

Building Markham's Future Together

Growth Management Strategy

Community Meeting Presentation

March/April, 2009



Growth Management Strategy

- Markham is developing a strategy for sustainable community growth
- The strategy will implement Provincial legislation and respond to feedback expressed by Markham residents

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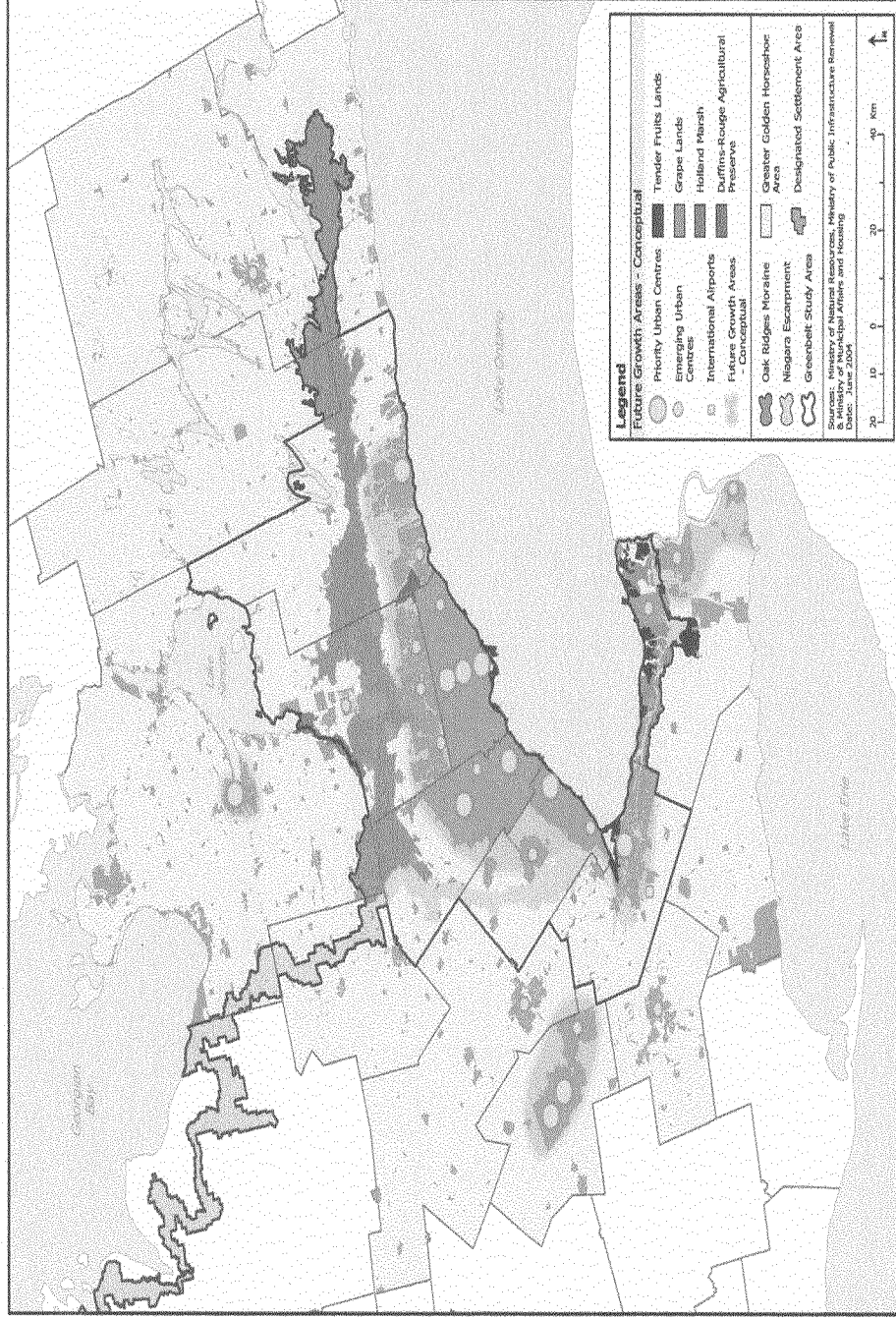
- 'Click with Markham' campaign
- Growth Management - one of Markham Council's six priorities
- Residents recognize Markham is a growing municipality
- Long term community vision of well managed growth is needed

Provincial Growth Plan for the Greater Golden Horseshoe (2006)



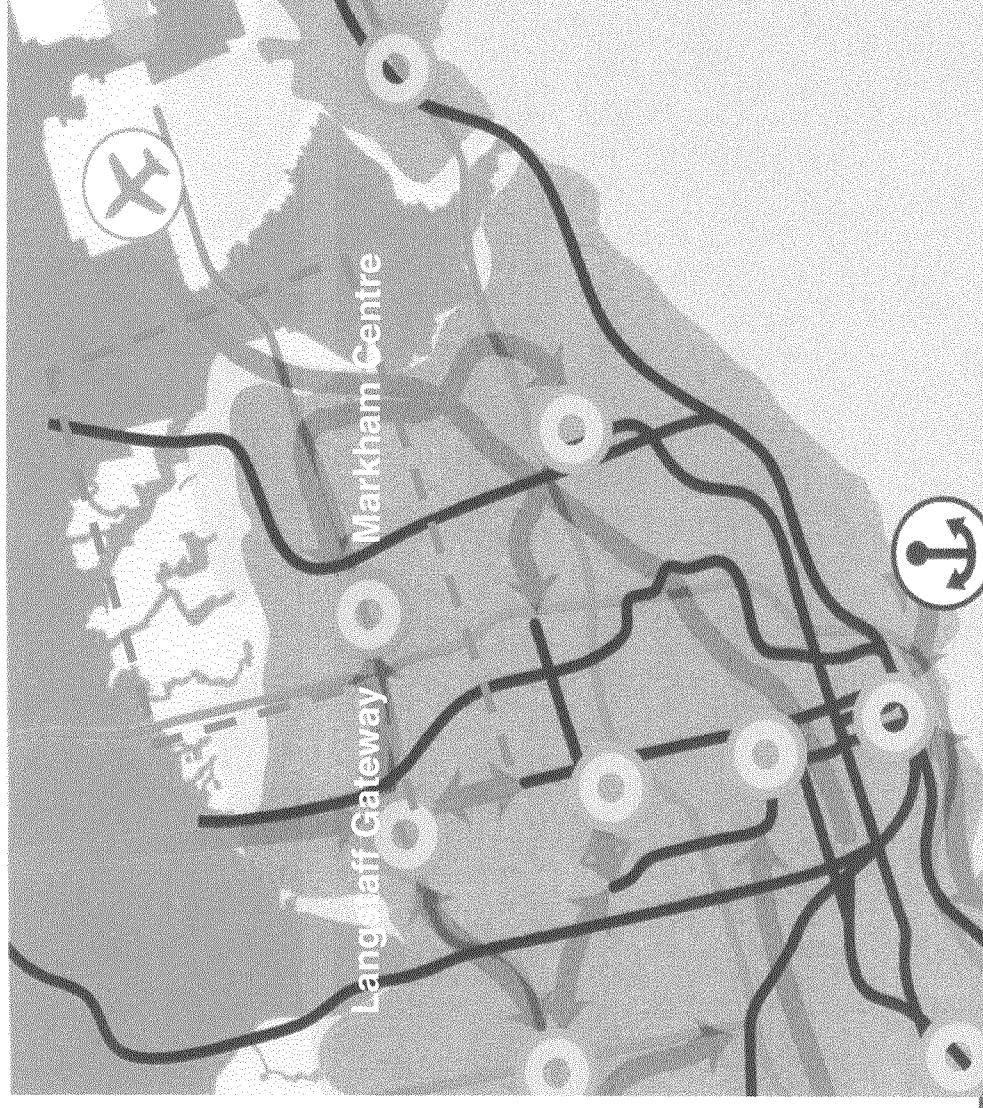
- We must plan our communities differently...more sustainably
- GPGGH - a comprehensive plan for the development of more sustainable communities
- Population and employment targets to 2031

Markham in the Growth Plan Context

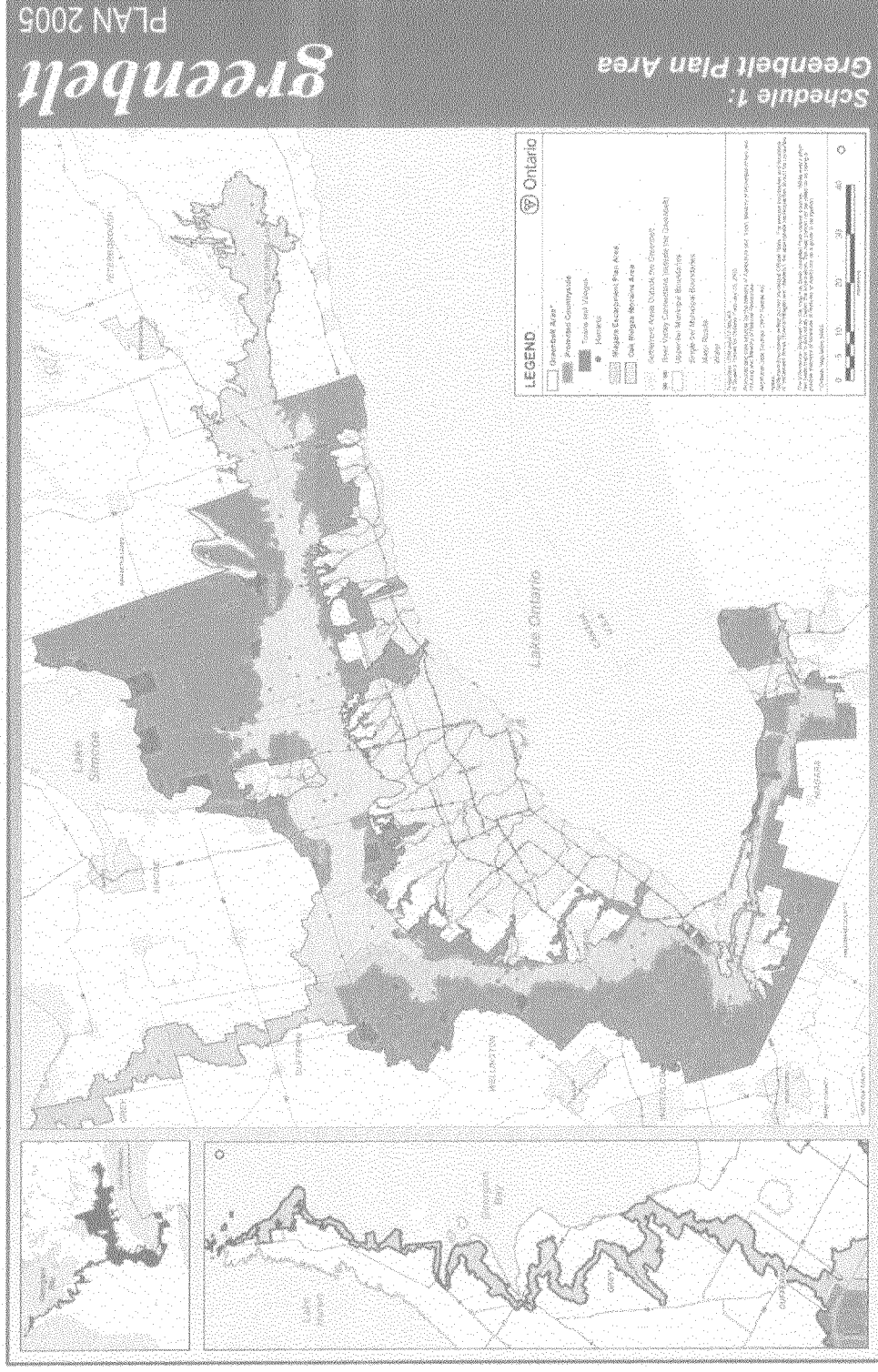


Growth Plan Context for Intensification

- Minimum 40% intensification target
- Focus on Urban Growth Centres, major transit stations, intensification corridors
- Markham Centre and Richmond Hill/ Langstaff Gateway are Urban Growth Centres



Greenbelt Plan Context - GTA



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Greenbelt Plan Context - Markham



Region of York Response (*Planning for Tomorrow*)



