



Report to: Development Services Committee

Meeting Date: April 25, 2016

SUBJECT: Metrolinx Station Analysis – Stouffville GO Line
PREPARED BY: Brian Lee, Deputy Director, Engineering ext. 4838

RECOMMENDATION:

- 1) That the report entitled “Metrolinx Station Analysis – Stouffville GO Line” dated April 25, 2016 be received;
- 2) That the letters from The Remington Group Inc. dated April 5, 2016 and Milliken Landowners Group dated April 6, 2016 be received;
- 3) That Markham Council endorse two new GO Station locations, at Denison Street and Major Mackenzie Drive East, on the Stouffville Line as part of the Regional Express Rail (RER) service study;
- 4) That Metrolinx be requested to incorporate Markham Council’s station location request and provide an update of the RER service planning progress status to Markham Development Services Committee; and
- 5) That staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

To update Council on Metrolinx’s station analysis for the Regional Express Rail (RER) service and to seek Council endorsement to propose two new stations to Metrolinx.

BACKGROUND:

Regional Express Rail Service (RER)

Metrolinx is investing \$13.5B in the RER service which will provide all-day, two-way high frequency rail service on seven of the current GO rail lines, including the Stouffville Line. RER improvements include new tracks, new trains, new bridges, electrification, new stations and upgraded stations. This enhanced service is expected to be implemented over a 10 year period, but the first service increase may commence in about 2 years subject to funding and construction schedule. Ultimately, there will be 50+ trains daily from Union Station to Unionville Station and hourly trains to the Lincolnville Station.

Metrolinx’s New Station Process

Metrolinx has started a 6-stage evaluation process to review the potential of new stations, with final recommendations to be presented to the Metrolinx Board in June, 2016. Metrolinx’s evaluation is based on connectivity, future ridership, travel time savings, market potential, development potential, policy alignment, affordability and ease of construction. With

electrification of this line, trains will have a higher acceleration and deceleration speed, which means they can reach their top speed over a shorter distance. This also means the conventional station spacing of approximately 2km can be reduced. Metrolinx has completed a preliminary evaluation of the station located along the Stouffville Corridor and is seeking municipal and public input. Metrolinx has recommended one additional station location in Markham at the northwest corner of 14th Avenue and the GO Line.

OPTIONS/ DISCUSSION:

Markham staff have previously requested Metrolinx to consider two new stations at Denison Street and Major Mackenzie Drive East in a coordinated response through York Region (see Attachment 'A').

Denison Street Station (Preferred by City Staff)

Staff recommend this location for a new station for the following reasons (see Attachment 'C'):

- Future mix of residential and commercial uses associated with the new Milliken Secondary Plan,
- Good access by transit on Denison Street and active transportation modes,
- Facilitate redevelopment opportunities in the area of Denison Street grade crossing and support overall intensification of Milliken Secondary Plan,
- Landowners (Remington and the Milliken Developers Group) are supportive of a new station at this location, (see Attachments 'D' & 'E').

Therefore, staff and the landowners are supportive of a new station at Denison Street because of strong planning and transportation rationale.

14th Avenue Station (Recommended by Metrolinx)

Issues associated with this site (See Attachment 'B') are:

- Not in close proximity to mixed use development
- Located in a stable employment area with limited potential for growth or intensification
- Proposed GO parking lot (north of 14th Avenue) will impact development of vacant employment land
- Access by sustainable modes of transportation (transit, active transportation) is limited given the low density in the area
- Limited transit service on 14th Avenue
- Close to the Unionville GO station/mobility hub

Therefore, staff are of the opinion that a 14th Avenue Station will have limited benefit to the Milliken area, and that a station at Denison St is preferred. .

Highway 7 Station

There have been discussions of a potential station at Highway 7. Staff have reviewed the potential of a station at this location and have these comments. Metrolinx has advised that minimum spacing between stations based on electrification of the GO Line is approximately 1 km. As such, a station at Highway 7 Station is too close to Unionville Station (about 500m) and will not be acceptable to Metrolinx. In addition, there would be potential negative impact to the

Rouge River to construct a wider structure to accommodate the platform, and significant property acquisition at the Southwest corner of the grade crossing.

