

**COMMITTEE OF THE WHOLE (APRIL 3, 2006)**

**SPADINA SUBWAY EXTENSION INDIVIDUAL ENVIRONMENTAL ASSESSMENT  
DOWNSVIEW STATION TO STEELES AVENUE  
TORONTO TRANSIT COMMISSION & THE CITY OF TORONTO  
COMMENTS TO THE MINISTRY OF THE ENVIRONMENT  
FILE NO. EA 02 06**

**Recommendation**

The City Manager and the Commissioner of Planning recommend that:

1. The Ministry of the Environment be advised that the City of Vaughan supports the approval of the "Spadina Subway Extension - Downsview Station to Steeles Avenue Environmental Assessment Report", dated February 2006, as submitted by the Toronto Transit Commission and the City of Toronto;
2. City Staff continue to work with the Region of York, the TTC and any affected landowners to resolve issues associated with the configuration of the Steeles West station; and
3. This report be forwarded to the Regional Municipality of York, the City of Toronto, the Toronto Transit Commission, the members of the Provincial Legislature representing the City of Vaughan and the Spadina-York Subway Extension Committee for information purposes.

**Economic Impact**

There are no immediate economic impacts resulting from the adoption of this report.

**Purpose**

The purpose of this report is to provide the Ministry of the Environment with the City of Vaughan's comments on the "Spadina Subway Extension - Downsview Station to Steeles Avenue Environmental Assessment Report", as requested by the Ministry by letter dated February 16, 2006.

**Background - Analysis and Options**

a) **Background**

In 1990 the provincial government initiated the "Let's Move" program, which proposed a major expansion of the Toronto subway system. Work on the Environmental Assessments for the proposed undertakings commenced shortly after the announcement. This included the Yonge-Spadina Subway "Loop". Other "Let's Move" projects that were evaluated concurrently were the proposed Sheppard Avenue and Eglinton Avenue subway lines.

In 1994 the Minister of Environment and Energy approved the Yonge-Spadina Subway Loop Environmental Assessment Report. The EA provided for the linking of the Finch and Downsview Stations on the Yonge and Spadina lines by way of a "loop" that would connect across Steeles Avenue from York University to Yonge Street. Implementation was to be phased. The first leg of the loop would be constructed from Downsview Station to a station within the York University campus at York Boulevard. However, due to funding constraints, design and construction did not proceed. The only "Let's Move" subway project to be built was the Sheppard Avenue line.

The new EA provides the opportunity to take into account the changing conditions that emerged in the decade following the original approval. The new circumstances spoke to a need to review the "Loop" concept, the alignment and station locations. These conditions included:

- The TTC conducted its "Rapid Transit Expansion Study" (2001), which concluded that the "Loop" was no longer needed and that a radial extension to Steeles Avenue was preferable;
- The City of Toronto and York Region Official Plans supported improved (ultimately higher order) transit services to York University and the Vaughan Corporate Centre;
- A number of planning studies along the potential subway route supported transit oriented development;
- Canadian Forces Base Downsview was transformed into Parc Downsview Park, containing uses that would require better transit services;
- York Region acquired property for an inter-regional transit terminal/commuter parking lot on the north side of Steeles Avenue, opposite York University.

The amending formula for the 1994 EA did not contain provisions for considering alternative alignments and station locations, a new station on Steeles Avenue or a radial extension of the subway into York Region. This resulted in the need to conduct a new Environmental Assessment. The 2006 Spadina Subway Extension EA has been undertaken to review and analyze the potential changes to the 1994 EA. It provides an opportunity to consider a subway extension that will better serve the Keele Street area, York University, GTA commuters from southwestern York Region and Bradford GO Rail passengers.

Work on the new EA began in late 2003. The Terms of Reference were approved by the Ministry of the Environment on September 13, 2004. On November 28, 2005 the Toronto Transit Commission approved a report on the Spadina Subway Extension EA recommending its submission to the Ministry of the Environment. It also directed that the report be forwarded to Toronto City Council for approval through the Planning and Transportation and Works Committees. It was considered by the Committees in joint session on November 30, 2005 where it was approved for submission to the Ministry of the Environment. This decision was ratified by Toronto Council on December 6, 2005.

The EA was formally submitted to the Ministry in February of 2006. By letter dated February 16, 2006, the Ministry of the Environment has requested comments on the EA study from affected agencies and municipalities. The comments are required by April 6, 2006.

On March 23, 2006, the Minister of Finance, the Honourable Dwight Duncan, announced in his 2006 Budget Speech that the Province will allocate \$670 million to the City of Toronto and York Region to extend the Spadina Subway Line from Downsview Station to the Vaughan Corporate Centre.

#### b) Overview of the Environmental Assessment

The extension of the Spadina Subway to Steeles Avenue and the Corporate Centre has been a long-term policy objective of both the City of Vaughan and the Region of York. Much of the infrastructure associated with this EA is located within and directly serves the City of Toronto. However, some of the critical infrastructure will be located in the City of Vaughan and the Region of York. This includes a portion of the Steeles West Station, the tail track and ancillary facilities like bus terminals and a major commuter parking lot. The following overview of the EA will be provided as the basis for a more detailed review of some of the issues affecting the City of Vaughan.

### Purpose and Objectives

The purpose of the EA Study is to develop and analyze alternative alignments and station locations from Downsview Station to York University, to those approved in the original 1994 EA, and to study a further radial extension of the line to a terminal station on Steeles Avenue. The objectives include:

- To provide subway service to the Keele/Finch area, York University and a new inter-regional transit gateway and commuter parking facility at Steeles Avenue;
- To provide improved connections between the TTC subway system and GO Transit, York Region Transit and other inter-regional transit services;
- To support local population and employment growth up to 2031, in accordance with the Toronto and York Region Official Plans;
- Minimize any environmental impacts;
- Achieve reasonable capital and operating costs.

The extension will include the construction, operation and maintenance of underground tunnels from Downsview Station to Steeles Avenue, with subway stations located: At an interchange with the Bradford GO Line; in the vicinity of the Keele/Finch intersection; on the York University campus; and at Steeles Avenue between Jane and Keele Streets.

The alignment at the Steeles West Station will protect for the extension of the subway to the Vaughan Corporate Centre.

### The Study Area

The study area for the Environmental Assessment is defined below (See Attachment 1):

- South: Sheppard Avenue;
- West: Black Creek in the City of Toronto; a line immediately west of Edgeley Boulevard/Interchange Way in the City of Vaughan;
- North: Highway 7 and
- East: Dufferin Street and Wilmington Avenue in the City of Toronto and Keele Street in the City of Vaughan.

### Need and Justification

Need and justification for the subway extension was demonstrated in the Yonge-Spadina Subway Loop Environmental Assessment Report that was approved in 1994. This EA study builds on the earlier 1994 Subway Loop EA and the TTC's 2001 Rapid Transit Expansion Study. The new EA is being conducted to ensure that the best alignment for the Spadina Subway Extension is chosen in order to capitalize on recent and future changes within the study area.

### Alternatives to the Undertaking

Alternatives to the undertaking are functionally different ways of dealing with the identified problem. In accordance with the Terms of Reference, this EA brings forward the alternatives to the undertaking that were previously analyzed in the 1994 EA and includes a summary of the further analysis that took place on the need for the Loop as part of the Rapid Transit Expansion Study. The following procedure was used:

- Identification and review of the alternatives to the undertaking considered in the 1994 EA and the in the 2001 Rapid Transit Expansion Study;
- Assessment of each alternative based on the previous studies;

- Identification of changes to the environment that have occurred since 1994 and an assessment of how they may have affected the conclusions of the previous study;
- Examination of the ability to meet the purpose of the new undertaking in the current EA Terms of Reference;
- The selection of a preferred alternative to carry forward for the detailed analysis of routes and alignments.

Based on this analysis it was determined that a radial extension of the Spadina Subway Line to Steeles Avenue via York University was the preferred alternative and it was recommended that it be carried forward for the purpose of analyzing more detailed alignments, station locations and facilities.

