

Growth Management Strategy



Development Services Committee - Workshop

October 27, 2009

Workshop Comments – September 21

- **Public consultation**
- **Link to Community Sustainability Plan**
- **New communities**
- **Intensification in urban area**
- **Transit**





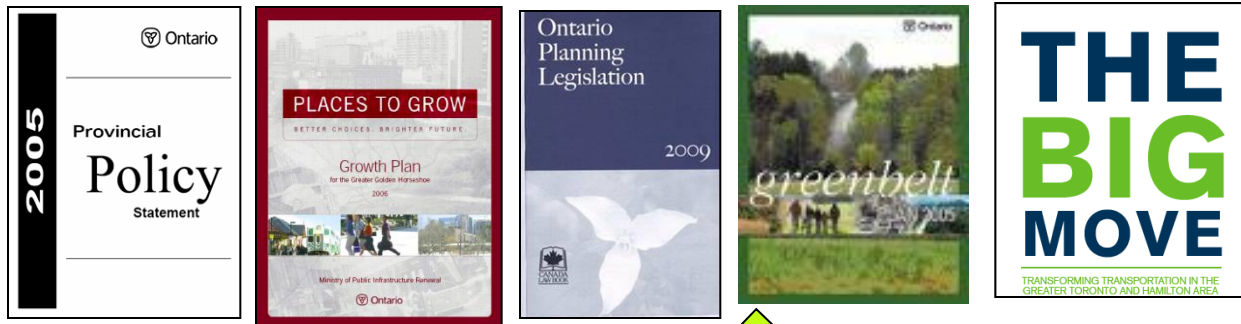
Summary of Public Consultation to date

Building Markham's Future Together

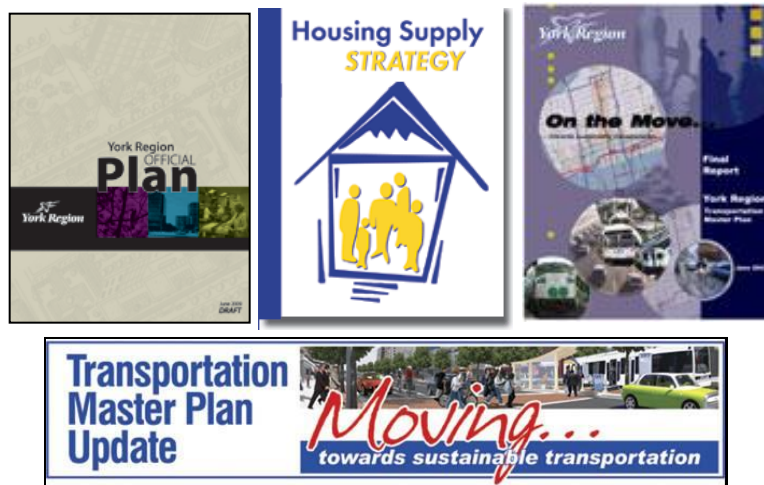


- Letters to First Nation Groups
 - Launch included a mass email to notification list
 - 'Click with Markham' respondents
 - Council Committee & Groups
 - Launch Event & Community Meetings
 - Names of application specific working groups (eg. Yonge/Steeles)
 - Individuals who requested notifications
 - Town page every week from Jan. 29, 2009 to April 21, 2009
 - BMFT Postcard (distributed as insert in brochure & handed out at launch event)
-
- Planning for Tomorrow (York Region)

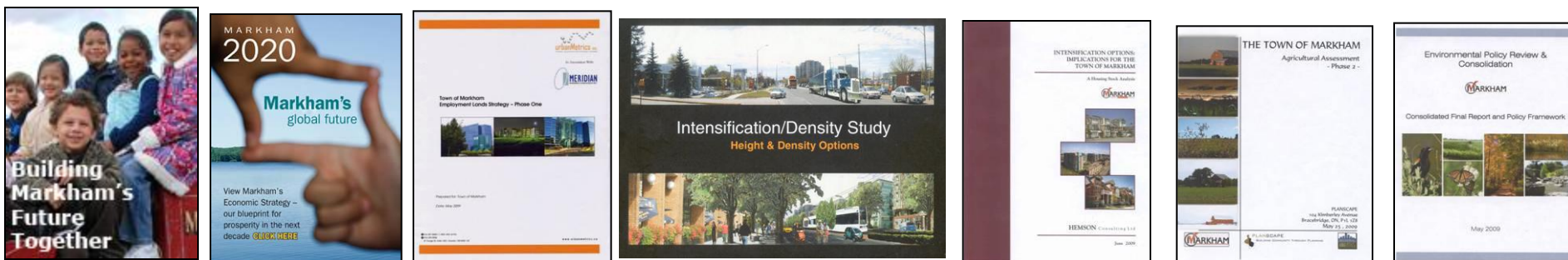
PROVINCIAL



REGIONAL



MARKHAM



**New
Official
Plan**

Public Consultation 2009/2010

Present Draft GMS to the public

- Update Website
- Advertise on Town Page

On-going

- Consultation on all supporting studies & area studies

On-going

- Draft GMS (tentative)