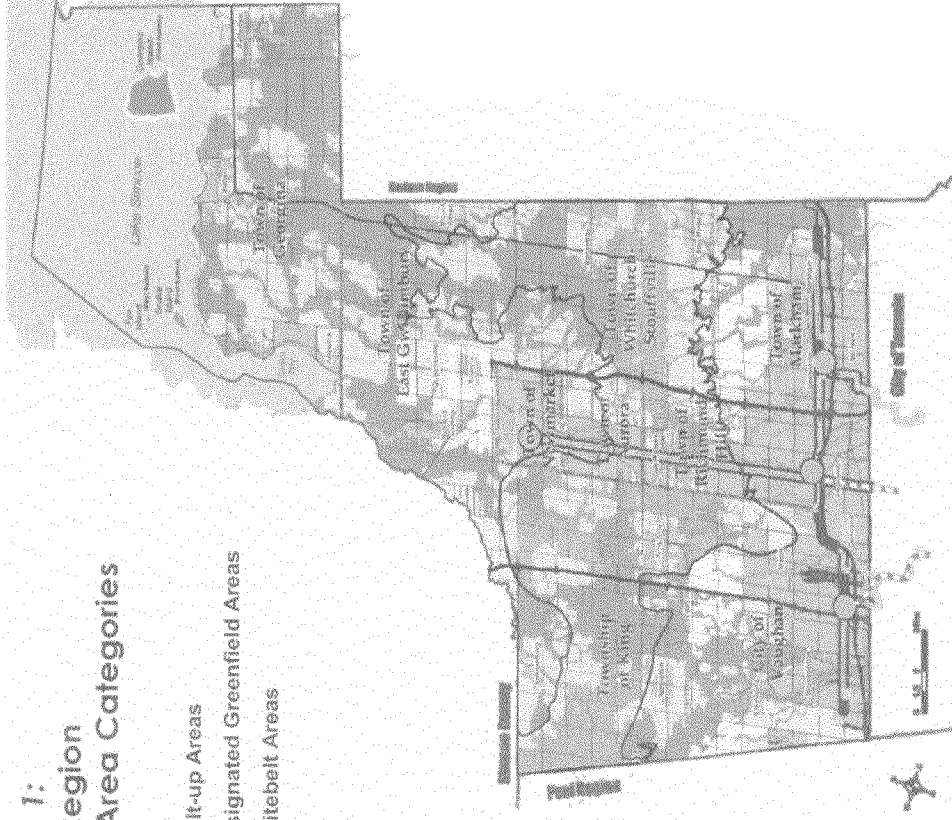
- All Greater Toronto Area municipalities required to conform to the Growth Plan
- Region of York must ensure local municipalities conform
- *Planning for Tomorrow* - Underway - public information meetings held
- Region is allocating population and employment growth forecasts



York Region Structure

Figure 1:
York Region
Land Area Categories

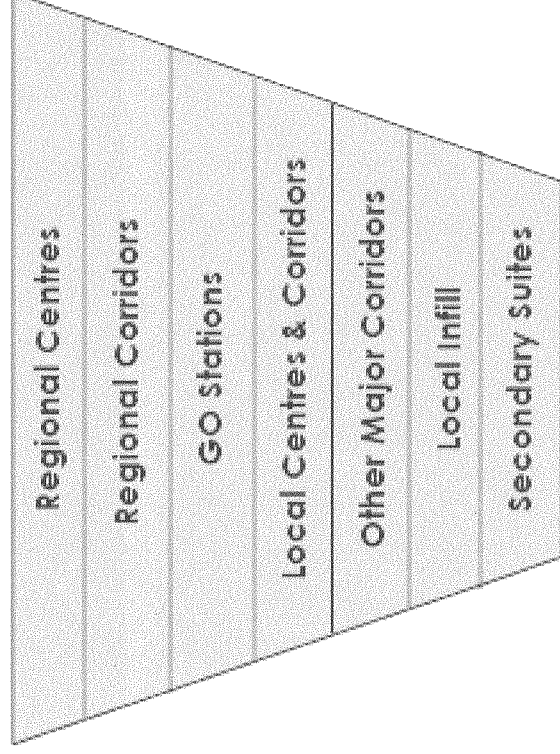
-  Built-up Areas
-  Designated Greenfield Areas
-  Whitebelt Areas





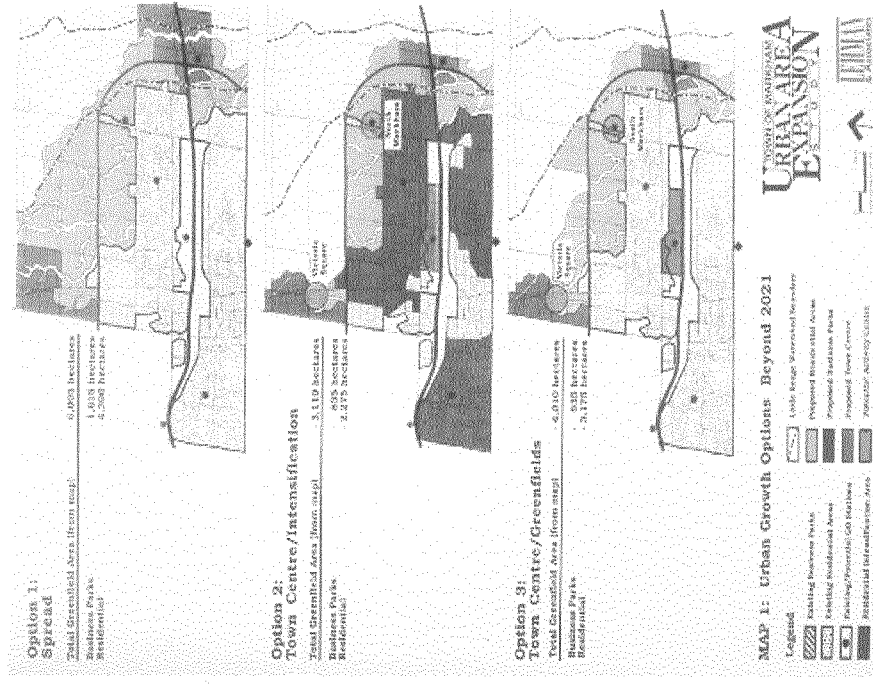
Region's Intensification Strategy

Intensification Hierarchy

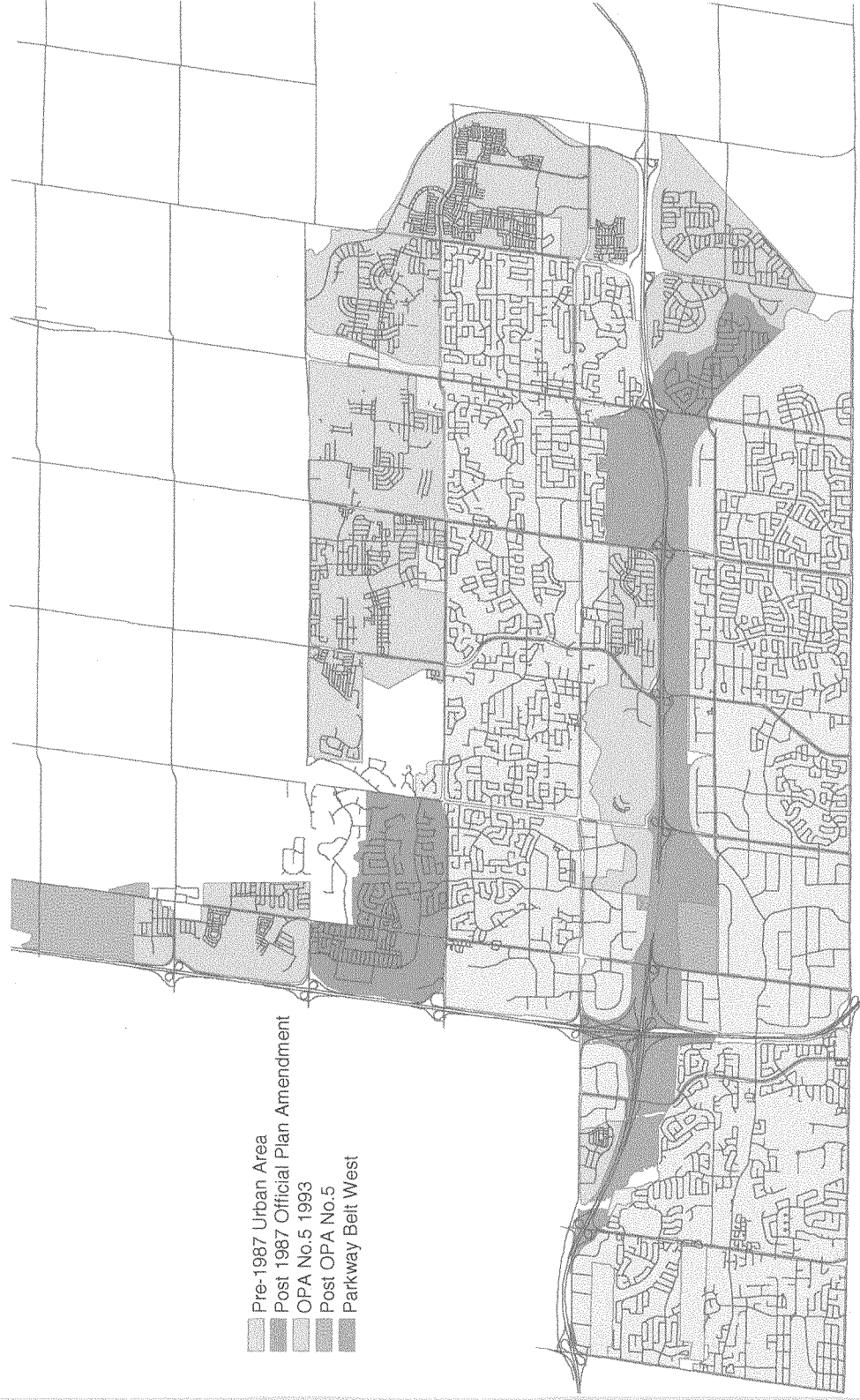


- Regional Centres = Markham Centre, Langstaff
- Regional Corridors = Yonge St, Highway 7
- Min 52% residential intensification required in Markham to achieve min 40% across Region

Markham's 1993 Growth Strategy



Settlement Area Evolution



Markham Growth Management Strategy

Parameters/Principles:

- ‘Environment first’ approach
- Definition, protection and enhancement of a Natural Heritage Network
- Preservation of established residential and employment areas
- Addition of new development within the existing urban boundary (intensification) to minimize outward growth

Markham Growth Management Strategy

Parameters/Principles (cont'd):