#### Alternative Methods of Carrying Out the Undertaking

An Environmental Assessment is required to describe and provide a rationale for the alternative methods of carrying out the undertaking. In this instance the undertaking was determined to be a subway extension. It was then necessary to identify, evaluate and select the preferred subway extension (i.e. alignment, station locations etc.). Three alignments were initially identified for consideration in the Terms of Reference. These included:

- The 1994 EA approved alignment from Downsview Station to York University;
- The Rapid Transit Expansion Study alignment from Downsview Station to Steeles Avenue, by way of York University, with a GO-TTC Interchange at Finch Avenue;
- The Rapid Transit Expansion Study alignment from Downsview Station to Steeles Avenue, by way of York University, with a GO-TTC Interchange at Sheppard Avenue;

In order to ensure that all potential high value alternatives were evaluated a three phase analytical process was adopted to select the preferred alignment/station designs.

The evaluation matrices for Phases 1 and 2 were also based on the five project objectives. The objective based matrices were further refined by disaggregating the objectives into more detailed, criteria, indicators and measures. The alternative routes (Phase 1) and alignments/station concepts (Phase 2) were then evaluated.

##### i. Phase 1

The purpose of Phase 1 was to identify and select a broad route and the general location of the stations. The routes were defined as corridors within which a number of subway alignments may occur. The routes and general station locations were developed using criteria that were generated from the project objectives.

A total of eight routing alternatives were developed. After completion of the analysis it was determined that "Route 1" was preferred. It was described as the "GO/Sheppard, Keele/Finch, York University Common" route (Attachment 2). It was most preferred because it provided a cost-effective solution with the best connections between other modes, good service to the four identified catchment areas and strong support for future growth, while minimizing environmental impacts.

##### ii. Phase 2

The purpose of Phase 2 was to develop the detailed alignment and station concepts within the selected route and select the preferred alignment and station designs using criteria generated from the project objectives. Alignments were defined as 30 m rights of way located within the preferred "Route 1".

A number of alignments and station concepts were developed for evaluation within the Route 1 corridor. The corridor was separated into four distinct areas, each with a number of alternatives, including:

- The South Alignment including the Sheppard West Station (TTC/GO Rail Transfer Station) – Four Alignment Alternatives;
- The Finch West Station – Five Station Configuration Alternatives;
- The North Alignment including York University Station – Three Alignment Alternatives, and
- Steeles West Station – Four Station Configuration Alternatives.

Each segment was analyzed and a preferred alignment and station configurations were selected. The resulting alignment and station concepts are shown in Attachment 3 as the recommended undertaking.

### iii. Phase 3

In Phase 3 a detailed assessment of the effects of the undertaking was conducted. This included: A description of the environments that will or might reasonably be affected; a description of the potential effects; the mitigation measures required to minimize, manage or avoid environmental effects; and the identification of monitoring and contingency measures. The sources of the potential environmental effects were described as:

- The displacement of Existing Features by Subway Facilities;
- Construction Impacts, being the short term effects during the construction period; and
- Operational Impacts, being the long-term effects of operations and maintenance.

Each of these activities was assessed against the environmental features that they might potentially impact. These features were categorized as the natural environment, emissions, socio-economic factors, culture and transportation. The EA describes each of the potential effects, identifies mitigation measures, describes the required monitoring programs and recommends any necessary contingency measures.

## The Undertaking

### i. Summary of System Infrastructure

The undertaking comprises the construction, operation and maintenance of the extension of the Spadina Subway from Downsview Station to Steeles Avenue. The total length of the line is 6.2 kilometres and includes four new stations:

- Sheppard West Station – on Parc Downsview Park lands, south of Sheppard Avenue and west of the GO Bradford Rail Line;
- Finch West Station – on Keele Street, immediately north of Finch Avenue, including a bus terminal, commuter parking, passenger pick-up and drop-off (PPUDO) and extensions to Murray Ross Parkway and Tangiers Road;
- York University Station – within the Common of York University's Keele Street campus;
- Steeles West Station – diagonally crossing the Steeles Avenue and Northwest Gate intersection including bus terminals for TTC, GO and YRTP, a PPUDO and commuter parking.

The Undertaking does not preclude the following future actions:

- Construction and connection to a future GO Bradford Rail Line Station on Parc Downsview Park lands;
- A future subway extension from Steeles Avenue to the Vaughan Corporate Centre as planned in York Region's "Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements" Environmental Assessment;
- A future looping of the Yonge-Spadina subways, north of Steeles Avenue; and
- A future connection from the subway to higher order transit in the Finch Hydro Corridor.

Additional subway fleet will be required along with upgrades to the Wilson Yard. The east-west road providing access to the commuter parking lot associated with the Steeles West station is to be secured through York Region's "Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements" Environmental Assessment.

ii. Breakdown of Costs

Based on the station concepts and subway alignment recommended by the EA, the entire project cost is estimated to be \$1.4 billion dollars (2005\$), broken down by the main elements:

PROJECT COMPONENT	APPROXIMATE COST
Stations (including entrances, bus and commuter facilities)	\$482 M
Running Structure (including structures, track and controls)	\$665 M
Additional vehicles (estimated 36 subway cars)	\$108 M
Property	\$ 60 M
Improvements to Wilson Yard	\$ 85 M
<b>TOTAL</b>	<b>\$1,400 M</b>

iii. Project Duration

It is estimated that the project would take a total of 6.5 years to complete from the date of EA approval, assuming that the requisite funding was in place. The timelines for the major elements are: Design – 2 to 3 years; Construction – 3 to 4 years; and testing and commissioning – 1 year. This projection assumes that some of the activities will overlap. The actual duration may also be affected by a number of other variables including construction techniques and property acquisition.

iv. Construction Methods

Two methods of construction are recommended. The first is by tunnelling using a Tunnel Boring Machine. The second method is the "cut and cover" technique. Cut and cover entails excavating to the depth of the subway tunnel, building the tunnel structure and then backfilling on top to reach the planned surface elevation.

The predominant method will be tunnelling. Stations and three track/cross-over structures will be constructed using cut and cover. Emerging from the Downsview Station there will be a short length of cut and cover. Then tunnelling will take over until just past Sheppard Ave. Cut and cover will be used through Parc Downsview Park. Heading north and on to the Keele Street road allowance, tunnelling is planned to the Finch West station, with a

short stretch of cut and cover prior to reaching the station. Tunnelling will then be used from the Finch West Station through York University to the Steeles West Station, except for the York University Station.

The Steeles West Station will be constructed using the cut and cover technique. This includes the actual station, the cross-over tracks immediately south of the station and the tail tracks located to the north of the station. Only a small portion at the north end of the Steeles West station extends into Vaughan. However, the tail tracks are entirely located in the City of Vaughan and extend onto the UPS Canada Ltd. property. The length of the tail tracks is approximately 210 m.

v. The Steeles West Station

From the City of Vaughan's perspective, the Steeles West Station is the most significant physical element of the project in that it is partially located within the city's boundaries. Its function, facilities and configuration will help shape the form and intensity of development on the north side of Steeles Avenue for the long-term.

It will be one of the largest intermodal transit facilities in the Greater Toronto Area. The subway station is diagonally centred on the Northwest Gate – Steeles Avenue intersection. The ancillary facilities include approximately 40 bus bays serving the TTC, GO Transit and YRT/Viva in three separate terminals, a passenger pick-up and drop-off and a commuter parking lot for up to 3000 cars. Its recommended configuration is shown on Attachment 4. A detail of the grade, concourse and platform levels of the station are illustrated in Attachments 5a, 5b and 5c.

The track, concourse and platforms are all below grade. The bus terminals are planned as surface facilities. Two of the Station's three bus terminal sites are located in Vaughan and are situated at the northwest corner of the intersection of Steeles Avenue and Street "C". The two bus terminals in Vaughan will account for approximately 25 of the 40 bus bays.

Street "C" is the northerly extension of Northwest Gate and leads to the planned east-west road and the commuter parking lot. The bus terminals are oriented east-west and are set back approximately 50 m. from Steeles Avenue. The station concourse is connected to the bus terminals by way of a pedestrian tunnel. The tunnel continues to the north to connect to the passenger pick-up and drop-off located in the Hydro Corridor. The pedestrian entrance is located at the northwest corner of Street "C" and Steeles Avenue.

