

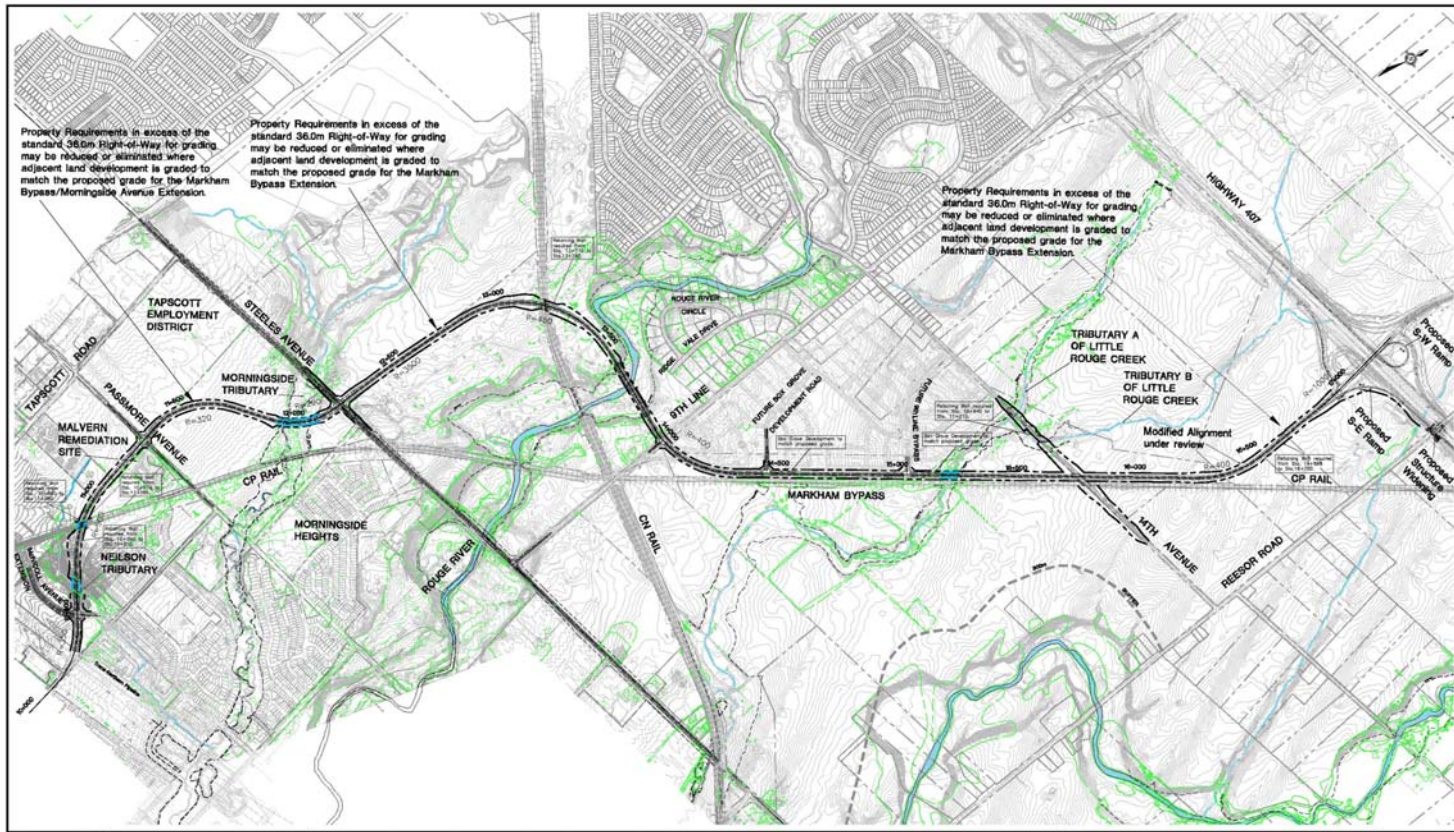
**Transportation Improvements for the  
Donald Cousens Parkway to Morningside Avenue Link  
Amendment to the Environmental Assessment  
Project Update**

Markham Development Services Committee  
Tuesday, April 13, 2010

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The Markham Bypass Corridor South of Hwy 407  
EA Report was submitted in December 2005

Continuous alignment was recommended in the original EA and endorsed by Markham Council and York Region Council



