

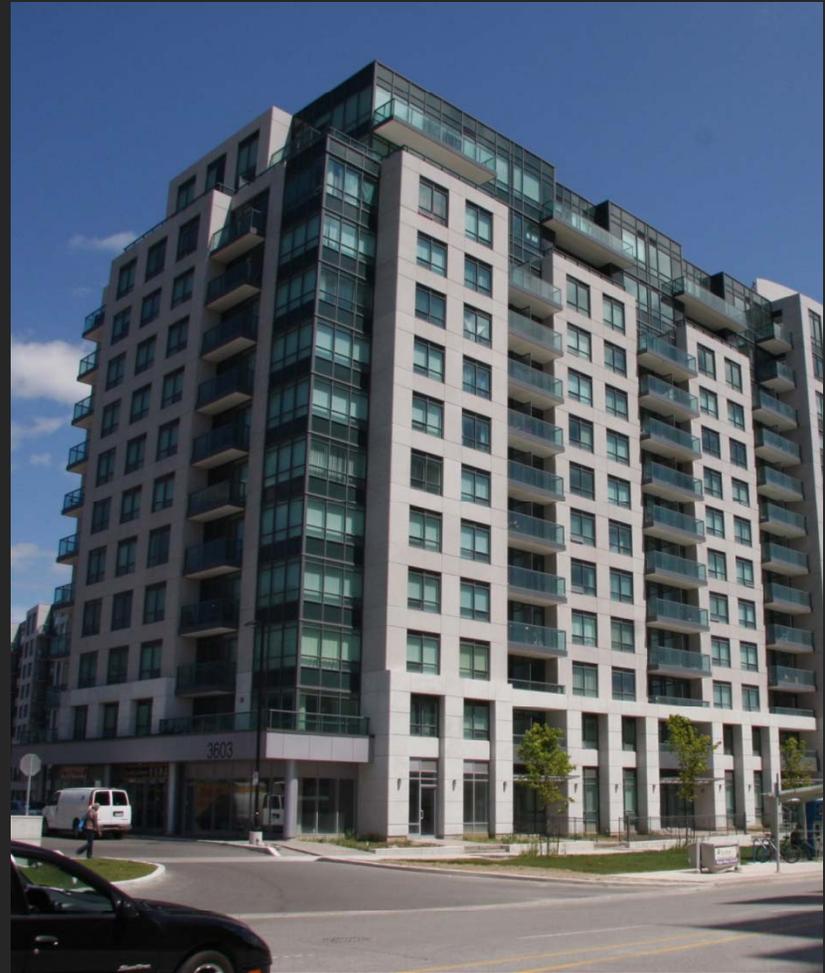
Markham Centre Charette

**URBAN
STRATEGIES
INC .**

