



## STAFF REPORT ACTION REQUIRED

### Assessing City of Toronto and Metrolinx Rapid Transit Priorities

<b>Date:</b>	June 3, 2013
<b>To:</b>	Planning and Growth Management Committee
<b>From:</b>	Chief Planner and Executive Director, City Planning Division
<b>Ward:</b>	All Wards
<b>Reference Number:</b>	P:\2013\ClusterB\PLN\PGMC\PG13049

#### SUMMARY

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This report responds to the Planning and Growth Management Committee's request regarding the congruence of City of Toronto and Metrolinx rapid transit priorities. As this report points out, the question of establishing rapid transit priorities within the City of Toronto is being assessed through the current review of the Official Plan. This review process is considering a number of proposed and unfunded rapid transit projects, comprising those identified in Metrolinx's Regional Transportation Plan, City of Toronto Official Plan and other actions of Council. Some preliminary results of the evaluation process have recently been released for public consultation. Final recommendations will be brought forward to Council following further consultation and assessment of the projects under consideration. Any inconsistencies between Metrolinx and City of Toronto priorities for rapid transit expansion will need to be resolved through this process, taking into consideration the directive of Policy 7.10 of the "The Big Move" which requires that the proposed transit projects shown in the Regional Transportation Plan be incorporated into all municipal Official Plans.

#### RECOMMENDATIONS

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1. The Planning and Growth Management Committee receive this report for information.

## **Financial Impact**

The recommendation in this report has no financial impact.

## **DECISION HISTORY**

Planning and Growth Management Committee at its meeting of February 28, 2013, in considering a presentation by TTC staff on the "Downtown Rapid Transit Expansion Study (DTRES) Phase I Strategic Plan" (PG22.5) adopted a motion that requested the Chief Planner and Executive Director, City Planning, in consultation with appropriate officials, to report back to the June 20, 2013 meeting of the Committee on:

the nine other Metrolinx projects for the City of Toronto and confirm that these projects are consistent with the City's priorities for transit.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG22.5>

## **ISSUE BACKGROUND**

The Metrolinx Regional Transportation Plan ("The Big Move") identifies 34 rapid transit initiatives within the borders of the City of Toronto. These projects can be categorized as follows:

1. Funded
2. Unfunded
3. GO Rail

For the purposes of the Official Plan Review, the Union-Pearson Express and the five other funded rapid transit proposals have been taken as given and the 11 planned expansions of regional GO Rail services have yet to be brought into the transit project evaluation process. Consequently, to this point, the focus of the Official Plan Review has been on evaluating the 23 (17 Metrolinx and six additional City) unfunded proposals as shown in Table 1.

## **COMMENTS**

A straight comparison of the Metrolinx and City lists of rapid transit proposals provides the most basic comparison of priorities. Table 1 below shows the degree of overlap between Metrolinx and City of Toronto rapid transit projects. A brief description of each of the 23 projects in Table 1 is provided in Attachment 1 to this report. Attachment 2 provides a brief description of the 11 Metrolinx GO Rail proposals that will be added to the City's transit prioritization process before finalizing the Official Plan review.

**Table 1: List of Metrolinx and City of Toronto Unfunded Rapid Transit Proposals (excluding GO Rail)**

<u>Projects</u>	<u>Metrolinx</u>	<u>City of Toronto</u> <sup>1,2</sup>
1. Downtown Relief Line (subway)	X	X
2. Yonge Subway Extension	X	X
3. Durham-Scarborough (BRT)	X	
4. Dundas Street West (BRT)	X	X
5. Don Mills Road (LRT)	X	X
6. Eglinton Crosstown West Extension (LRT)	X	X
7a. Finch West Extension to Pearson (LRT)	X	
7b. Finch West Extension to Yonge Street (LRT)	X	X
8. Highway 427 South (Pearson to Kipling) (BRT)	X	
9. Highway 427 North (Pearson to Brampton) (BRT)	X	
10. Jane Street (LRT)	X	X
11. McCowan Road (BRT)	X	X <sup>3</sup>
12. Scarborough LRT Extension	X	X
13. Scarborough Malvern (LRT)	X	X
14. Sheppard East Extension to Meadowvale (LRT)	X	X
15. Steeles West, Jane to Milliken GO (BRT/LRT)	X	X
16. Steeles East, Milliken GO to Oshawa (BRT/LRT)	X	
17. Waterfront West (LRT)	X	X
18. Bloor Danforth Subway Extension to Sherway		X
19. Kingston Road (BRT)		X
20. Sheppard West Subway (Yonge to Downsview)		X
21. Waterfront East (LRT)		X
22. Downtown Relief Line Extension (subway)		X
23. St. Clair Extension to Jane Street (LRT)		X

