
Mid-Block Road Crossing of Highway 404

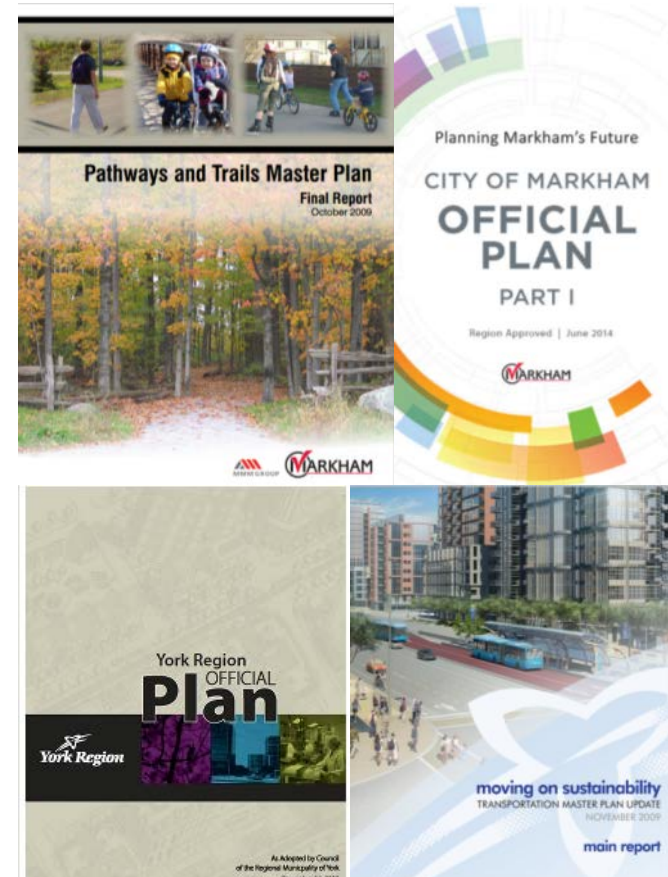
Between 16th Avenue and
Major Mackenzie Drive

Municipal Class Environmental Assessment
Schedule C

Presentation to
Development Services Committee
City of Markham
February 17, 2015

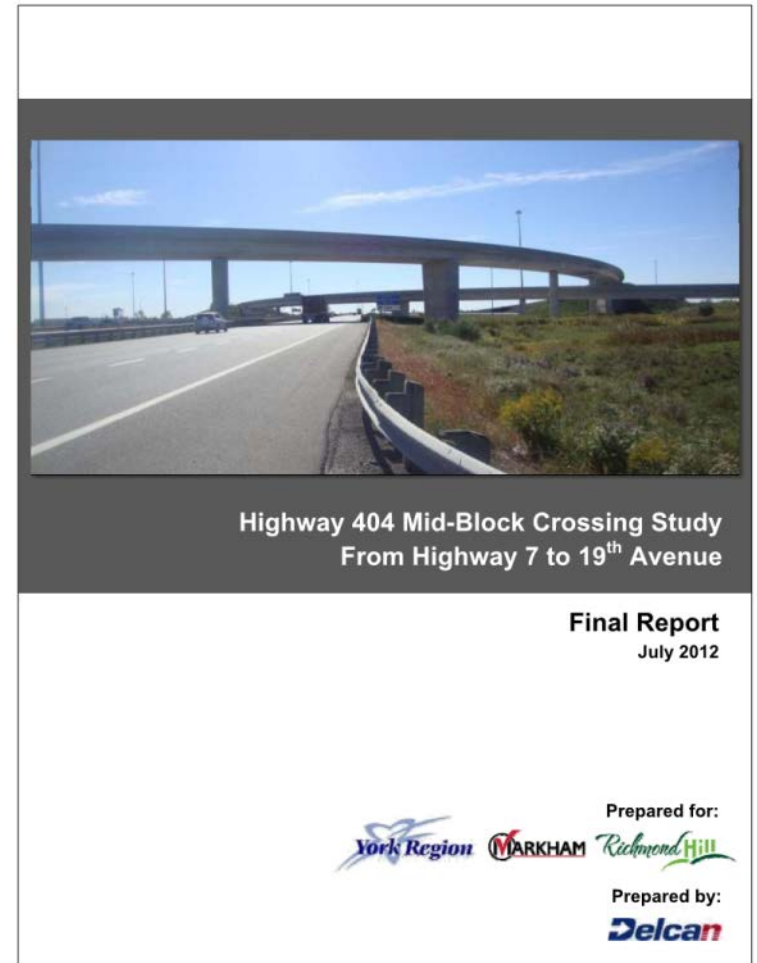
Local and Region policies identify crossings

