

# project overview

Yonge Subway Extension .....

February 2020

York Region is calling on the Government of Canada to focus infrastructure investments on rapid transit corridors and commit to the full federal funding needed to build the Yonge Subway Extension as part of the 2020 Budget.

# executive summary—the ask

---

Home to over 1.2 million residents, 52,000 businesses with over 636,000 jobs, York Region is Canada's fastest-growing large municipality and one of Ontario's largest business communities. Located in the heart of the Greater Toronto Area, York Region's population and employment will grow to 1.8 million and 900,000 jobs by 2041. York Region's growing communities need the Yonge Subway Extension to sustain economic growth and reduce greenhouse gas emissions. **York Region is calling on the Government of Canada to commit to the full federal allocation needed to build the Yonge Subway Extension as part of the 2020 Budget.**

## the business cases completed to date for the Yonge Subway Extension are solid

The Yonge Subway Extension [YSE] is one of the Province's four priority transit projects in Ontario for which a provincial funding commitment has been secured. **The YSE is also York Region Council's number one infrastructure project** and is an integral part of the rapid transit priority projects connecting the Greater Toronto and Hamilton Area.

## the YSE needs financial certainty

A project of this size and scope requires long term financial partnerships between all levels of government over a long period of time. To date, \$36 million of Federal Public Transit Infrastructure Fund [PTIF - Phase One] funds were directed by the Region of York to complement provincial funding for preliminary design and engineering work. This is a great start, but we now need **financial certainty to move this project from preliminary design to reality** and PTIF - Phase Two funds are not adequate without a top up through the 2020 budget cycle.

## YSE is an excellent fit with the Federal government's mandate

The YSE is a missing link in the Greater Toronto and Hamilton Area transit network. The subway will strengthen the middle class, increase economic growth, create jobs and support sustainable initiatives that improve our quality of life. The YSE will:

- Service a demonstrated need—with a potential ridership of 165,000 per day;
- Reduce 3,300 bus trips servicing this segment of Yonge Street on an average work day by the time it's built;
- Save over 13 tonnes of greenhouse gas emissions per workday by replacing the 3,300 daily bus trips;
- Invigorate housing choice for 88,000 new residents by unlocking planned development in the Richmond Hill/Langstaff Gateway Centre and along the corridor;
- Create 60,000 jobs, including up to 21,800 person-years of employment during construction alone; and
- Make the Richmond Hill/Langstaff Gateway Centre a true intermodal hub, connecting GO rail, subway and bus services for commuters travelling to Union Station.

# the missing link Yonge Subway Extension



\* Subject to change  
Map not to scale  
Rev. 01/2020  
Conceptual

## LEGEND

- |                                    |                                       |                                              |
|------------------------------------|---------------------------------------|----------------------------------------------|
| Open Rapidways [Bus Rapid Transit] | Proposed Ontario Line                 | Eglinton Crosstown / LRT                     |
| Rapidway Under Construction        | Existing TTC Subway                   | Eglinton LRT Extension to Airport            |
| Future Rapidways                   | Proposed Sheppard Subway Extension    | Union Pearson Express                        |
| Viva Curbside Bus                  | Proposed Scarborough Subway Extension | Hurontario LRT                               |
| Line 1 Subway Extension [Spadina]  | Finch West Light Rail Transit [LRT]   | Terminals                                    |
| Proposed Yonge Subway Extension    | GO / SmartTrack                       | Operations, Maintenance and Storage Facility |

# a reality based on need

## unprecedented growth is putting pressure on York Region's already congested road network

York Region is Canada's fastest-growing large municipality and one of Ontario's largest business communities [Figure 1], with over 1.2 million residents, 52,000 businesses with over 636,000 jobs,



Figure 1 – Growth and employment in York Region.

In 2018, York Region's share of the GTHA population growth was 14.9 per cent, making York Region the **sixth largest** municipality in Canada in the same year<sup>1</sup>. Growth will mean increased numbers of people, goods and services moving across our corridors, thus increasing demand on infrastructure. Increases in morning peak period travel by commuters to and from work will add additional pressure and congestion on our already busy road network.

