

Mr. Chair and Members of Council, it is with mixed emotion that I must make changes to my notice of motion put forward at our last meeting, I am sure that you can understand Mr. Chair how difficult it is for me to embrace a plan put forward by a Liberal Premier, but the Premier's announcement on June 15 to extend the Yonge Subway to Highway #7 was not only common sense, but it is what the Communities of Richmond Hill, Vaughan, Markham and indeed all residents of York Region need to implement "Places to Grow" and is what I have been working so hard to achieve, so thank you Mr. Premier and I did wear a red tie today

I would like to state that the motion is seconded by Mayor Emmerson who is known to have Liberal leanings.

## **Yonge Subway Motion**

**Moved by: Regional Councillor Jim Jones**

**Seconded by: Mayor Wayne Emmerson**

**Whereas** it has been the desire of the Town of Markham for decades to see the Langstaff planning area redevelop to a High End Urban Centre; and

**Whereas** the Province of Ontario has in the past five years through the Central Ontario Smart Growth Plan report “Shape the Future” and the current Growth Plan for the Greater Golden Horseshoe designated the Langstaff planning area and the Richmond Hill Centre as the Richmond Hill/Langstaff Gateway and one of the four Urban Growth Centres in York Region; and

**Whereas** Urban Growth Centres are – “to accommodate and support major transit infrastructure” and “to serve as high density major employment centres that will attract provincially, nationally or international significant employment uses” and to “accommodate a significant share of population and employment growth”; and

**Whereas** the Region of York has implemented its Centres and Corridors Strategy through the approval of Regional Official Plan Amendment 43, and

**Whereas** the Richmond Hill/Langstaff Gateway is considered in the higher order areas in OPA 43; and

**Whereas** the Province of Ontario have announced the extension of the Yonge Street Subway from Finch Ave to the Richmond Hill/Langstaff Gateway at Yonge Street and Highway 7; and

**Whereas** the Province of Ontario also announced expanded Express Go Bus Service across Highway 407; and

**Whereas** the Province of Ontario also announced the Highway 407 Transit-Way from Clarington to Burlington being 108 km in length and comprising 53 planned stations; and

**Whereas** the first section to be constructed is from the Vaughan Corporate Centre to the Markham Centre and currently an environmental assessment is underway for this section; and

**Whereas** the funding announced for these projects will be one third Federal and two thirds Provincial eliminating the need for increased regional levies and taxes, and

**Whereas** the announcement stated that Environment Assessments for Transit projects will be reduced to a 6 month process, and

**Whereas** the Langstaff planning area is currently served by transit infrastructure, such as Viva service on Yonge and Highway 7, York Region Transit, GO service on Yonge, the

GO train, a planned transit system in the 407 area, a subway from Yonge and Highway 7 to Finch Ave will complete this most important transit hub; and

**Whereas** the Richmond Hill/Langstaff Gateway Transit Station will have to incorporate all of these transit systems and will perform as a Union Station, and

**Whereas** the Growth Plan for the Greater Golden Horseshoe requires that the Major Transit Station Areas be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; a mix of residential, office, institutional, and commercial development wherever appropriate; and be designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pickup/drop-off areas; and

**Whereas** this must all be examined as part of the Environment Assessment, and

**Whereas** the process will be funded through Infrastructure Ontario headed up by J David Livingston, and

**Whereas** the Yonge Street Subway Environmental Assessment will need a lot of involvement and guidance by York Region Council, and

**Whereas** the Region of York have formed a Subway/Transit Committee to examine the feasibility of a subway extension from Finch Ave to the Langstaff/Richmond Hill Gateway; and

### **Now therefore be it resolved**

- 1- That the Yonge Street Subway/Transit Committee of Regional Council be the committee to act on behalf of Council on the Yonge Street Subway Project
- 2- That a meeting of the Subway/Transit Committee and J David Livingston of Infrastructure Ontario be convened as soon as possible,
- 3- That the CAO examines the steps necessary to begin the Environmental Assessment for the Yonge Street Subway Extension from Finch to Highway 7 using a competitive process (RFP – EA, Design/Build) and report back to the Subway/Transit Committee; and
- 4- That Council thank the Premier of Ontario The Hon Dalton McGuinty, The Minister of Finance The Hon Greg Sorbara, The Minister of Public Infrastructure Renewal the Hon David Caplan and the Minister of Transportation the Hon Donna Cansfield for their leadership in public transit in the GTA and for reassuming the provincial responsibility for funding rapid transit in this growing area of the Province.