- Identified in City policies:
 - Official Plan
 - Cycling Master Plan
 - Development Charges Bylaw
- Identified in York Region's:
 - Official Plan
 - Transportation Master Plan
 - Development Charges Bylaw

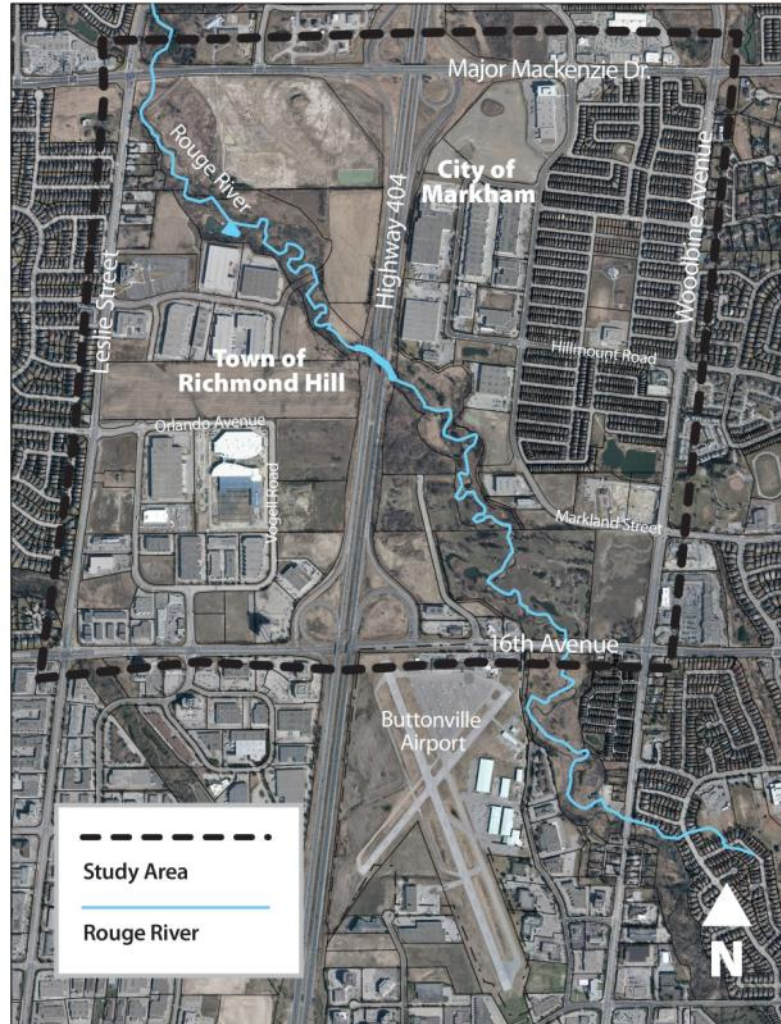


Feasibility Study (2012)

- Confirmed the need for crossings of Highway 404
- Mid-block crossings connect communities and the street networks on either side of Highway 404
- Future delays will increase if the number of crossings is reduced



