

Clause 7 in Report No. 17 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on November 19, 2015.

7

Yonge and Steeles Area Regional Transportation Study  
City of Markham and City of Vaughan

Committee of the Whole recommends:

1. Receipt of the correspondence from Ryan Mino-Leahan, KLM Planning Partners on behalf of Auto Complex Limited, 2 Steeles Ave. W. Ltd, Salz & Son Limited, 7040 Yonge Holdings Limited and 72 Steeles Holdings Limited, dated November 4, 2015 regarding lands in the Yonge and Steeles area.
2. Adoption of the following recommendations contained in the report dated October 22, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. Council endorse the following recommendations of the Yonge and Steeles Area Regional Transportation Study:
  - a) The proposed residential development phasing for the pre-subway and post-subway scenarios in Table 1 of this report be included in the Cities of Markham and Vaughan secondary plans for the Yonge and Steeles Study Area, which include:
    - i. The total pre-subway new population development level be 3,562 for Markham and 2,963 for Vaughan.
    - ii. The post-subway new population development level be 5,660 for Markham and 7,457 for Vaughan.
  - b) The Region, through jurisdictional cooperation, work to implement transportation infrastructure, such as the Yonge Subway Extension, Steeles Avenue improvements, local fine grid road network and transportation demand management measures.

2. The Region form an Implementation Team with the Cities of Markham, Vaughan and Toronto and the Town of Richmond Hill to develop a strategy in the event the Yonge Subway Extension is delayed.
3. The Regional Clerk circulate this report to Metrolinx and the Clerks of the Cities of Markham, Vaughan, and Toronto and the Town of Richmond Hill.

## 2. Purpose

This report seeks Council endorsement of the Yonge and Steeles Area Regional Transportation Study (Study) recommendations. The Study was conducted in partnership with the Cities of Markham and Vaughan and in coordination with the City of Toronto. The recommendations from the Study will provide guidance to Regional and local municipal staff to complete the transportation components of the Cities of Markham and Vaughan Yonge-Steeles Area Secondary Plans.

## 3. Background

The Yonge and Steeles Area Regional Transportation Study area encompasses four municipalities, including York Region

The Yonge and Steeles Area (Area) is bounded by Finch Avenue to the south, Bathurst Street to the west, Bayview Avenue to the east and Highway 407 to the north (see Attachment 1).

The Area is identified in Metrolinx's Big Move as a Gateway Hub in the Greater Toronto & Hamilton Area (GTHA), which is planned to integrate subway, rapid transit and local bus service. The Province recently announced the Yonge Subway Extension will be included in the Metrolinx Next Wave projects for engineering and design works. However, no subway construction funding is committed at this time.

The Area is one of the more complex and challenging areas in the Greater Toronto Area (GTA) because it is highly congested with four jurisdictions that include York Region and the Cities of Markham, Vaughan and Toronto.

It is part of a Gateway Hub that is reliant on a future subway extension. By 2031, the area is expected to attract up to an additional 39,000 residents and 11,600 jobs.

Cities of Markham, Vaughan and Toronto have been conducting individual land use and transportation studies to help direct and manage new developments in this area

City of Markham is currently undertaking their Yonge-Steeles Corridor Transportation Study and plans to complete this focus area transportation study to support its Secondary Plan.

On September 7, 2010, the City of Vaughan Council adopted the Yonge-Steeles Corridor Secondary Plan (YSCSP). Since its adoption, City of Vaughan Council has recommended further modifications to the YSCSP to increase the height and density as it relates to development at the corner of Yonge Street and Steeles Avenue. On March 26, 2014, the YSCSP received partial approval by the Ontario Municipal Board (OMB) to add the Dorian Place cul de sac to the Secondary Plan area and allow for mid-rise use development subject to site specific policies. York Region continues to work with the City of Vaughan to update the YSCSP based on the recommendations of the draft Study.

In November 2013, City of Toronto Council received the Yonge Street North Planning Study for information, and further requested that planning staff consult with residents on a draft Implementation Plan for the study area. In May 2014, a Public Consultation Centre on the draft Implementation Plan was held to address Toronto Council's requests. The draft Implementation Plan includes the proposed Yonge Street North Secondary Plan, which is currently under review. Toronto staff plan to go back to the public in early 2016 for comments.

A comprehensive study was completed to consolidate individual studies and identify transportation needs to accommodate area growth

The purpose of the Yonge and Steeles Area Regional Transportation Study is to consolidate recommendations of ongoing studies, and to develop an overall plan to ensure growth is accommodated in a predictable manner that does not overwhelm the transportation system prior to the subway extension.

The Study is required to assist the Cities of Markham and Vaughan to finalize their respective Yonge-Steeles Area Secondary Plans. It is also required to provide technical analyses to assist both Regional and local municipal staff at the OMB, as necessary.

The Study identifies strategic and inter-regional transportation requirements for all modes of transportation, as well as related Transportation Demand Management (TDM) measures, which will be required by the local municipalities

and York Region as a condition of planning or development application approvals for lands within the Area.

#### 4. Analysis and Options

York Region staff managed the Study in partnership with Cities of Markham and Vaughan in coordination with City of Toronto

A Technical Advisory Committee was established consisting of staff from York Region, Metrolinx and the Cities of Markham, Vaughan and Toronto.

Population and employment forecasts and assumptions for transportation analyses have been coordinated and confirmed by the Cities of Markham, Vaughan and Toronto staff

The Technical Advisory Committee met a total of five times throughout the Study, which provided an opportunity for sharing updates and recommendations from various ongoing studies.

A critical early task in the Study was to develop a clear picture of the land use forecasts for the study area. This included collecting forecasts by traffic zone from each of the three municipalities and comparing these to the base Regional forecasts. Ultimately, forecasts provided by each municipality were characterized as the “High Growth Scenario” for the purpose of the Regional study. All three municipalities confirmed these forecasts as being representative for modelling and transportation analysis purposes. The forecasts were then reviewed and confirmed by York Region’s Planning and Economic Development division.

This report provides for a public release of the Study’s findings and is meant to provide input and background for preparing future Official Plan Amendments, Secondary Plans, or in responding to major development proposals that would be subject to a full public review and planning process.

York Region will bring forward a report on the Vaughan Yonge-Steeles Corridor Secondary Plan in early 2016 after Vaughan has had an opportunity to publicly consider the Study’s recommendations.