The lands required for Street "C" and the eastern half of the bus terminal site are already in public ownership. These lands were acquired by the Region of York as a result of the City of Vaughan's OPA No. 529 exercise. In order to fully accommodate the bus terminal facilities, additional land to the west will need to be acquired. This land is owned by UPS Canada Ltd. The requirement is for approximately five additional acres. This would expand the site from the westerly edge of the York Region property to Street "B", which is a north-south road identified in the draft OPA No. 620 (Steeles Avenue Corridor Study – Jane Street to Keele Street). In addition, underground easements would be required from UPS to accommodate the tail track, which runs to the north of the station.

This configuration was selected from a total of four options. The reasons include:

- Lowest capital, operating and maintenance costs;
- The location of the two bus terminals north of Steeles Avenue will result in shorter bus terminal to subway platform transfer times;
- A better quality of waiting environment at the terminals for passengers;

- Greater flexibility in adapting the configuration and size in response to changes in requirements, potentially due to the need to increase services, fare integration or the future extension of the subway beyond Steeles Avenue to York University.

c) Implications for the City of Vaughan

i. The Subway Alignment to the Corporate Centre

OPA 529 contained policies which identified and preserved a subway route from Steeles Avenue to the Vaughan Corporate Centre. This alignment was consistent with the one identified by the TTC in its 2001 Rapid Transit Expansion Study for a subway extension to Steeles Avenue. OPA 529 and the RTES assumed an east-west oriented station at Steeles Avenue located within the road allowance. From Steeles Avenue the alignment turned north and proceeded into the Corporate Centre on the west side of Jane Street, targeting a station site at the intersection of Highway 7 and Millway Avenue.

In the Spadina Subway Extension EA, three alternative alignments were identified in the north section of the project area from Keele Street through York University to the Steeles West Station. One of the three that were tested was the OPA 529/RTES alignment. It was an objective of the EA to ensure that the alignment of the Steeles West Station was such that it would allow for a future extension of the subway to the Vaughan Corporate Centre.

The OPA 529/Rapid Transit Expansion Study alignment was not recommended. The preferred alternative crossed Steeles Avenue diagonally at the Northwest Gate intersection and proceeded to the northwest, reaching the west side of Jane Street to the south of Highway No. 407. The preferred alignment was tested in consultation with York Region to determine whether it could provide for the planned connection to the Corporate Centre. Two concerns were specifically identified. The first was that it had to preserve the opportunity for a station site on the west side of Jane Street, south of Highway 407, to allow for a future connection to the Province's Highway 407 Transitway. The second was that it had to follow the OPA 529 alignment within the Corporate Centre area in order to provide for the Millway/Highway 7 intersection station.

It was determined that the preferred alignment could meet both requirements. The Region of York completed the Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements Environmental Assessment in August 2005. Its terms of reference contained the requirement to do an assessment of the potential extension of the subway north of Steeles Avenue to the Corporate Centre. At the time, the preferred TTC alignment had not been selected. As the ultimate alignment north of Steeles Avenue will not be confirmed until the approval of the Spadina Subway Extension EA, the York Region EA identified a "Tie In" zone between Steeles Avenue and Highway 407. Within the "Tie In" zone the Region would be able to amend the EA to match the approved TTC alignment.

This approach was supported by Council in a report on October 31, 2005, which provided the City's comments on the York Region EA to the Ministry of the Environment. At that time, Council adopted a motion that asked the Region, "... to proceed with the amendment to the subway extension component of this Environmental Assessment (Vaughan North-South Link Public Transit Improvements Environmental Assessment)" at first opportunity, once the TTC Spadina Subway Extension Environmental Assessment is approved, in order to finalize the subway extension north of Steeles Avenue."

The preferred alignment meets the needs of the City of Vaughan and should be supported. With the potential acceleration of the subway extension to the Corporate Centre, there is already a mechanism in place to ensure that there will be a rapid refinement of the alignment north of Steeles Avenue. This will assist in the co-ordination of the detailed design and engineering work that will follow.



## ii. Station Site at Parc Downsview Park – Potential GO Rail Interface

The EA recommends that a subway station be provided on the Parc Downsview Park lands on the south side of Sheppard Avenue, immediately west of the CN Rail Line (Bradford GO Rail Service). The subway station has been located in a manner such that it can be linked with a future GO Rail station on the east side of the tracks.

The alignment and resulting station site is in an advantageous location from the perspective of the City of Vaughan. One objective of the Region of York and the City of Vaughan is to obtain a GO Rail Station at Highway 7. Of the alternatives considered, this alignment pushes the potential TTC/GO Rail interface farthest to the south. This maintains a substantial distance separation from Highway 7. By keeping potential station sites as far apart as possible, it will help ensure that the GO Rail system runs efficiently.

In addition to providing another subway connection point for Vaughan residents, it will be less likely to compromise any City/Regional efforts to obtain a GO Rail station on the Bradford Line at Highway 7.

## iii. Commitments to Future Work

As part of the EA, the City of Toronto and the TTC have identified a number of commitments to stakeholders in conducting further work associated with the subway extension. Several of these commitments apply specifically to Vaughan and the Region of York. These include:

- Permits and Approvals
  - Obtain Planning Approvals for the Steeles West Station (e.g. site plan approval);
  - Obtain Building Permits for structures;
  - Approvals for Stormwater management measures and sewage discharge.
- Property Acquisition
  - For properties required within the City of Vaughan, the City of Toronto will co-ordinate property acquisition activities with the City of Vaughan and York Region.
- Steeles West Station Development
  - The Bus Terminal Facilities represent the anticipated spatial requirements for intermodal transfers at the Steeles West Station;
  - Will work closely with the City of Toronto, City of Vaughan, York Region and GO Transit during the York University Secondary Plan update, the Vaughan OPA 620 exercise and the Steeles West Station site plan approval process to optimize the interface and integration of the Steeles West bus terminals with transit supportive development;
  - Will conduct further discussions with York Region and the City of Vaughan, among others, to determine the roles and responsibilities of each agency for the design, construction, operation and maintenance of the terminal facilities (including bus terminals, commuter parking, station entrances and passenger pick up and drop off);
- Planning Initiatives
  - Will work with York Region and the City of Vaughan, through the approval and implementation of current planning processes to stimulate transit supportive development, which incorporates and integrates the Spadina Subway Extension alignment, including the Steeles West Station and related commuter facilities into development plans north of Steeles Avenue.

On-going co-operation will be a key to the success of this project. The Steeles West station will be unique in both its size and complexity. Given its cross-boundary positioning, it also involves a multitude of regulatory players and facility users, including the City of Vaughan, York Region, the TTC, the City of Toronto, Viva and York Region Transit and GO Transit. The design and operation of the station will need to reconcile the policy and functional imperatives of all the stakeholders.

From the City of Vaughan's perspective, one of the most significant aspects of the planning for the Steeles West station will be ensuring that the objectives of OPA 620 will be met. Therefore, the commitment to stimulating transit supportive development, which incorporates and integrates the station and its related facilities into the development plan is welcomed. The station site promises to be one of the most prominent in the City of Vaughan and this development potential is recognized in the draft OPA 620.

#### iv. Future Amendments to the EA

The EA recognizes that there may be circumstances where changes will be necessary to some aspect of the undertaking during the implementation process. This would be achieved through an amendment to the EA by way of a formal request to the Ministry of the Environment supported by an EA Addendum Report. The EA Addendum would be released for a minimum 30-day public review period prior to a decision from the Ministry. The Spadina Subway Extension EA Study identifies specific circumstances that would trigger an amendment. These include:

- An adjustment of the subway alignment that is located beyond the limits defined in the EA Study (Figure 9.1);
- A Steeles West Station bus terminal that is located beyond the areas identified for occupation by Options 1A, 1B, 2 and 3, which includes all four quadrants of the Steeles Avenue – Street "C"/Northwest Gate Intersection;
- A commuter parking facility associated with the Steeles West Station that is located beyond the Steeles hydro corridor.

Within the area defined in Figure 9.1 – "EA Amending Scope", changes can be made to the alignment and station configurations without the need for a formal amendment obtained through the MOE. Changes within this area are considered to be minor refinements. They will be addressed through the site plan approval process, the permitting and approval requirements of the affected agencies and through negotiations with affected landowners.

By setting parameters, the EA will allow for refinements to the alignment and station designs without an amendment. This flexibility will be useful in making any necessary adjustments as design proceeds.