Study Area for crossing North of 16th Avenue

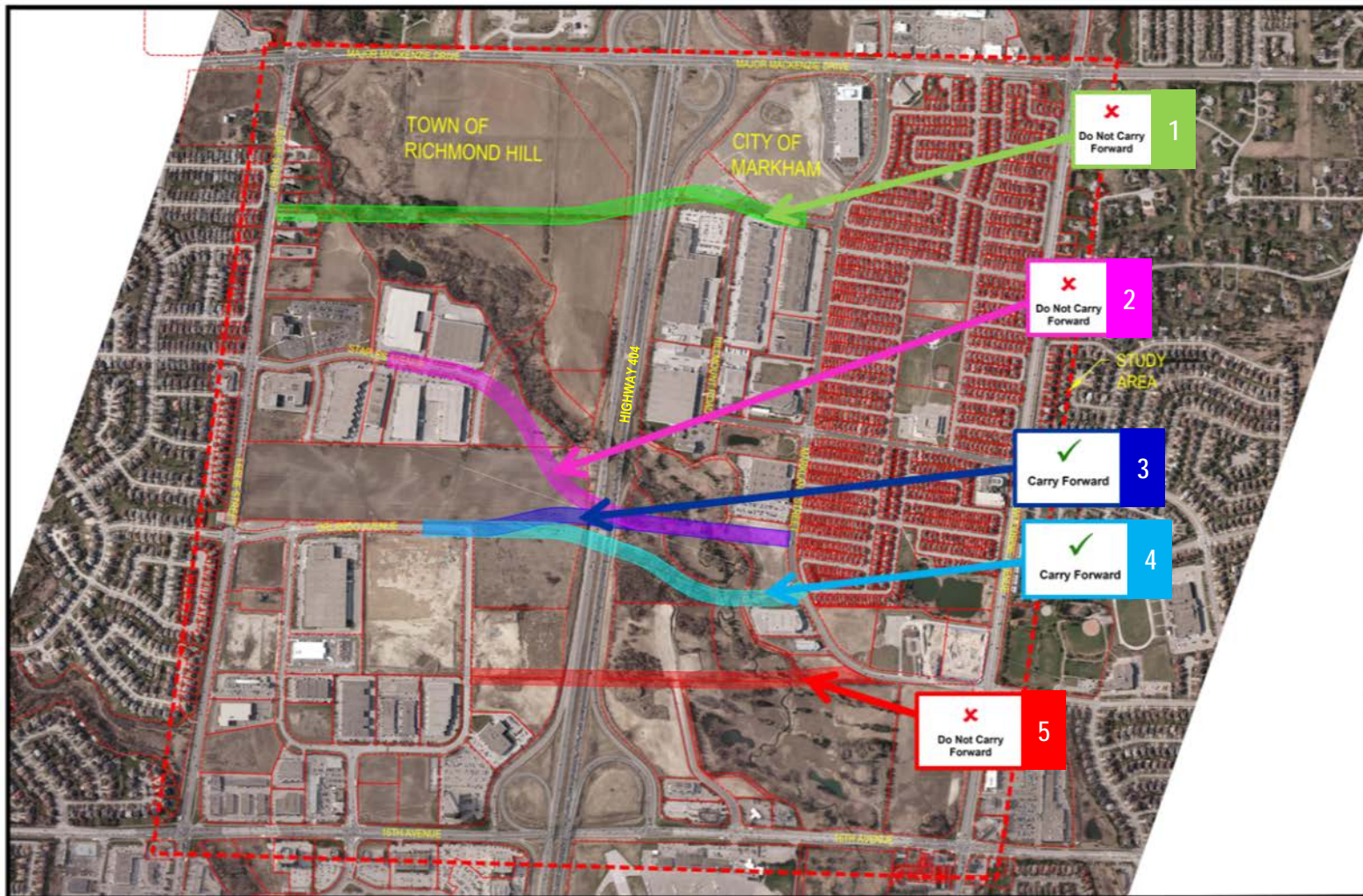


Traffic conditions will continue to degrade

- Existing Conditions:
 - Long delays and travel times
 - Poor intersection operations and long queues
 - Undesirable conditions for pedestrians and cyclists
- 2031 Conditions without new crossing:
 - Continued degradation of existing conditions
 - Delays to transit
 - Limit development potential



