Yonge Subway Extension
Preliminary Planning for Transit Project Assessment

Public Workshop – August 26, 2008
yonge subway study

TODAY

be involved

- public consultation centre 2: september 25
- public consultation centre 3: late november
Recap of July 31
Public Workshop
recap of July 31 Public Workshop

- Provided an overview of the Study
- Summarized results from the Subway Team’s technical analysis
  - Potential station locations (6 stations with 2 options in Heritage Area)
  - East Don River crossing options (under and over the river)
  - Richmond Hill Centre alignment alternatives (3 options)
recap of July 31 Technical Workshop
stations - finch to clark
recap of July 31 Technical Workshop
stations - heritage district
recap of July 31 Technical Workshop
east don river crossing options

option 1 | bridge

option 3 | under the river
recap of July 31 Technical Workshop alignment
richmond hill centre alignments
Approx. 40 people attended the session

What we heard from attendees:

- Favoured 6 stations (Cummer/Drewry, Steeles, Clark, Royal Orchard, Bunker, Richmond Hill Centre)

- Preferred subway crossing over the East Don River via a heritage-style bridge

- A preference for alignments east of Yonge Street with a concern expressed regarding the future station location at 16th.

Over 500 surveys received over the summer
Recommended Yonge Subway Extension
• Cummer/Drewry, Clark, Royal Orchard, and Bunker/Longbridge are preferred in addition to Steeles and Richmond Hill Centre:

- **Cummer/Drewry** – today’s density close to 100 people/hectare; good intensification potential around station in the future

- **Clark** – today’s density meets 100 people/hectare threshold; good intensification potential in Markham and Vaughan

- **Royal Orchard** – today’s density close to 100 people/hectare; has good intensification potential particularly in Markham

- **Bunker/Longbridge** – key location to provide commuter parking, a PPUODO facility and significant intensification potential
### what comes with a subway station?

<table>
<thead>
<tr>
<th>Station</th>
<th>Pedestrian Entrances</th>
<th>PPUDO</th>
<th>Bus Terminal</th>
<th>Park’n Ride</th>
<th>Substation</th>
<th>SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cummer / Drewry</td>
<td>●</td>
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<td>Line station with minimal surface requirements</td>
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<tr>
<td>Steeles</td>
<td>●</td>
<td>●</td>
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<td>●</td>
<td>●</td>
<td>Transit hub</td>
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<tr>
<td>Clark</td>
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Steeles Station
• Large volume of TTC and YRT buses from the north, east, and west
• Special traffic signals for buses to accommodate bus movements in/out of bus terminal
• Protection for a 50m buffer to Yonge Street and potentially Steeles Avenue to preserve developable frontage
• Property impacts
• Walking distances between the subway and the bus
• Relationship with future redevelopment in the area
• Location of bus terminal access roads/driveways
development of station layout concepts
- key considerations @ steeles station

NW Quadrant:
• Bus Terminal
• PPUDO

SW Quadrant:
• Bus Terminal
• Entrance Building

SE Quadrant:
• Entrance Building
• Substation
• Bus Terminal (if underground)

NE Quadrant:
• Entrance Building
• PPUDO
• Substation
• Bus Terminal (if underground)
development of station layout concepts
- preliminary concepts from August 25 Steeles Workshop

Southwest Quadrant

Northwest Quadrant
development of station layout concepts

**Underground Bus Terminal**
What about a station under the road?

- Minimizes impacts to developable lands
- Despite the terminal being underground, there are impacts at the surface such as street widening / property impacts and entrance impacts. All entrances within the impacted zone become right-in/right-out.

**Issues**
- Impacts access / entrances
- Higher capital cost
- Higher operating and maintenance cost
- Air quality
- Natural light
- Disruption during construction
- Future flexibility

Legend
- Street Widening
- Station Box
development of station layout concepts
- preliminary concepts from August 25 Steeles Workshop

Underground Bus Terminal
East Don River Crossing
• Bridge preferred:

- Allows for a shallow subway station at Royal Orchard – easier pedestrian access, quicker emergency response, and lower station cost

- Presents an opportunity to improve road profile on Yonge Street for pedestrians and drivers

- Presents an opportunity to naturalize the valley
development of East Don River Bridge concepts

- **Residential/commercial properties**
  - 3 heritage residential properties
  - 3 high rise apartments/condominiums
  - 2 golf courses
  - 1 other heritage structure

- **6 driveways between crests**
  - 2 residential driveways
  - Entrance to Toronto Ladies’ Golf Course
  - Maintenance entrance to Thornhill Golf Club
  - Commercial driveway
  - Entrance to Thornhill Golf Club
development of East Don River Bridge concepts
Bunker/Longbridge Station
Commuter Parking Facility

- Access in/out of park’n ride
- Traffic impact on Yonge Street and Hwy 407 off-ramp
- Walking distance between the subway and commuter parking facility – should be no more than 500m
- Property impacts on west side of Yonge Street
- Impact on local traffic circulation
- Avoid impact to Hydro One’s 230/500kV transmission facilities
development of station layout concepts
- key considerations @ bunker/longbridge station
Richmond Hill Centre Station
Option ‘C’ preferred:

- Best opportunity to create a well-integrated, inter-modal transit hub connecting the subway, YRT buses, GO buses, 407 Transitway, and GO Train. Shortest walking distances between all transit modes
- Optimizes development potential both east and west of CN rail corridor
- Furthest away from the protected woodlot at Yonge Street and High Tech Road – minimal impact
- Lowest construction-related traffic impact on Yonge Street
- Lower potential for impacting existing residential properties as there are no houses adjacent to the alignment
technically preferred alternative
- richmond hill centre alignment
technically preferred alternative
- richmond hill centre alignment
conceptual design
protecting for future extension
• Surface layout and integration with development will be determined by the *Richmond Hill Centre Land Use and Built Form Master Plan Study* currently underway.

• Subway study will specify surface facilities footprint requirements associated with the subway station:
  - Bus terminal (28 bus bays)
  - PPUODO
  - Pedestrian entrances
  - Substation
  - Vent shafts

• Multiple inter-modal interfaces:
  - Subway
  - YRT and GO Bus
  - 407 Transitway
  - GO Train
next steps

Summer 2008

• Continued technical work to evolve preferred design
• Assess and evaluate station layout concepts

Fall 2008

• Municipal presentations to Committees on preferred design including City of Toronto
• Public Meeting #2
  - September 25 (York Region)
  - October 15/16 (Toronto), Tentative
• Public Meeting #3 – November 26, 2008