#### v. The Vaughan Official Plan – Draft OPA No. 620

The City of Vaughan is currently in the latter stages of completing OPA No. 620, which is based on the "Steeles Avenue Corridor Land Use Review – Jane Street to Keele Street". The purpose of the amendment is to incorporate policies into the City's official plan which will both support and take advantage of a subway extension to Steeles Avenue. OPA No. 620 will provide for the evolution of this portion of Steeles Avenue from an employment area to a pedestrian friendly mixed-residential/office-commercial area, with transit supportive densities focused on and around the Steeles West station site. The amendment will be subject to a statutory public meeting in the near future.

OPA No. 620 and the subway extension are mutually supportive. The plan calls for densities of 4.0 FSI east and west of the proposed Street "C", which is the focal point for the Steeles West station. Designated the "Transit Core", it permits the following uses: High density residential; prestige office employment; public and institutional uses; and mixed use development combining the above noted uses in the same building. Prestige office uses are encouraged to locate at the intersection of Street "C" and Steeles Avenue, where the bus terminal facilities have been shown.

As noted, the EA commits the TTC and the City of Toronto to working with York Region and the City of Vaughan, through the approval and implementation of current planning processes like OPA 620, to stimulate transit supportive development, which would integrate and incorporate the Spadina subway alignment, the Steeles West Station and related commuter facilities into the development plans north of Steeles Avenue.

As the land use regulator north of Steeles Avenue, the City of Vaughan will need to pay close attention to the planning of the station site in order to ensure that its full economic value can be captured. Ideally, the optimal response would be to integrate the bus terminals into a comprehensive development plan, which meets the functional needs of the transit operators and also meets Vaughan's density and urban design objectives. This will be a challenging task, but the City of Vaughan should continue to support the optimization of the development potential of the bus terminal sites in the on-going consultation with the stakeholders.

The extension of the subway to Steeles Avenue is a critical investment that will be necessary to foster the land use transition envisioned by OPA 620. With the potential advancement of the project, resulting from the March 23, 2006 announcement, the City will need to quickly move forward with its planning initiatives on both Steeles Avenue and in the Highway 7 Corridor. This will cement the City's objective of securing transit supportive development on Steeles Avenue and in the Corporate Centre.

vi. UPS Canada Ltd.

UPS (United Parcel Services) Canada Ltd. is an international courier/distribution firm that owns the lands immediately to the west of York Region's bus terminal site, extending over to Jane Street. UPS currently operates its Toronto and national distribution hub from a building at the west end of its property. The easterly part of the UPS property has not been developed as yet.

The site is currently designated "Employment Area" by OPA No. 450 and is zoned EM1 – Prestige Employment Area Zone by By-law 1-88. UPS has indicated that, notwithstanding the land use changes proposed by the draft OPA 620, it is its intention to remain at this location and expand its operations. On December 23, 2005, UPS submitted a site plan application proposing the development of the easterly portion of its site. The expansion is permitted by the current zoning and official plan designation.

As a result of the need for additional surface bus terminal capacity a portion of the UPS lands adjacent to the York Region facility has been identified for acquisition. As a result, the proposed expansion will conflict with the bus terminal facilities and with the alignment of the tail track. The TTC, the Region of York and the City are involved in discussions with UPS in an attempt to develop a solution that will provide for the required station infrastructure while still accommodating an expansion of their operation. This is consistent with the Undertakings provided by the TTC in the EA document, respecting property acquisition and Steeles West Station development. All parties are continuing to work toward a solution. The City should support the EA and continue to participate in the negotiations.

## **Relationship to Vaughan Vision 2007**

Implementation of the Spadina Subway Extension to Steeles Avenue is consistent with the objectives of Vaughan Vision 2007. Under Section 3 "Transportation and Transit Infrastructure", Subsection 3.1 identifies the need to, "Support the TTC subway extension projects (Spadina and Yonge Street) with the Spadina line as the top priority". Also 3.1.1 provides, "Support the City of Toronto and Region of York in the extension of the subway(s) to Vaughan". Subsection 3.2, "Implement solutions to traffic gridlock", Paragraph 3.2.1 states, "Support the Region of York and other agencies to ensure higher order transit."

## **Conclusion**

The approval, funding and construction of the Spadina Subway Extension to Steeles Avenue will be a major breakthrough for rapid transit in the Greater Toronto Area. In addition to enhancing services within the City of Toronto, it will help foster the emergence of a truly comprehensive inter-regional rapid transit system.

The EA has defined an undertaking that provides for a major inter-regional bus terminal facility at the Steeles West station that will service multiple operators, a 3000 car commuter parking lot north of Steeles Avenue and a future link to the Bradford GO Rail Line at Sheppard Avenue. The selected subway alignment has also been designed to allow for its future extension into the Vaughan Corporate Centre.

Of critical importance will be the link to the emerging York Region Rapid Transit (Viva) system. The Region of York's "Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements Environmental Assessment Study" has been submitted to the Ministry of the Environment for approval. It provides for a Bus Rapid Transit service on Highway 7 and in the north-south link from the Corporate Centre to the proposed Steeles West Station. In addition, it will define the alignment for the subway extension from the Steeles West Station to the Corporate Centre. The Viva system and the subway extension will be mutually supportive elements of a broader network that can ultimately link with Brampton on the west and the Yonge Street corridor, Richmond Hill and Markham on the east.

The transit improvements are also consistent with the policies of the recently released, "Places to Grow. Better Choices. Brighter Future – Proposed Growth Plan for the Greater Golden Horseshoe" (November 2005). The subway extension, in combination with the York Region system will support land use intensification, increased transit modal share in an underserved area and improve linkages to an Urban Growth Centre (Vaughan Corporate Centre).

Local official plans and development standards are already being adjusted to take advantage of the transit improvements. Examples of such measures include the City of Toronto's York University Secondary Plan Review and Vaughan's Steeles Avenue Corridor Study (draft OPA 620) and the Highway 7 Futures Study.

The Spadina Subway extension is a public infrastructure project that will provide a comprehensive range of economic, social, educational and environmental benefits for the residents and businesses of the City of Toronto, York Region and the Greater Toronto Area.

It will improve economic efficiency by relieving traffic gridlock, improving goods and commuter movements and reducing travel times. By providing an alternative to the private automobile, the transit improvements will help control the emission of greenhouse gases and other pollutants. It will also foster the growth and evolution of York University by

placing it at a transit hub of GTA-wide importance, which will also broaden educational choice for students throughout the Greater Toronto Area.

The announcement of provincial funding for the subway extension to the Corporate Centre is an enormous step forward for rapid transit in the Greater Toronto Area. On March 23, 2006 the Minister of Finance also announced that the Minister of Transportation will be introducing legislation this year to establish the Greater Toronto Transit Authority (GTTA). One of the objectives identified for the GTTA was to promote the seamless movements of goods and people. The Spadina Subway extension will clearly fulfill that mandate.

The City of Toronto's/TTC's Spadina Subway Extension Environmental Assessment should be supported. The selected alignment and station locations are appropriate. Further work will be required on the final configuration of the Steeles West Station. However, the amending criteria contained in the study provides for adjustments, which are now under review with the affected landowner, the TTC, City of Vaughan and the Region of York.

Therefore, it is recommended that the Ministry of the Environment be advised that the City of Vaughan is in support of the approval of the Spadina Subway Extension Environmental Assessment Study, dated February, 2006, as submitted by the City of Toronto and the Toronto Transit Commission.

#### **Attachments**

Note: A copy of the Spadina Subway Extension Environmental Assessment is available for review in the Clerk's Department and electronically on the TTC's website at: [Toronto.ca/ttc/spadina\\_extension](http://Toronto.ca/ttc/spadina_extension).