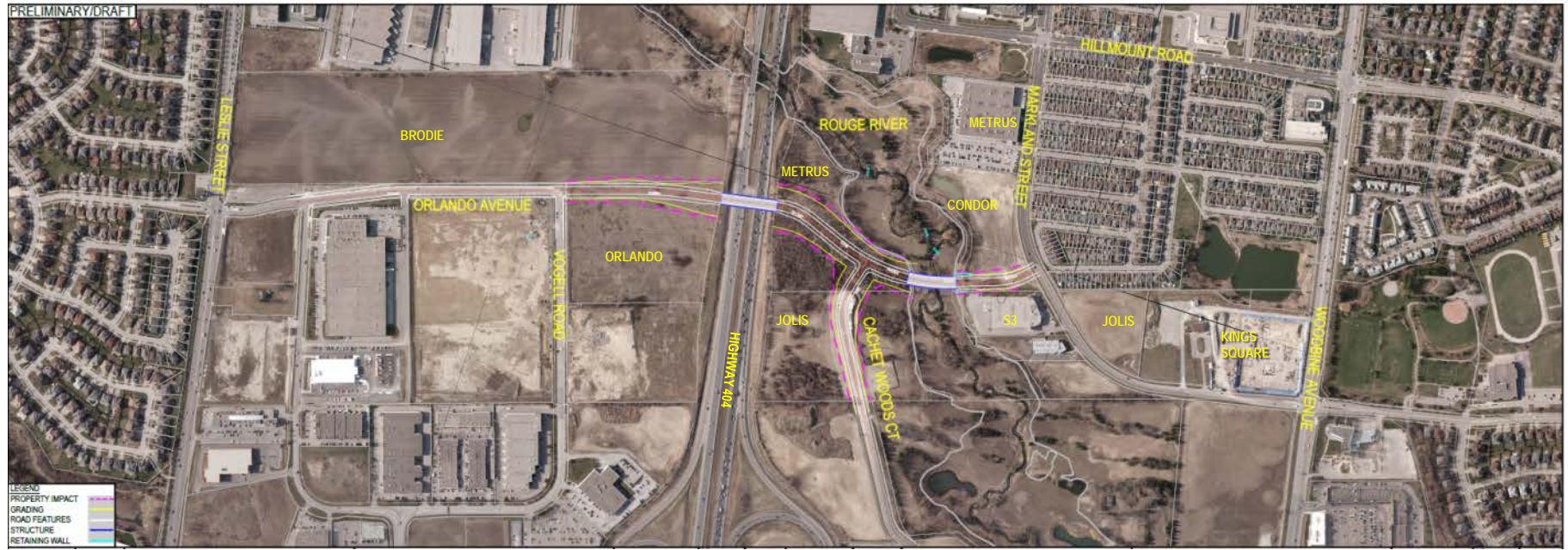
Alternative Routes



Opportunity Area



Alternative 1 (Presented at PCC#2)