Winter 2010

- Community Meetings (tentative)
- Stakeholder Meetings

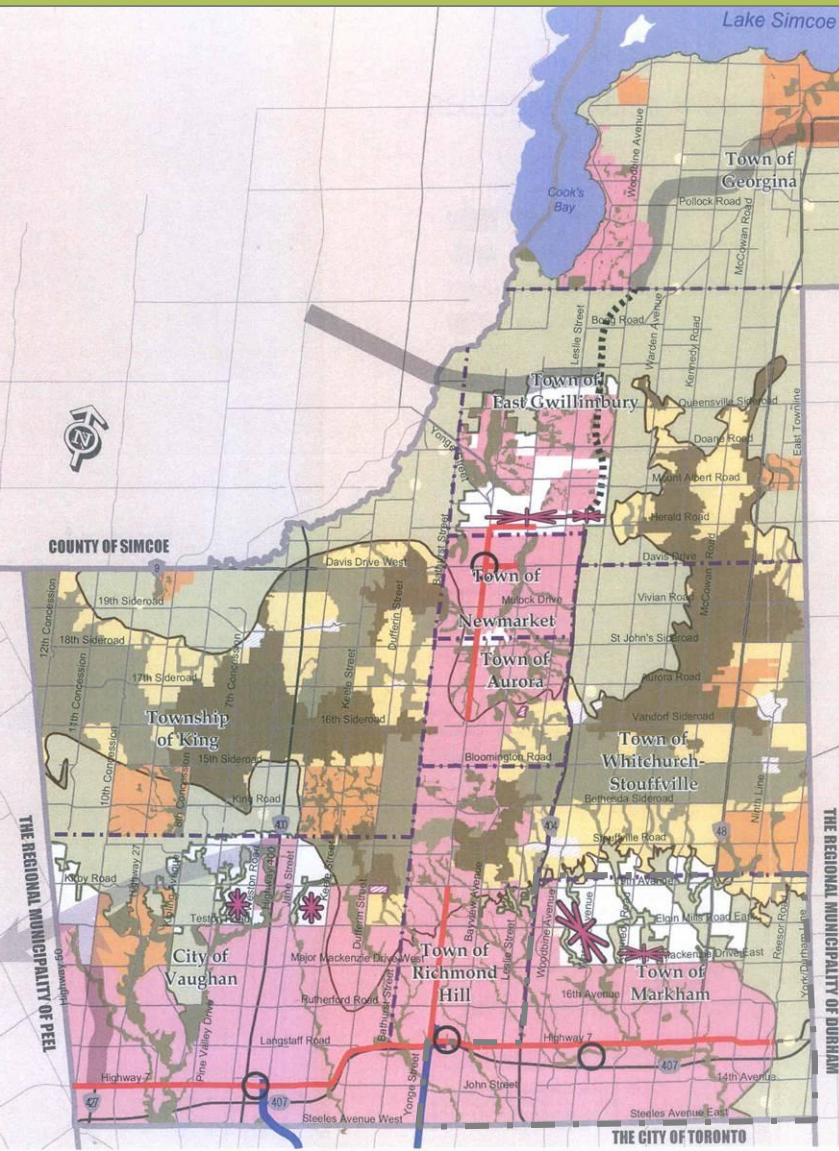
Winter 2010

- New Official Plan (tentative)

Winter 2011



Markham in a Regional Context

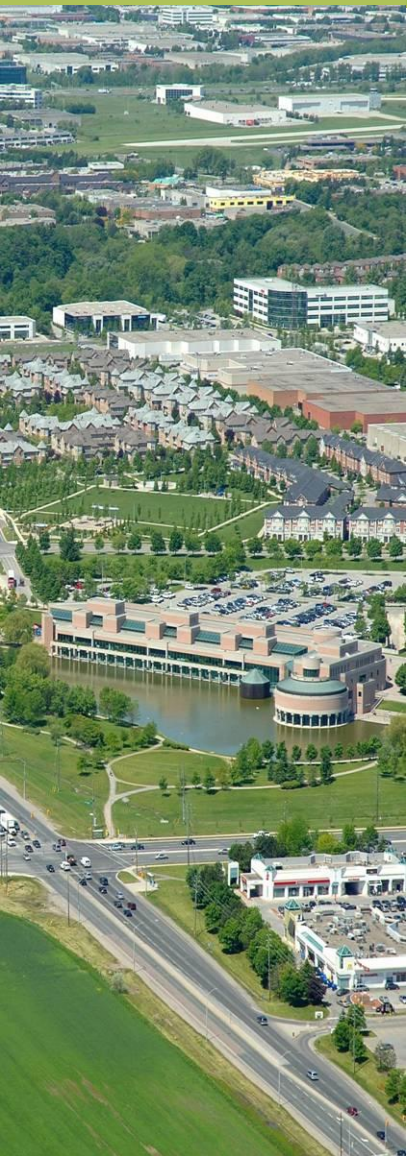


Regional Structure	Land Area (Ha)	(%)
Regional Land Area	177,600	
ORM & Greenbelt	+/- 122,550	69
Whitebelt (Growth Plan)	+/- 7,000	3.9
Whitebelt Proposed for New Development to 2031	+/- 2,800	1.6
Whitebelt Proposed for New Development to 2031 in Markham	+/- 1,055	0.6

Markham's Land Budget

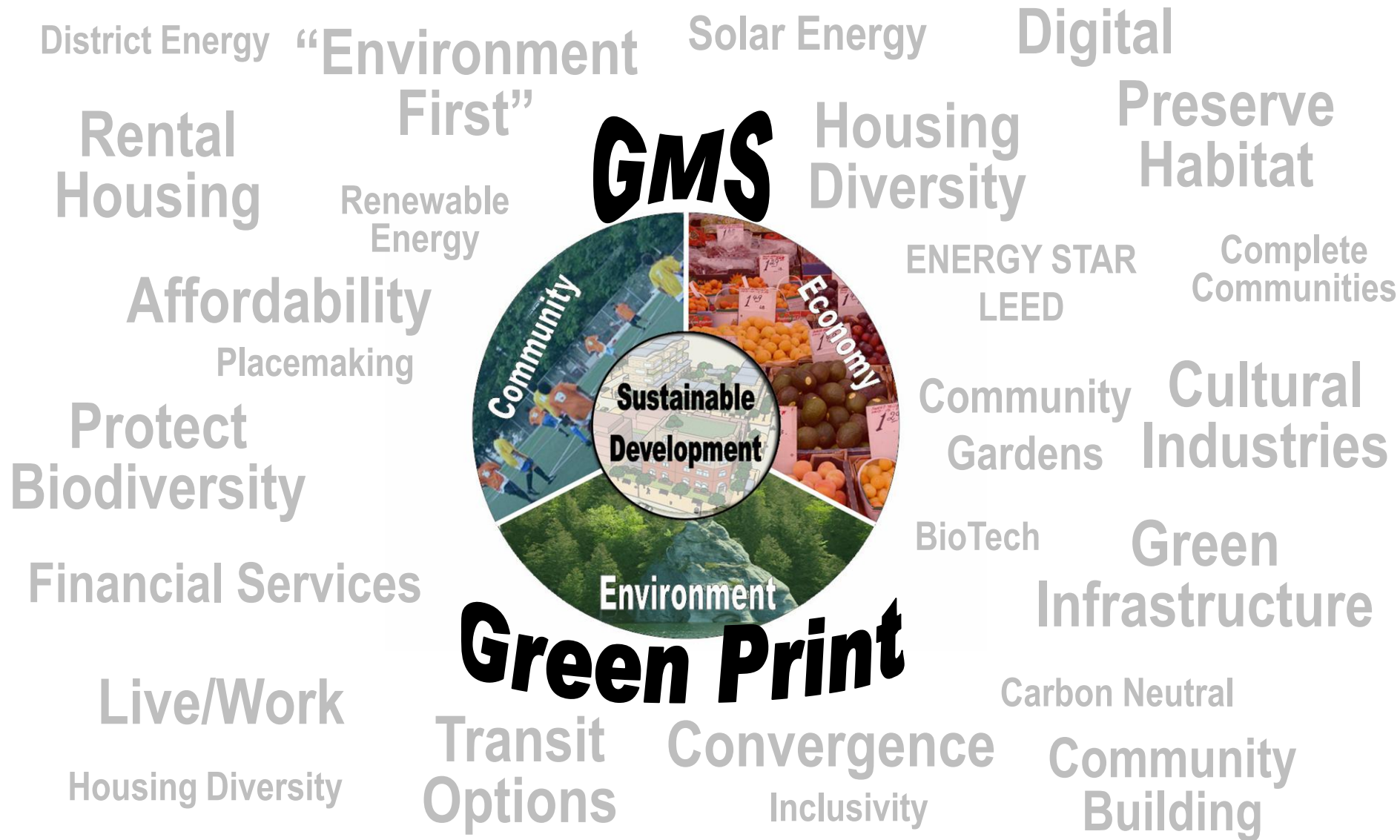
	Land Area (Ha)	(%)
Total Land Area	21,200	
Current Settlement Area	+/- 11,500	54
Greenway System	+/- 7,420	35
Total Whitebelt	+/- 2,240	11
Whitebelt Proposed for New Development to 2031	+/- 900-970	4.5





