

SECTION 5 – TRANSPORTATION

5.1 Goals and Objectives

5.1.1 Goals

- a) To develop and maintain a transportation system which will provide for the safe, convenient and efficient movement of people and goods.
- b) To support a balanced transportation system within which there is sufficient public transit service to allow the road network to function at or above capacity.

5.1.2 Objectives

- a) To maximize accessibility to all major areas of employment, commerce, shopping, recreation and housing.
- b) To provide a transportation system which is compatible with and not disruptive of its surrounding environment.
- c) To provide an efficient system of pathways for pedestrians and non-motorized vehicles.

5.2 *General Policies*

- a) It shall be the policy of the Town to create a coordinated, comprehensive transportation system in accordance with Schedule 'C' - TRANSPORTATION, designed to facilitate satisfactory movement of both people and goods. The transportation system is intended to provide for movements within the Town as well as provide external linkages with the overall transportation system in the regional setting.
- b) The Town shall endeavour to pursue a policy, in cooperation with other levels of government, of eliminating the disrupting effect of through traffic in existing communities. Provision for alternative routes for through traffic shall receive high priority.
- c) The transportation system, as indicated on Schedule 'C' - TRANSPORTATION, is intended to assist and complement the rational implementation of the development of the Town in accordance with Schedule 'A' - LAND USE.

5.3 *Specific Policies – Roads*

5.3.1 *General*

- a) This section should be read in conjunction with Schedule ‘C’ - TRANSPORTATION.
- b) The road alignments and symbols shown on Schedule ‘C’ - TRANSPORTATION are approximate. The actual road alignments and related construction shall be determined after more detailed study.
- c) Existing and proposed roads in the Town shall be classified and maintained on the basis of their function and design as:
 - Provincial Freeways and Highways
 - York Region Arterial Roads
 - City of Toronto Arterial Road
 - Major Arterial Roads (Town of Markham)
 - Minor Arterial Roads (Town of Markham)
 - Major Collector Roads (Town of Markham)
 - Minor Collector Roads (Town of Markham)
 - Local Roads

Whenever this Plan refers to “major arterial roads”, this term applies to all types of “major arterial roads” being: York Region Arterial Roads; City of Toronto Arterial Road; and Major Arterial Roads (Town of Markham).

- d) Roads shall be built according to principles of good civic design, and shall be built incorporating tree planting, landscaping, crosswalks, bicycle paths, median strips and boulevards where appropriate.
- e) Where road widenings are required on existing streets lined with trees, it is anticipated that discretion will be used and that all methods will be explored to protect and save as many trees as possible.
- f) The overall road network shall be compatible with the existing and proposed road pattern of the adjoining municipalities, the Regional Road system, and the Provincial Highway system.
- g) There shall be close coordination between the Town and all other jurisdictional levels, regarding the planning of roads and related facilities which are within the boundaries of the Town, but not under the Town’s jurisdiction.
- h) Where the transportation policies of this Plan are inconsistent with present or future Regional policies or programs for facilities or control, the Regional policies and programs shall prevail, subject to prior consultation with the Town.
- i) Where a road crosses a watercourse under the jurisdiction of the Toronto and Region Conservation Authority, the Town will review the proposed road with the Authority.

5.3.2 Provincial Freeways and Highways

- a) These designations apply to freeways and highways under the jurisdiction of the Ministry of Transportation. Highway 404 and proposed Highway 407 are intended to accommodate large volumes of inter-regional and regional traffic at high speeds under free flow conditions. No direct access from freeways to abutting properties will be permitted.
- b) Development adjacent to controlled access roads shall be set back in accordance with the requirements of the Ministry of Transportation and the Ministry of the Environment.
- c) In the event of a requirement to widen Highway No. 7 east of the Future Markham Bypass, or of a conflict between the routes of Highway No. 7 and Future Highway 407 that necessitates a realignment of Highway No. 7, the determination of the realignment will be made through an environmental assessment study, pursuant to the provisions of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18, as amended.
- d) No interchanges with Highway 404 at either 14th Avenue or John Street will be supported by the Town on the west side of the Highway.
- e) The Town, in consultation with the Town of Richmond Hill, the Regional Municipality of York and the Provincial Ministry of Transportation, will protect for future mid-block crossings of 400-Series Highways through a Provincial Environmental Assessment process. The conceptual alignments of these crossings shall be shown on Schedule 'C' and Schedule 'G' of this Plan without amendment.