The findings and recommendations of the Study were presented and discussed with the Cities of Markham, Vaughan, Toronto and York Region Rapid Transit Corporation (YRRTC)

The findings and recommendations of the Study were presented to the Cities of Markham and Vaughan staff on March 2, 2015 and March 4, 2015, respectively. Their comments have been incorporated in the report. In addition, as requested by the City of Markham, Regional staff presented the findings and recommendations of the Study at the City's Development Services Committee on September 8, 2015. The comments and questions raised at the presentation were addressed as part of the Study.

York Region staff also discussed and presented the findings and recommendations of the Study to City of Toronto staff, especially the recommended residential development level for pre-subway and post-subway. City of Toronto staff indicated that these recommendations are appropriate for transportation analysis purposes and considered these numbers as "draft" until such time as the proposed residential development level has been included in the approved Secondary Plans from the respective municipalities.

York Region Rapid Transit Corporation and Environmental Services Department inputs were reflected in this report.

The Yonge Subway Extension is the most critical transportation infrastructure improvement for this Area

The extension of the Yonge Subway to Richmond Hill Centre is a key priority for York Region and the Yonge and Steeles Area. The Yonge Subway Extension plays an important role in accommodating existing and future transportation and transit demand along this corridor and the broader area. It will support new development at higher densities and in more compact built forms that are integrated with other modes of transportation, such as walking and cycling, for short and long distance trips.

In addition to the Yonge Subway Extension, implementation of rapid transit on Steeles Avenue is required to provide east-west capacity to accommodate growth in the Area. The Study recommendation is to implement rapid transit on Steeles Avenue at various phases, similar to the vivaNext project on Highway 7, depending on the funding commitment from senior levels of government in the long term. Currently, there is no timeframe associated with the construction of rapid transit along Steeles Avenue.

The Study identifies development phasing for the residential component prior to the Yonge Subway Extension

The Study assesses various land use scenarios based on the Regional Official Plan and local draft Secondary Plans. The Study analysis and findings confirm that setting development level thresholds based on transportation network level of service measures alone is not practical because the area experiences a high level of congestion today.

Since the Yonge Subway extension will have significant impact on the transportation capacity and the type and form of development, the Study recognizes that development phasing for a pre-subway extension scenario is required for the Area. Setting development phasing for pre-subway will ensure a necessary level of predictability for development and related transportation impacts since the biggest infrastructure investment in this area to support growth is the Yonge Subway Extension. This phasing approach is similar to the one applied in the Richmond Hill Centre/Langstaff Centre.

It is recommended that the population projections shown in Table 1 be the development level for the Area prior to construction of the Yonge Subway Extension and included in the local area secondary plans.

**Table 1**  
**Proposed Development Phasing (New Population)**

	Pre-Subway	Post-Subway	Total
Vaughan <sup>(1)</sup>	2,963	7,457	10,420
Markham <sup>(2)</sup>	3,562	5,660	9,222
<b>Total York Region</b>	<b>6,525</b>	<b>13,117</b>	<b>19,642</b>
Toronto – North of Cummer <sup>(3)</sup>	4,780	9,375	14,155
Toronto – South of Cummer <sup>(3)</sup>	2,560	4,755	7,315
<b>Total Toronto</b>	<b>7,340</b>	<b>14,130</b>	<b>21,470</b>

Notes:

1. Area is based on Vaughan's Yonge-Steeles Corridor Secondary Plan (North and South) plus Thornhill Heritage Conservation District
2. Area is based on Markham's Yonge-Steeles Corridor Transportation Study area (subset of Traffic Zones 1147 and 1148)
3. Areas based on Toronto's Yonge Street North Planning Study Area

It should be noted that the Yonge Subway Extension and improvements recommended in the Study provide capacity to service a much greater area, including existing and future population and employment along this corridor.

It is also recommended that no development phasing thresholds be placed on office and institutional development for York Region municipalities. Office and institutional employment will help reduce and balance the number of inbound and outbound trips made during peak periods as the residents will have opportunities to work and live in the same area.

It is recommended that post-subway extension growth levels be defined by the respective municipal Secondary Plans.

The transportation analyses considered the growth in the Richmond Hill Centre/Langstaff Centre

As part of the Study, the proposed developments for the Richmond Hill Centre/Langstaff Centre were included in the transportation demand forecasting model and assessment for both pre-subway and post-subway scenarios.

The transportation study completed for the Richmond Hill Centre/Langstaff Centre also included the anticipated growth for the Yonge and Steeles Area as background developments.

There are no constraints related to Regional water/wastewater servicing capacity to accommodate the pre-subway growth for the Yonge and Steeles Area in Markham and Vaughan

York Region Environmental Services Department staff confirmed there are no water/wastewater servicing capacity constraints to accommodate the pre-subway growth for the Yonge and Steeles Area. However, Regional servicing capacity requirements for the post-subway growth will be reviewed and considered in the Water and Wastewater Master Plan Update process. Local system servicing will be further studied by the Cities of Markham and Vaughan.

The Study includes performance evaluation for all modes of transportation and a Transportation Demand Management strategy

The Study confirms the need to protect and implement a fine grid road network and to implement a more integrated active transportation network. The Study identifies missing links for all modes of transportation and recommends a network to accommodate developments. The Study also identifies Transportation

Demand Management (TDM) measures, programs and policies that require proposed developments to meet non-auto modal split targets for this Area.

The TDM strategy for the Yonge and Steeles Area focuses on the requirement for development approval conditions to be incorporated in new developments in order to secure necessary TDM measures.

The Yonge and Steeles Area Regional Transportation Study recommends implementing measures through multi-jurisdictional integration and cooperation

The Study recommends that a multi-jurisdictional coordination committee to be established to deliver TDM programs and measures for both existing and new developments more effectively and efficiently in the Area. The Study also recommends each approval authority be responsible for carrying out infrastructure improvements, programs and policy implementation in their respective jurisdictions. The following are some key recommendations of the Study, included in the Executive Summary (Attachment 2) requiring the appropriate authority to:

- Implement the infrastructure improvements and transportation demand management measures recommended in the study through jurisdictional cooperation.
- Adopt the proposed residential development phasing for the pre-subway and post-subway scenarios in Table 1. The growth scenarios in Table 1 will be implemented through official plans of the local municipalities as development phasing until the subway construction funding is committed.
- Assess each individual development application on a site-by-site basis requiring each applicant to meet the non-auto modal split requirement (transit, walking and cycling) for this area and provide access through a local fine grid road network.
- Review the development phasing and infrastructure improvement strategy when the residential development target in Table 1 is reached, and make adjustments to local official plans collectively, as necessary, if there is no subway construction funding commitment by senior levels of government.