**Notes to Table 1:**

1. City of Toronto projects consist of those shown on Map 4 of the Official Plan and other projects endorsed by actions of Council since the adoption of the Plan.
2. City Council, at its meeting of May 7, 8, 9, 2013, in considering Clause EX 31.3 "Metrolinx Transportation Growth Funding" referred a number of rapid transit proposals to the Chief Planner and Executive Director City Planning for consideration

- in the report scheduled for Planning and Growth Management Committee in November, 2013, which would add to the list of City proposals in Table 1 as follows:
- a) Replace the Scarborough RT line with an underground extension of the Bloor-Danforth Subway line to Scarborough Town Centre and north to Sheppard Avenue;
  - b) The extension of the Sheppard Subway line from Don Mills Station to Scarborough City Centre;
  - c) Construct a subway along Finch Avenue west from the University-Spadina Subway line to Humber College; and,
  - d) Further extension of the Sheppard East LRT from Meadowvale to the Toronto Zoo.
3. The Official Plan only provides for the McCowan BRT between Scarborough City Centre and Finch Avenue

In its November 2012 announcement of "Next Wave" rapid transit investments, Metrolinx identified the first four projects in Table 1 as being the highest priority, unfunded non-GO Rail rapid transit lines in the City. The "Next Wave" announcement also included a number of GO Rail service improvements that would benefit the City, including the electrification of the Lakeshore corridor, Kitchener corridor and the Union Pearson Express. The remaining Metrolinx projects listed in Table 1 have not been assigned a priority. Also, Council has not assigned priorities among the list of City projects in Table 1.

Most Metrolinx "Big Move" projects are already included in the City's Official Plan (2002) with the most notable exception being the Downtown Relief Line, which was later endorsed by Council in 2009. Other exceptions include the Highway 427 BRT (South – Pearson to Kipling) and the Steeles LRT/BRT East. Conversely, it can be seen that there are several rapid transit lines shown on Map 4 of the Official Plan, such as the Waterfront East LRT and the Bloor Danforth Subway West extension, which are not included in the Metrolinx list of projects. A part of the reason for the discrepancies between the two lists reflects the fact that Metrolinx is primarily concerned with regional transit projects.

All of the proposals shown in Table 1 above are included in the City's evaluation process for determining the priority of rapid transit projects for inclusion in the revised Official Plan. This evaluation process has recently produced some preliminary results that are currently undergoing public discussion. To the extent that differences are found to emerge between Metrolinx and City priorities for rapid transit investments, they will have to be resolved as part of the Official Plan review process. The evaluation process also has to take into consideration Metrolinx "Big Move" Policy 7.10 which states that "the regional rapid transit and highway network shown in Schedules 1 and 2 shall be incorporated into all municipal Official Plans".

## **CONCLUSIONS**

The question of establishing rapid transit investment priorities is being addressed through the current Official Plan Review process. This review process is considering a number of proposed and unfunded rapid transit projects, comprising those identified in Metrolinx's

Regional Transportation Plan, City of Toronto Official Plan and other actions of Council. There is a considerable degree of overlap between the Metrolinx and City lists of proposals, with Metrolinx giving greater emphasis to regional transit proposals. To the extent that differences are found to emerge between Metrolinx and City priorities for rapid transit investment, they will have to be resolved as part of the Official Plan review process, taking into consideration Policy 7.10 of the Metrolinx Regional Transportation Plan ("The Big Move"). It is expected that final recommendations on rapid transit priorities for inclusion in the Official Plan will be brought forward to Council following further consultation and assessment of the projects under consideration.

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## **SIGNATURE**

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## **ATTACHMENT**

Attachment 1: Description of Metrolinx and City of Toronto Unfunded Rapid Transit Proposals (excluding GO Rail)  
Attachment 2: Description of Metrolinx GO Rail Proposals

