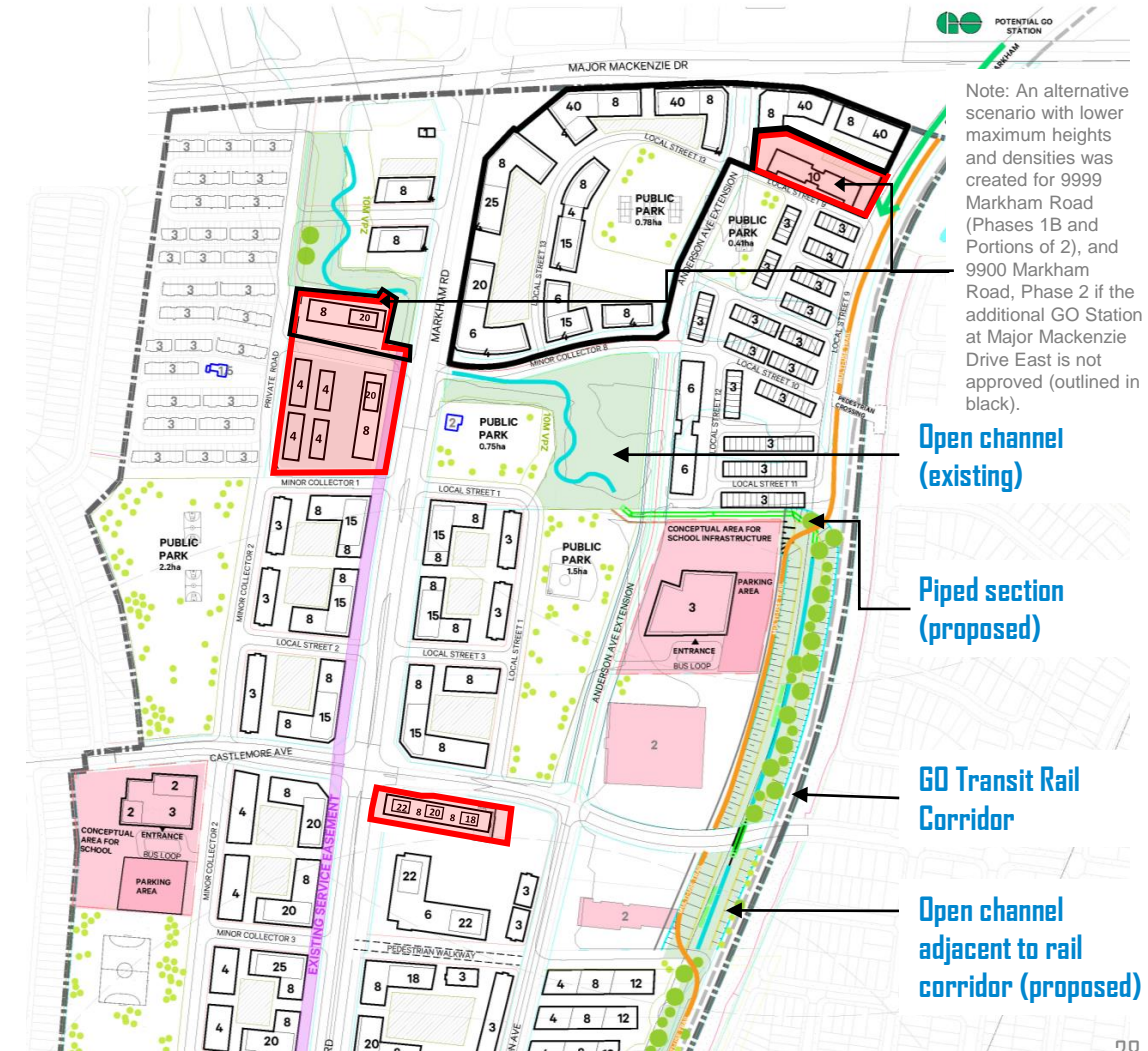
Key Opportunities:

