



Yonge Subway Extension

**Development Services Committee
Town of Markham
March 9, 2010**

VIVA

York Region

TORONTO



- Following an 18-month public consultation period, the Yonge Subway extension was unconditionally approved by the Minister on April 6, 2009



 Ontario

**MINISTER'S NOTICE TO
PROCEED WITH TRANSIT PROJECT**

Ontario Regulation 231/08
SUBSECTION 12(1)(a)

Proponent: Regional Municipality of York, York Region Rapid Transit Corporation,
City of Toronto and Toronto Transit Commission

Project Description: Yonge Subway Extension from Finch Station in the City of Toronto
to Richmond Hill Centre at Northwest corner of Highway 7 and
Yonge Street in Town of Richmond Hill

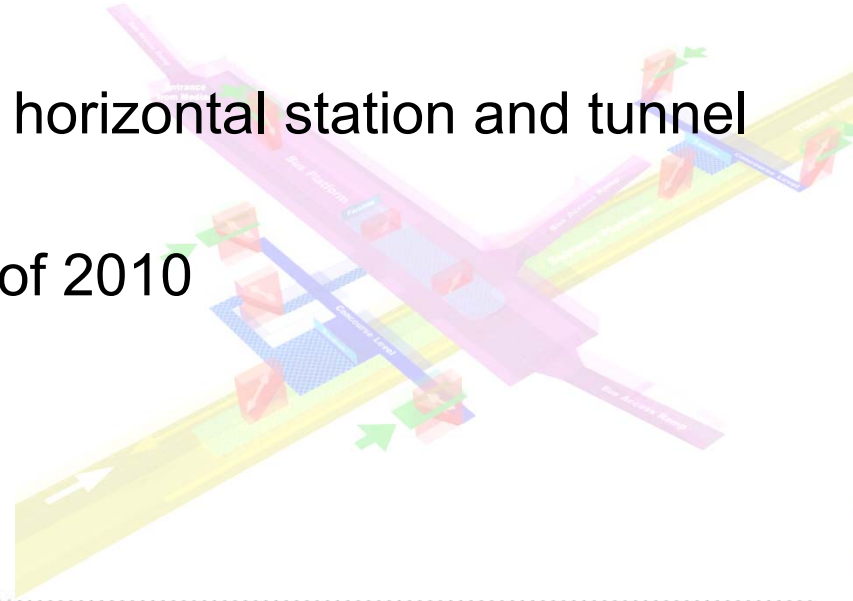
In accordance with subsection 12(1)(a) of Ontario Regulation 231/08, I hereby give notice
that the Regional Municipality of York, the York Region Rapid Transit Corporation, the City
of Toronto and the Toronto Transit Commission to proceed with the Yonge Subway Extension
from Avenue to Richmond Hill Centre transit project in accordance with the applicable
environmental project report.

The Regional Municipality of York, the York Region Rapid Transit Corporation, the City of
Toronto and the Toronto Transit Commission are now permitted to issue a statement of completion of the
transit project assessment process. A statement of completion is the final part of the transit
project assessment process. The process must be completed prior to the start of the
construction phase of the project.

