

The Regional Municipality of York

Committee of the Whole
Finance and Administration
June 10, 2021

Report of the Chief Administrative Officer

Yonge North Subway Extension – Update

1. Recommendations

It is recommended that staff report back to Regional Council in the fall 2021 with recommendations for the Yonge North Subway Extension preliminary design / project scope, financial arrangements, transit-oriented communities process and agreements.

2. Summary

This report provides an update on the status of the Yonge North Subway Extension (YNSE) project.

Key Points:

- A [Preliminary Agreement and Transit-Oriented Communities Memorandum of Understanding](#) were executed with the Province in 2020
- Metrolinx completed the [Initial Business Case](#) and released it to the public in March 2021
- Metrolinx has advanced the preliminary engineering on the alignment and stations for the YNSE
- The Province is advancing the implementation of Transit Oriented Communities (TOC) around stations
- Staff are working with the Province and Metrolinx to advance the governance and additional agreements required for the delivery of the YNSE
- The [Federal government announced](#) their share of up to 40% of the \$5.6 billion (\$2.24 billion) capital funding required for the YNSE on May 11, 2021

3. Background

In May 2020, the CAO received Council approval to enter into a Preliminary Agreement and a Transit-Oriented Communities Memorandum-of-Understanding

In May 2020, York Regional Council authorized execution of a [Preliminary Agreement with the Province of Ontario](#) to fund and build the YNSE. The Preliminary Agreement ensures that the Province of Ontario, York Region and the City of Toronto are fully committed to working together in partnership.

The Preliminary Agreement also directed the Chief Administrative Officer to continue negotiating additional agreements with the Province, City of Toronto and the TTC to ensure delivery of the subway.

York Region and YRRTC have established working relationships with Metrolinx and staff of Markham, Vaughan and Richmond Hill to advance the YNSE

Through the Preliminary Agreement, York Region committed to serve as the “one window” for the Province for the YNSE to provide streamlined coordination of regional and local municipal interests. The May 2020 report also provided direction for staff to engage with the local municipalities of Markham, Vaughan and Richmond Hill to draft and execute agreements necessary to fulfill the “one-window” obligations.

Metrolinx, York Region, YRRTC and the local municipalities have commenced discussions collectively on a resourcing agreement for the YNSE project through the York “one window”. Initial meetings were focused on establishing principles consistent with the Preliminary Agreement, and the collective team continues to meet regularly now to establish and determine an appropriate resourcing framework to support the YNSE project objectives.

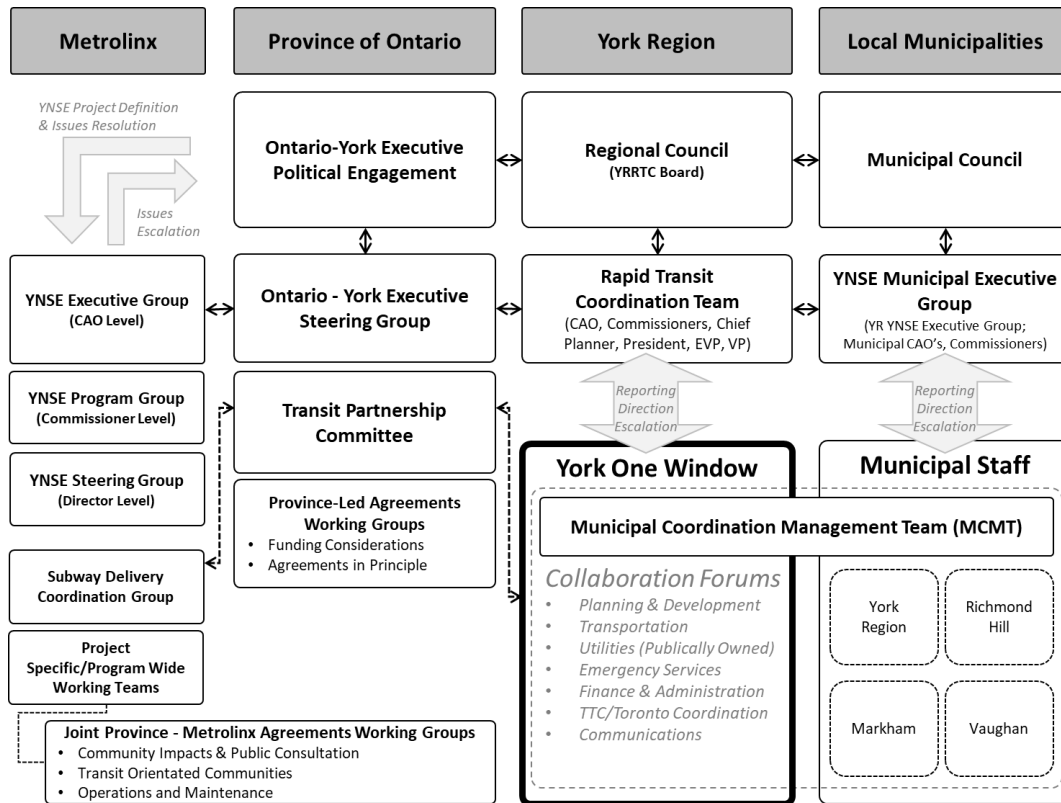
The focus of current discussions is to simplify the agreement while ensuring Metrolinx is provided the documentation of work undertaken and receives the prompt turn around of submittals associated with the subway construction.

Staff are also concerned with accommodating Metrolinx’s expectation that in return for recovering municipal staff costs associated with Yonge subway that fees and permits will be waived.

York Region is responsible for directly coordinating with Markham, Richmond Hill and Vaughan to ensure that their shared objectives reflected in the Ontario-York Region Transit Partnership Preliminary are realized.

York Region’s YNSE Project Governance Framework has been developed to enable the efficient identification, escalation and resolution of issues through the York “one window” as outlined in Figure 1.

Figure 1: York Region’s YNSE Project Governance Framework



Metrolinx follows a four-stage business case process to advance the Yonge Subway design and construction starting with the release of the Initial Business Case in March 2021

Business Case analyses are mandated by Metrolinx for all capital infrastructure investments. Business cases are a comprehensive collection of evidence and analysis completed to define the rationale and requirements for delivering a project as it develops in scope and construction.

An Initial Business Case (IBC) is the first of four business cases completed in a Metrolinx project lifecycle. The IBC reviews potential investments that respond to a problem and/or opportunity. It includes a detailed analysis of options using quantified information and qualitative indicators. An IBC provides recommendations for next steps in the Metrolinx Business Case process.