- Various options to mitigate flooding through comprehensive design
- Implement Low Impact Development Methods to alleviate flood impacts and general stormwater management across the Study Area

MOUNT JOY CREEK RE-ALIGNMENT CONCLUSIONS & RECOMMENDATIONS

Hybrid Enclosed/ Open System adjacent to the Rail Corridor

- Conveys Regional Flood event; grading conditions along railway right of way allows for deeper channel design
- Provides significant restoration opportunities for terrestrial, fish, and riparian habitats in comparison to piped options
- Improves water quality and promotes infiltration and groundwater recharge
- Increases developable land by removing tableland flooding
- Provides opportunity for a multi-use trail west of the open channel; impact on existing land uses to be determined (i.e., loss of surface parking)
- Maintenance costs over time are lower compared to piped options
- Moderate land acquisition impacts compared to the fully open channel options
- Supported in principle by Metrolinx



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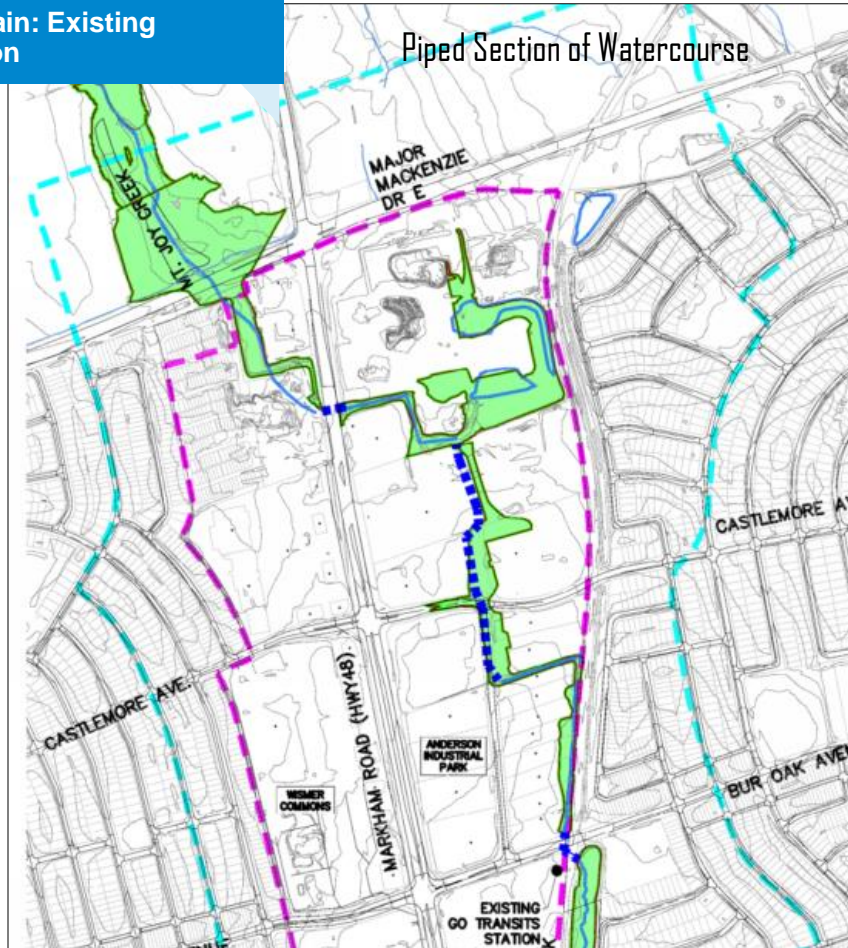
Technical Modelling + Analysis – Key Findings