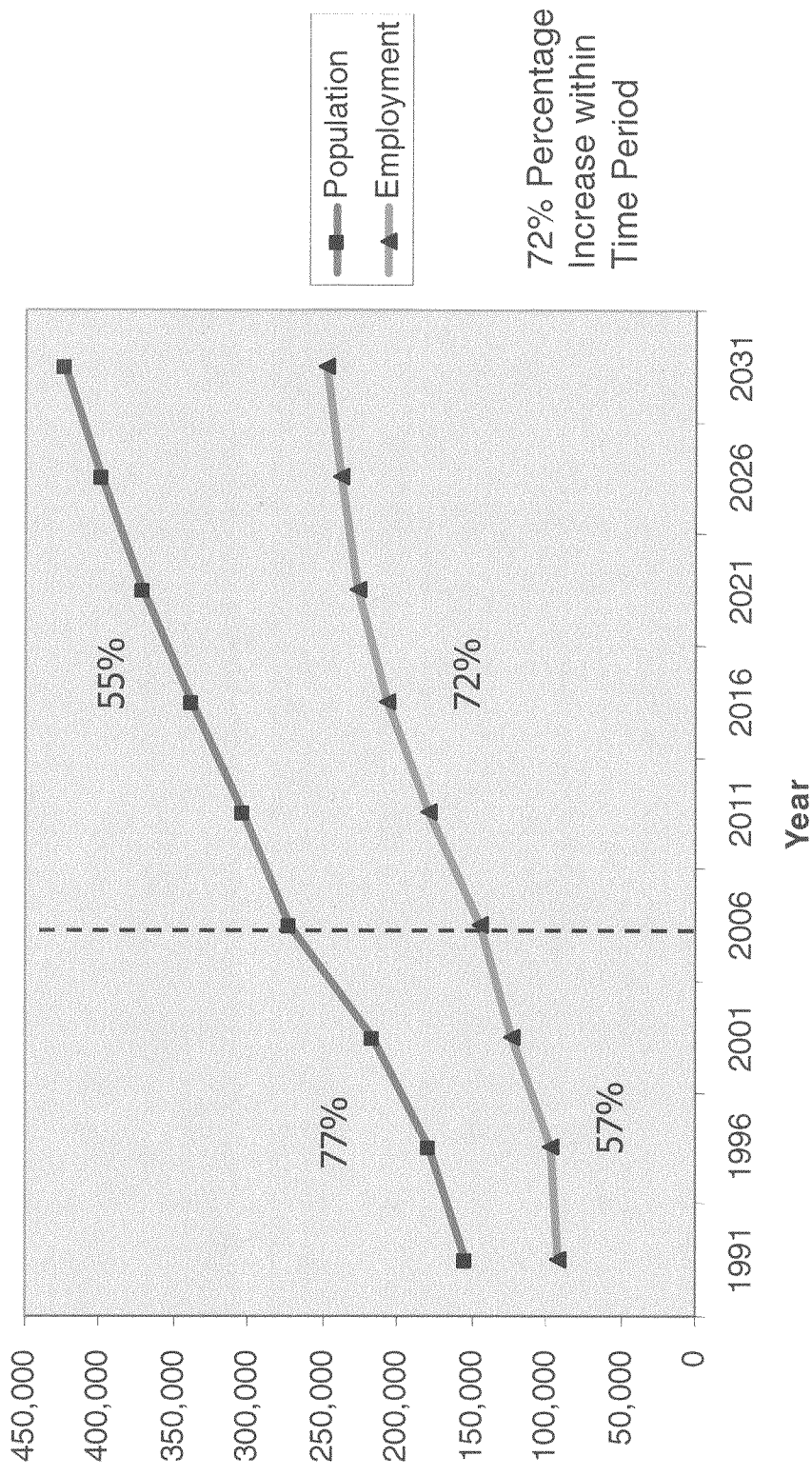
- Directing intensification to priority locations served by rapid transit
- Building compact, complete, sustainable and transit-supportive communities
- Maintaining Markham's economic sustainability and competitiveness
- Identification of infrastructure needed to support growth, and the delivery, phasing and funding requirements to deliver the infrastructure

Forecast Growth for Markham*

	2006	2031	Forecast Growth 2006 - 2031
Households	77,200	139,300	62,100
Population	272,500	423,500	151,000
Employment	144,800	248,500	103,700

* Region of York, July 2008

Markham Remains a Growth Municipality...



Current and Proposed Region of York Population Forecasts for Markham

	Population Forecast Based on Current Regional Official Plan	Proposed Forecast Based on Provincial Growth Plan	Difference Between Proposed and Current ROP Forecasts
2006	253,000	272,500	+19,500
2008	264,200	297,300**	+33,100
2031	370,000*	423,500	+53,500
Increase 2008-2031	105,800	126,200	+20,400

*2031 estimate extrapolated from 2026 forecast of 348,000

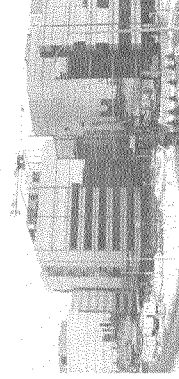
**Region of York estimate mid-year 2008

Forecast Markham Employment

3 Broad Categories of Employment are used in Forecasting

Share of Jobs in Markham	Share of Job Growth 2006 -31
-----------------------------	---------------------------------

Employment



- in large office buildings*1

2006	2031
33%	36%

40%



- in business parks*2

34%

35%



- serving Markham's residents*3

33%

29%

25%

*1 Major Office Employment *2 Employment Land Employment *3 Population Serving Employment

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Environment First - Markham's Proposed Greenway System and Natural Heritage Network



Environmental Policy Review and Consolidation Study

GREENWAY COMPONENTS

DRAFT

November 2008

Legend

-  Greenway System
-  Rural Countryside
-  Natural Heritage Network
-  Natural Heritage Network - Enhancement Areas
-  ★ Hamlets (Subject to Hamlet Policies in the Official Plan)



(DRAFT)



Possible Markham Housing Stock Alternatives: Additional Stock - 2006 to 2031

Estimated Percent
Intensification*
2015 – 2031

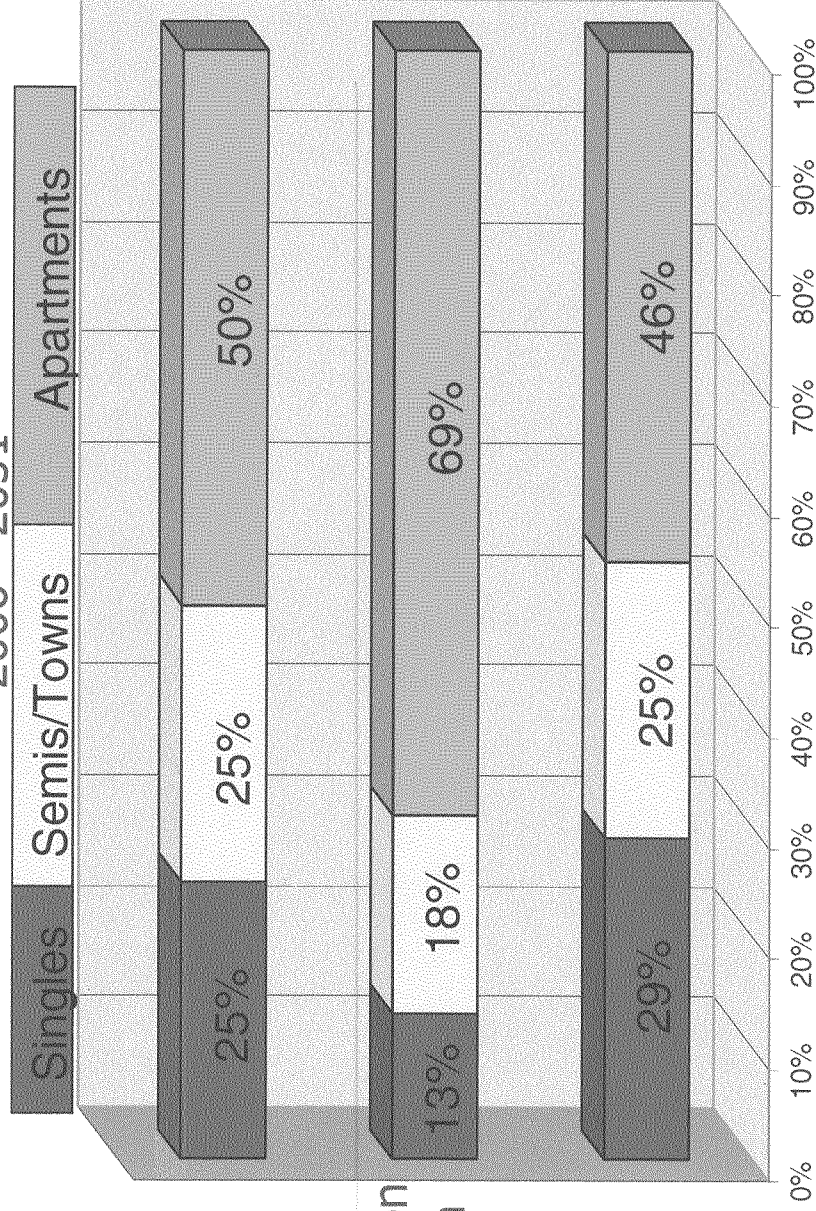
Alternative 1 - 55% - 60%

Alternative 2 - No Extension
of Current Settlement Area

Alternative 3 - Region of
York Preferred (52%)

*estimated units added within Markham Built
Boundary as % total units added, 2015-2031

Approximate Share of Units in Additional Housing Stock
2006 - 2031



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Possible Markham Housing Stock Alternatives: Total Stock - 2031

Estimated Percent
Intensification*
2015 - 2031

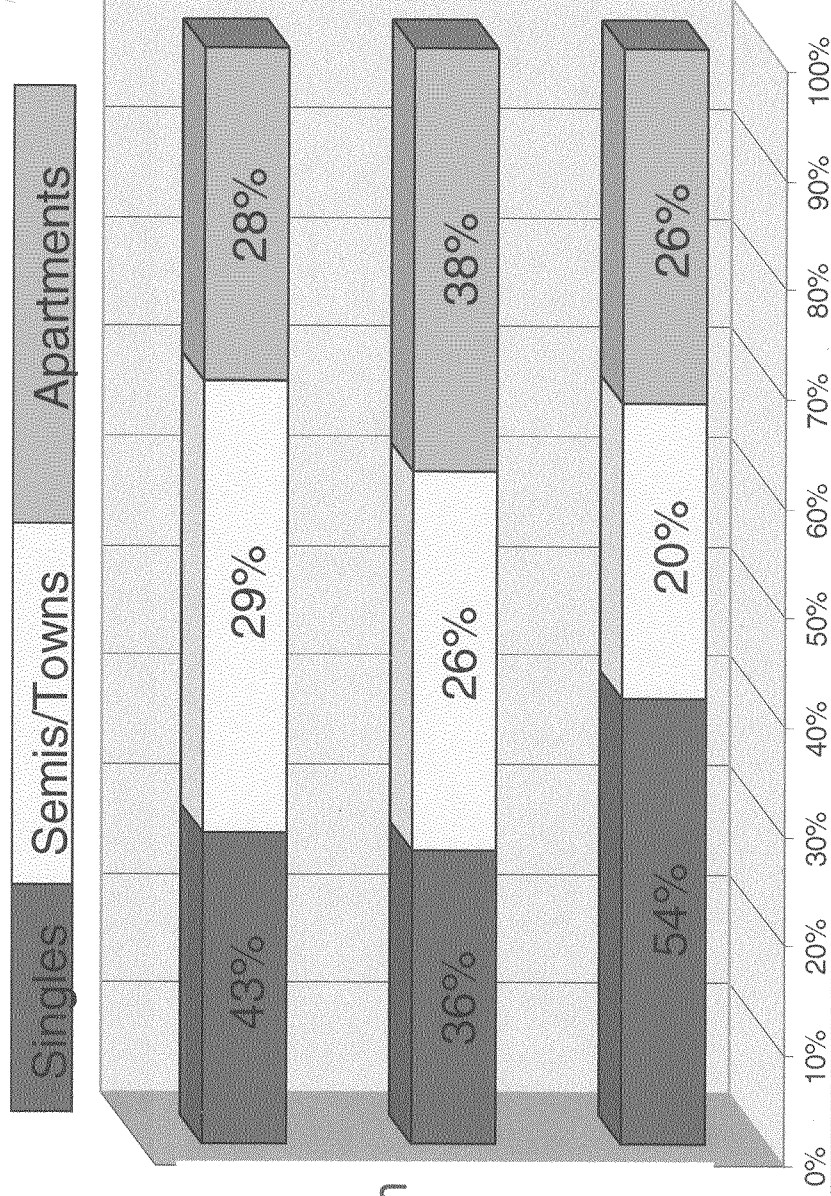
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*estimated units added within Markham Built
Boundary as % total units added, 2015-2031

Approximate Share of Units in Total 2031 Housing Stock



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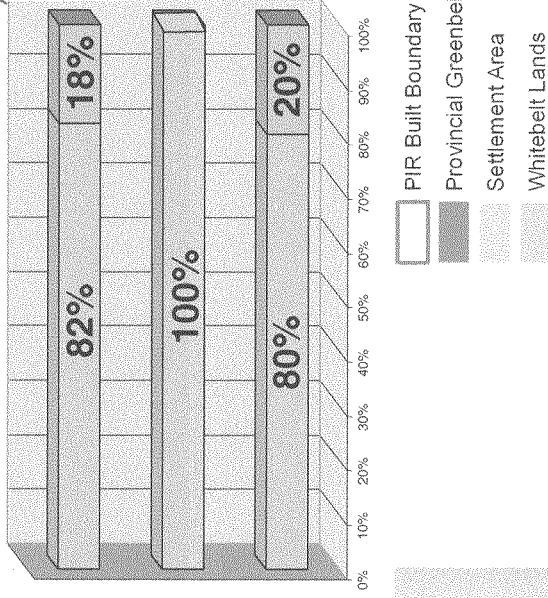
Possible Markham Housing Stock Alternatives - Additional Stock 2006 - 2031