## more people are commuting into York Region from Toronto

York Region is home to two of Ontario's four employment megazones, and houses Canada's largest concentration of technology companies, making it a top destination for business, talent and investment. Travel between these megazones is expected to continue to increase faster than ever, so it's essential to ensure they are well served and connected by rapid transit.

Access to higher order transit is a key attraction for businesses when choosing to locate in York Region, and with that a growing number of people are choosing to both live and work in York Region. Providing well-connected, seamless transit is critical to reducing traffic congestion and attracting businesses.



## congestion will impact existing transit service along Yonge Street

To service this section of Yonge Street will require 3,300 bus trips per day by the time YSE is in service. This includes Toronto Transit Commission [TTC] buses and Viva buses carrying passengers to and from York Region and the Finch Terminal in the City of Toronto. The growing traffic congestion along the Yonge Street corridor is already impacting bus service. The YSE will alleviate traffic congestion along Yonge Street by removing many of these bus trips and providing commuter more travel options.

<sup>1</sup> Regional Municipality of York, 2018 Growth and Development Review [May 2019].  
<sup>2</sup> Metrolinx. Yonge Subway Extension Benefits Case [2009].

# YSE is the missing link in plans to create a transit network for the future

To respond to increased pressures on our busiest roads, York Region has implemented a phased rapid transit program that delivers billions of dollars of infrastructure assets in the Region, shown in Figure 2. The Program is aligned with Federal and Provincial priorities to deliver seamless rapid transit connections for the GTHA.