MOUNT JOY CREEK RE-ALIGNMENT CONCLUSIONS & RECOMMENDATIONS

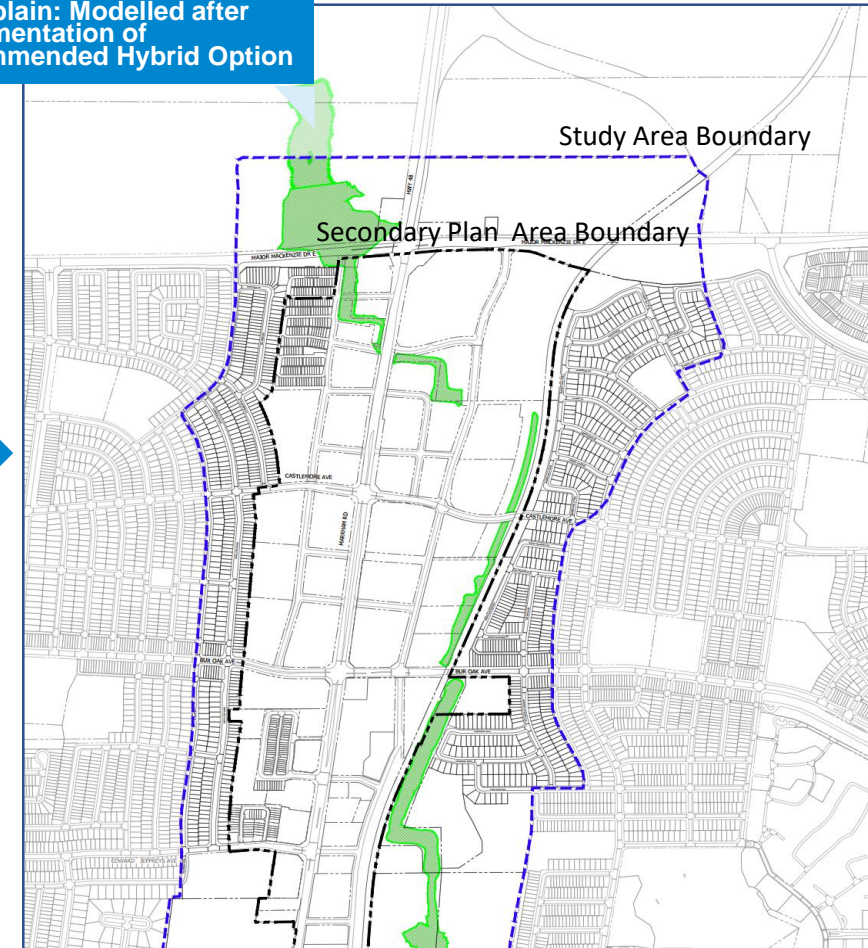
Hybrid Enclosed / Open System adjacent to the Rail Corridor

Will significantly reduce current flooding after completing the detailed design and implementing the recommended Hybrid option.

Floodplain: Existing Condition



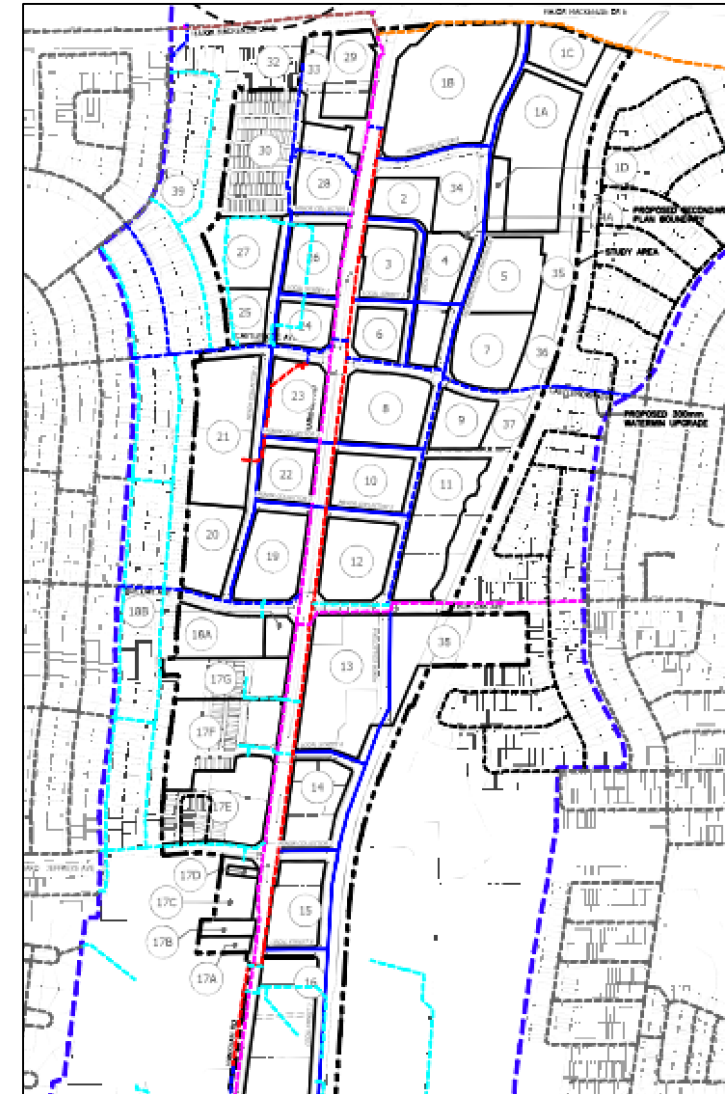
Floodplain: Modelled after Implementation of Recommended Hybrid Option