Approximate Share of Additional Units 2006 – 2031
(within Current Settlement Area and Whitebelt)

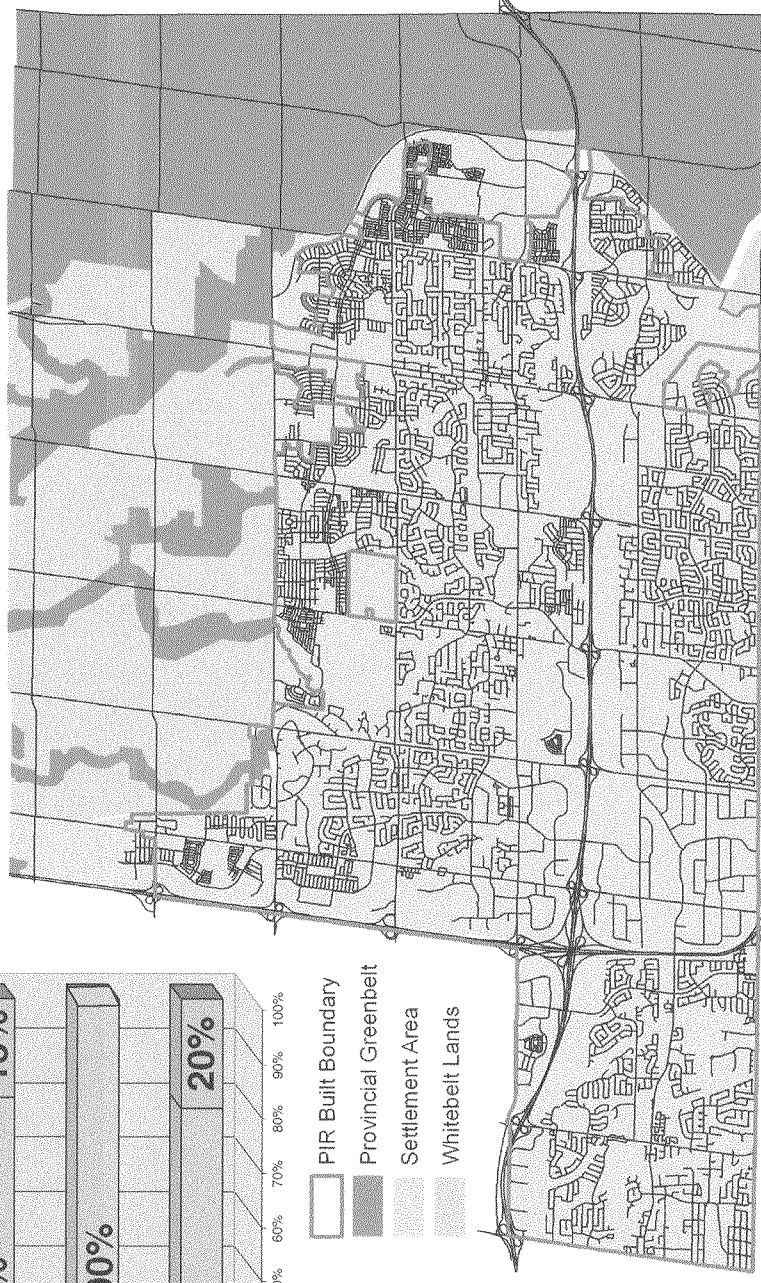
55% - 60%

No CSA ext

Region (52%)

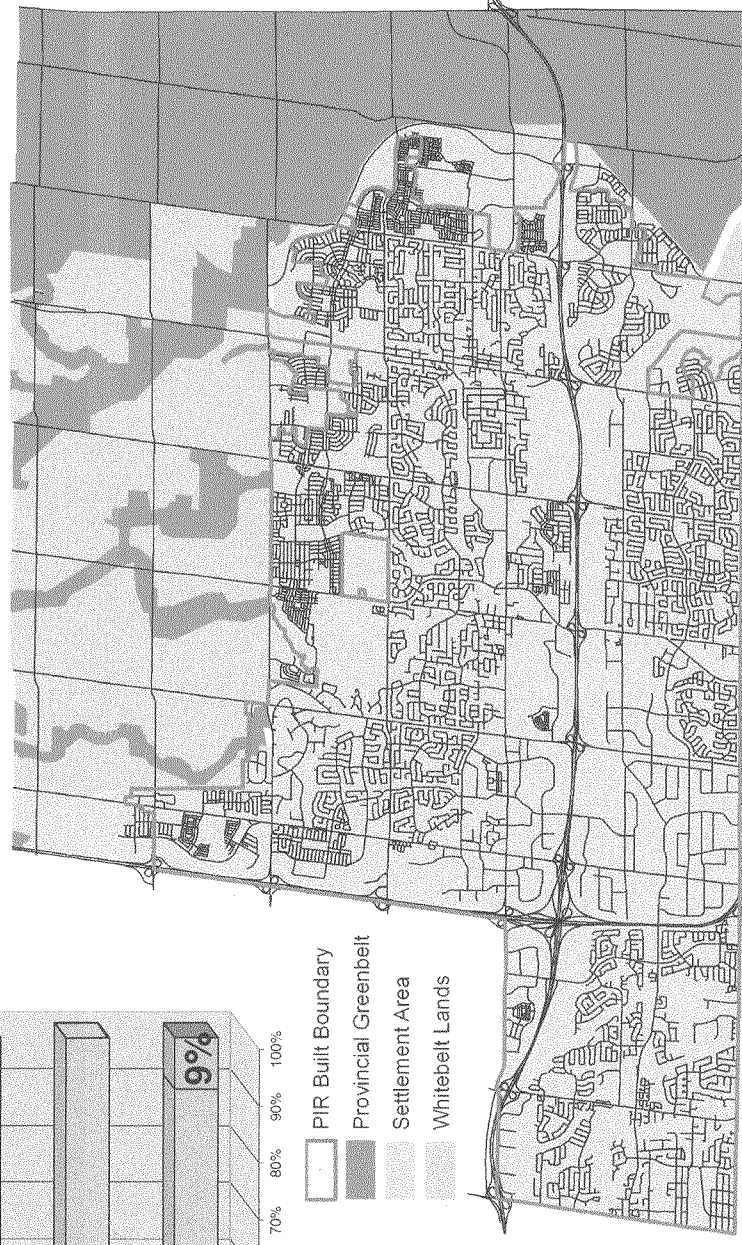
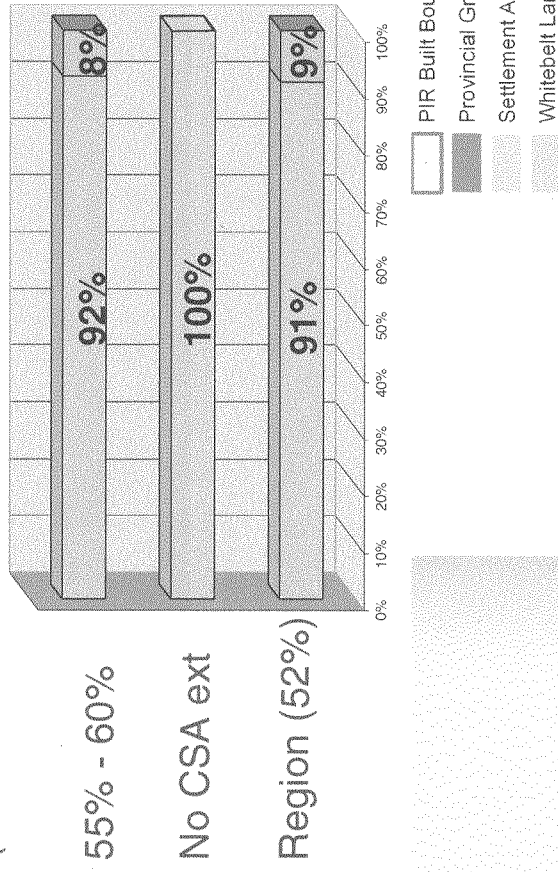


PIR Built Boundary
Provincial Greenbelt
Settlement Area
Whitebelt Lands



Possible Markham Housing Stock Alternatives - Total Stock 2031

Approximate Share of Total Units 2031
(within Current Settlement Area and Whitebelt)



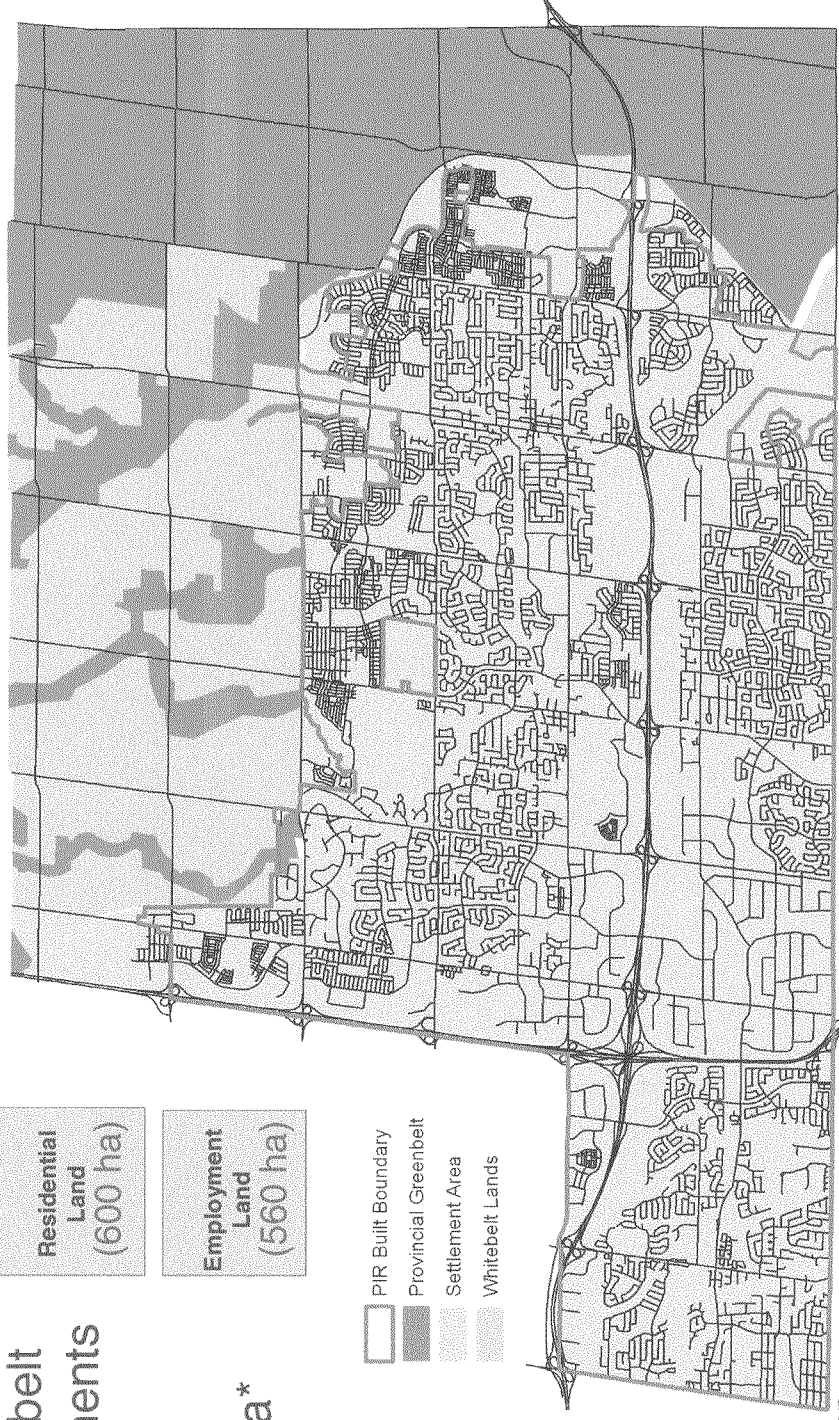
Accommodating Growth in Markham: Looking to the Future

