

Commuter Parking Options - Toronto-York Spadina Subway Extension

Date: September 12th, 2017

To: Executive Committee

From: Deputy City Manager, Cluster B; General Manager, Transportation Services; and
Acting Executive Director and Chief Planner, City Planning

Wards: Wards 8, 9, 10

SUMMARY

This report responds to a request from Council to undertake consultation with key commuter parking stakeholders to contextualize, assess, vision, and provide commuter feedback on the commuter parking needs along the Toronto-York Spadina Subway Extension (TYSSE). To accomplish this, this report will:

- Provide a brief overview of the YYSSE project;
- Inventory current and planned commuter parking options along the YYSSE; and
- Discuss responsibilities and implications for a number of stakeholders involved with the YYSSE.

The Toronto-York Spadina Subway Extension, currently scheduled to open in late 2017, will be the first subway project completed in the City of Toronto since the opening of the Sheppard Line in 2002. The 8.6 km extension of the University Branch of the Line 1 - Yonge-University Subway will provide an important connection in the northwest of the City, linking the Vaughn Metropolitan Centre and York University.

RECOMMENDATIONS

The Deputy City Manager, Cluster B; General Manager, Transportation Services; and Acting Executive Director and Chief Planner, City Planning recommends that:

1. The Executive Committee receive this report for information.

FINANCIAL IMPACT

There are no financial implications associated with the adoption of the recommendation in this report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of May 25, 26 and 27, 2009, City Council adopted EX32.5 - Principles of a Real Estate Strategy and Declaration of Surplus for Sale/Transfer or Turnover to Build Toronto, which set forward a strategy and framework for the identification and sale (via transfer to Build Toronto) of corporate real estate assets with potential for private development. Included in these properties were 30 Tippet Road, 75 Billy Bishop Way, and 50 Wilson Heights Boulevard.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.EX32.5>

At its meeting of November 30 and December 1, 2, 4, and 7, 2009, City Council considered GM26.30, which provided for the transfer of 16 properties to Build Toronto. These properties had been declared surplus under the processes set forward under the Principles of a Real Estate Strategy and Declaration of Surplus for Sale/Transfer or Turnover to Build Toronto. Included in these properties were 30 Tippet Road, 75 Billy Bishop Way, and 50 Wilson Heights Boulevard.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.GM26.30>

At its meeting of January 31st, 2017 City Council considered EX21.19, which requested the City Manager to undertake stakeholder consultation and report to the Executive Committee contextualizing, assessing, visioning and provide commuter feedback on the commuter parking needs along the new Spadina-University Subway line and other points of entry for travel. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX21.19>

At its meeting of July 4, 5, 6, and 7, 2017, City Council referred item MM31.24 to the Executive Committee. This Member's Motion requests an update on item EX21.19, as well as additional consultations. This item will be considered in conjunction with this report.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM31.24>

COMMENTS

The Toronto–York Spadina Subway Extension

The Toronto-York Spadina Subway Extension, currently scheduled to open in late 2017, will be the first subway project completed in the City of Toronto since the opening of the Sheppard Line in 2002. The 8.6 km extension of the University Branch of the Line 1 - Yonge-University Subway will provide an important connection in the northwest of the City, linking the Vaughn Metropolitan Centre and York University.

The extension will add 6 new stations to the Yonge-University Subway, and will be the first TTC rapid transit line to cross the City of Toronto boundaries.

There is no Official Plan policy that requires or governs the provision of public commuter parking at rapid transit stations. However, there is a policy which states that consideration will be given to the redevelopment of surface commuter parking lots on City-owned land at rapid transit stations along major transit routes. Additionally, both the Official Plan and Growth Plan encourage and promote transit-oriented development adjacent to new rapid transit stations.

Commuter parking lots are provided to encourage commuters to utilize the subway system. The provision of commuter parking needs to be balanced with City policies aimed at the reduction of surface parking, especially in areas where transit options are available.

Inventory of Commuter Parking Lots

As the TYSSE project has developed, there have been a series of changes to the availability of commuter parking in the surrounding areas. These changes are a result of a number of factors including construction of the TYSSE itself and ongoing development opportunities.