If the standards, requirements or certain infrastructure improvements identified are not in place at or prior to the proposed developments, the developments are required to submit individual development phasing plans and transportation impact studies to identify additional mitigation measures to address the impacts.



### Link to key Council-approved plans

The Yonge and Steeles Area Regional Transportation Study will assist in supporting the Region's Transportation Master Plan Update and its objectives to integrate land use and transportation planning, provide access and mobility for everyone, support economic vitality, and implement and support TDM initiatives.

The Study supports the 2015 to 2019 Strategic Plan's priority area of managing environmentally sustainable growth, and the Regional Official Plan's related policies of moving people and goods.

The goals of providing interconnected systems for mobility and developing livable cities and complete communities, stated in Vision 2051, are also supported by the Study.

## 5. Financial Implications

Transportation infrastructure improvements have been identified in the Study to accommodate future growth in the Yonge Steeles Secondary Plan areas and surrounding areas. Preliminary estimated construction costs to accommodate full built-out in this area in the Cities of Markham, Vaughan and Toronto are as follows:

- Approximately \$4 billion for transit improvements (predominantly Yonge Subway Extension)
- Approximately \$116 million for road improvements (i.e. Bayview Avenue, Bathurst Street, etc.). The timing of these infrastructure improvements will be confirmed through the Transportation Master Plan Update and annual updates of the Region's Capital Plan.
- Approximately \$20 million for active transportation (pedestrian and cycling facilities). The timing of these infrastructure improvements will be confirmed through the municipal Secondary Plans and Transportation Studies.

Metrolinx, York Region and the Cities of Markham, Vaughan and Toronto will each need to commit capital funding in order to implement the recommended infrastructure improvements.

Area developers are also required to be involved in implementing a fine grid road network and TDM measures as identified in the Study.

Opportunities will be explored to advance the subway construction to expand development potential of the area.

## 6. Local Municipal Impact

The Study was managed in partnership with the Cities of Markham and Vaughan, in coordination with the City of Toronto. The final Yonge and Steeles Area Regional Transportation Study will be made available to the Cities of Markham, Vaughan and Toronto to assist in their work and the recommendations from this Study will provide assistance to local municipal staff to finalize their transportation studies and Secondary Plans.

## 7. Conclusion

The Yonge and Steeles Area Regional Transportation Study recommends a development phasing plan for residential development prior to and following implementation of the Yonge Subway Extension, based on Secondary Plans of the municipalities in the Area, along with other transportation network improvements.

The proposed population and employment forecasts for the post-subway scenario will be included in the Municipal Comprehensive Review for further analysis and recommendations.

The Study recommends approval authorities in the Area jurisdictions assess each individual development application separately, on a site-by-site basis, and require each applicant to meet the non-auto modal split targets and commit to achieving a local fine grid road network.

The implementation plan recommendations from this Study will require multi-jurisdictional cooperation to achieve successful development of this Area while managing traffic congestion.

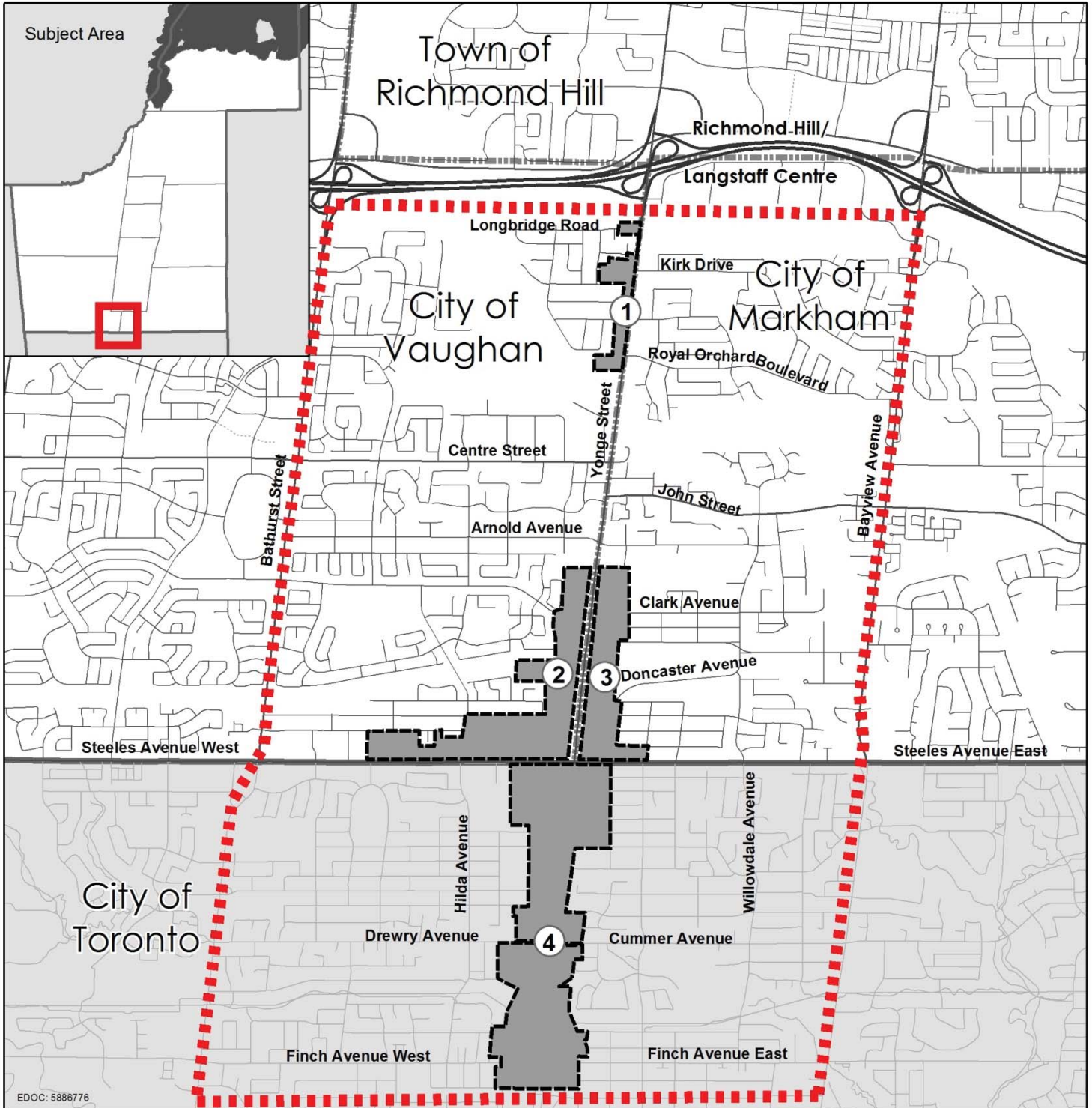
For more information on this report, please contact Stephen Collins, Director of Infrastructure Management and Project Management Office at ext. 75949.