**Attachment 1: Description of Metrolinx and  
City of Toronto Unfunded Rapid Transit Proposals (excluding GO Rail)**

NO.	PROJECT DESCRIPTION
1	<p><u>Downtown Relief Line (subway)</u></p> <p>The concept is to provide future relief to the Yonge Subway line, particularly at the critical Bloor-Yonge interchange station, by building a new subway line from the existing Danforth subway line to the Downtown with a possible westward extension along the existing rail corridor (CNR Newmarket Sub) to the Dundas West Station on the Bloor subway line. The station locations, Don River crossing point and alignment of the east DRL have yet to be determined. Apart from providing much needed relief to the Yonge Line, the DRL will serve the continued growth of Downtown's regionally important employment area. In addition, the line has the potential to serve other areas of future population and employment growth. The Downtown Rapid Transit Expansion Study (2012) found that the high-cost westward extension is unlikely to be needed in the foreseeable future if lower cost options, such as giving greater priority to streetcars, are implemented.</p>
2	<p><u>Yonge Subway Extension</u></p> <p>The six-kilometre subway extension from Finch Station to Steeles Ave and beyond to Richmond Hill will encourage development at Richmond Hill / Markham Langstaff Gateway centre. The line will connect to other rapid transit services including York vivaNext, GO and the TTC and serves extensive Mixed-Use Growth Areas.</p>
3	<p><u>Durham-Scarborough (BRT)</u></p> <p>The Durham – Scarborough BRT will serve one of Durham's busiest travel corridors as well as Ellesmere Road in the City of Toronto. The line will provide an important connection to the University of Toronto's Scarborough Campus and to Scarborough City Centre and the Scarborough Rapid Transit line.</p>
4	<p><u>Dundas Street West (BRT)</u></p> <p>Dundas Street is a major east-west corridor in the GTHA, linking Toronto, Mississauga and Halton Region. The proposed Dundas Street BRT will provide 40 kilometres of new dedicated bus rapid transit lanes on Dundas Street, from Brant Street in Burlington to Kipling Station in Toronto. The 3km of line in Toronto will serve extensive Mixed-Use Growth Areas and other Targeted Growth Areas.</p>
5	<p><u>Don Mills Road (LRT)</u></p> <p>A transit route extending from the Bloor-Danforth subway (Pape Station) to connect with the Don Mills Road corridor at O'Connor extending north into York Region terminating at Highway 7 would provide a major north-south transit connection east of the Yonge Subway in an already heavily used transit corridor. This line would serve the Flemingdon Park-O'Connor Priority Neighbourhood as well as several Targeted Growth Areas. The section of this line between Danforth Avenue and Eglinton Avenue would not be built if the DRL East Extension was in place.</p>

NO.	PROJECT DESCRIPTION
6	<p><u>Eglinton Crosstown West Extension (LRT)</u></p> <p>An 11km extension of the Eglinton LRT line from Black Creek west to Pearson Airport, via Renforth Drive. This line would complete a rapid transit connection between Pearson and Midtown through the middle of Etobicoke. The line would directly serve employment areas around the airport and the Weston-Mt Dennis Priority Neighbourhood.</p>
7a	<p><u>Finch West Extension to Pearson (LRT)</u></p> <p>The alignment of this 8.5km extension from Humber College to Pearson Airport has not yet been determined. This line would complete a rapid transit connection through northern Etobicoke to Pearson from the Finch West station on the Spadina subway extension. The line would serve most of the employment area around the airport and provide a direct link from them to the Priority Neighbourhoods of Jamestown and Jane-Finch.</p>
7b	<p><u>Finch West Extension to Yonge Street (LRT)</u></p> <p>This 6.3km extension would connect the Spadina subway (Finch West Station) to the Yonge subway. This connection would greatly enhance accessibility between significant portions of the north part of the City. It would also serve the Westminster-Branson Priority Neighbourhood and a number of significant employment areas.</p>
8	<p><u>Highway 427 South (Pearson to Kipling) (BRT)</u></p> <p>Bloor-Danforth subway (Kipling Station) to Pearson Airport via Dundas/Hwy 427. This line would enhance the existing bus service between the Bloor-Danforth subway and Pearson Airport by placing it in dedicated lanes improving the reliability of the service.</p>
9	<p><u>Highway 427 North (Pearson to Brampton) (BRT)</u></p> <p>Queen Street (Brampton) to Pearson Airport. This line as proposed would only pass through the City without stops as it connects Pearson Airport to the east-west busway through York on Highway 7 and Peel along Queen Street.</p>
10	<p><u>Jane Street (LRT)</u></p> <p>Bloor-Danforth Subway (Jane Station) north to Steeles Avenue, and beyond to connect to the Spadina subway extension at the Vaughan Corporate Centre. This line provides a major north-south connection in the west part of the City in an already heavily used transit corridor. It serves the Jane-Finch and Weston-Mt Dennis Priority Neighbourhoods as well as significant Mixed-Use Areas within the corridor.</p>
11	<p><u>McCowan Road (BRT)</u></p> <p>A BRT route from Progress Ave north to Steeles Avenue, and beyond to the developing Markham Centre. This would provide new connectivity between the Scarborough City Centre and Markham Centre in addition to serving Targeted Growth Areas.</p>