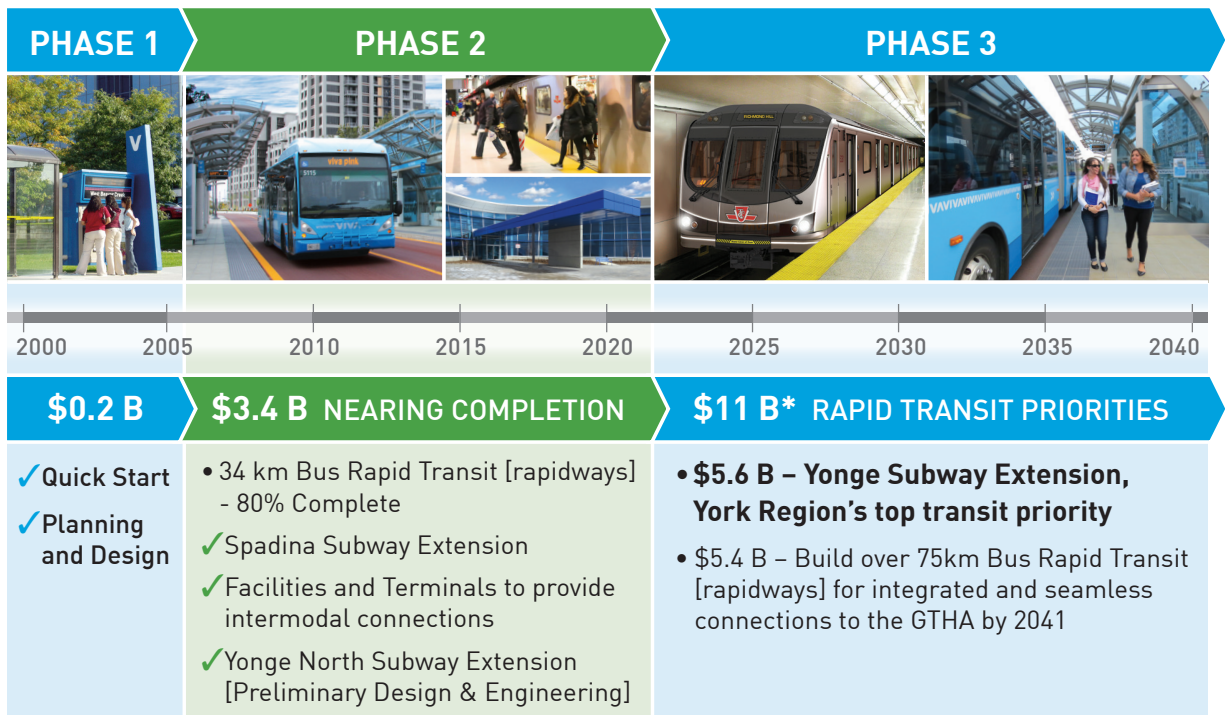


Figure 2 – York Region’s Rapid Transit Program

\* 2017 dollars, final cost estimate to be determined

York Region [with its funding partners] is delivering Phases 1 and 2 of the rapid transit program. Construction is nearly complete on over 80 per cent of the 34 kilometres of funded Bus Rapid Transit and 38 stations—the first of its kind in Canada. In fact, the Highway 7 Bus Rapid Transit corridor is an internationally award winning corridor, recognized for providing commuters a world-class, high level of rapid transit service that converges at Richmond Hill Terminal, the proposed terminus of the YSE.

## the Yonge Subway Extension is the Region’s #1 Priority

Phase 3 of York Region’s Rapid Transit Program includes the opening of the proposed 7.4 kilometre Yonge Subway Extension to Richmond Hill by 2030. The YSE is a vital missing link to connecting York Region residents and businesses to the rest of the GTHA and vice versa. **Securing the funding for the Yonge Subway Extension is the top priority for rapid transit in York Region.**

# moving ahead on the YSE

To date, \$36 million of the Federal Public Transit Infrastructure Fund [PTIF- Phase One] funds were directed by the Region of York to complement provincial funding for preliminary design and engineering work.

In April 2019, the Province committed to fund a portion of the \$5.6 billion [2017\$] in capital construction costs of the Yonge Subway Extension as part of Ontario's four priority transit projects. **York Region Council is seeking the Federal Government's participation as a funding partner with a minimum 40 per cent funding commitment toward the capital construction costs.** The \$5.6 billion [2017\$] investment over 10 years will boost Ontario's Gross Domestic Product by \$638 million dollars<sup>3</sup> and create millions in land value and assets.

## helping deliver on promises

The Yonge Subway Extension delivers on Federal and Provincial mandates by:

- Turning investment into infrastructure assets for the community;
- Reducing carbon emissions and creating sustainable communities;
- Mitigating congestion and making it easier for people to travel across York Region and the GTHA;
- Increasing access to affordable housing and jobs;
- Increasing land value around transit stations and creating more transit-oriented communities; and
- Increasing economic vibrancy, supporting families and attracting new investment.

## YSE is rooted in Regional and Provincial plans dating back to 1994

The YSE was identified in the MoveOntario Plan [2007], Metrolinx's Big Move [2008] and three generations of the York Region Transportation Master Plan from 2002 to 2016.

The YSE is also critical to supporting the goals of the Provincial Growth Plan for the Greater Golden Horseshoe and York Region's Official Plan [1994 to 2019] by promoting more efficient, livable, mixed-use communities integrated with rapid transit, improved connectivity and reduced greenhouse gas emissions.

**Most recently, the YSE was named as one of four subway transit projects in the Province's estimated \$28.5 billion new subway transit plan for the GTHA.**



<sup>3</sup> Province of Ontario News Release. [December 2016]. 'Ontario Helping Cities and Towns Improve and Expand Public Transit'.

## supporting a key intermodal hub

The Environmental Assessment identified a six station, 7.4 km north-south extension of the Yonge subway line to Richmond Hill/Langstaff Gateway Centre, shown in Figure 3, as the most effective transit solution for the corridor, compared to other rapid transit options. Current and forecasted transit ridership levels fully justify subway technology. Subways have also shown to be the most effective technology in stimulating land development around stations, as demonstrated by the Toronto-York Spadina Subway Extension [TYSSE] to Vaughan Metropolitan Centre.