1. Key Plan of the Study Area (Figure 4-1)
2. Preferred Route: The "GO/Sheppard, Keele/Finch, York University Common" Route (Figure 6-3)
3. Recommended Undertaking (Figure 7-1)
4. Steeles West Station (Figure 7-10)
  - a) Steeles West Station – Grade Level
  - b) Steeles West Station – Concourse Level
  - c) Steeles West Station – Platform Level

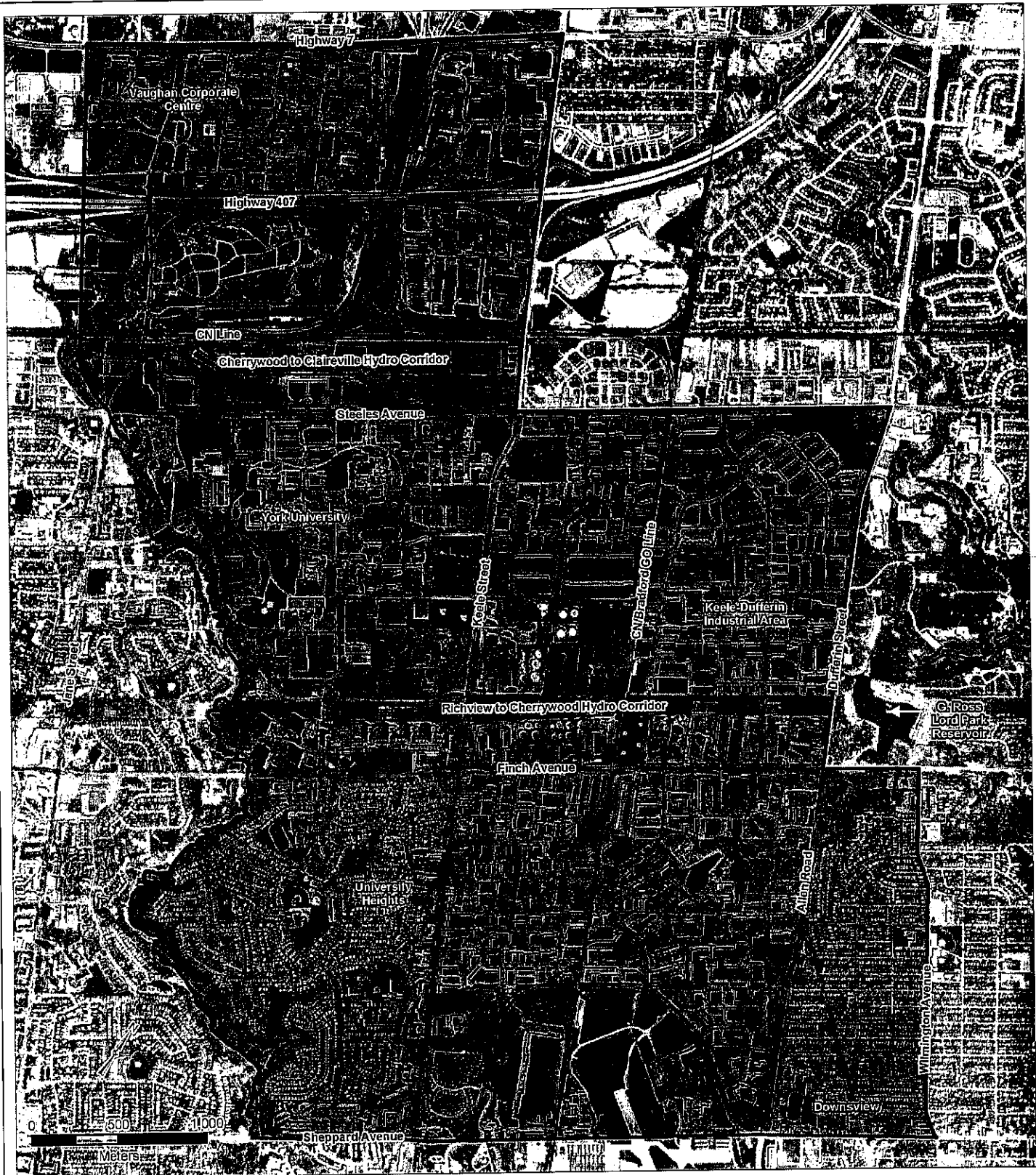
#### **Report prepared by:**

Roy McQuillin, Manager of Corporate Policy, ext. 8211

Respectfully submitted,

Michael DeAngelis  
City Manager

John Zipay  
Commissioner of Planning



LEGEND

 Preliminary Study Area

FIGURE KEY PLAN OF THE STUDY AREA

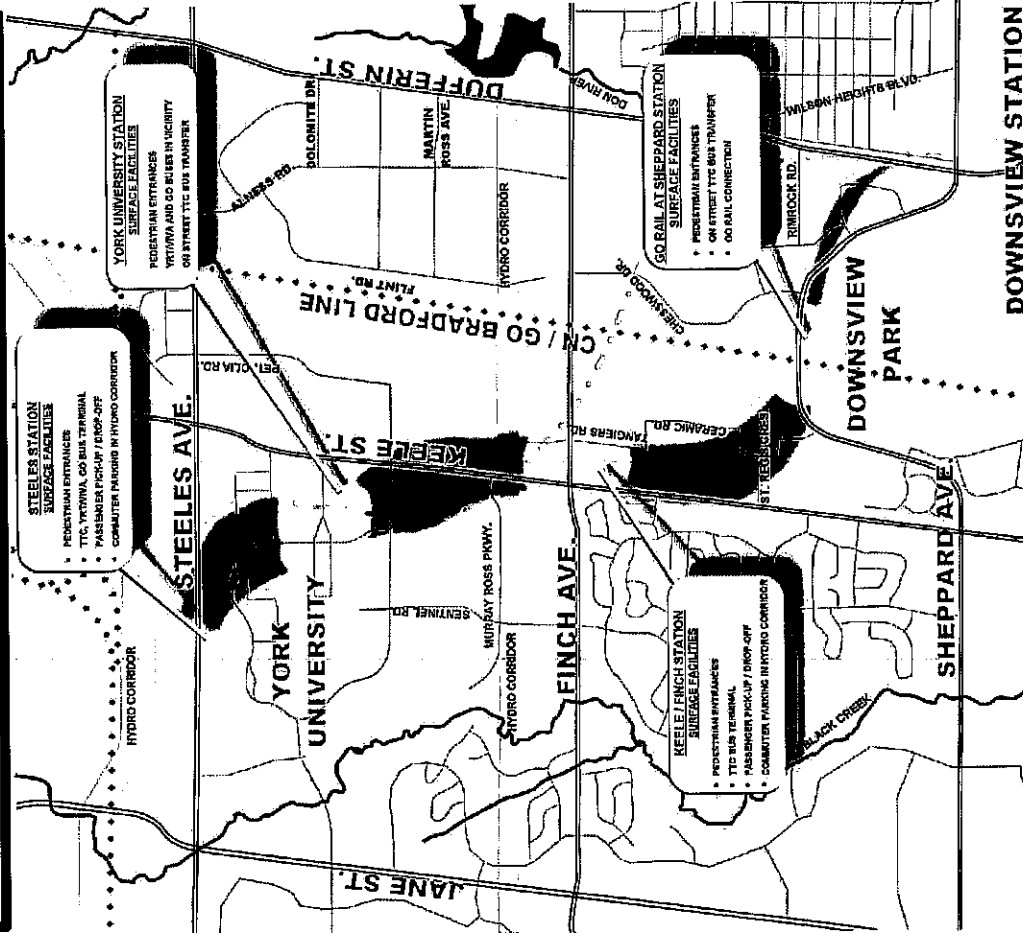
# Key Plan of Study Area

**City of Vaughan**  
Development Planning Department

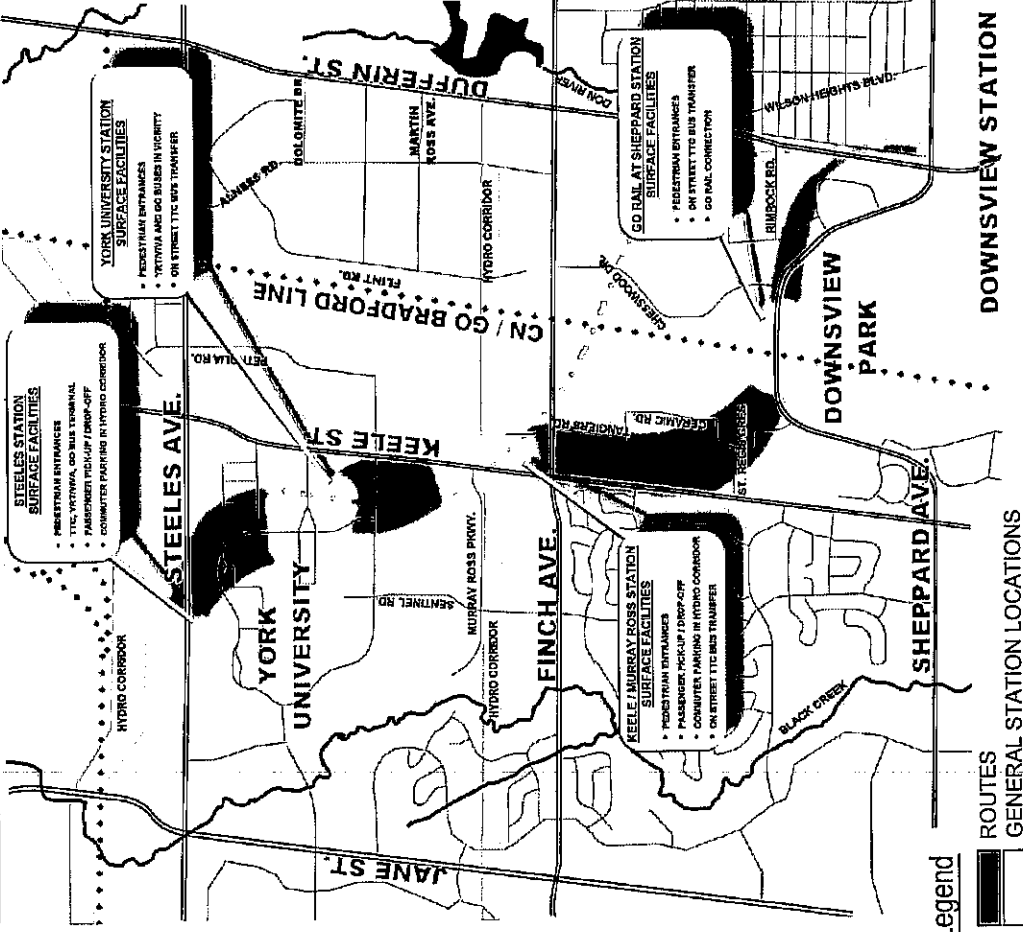
# Attachment 1

March 20, 2006