Possible Whitebelt
Land Requirements
to 2031 for an
Extended
Settlement Area*

Residential
Land
(600 ha)

Employment
Land
(560 ha)

- PIR Built Boundary
- Provincial Greenbelt
- Settlement Area
- Whitebelt Lands



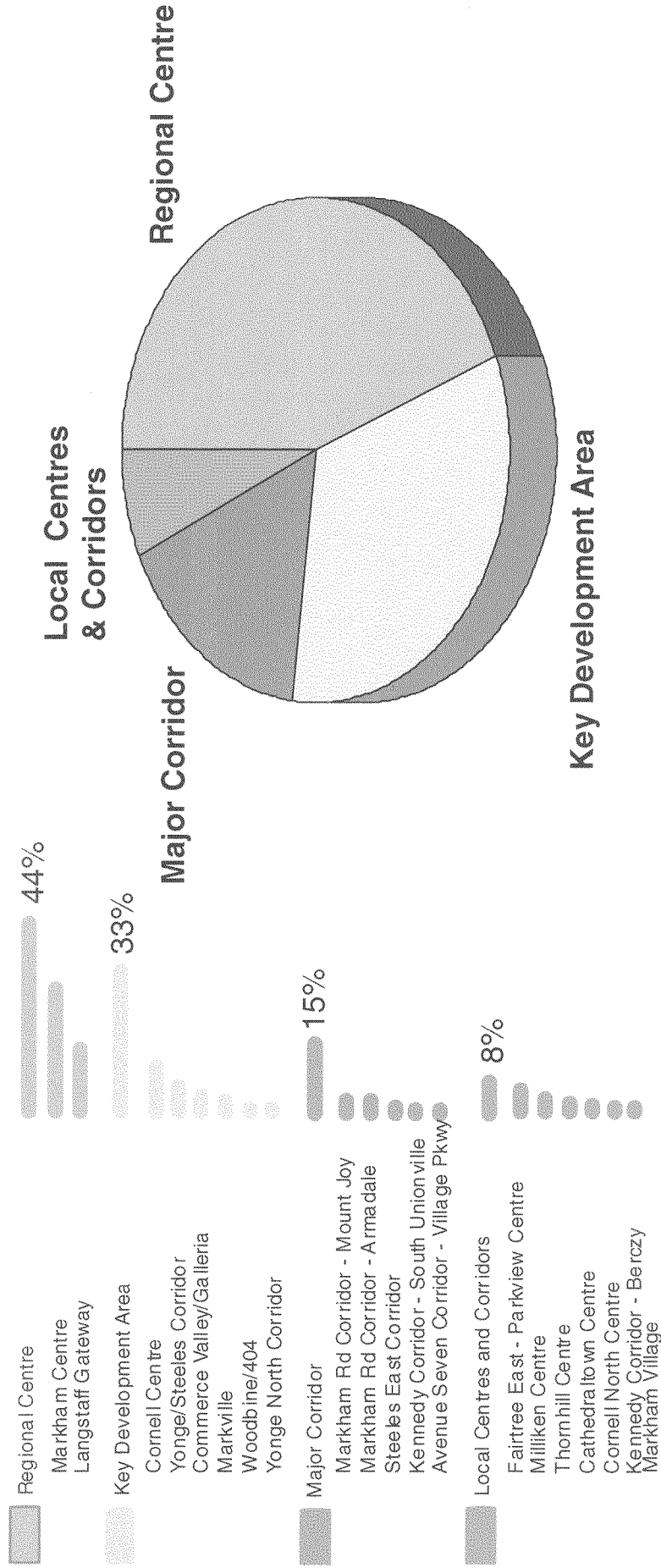
* Region of York Preferred Option

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Directing Residential Intensification

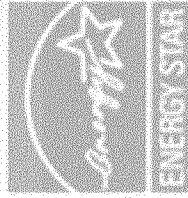


Intensification Studies

- Sustainable Development Guidelines and Standards
- Built Form Guidelines for Intensification
- Density and Height Bonusing Policies and Guidelines

LEED

Leadership in Energy and Environmental Design



Monitoring & Adjusting - to Reduce Risk

- Addressing growth over an extended period of time involves risk
- Risk extends to financial planning
- Risk can be minimized/addressed by:
 - adopting realistic growth policies;
 - monitoring and adjusting policies, as appropriate to respond to differences with market performance;
 - ensuring consistency between Town and Regional growth policies

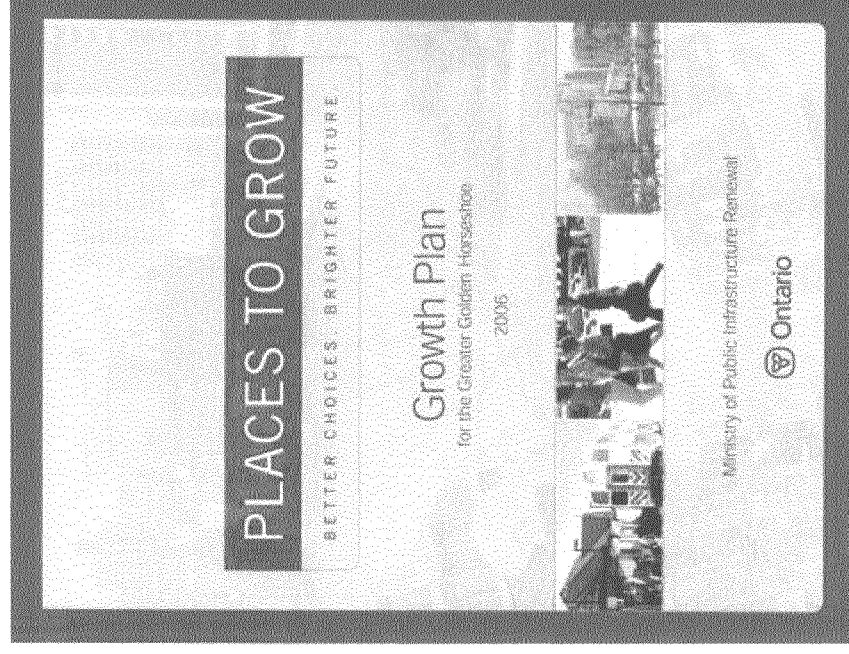
GMS Background Studies

- **Environmental Policy Review** - definition, protection and enhancement of a Natural Heritage Network
- **Agricultural Assessment Study** – assessment of options for viable and sustainable agriculture presence in Markham
- **Employment Lands Study** - Identification of land requirements and policies for employment uses
- **Community Infrastructure Capacity Review** - assessment of the capacity of existing community infrastructure (e.g., land and buildings related to health, recreation, education services) to serve population and employment growth

Related Supporting Studies

- Transportation Strategic Plan
- Servicing Master Plan
- Fiscal Impact Analysis (Financial Strategy)
- Leisure Plan (Parks, Recreation, Culture, Library, Safety)
- Green Print (Community Sustainability Plan)

Opportunities and Challenges



- “Made in Markham” Growth Option
- Sustainability
- Intensification
- Infrastructure

Next Steps

- Continue consultation meetings
- Report on what we heard – end of April
- Draft Growth Management Strategy - June

How to Stay Informed

- www.markham.ca/bmft, click on 'Growth Management'
- email: growth@markham.ca

Questions/Discussion

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Growth Management

Master Servicing Study



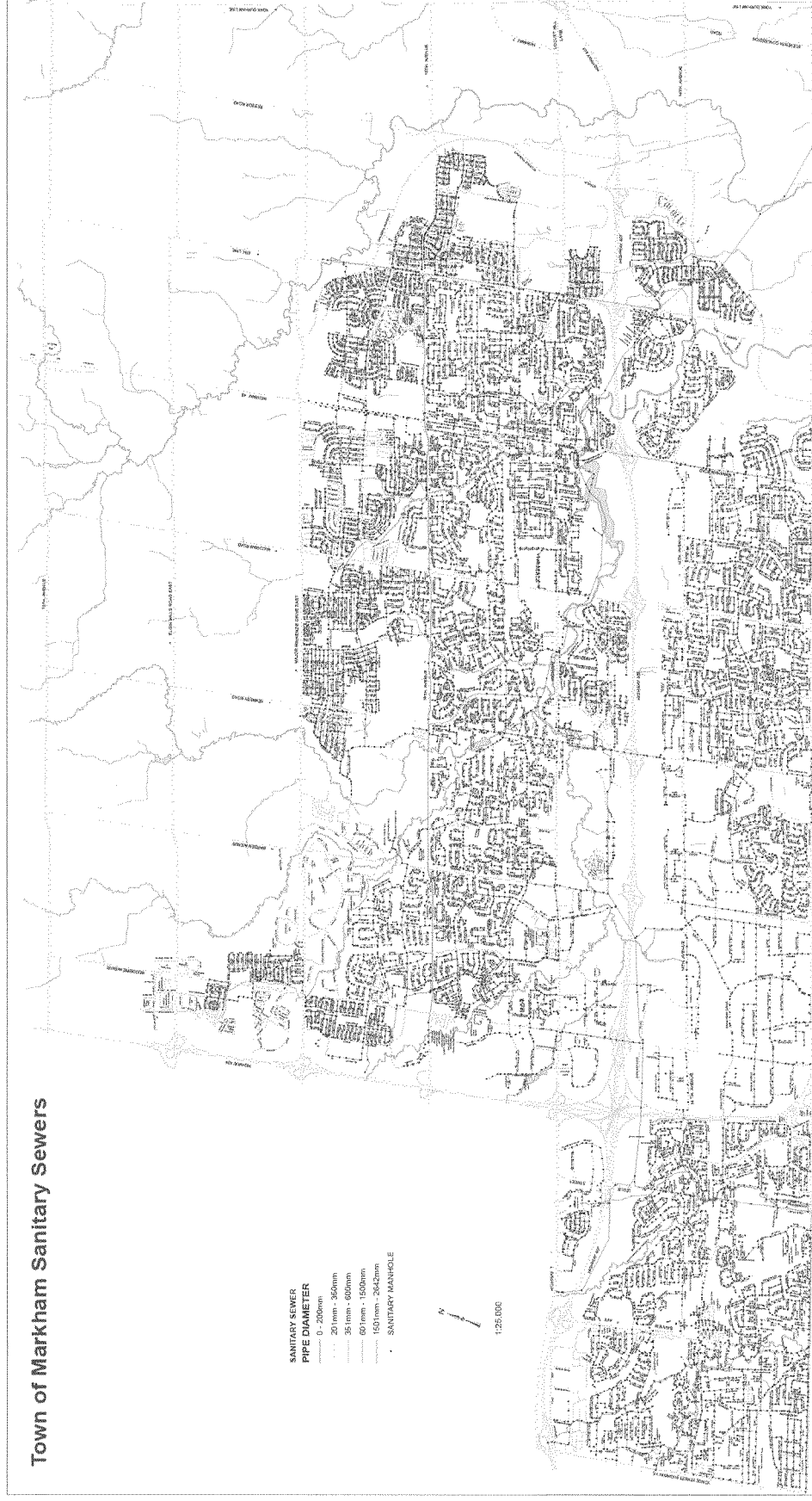
Master Servicing Study

- Town retained Genivar for the Master Servicing Study which has been initiated in February 2009
- Objectives
 - Review capacity of the existing servicing infrastructure (sanitary, storm, watermain)
 - Evaluate and recommend new infrastructure upgrade and expansion to accommodate new growth
 - Ensure no negative impact to existing infrastructure as result of new developments