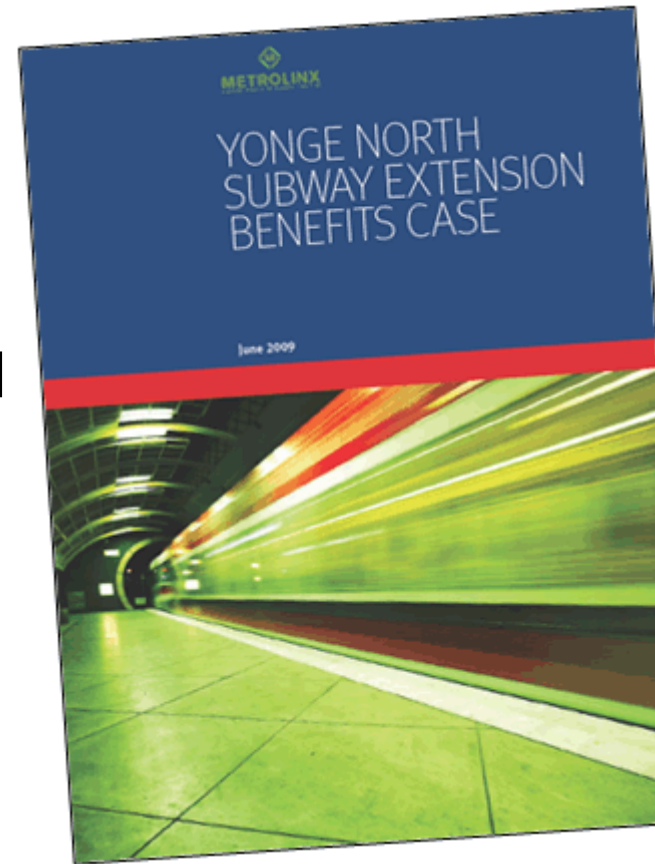
On the ____ day of **APR 06 2009**, 200__ at TORONTO