The YNSE IBC evaluated the performance of different alternative alignments against a Business as Usual (BAU) scenario. The alternatives are meant to be representative and allow for consistent analysis. The IBC included a review of technical and costing alternatives for the alignment as initially proposed (Option 1) and included two alternative alignments (Options 2 and 3), various tunnel types and different station combinations for the subway.

The YNSE IBC was released on March 18, 2021 and represents an important milestone in the evolution of design work that will move the Yonge North Subway Extension closer to final design and construction.

Three options were studied in the initial business case as shown on Figure 2.

Figure 2: Subway Alignment Options from Metrolinx Initial Business Case



The initial business case identifies that Option 3 alignment maximizes the benefits of the extension while achieving the lowest cost for the minimum project scope, including three stations, and one Neighbourhood Station.

Three core stations - Steeles, Bridge and High Tech - are included in the cost estimate based on Steeles being below grade and Bridge and High Tech being above grade.

Option 3 was the only alignment included in the IBC that accommodates a Neighbourhood Station within the previously announced funding envelope which is based on a class five cost estimate. More detailed cost estimates, known as class 3 estimates, will be available at the next stage of engineering on the project-the preliminary design.

The stage two, Preliminary Design Business Case, has commenced and will continue through to Fall 2021. It will be important to review the class three estimate closely to ensure the project scope meets the design and regional, municipal and community objectives as closely as possible within the \$5.6 billion dollar budget.

A Full Business Case is completed during the procurement stage and is submitted prior to the project proceeding to construction. Finally, the 4th Post In-Service Business Case is also completed after the project has been implemented to monitor the actual costs and benefits achieved.

Metrolinx’s work program is advancing a Refined Option 3 alignment for the YNSE

In recognition that there could be sensitivities associated with construction and operations on or near the Holy Cross Cemetery, a small section of which the Option 3 alignment would have passed under, Metrolinx carried out further analysis of the northern section of the Option 3 alignment immediately after the preliminary findings of the IBC were considered by the Metrolinx Board of Directors.

The resulting alignment shown below in Figure 3, represents refinements to the Option 3 alignment to avoid tunneling under the Holy Cross Cemetery, and any associated land requirements.

The refined Option 3 alignment is approximately 150 m longer than what was presented in the IBC. The alignment refinement applies to the section that curves away from Yonge Street to the proposed subway tunnel portal north of Langstaff Road. The refined alignment continues to allow for four stations within the project funding envelope and crosses diagonally through the Royal Orchard community under several homes and community spaces.

Figure 3: Refined Option 3 Subway Alignment



Metrolinx is advancing work on the Yonge North Subway Extension project based on the “refined” Option 3 alignment. Project elements of the alignment include the following:

- Tunnel alignment:
 - Tunnelling under the East Don River jogging west of Yonge Street, easterly at Royal Orchard Boulevard crossing under the community, then north along the CN right-of-way
 - Running at-grade from north of Holy Cross Cemetery through the Langstaff Gateway and within Richmond Hill Centre
- Stations:
 - Three stations: Steeles (below grade), Bridge (at-grade between Highway 407 and Highway 7), and High Tech (at-grade at Richmond Hill Centre)
 - A fourth station at either: Cummer, Clark or Royal Orchard (note that Cummer station is within the City of Toronto)
- Train storage facility:
 - A 12 to 16 train storage facility will be located at-grade between High Tech Road to north of 16th Avenue, adjacent to the CN corridor
- Bus terminals:
 - A major 24 bay intermodal bus terminal to be located at Bridge station serving YRT and GO Transit
 - A potential 3 bay terminal located at Clark station serving local YRT routes. These bus bays will need to be relocated to the Steeles bus terminal if Clark station is not implemented, which will extend bus trip lengths and increase the number of buses running further south on Yonge to Steeles
 - An 11 to 18 bay off-street terminal together with on street bus bays located at Steeles station, serving both the TTC and YRT.

Further analysis on the alignment and station choices is currently being conducted through the Preliminary Design Business Case process.

The final number of subway stations on the Yonge Subway extension is not yet determined

Six previously envisioned stations were contemplated within the 2009 YNSE Environmental Assessment, and in a subsequent Benefits Case Analysis that Metrolinx completed in 2013. With completion of the IBC analysis of alternative options that would achieve the highest possible benefits and fit within the approved \$5.6 billion project budget, it has been determined that this funding envelope can accommodate up to four stations – two primary stations, one complementary urban core station, and one neighbourhood station.

A Primary station is determined to deliver the most significant benefits to the project because they are expected to attract the highest ridership. These stations tend to be located along existing east-west transportation corridors. The primary YNSE stations are Steeles and Bridge

- **Steeles Station** – will connect with local bus routes that serve Toronto and York Region, as well as a future TTC and York Region Transit rapid transit line proposed to

connect communities along Steeles Avenue

- **Bridge Station** – placed between the Highway 7 and Highway 407 corridors, will provide a transit hub offering convenient connections to York Region Transit, GO bus and the existing Langstaff Go Station

A Complementary Urban Core station is included in future plans because it enhances the benefits of at least one Primary station. Such a station would be located in areas that are poised for significant urban growth and development. High Tech is a Complementary Urban Core station.

- **High Tech Station** – will service the future communities envisioned within the Richmond Hill Centre area

The initial business case states that a Neighbourhood station is located in a residential area that analysis shows are not expected to grow at the pace of other stations however they are expected to be integrated with future development and intensification. Cummer, Clark and Royal Orchard stations are Neighbourhood stations.

Metrolinx is planning to initiate an early works contract (within York Region) to advance the YNSE implementation

To enable and to mitigate potential risks to the YNSE project schedule, Metrolinx has initiated two early works programs. One is located at Finch Station for station modifications, and the other is in the Langstaff gateway area in Markham for launch shaft and surface alignment site works.

The Langstaff Launch Shaft Early Works planned for the Langstaff Road and west of the CN tracks, are preparatory works including:

- Tunnel Boring Machine launch shaft shoring system
- Ground improvements for the Tunnel Boring Machine launch shaft site adjacent to the CN tracks south of Langstaff Rd
- Temporary CN track realignment and retaining structures to enable ground improvements
- Access Roads for future construction activity
- Utility & CN signal equipment relocations
- CN right-of-way separation barrier
- Clearing and grubbing to the northern project limit

The anticipated schedule for these works is as follows:

May 2021	Provincial Treasury Board approval
July 2021	Design Completion
September & November 2021	Issue & Close Tender
Q1 2022	Contract Award

The early works contract is planned to be procured under a design-bid-build procurement model.