Master Servicing Study

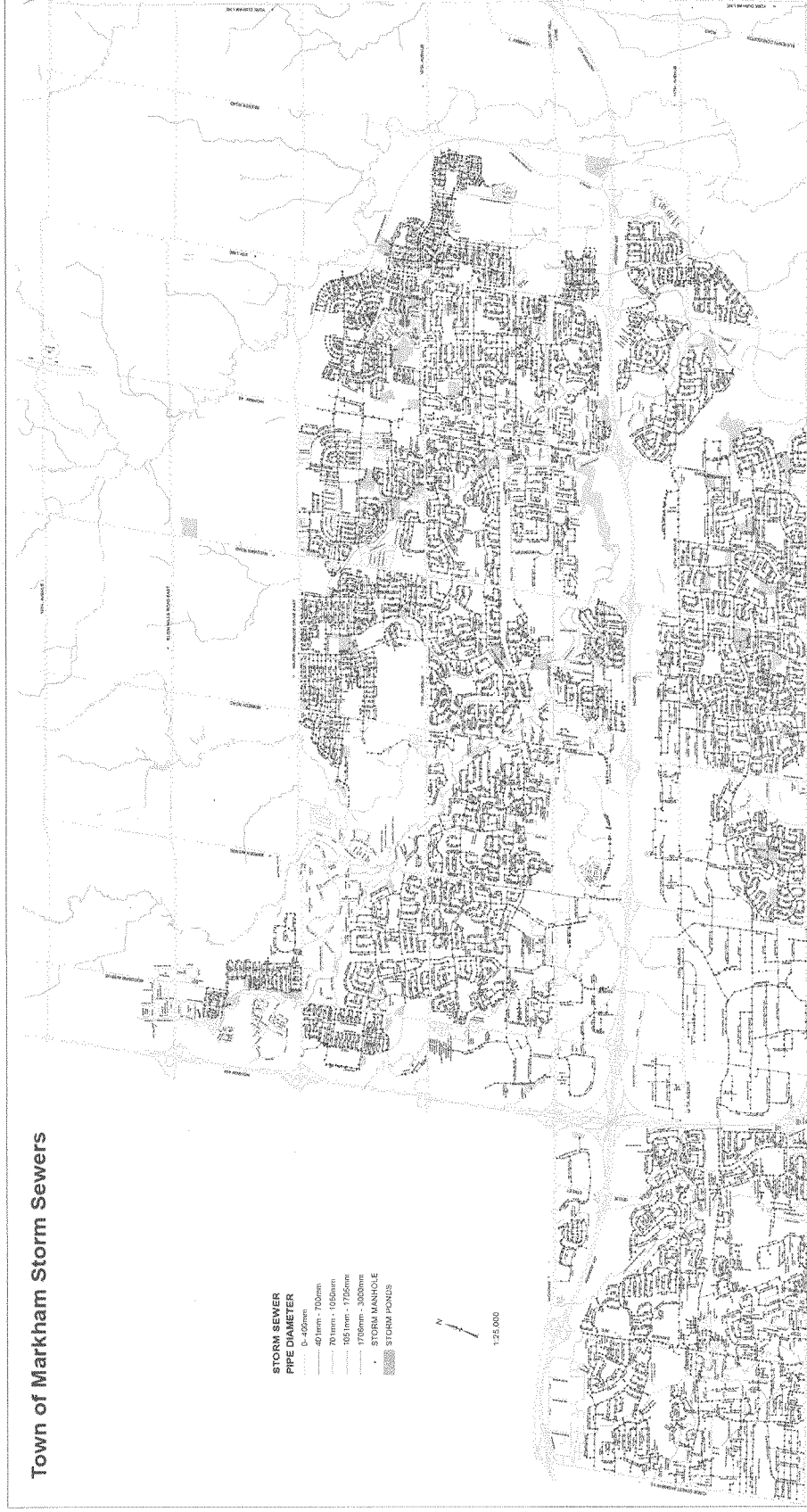
Town Sanitary System

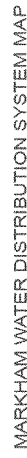
Town of Markham Sanitary Sewers



Master Servicing Study

Town Storm System





Master Servicing Study

- **Evaluate the options in sustainable technologies and the feasibility of implementation for future developments.**
 - o Green Roof
 - o Rainwater Harvesting
 - o District Energy
 - o Grey Water Recycling
 - o Bio-retention
 - o Water Efficiency

Master Servicing Study

- Coordinate with Region to identify the constraints and the required improvements on the regional infrastructure to accommodate the Town's preferred growth scenario, including the schedule of the regional and municipal infrastructure improvements
- Meet with other review agencies (Vaughan, Toronto, Richmond Hill, TRCA) for coordination of infrastructure improvements
- Coordinate with utilities (Bell, Rogers, PowerStream, and Enbridge) for expansion of the utility infrastructure to accommodate the new growth

Master Servicing Study

- **Consultation with the public and the local residents in conjunction with the Growth Management Process**
- **Completion of the study anticipated early 2010**
- **Establish baseline information for input into the Development Charges Background Study**

Markham Transportation Strategic Plan

Key Issues, Opportunities and Strategic Directions

Outline

- Global and Regional Context
- Key Transportation Trends and Issues in Markham
- Regional Responses to Transportation Needs
- Opportunities and Strategic Directions for Markham

How Our World Is Changing

- **There are many world-wide changes that influence decisions on land use and transportation locally:**
 - Increased urbanization
 - Demographics
 - Energy supply and price concerns
 - Climate change
 - Rapidly changing technologies



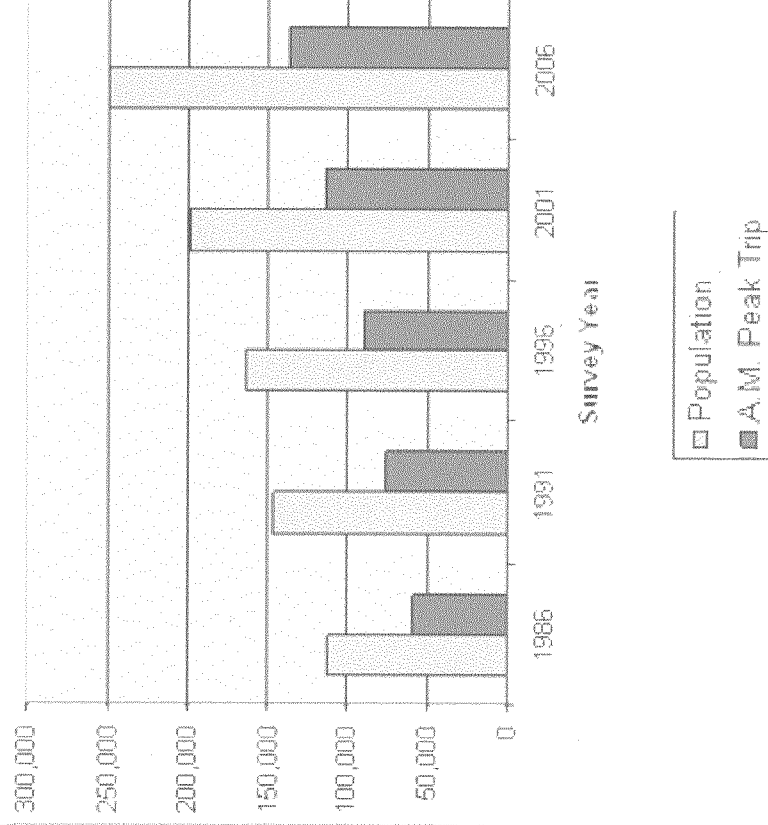
Typical Markham Household Today

- **Typical Markham Household**
 - 2.2 cars
 - 85% of all trips made by car
 - 63 km driven per day
 - 5.5 tonnes of CO₂ per household from transportation

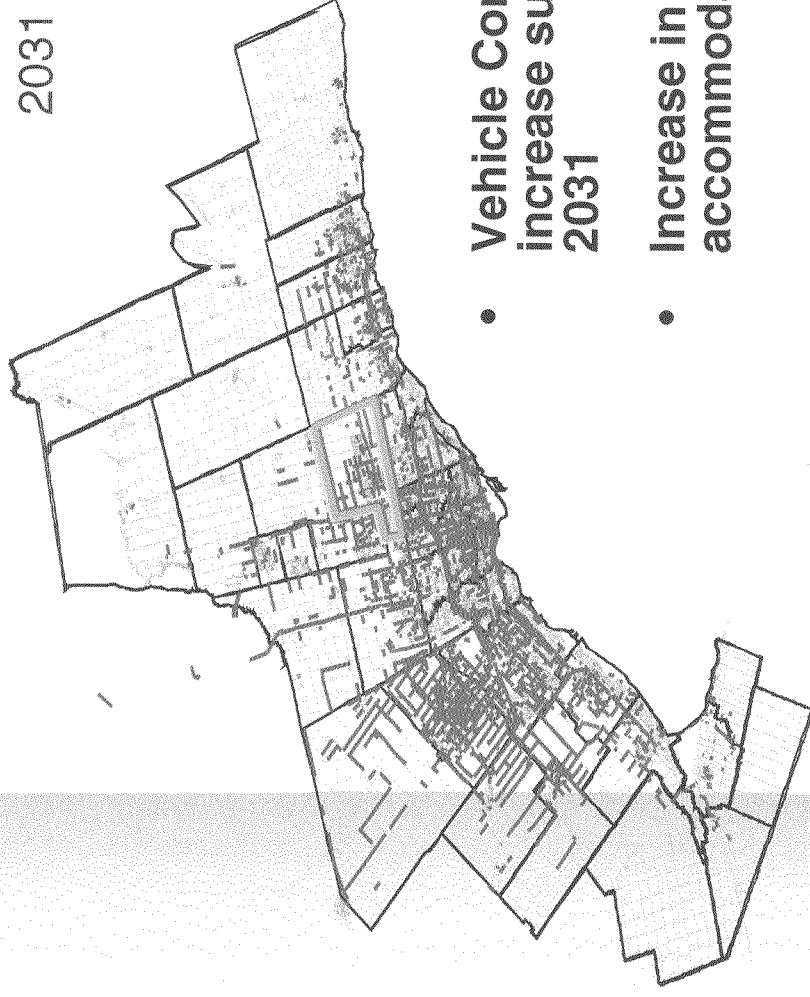


Key Transportation Trends

- Number of AM Peak Trips has increased at the same rate as population growth
- More people = More Trips



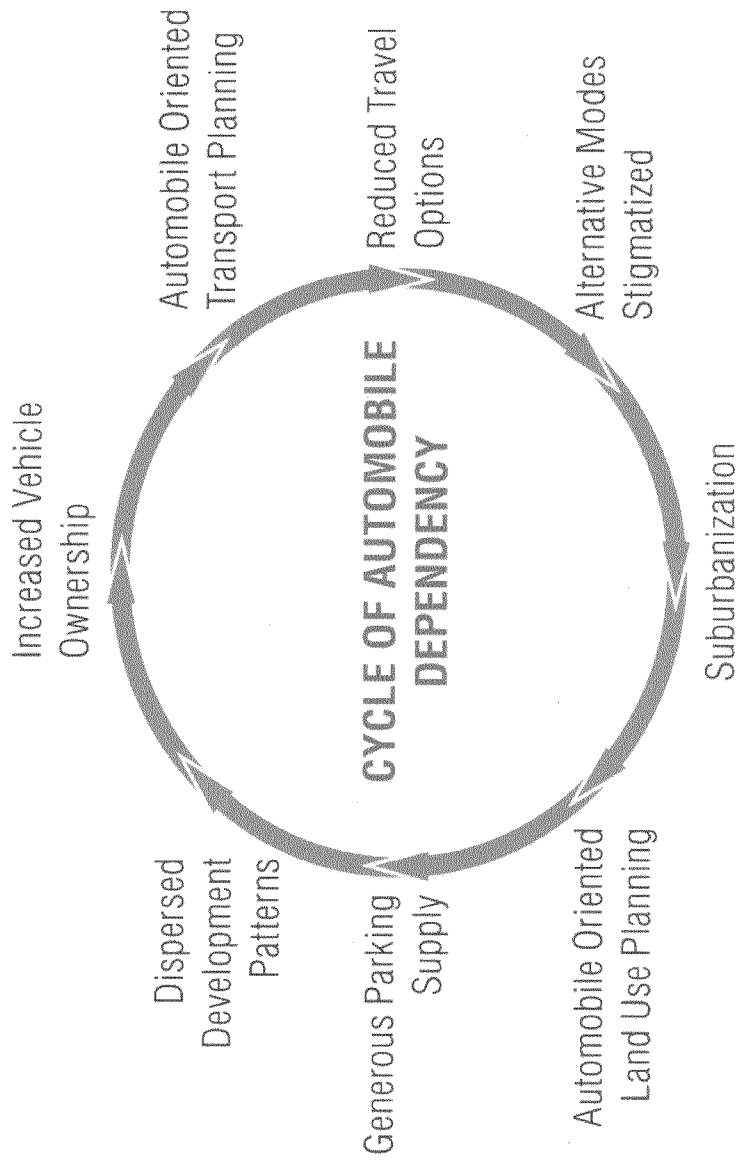
Key Transportation Trends



Key Transportation Trends

- 17% growth in transit trips per year since 2001
- Transit mode shares increased from 12% to 14% in last decade
- Since 2001, GO Rail ridership from Markham stations has more than tripled
- Over 50% of daily trips by Markham residents stay within Markham, many are made within rapid transit corridors