October 22, 2015

Attachments (2)

#6377850

Accessible formats or communication supports are available upon request



EDOC: 5886776

**Study Area**






Yonge and Steeles Area Regional Transportation Study,  
November 5, 2015



Produced by:  
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Transportation Services  
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**Legend**

-  Study Area
-  Vaughan Secondary Plan Area (North Area)
-  Vaughan Secondary Plan Area (South Area)
-  Markham Secondary Plan Area
-  Toronto - Yonge Street North Planning Study

# Executive Summary

## **The Yonge and Steeles Area is Unique and Requires a Strategic Approach**

The Yonge and Steeles Area is unlike any other in the Greater Toronto Area (GTA). The study area, as shown on Exhibit ES.1, encompasses three local municipalities in addition to the Region of York. Over the next 17 years, the area is expected to attract up to 39,000 additional residents and 11,600 additional jobs. These represent increases of 45% and 47% respectively. At the same time, aside from the Yonge Subway Extension and rapid transit on Steeles Avenue, there are limited opportunities to significantly expand transportation capacity. Looking across the boundary of Toronto with its surrounding Region's there is no other area which is similar in terms of growth and transportation challenges.

Given the anticipated growth, each of the local municipalities has been conducting land use and transportation studies to help direct and manage new development. In total, there are eleven related studies that have been completed or are underway. The purpose of this study is to tie together the recommendations of on-going studies and to develop an overall plan to ensure that growth is accommodated in a predictable manner which does not overwhelm the transportation system.

One of the key conclusions out of this study is that the road network is already failing today during the peak periods and there are few opportunities to increase arterial road capacity for automobiles. As a result, future development will need to be accommodated in a way that maximizes the potential for walking, cycling and transit modes. Even with this shift, residents and employees can expect continued congestion.

## **Shaping the Approach**

The Yonge and Steeles Area Regional Transportation study was lead by the Region of York, in partnership with the cities of Vaughan, Markham and in coordination with the City of Toronto. A Technical Advisory Committee (TAC) consisting of representatives from the Region, the three local municipalities and Metrolinx was formed to guide the study. The TAC met a total of five times throughout the study, which provided an opportunity for sharing updates and recommendations from the various on-going studies.

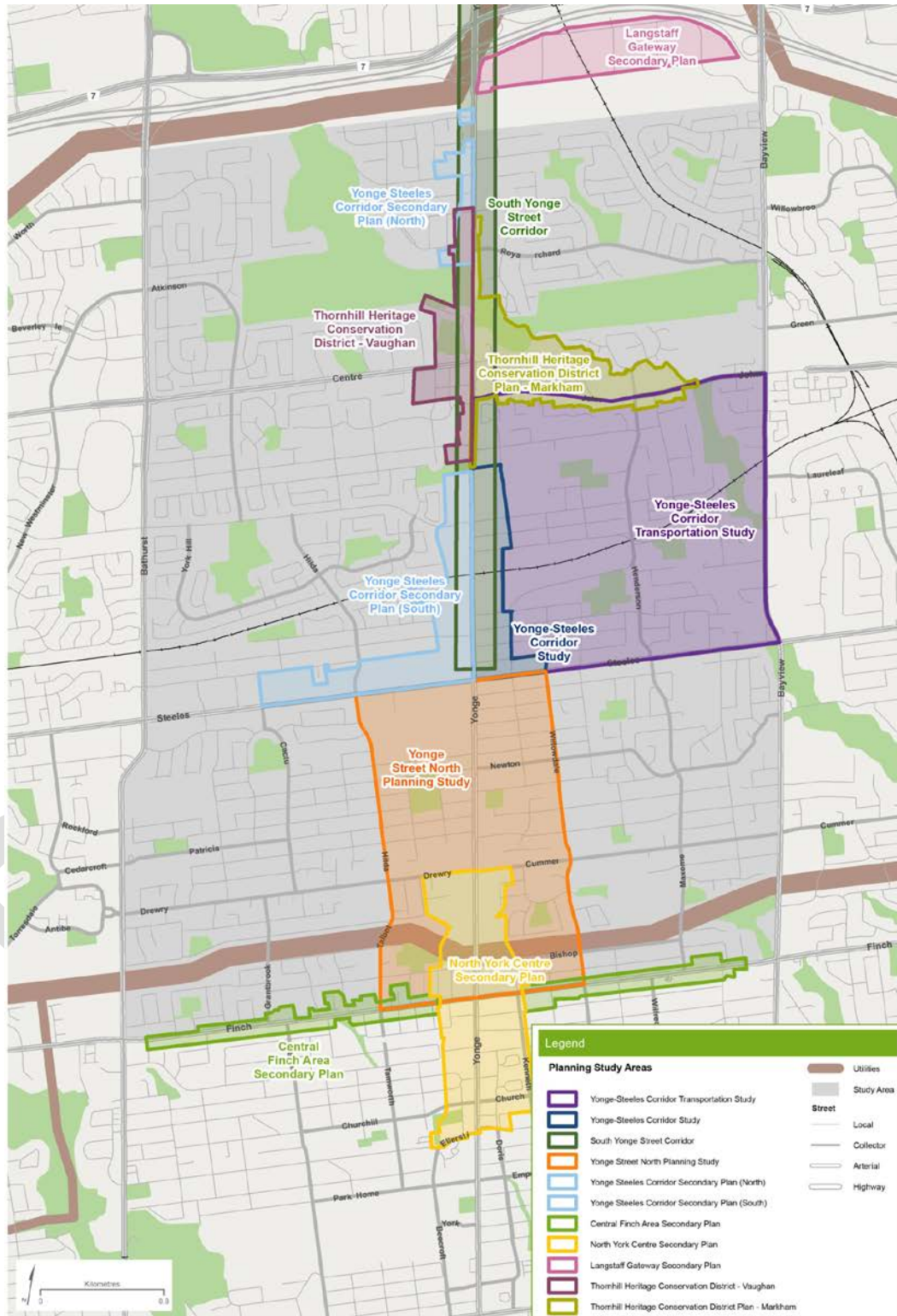
A critical early task in the study was to develop a clear picture of the land use forecasts for the study area. This included collecting forecasts by traffic zone from each of the three local municipalities and comparing these to the base Regional forecasts. Ultimately the forecast provided by each municipality were characterized as the "High Growth Scenario" for the purpose of the Regional study. All three municipalities confirmed these forecasts as being "representative" for modelling and transportation analysis purposes.