Federal funding for the YNSE was announced on May 11, 2021

On May 11, 2021, the federal government announced that it was contributing 40% of the capital cost for each of the four provincial subways projects, up to a total of \$10.4 billion as shown in Table 1 below. Federal funding for the Yonge North Extension is conditional on Treasury Board approval. The funding for the YNSE will be up to 40% of \$5.6 billion (\$2.24 billion).

Table 1: May 11, 2021 Federal Funding Announcement Allocations

Projects	Estimated Project Cost (\$Billions)	Federal	Provincial	Municipal
		40%	33%	27%
Yonge North Subway Extension	\$ 5.6	\$ 2.2	\$ 1.8	\$ 1.5
Ontario Line	\$ 10.9	\$ 4.4	\$ 3.6	\$ 2.9
Eglinton Crosstown West	\$ 4.7	\$ 1.9	\$ 1.6	\$ 1.3
Scarborough Subway Extension	\$ 5.5	\$ 2.2	\$ 1.8	\$ 1.5
Less: Unknown		\$ (0.3)		
Estimated Total Capital Requirement	\$ 26.7	\$ 10.4	\$ 8.8	\$ 7.2

*Estimated Project cost per federal news release- May 11, 2021
York Region's share of \$1.5B Municipal cost is approximately \$1.1B*

Does not include Hamilton LRT \$3.4B

Metrolinx has commenced an update to Transit Project Assessment Process (EA) Report for the YNSE

An update to the 2009 Transit Project Assessment Process (Environmental Assessment) will be needed to reflect the revised tunnel alignment along with other project modifications. Metrolinx has initiated this TPAP addendum process. Public consultation, as required by the process, will commence later this year.

Federal funding for a project can also be a trigger for the need to complete a Federal Environmental Assessment. Staff will monitor and report further on the Environmental Assessment requirements.

4. Analysis

Staff are working with the Province and Metrolinx on a number of agreements

The Ontario-York Region Transit Partnership Preliminary Agreement executed last year, forms the foundation of the relationship between the Province and York Region required to implement the YNSE. It will also guide the development of the future agreements that in total will be needed to advance the YNSE.

The agreements are divided between the Province led ones and the Agency (Metrolinx and/or Infrastructure Ontario) led ones. The **Province led agreements** are summarized in the following table:

Agreement	Purpose	Parties
Agreement in Principle	This will be the next agreement to be negotiated. The purpose is to outline detailed functions and principles, including scope, capital commitments, fare setting, asset acquisition, TOC and roles and responsibilities.	York Region and the Province of Ontario
Funding Agreement	The purpose will be to outline and capital and operating funding requirements.	York Region and the Province of Ontario
Other Agreements as necessary	Other agreements required to implement the YNSE may be identified to implement YNSE.	York Region and the Province of Ontario

The **Agency (Metrolinx and IO) led agreements** include those summarized in the table below:

Agreement	Purpose	Parties
Master Agreement	The purpose will be to outline the roles and responsibilities from a technical perspective to support various aspects of project delivery.	Metrolinx and York Region (Potentially also Infrastructure Ontario and YRRTC)
Resource Agreement	This agreement will define the dedicated York Region/YRRTC staff resources required to support the YNSE project. The agreement will identify the mechanisms for recovery of the staff related costs. Separate	Metrolinx, York Region and YRRTC. (Note that separate resource agreements will also be implemented with Markham, Vaughan and Richmond Hill)

	resource agreements will be negotiated with Markham, Vaughan and Richmond Hill to identify their dedicated municipal resources.	
Operating and Maintenance Agreement	The purpose will be to outline the operation and maintenance roles and responsibilities and standards.	Metrolinx, the TTC and York Region
Access Agreement(s)	Will be required prior to the start of construction to define the access and control for intersecting assets, particularly with regards to the road right-of-way.	Metrolinx and York Region. Separate access agreements may also be required with Markham, Vaughan or Richmond Hill
Site by Site TOC Agreements	The purpose will be to outline technical details of the TOC requirements for each site negotiated by IO/Metrolinx.	Metrolinx, Infrastructure Ontario, York Region and the affected local municipality

Further reports to Regional Council will be required to seek authorization to enter into the agreements the Region is a party to as they are finalized. It is anticipated that the Agreement in Principle with the Province will be reported to Regional Council in the Fall 2021.

Metrolinx is advancing conceptual design and technical specifications work to be completed by the end of 2021 in preparation for procurement in 2022

A reference concept design typically represents a 10-15% level of design and is the basis for which proponents bidding the project advance their design in order to prepare their financial bid and schedule to complete the work. The specifications will be “output” specifications and will identify the constraints that the proponents must work within while delivering the work and the criteria that the final work must achieve.

Currently, the procurement model for the larger project is a presumptive single design-build-finance contract. However, Metrolinx continues to assess the packaging and procurement strategy for the project, including significant option analysis and market engagement. Any form of public private partnership contracting (including design-build-finance) requires all project scope and specifications to be identified up front. Any changes later in the process or during construction will become very costly and difficult to implement.

Metrolinx’s schedule for developing and finalizing the reference concept design and specifications is as follows:

February 2021	Draft Concept Design and Specifications
June 2021	Pre-Final Draft Concept Design and Specifications
September 2021	Final Draft Concept Design and Specifications
December 2021	Final Concept Design and Specifications

The first draft of the reference concept design was submitted by Metrolinx to reviewers as scheduled in February 2021. Some 430 comments on the submission were provided to Metrolinx, including comments from a coordinated York “One Window” including Richmond Hill, Vaughan and Markham. Further design iterations will be submitted by Metrolinx for review this summer and fall.

Metrolinx plans to issue the Request for Qualification (RFQ) from September to November 2021 and will confirm the proponents that will be eligible to participate in the Request for Proposal (RFP) which is planned to be issued Spring 2022.

YRRTC Board endorsed a set of design principles, including consideration for commuter parking, for incorporation in the YNSE project

At the March 10, 2021 Board of Directors meeting, the YRRTC Board endorsed a set of design principles for Metrolinx to include in the design of the Yonge North Subway Extension project. The following Board endorsed principles were provided to Metrolinx:

- Protect for Clark and Royal Orchard Stations within project scope
- Provide for community and development connections to station concourses at all stations
- Provide for accessible, high quality intermodal connections
- Maximize transit-oriented community opportunities
- Mitigate construction related impacts
- Minimize operation and maintenance costs
- Minimize ongoing operation impacts to existing neighbourhoods
- Optimize and provide for a seamless pedestrian experience
- Accommodate commuter parking opportunities for the line

An additional principle to provide for first mile last mile/Passenger Pick-Up and Drop-Off (PPUDO) and multi modal transitions at stations and terminals, was added to the board endorsed principles in consultation with the local municipalities.