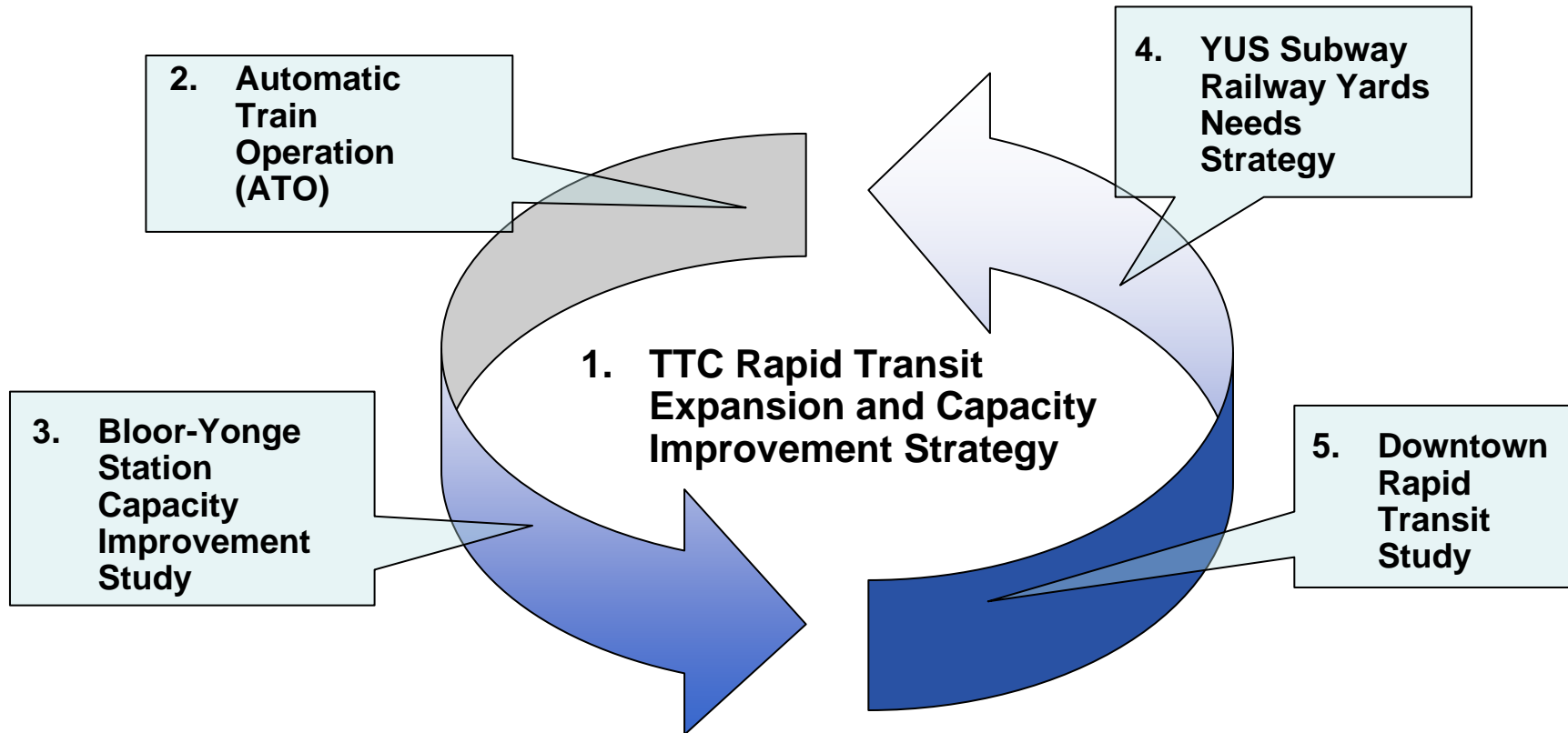

Minister of the Environment
115 St. Clair Avenue West, 12th Floor
Toronto, Ontario
M4V 1P5

- Purpose is to position the project to be ready for funding by advancing the technical work completed in the approved EA and developing a better estimate of cost and schedule
 - More detailed definition of station and tunnel infrastructure
 - Refinements to vertical and horizontal station and tunnel alignment
 - To be complete by the end of 2010



1. Interim benefits case released
 - Identified a number of conditions
2. Due back before Board in 2010
3. Funding of MoveOntario exhausted
4. GO Transit Electrification Study





- **Recently completed or on-going**

- Richmond Hill Regional Centre Design and Land Use Study (Richmond Hill)
- Langstaff Gateway – Land Use and Built Form Master Plan (Markham)
- Yonge-Steeles Corridor Study (Markham)
- Yonge Street Area Study-North and South (Vaughan)

- **Underway soon**

- Finch Station Bus Terminal Redevelopment Study (TTC/Build Toronto)
- Planning Review – Finch to Steeles (City of Toronto)
- Streetscape Study for Yonge Street (York Region)

RHC / Langstaff Urban Growth Centre - Regional Study

- Four-part study
 1. Finance
 2. Urban Design
 3. Community Facilities
 4. Transportation
- Centre-Wide Transportation Study for the Richmond Hill/Langstaff Urban Growth Centre
 - To be initiated soon
 - Addresses transportation requirements and their integration within the mobility hub



