

From: McPhail, Roxanne <Roxanne.McPhail@york.ca> **On Behalf Of** Regional Clerk
Sent: Wednesday, May 25, 2022 8:43 AM
Subject: Yonge North Subway Extension - Steeles Station Scope

On April 13, 2022 the York Region Rapid Transit Board of Directors adopted the attached resolution regarding 'Yonge North Subway Extension - Steeles Station Scope' and is seeking support and further endorsement.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services
Department

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RESOLUTION OF THE BOARD OF DIRECTORS
OF
YORK REGION RAPID TRANSIT CORPORATION
(the “**Corporation**”)

YONGE NORTH SUBWAY EXTENSION (YNSE) – STEELES STATION SCOPE

Whereas

- On March 10, 2021, the YRRTC Board endorsed a set of principles (Attachment 1) that were conveyed to Metrolinx to be accounted for during the design of the Yonge North Subway Extension;
- On May 19, 2021, the YRRTC Board endorsed a resolution (Attachment 2) that were conveyed to Metrolinx identifying the need for a detailed pedestrian and passenger flow modelling analysis within and surrounding the planned Steeles Station to assess capacity requirements for the facilities and pedestrian infrastructure;
- The Province of Ontario has released its 2022 Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (to 2051), which identifies Steeles Avenue as a “Higher Order Transit Connection”;
- Metrolinx’s 2041 Regional Transportation Plan identifies Steeles Avenue as a high priority transit corridor and currently Metrolinx proposes that Steeles Station only provide for a future connection to Steeles Avenue rapid transit service;
- York Region’s draft 2022 Transportation Master Plan identifies Steeles Avenue as a high priority Bus Rapid Transit corridor as part of the 2051 Rapid Transit Network Plan;
- The City of Toronto Official Plan identifies Steeles Avenue as a higher order transit corridor (Map 4 – January 2020) and a transit priority segment (Map 5 – May 2019);
- The number of pedestrians at the Yonge and Steeles intersection is expected to significantly increase with intensification of the area forecasted to exceed 40,000 residents, 7,000 jobs and 23,000 housing units
- The Province of Ontario has passed Transit-Oriented Communities (TOC) legislation(s) that enables the Province to capture a financial contribution from adjacent developments through the identification of *transit-oriented community land*;

- The City of Vaughan's Yonge Steeles Corridor Secondary Plan is under appeal and will be before the Local Planning Appeal Tribunal in June 2022 and includes protection of a Steeles Avenue right of way to accommodate bus rapid transit;
- YRRTC staff, in consultation with York Region, the Cities of Markham, Toronto and Vaughan, and TTC staff have identified that centre median bus platforms on Steeles Avenue, along with a public fare free subway station concourse providing connections between transit and the four corners of the Yonge-Steeles intersection, is necessary to support planned transit and intensification of the Yonge-Steeles community; and
- As the YNSE project is advanced, it is critical that all stakeholders consider the significance of the emerging community being built at Yonge and Steeles and the necessary connections needed above and below-grade to sustain it.

Now, therefore it be resolved that:

The YRRTC Board recommends that:

1. Metrolinx include the following in the Yonge North Subway Extension project scope and budget, and construct concurrent with the Yonge North Subway Extension:
 - a. Centre median bus platforms (CMBPs) on Steeles Avenue, complete with direct vertical circulation to Steeles Station below;
 - b. An appropriately sized, well-proportioned, well-designed fare free pedestrian concourse within Steeles Station that connects the four corners of the Yonge-Steeles intersection, all station entrances, CMBPs and TTC/YRT bus terminal;
 - c. Knockout panels at the road right-of-way property line on each corner of Yonge and Steeles where station entrances are not constructed day-one, for future connection by others; and
 - d. the required widening of Steeles Avenue to achieve the above.
2. The Province of Ontario recognize that a portion of Transit Oriented Communities contributions along the Yonge North Subway Extension corridor be directed toward the infrastructure identified in this resolution, if not captured in the Yonge North Subway Extension budget.
3. The Clerk circulate this resolution to:
 - a. The Clerks of The Regional Municipality of York, the Cities of Markham Toronto and Vaughan, and TTC seeking their support and further endorsement of this resolution; and
 - b. The Premier of the Province of Ontario, Ontario Minister of Transportation, Ontario Minister of Infrastructure, and the President and CEO of Metrolinx.

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("The Corporation")**

Yonge North Subway Extension – Design Principles (March 10, 2021)

That the Board recommends the following set of principles be conveyed by YRRTC staff to Metrolinx to be included during the design of the Yonge North Subway Extension:

- 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

Moved By Regional Councillor Ferri

Seconded By Regional Councillor Jones

Carried

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Yonge North Subway Extension Pedestrian Flow Analysis (May 19, 2021)

That the Board recommends the following be conveyed by YRRTC staff to Metrolinx to be included during the design of the Yonge North Subway Extension:

- A detailed pedestrian and passenger flow modelling analysis within and surrounding the Steeles, Bridge, and High Tech Stations to assess capacity requirements for the facilities and pedestrian infrastructure
- Include in the Study Area one block beyond each station in each direction to account for community movements
- Account for community and development connections to station concourses in the analysis
- Consider utilizing pedestrian simulation software, such as Mass Motion Software developed by Arup, as part of the development of the passenger flow analysis.

And that staff report back to the Board on any cost sharing arrangements required, if any, to support this analysis.

Moved By Regional Councillor Ferri

Seconded By Regional Councillor Jones

Carried