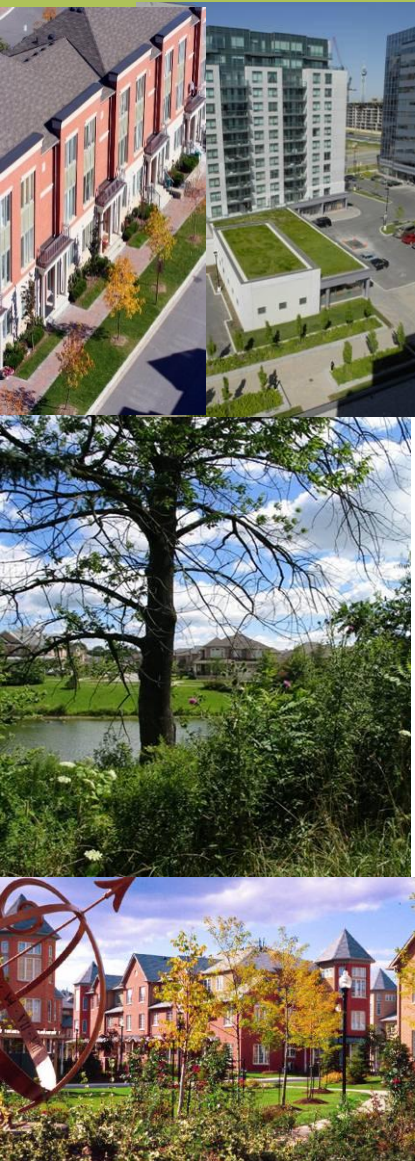
Key Markham Messages

- **Already a leader in sustainability & new urbanism**
- **Emerging GMS leads 905 in intensification, sustainability & transit oriented development**
- **Environment First**
- **Intensification**
- **Land use/transportation (transit) linked**
- **New Community Design**
- **Live/Work Balance**
- **Monitor & Adjust**



GMS Link Green Print

- “Environment First” Approach
- Protect Natural Heritage System, including new linkages
- Implement high quality urban design, architecture & place making
- Require all new housing development to be compact in nature & incorporate a mix and range of housing options
- Green Building standards (ENERGY STAR, LEED and beyond) and infrastructure
- Transit supportive, mixed use
- Metrolinx Transportation Plan





greenprint



GMS Link Green Print

- Integrate green space, pedestrian & transit networks
- Water Management (green roofs, naturalized stormwater management, permeable pavement etc.)
- Community gardens as a contributor to community health, social interaction and security of the local food supply
- Renewable & alternative energy options (building/subdivision orientation, district energy etc.)
- Incorporate live-work opportunities
- Sustainable Development Standards