NO.	PROJECT DESCRIPTION
12	<p><u>Scarborough LRT Extension</u></p> <p>This line represents a further 3.3km extension of the Scarborough RT replacement project from the planned terminus at Sheppard Avenue to Malvern Town Centre. This extension would bring rapid transit service to the Malvern Priority Neighbourhood better connecting it to the rest of the City.</p>
13	<p><u>Scarborough Malvern (LRT)</u></p> <p>A 13.3km LRT line from Kennedy Station east along Eglinton Avenue to Kingston Rd and north along Morningside Avenue ending at McLevin Avenue to connect to the Scarborough LRT Extension to Malvern. The line includes a short diversion at Military Trail to serve U of T's Scarborough campus. This line would serve large areas of southern and eastern Scarborough including substantial Mixed-Use Areas and a number of Targeted Growth Areas. It would also bring rapid transit service to the Priority Neighbourhoods of Eglinton East-Kennedy Park, Scarborough Village, Kingston-Galloway and Malvern.</p>
14	<p><u>Sheppard East Extension to Meadowvale (LRT)</u></p> <p>Extend Sheppard East LRT from Morningside to Meadowvale and potentially into the Toronto Zoo. This would further serve the Targeted Growth Areas at the currently proposed terminus of the Sheppard East LRT and would provide a rapid transit connection to the major attraction of the Toronto Zoo.</p>
15	<p><u>Steeles West, Jane to Milliken GO (BRT/ LRT)</u></p> <p>A 17km line from the Spadina subway extension east along Steeles Avenue to the Milliken GO Rail Station. This line would connect to many other rapid transit services along the Toronto-York border including the Spadina subway extension, a potential Yonge subway extension and the Barrie, Richmond Hill and Stouffville GO Rail lines. It would also serve York University, significant Targeted Growth Areas and the Westminster-Branson and Steeles-L'Amoreaux Priority Neighbourhoods.</p>
16	<p><u>Steeles East, Milliken GO to Oshawa (BRT/ LRT)</u></p> <p>From Milliken GO Rail station east along Steeles Avenue to Oshawa. This line would extend the Steeles LRT/BRT through more Targeted Growth Areas with connections to the proposed Havelock GO Rail line, the proposed Seaton Go Rail line in Durham Region and the existing Lakeshore GO Rail line.</p>
17	<p><u>Waterfront West (LRT)</u></p> <p>The exact route of this lengthy surface LRT line has yet to be determined. Conceptually, from Union Station to Park Lawn Road, it would follow Bremner Blvd, Fort York Blvd, the existing rail corridor and the existing separated streetcar right-of-way along the Queensway. West of Park Lawn Road, the line would be in the roadway of Lake Shore Blvd, possibly extending as far west as the vicinity of the Port Credit GO station. Within the City, the line would serve a number of Mixed-Use Growth Areas and other Targeted Growth Areas, including the Exhibition Grounds, and would also improve transit access to the high density residential developments along the western waterfront.</p>



NO.	PROJECT DESCRIPTION
18	<p><u>Bloor-Danforth Subway Extension to Sherway Gardens</u></p> <p>Kipling Station to Sherway Gardens/Dixie GO Station. This line serves extensive Targeted Growth Areas in southwest Etobicoke and would shorten the distance within Toronto which Mississauga buses must travel to connect with the subway.</p>
19	<p><u>Kingston Road (BRT)</u></p> <p>This route would extend from Victoria Park subway station on the Bloor-Danforth subway, along Kingston Road to meet the Scarborough Malvern LRT at Eglinton Avenue. This line serves Mixed-Use Areas as well as the Priority Neighbourhoods of Crescent Town and Scarborough Village. It also has the potential to connect to the Lakeshore GO Rail line.</p>
20	<p><u>Sheppard West Subway (Yonge to Downsview)</u></p> <p>This subway line would provide a direct connection between the Yonge and Spadina subways by extending the existing Sheppard subway line 4km west. The line would only add one station to the subway network but potentially adds some operational flexibility and greatly enhances accessibility across the north of the City.</p>
21	<p><u>Waterfront East (LRT)</u></p> <p>This line would run along Queens Quay between the intersection of Queen Street and Leslie Street and Union Station by way of Commissioners Street. The connection from Queens Quay to Union Station has not yet been determined. This line is necessary to unlock the full development potential of the Port Lands, which envisages the development of more than 3 million square feet of commercial and retail space and housing for 12,500 people in the first phase alone.</p>
22	<p><u>Downtown Relief Line Extension (subway)</u></p> <p>This line would extend the DRL from its eastern terminus on the Bloor/Danforth line northwards in the vicinity of the Don Mills corridor to connect to the Eglinton Crosstown line. No exact alignment for this extension has yet been determined. This branch of the proposed DRL has the potential to further offload the Yonge subway and reduce the congestion at Yonge-Bloor station allowing further intensification or extension of the Yonge corridor. This line would not be built if the full Don Mills LRT down to the Danforth subway line was in place.</p>
23	<p><u>St. Clair Extension to Jane Street (LRT)</u></p> <p>This short 1.5km extension of the existing St. Clair streetcar right-of-way from Gunns Road Loop to Jane would connect the existing St Clair streetcar separated right-of-way with the proposed Jane LRT enhancing overall system connectivity.</p>