**GO / SHEPPARD**  
**ROUTE 1: KEELE / FINCH**  
**YORK UNIVERSITY "COMMON"**



**GO / SHEPPARD**  
**ROUTE 2: KEELE / MURRAY ROSS**  
**YORK UNIVERSITY "COMMON"**



**Legend**

ROUTES

GENERAL STATION LOCATIONS

1994 EA ALIGNMENT

**Route 1 & Route 2**

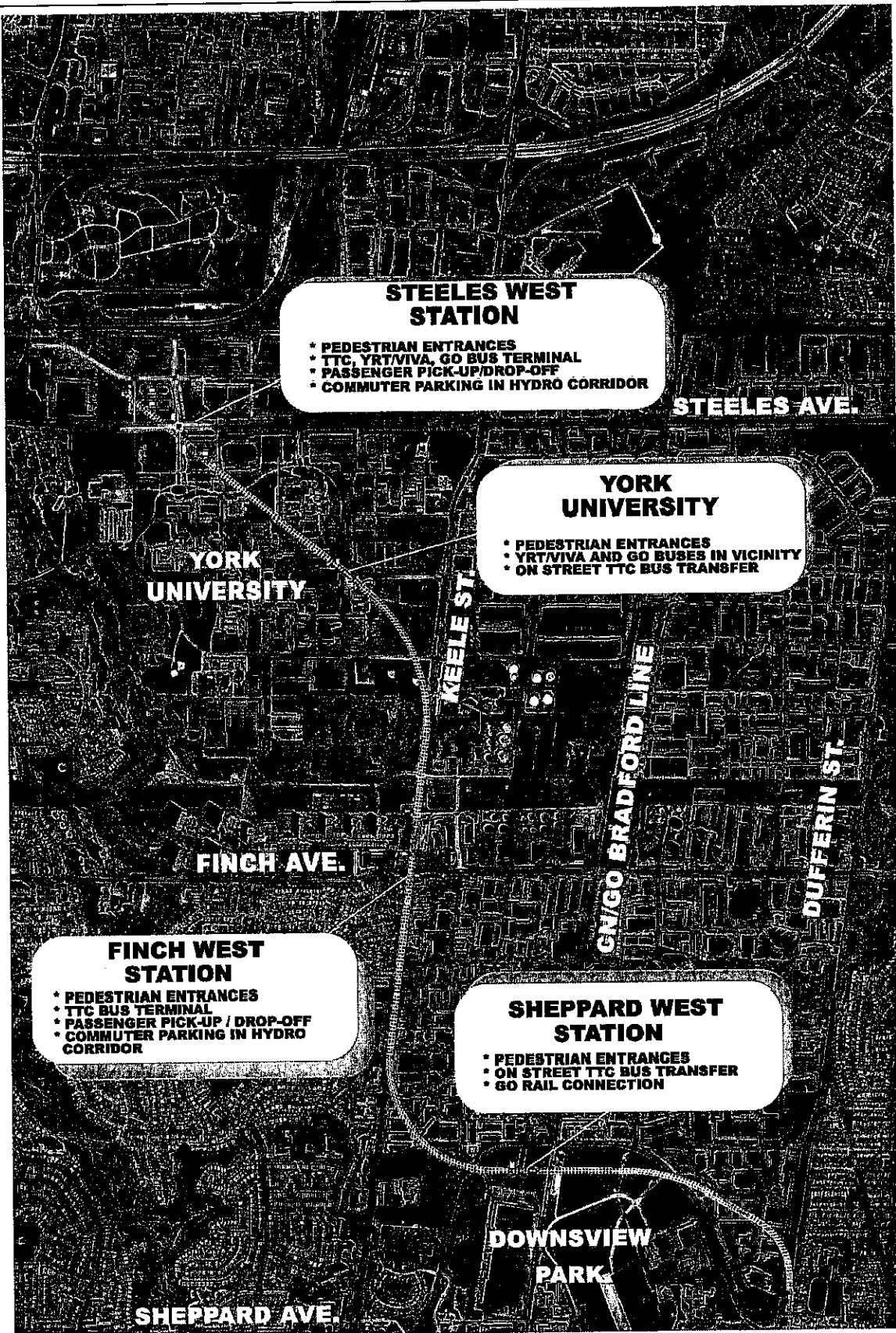


Development Planning Department

**Attachment 2**

March 20, 2006

N:\Projects\Steeles Avenue Subway Extension\Mapsheet\_2.mxd



**STEELES WEST STATION**

- \* PEDESTRIAN ENTRANCES
- \* TTC, YRT/VIVA, GO BUS TERMINAL
- \* PASSENGER PICK-UP/DROP-OFF
- \* COMMUTER PARKING IN HYDRO CORRIDOR

**YORK UNIVERSITY**

- \* PEDESTRIAN ENTRANCES
- \* YRT/VIVA AND GO BUSES IN VICINITY
- \* ON STREET TTC BUS TRANSFER

**FINCH WEST STATION**

- \* PEDESTRIAN ENTRANCES
- \* TTC BUS TERMINAL
- \* PASSENGER PICK-UP / DROP-OFF
- \* COMMUTER PARKING IN HYDRO CORRIDOR

