

Official Plan Amendment for Scarborough Rapid Transit (SRT) Extension – Final Report

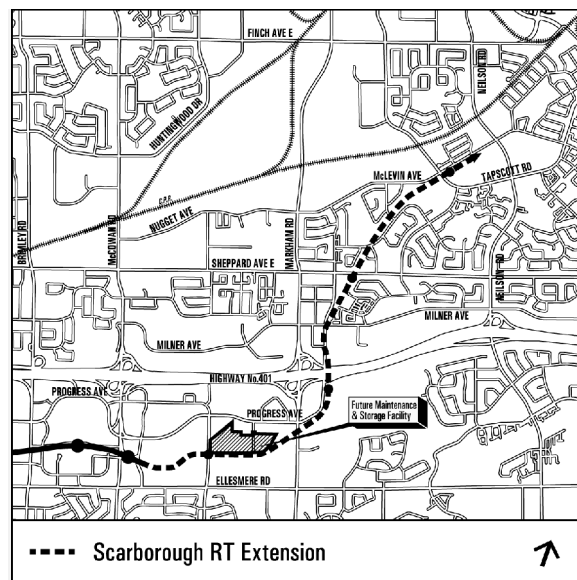
Date:	April 27, 2010
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Ward No. 38 Scarborough Centre and Ward No. 42 - Scarborough-Rouge River
Reference Number:	Pg10035

SUMMARY

On March 21, 2007 the Toronto Transit Commission (TTC) endorsed a light rail transit plan for the City of Toronto which included seven projects across the City and subsequently initiated environmental assessment studies for those projects, as well as one for the Scarborough Rapid Transit (SRT) extension to Malvern.

The Official Plan, Map 4 Higher Order Transit Corridors, identifies a transit corridor from the existing terminus of the SRT at McCowan Road eastward to Markham Road and north on Markham Road to Steeles Avenue and potentially beyond.

This report recommends an amendment to Map 4 Higher Order Transit Corridors, of the Official Plan, deleting the transit corridor from the existing terminus of the SRT at McCowan Road eastward to Markham Road and north on Markham Road to Steeles Avenue and replacing it with a transit corridor as recommended in the current environmental assessment study for the SRT Extension as shown in Attachment 1. In addition, the location for a future maintenance and storage facility for the light rail transit vehicles has been identified on Map 4. A service track



connection along Progress Avenue, north of Highway 401 to Sheppard Avenue, recommended to route trains to the maintenance and storage facility along Sheppard Avenue at Conlins Road is also proposed to be identified as a Transit Priority Segment on Map 5 Surface Transit Priority Network of the Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft official plan amendment attached as Attachment 1; and
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft official plan amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting on March 21, 2007 the Toronto Transit Commission endorsed the Toronto Transit City – Light Rail Plan as the basis and priority for rapid transit expansion within the City and subsequently initiated environmental assessment studies for the projects identified in the plan.

At its July 2, 2008 meeting, Planning and Growth Management Committee approved a Request for Direction report directing staff to bring forward this official plan amendment. <http://www.toronto.ca/legdocs/mmis/2008/pg/bgrd/backgroundfile-13910.pdf>

It is anticipated that the Transit Project Assessment Study and draft Environmental Project Report (EPR) for the Scarborough Rapid Transit Conversion and Extension, including Kennedy Station Improvements, will be considered by the TTC at its meeting on May 6, 2010, with a recommendation that Toronto Council approve the recommendations of the Transit Project Assessment Study and authorize staff to submit the EPR to the Ministry of Environment. It is anticipated that the project will be considered by the Executive Committee at its meeting on May 17, 2010 and by Toronto Council on June 8, 2010.

ISSUE BACKGROUND

The Official Plan, Map 4 Higher Order Transit Corridors, identifies a transit corridor from the existing terminus of the SRT at McCowan Road eastward to Markham Road and north on Markham Road to Steeles Avenue and potentially beyond.

An environmental assessment was approved in 1994 for the extension of the SRT from its existing terminus at McCowan Road to the Markham Road-Sheppard Avenue area. The current environmental assessment process for the SRT extension includes a Transit Project Assessment for an extension from McCowan Road to Malvern. The current study recommends the alignment as shown in Attachment 1. The study also identifies the need for a maintenance and storage facility, in the longer term, around Bellamy Road (Attachment 1) to service the transit vehicles as the light rail transit network expands within the City. Identification of the potential for a maintenance and storage facility at Bellamy Road area in the Official Plan would enable staff to ensure its future viability is not precluded through redevelopment in the area. It is currently anticipated that with the SRT Extension to Sheppard Avenue as part of a phased construction, the transit vehicles will use the proposed maintenance and storage facility on Sheppard Avenue East at Conlins Road. The trains to and from the Sheppard Avenue facility will connect to the SRT system via a service track connection along Progress Avenue from north of Highway 401 to Sheppard Avenue. This stretch of Progress Avenue is also proposed to be identified as a Transit Priority Segment in Map 5 Surface Transit Priority Network of the Official Plan.