Major Mackenzie Drive East Station (Recommended by City Staff)

Staff is supportive of a new GO train station (in addition to the existing Mount Joy GO Station) in the vicinity of this area due to:

- Future catchment for the 2031 urban expansion
- This station will act as the east terminus of the Region's Major Mackenzie Drive East rapid transit in the 2041 timeframe, and the interim Frequent Transit Network
- Relieve parking deficiency at Mount Joy Station
- Intercept GO passengers north of Major Mackenzie Drive East
- Opportunity for future mixed use intensification node

CONCLUSION:

It is staff's opinion that two new stations: Denison Street and Major Mackenzie Drive East Stations will best serve Markham's existing and future transit needs.

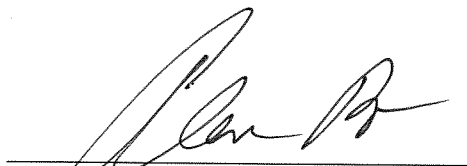
ALIGNMENT WITH STRATEGIC PRORITIES:

The GO rail service improvements, through the Metrolinx's Regional Express Rail project, are in line with Council's strategic direction to improve transit and transportation infrastructure to serve the growing needs of Markham. The proposed new stations will be strategically located to serve existing development and planned future growth of Markham.

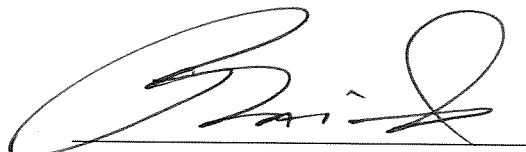
BUSINESS UNITS CONSULTED AND AFFECTED:

Planning and Urban Design Department has been consulted with respect to the integration of landuse planning and strategic transportation plan. The incorporation of two new GO stations at Denison Street and Major Mackenzie Drive East on the Stouffville Line will best serve the future growth of Markham.

RECOMMENDED BY:



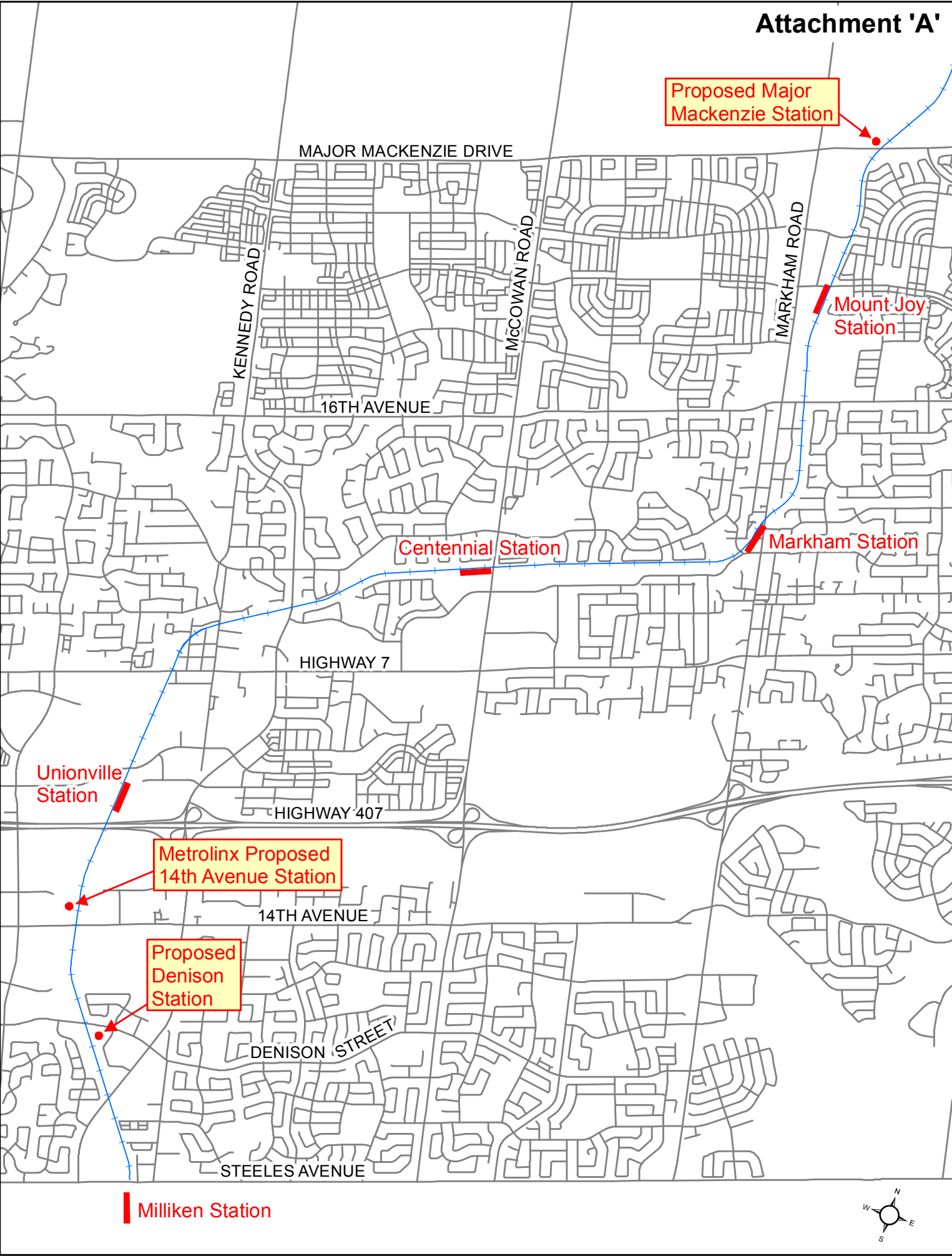
Alan Brown
Director of Engineering