5.3.3 Arterial Roads

- a) Arterial roads shall be designed to facilitate traffic flow between the major centres of activity within the Town and the surrounding region. Schedule 'C' -TRANSPORTATION, designates York Region Arterial, City of Toronto Arterial, Major and Minor Arterial (Town of Markham) roads and Planned Link, based on anticipated traffic flow and associated rights-of-way.
- b) To maintain the traffic carrying function of arterial roads, the following policies shall apply:
 - i) Rights-of-way shall be established to provide for the future needs of public transportation and vehicular traffic.
 - ii) The Town shall take into consideration the possibility of putting bicycle paths in rights-of-way adjacent to arterial roads where appropriate.
 - iii) Frontage, abutting land uses, access and curb use shall be controlled. Access to an arterial road shall be from another arterial road, a collector road, and where a collector system is not feasible, access may be from a local road or service road for a large multiple density residential area, industrial or commercial area formed on the 'Block Concept', and subject to the approval of the Town. In general, access to these roads shall be limited to the extent that such access will not interfere with their primary function of moving through traffic.
 - iv) Right-of-way shall be provided for additional turning lanes at intersections of major roads.
 - v) Intersections on arterial roads shall be spaced in accordance with good engineering and planning principles.

- vi) The right-of-way width for arterial roads under the jurisdiction of York Region and City of Toronto shall be in accordance with their respective Official Plans and road design standards. The right-of-way width for Major and Minor Arterial roads shall be 36.5 to 45.7 m (120 to 150 feet) and 26.2 to 36.5 m (86 to 120 feet), respectively. Notwithstanding this general requirement, the minimum right-of-way for that portion of Sixteenth Avenue between Woodbine Avenue and Warden Avenue shall be 33.0 metres.
- vii) In built-up areas, the Town shall take appropriate steps to minimize the number of intersections with arterial roads, and to improve the existing intersections as required for greater safety.
- viii) It shall be the policy of the Town, in co-operation with York Region and the appropriate Provincial Ministries, to further investigate traffic conditions on Main Street Markham North and South, which is that portion of Highway 48 which passes through the former Village of Markham, so as to determine the feasibility of establishing a by-pass for through traffic, including industrial truck traffic.
- ix) The alignment of the Future Markham By-pass shown on Schedule 'C' - TRANSPORTATION is schematic only. The ultimate alignment of this road shall be determined through the following studies pursuant to the provisions of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18, as amended:
 - an environmental assessment study by the Town of Markham, to determine the route alignment for the Future Markham By-pass between Highway 48 and Highway 407; and,
 - an environmental assessment study by York Region to determine the route of the Planned Link (Future Markham By-pass) south of Highway 407.
- x) The environmental assessment study for the Future Markham By-pass will address, among other matters, the relationship of the road to the proposed Rouge Park corridor along the Little Rouge Creek. It shall be the objective of the Town to locate the future Markham By-pass outside of the Rouge Park corridor as defined by the Province's Rouge Park Management Plan (May, 1994).
- xi) An Arterial Road right-of-way that could potentially accommodate a portion of the Planned Link subject to its confirmation as the most appropriate route through an Environmental Assessment Study, shall be provided along the north side of the CPR Havelock Line connecting the Hwy. 407/Markham Bypass interchange and existing 9th Line south of the Box Grove Planning District. This Arterial Road, which is identified on Schedule 'C' - TRANSPORTATION as a portion of the realigned 9th Line and a Major Arterial Road (Town of Markham), may be constructed in advance of the required Environmental Assessment Study for the Planned Link if the Town and the Region are satisfied that the proposed road:
 - would not compromise potential alternative alignments and intersection requirements for the Planned Link; and,
 - is compatible with the nature, function, grading and noise requirements associated with the Planned Link and its associated intersections.