WATER SERVICING CONCLUSIONS & RECOMMENDATIONS

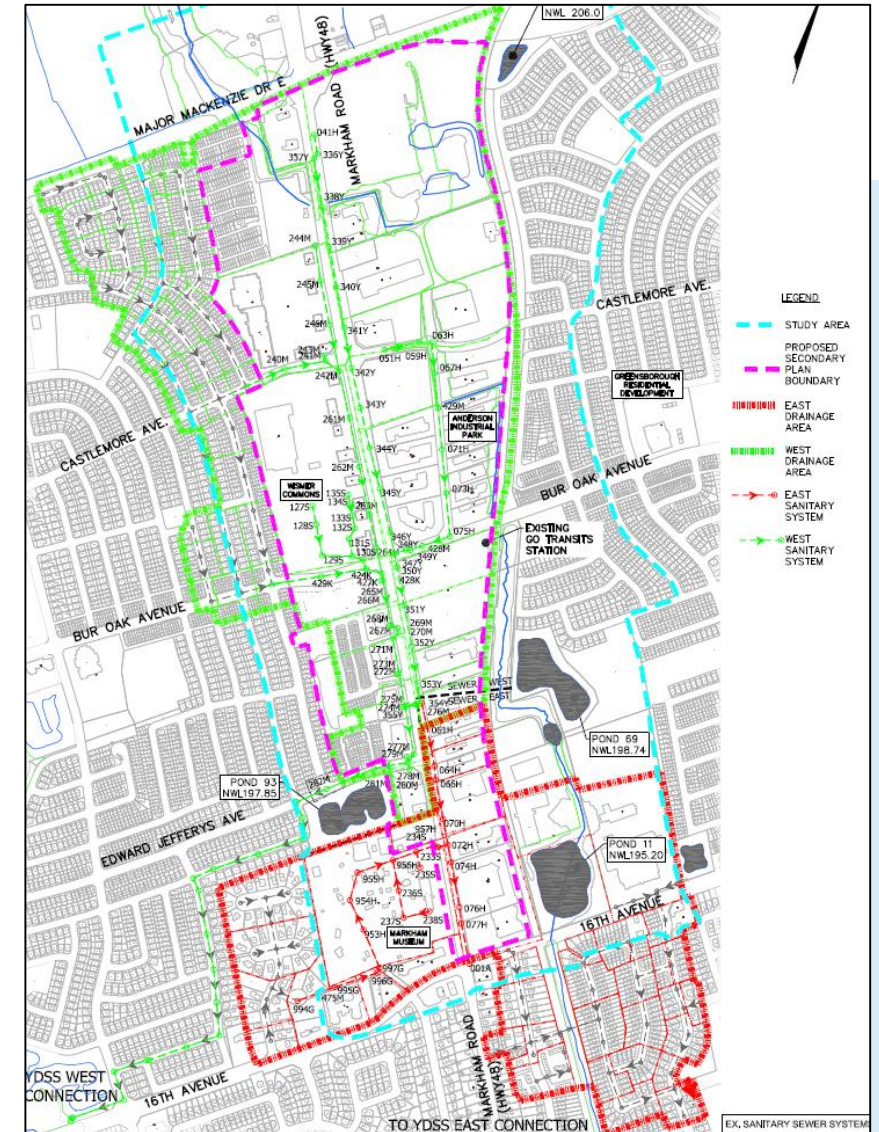
- With York Region's planned pump upgrades, and the construction of new watermain within the proposed new roads, the water distribution system (shown in blue) can support buildout of the Secondary Plan Area.