It should be noted that this report has not gone through a public review process, and is meant to provide input and background for preparing future Official Plan Amendments, Secondary Plans, or in responding to major development proposals that would be subject to a full public review and planning process.

## **Framing the Transportation Challenge**

The Yonge and Steeles Area is a key gateway between the Region of York and City of Toronto. Over half of the morning peak period trips destined to the study area is from the City of Toronto and about two-thirds of the trips from the study area in the morning peak are destined for Toronto. At present, the study area already has a fairly high transit mode share (22%) and almost 40% of the trips to, from and within the study area are made using sustainable modes (walking, cycling, transit or ride-sharing).

Exhibit ES.1: Study Area and Previous/On-going Municipal Studies



Few would argue that the existing network is near or not at capacity today. Key arterial to arterial intersections are operating at Level of Service E or F in the AM and PM peak periods. Similarly, buses travelling along Yonge Street experience high load factors and are delayed due

to congestion and curb-side activities. Walking and cycling networks are also deficient in terms of comfort and connectivity. There are minimal on-street bicycle facilities and sidewalks on arterial roads located adjacent to high-volume traffic lanes.

So what does the future look like in terms of transportation performance? Essentially, the network will become much more congested for automobiles. Based on the York Region transportation demand model, it is projected that AM peak hour auto driver trips from the study area will increase by 7,900 auto trips or 36% by 2031 under a high growth scenario. Even with more aggressive modal share targets in place, for example a 50% sustainable mode share, auto driver trips will still increase significantly. Accommodating any growth in automobile trips is only possible if traffic from outside of the study area is diverted or if drivers shift their travel times from the peak hours.

### **The Yonge Subway Extension and Steeles Avenue Rapid Transit Are Essential**

The extension of the Line 1 (Yonge) Subway to Richmond Hill is a key priority for York Region and for the Yonge and Steeles Area. The Yonge Subway plays a very important role in providing increased transit capacity for local residents and employees. It will also help shape new development into more compact and walkable forms, just as it has done to the south in the City of Toronto.

Similarly, the implementation of rapid transit on Steeles Avenue in a phased manner will further enhance transit capacity and is a key recommendation of this study.

### **Success Will be Measured by the Performance of New Development**

Going by traditional transportation planning measurements, an argument could be made that very little new development in the study area can be accommodated. Specifically, when looking at the peak direction auto flows on Yonge Street and other arterials, the existing volumes are equal to the theoretical capacity of the roadway.

However, it is not reasonable nor good planning policy to assume the area will remain stable in terms of growth (given prevailing land use policies and market conditions). Perhaps more importantly, the development and redevelopment of lands around the major transit spines is key to achieving a more walkable, bikeable and transit-friendly urban form.

The Yonge and Steeles Area is not unlike many existing downtown areas in the GTA where development has taken place despite finite road capacity. Areas such as the Railway Lands in Downtown Toronto, Liberty Village, Yonge-Eglinton, North York and now Markham Centre and Vaughan Metropolitan Centre have all experienced rapid growth in the absence of major road capacity expansion, instead relying on capacity enhancements to other modes of transportation together with aggressive transportation demand management plans and measures.

What this means, however, is that new development must go well-beyond typical minimum expectations for transit-supportive development. Developments must be measured on the basis of how much they reduce auto use compared to prevailing trends. If new developments can manage to achieve at least a 65% sustainable mode share (share of non-auto driver trips) then the overall sustainable share for the study area including stable development will be similar to Yonge-Eglinton (currently 50%). This is possible only if new developments minimize parking, contribute to localized pedestrian and cycling improvements and actively promote programs to reduce transportation demand and encourage transit use. In essence, the secondary plans and policies must aggressively plan for land uses and urban designs that promote higher live-work balance and reduced vehicular trip making and a much higher proportion of pedestrian and cycling trips (i.e. short trips). At the same time, new developments must be held to exceptional urban design standards which further contribute to improved all-season walking environments. This includes ensuring block sizes and building footprints in new development areas contribute to a finer grid network and permeability for walking trips.

Measuring the performance of individual developments and monitoring area transportation performance is, in the context of the Yonge and Steeles Area, considered to be a more effective strategy than attempting to set development phasing thresholds based on transportation capacity alone. Development phasing solely based on transportation capacity would be extremely difficult to set and enforce as it would require setting limits on individual jurisdictions or individual parcels. Conversely, setting targets for individual development performance (e.g. mode shares, multi-modal infrastructure provision, mixed-use), in combination with annual monitoring, should provide municipalities with a greater influence over development, and a greater ability to achieve the type of development that is required to minimize transportation impacts.

### **Development Phasing plans are required prior to Yonge Subway Extension**

As noted above, in a mature and high growth area such as the Yonge and Steeles Area, setting development level thresholds based on transportation network level of service measures is not practical. However, due to the significance of the extension of the Line 1 (Yonge Street) subway in impacting transportation capacity as well as the type and form of development, development phasing is recommended for the Yonge and Steeles Area. Setting development phasing for pre-subway development will ensure a necessary level of predictability for development and related transportation impacts.

It is proposed that development phasing be set based on planning policies that provide for on-going maturation and evolution of the area into the community that is envisioned in higher level planning documents such as Community and Official Plans. As well, such development phasing should be supported by examples of other more matured areas. In this case, the North York City Centre and Yonge-Eglinton area serve as good examples of more developed areas that could be emulated in the Yonge and Steeles Area.

One of the challenges with relying on Official Plans for development phasing, is they do not specific population and employment totals by sub-area or traffic zone. However, given that growth in the Yonge and Steeles Area has been planned over many years through coordination between York Region, Markham, Vaughan and the City of Toronto consensus numbers were previously developed for detailed, technical analysis of land use and transportation related impacts. It is recommended that these consensus population and employment growth projections, as shown in Exhibit ES.2, be the development level thresholds for the Yonge and Steeles Area prior to construction of the Line 1 subway extension. Should the Line 1 subway and other rapid transit (Finch and Steeles) be delayed past 2021, this phasing would need to be revisited.

