



Draft Yonge and Steeles Area Regional Transportation Study

Presentation to the
Transportation Committee
City of Markham

September 8, 2015



Study Area

- From south of Hwy 407 to Finch, and from Bayview to Bathurst
- Includes four jurisdictions
- Area identified in Metrolinx's Big Move as a Gateway Hub
- Vaughan, Markham and Toronto identified the need for York Region to carry out this Study
- The Region leads this Study in coordination with the City of Markham, City of Vaughan and City of Toronto
- IBI Group was retained to assist the Region

Municipal Studies

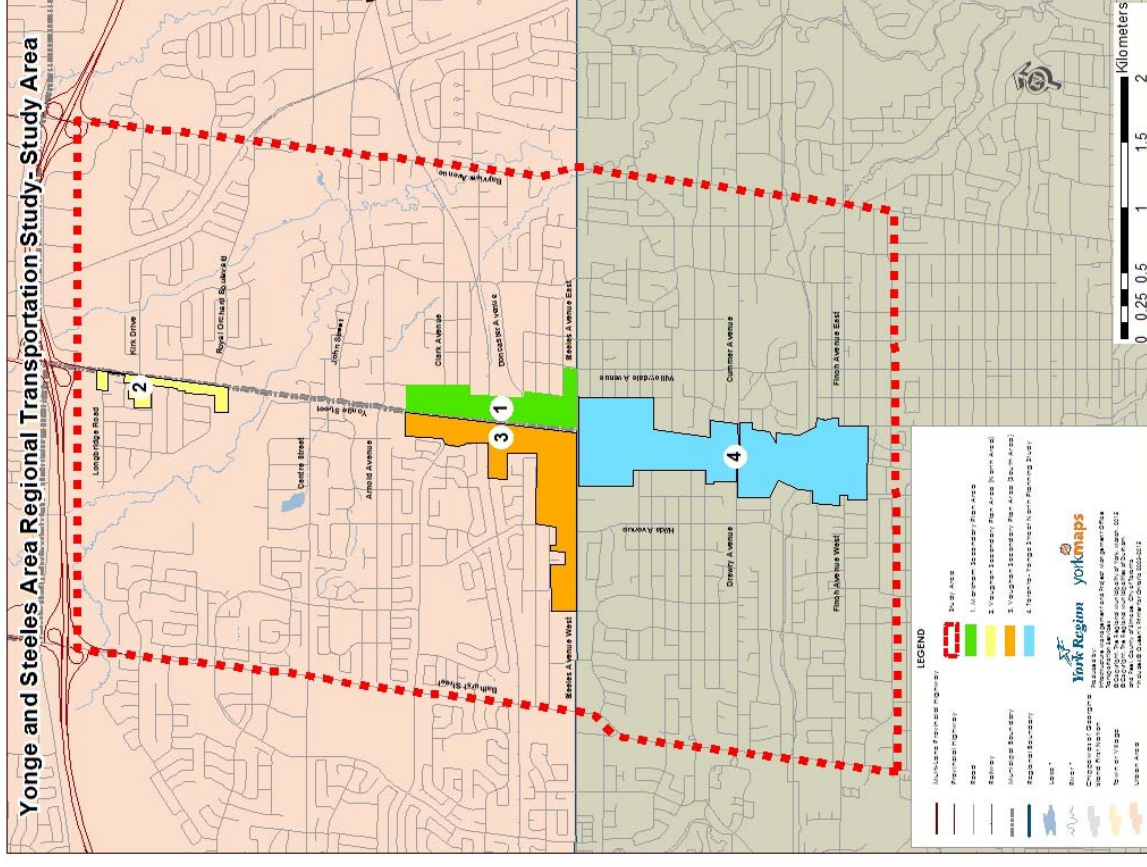
Area 1 – Markham Secondary Plan

Area 2 - Vaughan Secondary Plan (North)

Area 3 – Vaughan Secondary Plan (South)