All 10 principles have been included in the YNSE line wide project design principles. Metrolinx has also advised that the Preliminary Design Business Case will be assessing

commuter parking and passenger pick-up and drop-off opportunities at stations, recognizing local road network impacts and capacity constraints.

Protection of the York-Durham Sanitary Sewer will be an important consideration for the project

A segment of the York-Durham Sanitary Sewer (YDSS) runs east-west under Steeles Avenue and crosses Yonge Street close to the location of the Steeles subway station. As a critical infrastructure element, the YDSS will need to be protected from any implications during the construction and operations of the YNSE. Environmental Services staff have been engaged in the preliminary design process and have engaged an external consultant to provide guidance to Metrolinx.

Regional staff continue to work with Metrolinx on the Steeles station location and to determine and mitigate the impact of the YNSE crossing of the YDSS.

Staff are working with Metrolinx to implement or protect for both Clark and Royal Orchard stations

The Preliminary Design Business Case will assess and optimize scope elements, including those that were not previously assessed and/or have evolved since the Initial Business Case. Metrolinx has advised that the conceptual design of all neighbourhood stations continues, in confirming the final project scope.

Staff have requested that Metrolinx assess options to protect for the future implementation of the neighbourhood stations. This will maximize potential for stations to be added in the future if not fully implemented within the final project scope. York Region and YRRTC staff continue to work with Metrolinx in exploring partially building both Royal Orchard and Clark Stations within the project budget.

Alternative funding sources or private sector investment may be required to complete the neighbourhood stations construction now or in the future. Private sector investment through transit-oriented communities (TOC) development would help advance the business case for a neighbourhood station and require, at a minimum, a partially built station to be included within the project scope.

MTSAs were endorsed for both Clark and Royal Orchard stations recognizing the intensification vision for the Regional Corridor

Yonge Street between Steeles Avenue and Highway 7 has been designated as a Regional Corridor to be served by rapid transit since the 1994 Regional Official Plan (ROP) was approved. This was further emphasized in the 2010 ROP with the introduction of policies to establish Key Development Areas along these Regional Corridors as rapid transit services continued to be built. The Major Transit Station Area (MTSA) intensification nodes further advance this vision which was [endorsed by Council last September](#).

There is about a 5 km gap between the proposed Steeles Station and Bridge Station. This will be by far the longest gap in the TTC subway system, as the longest gap in the current TTC subway system is 2.7 km between the St. Clair West and Eglinton West stations. In comparison to the three other subway expansion projects, the longest gap will be 3.6 km between the Kennedy and Lawrence stations on the Scarborough extension, shown in the table below.

Subway Line/ Project	Approx. Length*	# of Stations	Shortest gap between stations	Longest gap between stations	Avg. distance between stations	# of stations per km
Yonge North Subway Extension	8 km	4	387 m	4.95 km	2.07	0.5
Ontario Line	15.5 km	15	545 m	2.3 km	1.07	1.0
Scarborough Extension	7.8 km	3	1.73 km	3.6 km	2.5	0.4
Eglinton West	9.2 km	7	1	2.2 km	1.2	0.8
Toronto-York Spadina Subway Extension	8.6 km	6	931.4 m	1.9 km	1.355	0.7
Existing Subway system	70.1~	73^	300 m	2.7		1.04
Notes: <ul style="list-style-type: none"> • *subject to change • **approximate distance measured using Google Maps • ~ 76.5 km total system minus the Scarborough RT (6.5 km) • ^ without stations accounted for TYSSE 						

The Regional Corridor in between these proposed stations requires rapid transit service to implement its planned land use function. Both the Royal Orchard and Clark MTSAs (Attachment 1) provide the intensification opportunities supported by rapid transit while serving the surrounding communities. MTSAs are an important part of the Region's city building initiative bringing housing and job choices closer to existing residents and providing increased travel choices. The MTSAs for Steeles, Langstaff-Longbridge and Richmond Hill Centre stations are also attached (Attachment 1).

With both Royal Orchard and Clark Stations in place, a portion of the Regional Corridor would still be beyond the 500 m to 800 m typical 10-minute walking distance. However, generally the planned function and vision of the corridor could be met over the long term if, at a minimum, these stations are built or protected to be built in the future. York Region/YRRTC staff continue to work with Metrolinx and the Province on the evaluation and assessment of the additional stations. The final decision-making process for which station(s) will be implemented is currently unclear.

Concerns have been expressed by residents of the Royal Orchard community in Markham and the Bayview Glen community in Richmond Hill about the alignment and the number of stations

Metrolinx completed the Initial Business Case and released it to the public in March 2021. Between March and June, Metrolinx presented at Markham, Vaughan, Richmond Hill and York Region Council meetings and hosted a number of virtual public meetings to engage with community and stakeholders.

Specific meetings were held with the Royal Orchard community in Markham and the Bayview Glen community in Richmond Hill. Both communities raised concerns with the preferred alignment and its impact to their homes and neighbourhoods and Metrolinx is currently working with the community to address these concerns. The community also identified concerns with the number of stations and the importance of the Royal Orchard and Clark stations.

The preliminary design for the Yonge Subway including the final project scope will be the subject of a report to Council this fall

The Preliminary Agreement identified that “the Province will have ‘sole responsibility’ for the planning, design and construction of the Project, and intends to own the resulting assets.”

As such the Province will have the final determination on major project scope elements, such as which stations to implement the project alignment and supporting elements such as access, parking and bus terminals.

The Preliminary Agreement does go on to say that “the Province will continue to acknowledge the interests of the Region and YNSE Municipalities, in respect of the Project.”

As a major contributor to the funding of the YNSE, the Region can reasonably expect to have input into the final scope determination decisions. This will be further negotiated in the agreements yet to come with anticipated reporting in the Fall 2021.

Implications of the Transit Oriented Communities (TOC) Program

The Memorandum of Understanding on Transit Oriented Communities between the Province and York Region has established four shared objectives:

1. Exchange of Value: Creating new investment and revenue opportunities between the public and private sectors, where possible,
2. Increased Transit Ridership: Developing transit-oriented communities, in which residents choose transit as their first mode of transportation,
3. Improved Customer Experience: enhancing station areas to make the interaction with the customer seamless (e.g., through creating desirable commerce and retail concourses, etc.)

4. City/Region Building: Developing communities that provide residents and workers with new places to live, work and play

Achieving these benefits is contingent on establishing a time-bound review process for TOC proposals in order to maintain pace with project timelines and procurements. Under the TOC program the Province will be partnering with developers to master plan and deliver integrated development with the subway.