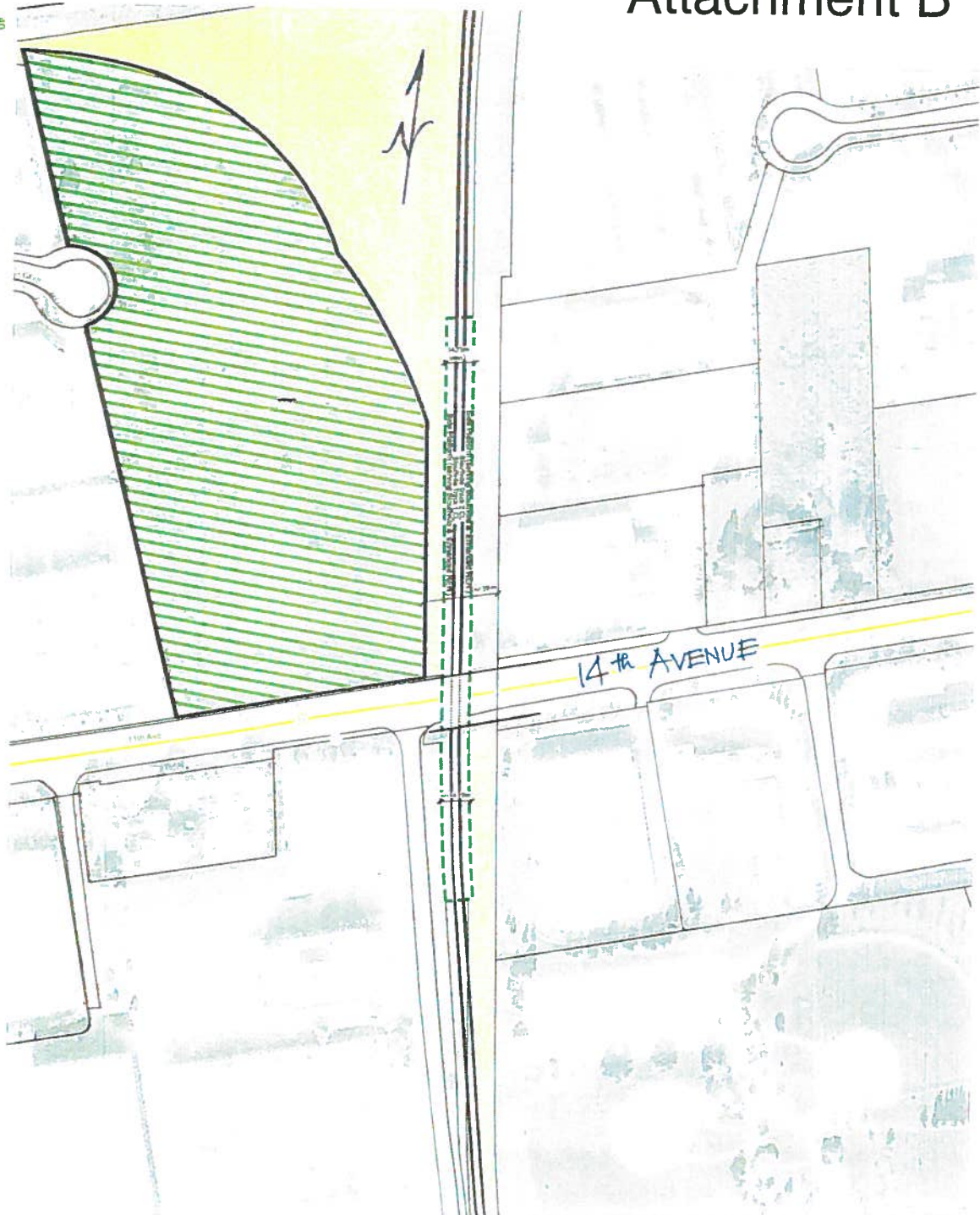
Jim Baird
Commissioner, Development Services