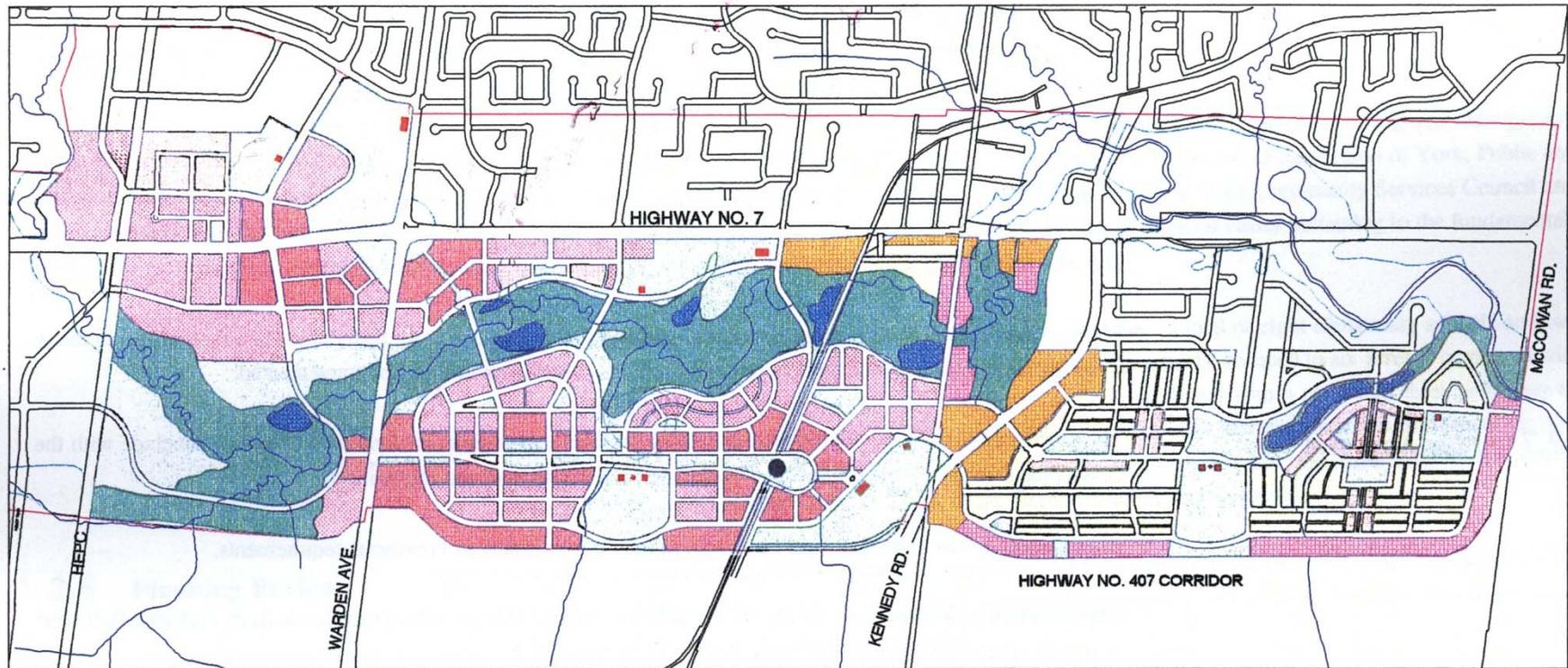
Charette Objective

To explore the potential for buildings that exceed 8 storeys.....