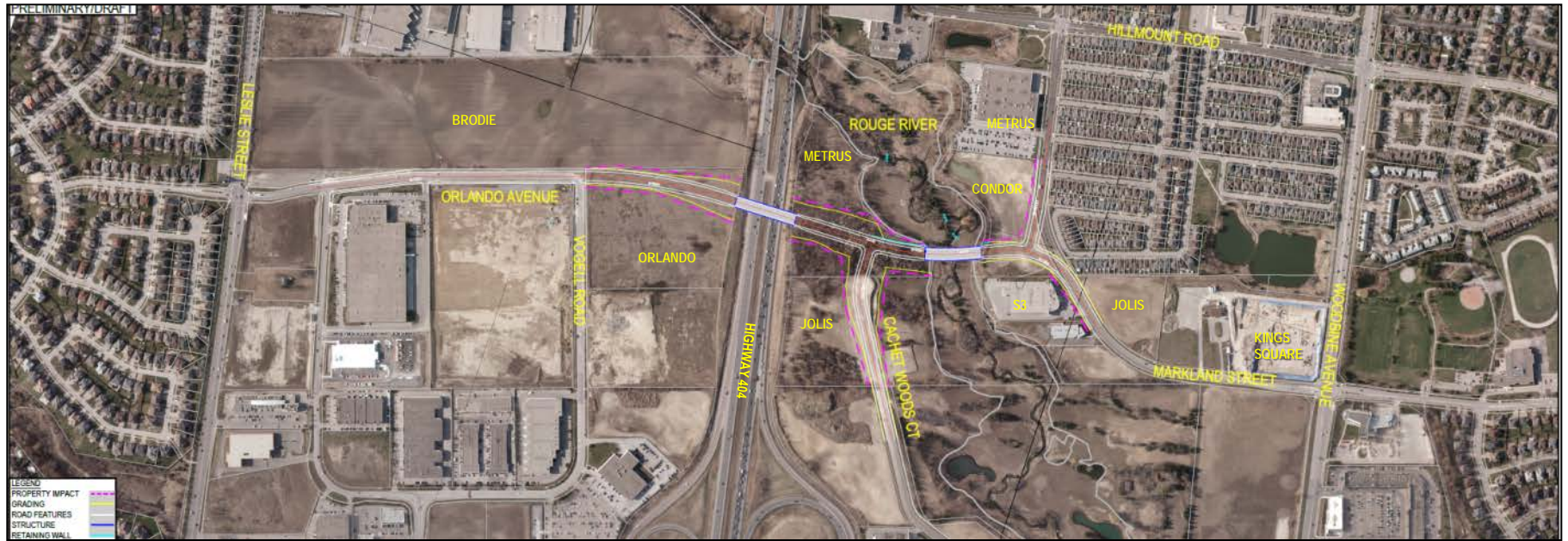
Pros

- Lowest construction complexity
- Shortest alignment
- Least disruptive to Markland Street operations
- Greatest development potential for area properties
- Makes use of existing road allowances
- Shortest crossing of the Rouge River with enhancement opportunities

Cons

- Not a continuous route from Leslie Street to Woodbine Avenue
- Potential traffic infiltration through neighbourhood
- Crossing of Rouge river is Redside Dace habitat

Alternative 2 (Presented at PCC#2)



Pros

- Provides a continuous route from Leslie Street to Woodbine Avenue
- Shortest crossing of Rouge River with enhancement opportunities

Cons

- Disruptions to Markland traffic
- Lower potential for development of area properties
- Property required from frontage of existing building (S3)
- Crossing of Rouge River is Redside Dace habitat

Alternative 3 (Presented at PCC#2)



Pros

- Provides a continuous route from Leslie Street to Woodbine Avenue
- Avoids impact to S3
- Enhancement opportunities along Rouge River

Cons

- Disruptions to Markland traffic
- Lowest development potential for area properties
- Property required for frontage of existing building (Metrus)
- Longest crossing of Rouge River, which is Redside Dace habitat

Alternative 2 Recommended

✓ **Alternative 2**
provides greatest benefit to
all modes and least impact
to regulated areas

