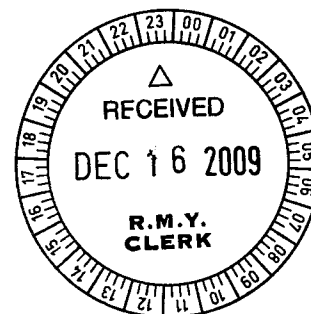




REGION OF YORK  
CLERK'S OFFICE  
FILE No. - **P07**

December 2, 2009

Mr. Denis Kelly  
Regional Clerk  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON L3Y 6Z1



**RE: YORK REGION'S DRAFT  
TRANSPORTATION MASTER PLAN (5.10)**

Dear Mr. Kelly:

This will confirm that at a meeting held on December 1, 2009, Town of Markham Council adopted the following resolution:

- "1) That the report to Development Services Committee entitled "York Region's Draft Transportation Master Plan", be received; and,
- 2) That the comments attached as "Appendix A", as amended at the December 1, 2009 Development Services Committee meeting, be forwarded to the Region of York as Markham's preliminary response to the Region's request for input on the York Region's draft Transportation Master Plan; and,
- 3) That the Region of York be requested to update their Transportation Master Plan upon completion of the Town of Markham's Growth Management Strategy (GMS) and Markham Transportation Strategic Plan (MTSP); and further,
- 4) That Staff be authorized and directed to do all things necessary to give effect to this resolution." (Item 2 of Report No. 76)

If you have any questions, please contact Alan Brown, Director of Engineering, at 905-477-7000 ext. 7505.

Yours sincerely,

Kimberley Kitteringham  
Town Clerk

mbp:kk

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Report to: Development Services Committee Date Report Authored: November 25, 2009

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**SUBJECT:** York Region's Draft Transportation Master Plan  
**PREPARED BY:** Brian Lee, Manager, Development Engineering & Transportation  
Ting Ku, Senior Transportation Engineer

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**RECOMMENDATION:**

- 1) That the report to Development Services Committee entitled "York Region's Draft Transportation Master Plan", be received;
- 2) And that the comments attached as "Appendix A" be forwarded to the Region of York as Markham's preliminary response to the Region's request for input on the York Region's draft Transportation Master Plan;
- 3) And that the Region of York be requested to update their Transportation Master Plan upon completion of the Town of Markham's Growth Management Strategy (GMS) and Markham Transportation Strategic Plan (MTSP);
- 4) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The purpose of this report is to provide York Region with the Town's preliminary comments on the Region's draft Transportation Master Plan (TMP) and request the Region to update their study upon completion of the Growth Management Study (GMS) and Markham Transportation Strategic Plan (MTSP).

Further Town comments will be provided to the Region once the Town's Growth Management Strategy and Markham's Transportation Strategic Plan have been completed to the satisfaction of Markham Council.

**BACKGROUND:**

York Region has been preparing a growth management undertaking entitled "Planning for Tomorrow" since 2005. The Region is required to establish policies to conform with the requirements as outlined in the Province's Growth Plan for the Greater Golden Horseshoe. In conjunction with the Planning for Tomorrow initiative, other related studies such as the Master Plans update on the water and wastewater servicing and transportation are also being conducted concurrently to identify the infrastructure necessary to support the Region's growth.

York Region initiated the update to the Transportation Master Plan (TMP) in 2006 and has conducted three rounds of public consultation centres and several Technical Advisory Committee meetings with the area municipalities. The purpose of the TMP is to examine the existing Regional infrastructure to support the projected future growth of the Region.

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The TMP will provide guidance to the Region on transportation infrastructure and policies for the next 25 years and beyond, to support the growth as recommended in the Region's Planning for Tomorrow initiatives and the Province's Growth Plan. Recommendations are provided in the Region's TMP to ensure a sustainable pattern of growth and transportation infrastructure across the entire Region.

A draft of the TMP was released in May 2009 to the public for review and comment. The Town staff has had meetings with the Region staff on issues of growth distribution, infrastructure requirements, policy initiatives, and coordination between the Region's TMP and the Town's MTSP. The TMP was adopted by the Regional Council at its meeting on November 19, 2009. However, the Regional staff has emphasized that the TMP is a long range planning document for the next 25 years and beyond, and that updates and modifications to the master plan will be an ongoing process. Amendments to the plan will be reviewed as necessary in consultation with the Town to ensure the policies and recommendations identified in the document are consistent with the Town's strategic growth management and Green Print policies for future growth.

Staff from the Region of York presented an overview of the TMP at the Development Services Committee meeting on November 10, 2009. Town staff also provided a presentation with the staff comments on the TMP. The Committee provided input and requested staff to report back to the Development Services Committee meeting on December 1, 2009 with formal comments.