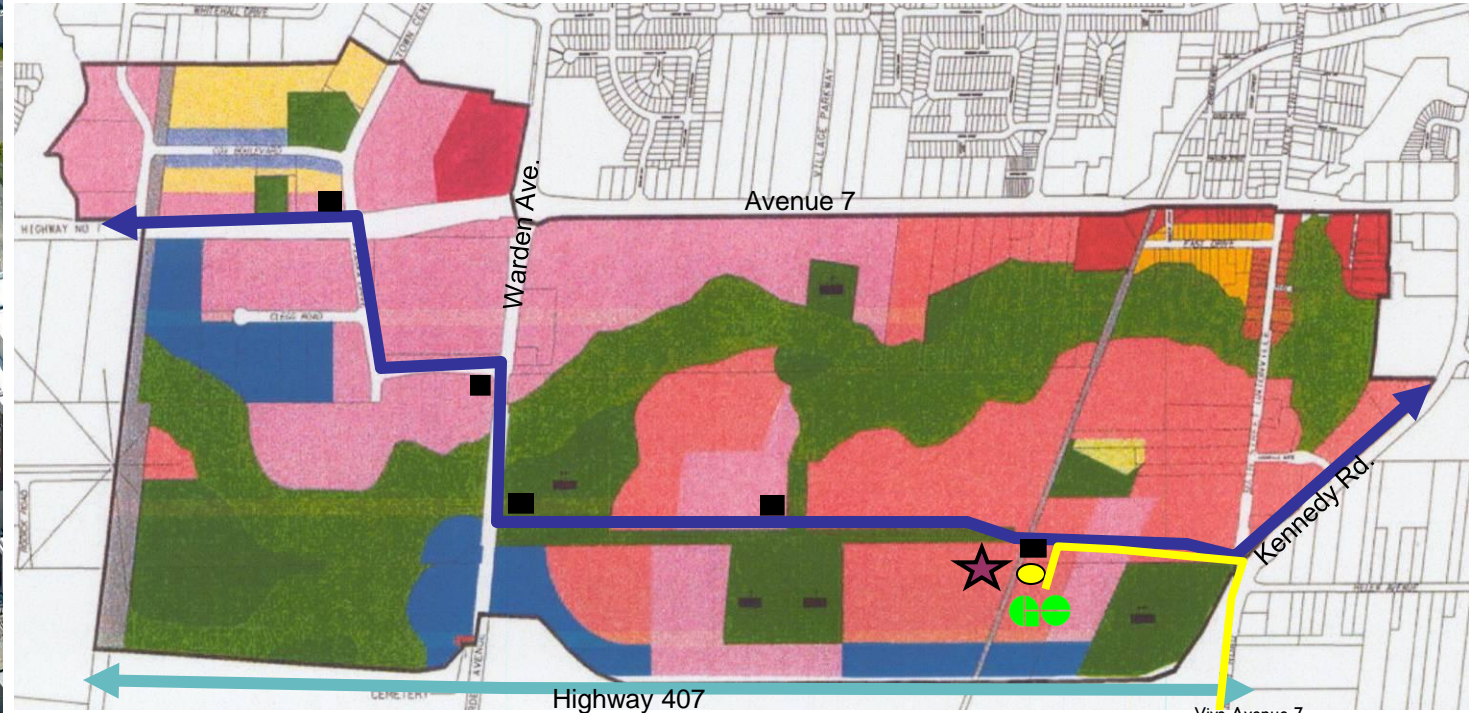
Residential Intensification Targets

To ensure a **balanced approach to growth management**, the Provincial Growth Plan envisages increasing **intensification of the built up areas** to make better use of land & infrastructure while slowing outward growth.

Intensification Density Target	
Province	40%
York Region (Region wide)	40%
Markham (set by Region)	52%
Markham	60% TBD



Markham Centre Regional Centre



- Viva Avenue 7
- Highway 407 Transitway
- Markham- Pickering via 401
- Potential Hwy 407 Transit Station
- Anchor Hubs
- Potential Viva RT Stations

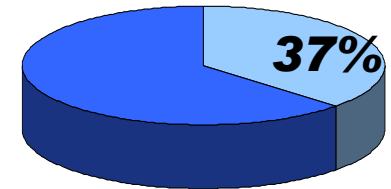


Building Markham's Future Together

Towards a Sustainable Community



Markham Centre Regional Centre



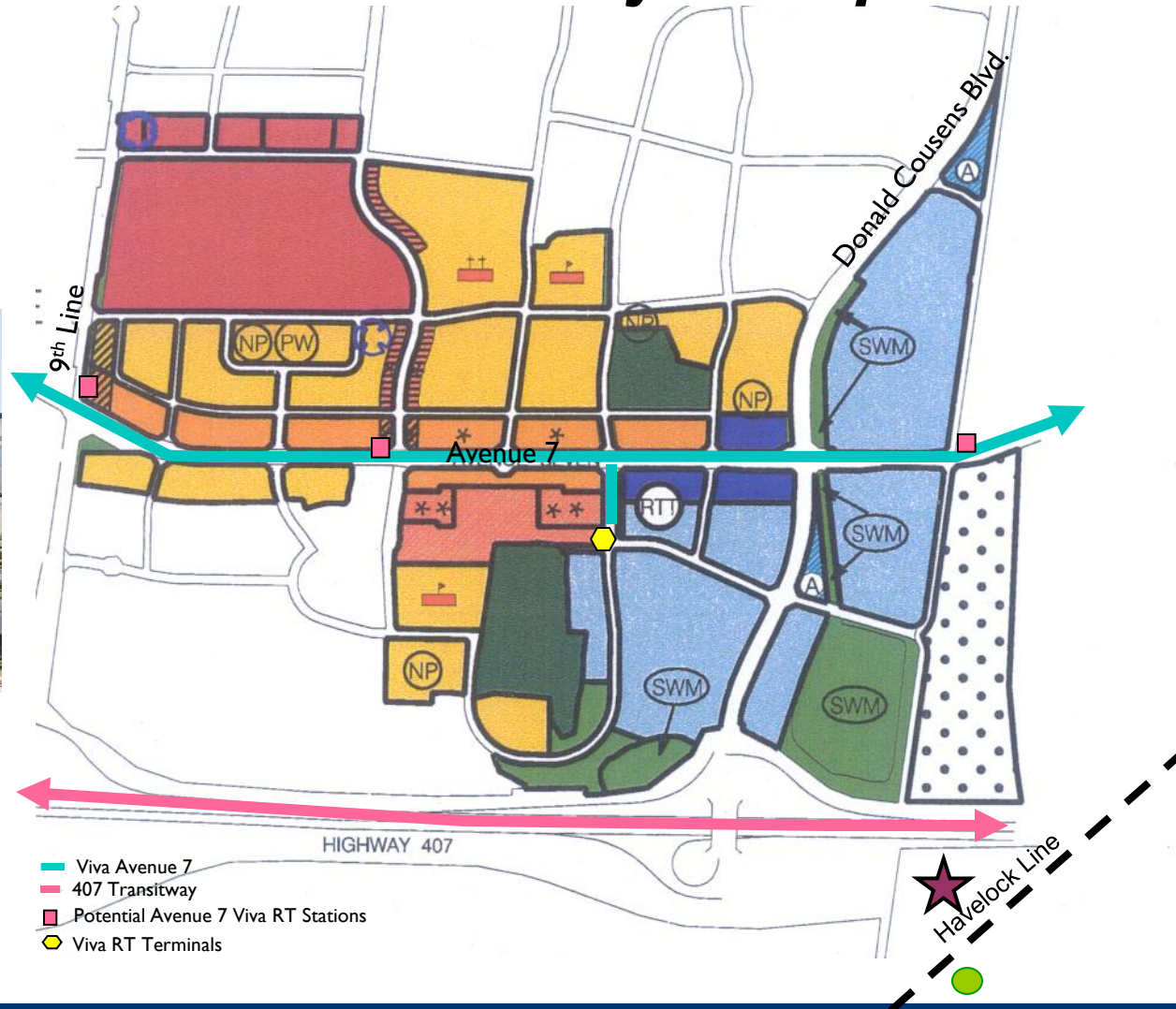
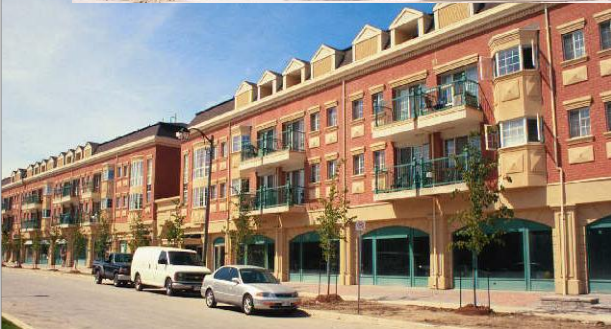
	Units	Popn	Jobs
2006 to 2031	+13,800	+26,400	+18,800
Build out	20,300	39,300	+/- 40,000



