

COVER SHEET and SUMMARY

RE: METROLINX BOARD of DIRECTORS, TORONTO ONTARIO
Board Meeting March 25, 2021
NORTH YONGE SUBWAY EXTENSION - BUSINESS CASE : SUBMISSION

TO : karina.avis.birch@metrolinx.com
alba.brusenoe@metrolinx.com
businesscase@metrolinx.com
phil.verster@metrolinx.com

FROM : JEFFREY STONE URBAN TRANSPORTATION CONSULTANT, THORNHILL, ONTARIO (York Region)
or [REDACTED]

SUMMARY of ENCLOSED CHART PERAMETERS:

Please find attached / enclosed my brief submission chart about the above regional subway extension. The chart contains no measurable metrics as detailed costing is to be done in the future by professionals. Briefly is shows how better use of limited resources can be used for "the common good" within the guidelines of the Ontario Master Plan for the Greater Toronto Region so the area is more livable.

The enclosed summary chart briefly shows some of the benefits of extending into York Region the above regional transit works using selective transportation and non-transportation metrics. As this summary is also for public use, several factors have been expressed in layman's terms.

I have used selected factors that need to be considered and examined in more detail at a later time. Some of these points may not usually be examined in business cases but are used in urban planning and are important to residents and politicians when placing works in their Neighbourhoods. Other factors shown are considered by transportation and planning organizations and consultants when doing long range planning and public works construction. Land usage, finances, cost recovery, Development traffic flow and pollution are briefly mentioned. While other specific metrics are not.

Transportation factors are shown for all local transportation carriers involved, but not national railways. I have included residential housing as there exists a shortage of this and services for the disadvantaged. These factors are usually not considered when discussing balanced neighbourhood development. It is hoped that the pros and cons of the factors in my chart will be also considered in your studies to assist in future construction and discussions, summaries and professional works. Hopefully, this submission will lead to more balanced planning which serves transit, taxpayers, the local area and travellers.

Should you need more information, please contact me via e-mail at [REDACTED]
yours, Jeffrey Stone

NORTH YONGE SUBWAY EXPANSION--

REVIEW OF BENEFITS AND MALEFITS

STATION or STOP	TRANSPORTATION FACTORS	NON- TRANSPORTATION FACTORS
CUMMER	Bypass -Rough-in for fuure station Use as emergency exit / service entry Lose Connection to 2 TTC bus routes Use for air or ventiation shaft	Reduce future expansion costs Increase tax base & density Access to commercial/residential-future
CLARK	Bypass-Rough-in for fuure station Use as emergency exit/ service entry Use for subway crossover & air shaft NOT Connect to 5 YRT routes	Reduce future development & buy costs Access to residential & commercial lands Reduce rezoning & planning time & costs Increase future tax base
JOHN, CENTRE (Historic District) & H.C. CEMETARY H. C. CEMETARY	Use as emergency escape / service entry Bypass-Use for subway crossover Use for ventilation shafts	Access to commercial/ Residential areas Reduce rezoning & development costs Increase tax base, decrease future buy \$ Sacred lands = no trespass / development
ROYAL ORCHARD	Bypass-Rough-in for future station Use as emegency escape / service entry Connect to 1 or 2 YRT route(s) Use for subway crossover & air shaft	More access to commercial & Residential Reduce future planning time and costs Reduce future land acquisition costs Increase future tax base
FINCH	Reduce TTC BAYS (remove #53,60) Reduce Parking lots- keep Taxi & Mobility Eliminate or reduce GO Facilities ? Eliminate YRT & VIVA facilities Keep bays for 2 or 3 TTC croutes Reduce vehicular traffic in area	ADD to commercial & Resiidential uses ADD in recreation, supportive housing Repurpose TTC, Hydro & surrounding lands Added taxes reduce Expenses Increase density for better use of land
STEELES	Use surface lands on West Side of Yonge South side-TTC only / both TTC & YRT use (North side-on street YRT looping) ? TTC # 97= on-street or in terminal looping	Use part of former retail lands & overflow Increased density, land use and taxes Better use of limited space for density Added taxes reduce Expenses
BRIDGE	if S. -Farther walk to # 7 & 407 parking lots Biz Express & Crosstown GO-separate loop Harder to transfer twixt modes Closer to connect to L3T housing & stores possible subway crossover	Access to residential to reduce traffic/walk Increase density and land use mix Increase recreation, supportive housing Added taxes reduce expenses
RICHMOND HILL CITY CENTRE (TERMINAL)	ADD bays for Biz Express & crosstown GO ADD bays for 2 or 3 short turn YRT routes ADD bays for present bus ends of line ADD Platform for faster train turn around ADD additional Parking Structure Improve inter-modal transfers & access	Improve commercial mix & taxes increase density for better land use Increased taxes to offset expenses Eliminate some nearby commercial uses
BANTRY	Consist storage yards to handle more cars	
NOTES :	<i>NIGHT-TIME ROUTES are not mentioned / considered</i>	<i>Assume present terminals & route numbering kept</i>
SUBMISSION by :	JEFFREY STONE , URBAN PLANNING	CONSULTANTS, THORNHILL, ONTARIO