It should be noted that the City of Toronto's Yonge Street North Planning Study (Draft as of May 2014) identifies a higher development phasing for the pre-subway condition than is shown in the table below. The higher figure has not yet been adopted and therefore remains preliminary; however, the City of Toronto did complete a transportation study as part of the Yonge Street North Planning Study.

Since encouraging employment is a key strategy to manage transportation demand (i.e. through trip self-containment), it is recommended that no development phasing be placed on non-retail employment development for the York Region municipalities.

**Exhibit ES.2: Proposed Development Phasing (New Population)**

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

**Recommended Transportation Improvements**

Maximizing the transportation performance of new development is contingent on a number of transportation network enhancements. These enhancements are also critical to helping to maximize the use of walking, cycling and transit by existing residents and workers. Proposed transportation improvements for the study area are shown on Exhibit ES.3 and ES.4 and include the following major transportation improvements:

- Extension of Yonge Subway to Richmond Hill Centre, assumed to be under construction by 2021
- Phased implementation of rapid transit on Steeles Avenue
  - Interim: Widen the portion of Steeles between Bathurst Street and Hilda Avenue for curb bus-only lanes; convert existing curb lanes to bus-only lanes Hilda Avenue to Yonge Street; intersection transit priority east of Yonge Street (Note that these improvements are subject to design feasibility, Right-of-way constraints, and City of Toronto approval)
  - With Subway: dedicated right-of-way from Hilda to Willowdale Avenue, replacing stops with stations
  - Ultimate: dedicated right-of-way west of Willowdale Avenue
- Selected intersection improvements on Bayview Avenue and Bathurst Street to improve level of service for transit vehicles and possible widening for HOV lanes in the long term
- Extension of Dudley Avenue from Doncaster Avenue to Glen Cameron Road (subject to City of Markham Yonge-Steeles Corridor Transportation Study)



Exhibit ES.3: Planned Road and Transit Improvements

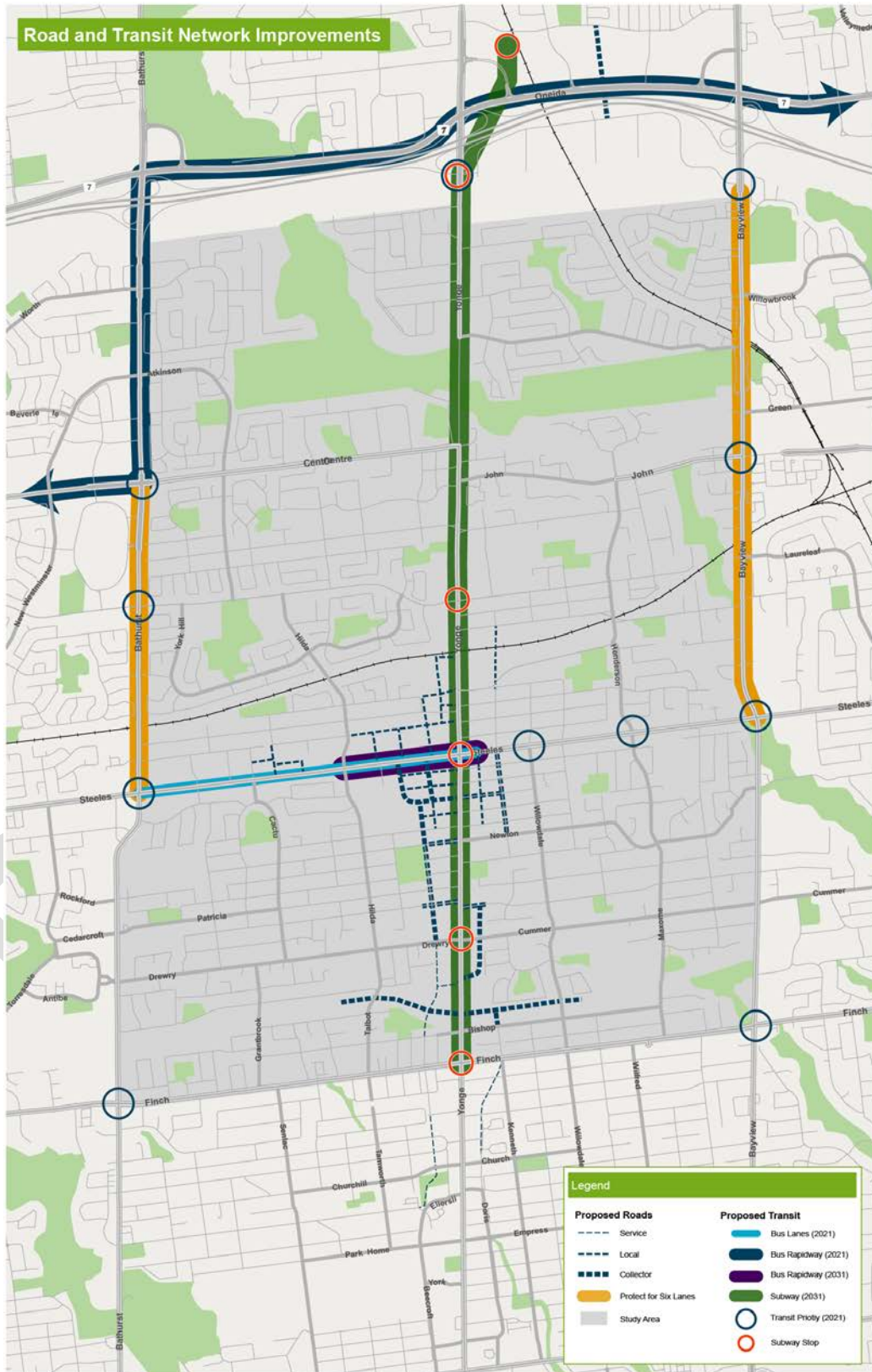
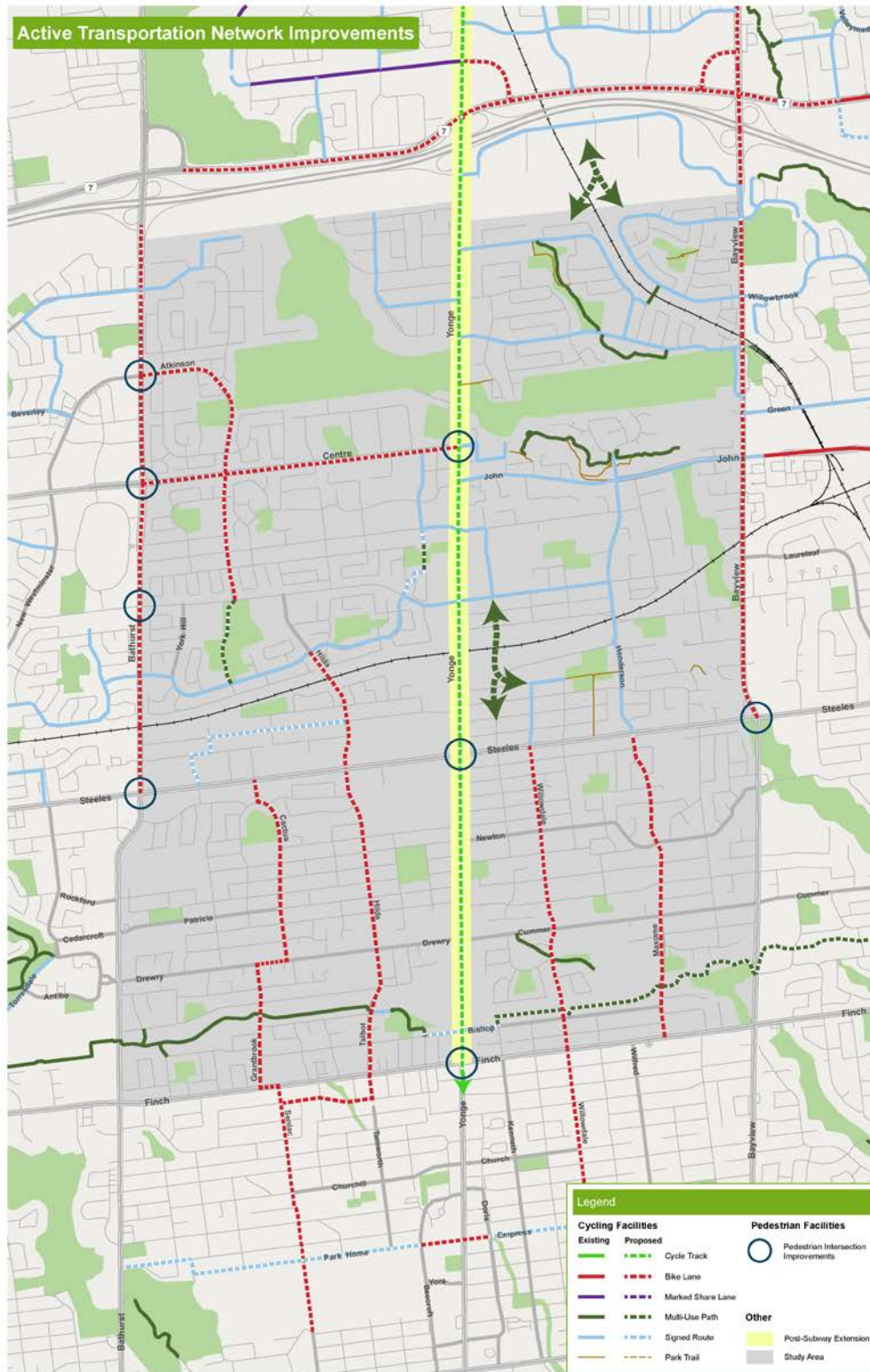