MTO and York Region/YRRTC have been working together to develop a Transit Oriented Community planning approval process to ensure critical timelines can be met. The new timelines and processes will be significantly different than traditional development approval process.

Ongoing operations and maintenance of the subway will be important considerations for the YNSE

As one of the lessons learned from the implementation of the Spadina Subway Extension, consideration for the ongoing ownership, operations and maintenance of the YNSE and all of its facilities will be critical during the design process. YRT staff have been fully engaged in the preliminary design to help confirm roles and responsibilities affecting operations and maintenance.

5. Financial

A companion report regarding York Region Fiscal Sustainability from the Commissioner of Finance is provided on the same agenda. The Commissioner's report provides information on the potential financial impact of the Yonge North Subway Extension based on currently available information.

The capital cost estimate of \$5.6 billion for the YNSE was established several years ago by Toronto and the TTC, based on the conceptual design study that was completed in 2014. When the Province assumed control and responsibility for YNSE, the \$5.6 billion was maintained as the funding cap for the project. Metrolinx has continued to use this funding cap and has identified ways to achieve this, such as:

- reduction in the number of stations
- revising the alignment and constructing the northern section at grade beside the CN rail line
- constructing the train storage facility on the surface rather than below grade
- constructing a tunnel under the Don River rather than in a bridge over the river
- building the Steeles bus terminal on the surface rather than under Steeles Ave.

The municipal contribution to subway projects is identified as 26.7%. With approximately 75% of the YNSE project within York Region, the pro-rata share for York's contribution is approximately \$1.1 billion. York Region has requested that the Province enable specific Development Charges regulations that will allow a greater percentage of the cost to be recovered through DC's, as was done with the Spadina Subway Extension. No direction has been received on this matter from the Province yet.

Further negotiations are also required to determine the expectations regarding ongoing operations and maintenance costs and the timing of payments, etc. Further reports will be submitted to Regional Council as these matters become clearer.

6. Local Impact

The YNSE project is a critical component of the regional and local transportation network and underpins York Region's employment and population growth anticipated by the Provincial Growth Plan, regional and local municipal Official Plans.

Subway infrastructure is necessary for full population and employment build out of the Richmond Hill/Langstaff Gateway Provincial Urban Growth Centre and to facilitate redevelopment of the Yonge Street Corridor from Finch Avenue to Richmond Hill.

Coordination of regional and local municipal interests and objectives are being streamlined through the York "one window" collaboration forums. York Region and YRRTC staff are working closely with staff from Markham, Vaughan and Richmond Hill on all aspects of the Yonge North Subway Extension.

7. Conclusion

The Yonge North Subway Extension is a critical transit project required to support the growth and development of York Region. This report provides York Region Council with an update on the progress of the project since May 2020.

Major YNSE project scope decisions will need to be made by the end of this year. This summer and early Fall will be a critical time for advancing the preliminary design and determining these major scope implications. At the same time, the Provincial "Agreement in Principle" and "Funding Agreement" will be advanced to provide more clarity on the Region's funding obligations. Further report(s) will be provided to Regional Council in the early Fall to seek direction and authorization on these important matters.

Additional reports will be presented to Council with updates as well as seeking authorization and decisions on matters such the scope of the project and anticipated agreements between York Region and the Province.

For more information on this report, please contact Paul May, Executive Vice President York Region Rapid Transit Corporation, at 1-877-464-9675 ext. 71030. Accessible formats or communication supports are available upon request.



Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

May 28, 2021

Attachments (1)

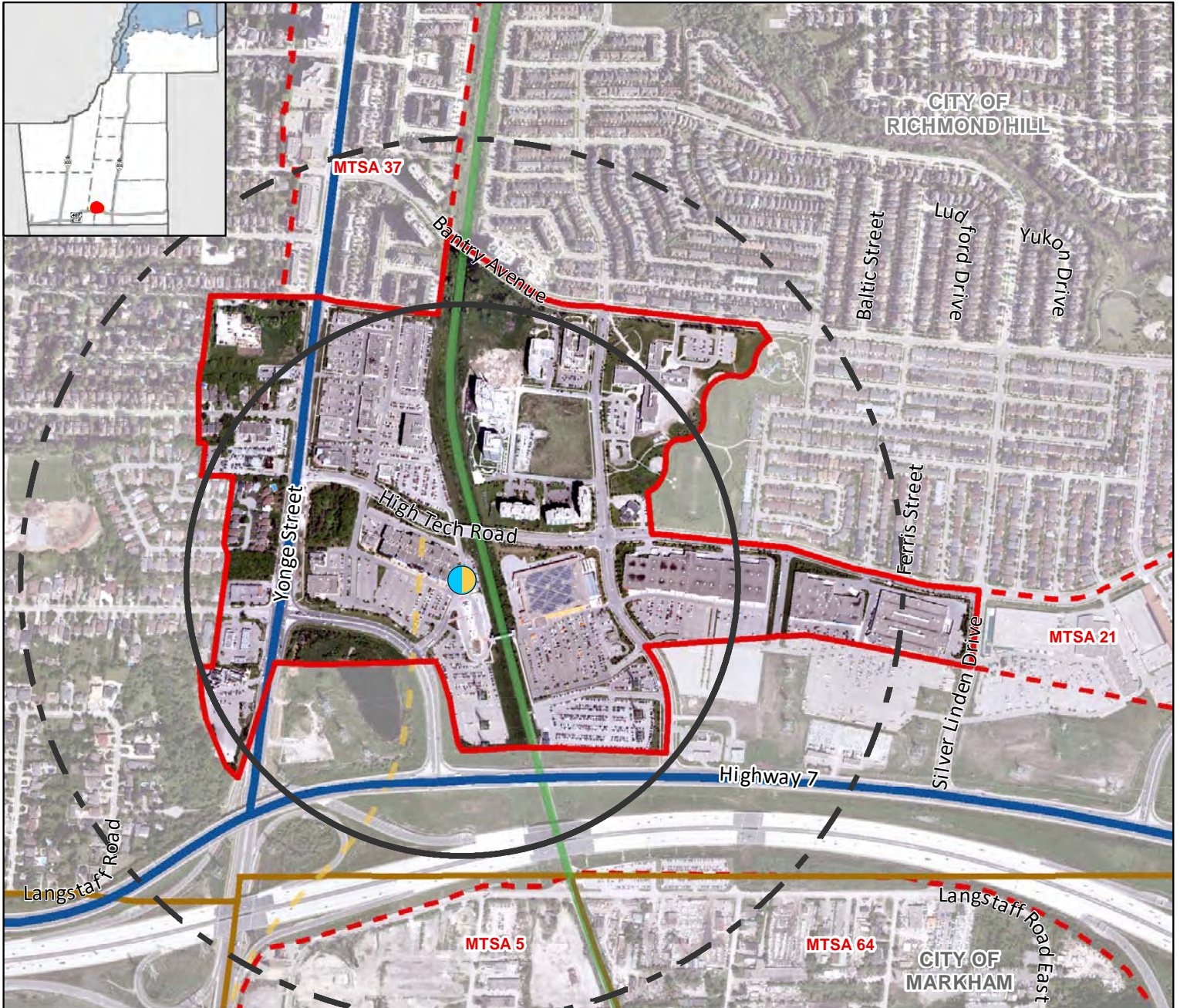
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Richmond Hill Centre Subway Station

