

# Markham Centre: Transportation Planning



**Unionville Ratepayers October 7, 2013**

# Growth in Markham

## POPULATION AND EMPLOYMENT FORECASTS FOR MARKHAM

	2006	2011	2021	2031
Population	273,000	301,700	370,300	421,600
Employment	144,800	161,500	221,500	240,400

Source: York Region Official Plan, 2010 and 2011 Census.

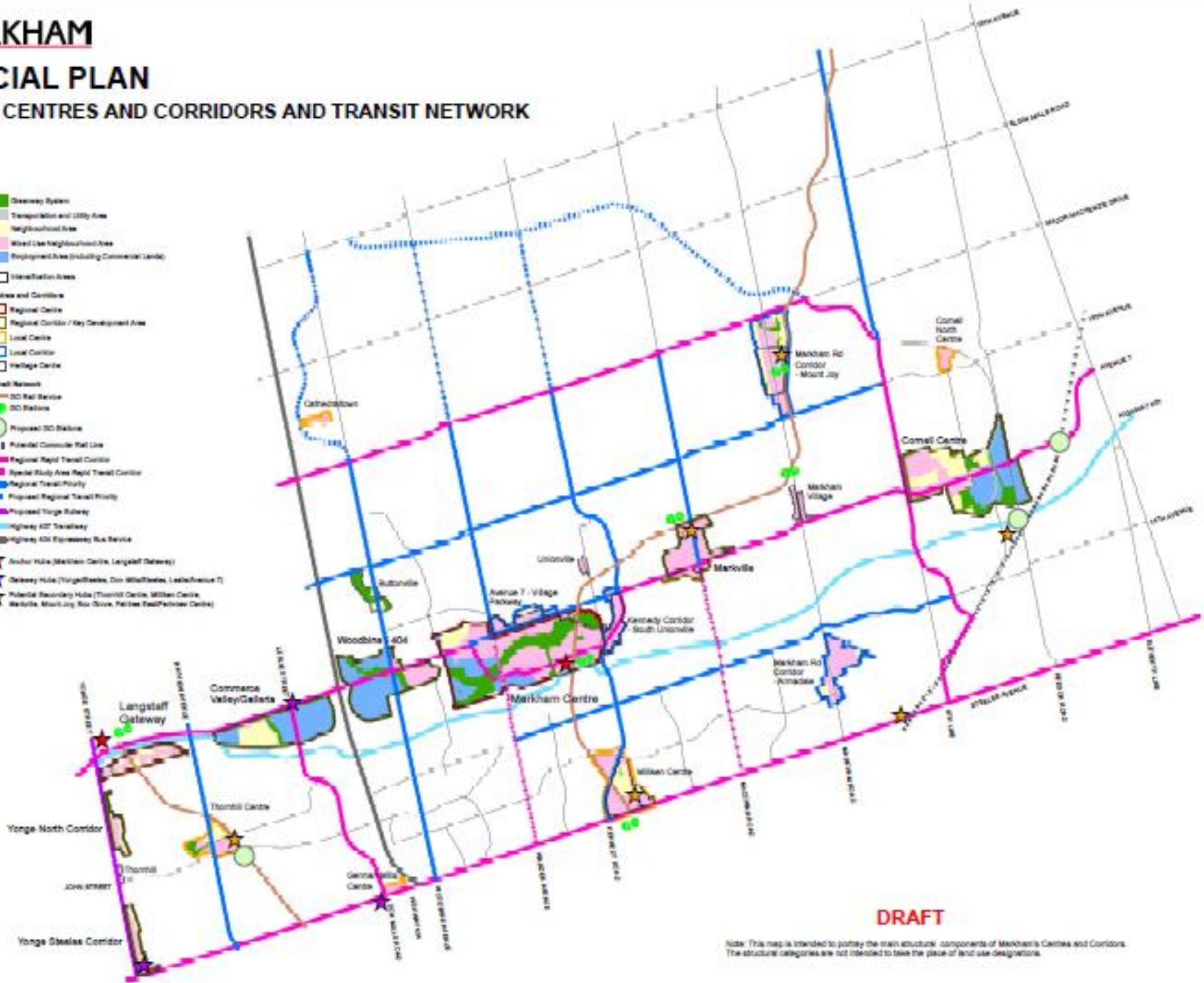
Markham is anticipated to grow (from 2006 to 2031) by **150,000** residents and **100,000** new jobs. Of this growth, over **100,000** residents and over **80,000** jobs will be within the existing urban boundaries.