Exhibit ES.4: Planned Active Transportation Improvements



- Implementation of local road connections in Vaughan (per Yonge-Steeles Corridor Secondary Plan-South)
- Implementation of local road connections in City of Toronto (per Yonge Street North Planning Study)

Also shown on Exhibit ES.4 are a number of planned cycling improvements which will help improve network connectivity and provide better connections to rapid transit spines.

In addition to physical network enhancements, fare integration, service integration, station, streetscape and intersection design that promotes seamless connections between modes are also important in achieving sustainable mode share objectives.

### **Taking Transportation Demand Management (TDM) to the next level**

It is clear from the transportation demand forecasts that aggressive measures will need to be put in place to encourage a shift away from car driving in favour of walking, cycling, transit and carpooling. In addition, trip avoidance or time-shifting will be inevitable given congestion levels.

One of the observations from this study is that there are a number of different groups working on various aspects of TDM. The Region has been working with the development community to ensure funding, through development charges, and delivery of TDM service is in place. Similarly, each local municipality is pursuing various TDM initiatives. Overlaying these efforts are those of Metrolinx and the two Smart Commute organizations that cover the study area (North Toronto-Vaughan and Markham-Richmond Hill), which generally focus on employer-based programs.

Recognizing the need and existing efforts, the TDM strategy for the Yonge and Steeles Area focuses on the requirement for **supportive features and conditions to be incorporated in new developments**, as well as for **outreach and services** targeted at both existing and future developments. The strategy reflects several key principles including the following:

- Adopting best practices – essentially aiming for the most aggressive measures similar to what the City of Toronto is already doing;
- Pursuing jurisdictional consistency – which will help maximize the potential for update by the development community
- Providing the necessary resources, as well as avoiding duplication of efforts
- “Building in” required action through the normal course of business
- Being inclusive in order to ensure measures are provided for both new development and existing communities, as well as all types of developments.

The Yonge and Steeles Area is unique enough that it may warrant a special designation to help align TDM initiatives and efforts. This could include a multi-jurisdictional coordination committee, a revisiting of the boundaries of the Smart Commute organizations to align better with the Yonge and Steeles Area, or a special “brand” which speaks to the need to transform travel behaviour in the study area.

### **Policies to Realize Transportation Strategy**

The Region of York Official Plan together with local Official Plans and Secondary Plans provide the overall policy framework for the study area. However, there are several policies that need to be re-enforced in order to implement the transportation strategy identified in this report. As discussed in more detail in the main report, key policies that need to be strengthened and integrated into the development review process include the following:

- Retail, mixed-use and residential development will have a performance standard of non-SOV modal share of at least 50% rising to 65% (to be determined through monitoring) when the Yonge subway extension is complete
- Encourage and prioritize employment uses to help improve the live-work balance for the area, with a goal of decreasing trips out of the area
- Implement consistent area specific parking rates through local jurisdictional parking by-laws .