Near High Tech Road and Yonge Street






MTSA 4

Richmond Hill




Legend

Major Transit Station

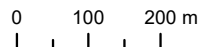
-  Priority Bus Rapid Transit/ Other Subway
-  Proposed MTSA Boundary
-  500m Radius
-  800m Radius
-  Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

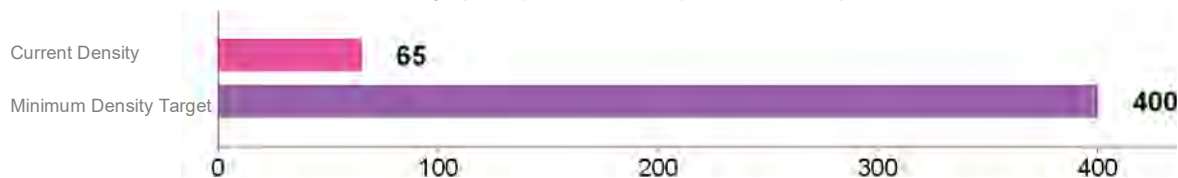
-  Bus Rapid Transit
-  Subway
-  GO Rail
-  Local Municipal Boundary

Richmond Hill Centre Subway Station MSTA

Gross Area:
73.32 ha



Density (People & Jobs per Hectare)



The Regional Municipality of York
Corporate Services,
Planning and Economic Development
August 2020

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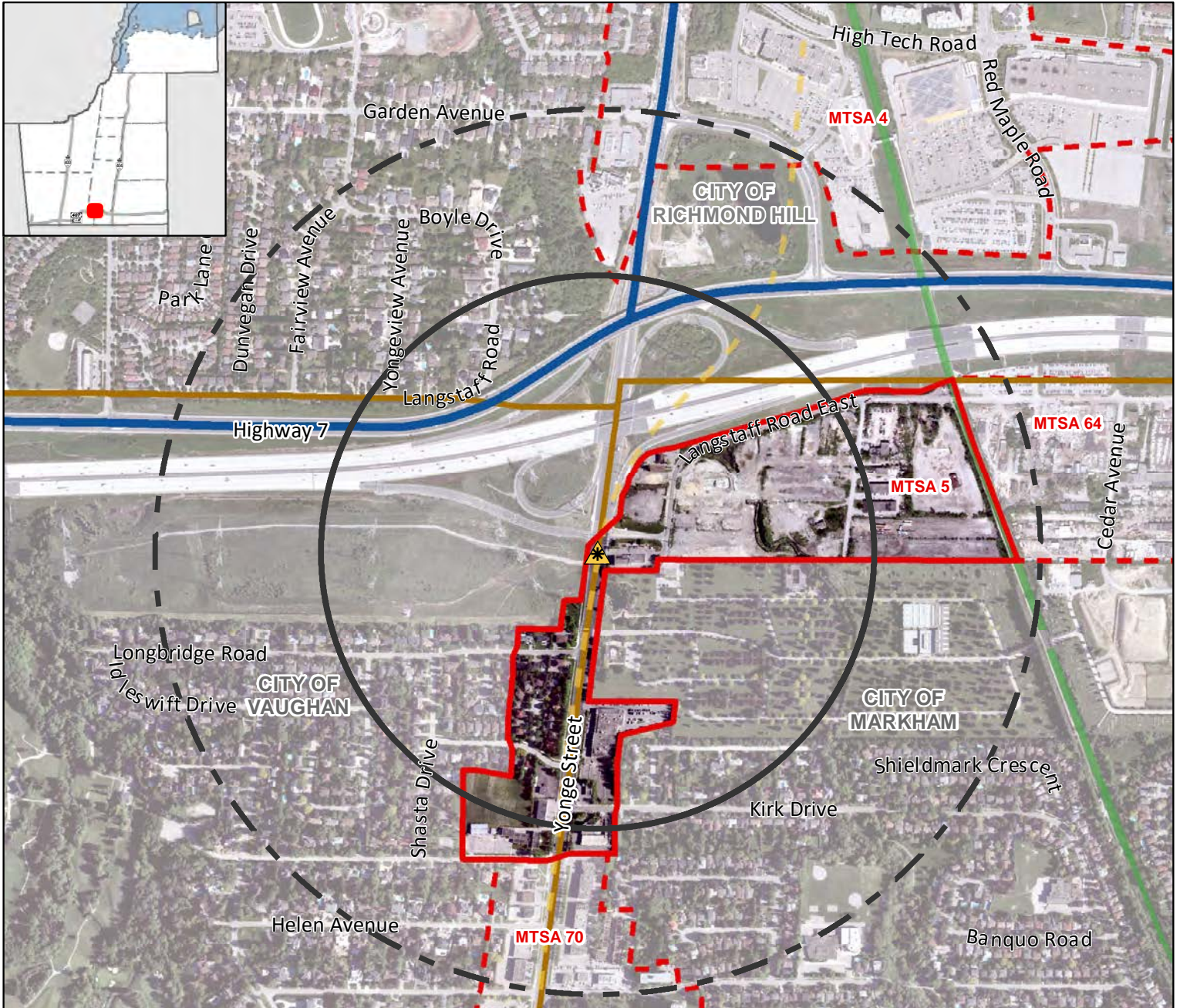
See York.ca for disclaimer information.