This section provides an inventory of commuter parking options available in proximity to the TYSSE. In summary:

- The TTC has historically operated 3899 commuter parking spaces in the area;
- 1082 of these spaces are to be maintained indefinitely, with 3827 closing at various times between now and 2026;
- These closures will be offset by the addition of approximately 3339 spaces at new stations along the TYSSE;
- This will result in an eventual net-loss of approximately 488 spaces, however, prior to the end of the Yorkdale Parking Lot lease in 2026, there will be a net-gain of 522 spaces.

In anticipation of the 2026 Yorkdale lease expiration, staff will investigate potential opportunities for additional parking spaces.

The majority of the planned closures are as a result of longstanding direction, as part of the City-wide real estate strategy, to identify properties with potential for private development. Under this policy, these properties with development potential were turned over to Build Toronto for development.

Table 1 - Summary of Commuter Parking Inventory

Lot Name	Lot Address	Spaces	Planned Open/ Close Date
Closures			
Wilson South Lot	30 Tippet Road	645	<ul style="list-style-type: none"> Temporarily closing in September 2017 November 2017 - 350 spaces reopening Mid-2019 - Full Closure
Wilson West	75 Billy Bishop Way	932	<ul style="list-style-type: none"> Closed December 2016
Wilson Main Lot (North)	50 Wilson Heights Boulevard	608	<ul style="list-style-type: none"> July 2017 - Reduction to 360 spaces December 2017 - Return to 608 Spaces TBD - Post-TYSSE Opening - Full Closure
Sheppard West Lot	415 William R Allen Road	632	<ul style="list-style-type: none"> 2020 - Full Closure
Yorkdale Shopping Centre	3401 Dufferin Street	1010	<ul style="list-style-type: none"> 2026 - Lease expiration loss of all spaces
To Be Maintained			
Wilson Transit Road Lot	25 Transit Road	72	NA
Opening			
Highway 407 Station	--	593	<ul style="list-style-type: none"> In conjunction with TYSSE Opening
Steeles West (Pioneer Village) Station	--	1881	
Finch West Station	--	365	
Vaughn Metropolitan Centre	--	~500	

These closures are further represented by the map in Attachment 1.

Stakeholder Implications

Based on the above inventory of planned commuter parking changes in the area of the TYSSE, City Staff have undertaken a consultation process with a number of stakeholders in order to solicit feedback and input. Stakeholders consulted include: the TTC, Build Toronto, local Councillors, Canada Lands Corporation, the TPA, CycleTO, and WalkTO.

The majority of feedback received was neutral, recognizing the need to balance commuter parking availability, opportunities for development intensification near transit, active transportation options, and opportunities to reduce demand on single-occupancy vehicles.

Concerns expressed during the consultation process included:

- the lack of commuter parking being provided at Downsview Park Station, especially as the lot at Sheppard West station is slated to close in 2020;
- that the provision of commuter parking at the new stations will encourage additional trips by vehicles, to the detriment of active transportation modes. There is a negative travel demand management implication to providing commuter parking; and
- that rapid transit stations should be designed to prioritize active transportation.

Downsview Park - Downsview Park Merchants Market and Farmers Market Parking Lot

Arising from the stakeholder consultation, an investigation as to the feasibility of providing commuter parking in the area surrounding Downsview Park Station was carried out.

As part of the original planning for the TYSSE, no commuter parking was identified at Downsview Park Station. This determination was made as at the time, the existing lot at Downsview Station (now Sheppard West) was underutilized, and commuters would be better served by the lots at the other identified locations.

Recognizing that since that time usage of the Downsview Station lot has increased, and that the lot is scheduled to close in 2020, City Staff have undertaken preliminary discussions with Canada Lands Corporation the possibility of a shared use agreement of the Downsview Park Merchants Market and Farmers Market parking lot. These discussions, while at a very early stage, have indicated that a shared use agreement may be possible. Staff will continue discussions with Canada Lands to explore the feasibility of an agreement.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map of Commuter Parking Options for TYSSE