# OFFICIAL PLAN

## MAP 2 - CENTRES AND CORRIDORS AND TRANSIT NETWORK

SEPTEMBER 2010

- Greenway System
- Transportation and Utility Area
- Neighbourhood Area
- Mixed Use Neighbourhood Area
- Employment Area (including Commercial Lands)
- Identification Area
- Centres and Corridors**
  - Regional Centre
  - Regional Corridor / Key Development Area
  - Local Centre
  - Local Corridor
  - Heritage Centre
- Transit Network**
  - GO Rail Service
  - GO Station
  - Proposed GO Station
  - Potential Commuter Rail Line
  - Regional Rapid Transit Corridor
  - Special Study Area Rapid Transit Corridor
  - Regional Transit Priority
  - Proposed Regional Transit Priority
  - Proposed Yonge Railway
  - Highway 407 Transitway
  - Highway 404 Expressway Bus Service
- Anchor Node (Market Centre, Langstaff Gateway)
- Gateway Node (Yonge/Galena, Don Mills/Sheppard, Leslie/Hwy 7)
- Potential Secondary Node (Thornhill Centre, Milliken Centre, Markville, Mount Joy, Six Grove, Pelham Road/Pelham Centre)



**DRAFT**

Note: This map is intended to portray the main structural components of Markham's Centres and Corridors. The structural categories are not intended to take the place of land use designations.

# Transportation Challenge

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“The challenge for Markham over the next 20 years is to accelerate the transition from a primarily car-dependent community to one where walking, cycling transit and carpooling are seen as increasingly viable and attractive alternatives.”

- *Draft Markham Official Plan*

# Centres & Corridors

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- Markham's growth will be focused on **Centres & Corridors**
- This option provides the following benefits:
  - Create high density areas for rapid transit to be viable (**reduce % auto trips**)
  - Create mix-used, compact development to provide a range of amenities (**reduce trip lengths**)
  - Create trip origins and destinations in close proximity so that other modes of transportation are viable (**alternative modes and active transportation**)