Changing Automobile Dependency



Source: Litman T. (2006)

Responses to Transportation Challenges



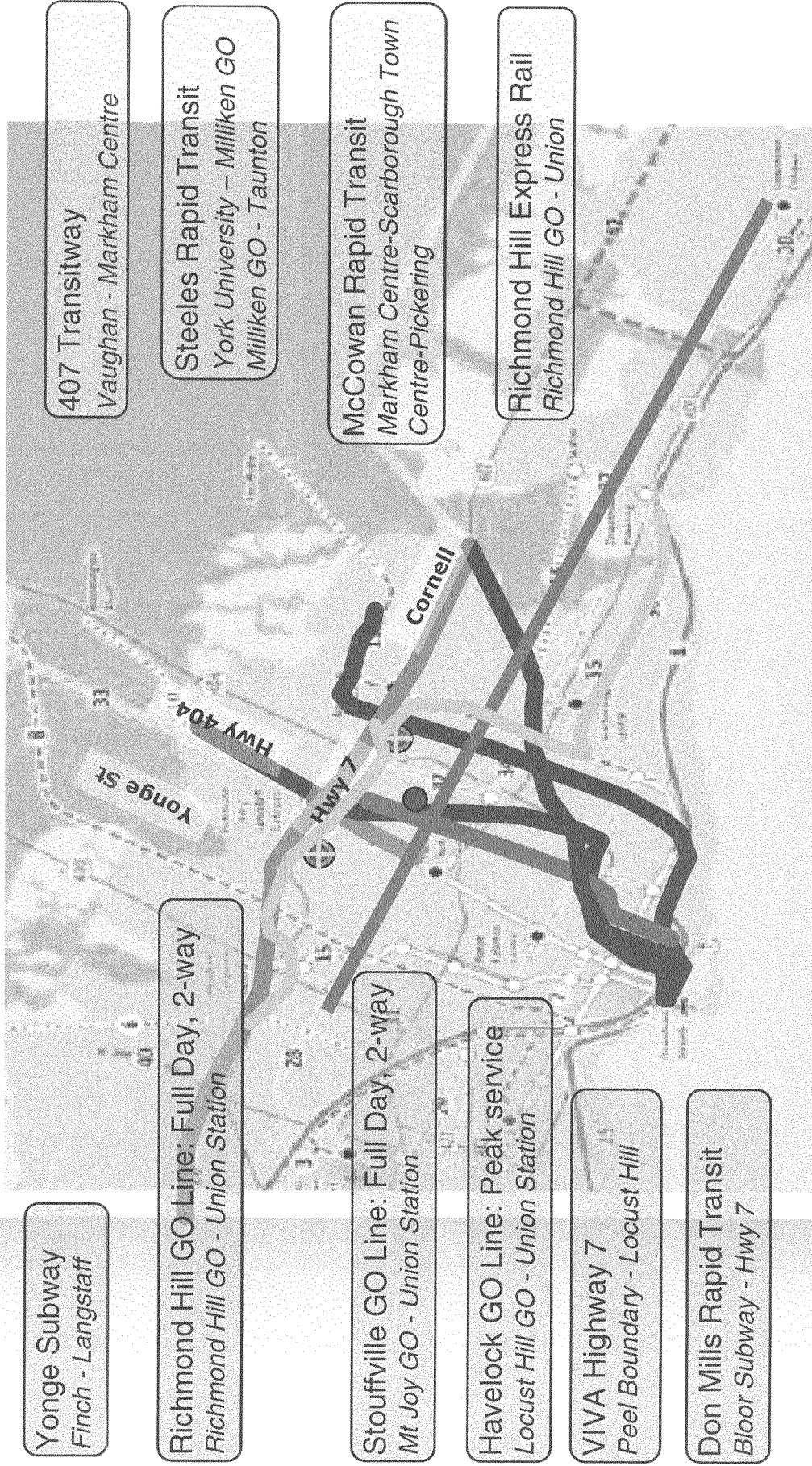
- Metrolinx's Regional Transportation Plan – The Big Move
- Region of York – Transportation Plan Update



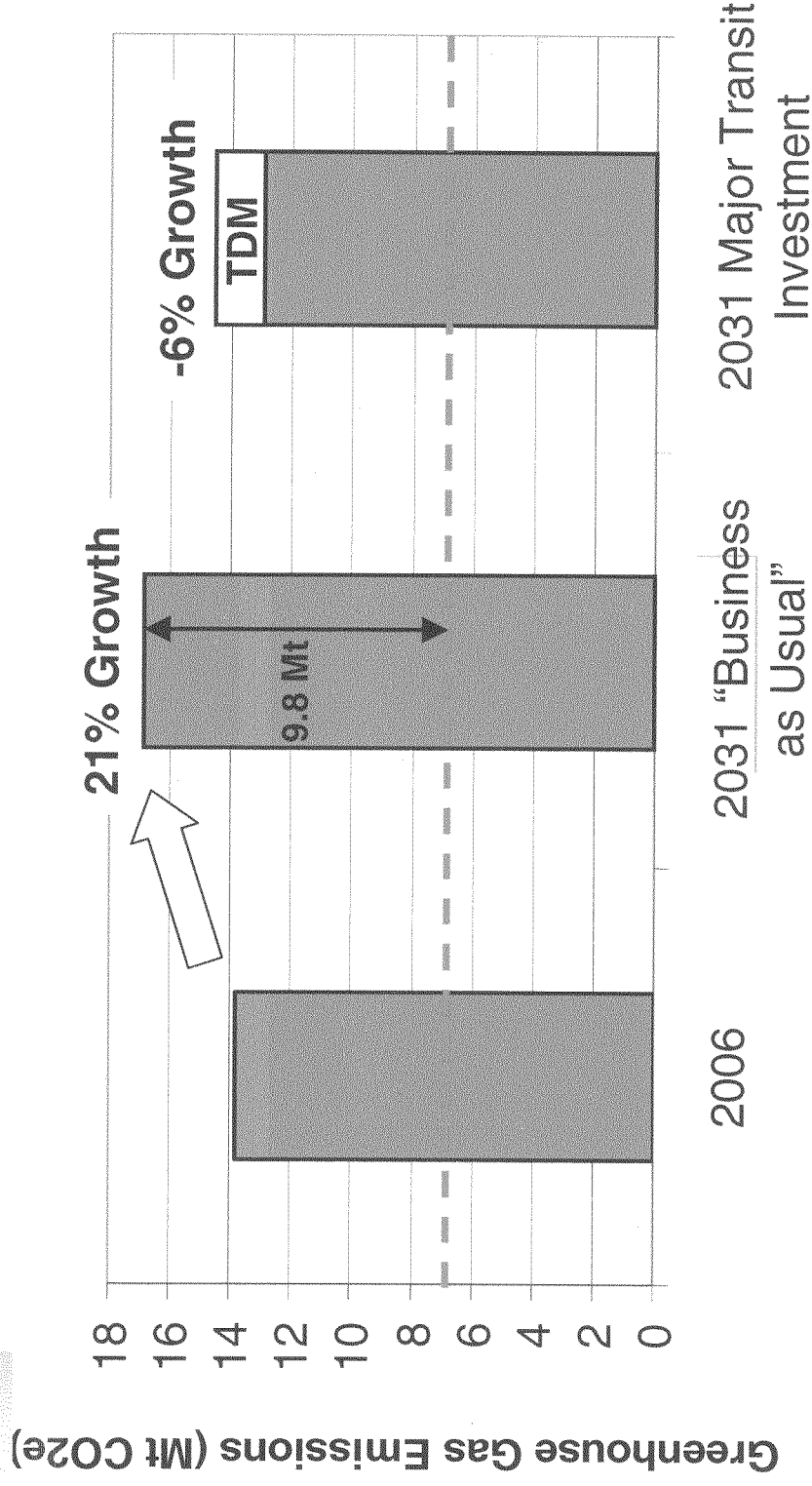
Markham Context

15 Year Plan

16-25 Year Plan



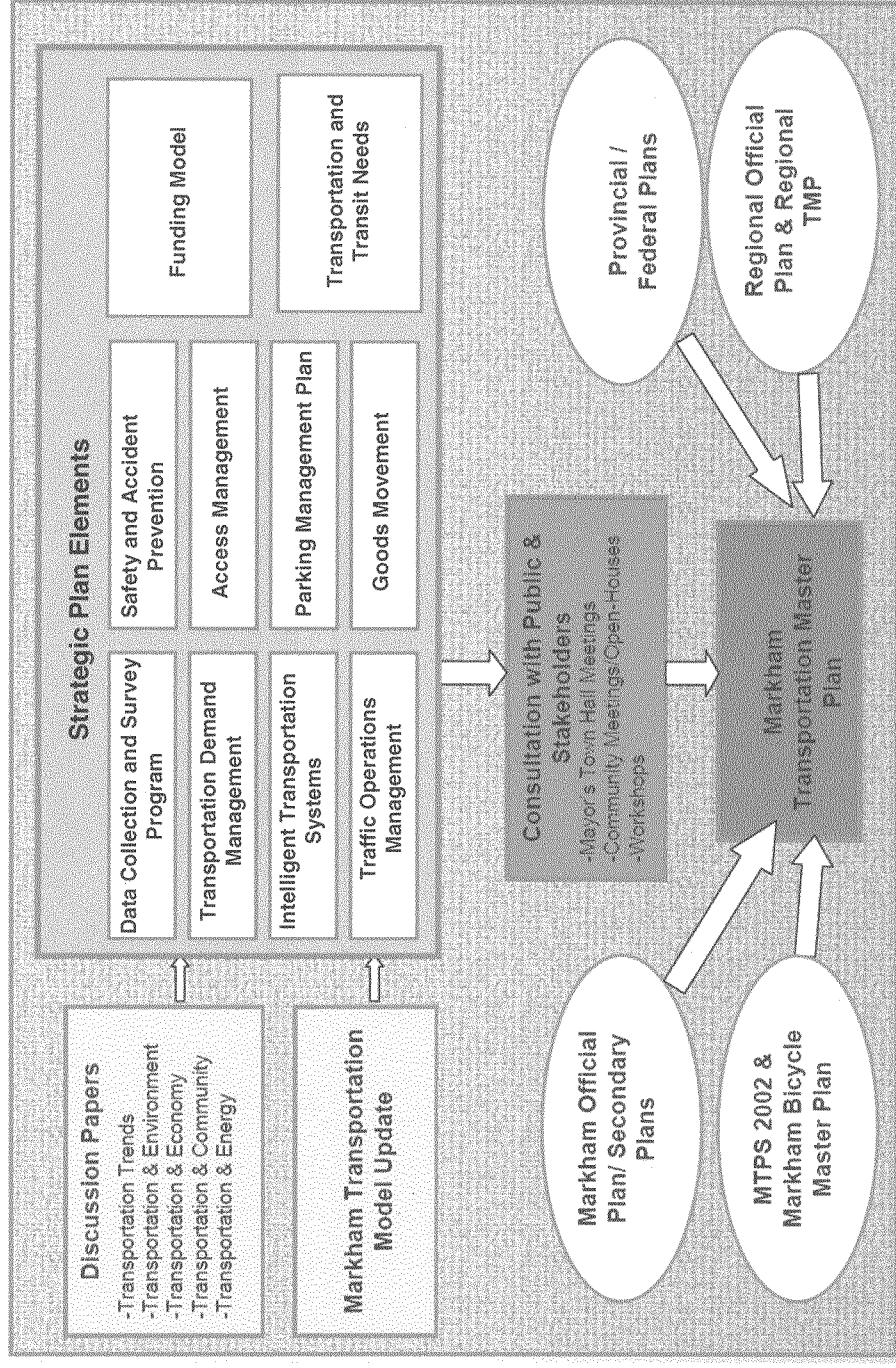
Impact of Regional Transportation Improvements