In a manner consistent with the original vision for Markham Centre



The Duany plan – approx. 1994



□ Detached House
▨ Urban Villa
▨ Rowhouse

▨ Low Rise
▨ Mid Rise
▨ Point Tower

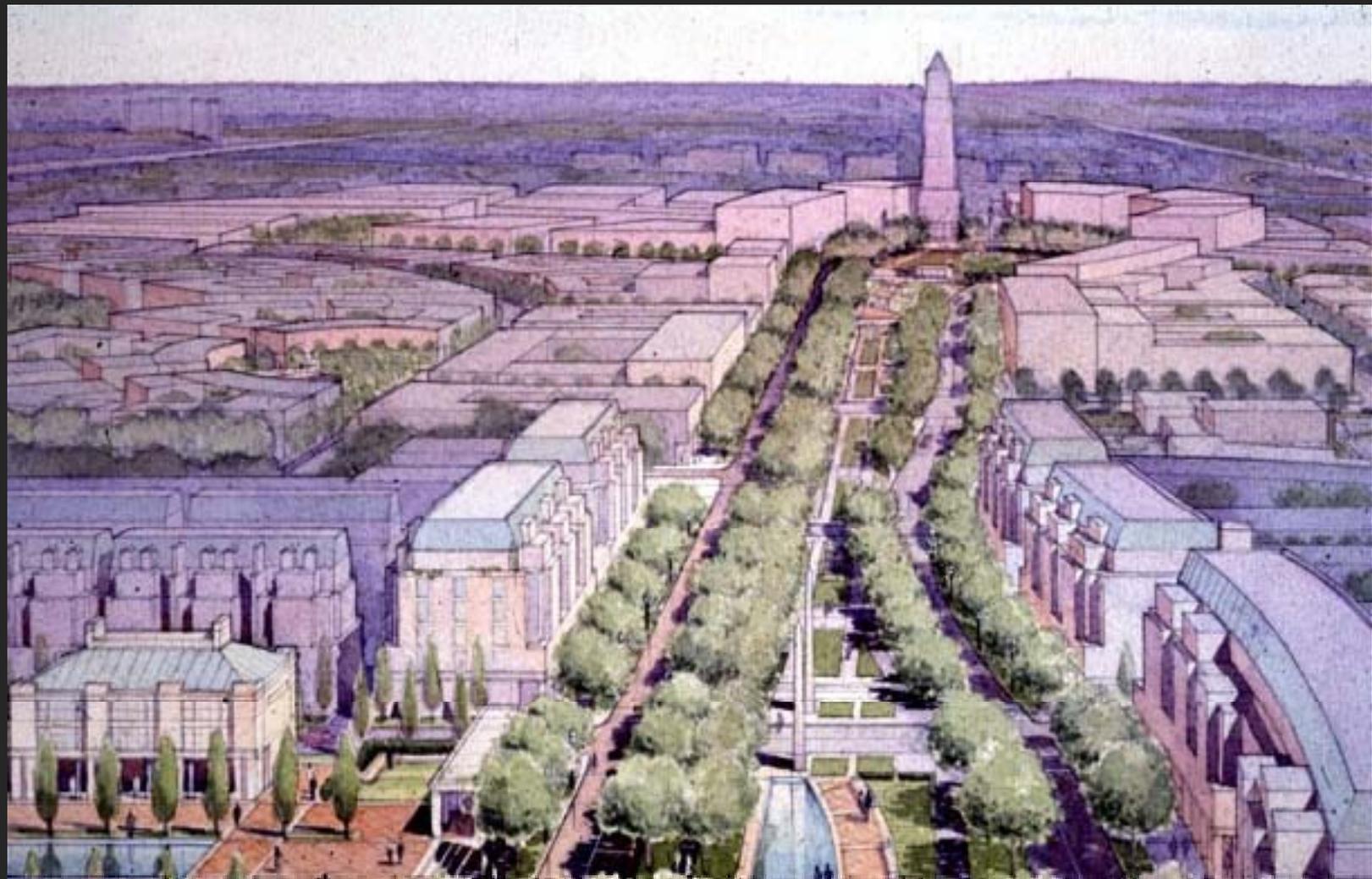
▨ Proposed Stormwater Facility
□ Open Space
▨ Valleyland

▨ High School
▨ Elementary School
● Recreation Centre

● Transit Terminal

0 400 800m





The current by-law - 2004

Schedule A3 Minimum and Maximum Heights

Special provision for identified intersections

This provision applies to lands at the intersections identified by the circles A1 and A2 as shown on the inset maps.

