
South Yonge Street Corridor Streetscape Master Plan

Presentation to
Town of Markham

Angela Gibson, Head, Policy and Planning
Bruce Cudmore, EDA Collaborative

April 17, 2012



Yonge Street's Bold Vision



Importance of Yonge Street Corridor



Collaborative Approach

“...the council of the Town of Markham requests that the Region of York commit funding in its 2009 budget to a comprehensive and detailed streetscape study (including an implementation and funding strategy) for the Yonge Street corridor north of Steeles Avenue, and expedite initiation of the study to ensure its completion and implementation in coordination with the construction of subway-related works, in consultation with the Town of Markham, City of Vaughan and Town of Richmond Hill”

– Town of Markham Council Resolution, February 2009

Stakeholder Consultation

Project Core Team

Region and Local Staff



Stakeholders

Powerstream, MTO/407ETR,
City of Toronto, Local Politicians



Public

Public Information Sessions



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Stakeholder Consultation Dates

MARCH

Regional Committee:

March 2, 2011

Local Committees:

Richmond Hill: March 21, 2011

Markham: March 22, 2011

Vaughan: March 29, 2011

AUGUST

Meetings with Local Ward Councillors:

Richmond Hill: August 26, 2011

Vaughan: August 26, 2011

Markham: August 31, 2011

SEPTEMBER

Public Information Meetings/Festival:

Richmond Hill: September 9, 2011

Markham/Vaughan: September 15, 2011

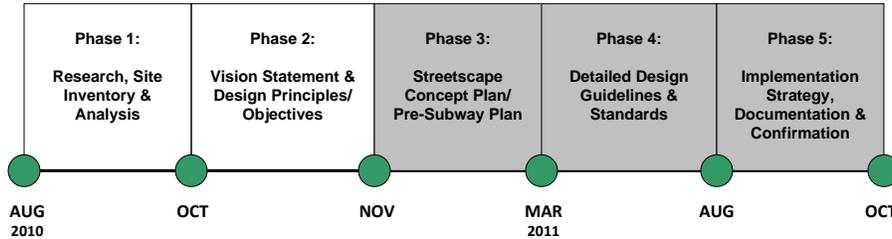
Thornhill Festival: September 17, 2011



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Work Plan



Contextual Planning

- Time – short / medium / long term*
- Transit decisions, funding, and on-going development*
- York Region and local municipalities will collaborate and take ownership on implementing the vision*