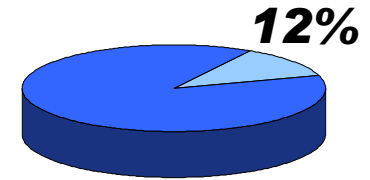
Building Markham's Future Together

Towards a Sustainable Community

Cornell Centre Key Development Area



Cornell Centre Key Development Area



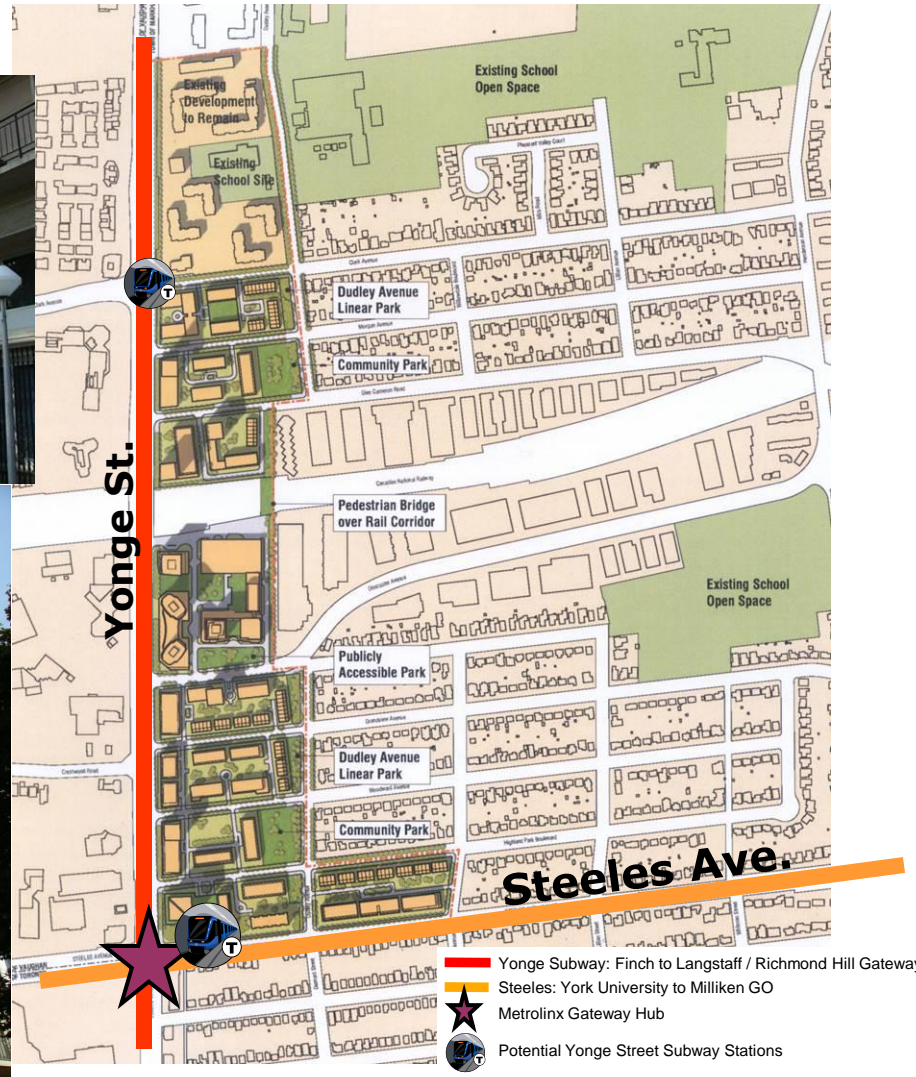
	Units	Popn	Jobs
2006 to 2031	+4,300	+9,000	+4,500
Build Out	8,700	17,500	10,200



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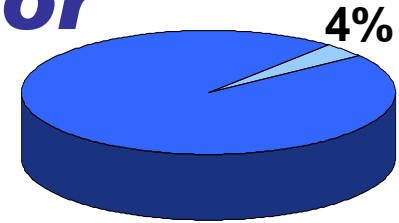
Towards a Sustainable Community

Yonge Steeles Corridor - KDA



- Yonge Subway: Finch to Langstaff / Richmond Hill Gateway
- Steeles: York University to Milliken GO
- Metrolinx Gateway Hub
- Potential Yonge Street Subway Stations