ATTACHMENTS:

- 'A' – Area Map
- 'B' – Metrolinx Proposed 14th Avenue Station
- 'C' – New Station Proposed Locations at Denison Street and Major Mackenzie Drive
- 'D' – Letter from Remington Supporting Denison Station
- 'E' – Letter from Milliken Landowners Group Supporting Denison Station



Attachment B



14th AVENUE

ENHANCED RER / STOUFFVILLE

Platform Placement

The platform is positioned to provide access to both sides of 14th Avenue. The track slope in this area presents a significant challenge for station integration.

Platform Integration

- Two side platforms would serve the line, which will require a corridor width of approx +/- 14.73m.
- This will require the acquisition of land to accommodate the station platforms (shaded in orange)

Station Typology & Facility Integration

Typology 'B' - Intermediate Station*, requiring an approximate station area of +/-1.2 ha

Comparable GO station

Milliken GO Station (station area of +/-3 ha +/-)

Station facilities can potentially be accommodated on the following sites

SITE	AREA	CURRENT USE
Property 1	4.8 ha	Vacant
Total	4.8 ha	

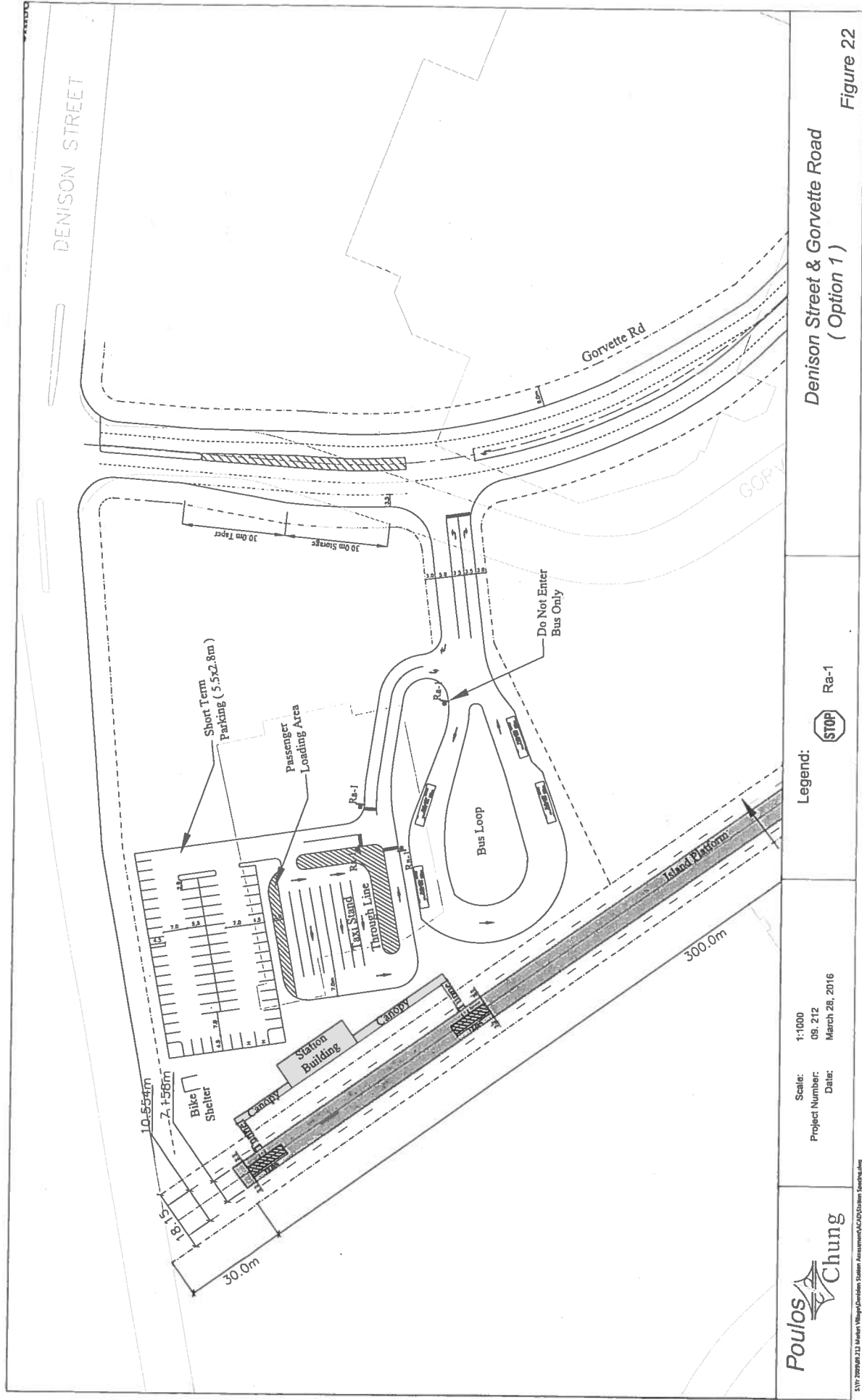
* Properties shown as potential station lands are indicative only and further site analysis, schematic design and market research would be required prior to conclusive direction