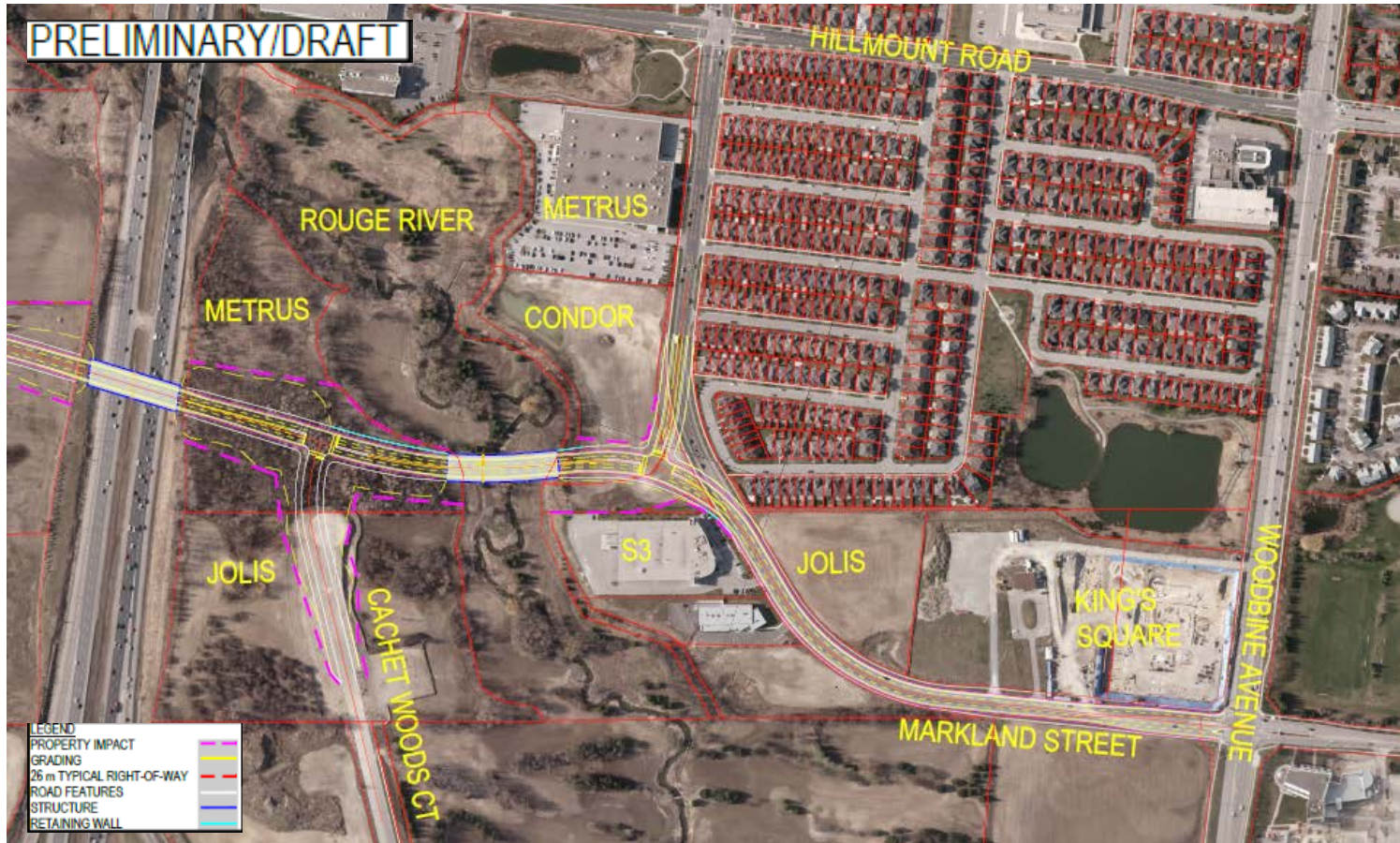
● **Alternative 1**
partially meets objectives and
provides limited continuity

✗ **Alternative 3**
has the highest natural and
socio-economic impacts

LEGEND		
Most Preferred		Least Preferred
✓	●	✗

Category	Alternative			
	Do Nothing (For Comparison Purposes)	Alternative 1 South Alignment Three-legged Intersection at Markland Street	Alternative 2 South Alignment Continuous East-West Road	Alternative 3 North Alignment Continuous East-West Road
York Region Official Plan and other policies	✗	●	✓	✓
Transportation	✗	●	✓	✓
Engineering and Cost	✓	●	✗	✗
Natural Environment	✓	●	●	✗
Socio-Economic Environment	●	●	✓	✗
Cultural Environment	✓	●	●	●
SUMMARY	N/A	●	✓ (Preferred)	✗