5.3.4 Collector Roads

- a) Collector roads shall be designed to facilitate traffic flow to and from the arterial road system.

- b) The following policies shall apply to collector roads:
 - i) Collector roads in urban areas shall be reasonably continuous, and designed so as to manage their use by through traffic.
 - ii) Collector roads should be constructed to Town standards and be so designed as to be easily distinguishable from arterial and local roads, through the use of devices such as entrance widths, pavement widths and boulevards.
 - iii) Access to a collector road shall be from an arterial road, a collector road, or a local or service road. Notwithstanding these provisions, Main Street Markham North and South which is designated Major Collector Road may connect to a Provincial Highway in recognition of its special status as a ‘connecting link’.
 - iv) Intersection spacing on collector roads shall be in accordance with good engineering and planning principles.
 - v) The right-of-way width for a collector road shall be 20 m to 26.2 m (66 to 86 feet).
 - vi) Major Collector roads shall be shown on Schedule ‘C’ - TRANSPORTATION.
 - vii) Minor Collector roads shall be shown in Secondary Plans.

5.3.5 Local Roads

- a) Local roads shall be designed to allow access to abutting properties including parks, and to allow for a certain amount of non-motorized street movement.
- b) The following policies shall apply to local roads:
 - i) Local roads shall be designed to accommodate local traffic movements.
 - ii) Local roads shall be designed to be easily distinguishable from collector roads, using such devices as narrower pavement widths and boulevard design.
 - iii) Speed on local roads shall be minimized by such devices as narrower pavements, and similar traffic calming measures.
 - iv) Local roads shall generally have a right-of-way of 20 metres (66 feet). Reduced widths, consistent with accepted engineering standards, may be considered by Council for local roads, subject to approval of the Minister of Municipal Affairs and Housing or his delegate.

5.3.6 Intersection Improvements

It is intended, wherever possible, that as traffic conditions warrant, and coincident with construction or reconstruction, improvements in the form of jog eliminations, regulations for turning movements, proper signing, installation of traffic signals, marking of traffic lanes and channelization, will be undertaken at the intersections so indicated on Schedule ‘C’ - TRANSPORTATION or as required by the respective government jurisdiction.

5.3.7 Rural Transportation

The Town, in cooperation with York Region, shall investigate methods whereby the movement of farm machinery can be facilitated within the rural area through such measures as:

- i) shoulder widening on arterial roads,
- ii) the designation of certain routes as “slow roads” which shall not be substantially improved, and,
- iii) the construction of service roads adjacent to expressways for farm access.

5.4 *Parking*

a) Municipal and commercial parking facilities shall be located to minimize the conflict with adjacent land uses and traffic flow. Access to public parking areas shall be from arterial or collector roads save and except in the built-up areas of existing communities, such as the old parts of Unionville, former Village of Markham area, and the Yonge Street frontage in Thornhill, where such access may be permitted from local roads, subject to the approval of Council.

b) Cash-in-Lieu of Parking

Council may, at its discretion, identify areas within the Town in which the Town may undertake parking facility expansions or improvements, in order to satisfy the demands for parking within such areas, arising from proposals for development or redevelopment. To finance such expansions or improvements in the areas identified, Council may require from a proponent of commercial development or redevelopment, a cash payment to the Town in lieu of any part of the parking requirement, specified under the Zoning By-law, which the proponent is not able to satisfy. In this regard the Town shall enter into an agreement with the proponent in accordance with the provisions of Section 40 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended. Council may also use revenues from other appropriate sources including user fees, and levies against commercial properties within the defined areas.