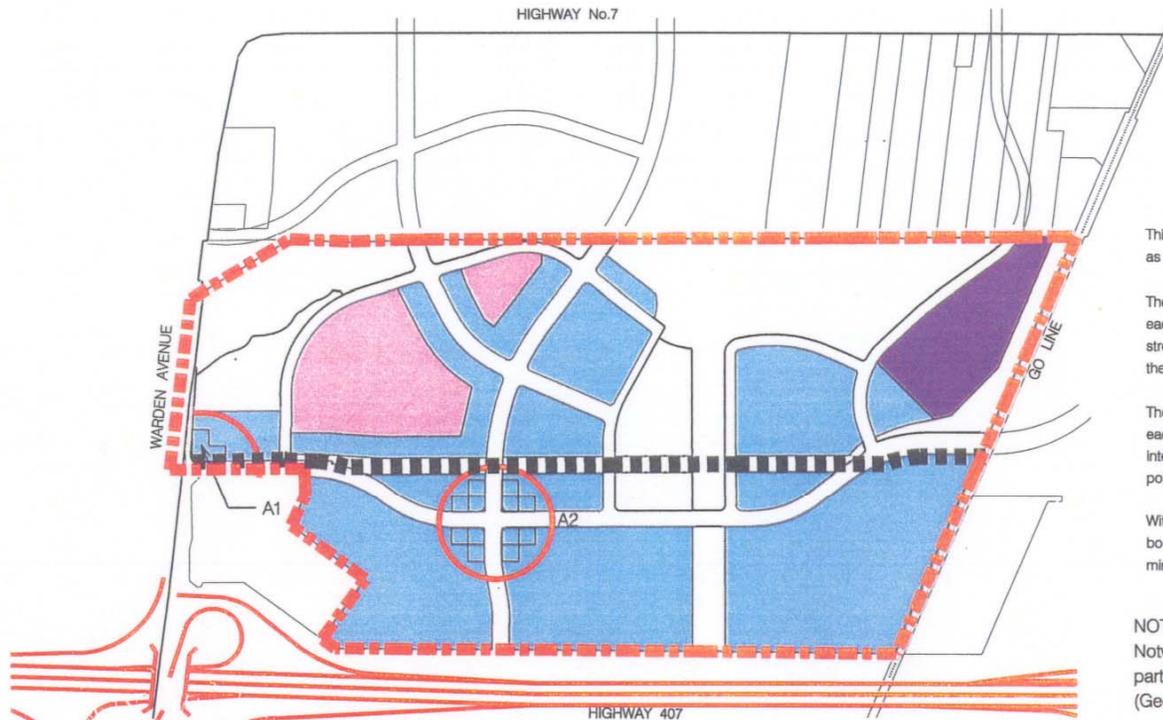
The special height zone at intersection A1 measures 60 metres along each streetline from the hypothetical point of intersection of the two streetlines. The depth of the special height zone is 30 metres from the streetline.

The special height zones in the shape of a square at intersection A2 each measure 30 metres by 30 metres. If the square is located at an intersection, the 30 metre length is measured from the hypothetical point of intersection of the two streetlines.

With both intersections A1 and A2, the location of any height zone boundary can be varied by up to 10 metres without an amendment or a minor variance to this By-law.

NOTE:

Notwithstanding any of the height permissions shown on this schedule, no part of any building or structure shall have a height greater than 233.00 G.S.C. (Geological Survey of Canada)



A BY-LAW

THIS IS SCHEDULE 'A3' TO BY-LAW 2004-196

PASSED JUNE 30 AND JULY 1, 2004

[Signature] MAYOR

[Signature] CLERK

BOUNDARY OF AREA COVERED BY THIS BY-LAW

MIN 12.0M, MAX 31.0M

MAX 15.0M

MAX 31.0M

SEE SPECIAL PROVISION (A)