Yonge Steeles Corridor Key Development Area



	Units	Popn	Jobs
2006 to 2031	+1,600	+2,800	+800
Build Out	4,900	9,300	3,600



Milliken Centre – Local Centre



Potential Secondary Hub

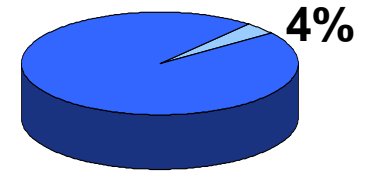


Steeles: York University to Milliken GO

Steeles: Milliken GO to downtown Oshawa



Milliken Centre Local Centre



	Units	Popn	Jobs
2006 to 2031	1,500	3,200	TBD
Build Out	2,200	4,700	1,100

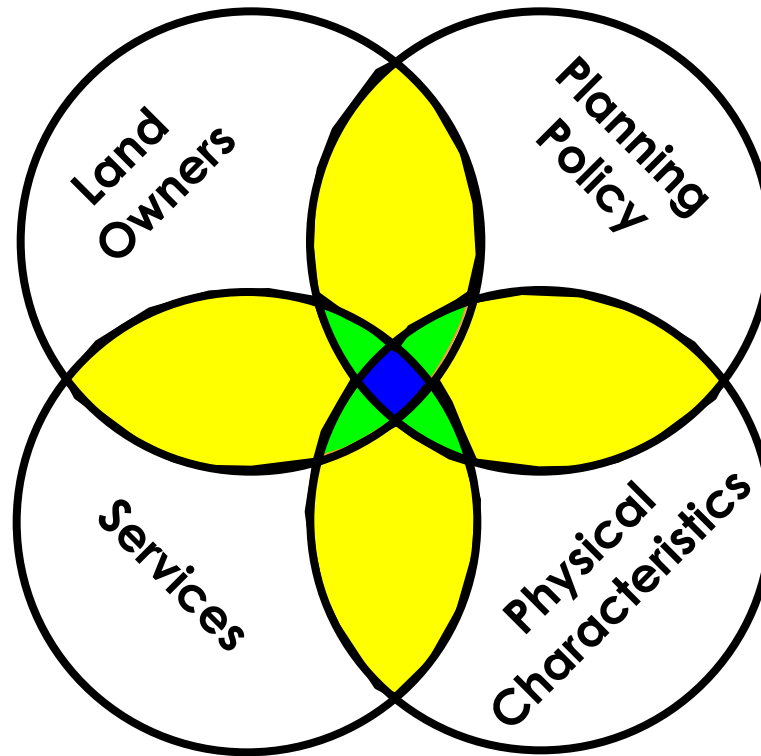


Building Markham's Future Together

Towards a Sustainable Community

Intensification

Key Challenges - Supply



-  Very Likely
-  Likely
-  Possible
-  Not Likely





Intensification Alternatives

	40%	60%	No CSA Expansion
Proportion of Units within Current Settlement Area	65%	82%	100%
Proportion of Ground Related Units	67%	46%	27%
Apartment Units	33%	54%	73%
No. of Additional Apartment Buildings	+/- 100	+/- 200	+/- 300

60% alternative: 54 out of every 100 units = apartments

No CSA expansion: 73 out of every 100 units = apartments

10 year Historic average: 10 out of every 100 units = apartments

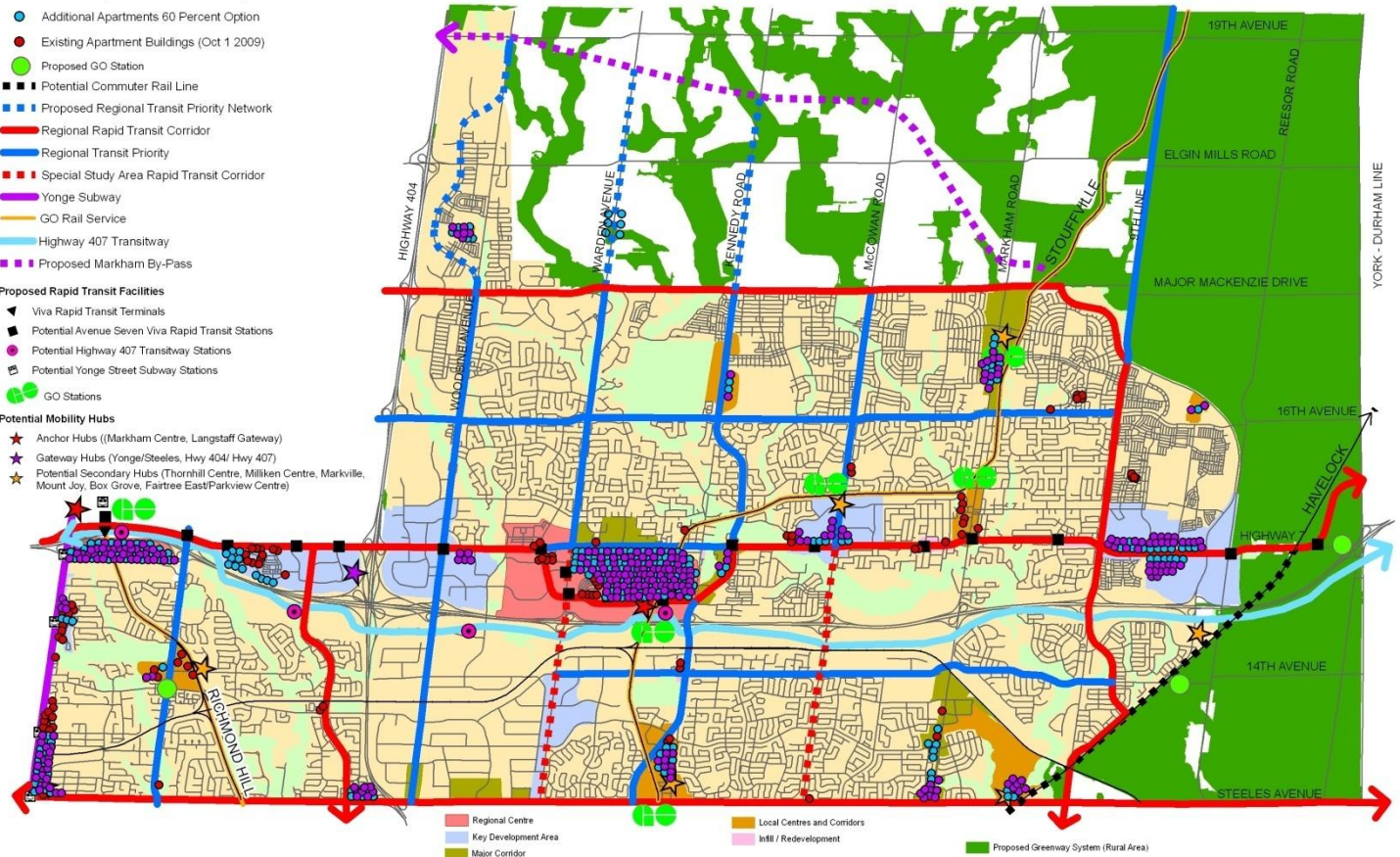
Growth Option Reviewed (No CSA Expansion)



- Additional Apartments 100 Percent Option
- Additional Apartments 60 Percent Option
- Existing Apartment Buildings (Oct 1 2009)
- Proposed GO Station
- Potential Commuter Rail Line
- Proposed Regional Transit Priority Network
- Regional Rapid Transit Corridor
- Regional Transit Priority
- Special Study Area Rapid Transit Corridor
- Yonge Subway
- GO Rail Service
- Highway 407 Transitway
- Proposed Markham By-Pass

- Proposed Rapid Transit Facilities**
- ▲ Viva Rapid Transit Terminals
 - ▲ Potential Avenue Seven Viva Rapid Transit Stations
 - ▲ Potential Highway 407 Transitway Stations
 - ▲ Potential Yonge Street Subway Stations
 - GO Stations