Town staff has compiled comments included in this report as Appendix "A", to be forwarded to the Region for consideration as part of the update and amendment to the TMP.

#### **OPTIONS/ DISCUSSION:**

The Town is currently undertaking the Markham Transportation Strategic Plan (MTSP) in support of the Town's Growth Management Strategy (GMS) exercise currently underway. The MTSP will identify the transportation requirements and policies and provide recommendations as necessary to support the future growth scenarios under consideration by Town staff and Council. Staff have reviewed the Region's draft TMP and have conveyed our initial comments to the Regional staff for consideration in the finalization of the master plan. The overall preparation of the Region's TMP is based on achieving the 40% intensification scenario across the Region as required in the Provincial Growth Plan for the Greater Golden Horseshoe. The projected growth assigned to Markham represented a 52% intensification scenario for the Town and is essentially consistent with the assumption used in the Town's MTSP 60% intensification option except for the detailed distribution of the growth projections to the intensification areas which will need to be coordinated and reconciled. The Town's MTSP is also examining a higher intensification option (i.e. all forecast growth within existing urban boundary). Pending endorsement of preferred intensification scenario by the Town Council, the Region will be requested to keep options open regarding the infrastructure necessary to support the Town's ultimate preferred growth scenario. Continual coordination with the Region will be an important component in the process to reconcile the different

assumptions and scenarios to ensure adequate capacity and new infrastructure are provided in the Regional system to serve Markham's planned growth. Markham staff will coordinate with the Region on required updates to the Region's TMP as necessary to adjust the capital program schedule and/or addition of new infrastructure improvements to support the recommendations of the Town's Growth Management Strategy and TMP upon completion and approval by Markham Council. This report outlines the Town's comments on the Region's TMP attached as Appendix "A" in report.

**FINANCIAL CONSIDERATIONS AND TEMPLATE: (external link)**

Not Applicable at this time.

**HUMAN RESOURCES CONSIDERATIONS**

Not Applicable at this time.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Aligned with Growth Management, Transportation and Environmental components of the Building Markham's Future Together process. The Regional Transportation Master Plan policies may have to be updated to reflect Markham's Growth Strategy and Green Print once finalized.

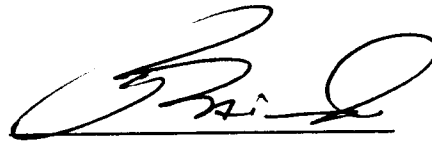
**BUSINESS UNITS CONSULTED AND AFFECTED:**

This report has been reviewed by the Planning Department and their comments have been incorporated.

**RECOMMENDED BY:**



Alan Brown, C.E.T.  
Director of Engineering



Jim Baird, M.C.I.P., R.P.P.  
Commissioner of Development Services

**ATTACHMENTS:**

Appendix "A" – Comments on the Region of York Transportation Master Plan (TMP) Update

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Report - York Region Transportation Master Plan.doc

# APPENDIX "A"

As amended:  
By DSC on Dec. 1, 2009

## **Region of York Transportation Master Plan (TMP) Update**

### **Comments**

#### **Regional Assumptions**

The TMP has assigned population and employment growth projections to the Town in accordance with the Provincial Growth Plan for the Greater Golden Horseshoe and incorporated transit and policy assumptions from Metrolinx - The Big Move. The TMP has increased the target for non-auto modal split (transit, walking, cycling) and included policies for transportation demand management (TDM), parking, pedestrian movements and cycling.

The Town requests clarification on the intensification and new community development assumptions used by the Region in the TMP for areas within Markham. Furthermore, the TMP assumptions and recommendations should be updated upon Markham Council's approval of the Growth Management Strategy.

#### **Transit Plan**

The TMP has identified the following rapid transit corridors (RTC) from The Big Move:

1. Yonge Subway Extension (to Richmond Hill Centre)
2. Yonge RTC (Highway 7 to 19th Avenue)
3. Hwy 7 RTC (Pine Valley Drive to Kennedy GO)
4. Leslie RTC (Steeles Avenue to Highway 7)
5. Steeles RTC (Highway 27 to York-Durham Boundary)
6. McCowan RCT (Steeles Avenue to Highway 7)
7. 407 Transitway
8. Expanded GO Service on the Richmond Hill, Stouffville and Havelock lines

The Region identified further RTC initiatives beyond The Big Move:

9. Major MacKenzie RTC (Weston Road to 9th Line)
10. 9th Line RTC (Steeles Avenue to Major MacKenzie Drive)
11. Warden RTC (Steeles Avenue to Highway 7)
12. Leslie RTC (Hwy 7 to Major MacKenzie Drive)