A1 MAX 36.0M

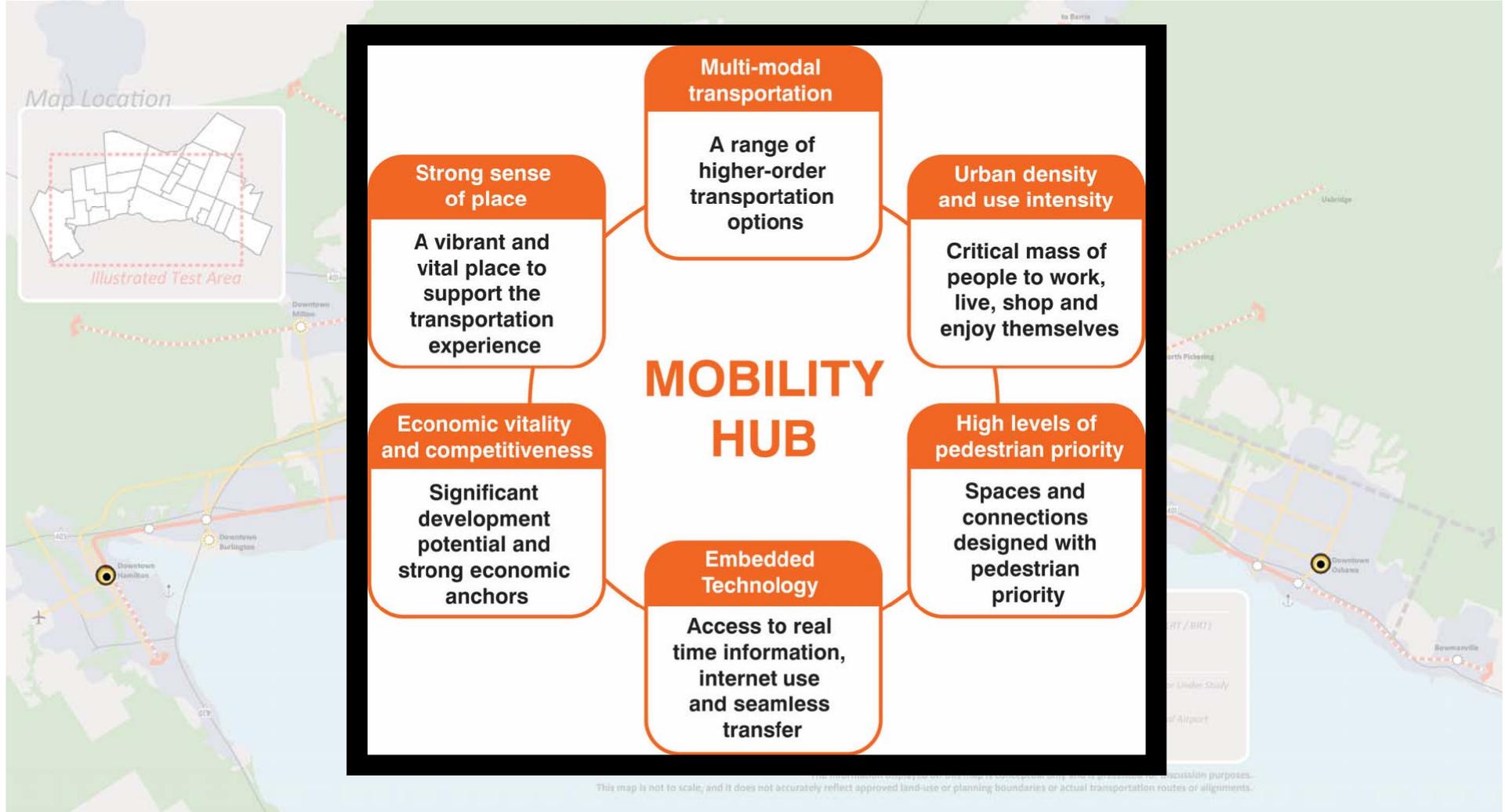
MIN 31.0M, MAX 49.0M

A2 MIN 12.0M, MAX 40.0M

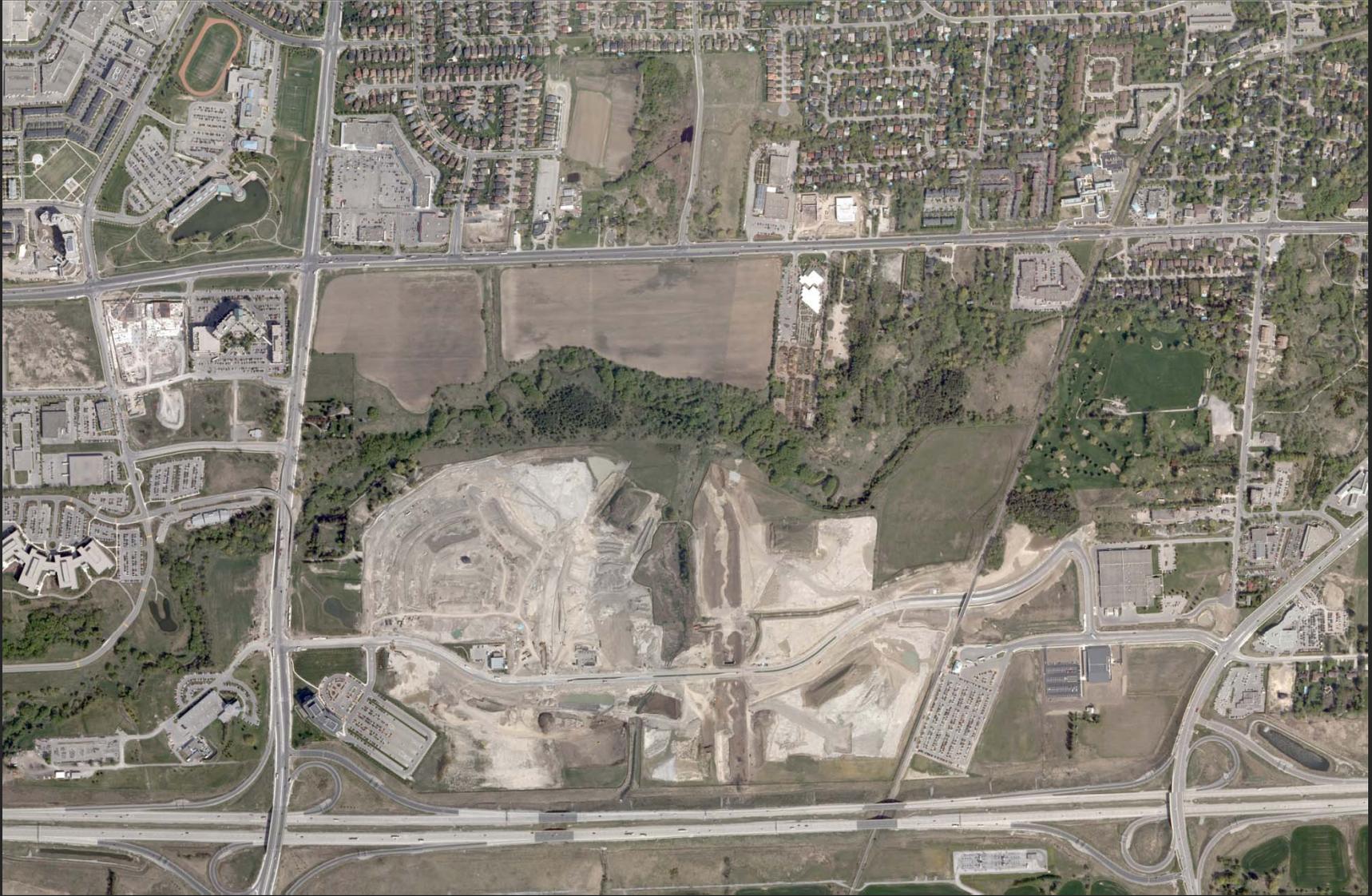
NOTE: REFERENCE SHOULD BE MADE TO THE ORIGINAL BY-LAW LODGED IN THE OFFICE OF THE CLERK



Mobility Hubs



The Study Area



Charette Participants

Observers

Mayor Frank Scarpitti
Councillor Jim Jones

Highway 7

Val Shuttleworth, Director of Planning & Urban Design
Ronji Borooah, Town Architect
David Linster, Planning Partnership
Donald Schmitt, Diamond & Schmitt Architects
Sol Wassermuhl, Page + Steele Architects
Brian Curtner, Quadrangle Architects
David Clark, MC Advisory, YRTP Chief Architect
Tim Lambe, Manager of Policy and Research
George Dark, Facilitator, Urban Strategies
Marcus Quin, Model Builder, Urban Strategies

Centre East

Richard Kendall, Manager, Central Team, Town of Markham
Linda Irvine, Parks Manager, Town of Markham
Sal Vitiello, E.I. Richmonds Architects Ltd.
Cliff Korman, KIRKOR Architects Ltd.
Sheldon Levitt, Quadrangle Architects Ltd.
Sean Hertel, MC Advisory, York Region Planning
Charles Gane, Core Architects
Warren Price, Facilitator, Urban Strategies
Nicolas Barrette, Model Builder, Urban Strategies