LEGEND

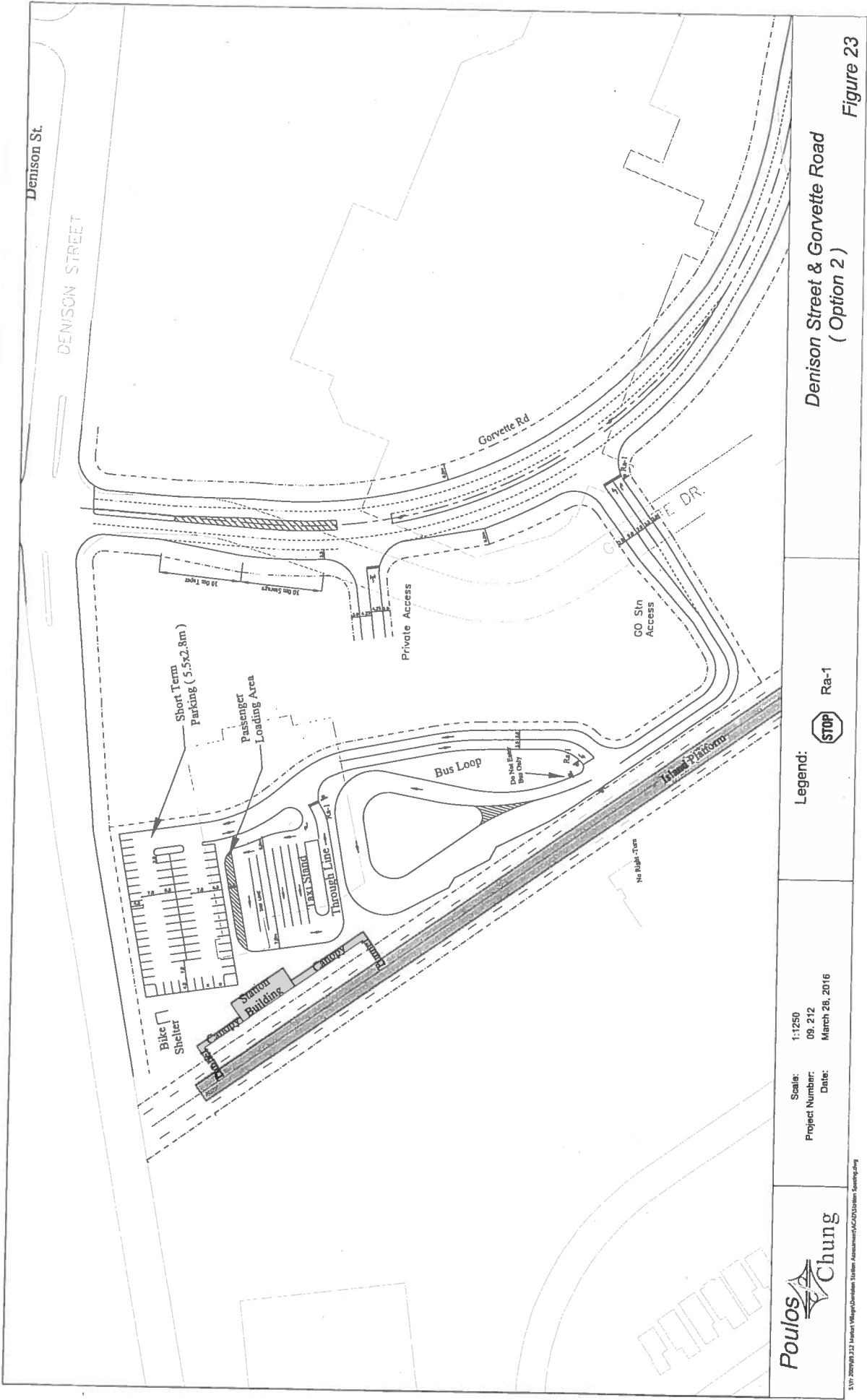
- Station Integration
- Station Platform area
- Track realignment zone (150m before & after platform)
- Potential sites for station facilities
- Metrolinx owned lands
- Land required to accommodate platform integration
- Major Transit
 - TTC - SRT
 - TTC - Bus
 - TTC - Bus Stop
- Cycling Route
- Planned Cycling Route



Attachment C



Attachment C





April 5, 2016

**Mr. Brian Lee, P.Eng.
Deputy Director/Engineering
Anthony Roman Centre/City of Markham
101 Town Centre Boulevard
Markham, Ontario L3R 9W3**

Dear Sir

**Re: POTENTIAL NEW METROLINX STATION
DENNISON AND KENNEDY**

It has been brought to our attention that Metrolinx has indicated that they would like to introduce a new station between the one located at Steeles Avenue and the Unionville Station in Markham Centre. The potential new station area initially identified by Metrolinx is located at 14th Avenue. Markham Staff have indicated that they prefer a station located at the midpoint between the two existing stations with the potential to serve a wider range of the community.

As the primary landowner in the area of Dennison and Kennedy that would be impacted by a new station located I wanted to lend my support to the location of a station in this area. I must also note that we are also the primary landowner in the vicinity of 14th Avenue as well, so our support of a station at Denison is based on a number of other factors that speak more towards the potential growth of the Milliken Community.