Area 4 – City of Toronto Yonge North Planning Study

*The Study also considered Richmond Hill/Langstaff Centre development for transportation modelling purposes



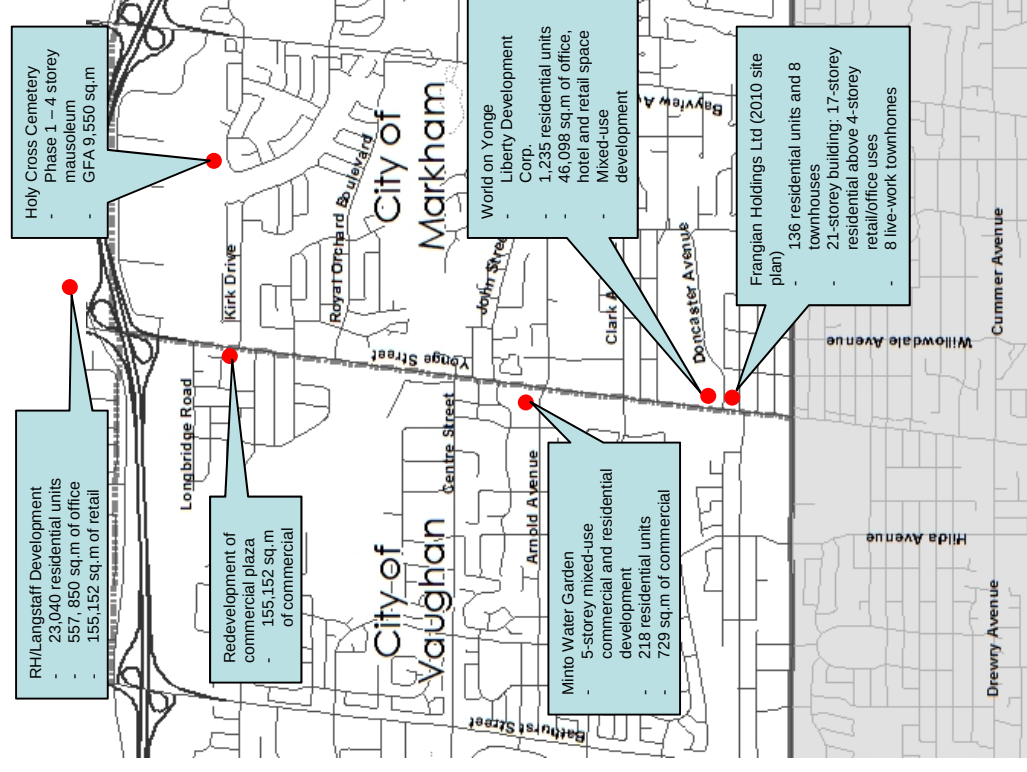


Study Area Characteristics

- Existing 22% transit mode share, and 40% non-auto mode share (walking, cycling) in the Study Area
- 2/3 residents are commuting to Toronto from Yonge and Steeles Area
- Developments already occurred in the area (World on Yonge approx. 1,200 units, Minto on Yonge 218 units)



- Markham, Vaughan and Toronto are undertaking their own Secondary Plan studies





Study Objectives

- A comprehensive transportation Study is required to support municipal Secondary Plans
- Also required to address Toronto's concerns with the proposed growth in Vaughan
 - Review transportation studies by municipalities, including the City of Toronto;
 - Assess multi-modal and transportation demand management measures, strategies and programs to accommodate growth; and
 - Identify development phasing and implementation strategy to tie with transportation infrastructure to accommodate growth (pre-subway and post-subway)

To assist the Region in the approval process of the Vaughan and Markham Secondary Plans

Provide technical analyses to assist the Regional and municipal staff at the OMB



Municipal Studies

City of Markham – Yonge-Steeles Corridor Transportation Study

- On-going

City of Vaughan – Yonge-Steeles Corridor Secondary Plan

- Adopted by Vaughan Council in 2010 as part of Vaughan OP
- Five landowners appealed to OMB
- Modifications in October 2013 to increase height and density for non-residential components