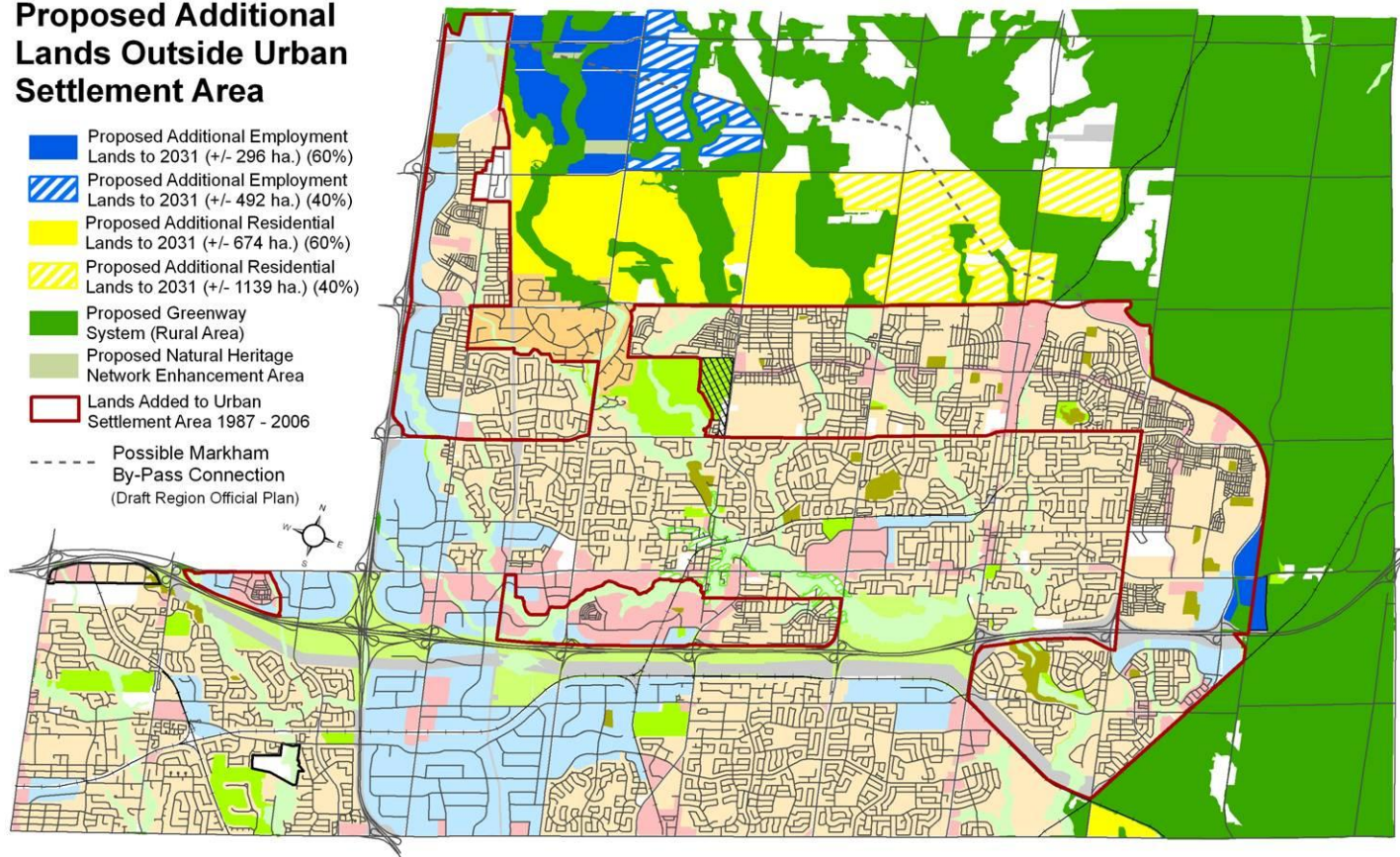
- Potential Mobility Hubs**
- ★ Anchor Hubs (Markham Centre, Langstaff Gateway)
 - ★ Gateway Hubs (Yonge/Steeles, Hwy 404/ Hwy 407)
 - ★ Potential Secondary Hubs (Thornhill Centre, Milliken Centre, Markville, Mount Joy, Box Grove, Fairtree East/Parkview Centre)