Since its opening in 2017, the TYSSE has been a catalyst for growth in the Vaughan Metropolitan Centre, with 3,100 high rise units and 270,000 square feet of office/commercial space currently under construction. This growth surge is a direct result of the investment in subway and bus rapid transit, and the same will be seen with YSE, shown in Figure 5.

### 'Union Station of the North'

The proposed terminus of the future subway at the intersection of Yonge Street and Highway 7 will become "Union Station North" - A transit hub in **Richmond Hill/Langstaff Gateway Centre connecting travellers to GO trains, TTC Subway, GO bus, Viva bus rapid transit, YRT buses and planned Highway 407 transitway**. This hub connects GTHA commuters to employment megazones in Markham and Vaughan, shown in Figure 4.

The YSE will unlock economic investment and planned density on the Yonge Street corridor including over 16,000 units currently proposed, under construction as shown in Figure 5, or in the pre-application stages for high rise units along the corridor.



Figure 3 - Richmond Hill/Langstaff Gateway Centre south of Hwy 407

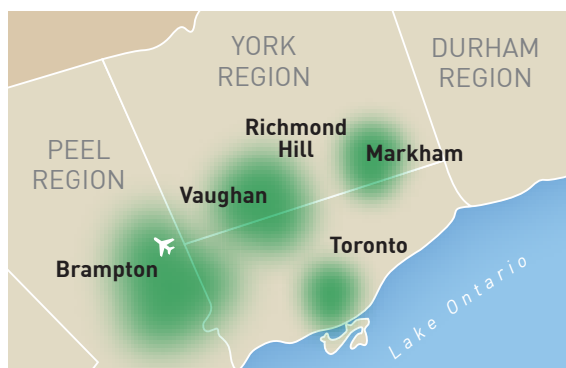


Figure 4 - GTHA Employment Megazones



Figure 5 - Existing 'World on Yonge' Development [north of Steeles Avenue]



# rapid ready: investing in tomorrow

## economic growth and development are a direct result of investment in transit infrastructure

Investment in rapid transit infrastructure has been the catalyst to the transformation of urban spaces in York Region, particularly along rapid transit corridors, such as Yonge Street. The investment in bus rapid transit and the Line 1 Subway Extension to Vaughan Metropolitan Centre has resulted in billions of dollars in assets for the Region as well as economic growth and opportunities for the GTHA.

The Province has committed to investing \$11.2 billion toward the four rapid transit projects estimated at \$28.5 billion in total.

The Federal Public Transit Stream under the Investing in Canada Infrastructure Program is allocated across the country based on transit ridership. Without a top up through the 2020 budget cycle, we will fall short of what is required to get these four critical projects built. Last April, Regional Council adopted a resolution, seeking the Federal Government's participation as a funding partner with a **minimum 40 per cent funding commitment toward capital construction of the Yonge Subway Extension.**

## return on investment

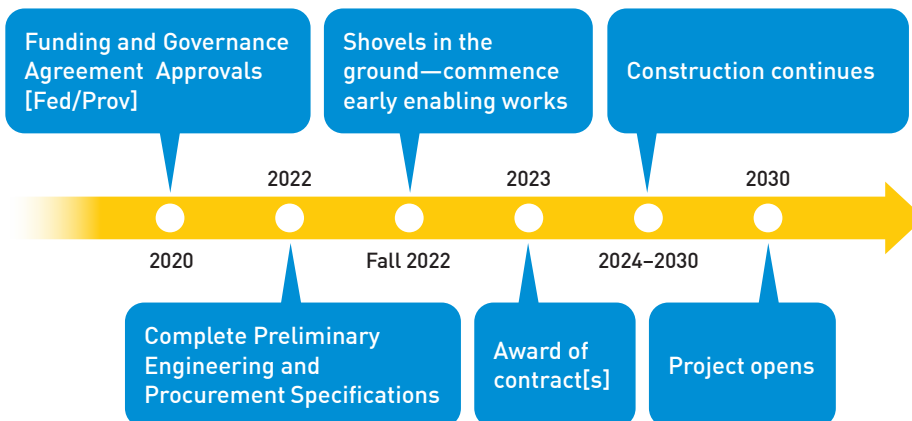
Investing in transit benefits all communities. A \$5.6 billion dollar [2017\$] investment in the YSE will create a provincial Gross Domestic Product increase of \$638 million, boosting the economy and supporting the middle class. The 7.4 kilometre extension of Line 1 will attract additional investments, and bring environmental, social and economic benefits—improving connectivity and quality of life across the GTHA.