The Request for Direction Report considered by the Planning & Growth Management Committee, at its meeting on July 2, 2008, requested an official plan amendment for the section north of Sheppard Avenue to Malvern only. Through the course of the current environmental assessment study, the recommended alignment south of Sheppard Avenue has substantially shifted from the Sheppard Avenue/Markham Road intersection (approved in the 1994 environmental assessment study) to east of Sheppard Avenue/Progress Avenue intersection and hence the need to address the entire section of the SRT extension in this official plan amendment.

The first public consultation introducing the environmental assessment study was held on April 15, 2008. Subsequent sets of public open houses were held on June 4 and 5, 2008 and June 2, 2009 at which time the display boards identified the need for amending the Official Plan, Map 4 Higher Order Transit Corridors. The fourth set of public open houses were held on March 8 and 11, 2010. The most recent set of public open houses were held on April 12 and 15, 2010 at which time the official plan amendment details, as outlined in this report, were presented to the public.

The Implementation section of the Official Plan contains a policy 5.3.1.1 which states that all public works should conform to the Official Plan. This is in line with the Planning Act (R.S.O. 1990) Section 24 which states that where an official plan is in effect, no public works shall be undertaken that does not conform to the Plan.

COMMENTS

The public consultations held for the environmental assessment study meet the Planning Act requirements as well as those of the Environment Assessment Act.

In order for any public works related to the light rail transit extension to the SRT to be carried out, the Official Plan (Map 4 and Map 5) needs to be amended. Accordingly, staff recommend that the draft official plan amendment attached be adopted by City Council.

CONTACT

Rod McPhail
Director, Transportation Planning
Tel. No. (416) 392 8100
Fax No. (416) 392 3821
E-mail: rmcphail@toronto.ca

SIGNATURE

Gary Wright
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Draft Official Plan Amendment

Attachment 1: Draft Official Plan Amendment

Authority: Planning and Growth Management Committee Item, as adopted by City of Toronto Council on .

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt Official Plan Amendment No. 92 to the City of Toronto Official Plan with respect to Scarborough Rapid Transit Extension

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 92 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 92 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

The Official Plan of the City of Toronto is amended as follows:

1. Map 4, Higher Order Transit Corridors, is amended by deleting the transit corridor identified from McCowan Station at the existing terminus of the Scarborough Rapid Transit system, easterly to Markham Road and north along Markham Road to Steeles Avenue and potentially beyond in accordance with Schedule '1' attached hereto.
2. Map 4, Higher Order Transit Corridors, is amended by adding a transit corridor from McCowan Station at the existing terminus of the Scarborough Rapid Transit system, easterly and northerly to the McLevin Avenue/Neilson Road area and potentially beyond in accordance with Schedule '1' attached hereto.
3. Map 4, Higher Order Transit Corridors, is amended by adding a location for a future maintenance and storage facility to service the transit vehicles around the Bellamy Road area in accordance with Schedule '1' attached hereto.
4. Map 5, Surface Transit Priority Network, is amended by adding a Transit Priority Segment along Progress Avenue, from Highway 401 to Sheppard Avenue East in accordance with Schedule '2' attached hereto.

SCHEDULE '1'



TORONTO City Planning
Official Plan Amendment #92

Higher Order Transit Corridors

MAP 4

- | | | |
|------------------------------|---|----------------------|
| Existing | Expansion Elements | Proposed Deletion |
| —○— TTC Subway and LRT Lines | —●— TTC Subway and LRT Lines | ▨ Transit Corridor |
| | ▨ Potential Future Maintenance and Storage Facility | ○ GO/TTC Interchange |

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Not to Scale
 04/09/10


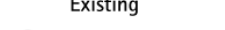


SCHEDULE '2'



TORONTO City Planning
Official Plan Amendment #92

Surface Transit Priority Network

MAP 5

-  Proposed Amendment to Add Transit Priority Segment
-  Existing TTC Subway and LRT Lines
-  Expansion Elements Transit Priority Segments
-  GO Rail Lines

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