Alignment C

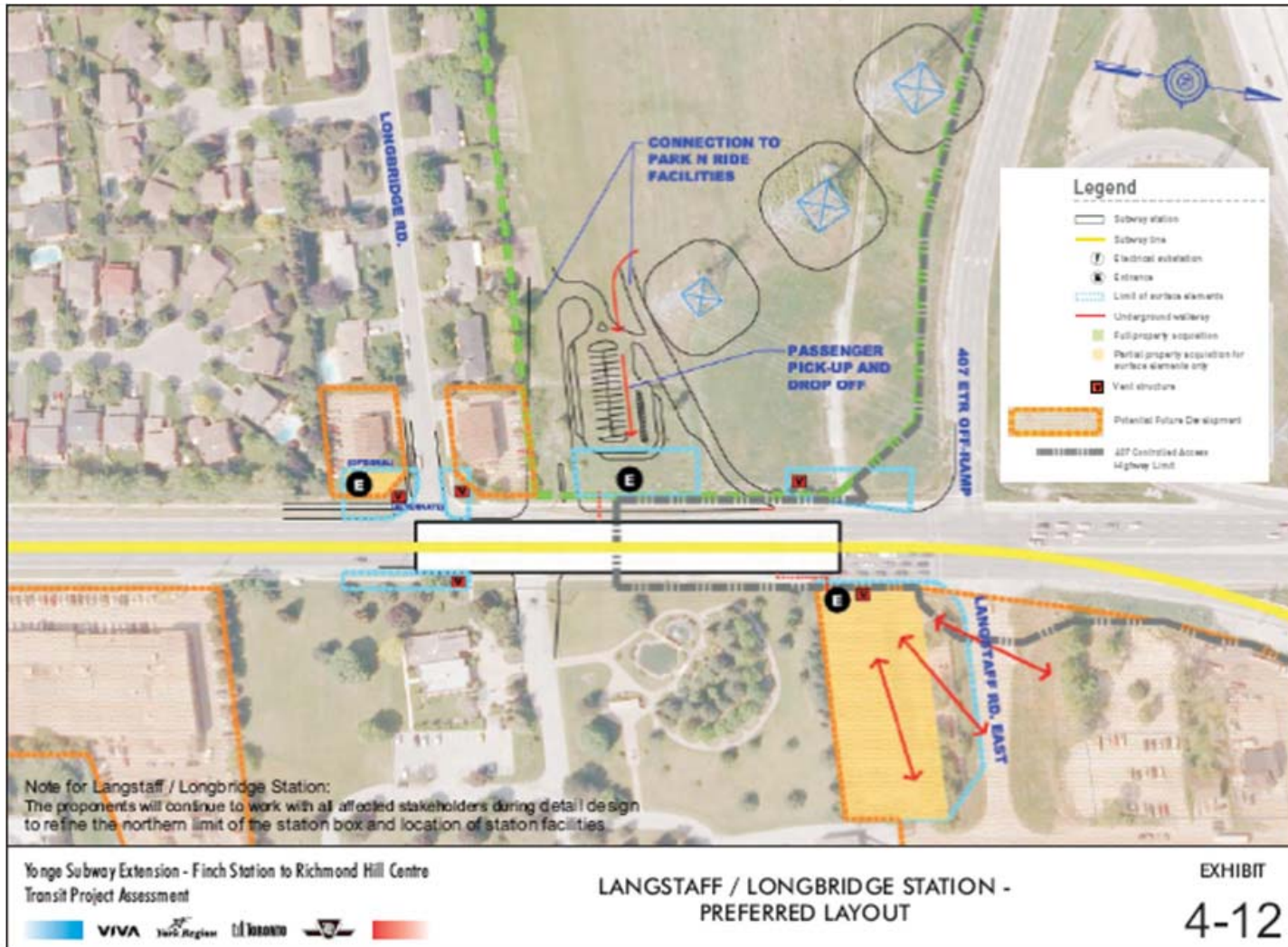


10 Markham Principles *(excerpts)*














1. “Langstaff/Longbridge” Station should be located on Yonge as close as possible to the Langstaff site
2. “Richmond Hill/Langstaff Hub” Station should be located as close as possible to the Langstaff site
3. Hub station should be located as close as possible to Highway 7 and 407 Transitway
4. Hub station location should be considered in the context of the Metrolinx Mobility Hub Analysis
5. Hub station location should be considered in the context of both Richmond Hill and Markham studies
6. Hub station location should be a consensus decision
7. Hub station location and configuration should minimize walking distances and maximize pedestrian connectivity
8. Hub station location should maximize potential for a centralized hub
9. Hub station location and configuration should be a part of a dramatic new linear intermodal transit concourse...provide easy transit user experience
10. The 407 and Highway 7 transitway stations should remain in the corridor's ROW

Our Commitment to Work Together...