5.5 Pedestrian and Non-Motorized Traffic

- a) In all new development, and in redevelopment, consideration shall be given to pedestrian and non-motorized forms of movement.
- b) The parks and open space system may accommodate both pedestrian and non-motorized rights-of-way.
- c) Where a heavy volume of non-motorized bicycle movement has to be accommodated on major arterial roads, a bicycle path may be provided within the road allowance.
- d) Where pedestrian movement is required beside roads, boulevards shall separate pedestrians from vehicles wherever possible.

5.6 Public Transit

5.6.1 Goals

- a) To provide an effective public transit service which will operate within the financial capabilities of the Town and support the urban development policies and guidelines in this Plan.
- b) To strive for greater protection of the environment through increased use of public transit.

5.6.2 Policies

- a) Council will endeavour to provide transit service within easy walking distance in the urban area, according to guidelines adopted by the Town.
- b) To encourage increased use of public transit and economic efficiency of the transit system, higher density development will be considered on major transit routes and, particularly, in the vicinity of transit stops and transfer points.
- c) The Town will endeavour to maximize the area serviced by public transit while minimizing individual route deficiencies.
- d) The Town's transit system will be monitored, on an on-going basis, relative to financial considerations, operating procedures and ridership to ensure efficiency and responsiveness in services provided.
- e) Such measures as exclusive major transit rights-of-way and/or exclusive lanes may be used to improve the efficiency of the transit system and the road network
- f) All major development proposals and changes and additions to the road network will be evaluated with respect to their impact on existing or proposed transit services.
- g) Public transportation shall include local and high speed bus services, intraregional transit and commuter rail services. The Town will co-operate with other public agencies to achieve integration of these facilities and services.
- h) The Town supports, in principle, a regional transit system and the establishment of York Region Transit.
- i) The Town will endeavour to improve accessibility for the handicapped to public transportation through the support of parallel transit services.

5.7 Railways

In order to minimize and alleviate, wherever feasible, the conflicts of the railway network with adjacent land uses and with the road network, the Town will:

- a) seek to progressively eliminate all railway grade crossings, particularly in the built-up areas. The Town's priority for elimination shall be established in consultation with the appropriate agencies on the basis of criteria such as frequency of rail and road traffic, road blockage and accidents, and similar other considerations.
- b) require that adequate visual and/or physical separation be provided to screen a railway right-of-way from adjacent residential land uses, as determined by Council in consultation with the Ministry of the Environment and other concerned public agencies.

5.8 *Terminal Facilities*

- a) All vehicle terminal facilities shall be located so as to minimize the conflict with adjacent land uses and traffic flow.
- b) No access to or from a terminal facility, or traffic generated by a terminal facility will be permitted on residential collector roads and local roads. Exceptions may be made for built-up areas in the Town subject to the approval of Council.

5.9 Airports

- a) Council strongly encourages Transport Canada to consult with the Town prior to making decisions on new airports and the expansion of existing airports in and adjacent to the Town.
- b) Changes in land use designations in the vicinity of existing and proposed airports shall be subject to the policies of Section 2.2.1b).
- c) All new development adjacent to the Buttonville Airport is subject to Federal Zoning Regulations for the Buttonville Airport.
- d) Council supports expansion of the Markham Airport in Part Lot 27, Concession 8 to include a runway of approximately 1021 metres, an office building and hangars.

5.10 Implementation

- a) The Transportation Plan indicated on Schedule 'C' - TRANSPORTATION shall be implemented in accordance with the Markham Transportation Planning Study and its periodic updates and other studies, as required.
- b) Secondary Plans may include design improvements to existing roads.
- c) The Town may prepare visual design guidelines for roads within the Town's jurisdiction.
- d) The Town may undertake studies on the design of walkway and non-motorized bicycle routes.
- e) The policies, standards and requirements of this Section shall be adhered to generally, but if, following adequate study and public notice, Council deems it impracticable to adhere exactly to these policies, standards and requirements, appropriate modifications may be made without amendment to this Plan.
- f) Intersection improvements and grade separations shall be carried out in locations shown on Schedule 'C' - TRANSPORTATION.
- g) The Town may prepare a report on transportation facilities in the rural area as noted in Section 5.3.7.