# A willing proponent to implement the project south of Steeles Avenue is needed if the project is to be successful

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- ❑ City of Toronto opposed recommended alignment and identified preference for discontinuous alignment
- ❑ MOE identified problem with approving an undertaking that cannot be built without a willing proponent south of Steeles
- ❑ MOE requested that York/Toronto jurisdictional issues be resolved before making a decision on the EA
- ❑ York and Toronto agreed in principle to re-examine alternative alignments considered in the original EA
- ❑ An amendment to the 2005 EA is now underway

# Progress on the amendment to the EA

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- ❑ Notice of Commencement (December 2009)
- ❑ Alternatives updated based on current conditions
- ❑ Comparative assessment of alternatives updated
- ❑ Identification of technically preferred alternative
- ❑ Consideration of outstanding jurisdictional issue with Toronto and ability to implement the project



# Update of existing conditions

## Built Environment

### Town of Markham

- ❑ Box Grove Community
- ❑ 9<sup>th</sup> Line Bypass

### City of Toronto

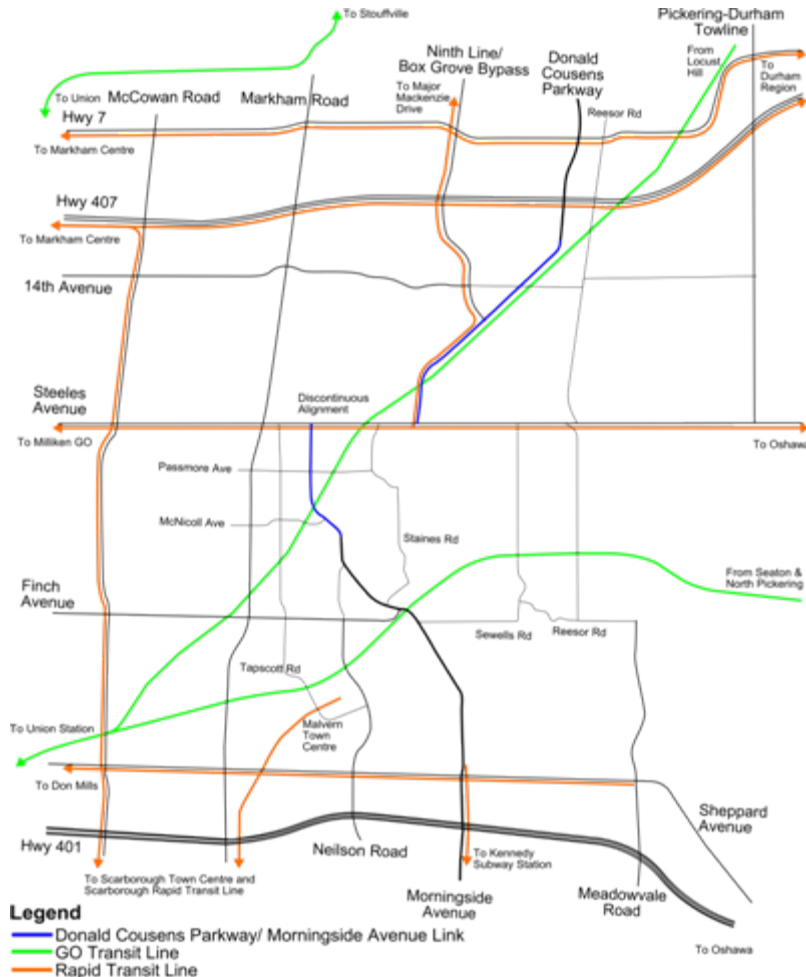
- ❑ Morningside Heights Community
- ❑ Tapscott Employment Area

## Natural Environment

- ❑ Field work and agency resource information - updated in 2009 (Vegetation, wildlife, fisheries, SAR)
- ❑ No change in vegetation resources of significance
- ❑ No change in wildlife or fisheries habitats including related species