Langstaff-Longbridge Subway Station

Near Longbridge Road and Yonge Street

MTSA 5

Markham/Vaughan



Legend

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary
- Bus Rapid Transit
- Subway
- GO Rail
- Local Municipal Boundary

Priority Transit Corridors - Provincial Growth Plan

Other Transit Corridors

Langstaff-Longbridge Subway Station
MTSA Gross Area:
 27.51 ha

Density (People & Jobs per Hectare)

Category	Current Density	Minimum Density Target
MARKHAM	20	400
VAUGHAN	50	150

The Regional Municipality of York
 Corporate Services,
 Planning and Economic Development
 August 2020

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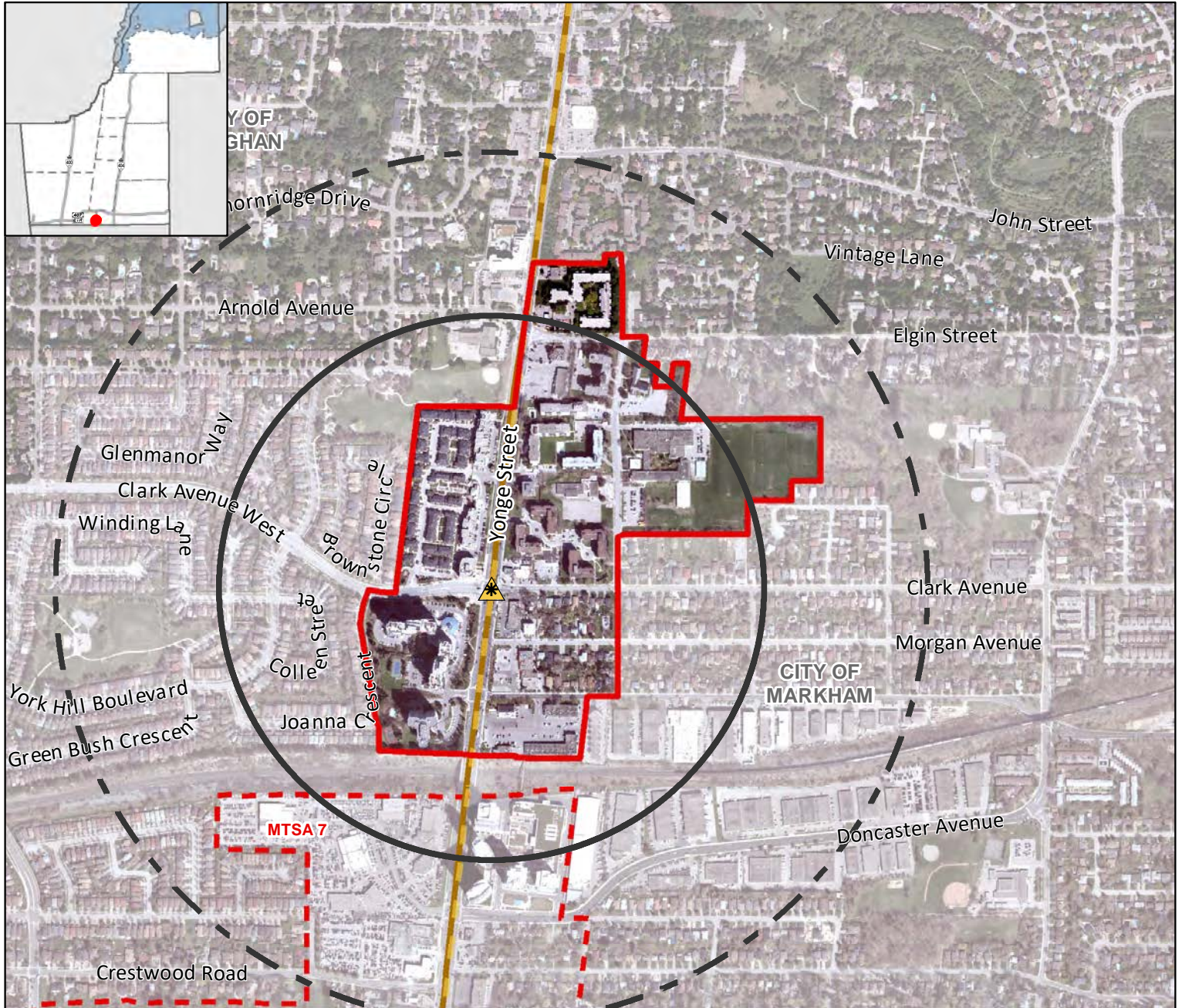
* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx

Clark Subway Station

Near Clark Avenue and Yonge Street

MTSA 6

Markham/Vaughan



Legend

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors

- Subway
- Local Municipal Boundary

Clark Subway Station MTSA
Gross Area:
 39.10 ha




Density (People & Jobs per Hectare)

Category	Value	Municipality
Current Density	135	MARKHAM
Minimum Density Target	250	MARKHAM
Current Density	225	VAUGHAN
Minimum Density Target	250	VAUGHAN



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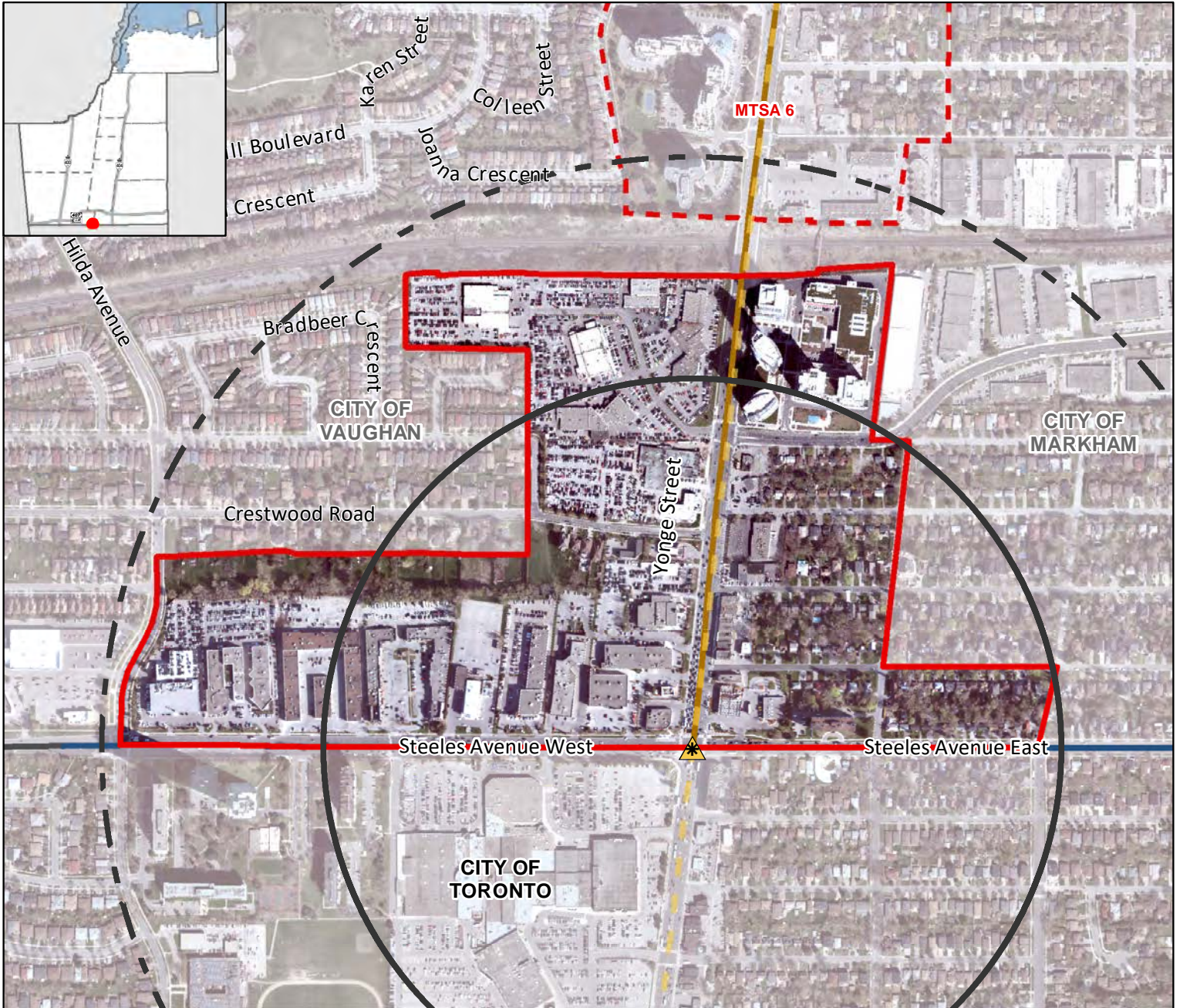
* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