Studies Reinforce Intermodal on Alignment C

EPR Rationale for Alignment C	What's Changed	Still Valid?
1. Compact transit intermodal	Increased based on conceptual design in Richmond Hill Regional Centre Final Recommendations Report (Jan 2010) and coordination/agreement among transit providers on the integrated concept/transit alignments	 ↑
2. Integrate with RHC TOD	Increased with Richmond Hill Regional Centre – Final Recommendations Report	 ↑
3. Pedestrian Access to Intermodal	Increased based on Recommended Open Space and Street Network in the Richmond Hill Regional Centre Study and Multi-use corridor also shown in the Markham Langstaff Masterplan	 ↑
4. Proximity to GO Rail	No change	
5. Protect Woodlot	No Change – Woodlot is to be protected with some flexibility over the long term only if the condition of the woodlot deteriorates	
6. Minimize construction impacts on Yonge St.	Increased with RYNS recommendations for maintenance facility	 ↑
7. Minimize impacts on stable residential development	Increased with RYNS recommendations for maintenance facility	 ↑
8. Minimize impacts on Pomona Creek	No change	
9. Integrate with 407 Transitway	Increased with MTO preferred 407 Transitway alignment	 ↑
10. Minimize impact on storm water pond	No change – Pond is required with some flexibility over the long tem to improve aesthetics/minimize size to support additional development if feasible	
11. Minimize impact on hydro corridor	No change	

↑ = Increased importance

Why Locate Transit Services Together

72,000 ppd
(bus to subway)

GO Rail service helps to mitigate
Yonge subway ridership levels

Transit hub serves passengers
from all parts of York Region

YRT \
Viva

GO
train

subway

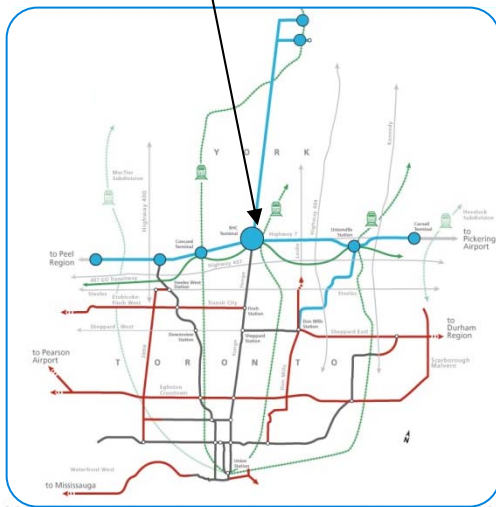
RHC is the central
connection between the
York Region and Toronto
rapid transit networks

Addition of a 3rd track will
allow for more frequent
all-day service

407
Transitway

8,000 ppd (407 Transitway to subway)

Transfer rates between other
modes (bus to GO, bus to 407
Transitway, etc.) to be
determined in Conceptual
Design Study



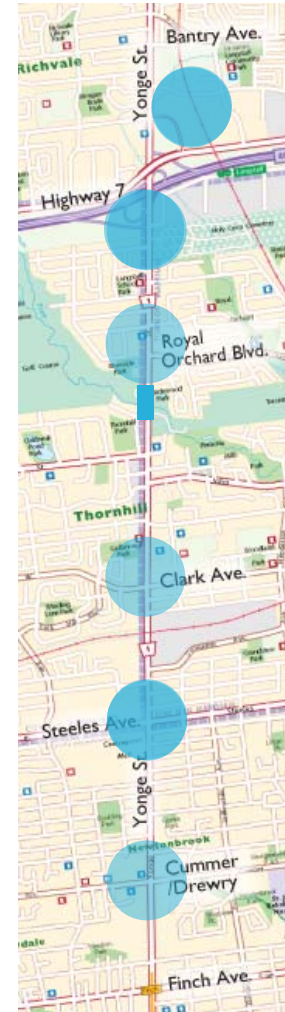
- Minimize walking distance / travel time between modes
- Provide as high a quality transfer environment as possible
- Provide convenient/accessible pedestrian entrances
- Maximize integration of services (e.g. wayfinding, retail, washrooms, information kiosks, etc.)

Next stage:

- Pedestrian
- Local transit
- Travel demand management (TDM)
- “People movers”



- Focus on the common goal of the Yonge Subway Extension to the Richmond Hill/Langstaff Urban Growth Centre
 - State of readiness
 - Secure capital funding





Thank You

VIVA

 York Region

 TORONTO

