

Dear Premier Doug Ford; Minister Kinga Surma, Ministry of Infrastructure; Minister Prabmeet Sarkaria, Ministry of Transportation; Minister Stan Cho, Ministry of Long-Term Care and Willowdale MPP,

Re: Yonge North Subway Extension and Cummer Station

Please accept this letter from:

Olivia Chow, Mayor

Mike Colle, Deputy Mayor, North York

Shelley Carroll, Budget Chief and Councillor

Jennifer McKelvie, Deputy Mayor, Scarborough and Chair of Toronto Infrastructure & Environment Committee

Lily Cheng, Councillor, Willowdale

James Pasternak, Councillor, York Centre

Laura Burnham, Executive Director, Yonge North York BIA

John Melinte, President, Bayview Cummer Neighbourhood Association

Jeff Horodyski, President, Silverview Neighbourhood Association

Paul Honis, Treasurer, Yonge Corridor Condominium Association

We are writing to make an urgent and strong request of the province of Ontario to fully fund the construction of Cummer Station and reverse its decision to remove this station from the Yonge North Subway Extension project. Cummer Station exceeds the threshold for higher order transit prescribed by the Growth Plan for the Greater Golden Horseshoe for Major Transit Station Areas, and will benefit the people of Willowdale and beyond, the economy and the environment.

There is a strong case for Cummer Station:

- 23,000 boardings and alightings during a typical weekday in 2051 (similar to Wilson, Eglinton West, Wellesley, Keele and Main Street stations)
- Forecast to meet population and employment density generally accepted to support higher-order transit and prescribed by the Growth Plan for the Greater Golden Horseshoe for Major Transit Station Areas.
- There is a 2km distance between the planned Yonge/Steeles station and Yonge/Finch station. There will be a gap in walk shed areas where a significant number of residents will not have easy access to higher order transit.
- Residents in the increasingly intensified area at Cummer would be better connected to the North York Secondary Plan study area as a whole, where many businesses, services, festivals and amenities are located. This would support quality of life as well as economic development amongst the 1,600 Members of the Yonge North York Corridor.

- Land use planning framework in the Official Plan supports the intensification
- Official Plan Amendment 615 recently increased the amount of land designated Mixed Use Areas around Cummer Station, and the Yonge North Secondary Plan provides a framework for developing a node of tall and mid-rise buildings at Yonge and Cummer.
- Already 7,900 residential units and 27,000 metres square of non-residential Gross Floor Area at various stages of the development pipeline across 17 applications around Cummer Station.
- Population within 500m of Cummer Station is projected to increase from 4,800 people in 2021 to 13,800 people by 2051, while employment for the same area and timeframe is projected to increase from 4,500 to 5,700 jobs.
- The tunnel boring machines will be at Yonge/Cummer and the residents of Willowdale will feel the full impact of the construction of the Yonge North Subway Extension without the benefit of getting a station at the location - even while an emergency exit requiring land acquisition is constructed.

For the past five years the Ontario Government has committed to "Getting Ontario Moving" and bringing "more #transit options and faster commutes to #Willowdale and beyond". Now more than ever, affordable rapid transit is needed to support our growing community here in Willowdale and across Toronto. There are strong reasons for the province to invest in this important infrastructure:

1) Ontario Land Tribunal approved density under the assumption of Cummer Station

Density surrounding Yonge/Cummer was approved by the Ontario Land Tribunal on the basis that a subway station would be located at this intersection. New development applications have been approved with far less parking and greater density in anticipation of a Cummer Station nearby. Willowdale's existing road infrastructure cannot handle the influx of new cars that new developments will bring. Cummer Station is needed to connect more people with fast and reliable transit.

2) Cummer has more density than other confirmed stations on the YNSE

While other stations north of Toronto have been allocated funding with much less present and future density, the city has received no such commitment to include Cummer Station in the YNSE. Instead, the city has been invited to fund Cummer Station itself. Metrolinx's initial business case highlighted that in comparison to Royal Orchard and Clark Stations, Cummer Station's catchment area is already zoned as mixed-use high density, with developments already underway.

3) Cummer TOCs no longer viable

Due to existing site approvals which occurred when Cummer Station was included in the YNSE, it is no longer financially viable for the city to use the Transit-Oriented Community (TOC) funding model to fund this station. It is important to note that the tunnel boring machine extraction shaft will already be dug at Cummer Avenue and an emergency exit will be built nearby.

4) Significant Development Planned

Already 7,900 residential units and 27,000 square metres of non-residential gross floor area are at various stages of the development pipeline across 17 applications around Cummer Station. The population within 500m of Cummer Station is projected to increase from 4,800 people in 2021 to 13,800 people by 2051, while employment for the same area and timeframe is projected to increase from 4,500 to 5,700 jobs. During a typical weekday in 2051, it is projected that there will be 23,000 boardings and alightings (similar to Wilson, Eglinton West, Wellesley, Keele and Main Street stations).

Though included in an earlier version of the YNSE, the province de-scoped Cummer Station in the current iteration of the project. However, the distance between Finch Avenue and Steeles Avenue along this soon-to-be dense stretch of Yonge Street is 2 km, without a subway station.

We are Toronto City Centre North

As Mel Lastman envisioned, Willowdale has proven that urbanization and transit-oriented development has improved the lives of many by removing cars off the road, and making it easier to get around. With the North York Centre Secondary Plan, developments have continued to pop up along the Yonge subway corridor, dotting our skyline with cranes. We pioneered transit-oriented development, creating the framework for future city centres across the region. We exemplified how suburbs can quickly grow into sustainable and vibrant communities. The Ontario Government must make a decision: to either stifle nearly 50 years of progress or foster 50 more years of growth in Willowdale.

The answer is clear: build Cummer Station now. Let Cummer Station be part of Premier Ford's subway building legacy in Ontario!

Sincerely,

Olivia Chow, Mayor

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Jeff Horodyski, President, Silverview Neighbourhood Association

Paul Honis, Treasurer, Yonge Corridor Condominium Association

Cc:

Mr. Amarjot Sandhu, Parliamentary Assistant to the Minister of Infrastructure

Mr. Vijay Thanigasalam, Associate Minister of Transportation

Mr. Hardeep Grewal, Parliamentary Assistant to the Minister of Transportation

Mr. Phil Verster, President and CEO of Metrolinx



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