Centre West

Scott Heaslip, Central Team,, Town of Markham
Marina Hauschild, MC Urban Designer, Town of Markham
Biju Karumanchery, Manager, East Team, Town of Markham
Shirley Blumberg, Kuwabara Payne McKenna Blumberg Architects
David Pontarini Architects, Hariri Pontarini Architects
Babak Eslahjou, Core Architects
Janet Rosenberg, Janet Rosenberg + Associates
Jason C. Wu, Walker, Nott, Dragicevic Associates Ltd.
Ted Spence, MC Advisory, University of York
Eric Mann, Facilitator, Urban Strategies
Colin Burrows, Model Builder, Urban Strategies



Charette Structure

June 12 and 13, 2008 Markham
Civic Centre

Day 1

- Introduction presentations and Q&A discussion
- Site tour

Day 2

- Day long study modeling
- Wrap-up

Summary Report



Design Exploration

Three study areas / teams



Highway 7

Issues discussed:

- Break up superblocks.
- Position building height towards the Rouge River park.
- Increase the connections between neighbourhoods and Rouge River Park.
- Identify signature spots for height on Highway 7.
- Rename Highway 7 as "Avenue 7".
- Build a diversity of building formats (podiums, townhouses and point towers).
- Introduce a major tableland park facility.
- Develop a public realm plan.



Highway 7



Pre-charette model view of Highway 7, looking south and east of Warden Avenue



Post-charette model view of Highway 7, looking south and east of Warden Avenue

Highway 7



Post-charrette model view of Highway 7, looking north east – towers along Rouge Valley edge

Centre West

Issues discussed:

- Reconsider the pedestrian nature of Civic Mall. Create a street wall with 6-8 storey base height with signature point tower buildings at key intersections.
- Locate higher density at the northern edge of study area with point towers addressing the Rouge Valley.
- The downtown best supports one retail hub. Relocated retail shopping areas to the Civic Mall.
- Create a signature civic building in Central Park.
- Locate towers along Central Park and lower building heights within the civic area.
- Develop a public realm plan.



Centre West



Pre-charette model looking north west towards Central Park from above Highway 407



Post-charette model looking north west towards Central Park from above Highway 407

Centre West



Post-charette model for Centre West, looking south west

Centre East

Issues discussed:

- Create a ring road around centre of hub area - “premier address”.
- Major public realm improvements focused on ring road.
- Maintain hub for 3 modes of transit.
- Reconfigure the sports centre and move the convention centre to better buffer and bridge over rail corridor.
- Encourage iconic tower above the convention centre
- Create a finer grid of city blocks. Buildings form a 6 storey base facing the Rouge.
- Create an education. YMCA and wood lot retained.
- Develop a public realm plan.



Centre East



Pre-charette model looking north west towards Enterprise Blvd from above Highway 407



Post-charette model looking north west towards Enterprise Blvd from above Highway 407

Centre East



Post-charette model for Centre East, looking west

Preliminary observations and recommendations



Explore ensembles of building types with more diversity in height and form.

- Perimeter block or podium base buildings range in height from 4 to 6 storeys.
- Point towers rather than slab towers. Tower floor plate maximum 750-800 sq-m.
- Tower heights beyond 13-16 storeys in some landmark locations (20-25 storeys).
- Distance between towers no closer than 25 m face to face above the 6th storey
- Adjacent towers should not be the same height



Continue to locate taller buildings at “landmark” locations, but expand the definition and range of sites that qualify as “landmark”.

- Along the Rouge River Valley
- On the Civic Mall
- At the GO station



Higher density calls for a new development approach - to ensure an adequate public street network is built.



Growth targets need to evolve to respond to emerging city building opportunities



Create a human scale block and public realm plan with a foundation of pedestrian scale streets and blocks



A stronger vision and design for the public realm is required to better inform development and achieve the vision outlined for Markham Centre.



What is needed next

1. Urban Design Guidelines
2. Public Realm Master Plan
3. Mobility Hub Master Plan / Precinct Plan
4. Design Review Panel