**SHEPPARD WEST STATION**

- \* PEDESTRIAN ENTRANCES
- \* ON STREET TTC BUS TRANSFER
- \* GO RAIL CONNECTION

**Recommended Undertaking**



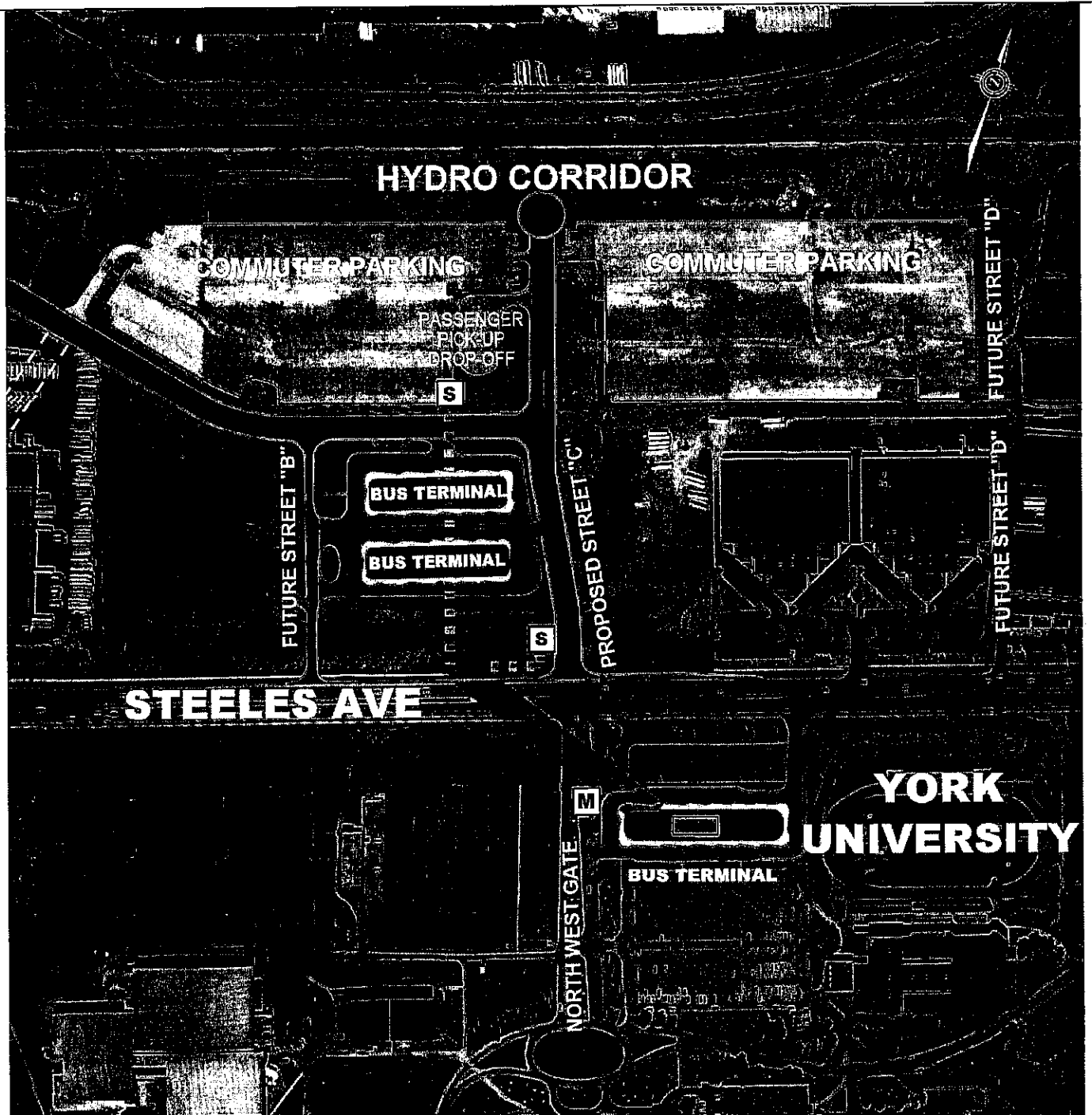
Development Planning Department

**Attachment**

**3**

March 20, 2006





**Legend**

- |  |                            |  |                    |
|--|----------------------------|--|--------------------|
|  | STATION PLATFORM           |  | MAIN ENTRANCE      |
|  | SUBWAY LINE                |  | SECONDARY ENTRANCE |
|  | UNDERGROUND WALKWAY        |  | AUTOMATIC ENTRANCE |
|  | SUBSTATION                 |  |                    |
|  | YORK REGION PROPOSED ROADS |  |                    |



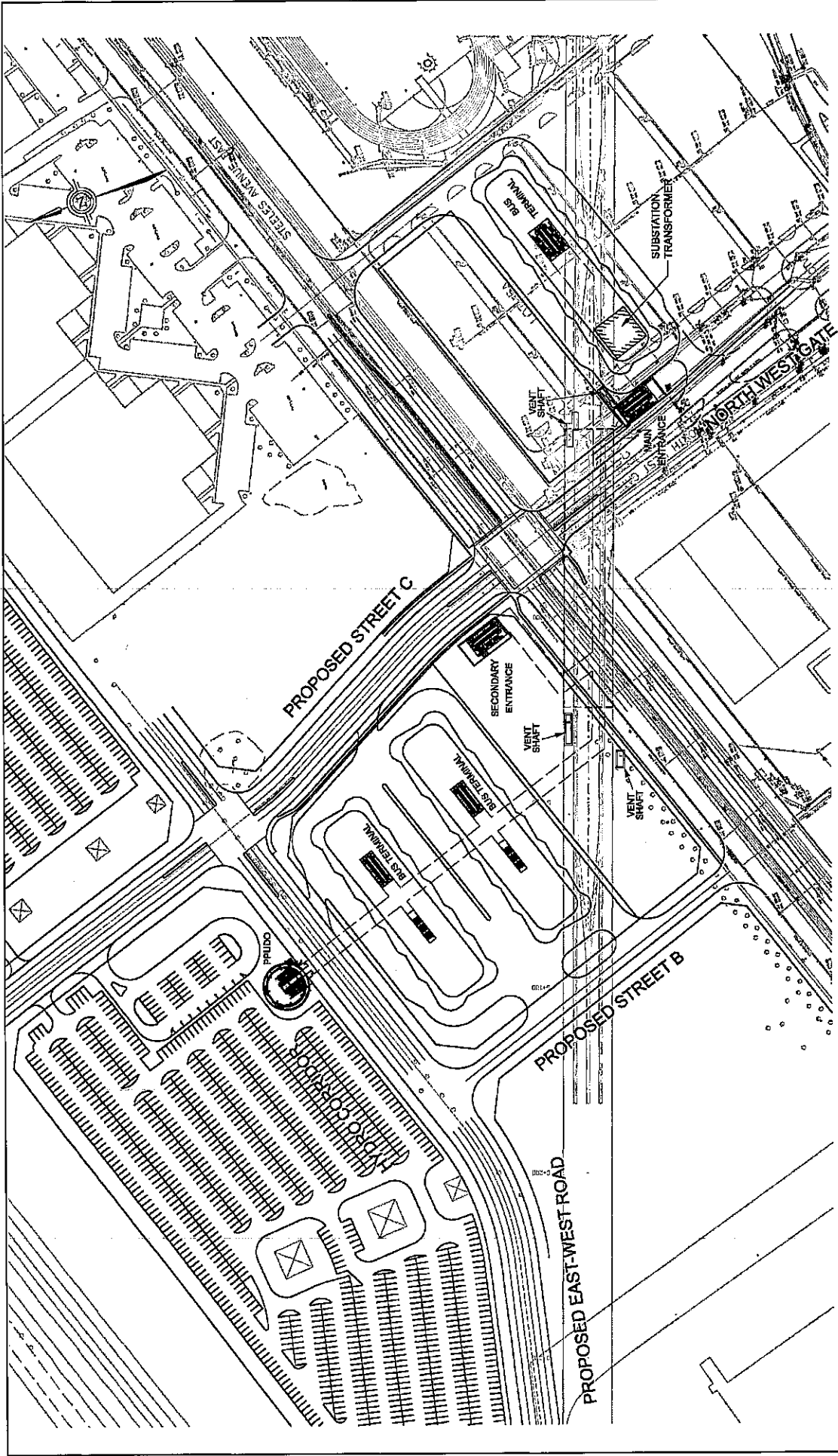
**Steeles West Station**

**City of Vaughan**  
Development Planning Department

**Attachment 4**

March 20, 2006

N:\Projects\Steeles Avenue Subway Extension\Attachments\_4.dwg



SCALE 1" = 100'