## ready for implementation

York Region is collaboratively working with all levels of government [including the Federal Government, MTO, Metrolinx, TTC, local municipalities and the City of Toronto] to complete the Preliminary Design and Engineering phase of the YSE to ensure project readiness for procurement and construction. The Government of Canada, Province of Ontario through Metrolinx, and York Region provided funding in the amount of \$91.3 million for the preliminary design and engineering phase, and the entire project is expected to be open by 2030, as shown below.

**Moving this project from preliminary design to reality requires financial certainty. Additional funding through this budget cycle is required to top up the PTIF - Phase Two funds.**

## next steps in the YSE project



# the YSE: a solid business case for investment

**The YSE is vital to supporting growth and intensification in the GTHA.** It will have the immediate benefits of increasing sustainability, supporting growth, spurring the economy, improving capacity of the road network, changing travel behaviour, and supporting well-connected, complete communities. The “Union Station North” hub of mobility will be an economic engine for years to come.

The reasons to invest in the YSE are clear:

- **Subway is the right solution:** There are a forecasted 165,000 weekday transit riders on Yonge Street, currently the busiest bus corridor in the GTHA. This warrants subway technology and commuters will benefit from faster, stress-free trips.
- **Provides world-class transit to change travel behaviour:** Subway will allow commuters to travel from Finch Station to the Richmond Hill/Langstaff Gateway Centre in 14 minutes. This saves people time and money while removing millions of kilometres of auto travel from Yonge Street. Faster, safer and more reliable transit service will make it an attractive choice for commuters.
- **Improves safety:** Fewer kilometres driven leads to a reduction in collisions, and safer streets.
- **Supports the environment:** The YSE will remove 3,300 buses per work day from the Yonge Street corridor by the time the YSE opens for service, cutting greenhouse gas emissions by over 13 tonnes per work day. This is a major step to achieving a Regional goal of zero emissions by 2051.
- **Completes a critical missing link:** the YSE will connect to the GO train, GO bus, Highway 407 express bus and future transitway, TTC bus, and the Viva bus rapid transit and YRT bus services, making commuting by transit increasingly viable.
- **Unlocks development and employment:** The YSE will support 88,000 new residents along the corridor and providing access to more affordable housing in the Richmond Hill/Langstaff Gateway Centre.
- **Supports new businesses and jobs:** During the construction phase alone, the YSE will create up to 21,800 person years of employment. Once complete, local businesses will have access to a larger labour market, goods and services can be moved more efficiently on less congested roads and new businesses will want to invest in York Region. The YSE will connect the employment megazones in York Region to the City of Toronto, and support the enterprise technology hub at Highway 404 and Highway 7.
- **Increases land values:** Subway infrastructure results in significant value uplift for properties along the corridor. The land value uplift along Yonge Street as a result of the YSE will inject money into our communities.
- **Attracts investment and development along the Yonge Street corridor:** As seen in the City of Toronto and Vaughan Metropolitan Centre, investment in subways is a catalyst for development. It will support more housing options in compact communities, and attract new businesses.

partnering  
together to  
build the  
Yonge Subway  
Extension.

job creation  
economic growth  
environmental sustainability  
a stronger middle class



support the  
**Yonge Subway Extension.**