Street Name	Length (m)	Size (mm)
PROPOSED ROADS		
Minor Collector 1	----	----
Minor Collector 2	1000	300
Minor Collector 3	120	300
Minor Collector 4	115	300
Minor Collector 5	168	300
Minor Collector 6	861	300
Minor Collector 7	110	300
Minor Collector 8	214	300
Local Street 1	363	300
Local Street 2	108	300
Local Street 3	200	300
Local Street 6	137	300
Local Street 7	78	300
Local Street 8	118	300
Anderson Avenue Extension	670	300



SANITARY SERVICING CONCLUSIONS & RECOMMENDATIONS

- The drainage area (shown in green) generally between Major Mackenzie Drive East and Edward Jeffreys Avenue can accommodate ~ 9,000 additional people before downstream improvements are required. Monitoring of flows recommended as development in the Secondary Plan Area progresses.
- The drainage area (shown in red) generally south of Edward Jeffreys Avenue requires sewer upgrades to support additional growth.
- Full buildout of the Secondary Plan Area requires the following upgrades:
 - Construction of a new 675mm diameter sanitary sewer along Markham Road.
 - Construction of a new 675mm diameter sanitary sewer along 16th Avenue and connect to the existing York Durham Sanitary Sewer.



6 Development Applications in the Secondary Plan Area



9999 Markham Road, Phase 1C*

Removed Phase 1C lands from alternative scenario, and revised building configuration and maximum height.

9900 Markham Road, Phase 2*

Revised building configurations and maximum heights, and identified an alternative scenario for the northern portion of the lands.

9781 Markham Road, Phase 2*

Revised building configurations and maximum heights.

* Development applications outlined in red subject to further review and modelling.

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Development Applications in the Secondary Plan Area



77 Anderson Avenue

Application consistent with maximum building height and configuration

1709 Bur Oak Avenue*

Revised maximum building height

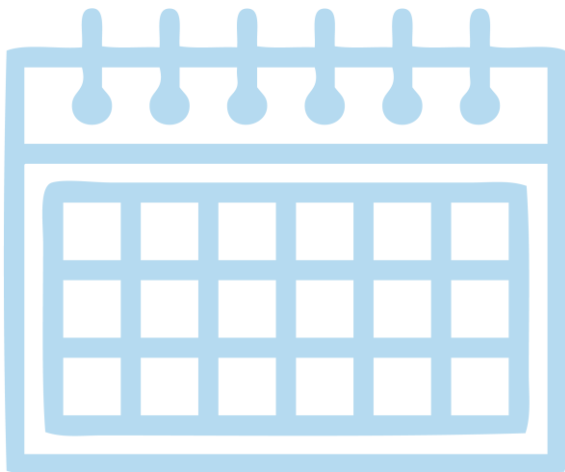
9331 to 9399 Markham Road*

Revised maximum building height on west tower

* Development applications outlined in red subject to further review and modelling.

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7 Next Steps



JULY & AUGUST 2022

- Finalize Secondary Plan Study, including demonstration plan.
- Undertake additional technical modelling and analysis.

FALL 2022

- Present Final Markham Road – Mount Joy Secondary Plan Study to DSC.

Thank You!