DATE JANUARY 2006

EXHIBIT DWG. NO. 0317-A-10

**SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT**

STEELES WEST STATION  
GRADE LEVEL

**TORONTO**  **URS**

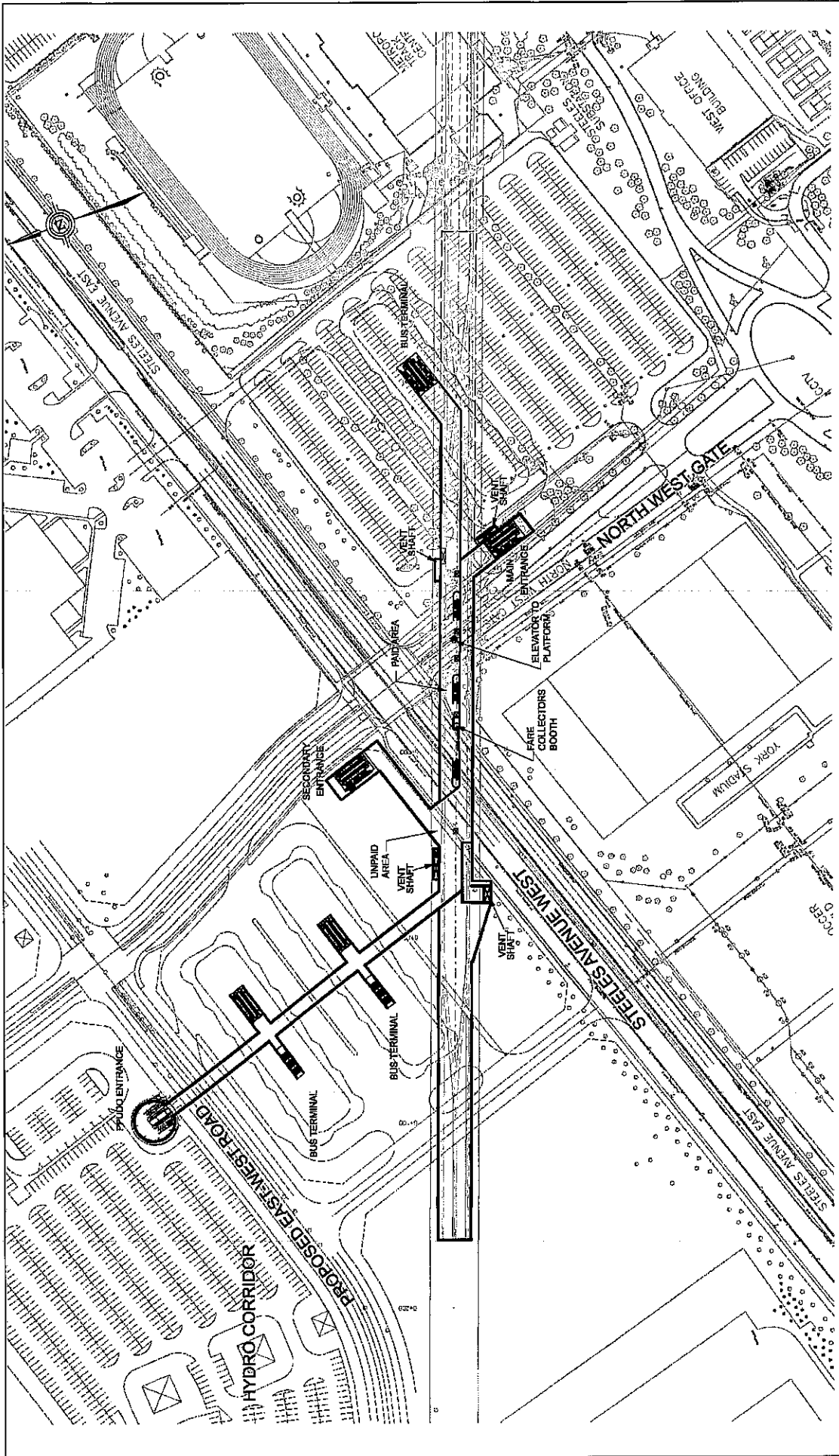
# Attachment 5a

March 20, 2006

**City of Vaughan**  
Development Planning Department

## Steeles West Station (Grade Level)

N:\Projects\Steeles Avenue Subway Extension\Attachment\_5.dwg

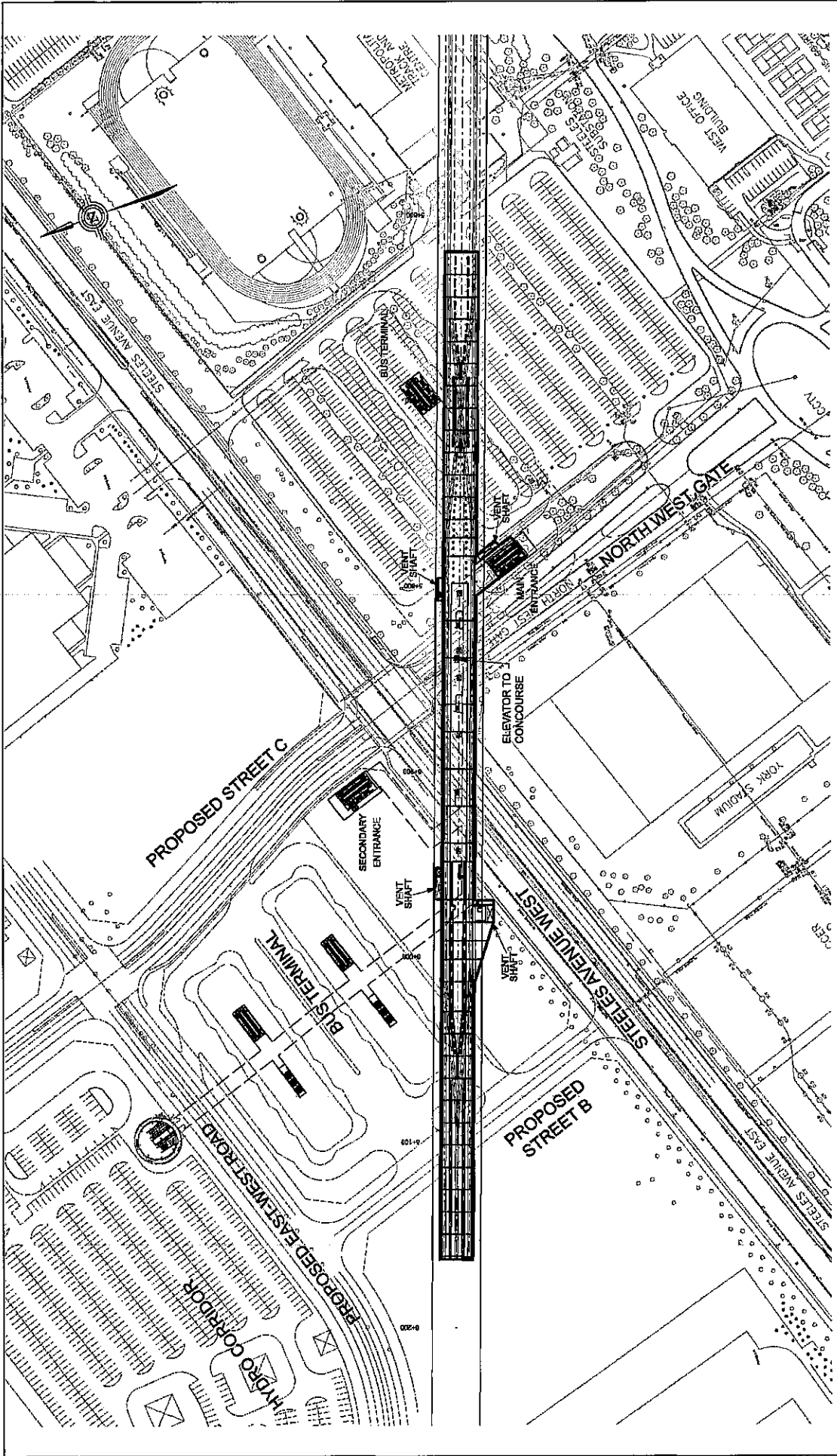




		<b>SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT</b>	
		SCALE: 	DATE: JANUARY 2008
<b>Steeles West Station (Concourse Level)</b>		EXHIBIT:	DWG. NO. 0317-A-11

  
 Development Planning Department

**Attachment 5b**  
 March 20, 2006

N:\Projects\Steeles Avenue Subway Extension\Attachment\_5.dwg



		<b>SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT</b>	
		SCALE: 1:1000	DATE: JANUARY 2006
STEELES WEST STATION PLATFORM LEVEL		EXHIBIT	DWG. NO. 0317-A-12

# Attachment 5C

March 20, 2006

City of Vaughan  
 Development Planning Department

## Steeles West Station (Platform Level)

N:\Projects\Steeles Avenue Subway Extension\Mapsheet\_5a.dwg