



Report to: Development Services Committee

Meeting Date: April 1, 2019

SUBJECT: Yonge Subway Extension and Royal Orchard Station (Ward 1)

PREPARED BY: Ron Blake, MCIP, RPP, Senior Development Manager, Ext 2600
Loy Cheah, P.Eng., Senior Manager, Transportation, Ext. 4838

RECOMMENDATIONS:

- 1) That the report entitled “Yonge Subway Extension and Royal Orchard Station (Ward 1)”, be received; and,
- 2) That Council endorse the findings by StrategyCorp and Sajecki Planning that the Royal Orchard Station can be justified by the station ridership forecasts, and warrant further studies to confirm the need for the station; and,
- 3) That Council confirm its preference that the Royal Orchard Station be included in the Yonge Subway Extension (YSE) project as identified in the Yonge Subway Extension – Finch Station to Richmond Hill Centre Transit Project Assessment – January 30, 2009; and,
- 4) That Council request the YSE Executive Committee not to eliminate the Royal Orchard Station from the YSE Preliminary Design and Engineering work until the conclusion of further technical studies recommended by StrategyCorp and Sajecki Planning; and
- 5) That the YSE Executive Committee be requested to carry out any further technical studies as recommended by StrategyCorp and Sajecki Planning, in consultation with the City of Vaughan and the City of Markham, to support the Royal Orchard Station; and,
- 6) That Council’s resolution be forwarded to YSE Executive Committee, and the City of Vaughan; and further,
- 7) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The City of Markham has hired StrategyCorp and Sajecki Planning to provide a high-level review of intensification potential and justification for the Royal Orchard Station in the Yonge Subway Extension (YSE) project to serve the existing community and future intensification/redevelopment of the station catchment area. This report also recommends that Council request the YSE Executive Committee to carry out further

technical work. An Executive Summary from the consultant is included as Attachment 'A' to this report.

BACKGROUND:

The Yonge Subway Extension (YSE) - Finch Station to Richmond Hill Centre Transit Project Assessment was approved in 2009 through the Provincial Transit Project Assessment Process (TPAP).

In the approved TPAP, a station at Royal Orchard Boulevard was identified, see Attachment 'B'. However, in the 2012 Conceptual Design Study, the Royal Orchard Station was dropped due to a low ridership projection generated by future development within the 500m radius catchment. The Preliminary Design and Engineering work that is being carried out by YSE Executive Committee builds on the Conceptual Design Study without the Royal Orchard Station.

OPTIONS/ DISCUSSION:

City staff has expressed concerns that the elimination of the Royal Orchard Station from the Yonge Subway Extension project will have long term consequences and implications on land use development potential, and reduce the overall transit level of service in the Yonge Street corridor.

Conformity with approved TPAP

Subsequent to the completion of the Conceptual Design Study, an amendment to the TPAP was completed in 2012 to add a train storage facility north of the terminus of the original project.

Land Use Development Potential Around Royal Orchard Boulevard & Consultant's Recommendations

Staff retained StrategyCrop and Sajecki Planning to estimate the ridership at Royal Orchard Station using intensification and redevelopment land use forecasts prepared by the consultant. The consultant has confirmed that there is sufficient long term development potential to warrant a subway station at Royal Orchard Boulevard based on current Metrolinx criteria. The consultants identified that the Station Area can achieve a density of 229 people and jobs / ha, and 263 people and jobs with minimal redevelopment of the Ladies' Golf Course.

The consultant also recommends that further technical studies be carry out to confirm the justification of the station.

Support of Intensification Concept from Vaughan Staff

Staff also met with City of Vaughan Staff and the intensification land use forecasts were discussed around Royal Orchard Boulevard. Vaughan Staff has expressed that they support the Royal Orchard Station and support further studies to determine the viability of the subway station.

Transit Level of Service in the Yonge Street Corridor

The increased level of service afforded by the Yonge Subway Extension is only available to those that can easily access the stations on the subway line. Without the Royal Orchard Station, there will be an approximate 3 km gap between the proposed Clark and Longbridge stations, making it one of the largest distance gaps between stations in the TTC subway system.

The current VIVA services (Viva Blue, Pink and Purple) on Yonge Street has station stops at Clark Avenue, Centre Street, and Royal Orchard Boulevard. As well, several York Region Transit (YRT) routes operate along this section of Yonge Street with more frequent stops. Once the Yonge Subway Extension is operational, these VIVA and YRT services will be rationalized. This will result in an overall reduction of transit service for residents and workers that are beyond the 500m to 800m radius of a subway station. Without the Royal Orchard Station, a 1.3km section of the Yonge corridor between Bay Thorn Drive to John Street will have a reduced level in transit service.

FINANCIAL CONSIDERATIONS

There are no financial implications in adopting the recommendations of this report.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

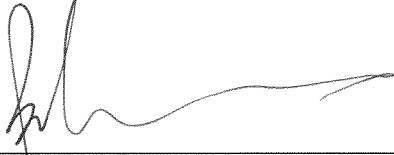
ALIGNMENT WITH STRATEGIC PRIORITIES:

The Yonge Subway Extension is a key component of the growth management plan for York Region and the City of Markham. It is also a vital part of the transportation system for York Region, the City of Vaughan, and the City of Markham in addressing existing and future travel demand from growth.

BUSINESS UNITS CONSULTED AND AFFECTED:

Not applicable.