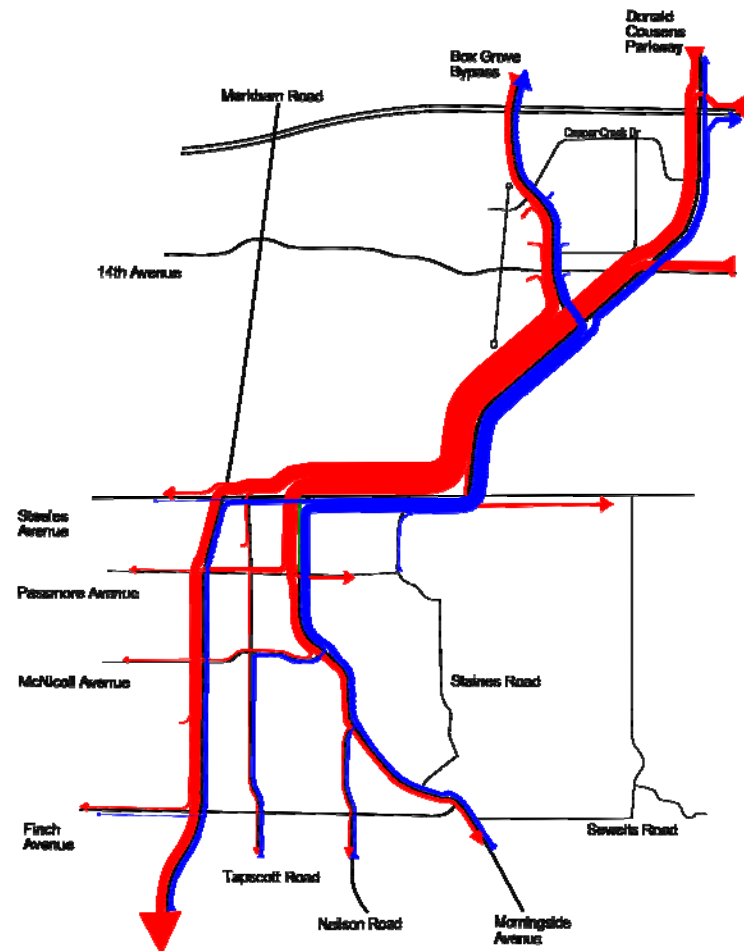
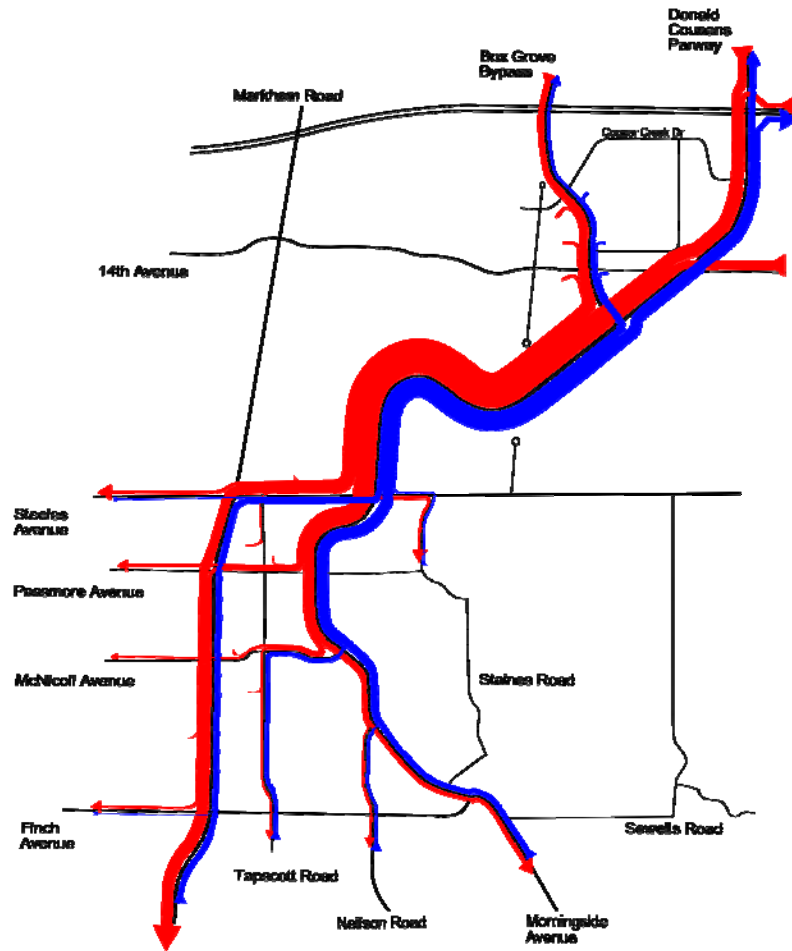
# Planned transit improvements will be key to addressing future travel needs



## Metrolinx and York TMP proposed transit improvements in Markham and Northeast Scarborough

- ❑ Stouffville GO line
- ❑ New Havelock GO line
- ❑ New Seaton GO line
- ❑ Highway 7 rapidway
- ❑ Sheppard East RT
- ❑ Scarborough RT extension
- ❑ 407 Transitway
- ❑ Steeles & Taunton Rd RT
- ❑ McCowan Road RT
- ❑ Scarborough – Malvern RT