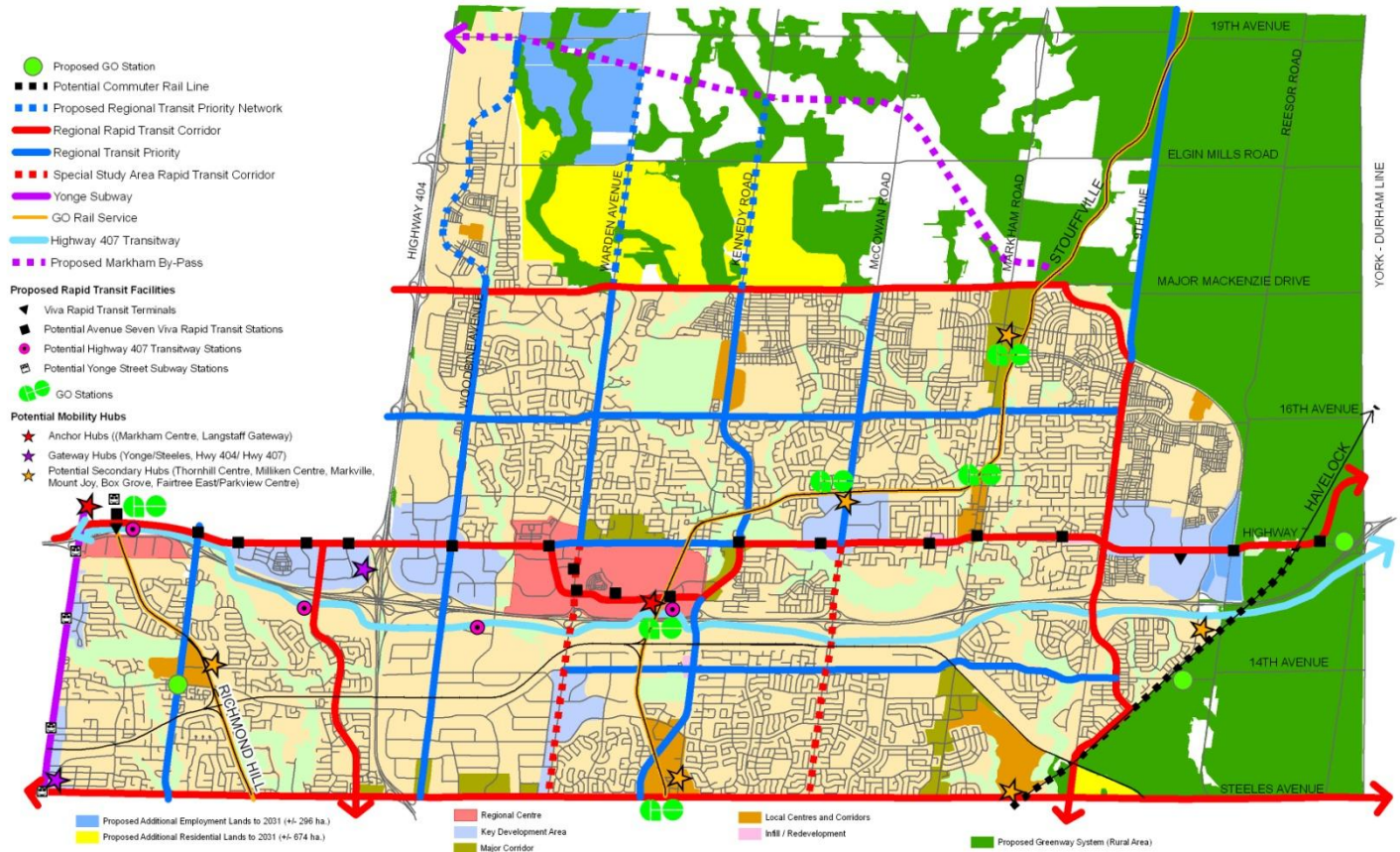
Growth Options Reviewed

Proposed Additional Lands Outside Urban Settlement Area

-  Proposed Additional Employment Lands to 2031 (+/- 296 ha.) (60%)
-  Proposed Additional Employment Lands to 2031 (+/- 492 ha.) (40%)
-  Proposed Additional Residential Lands to 2031 (+/- 674 ha.) (60%)
-  Proposed Additional Residential Lands to 2031 (+/- 1139 ha.) (40%)
-  Proposed Greenway System (Rural Area)
-  Proposed Natural Heritage Network Enhancement Area
-  Lands Added to Urban Settlement Area 1987 - 2006
-  Possible Markham By-Pass Connection (Draft Region Official Plan)



Draft Growth Scenario to 2031





New Sustainable Communities



Building Markham's Future Together

Towards a Sustainable Community

New “Sustainable Communities”



- High standard of urban design and placemaking
- Incorporate sustainable design
- Complete, compact, mix/range of housing choices
- Green buildings and infrastructure
- Water Management (permeable surfaces, green roofs, rainwater harvesting)
- Incorporate renewable sources of energy (i.e. solar power, geothermal heat)
- Incorporate live-work opportunities
- Integrated greenspace, pedestrian and transit networks
- Transit supportive
- Parking management



Community Sustainability Plan

1. Social Equity

2. Identity & Culture

3. Individual Health

4. Shelter

5. Food Security

6. Access & Mobility

7. Education & Skills

8. Economic Vibrancy


9. Energy & Climate

10. Ecosystem Integrity

11. Resource Efficiency

12. Water Efficiency

Growth Options Comparison

	60%	No CSA Expansion
<p>Conformity with</p> 	<ul style="list-style-type: none"> • Conforms with Senior Government Policy • Delivers requirements for forecast growth • Accommodates suitable achievable community growth 	<p>Employment</p> <ul style="list-style-type: none"> • Pressure for land conversion to meet forecasts • ELE forecasts not likely met <p>Housing</p> <ul style="list-style-type: none"> • Population growth forecast not met (if market up-take not realized)
<p>“Good Planning”</p>	<ul style="list-style-type: none"> • Conforms with Senior Government Policy • Balanced approach to deliver forecasted growth within required timeframes • Monitoring needed; adjustment easier (if needed) 	<ul style="list-style-type: none"> • Can’t achieve forecast growth or conform to Senior Government Policy • Reduced potential to address broad accommodation needs for residents and businesses • Potential mismatch between infrastructure needed and delivered • Monitoring needed; adjustment potentially more difficult

Growth Options Comparison

	60%	No CSA Expansion
“Shifting the Market (Risk)”	<ul style="list-style-type: none"> • Provides minimum employment land requirement (no contingency) • Relies on policy of no new major retail unless mixed-use • High proportion of apartments in stock may require adjustments if no market support; monitoring required for adjustment if needed 	<ul style="list-style-type: none"> • Competitive position in housing and business markets diminished • Economic Development Strategy jeopardised • Growth in housing and job diversity not realized • Development activity and assessment growth constrained
Community Acceptance	<ul style="list-style-type: none"> • Balance of intensification & urban area expansion accepted by majority surveyed • Competitive position in market supports economic vibrancy in local economy 	<ul style="list-style-type: none"> • Limits & risks of narrowed housing & business choices open to public challenge • If weakened competitive position; impacts on local economy will affect community • Potential OMB appeals

Growth Options Comparison

	60%	No CSA Expansion
<i>“Live/Work Community”</i>	<ul style="list-style-type: none"> • Variety of housing & business choices enhanced • Opportunities to live and work locally enhances access & mobility 	<ul style="list-style-type: none"> • Narrowed range of housing & business choices may exclude some residents & workers
<i>New Housing Opportunities</i>	<ul style="list-style-type: none"> • Variety of housing enhanced – type, size, affordability • Increased housing choices contributes to social equity 	<ul style="list-style-type: none"> • Housing choices are limited, costs of scarcer types will increase • Narrowed housing choice impacts more household types



Phasing, Monitoring & Adjusting

- Growth will be **phased** over the 2031 forecast period
- Council direction required on preferred growth option and phasing of any urban boundary expansion
- Servicing, transportation & financial considerations will inform and refine phasing
- Carefully **monitor** the progress of our growth and implementation relative to our vision
- Prepare to **adjust** if circumstances are different than we anticipate

Next Steps (tentative)

Report to DSC in November



Council direction/authorization re:
Growth Option to form basis of GMS



Present draft GMS to Council (Jan 2010)



Public Consultation (Winter 2010)



Staff preparation of draft OPA (Spring/Fall)



Final GMS & New OP to Council (2011)



Discussion