RECOMMENDED BY:



Brian Lee, P.Eng.
Director, Engineering



Biju Karumanchery, MCIP, RPP
Director, Planning & Urban Design



Arvin Prasad, MPA, MCIP, RPP
Commissioner, Development Services

ATTACHMENTS:

- Attachment 'A' – StrategyCorp and Sajecki Planning, Executive Summary, March 2019
- Attachment 'B' – Royal Orchard Boulevard Station as shown in the January 2009 TPAP

March 25, 2019

SUBJECT: Royal Orchard Station Area Density Projections
PREPARED BY: Sajecki Planning and StrategyCorp

Overview:

Sajecki Planning and StrategyCorp have reviewed projected densities within the proposed 500 metre radius Royal Orchard Station Area. These projections are based on realistic and moderate density increases to the existing Markham and Vaughan policy frameworks.

Conclusions:

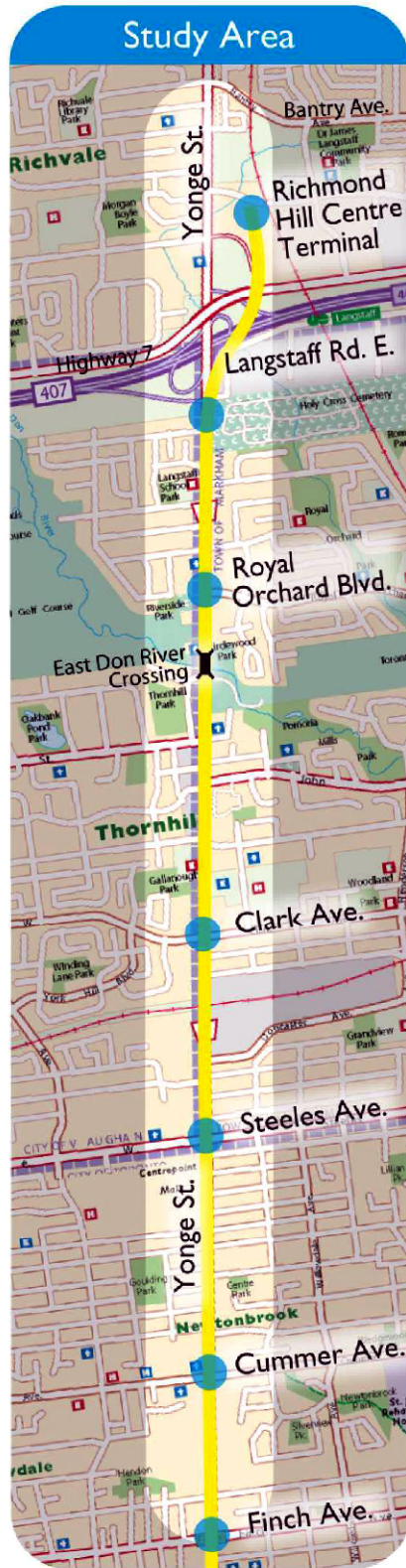
1. Excluding any redevelopment of the Ladies Golf Course, the Station Area can achieve a density of **229 people and jobs / ha**. This number is based on projections of 17,850 residents and jobs within the Station Area.
2. Including minimal redevelopment of the Ladies Golf Course, the Station Area can achieve a density of **263 people and jobs / ha**. This number includes 2,750 residents within the Ladies Golf Course. Significantly less than the Region's August 2018 review, which concluded future buildout for the golf course of 6,490 residents.
3. The minimum growth plan target is 200 people and jobs / ha for subway development, of which many existing station areas along subway corridors do not presently meet. Both scenarios comfortably exceed this target.
4. Based on assumed saleable net floor area values of \$770 to \$790 / ft², lands along Yonge Street can generate a residential land value uplift of **\$4.5 to \$4.6 billion**. This is a conservative estimate that does not include redevelopment of the Ladies Golf Course nor indicate land value uplift for non-residential uses.

Methodology:

- Land use designations are consistent with those identified in the Markham Official Plan and Vaughan's Yonge Street Corridor Secondary Plan.
- FSIs have been increased in a context sensitive manner. On the Vaughan side of Yonge FSIs are consistent with the Yonge Street Corridor Secondary Plan. FSIs along the Markham side of Yonge have been increased and are in the range of 2.0 to 4.5 on the east side of Yonge Street (Markham). Stable residential neighbourhoods have not been changed.
- Assumed people per unit and employee per square foot numbers are based on the 2018 York Region Development Charges Background Study.
- The relationship between FSI categories and building heights are based on comparable FSI rates for mid-size municipalities across the GTA including Newmarket, Markham and Vaughan.

Height (storeys)	Building Type	Assumed FSI
Mid Rise (4-8 storeys)		
4-6	Midrise residential, mixed use with podium at grade	2.0-2.5
6-8	Midrise residential building, mixed use with podium at grade	2.5-3.0
High Rise (9+ storeys)		
9-14	Tall residential building, mixed use podium at grade	3.0
15-20	Tall residential building, with podium at grade	3.5
20-25	Tall residential building, with podium at grade	4.0
25-30	Tall residential building, with podium at grade	4.5

Figure 1: Building Height and FSI Ranges



Source: Yonge Subway Extension - Finch Station to Richmond Hill Centre Transit Project Assessment

Yonge Subway Station at Royal Orchard Blvd



DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: BL

DATE: 25/3/2019

Attachment 'B'