As Council is aware the Milliken Main Street area has been designated in the Markham Official Plan as a "Secondary Growth Node". This designation recognizes and encourages this community to evolve as a mixed use, transit supportive neighbourhood. The location of a station within this community will, in our opinion serve a wider range of the existing community (both residential and employment) and the new planned development of Milken Main Street.

In support of a station located we had our traffic consultants do a review of the potential benefits of a station at this location. To summarize the results of that review:

- A Denison Street Station is the preferred location when RER GO (Rapid Express Rail) service is introduced;
- Such a station facilitates active transportation and local transit to become the primary modes of transportation (both within Markham and to places outside Markham);

- Patron usage can be expected to be very significant and much higher than any other potential location such as 14th Avenue.

I would encourage Council to support Staff in pursuing a new station at this location and request that whichever station location is selected Staff be directed to commence a study on the lands surrounding the new station with a focus on creating designations that encourage new mixed-use development to occur within a defined radius.

Sincerely,
THE REMINGTON GROUP INC.



Randy Peddigrew
Senior Vice President
Land Development

Attachment E

Milliken Main Street Landowners Group Inc.

59 Leander Street, Brampton, ON L6S 3M4

416-258-9797

diralam@me.com

April 6, 2016

Mr. Brian Lee, P.Eng.
Deputy Director - Engineering
City of Markham
101 Town Centre Blvd.
Markham, ON,
L3R 9W3

Dear Mr. Lee:

Re: Milliken Landowners Group Inc, the Milliken Secondary Plan and the potential for a new Metrolinx Station at Dennison Street and Kennedy Avenue, Markham.

I am writing to you as the Trustee for the Milliken Main Street Landowners Group Inc. Following recent meetings with staff it has come to our attention that Metrolinx is looking at the possibility of adding another station between the current Steeles Ave Station and the Markham Centre location.

City staff and the Landowners Group are in agreement that Milliken should proceed with a new Secondary Plan, a plan which would see the area intensify its development from 1,800 units to 6,000 new units. Further, the City has identified the Milliken area as a Secondary Growth Node under its new Official Plan. It therefore makes sense that the City should encourage the location of a new Metrolinx station as close to the Milliken area as possible in order to support further intensification.

City staff understand that intensification of the Milliken Secondary Plan Area is only possible as a result of improved transit operations. In particular, the Secondary Plan for Milliken relies upon all day GO Transit service in order to achieve its maximum density opportunities. The proposed Secondary Plan calls for its highest densities nearest the existing GO Station at Steeles Ave. The concept being that people will walk to a GO Station for 800 yards. As a result, the lands furthest north at Dennison achieve the lowest densities.

Within Milliken our objective has been to increase the modal split to allow greater opportunities for transit use. A second station at Dennison would not only relieve congestion from the current road grid, but it would allow for further density and intensification of our Secondary Plan west of Kennedy Road to Dennison. It was the

City itself that encouraged the landowners to expand the Secondary Plan for Milliken Main Street to include these lands. Why include the redevelopment of these additional lands if not to encourage intensification? The logic was sound, therefore, the answer is improved transit for the northerly lands in Milliken and not just those along Steeles Avenue. A GO Transit station at Dennison not only improves the intensification of the Milliken Secondary Plan, it also relieves major traffic congestion on Dennison Ave.

The true benefit of increased transit within our communities is to reduce the dependency on automobiles. A station at 14th Avenue will not achieve this objective as successfully as a Station at Dennison. Residents, both existing and new, will be able to walk to transit and this will help relieve congestion in one of Markham's busiest neighbourhoods.

On behalf of the Milliken Landowners, I encourage Council and staff to support the location of a new Metrolinx GO Station at Dennison Avenue. We believe that a comparative analysis will support the opinion expressed herein.

We thank you for your consideration.

Yours truly,

MILLIKEN MAIN STREET LANDOWNERS GROUP INC.



Andrew Madden.
Trustee

cc. The Milliken Main Street Landowners Group Inc