- Require new development to identify and quantify necessary auto trip reduction strategies as part of development applications.
- Ensure that necessary pedestrian and cycling infrastructure (as outlined on ES.4 and in local area plans) is in place prior to development. Development may be asked to contribute funds to accelerate implementation of specific projects.
- Require all new development applications to include a statement of how they will contribute to the “Healthy Development Index” for the area (see below)

In addition to development-related policies, there are a number of broader policies or actions that are required to help achieve the overall strategy:

- Identify opportunities for shared public parking, which can help to make parking for individual developments more efficient, and also enable a transition to reduced auto modal shares
- Continue to advocate for the Yonge Subway extension
- Implement transit signal priority upgrades on Yonge Street in the short term (specific locations are being identified through a separate process)
- Prepare and maintain an area specific tool for assessing the urban form of existing and proposed developments against standards that support active living and healthy communities. A template for the tool could be built off the model developed by the Region of Peel, referred to as a Healthy Development Index (HDI)

### **Implementation Strategy**

The Yonge and Steeles Area Regional Transportation study is somewhat unique in that it requires many partners to implement the strategy. It is envisioned that the recommendations of this study will inform both future regional initiatives, such as the Region’s Transportation Master Plan, as well as local studies and secondary plans. Some of the recommendations will need to be integrated into local practices and policies.

In terms of infrastructure, most of the recommended improvements have already been identified in existing plans, but many require multi-jurisdictional cooperation. For example, any major improvements to Steeles Avenue will require extensive coordination between the City of Toronto and other jurisdictions. Exhibit ES.5 provides a summary of the planned/proposed infrastructure improvements along with the required timing, costs and lead agency.

**Exhibit ES.5: Recommended Infrastructure Improvements and Implementation Timelines**

Project	Description	Timing	Cost (\$M)	Agencies Involved
<b>Transit Infrastructure</b>				
<i>Projects Under or Funded for Construction</i>				
Bathurst Street (Highway 7 - Centre Street)	Part of vivaNext H2 Rapidway project	2015 - 2018	\$ 500	YRRTC/York Region /Metrolinx
Centre Street (Bathurst Street - Highway 7)	Part of vivaNext H2 Rapidway project	2015 - 2018		YRRTC/York Region /Metrolinx
<i>Planned Improvements</i>				
TTC Line 1 Subway Extension (Finch - Richmond Hill Centre)	Yonge Subway extension to Richmond Hill Centre is currently unfunded but is in Metrolinx's Next Wave of projects	Before 2031	\$ 3,400	TTC, YRRTC, Metrolinx
<i>Additional Recommended Improvements</i>				
Steeles Avenue (Bathurst Street - Hilda Avenue)	Widen 1-lane per direction for curbside bus lanes*	2021 - 2031	\$ 6.8	Toronto and York Region
Steeles Avenue (Hilda Avenue - Yonge Street)	Convert existing curb lanes to curbside bus lanes*	2021 - 2031	\$ 0.1	Toronto and York Region
Steeles Avenue (Bathurst Street - Willowdale Avenue)	Convert curbside bus lanes to median-running busway to connect to subway, does not include section as part of Steeles Station (part of Yonge Subway Extension budget)*	Before 2031	\$ 110	TTC and YRRTC
Steeles Avenue Transit Intersection Priority - E of Yonge	Transit pre-emption signal and queue-jump lane improvements at Willowdale, Maxom, Bayview*	Before 2021	\$ 0.9	Toronto and TTC
Yonge Street	Continuously monitor and improve transit priority measures (TSP, queue-jump lanes) at key intersections	2021 - 2031	\$ 10.0	York Region
<b>Sub-total Transit</b>			<b>\$ 4,028</b>	
<b>Road widenings for traffic capacity and transit priority</b>				
<i>Planned Improvements</i>				
Yonge Steeles Corridor Secondary Plan	Fine grained street network of new collector and local roads	Before 2031	\$ 10.3	City of Vaughan
Yonge Street North Secondary Plan	Fine grained street network of new collector and local roads	Before 2031	\$ 38.5	City of Toronto
Yonge Steeles Corridor Transportation Study	Fine grained street network of new collector and local roads	Before 2031		City of Markham
<i>Additional Recommended Improvements</i>				
Finch subway station west commuter parking lot	Construct new entrance from Talbot Road	Before 2021		TTC
Bayview Avenue (Highway 7 - Steeles Ave)	Widening for HOV lanes plus rail grade separation (subject to feasibility study & EA)	2021 - 2031	\$ 43.8	York Region
Bathurst Street (Centre Street - Steeles Avenue)	Widening for HOV lanes plus rail grade separation (subject to feasibility study & EA)	2021 - 2031	\$ 16.1	York Region
Dudley Ave Extension (Glen Cameron Road - Doncaster Avenue)	2-lane extension plus accommodations for walking and cycling	Per Markham study	\$ 7.3	City of Markham
<b>Sub-total Roads</b>			<b>\$ 116</b>	
<b>Active Transportation</b>				
<i>Planned Improvements</i>				
Vaughan Pedestrian & Cycling Master Plan	Complete all AT improvements as planned	2015- 2031	\$ 0.6	Vaughan
Markham Cycling Master Plan	Complete all AT improvements as planned	Per Markham study	\$ 1.3	Markham
Toronto Bike Plan	Complete all AT improvements as planned	2015 - 2031	\$ 1.0	Toronto
York Region Pedestrian & Cycling Master Plan	Complete all AT improvements as planned	2015 - 2031	\$ 0.5	York Region
<i>Additional Recommended Improvements</i>				
Sidewalks	On all streets within 400 m of a bus stop	2021 - 2031	\$ 12.7	Vaughan, Markham, York Region, Toronto
Sidewalks	Add sidewalks to both sides of all arterial and collector roads in study area	2021 - 2031		Vaughan, Markham, York Region, Toronto
Hilda Ave/Talbot Rd bike lanes	Establish continuous bike lanes along Hilda Ave/Talbot Rd from Clark Ave to Finch Ave	Before 2031	\$ 0.5	Vaughan, Toronto
Henderson Rd bike lanes	Establish continuous bike lanes from John Street to Finch Ave	Before 2031	\$ 0.5	Markham, Toronto
Dudley Ave/Willowdale Ave bike lanes	Establish continuous bike lanes using Dudley Ave and Willowdale Ave from John St to Finch Ave	Before 2031	\$ 0.5	Markham, Toronto
Yonge Street Cycle Track	Completed following subway construction	Before 2031	\$ 5.9	York Region
<b>Sub-total Active Transportation</b>			<b>\$ 20.5</b>	

\* Subject design feasibility and City of Toronto approval

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