***“Plan for tomorrow,
build for today”***

Bloor Street Viaduct
Designed / built – 1913 -1918
subway added - 1966

Yonge/Steeles District



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Yonge/Steeles District



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Old Thornhill Village



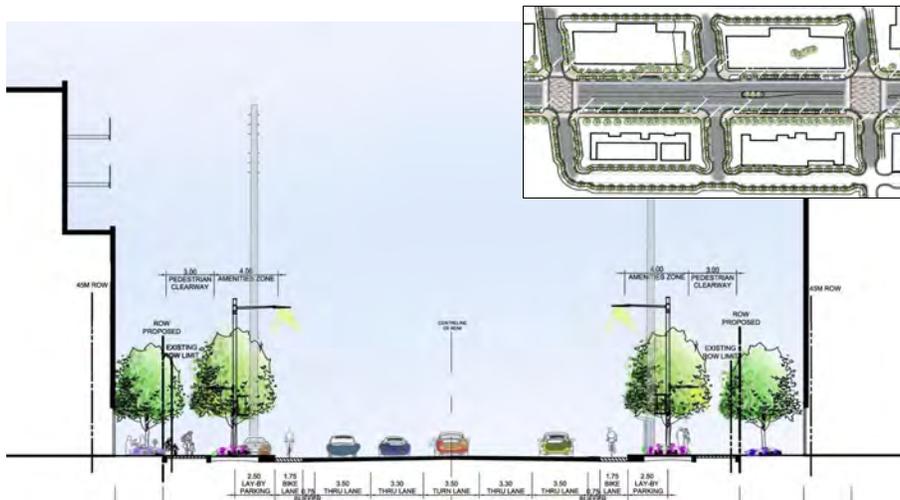
Old Thornhill Village



New Thornhill



New Thornhill



Highway 407 to Bantry



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Highway 407 to Bantry



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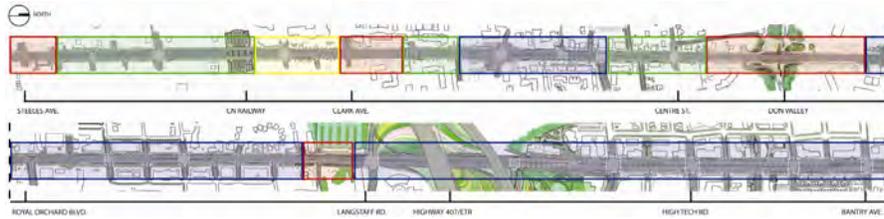
Pre-Subway/Subway Phasing

Phase 1 – Short Term: Pre-Subway

-  Condition B: Use Existing Curbs
-  Condition C: Implement Ultimate in Pre-Subway Period
-  Condition D: Wait until Road Narrowing Possible

Phase 2 – Mid-Term: Subway Construction

-  Condition A: Subway Open-Cut Construction Zones



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Capital Cost Comparison

Bloor Street BIA: Church Street to University Avenue,
 Cost: \$25,000,000 overall / \$12.4 million per km



Main Street, Grand Bend, Ontario
 Cost: \$4,000,000 overall / \$5.7 million per km

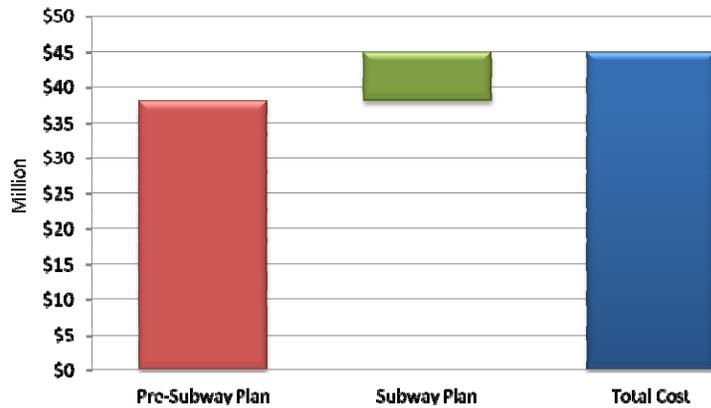


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Phasing Plan Costs

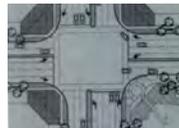
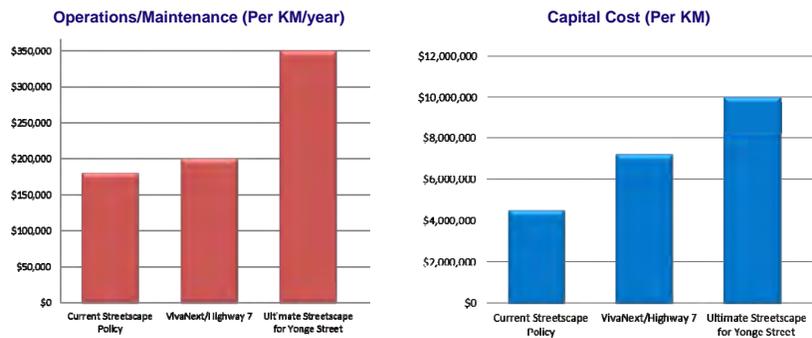
Shared Capital Costs: Local, Region, Private Sector



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Capital Cost Comparison-Standards



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Next Steps...

- ❑ Establish Implementation Strategy Team
 - York Region and Local Municipal Staff
 - Facilitate Development Approvals
 - Establish Operations and Maintenance Standards