# 2031 traffic distribution for the continuous and discontinuous alternatives



# Conclusion reached from the traffic demand analysis

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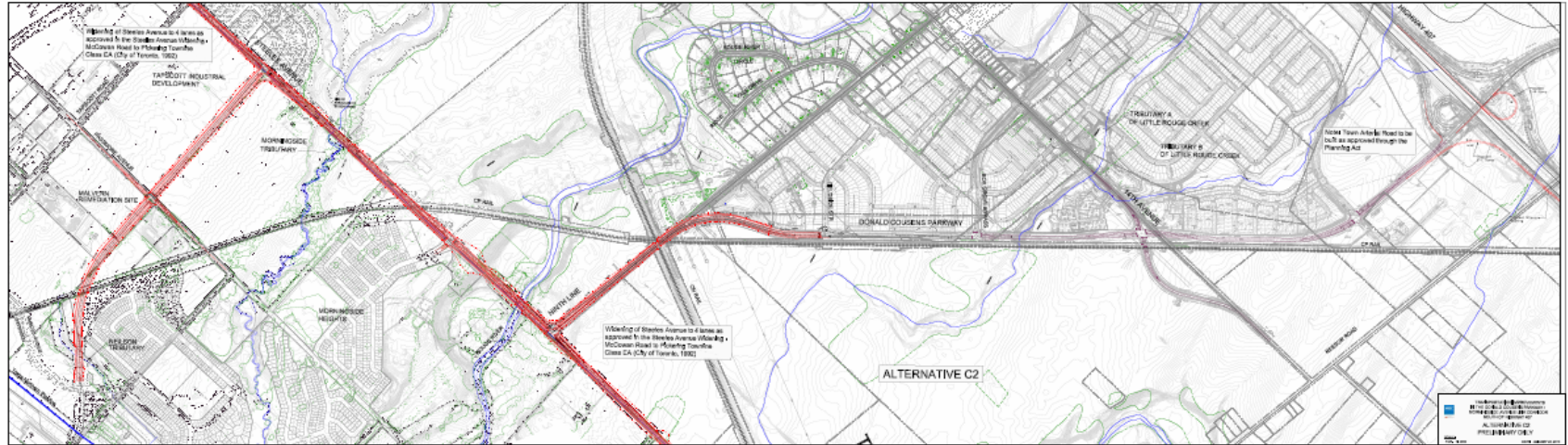
- ❑ Base case 4-lane Steeles assumed to the Durham boundary (consistent with approved class EA completed by Toronto).
- ❑ Discontinuous alternatives with 4-lane Steeles between 9<sup>th</sup> Line and Morningside Avenue Extension would not provide sufficient capacity for the expected demand.
- ❑ Discontinuous alternative with 2 additional lanes on Steeles between 9<sup>th</sup> Line and Morningside Avenue Extension provides sufficient capacity and reasonable level of service.
- ❑ Continuous alternatives perform better than Discontinuous alternatives but may never be built.



# Summary of continuous vs. discontinuous alignment alternatives

<b>Continuous alignment recommended in the original EA</b>	<b>Discontinuous alignment</b>
<ul style="list-style-type: none"><li>❑ Can never be built south of Steeles Avenue without Toronto as a willing proponent.</li><li>❑ More costly to implement.</li><li>❑ Greater impact to the socio-economic environment given the development in the area since the original EA was completed.</li><li>❑ Provides the best transportation solution but is not achievable.</li></ul>	<ul style="list-style-type: none"><li>❑ Can be easily implemented south of Steeles Avenue in conjunction with planned development in the Tapscott Employment Area.</li><li>❑ Less expensive to implement.</li><li>❑ Less impact to the existing and planned development in the area.</li><li>❑ Provides the best transportation solution that is achievable given the position of the City of Toronto and the Ministry of the Environment.</li></ul>

# Technically Preferred Alternative



- ❑ Section from Highway 407 to 9th Line uses road corridor protected within Box Grove Development Area
- ❑ Uses existing 9th Line right of way between CP at-grade crossing and Steeles Avenue
- ❑ Steeles Avenue widen from 4 to 6 lanes between 9th Line to the Morningside Avenue Extension
- ❑ Morningside Avenue Extension south of Steeles within corridor protected by Toronto through Tapscott Employment Area

# Next Steps

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- Conduct PCCs (late April / early May 2010)
- Incorporate comments (May 2010)
- Prepare Amended EA (June/July 2010)
- Submit to MOE for review (August 2010)