## Attachment 2: Description of Metrolinx GO Rail Proposals

NO	PROJECT DESCRIPTION
<b>METROLINX "NEXT WAVE" PROJECTS (UNFUNDED)</b>	
G1	<p><u>Electrification of GO Kitchener Line and Union Pearson Express</u>                      Electrification of the Kitchener line and the Union Pearson Express will enable an increase in service levels, shorter station spacings and faster travel times at lower operating costs. The environmental assessment (EA) for electrification of the Union Pearson Express is currently underway and is expected to be completed by 2014.</p>
G2	<p><u>GO Lakeshore Express Rail Service</u>                      The GO Lakeshore Express Rail (including electrification) project will provide more frequent, faster, and higher capacity service on the Lakeshore West and Lakeshore East lines at lower operating costs. In the long-term, electrification of GO Rail services could have a transformative effect with more frequent service and the potential for more frequent station stops.</p>
G3 G4 G5	<p><u>GO Rail Service Expansion – Richmond Hill Line: Aurora Road to Union Station</u>  <u>GO Rail Service Expansion – Stouffville Line: Mount Joy to Union Station</u>  <u>GO Rail Service Expansion – Barrie Line: Bradford to Union Station</u>                      The current two-way, all-day service already in place on the Lakeshore lines will be introduced on the GO Rail lines serving the areas between Union Station and Richmond Hill, Mount Joy and Bradford GO stations allowing more communities to enjoy fast and reliable regional transit service in and out of downtown Toronto throughout weekdays and on weekends.</p>
<b>METROLINX "OTHER" PROJECTS (UNFUNDED)</b>	
G6	<p><u>Crosstown GO Rail Corridor</u>                      Dundas West Station (Bloor-Danforth subway) to Summerhill Station (Yonge subway) and beyond, using the existing rail track corridor (CPR-CNR North Toronto Sub). This line would allow GO trains to service the Dupont corridor and Yonge/Summerhill area. It could also potentially off-load some of the passenger demand from Union Station by providing GO Rail access points from the north to the core of the City.</p>
G7	<p><u>Havelock GO Rail Corridor</u>                      From Locust Hill (Markham) to Union Station via the Richmond Hill line or Summerhill Station using the existing rail track corridor (CPR Havelock Sub). This would increase the accessibility from areas of regional population growth to the region's prime employment centre in the Downtown.</p>
G8	<p><u>Seaton GO Rail Corridor</u>                      From Seaton to Union Station via the Richmond Hill line or Summerhill Station using the existing rail track corridor (CPR Belleville Sub). This would increase the accessibility from areas of regional population growth to the region's prime employment centre in the Downtown.</p>
G9	<p><u>Bolton GO Rail Corridor</u>                      From Bolton to Union Station using the existing rail track corridor (CPR MacTier Sub). This would increase the accessibility from areas of regional population growth to the region's prime employment centre in the Downtown.</p>

G10	<u>GO Express Rail Service – Milton Line: Cooksville to Union Station</u>
G11	<u>GO Express Rail Service – Richmond Hill Line: Richmond Hill/Langstaff Gateway to Union Station</u>
<p>These Express Rail projects will provide more frequent, faster, and higher capacity service on their respective lines. Electrification would enable an even greater increase in service levels and faster travel times at lower operating costs. In the long-term, electrification of GO Rail services could have a transformative effect with more frequent service and the potential for more frequent station stops.</p>	