Steeles Subway Station

Near Steeles Avenue and Yonge Street

MTSA 7

Markham/Vaughan



Legend

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary
- Other Transit Corridors - Subway
- Bus Rapid Transit
- Local Municipal Boundary
- Regional Municipal Boundary

Steeles Subway Station MTSA Gross Area: 49.17 ha

Density (People & Jobs per Hectare)

Category	Value
Current Density	65
Minimum Density Target	265
MARKHAM	300
VAUGHAN	300

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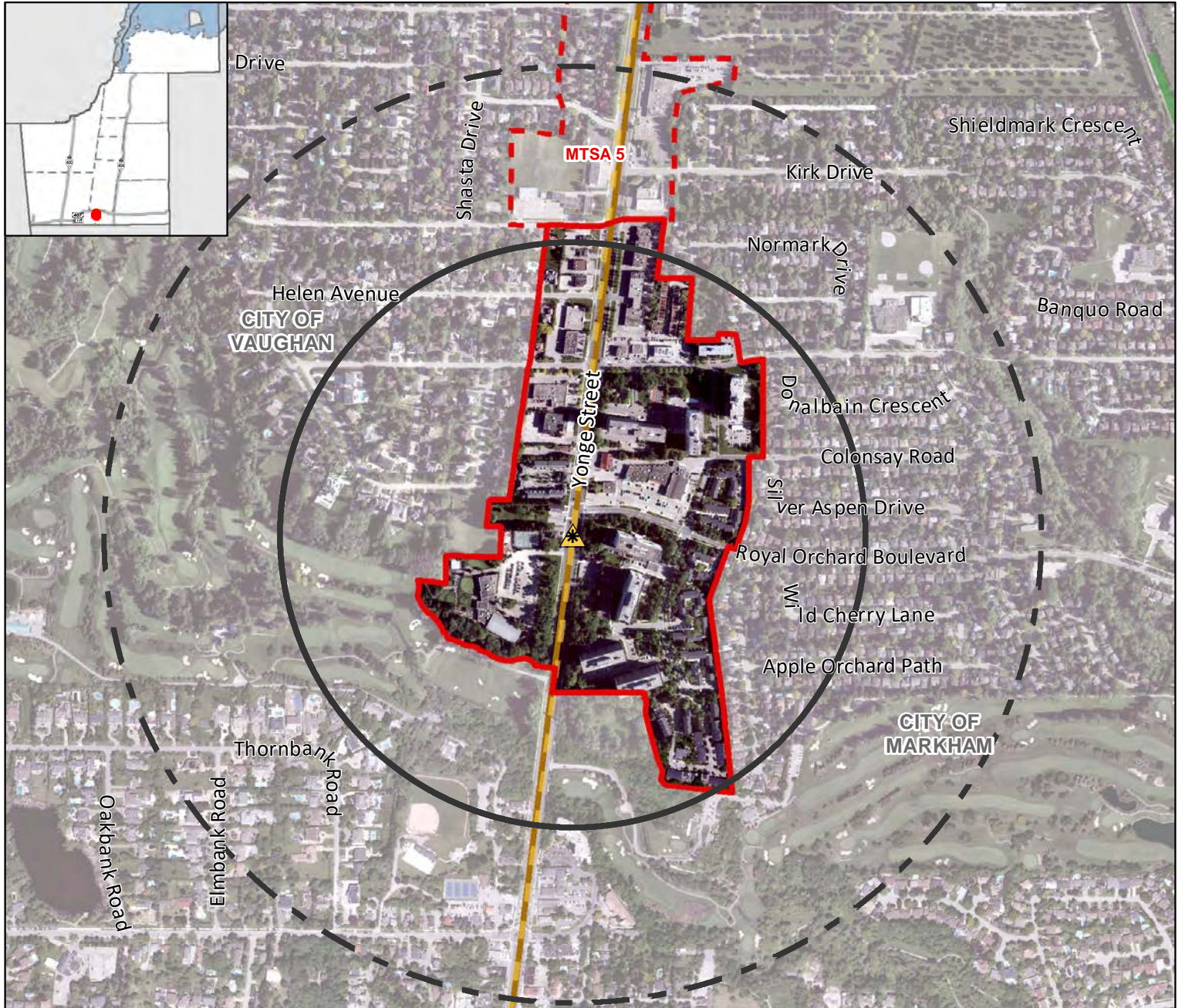
* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

Royal Orchard Subway Station

MTSA 70

Along Yonge Street, near Royal Orchard Boulevard

Markham/Vaughan



Legend

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors

- Subway
- GO Rail
- Local Municipal Boundary

Royal Orchard Subway Station
MTSA Gross Area:
 31.60 ha

Density (People & Jobs per Hectare)

Category	Value
Current Density	30
Minimum Density Target	215
MARKHAM	250
VAUGHAN	200

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