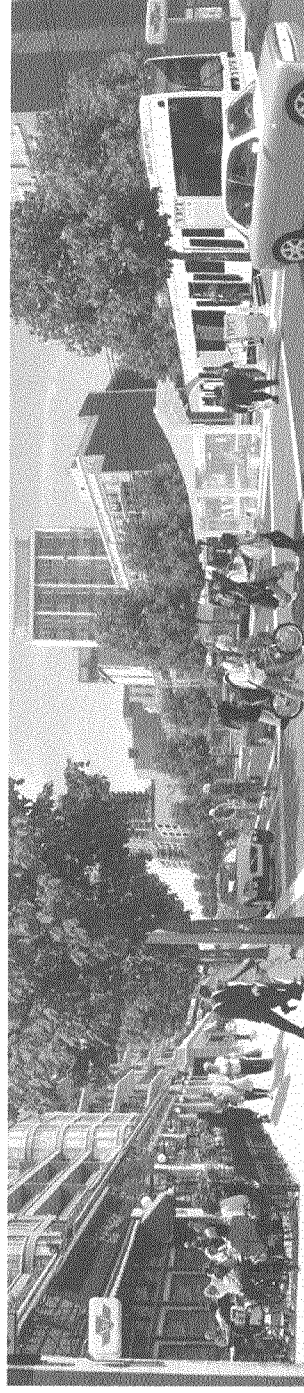
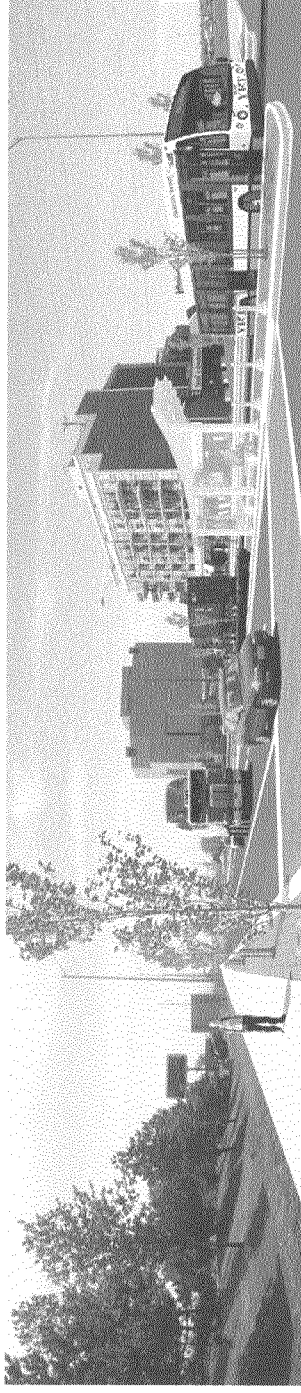
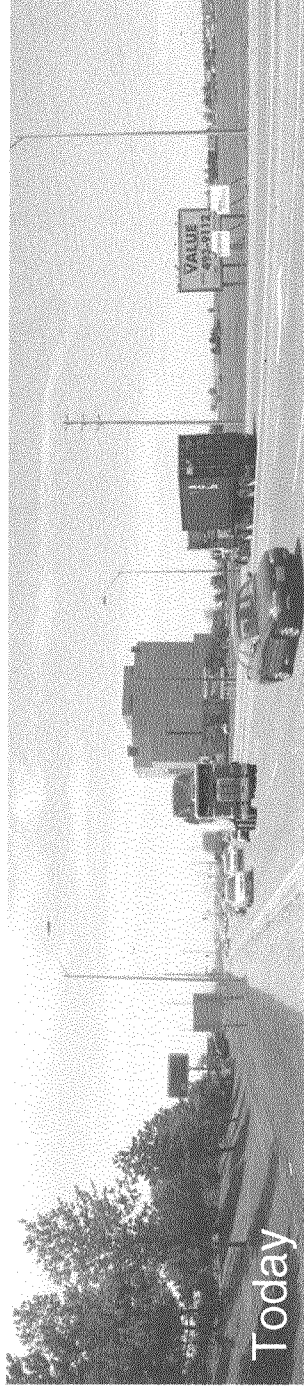
Key Opportunity Areas for Markham

- Make land uses more pedestrian and transit/bike friendly
- Maximize opportunities for local transit
- Optimize transportation infrastructure and manage travel demands
- Continue to promote livable communities

Overview of MTSP



Evolution of Transit Corridor

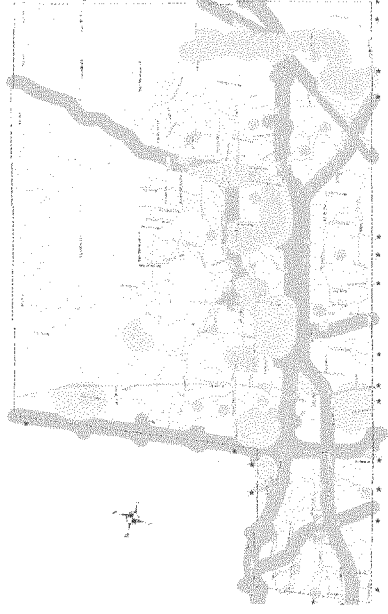


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Towards a Sustainable Community

Making Land Uses More Pedestrian Accessible

- **Pedestrian Barriers**



- Highways, Rail Corridors difficult to cross
- Missing sidewalks or inadequate maintenance/snow clearance

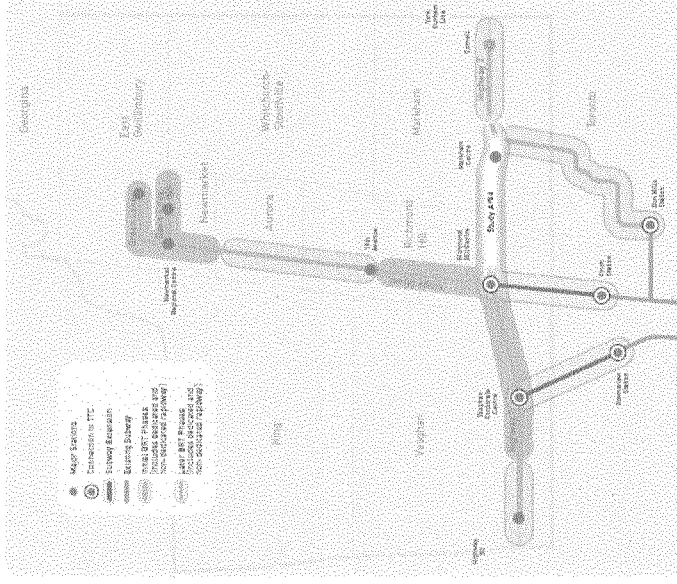
Making Land Uses More Pedestrian Accessible



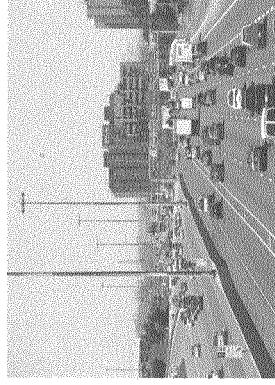
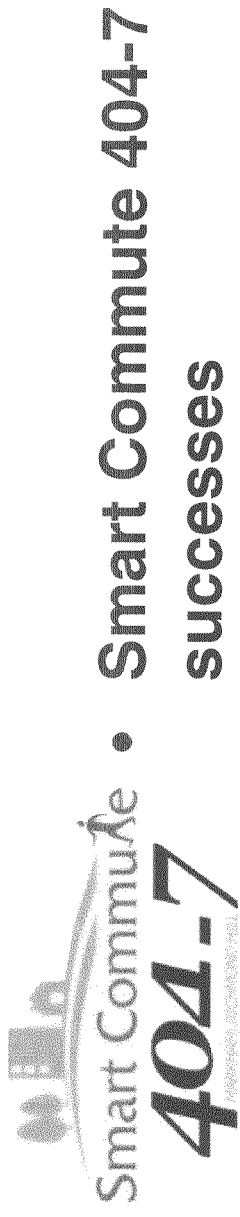
- **Create Pedestrian Friendly zones**
 - Sidewalks
 - Separation from car traffic
 - Lighting, activity on ground floor
- **Eliminate gaps in pedestrian network**

Local Transit Improvements

- **YRT/Viva expansion**
 - Increased service hours and frequency to meet growing demand
- **VivaNext improvement coordination**
 - Yonge Subway Extension to Richmond Hill Centre
 - Highway 7 Rapidway BRT



Managing Travel Demand

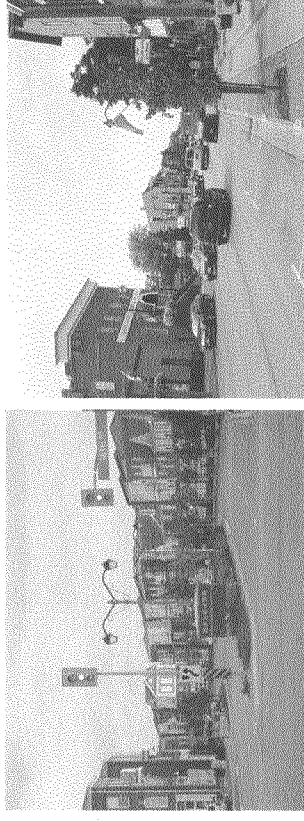


- Awareness and Education Programs
- Carpool Zone to help match commuters
- Lunch Express reduces noon-hour congestion

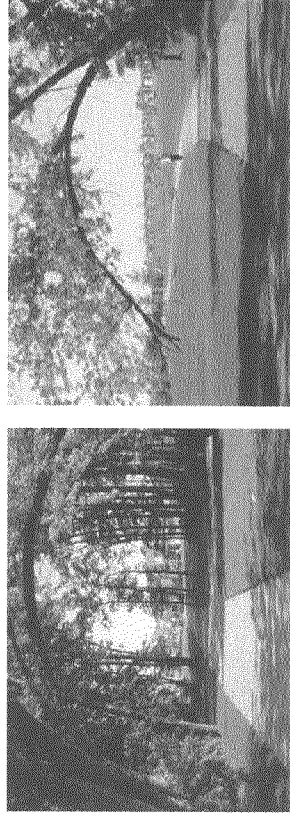
Promote Livable Communities

- Transportation key to making our communities livable
 - Walking increases social contact and improves quality of life and health
 - Reduced traffic improves safety
 - Less time commuting means more time for family and friends

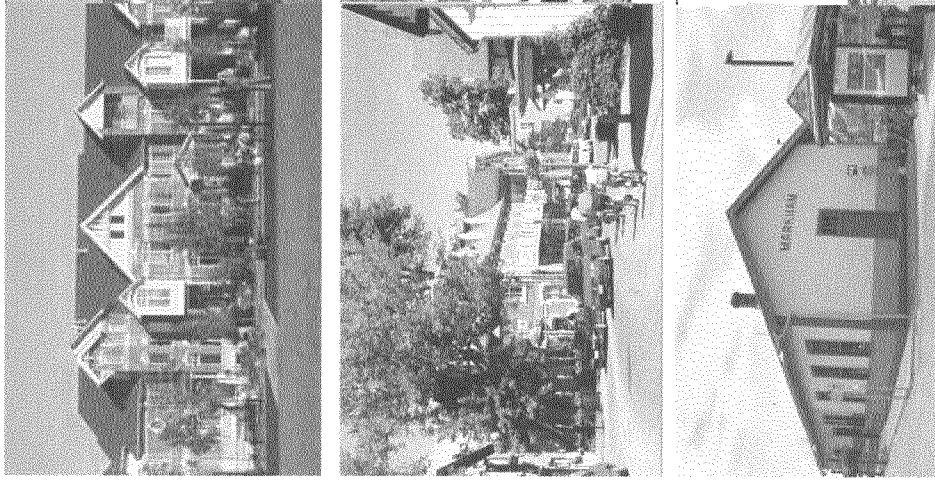
Walkable and Animated Streetscapes



Connected Trail and Pathway System



Direction & Next Step



- Land use and transportation are intrinsically linked
- Markham has a tremendous opportunity to structure land uses so as to improve the efficiency of the transportation network, since it is still growing
- Small, incremental changes can make a major impact