The Town requests the Region to consider additional rapid transit initiatives as follows:

- North/south corridor (Warden or Kennedy between Hwy 7 and Major MacKenzie), including potential linkages between Sheppard subway and Markham Centre, and connections to new communities
- Transit corridor along Hwy 404 and DVP

That the Region be advised that Markham's priority for transit are:

- Yonge Subway – Finch to Hwy 7
- 407 Transitway to Cornell
- All day GO Service on Richmond Hill and Whitchurch Stouffville lines

Transit priority corridors (TPC) are outlined in the TMP for:

- |                                                                                                                                                                                                       |                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>▪ Bayview Avenue,</li> <li>▪ Leslie Street,</li> <li>▪ Woodbine Avenue,</li> <li>▪ Warden Avenue,</li> <li>▪ Kennedy Road,</li> <li>▪ McCowan Road,</li> </ul> | <ul style="list-style-type: none"> <li>▪ 9th Line, Highway 7,</li> <li>▪ 14th Avenue,</li> <li>▪ 16th Avenue,</li> <li>▪ 19th Avenue, and</li> <li>▪ Donald Cousens Parkway.</li> </ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Transit Priority options within Markham may include 4 to 6-lanes widening with provision for HOV lanes, and will be reviewed by Sustainable Travel Choices study and environmental assessment (EA) studies. Given the sensitivity of widening roads to accommodate HOV or dedicated transit lanes, the Region is requested to discuss a consultation strategy with Markham Council prior to initiating any EA study (e.g. Sustainable Travel Choices).

|          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>The TMP has limited details on local service/feeder system. A local feeder system is necessary to minimize driving trips to transit hubs, and the Region is requested to work with Markham to identify and implement a local feeder system.</p> <p>The Town requests the Region work with Markham and GO Transit to review the feasibility, and then if appropriate protect for a John Street GO Station on the Richmond Hill rail line.</p> <p>The TMP Identified working towards fare integration (2 to 5 years), though no specific initiatives were mentioned</p> <p>The TMP discussed performance monitoring modal split increases. However, clear linkages between growth and transit delivery should also be provided. The Region is requested to meet with area municipalities to develop such link.</p> <p>The need for dedicated shuttle service or Personal Rapid Transit Systems (PRT) in Markham Centre and Langstaff Urban Growth Centres has been recommended in their respective transportation studies. Further discussion between the Region and Town as to jurisdiction, funding and implementation is required.</p> <p>The Region will need to work with the Province, municipalities and Transit service providers on detailed design and integration of Mobility Hubs at Urban Growth Centres (Richmond Hill/Langstaff Gateway and Markham Centre).</p> |
| Policies | <p>The Region and Markham need to review their respective pedestrian/cycling and parking plans pertaining to jurisdiction, funding, and implementation</p> <p>The Region is requested to review the locations of commuter parking lots within Markham to minimize the projected parking and road congestion at mobility hubs (i.e. Markham Centre, Langstaff)</p> <p>The Region is requested to review and finalize acceptable cycling path opportunities (e.g. off-road, barrier separated) on Regional roads with Markham.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Roads    | <p>The Region's 10-Yr Capital Implementation Plan needs to be updated in consultation with Markham (i.e. Donald Cousens Pkwy – Major MacKenzie to Hwy 48)</p> <p>A strategy/consultation plan for sensitive road projects/studies needs to be vetted by Markham Council before proceeding (i.e. Highway 404/John Street interchange, Pickering Airport access from Major MacKenzie, etc.)</p> <p>That the Region be advised that Markham only wants to consider a partial interchange at 404/14<sup>th</sup> Avenue to service the employment lands east of Hwy 404.</p> <p>Subject to Council direction on the GMS, the Region will need to update their TMP and review road network and transit improvements.</p> <p>That the Region be requested to work with the Town of Markham to develop a 5 and 10 Year implementation plan for intersection improvements/signalization including Steeles Avenue/9<sup>th</sup> Line.</p> <p>The Region review wildlife passages for road crossing on watercourses and other environmentally sensitive areas.</p>                                                                                                                                                                                                                                                                                                                        |
| Finances | <p>The TMP provided preliminary funding options, cost and implementation strategy for securing capital funding for transit and roads (\$18.3 billion) and operating costs (\$800 million) to 2031.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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|  | <p>The Region is requested to work with other Regions, cities, and FCM and petition the Province for an amendment of the Development Charges Act to increase the growth related cost assessment of transit, cycling, and TDM related policies for future growth.</p> <p>The Region is requested to work with area municipalities to finalize the implementation strategy and funding options.</p> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|