

**To:** Maria Kolominsky, City Clerk, City of Toronto  
**From:** Bud Purves, President, YUDC  
**Date:** May 30, 2011  
**Re:** **Planning and Growth Management Committee Consideration, May 30, 2011**

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Thank you for allowing me to address this Committee. My name is Bud Purves and I am President of York University Development Corporation – YUDC. At YUDC, we own and manage certain assets on the York lands as well as act as advisor to the University on matters related to land planning and transportation.

I am before you today to ask that you consider making the east-west links to transportation network in the northwest portion of the city, and along Finch Avenue West, in specific, a priority. I make this request based on two important factors at to us at YUDC.

The first of these is the servicing and accommodation of the York University Community. York has 50,000 students at the Keele Campus, the largest concentration of students in one location in Canada, and some 7,500 staff. York is presently serviced by 1,600 – yes that is right – one thousand six hundred buses every day! These buses drop off and pick up more riders than all but five stops on the entire Toronto subway system. York’s present load equals the St. Clair subway station.

We look forward to these buses being moved out of the University's central quad – the Commons – to the new bus facility, on land donated by York on Steeles, and, naturally, we look forward to and are very appreciative of the new subway line. THANK YOU.

But not all York people live on the subway lines. York is a commuter University. York is particularly characterized by the highest proportion of students who live at home and have jobs outside the school. York students need to move east and west on streets like Finch to get to school, to get to jobs and to get home for family duties. York also has the highest proportion of students who represent the first generation, in their families – ever to graduate. I invite any of you here to attend a graduation at York – it is a truly a feel-good experience. However, back to the agenda, linking the tremendous infrastructure of existing subways with efficient transit on Finch will make the subways better and make the lives of the students at York, much better – because they can do everything they need to do to advance.

My second reason for imploring you to make Finch Avenue a priority, is related to the focus of York in its recent White Paper wherein the goal of connectivity to the community is stressed. York values its surrounding communities and believes that supporting these neighbourhoods is beneficial to York, the neighbourhoods, and the City. Surrounding neighbourhoods have been identified as “Mobility Hubs” in the Metrolinx plans.

Have you ever stopped to think what the phrase “Mobility Hubs” actually means? For me to understand the concept fully, I had to think about when the Railway went across Canada and certain places like Weyborne Saskatchewan became grain elevator stops while Winnipeg became a City

because it intersected with the rail line to Minneapolis-St. Paul. THAT, is a “Hub.” A rail line without an intersection to rail is merely a grain elevator.

In this day of scarce infrastructure dollars, you have endorsed the alignment of growth with investment in infrastructure. We heartily support this approach. The Metrolinx plan identifies “Finch West and Jane Finch” as hubs. To support these hubs professional planners and great urban thinkers advise me, that, in the future, and right now as well, transit defines the success of the hub. Mobility of the resident to and from a hub gives access to jobs and social services.

These two hubs – Finch West and Jane Finch – need this access for these two important reasons – Jobs and Social Services. In my opinion, it makes entirely sound business sense to support these two hubs in your plan with transit linkages. I say this because the Finch corridor – without mobility to jobs on public transit – will not continue to develop and move forward as it recently has been doing. The residents will lose competitiveness with other neighbourhoods, and in certain pockets of the area, the residents are not highly mobile. This lack of mobility, would, in the long run, cost the City. Jane Finch needs to get to work. The residents need to travel on Finch – on a higher order of public transit – to the Finch West station.

In conclusion, I reiterate my appreciation of this opportunity to speak to you today. I appear here not advocating for any specific transit system. That is your purview and advice from experts can be sought. I am here to support strong east west transit in the city now that we will have created two good north south links of higher order transit. I seek to support transit for York

students and staff on Finch, and support for growing and strengthening the neighbourhoods of Jane Finch and Finch West. Thank you again and I am

very pleased to answer any questions you may have or talk to any of you individually afterwards. And of course, I will be pleased to personally tour any of you around the York campus at any time.