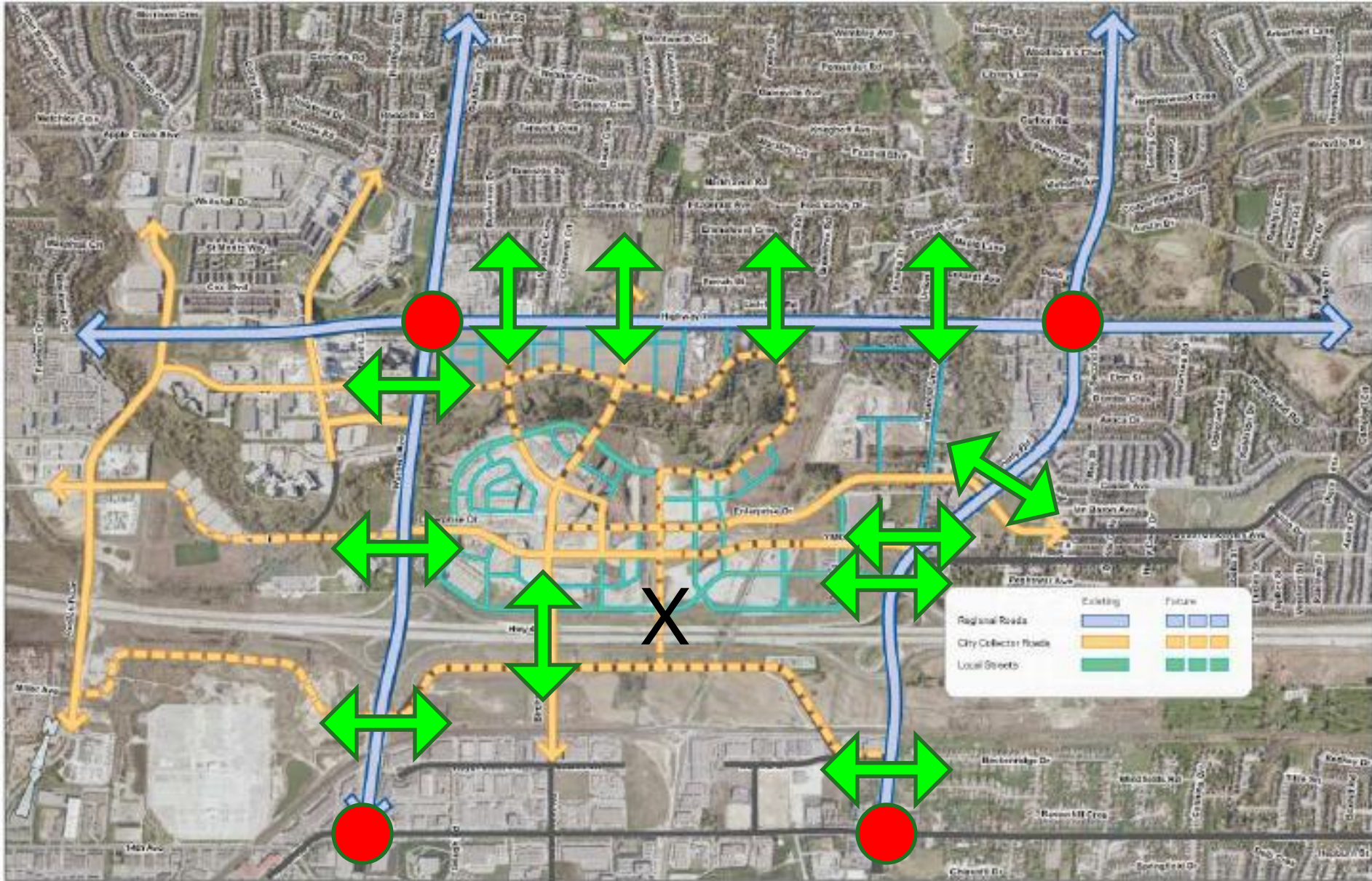


## Markham Centre Transportation Study Update

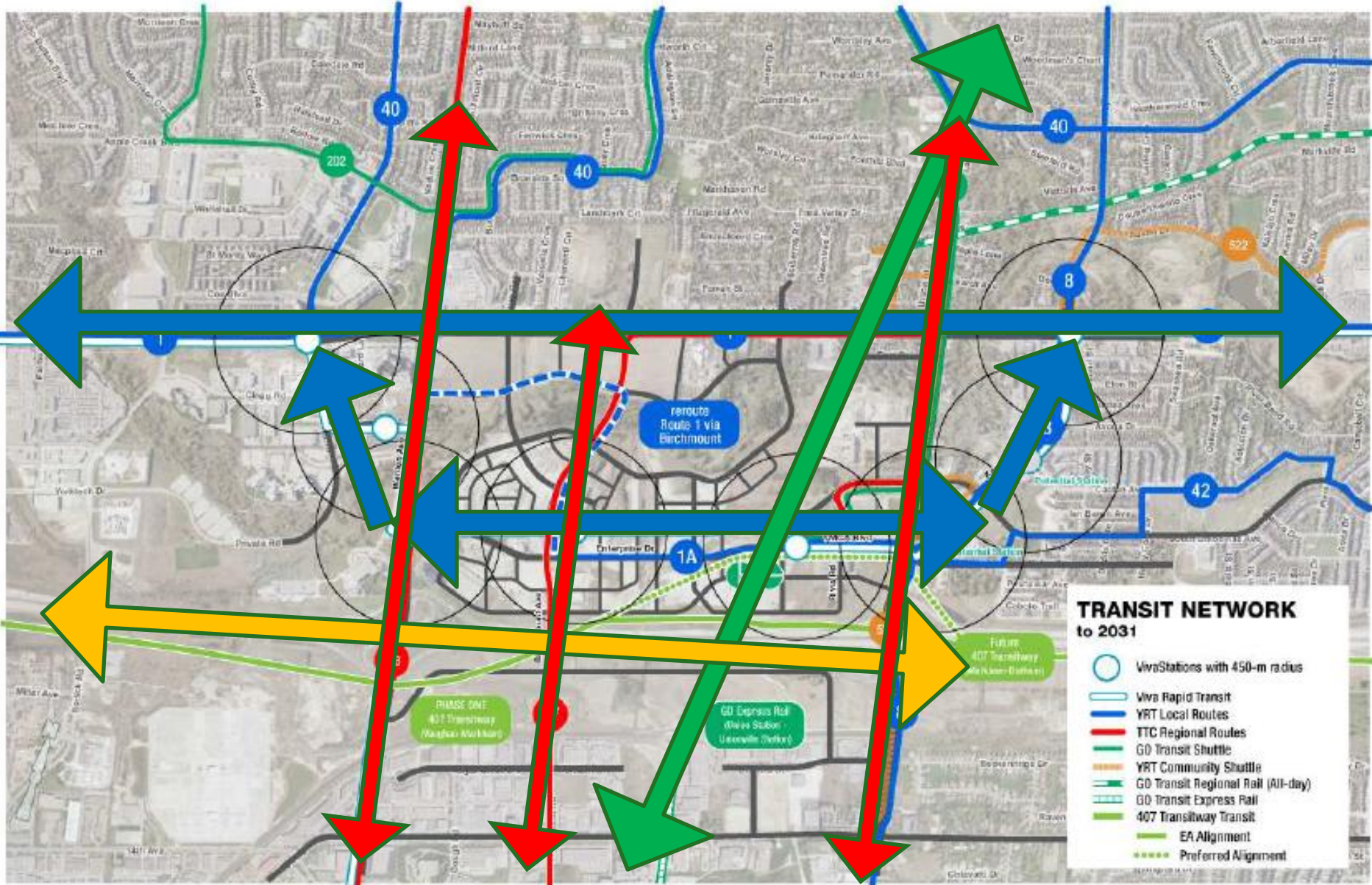


September 25, 2012

# Proposed Road Network



# Proposed Transit Network

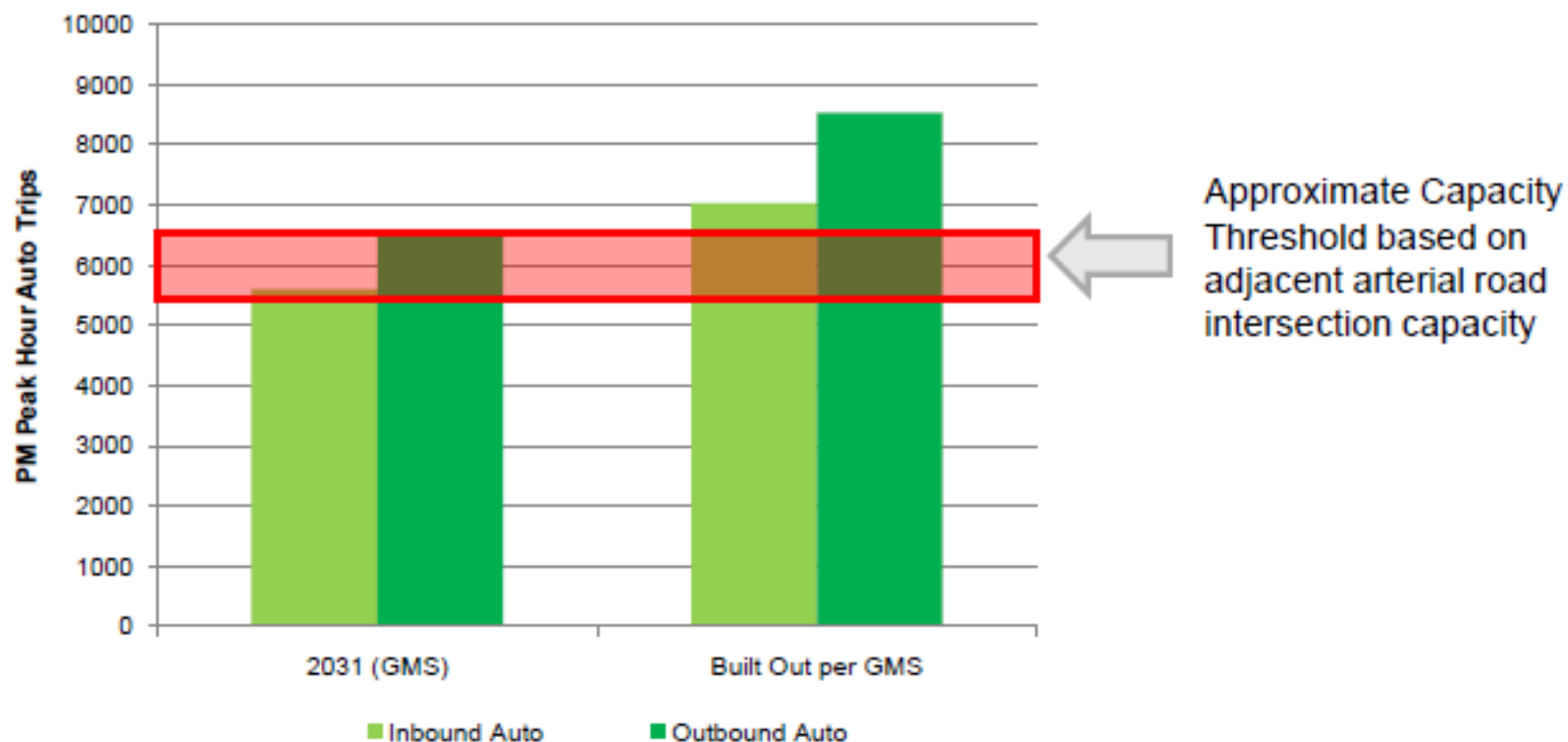




Horizon Year	Growth Scenario	Basis for Assumptions	Markham Centre Proper
2031	2031 (Growth Management Strategy)	Base GMS** (2031)	Res. Units: 14,800 Pop: 28,700 Emp: 22,100
Beyond 2031	Built Out per GMS	Base GMS** (Beyond 2031)	Res. Units: 20,400 Pop: 39,200 Emp: 39,900

\*\* Estimated based on land use designation from the approved Markham Centre Secondary Plan (1997) and incorporating subsequent development approvals.

# Automobile Trip Generation Forecasts



- Analysis indicates that road network capacity will be reached under “2031 (GMS)” demand and supply assumptions under the PM Peak Hour condition.