City of Toronto – Yonge Street North Planning Study

- Reported to Council in May, 2013 and Council requested further changes
- Public consultation centre was held in May, 2014
- Comments and Draft Implementation Plan are currently being reviewed by staff
- Staff plan to go back to the public in early 2016 for comments



2031 Land Use Forecasts

Land Use Forecasts for Transportation Modelling Purposes

- 2031 Low Growth Scenario - York Region's Official Plan (2010) and the City of Toronto Draft Plans
- 2031 High Growth Scenario - Proposed population/employment forecasts based on the draft Yonge and Steeles Plans (Vaughan, Markham and Toronto)

	2011	2031 Low	2031 High
Population			
Vaughan zones	27,210	30,172	38,230
Markham zones	13,368	16,930	22,590
Sub-total York Region	40,578	47,102	58,220
Toronto zones	37,238	45,028	60,820
Employment			
Vaughan zones	6,715	7,060	8,600
Markham zones	2,605	5,148	5,660
Sub-total York Region	9,320	12,208	14,260
Toronto zones	15,580	19,240	22,335



Key Transportation Improvements (2031 High)

Improvements required by Metrolinx, York Region, Toronto, Markham and Vaughan

Study Area Improvements

Transit (\$4 B)

- Yonge Subway Extension
- Steeles Rapid Transit (dedicated bus lane)
- Transit Priority on Bayview and Bathurst

Road (\$116 M)

- Establish fine grid road network
- Bayview and Bathurst improvements (i.e. HOV)
- Dudley Extension (to be confirmed by the City of Markham's Transportation Study)

Active Transportation (\$20 M)

- Improve pedestrian/cycling connectivity and missing links
- Active transportation connections at rail crossings



Road & Transit



2031 Projected Traffic Conditions

Without Subway

- Limited future developments in the Yonge-Steeles corridor
- Pre-subway development potential within Markham's proposed Yonge-Steeles Corridor is approximately 230 units
- On-going poor levels of service at intersections
- On-going traffic infiltration in the area

With Subway

- The Yonge Subway Extension provides relief for both transit and road capacity
- Can accommodate additional growth in the Markham's Yonge-Steeles Secondary Plan
- Still pressure on the road network and infiltration



Key Study Recommendations

- The study identifies development phasing for residential component prior to Yonge Subway Extension based on existing Markham, Vaughan and Toronto Secondary Plans and Official Plans

Development Phasing (New Population)			
	Pre-Subway	Post-Subway	Total
Vaughan	2,963	7,457	10,420
Markham	3,562	5,660	9,222
Sub-total York Region	6,525	13,117	19,642
Toronto - North of Cummer	4,780	9,375	14,155
Toronto - South of Cummer	2,560	4,755	7,315
Sub-total Toronto	7,340	14,130	21,470

- Markham pre-subway numbers also include the built World on Yonge development and approved Frangian development. Remaining development potential within Markham's proposed Yonge-Steeles Corridor is up to approximately 230 units also applicable to the Study Area
- No development phasing is required for non-retail employment development for the York Region municipalities
- The development phasing above considered the development thresholds in Richmond Hill/Langstaff Centre



Key Study Recommendations (Cont'd)

- Implement the infrastructure improvements and transportation demand management measures recommended in the study
- Adopt the proposed residential development phasing for pre-subway and post-subway scenarios
- Review each application with individual Traffic Impact Study and on a site-by-site basis
- Implement consistent TDM Strategy in all jurisdictions (parking rates, active transportation, transit incentives, etc...)
- Ensure that fine grid road network and necessary pedestrian and cycling infrastructure is in place



Next Steps

York Region

- Finalize and distribute transportation study report
- Report to York Region's Committee of the Whole (Fall 2015)
- Incorporate the proposed population and employment forecasts into the Region's Municipal Comprehensive Review

THANK YOU