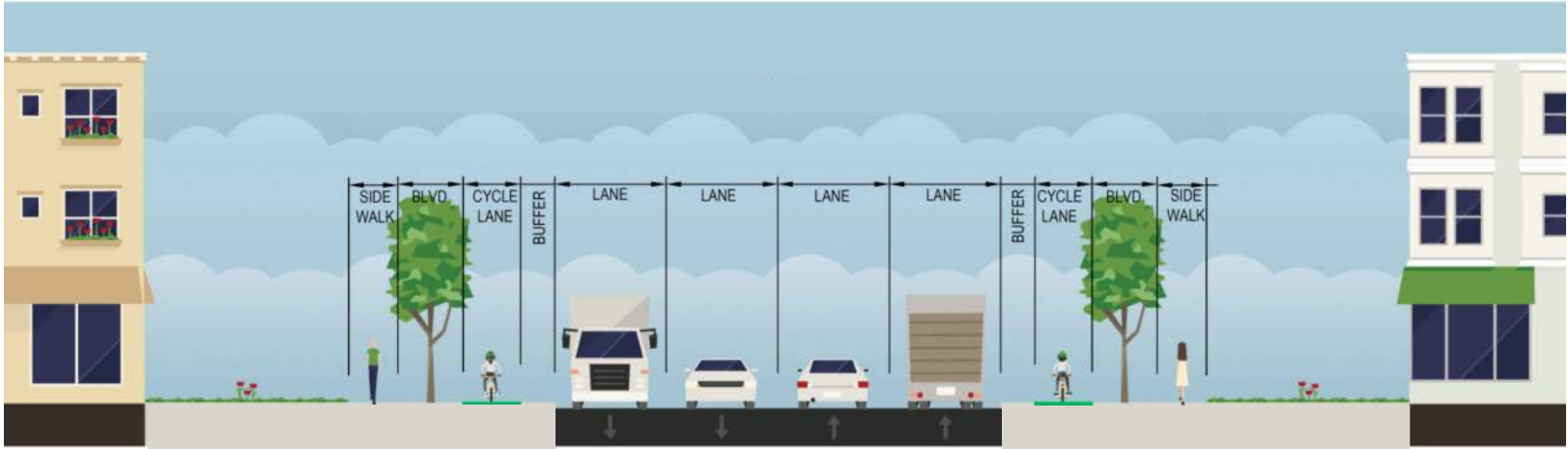
Recommended Plan



Estimated Construction Cost ~ \$35 to \$40 million
excluding costs for property acquisition and utility relocation

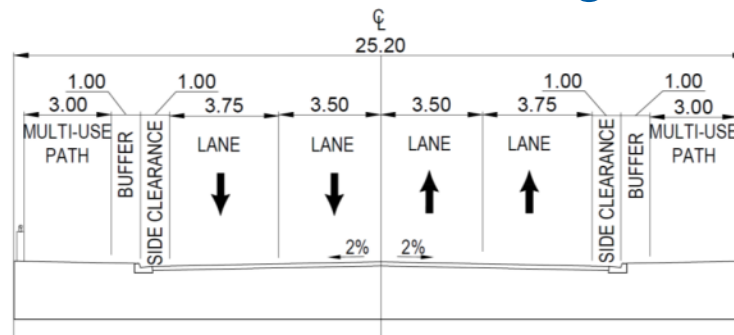
Recommended Cross-section

Typical Cross-Section - Road



* RIGHT-OF-WAY MAY VARY BASED ON
MUNICIPAL REQUIREMENTS

Typical Cross-Section – Bridge over Highway 404



Consultation To-date

- Notice of Study Commencement
January 2014
- Public Consultation Centre 1
March 2014
- Public Consultation Centre 2
June 2014
- Stakeholder Engagement
- Property Owners
- Environmental Study Report
30-day public review period
starting February 2015



What is next?

- Preliminary Design
- Detailed Design
- Property Acquisition
- Agreements between Markham, Richmond Hill, Ministry of Transportation and Region (funding, ownership, jurisdiction, operations and maintenance)
- Construction to commence within 6-10 years